U.S. Fort Sumter Issue of 1961

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A Commemorative in Conflict:  
The Fort Sumter Issue of 1961  
by David M. Frye  

Introduction  
On April 12, 1961, one hundred years after Confederate forces from South Carolina fired upon the Union installation at Fort Sumter, the U.S. Post Office Department planned to recognize the significance of this event. The department’s new postmaster general, J. Edward Day, personally would unveil a commemorative stamp at the site.¹ The story telling why the PMG did not travel to Charleston that day contributes to an understanding of how the stamp and the events surrounding its release played their part in the nation’s centennial observance and reflected the attitudes of its citizens toward the war.

A fifteen-year-old from Charleston, Charles B. Branan, apparently was so keen to take advantage of the event that he waited in line all night in the rain, but then had to relinquish his place to attend school in the morning. Charles probably had read the Post Office Department’s press release announcing the first-day ceremonies. Perhaps he found it printed in the local newspaper, the Post and Courier, or discovered it clamped atop the stack of announcements on a clipboard in the post office lobby. Either way, he probably knew ahead of time that Day had planned to make the trip from Washington, D.C., to attend the first-day dedication ceremonies.

But even if Charles had skipped school, purchased his stamps, and brought them to the event, he would not have obtained Day’s signature. According to the POD, the rains falling that day led to a flight cancellation, keeping the postmaster general from attending the ceremonies. According to a text of remarks, prepared and released beforehand, H.W. Brawley, Day’s Deputy PMG and a native South Carolinian, would have said to the crowd at the dedication:

The significance of this occasion is underlined by the presence here of the Postmaster General of the United States. This is a rare honor symbolizing the importance of our State and of this occasion. In the ten years just passed, 166 stamps have been dedicated outside of Washington. But, only fifteen times in these last ten years has the Postmaster General personally joined in one of these ceremonies. I mention this to help you appreciate the importance which the Kennedy Administration and the Post Office Department attach to this memorable event."
Clearly the POD had planned for Day’s participation in the ceremony to emphasize both the new presidential administration’s attention to its stamp program and the historical significance of this particular issue’s commemoration.

Other indications of the importance the department attached to the dedication of the Fort Sumter issue appeared in a press release announcing the arrangements for the dedication. The PMG’s delegation, including Day, would have comprised thirteen dignitaries flown to Charleston to join U.S. Senator Strom Thurmond and two additional Post Office administrators. This party of sixteen would then have been “… met at the Charleston Air Force Base by a delegation of officers from the Charleston Military Area ….” Numbering seven, the military delegation of four rear admirals, one brigadier general, one colonel, and one captain then would have joined the official party at the Coast Guard Station and from there the whole delegation of twenty-three dignitaries would have obtained passage across Charleston Harbor to Fort Sumter, the location of the stamp’s dedication ceremonies.³⁴

By announcing these logistical details – unusual for pre-dedication press releases of the period – the POD appeared to reinforce two points: the significance of the Fort Sumter Issue in the commemoration of the centennial of the Civil War and, as another release described it, the importance of “… the first stamp completely planned and issued under the Administration of President John F. Kennedy.”⁵

Based upon these emphases, one can infer that forming an understanding of the circumstances surrounding the Fort Sumter Issue and its dedication entails investigating both its philatelic and its general historical contexts. This enables one to describe the stamp’s place among the commemorative issues released by the POD in 1961 and to show the stamp within the nation’s commemoration of the Civil War centennial as a commemorative in conflict and not merely a commemorative of conflict. A survey of first-day cover cachets designed and released on the occasion of the stamp’s debut illustrates how the issue’s philatelic uses interpreted the centennial’s historical circumstances as well as the issue’s representation of its topic.

But before beginning this exploration of the Fort Sumter Issue, one might ask what happened to Charles, the young philatelist, after his long night and the rainy dawn of his school day. Some days later, it turns out, when J. Edward Day learned of Charles’s story, he sent the boy a letter, noting:

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![Figure 2: The Post Office Department reproduced its own photo of essay to illustrate the design of the first issue in the Civil War Centennial Series, noting, “The central subject is a sea coast gun of that period, as representative of the ordnance used by both sides in the conflict. An officer in typical uniform of the time is shown sighting the piece. The background contains a decorative spray of palmetto leaves to suggest the geographical and political area of the opening of hostilities.”](image-url)

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I am touched and honored at the great effort you made to obtain my autograph, and sorely regret that because of inclement weather which forced cancellation of my flight to Charleston was unable to be present for this historic occasion.

However, such devotion to philately as you displayed in your lonely all-night vigil should not be unrewarded.

Please accept the enclosed first-day cover of the Fort Sumter stamp, to which I have attached my signature, with my compliments and sincere best wishes.  

Charles may have been “… lonely [in his] all-night vigil …” (there is no record of how many waited with him), but history does note a companion overhead. Yuri Gagarin, Soviet Union cosmonaut, made humanity’s first flight into space in the rocket Vostok I, launched into a single orbit at 1:07 a.m. Charleston time the night of Charles’s vigil, propelling the Soviet Union ahead of the United States in their Cold War era space race.

Figure 3: This illustration from a booklet published by the National Park Service shows a soldier sighting a sea coast gun. According to the attached caption, this illustration by an artist of the period depicts a Union cannon sited within Fort Sumter amid preparations for firing the first shot in response to the Confederate bombardment. Captain Abner Doubleday ordered the firing of a 32-pounder at Cumming’s Point, the location of the Confederacy’s Ironclad Battery. The positioning of the soldier and the cannon closely matches the design of the Fort Sumter Issue. So while the U.S. Post Office was accurate in saying the gun and soldier’s garb were typical of the period, they were, most likely and more precisely, the Union’s gun and one of its soldiers under the leadership of Captain Doubleday.

1961 Commemorative Stamp Program

On March 21, 1957, PMG Arthur E. Summerfield, a member of President Dwight D. Eisenhower’s Cabinet, issued Orders 56304 and 56305, creating the Citizens’ Stamp
Advisory Committee of the Post Office Department. After President Eisenhower’s administration ended in 1961, PMG Day, appointed by President John F. Kennedy, did not decide immediately to reauthorize the committee. Instead, as noted by a release dated February 4, 1961 Day “… indicated his interest in seeking the advice of noted philatelists in planning the 1961 commemorative stamp program.” A second release, later in the department’s sequence of numbered releases, but flagged “for immediate release” two days earlier on February 2, stated:

In the following statement Postmaster General J. Edward Day outlined today the post Office Department’s participation in the five-year national observance of the Civil War Centennial. “The historical significance of the centennial of the War Between the States, and the great interest of persons throughout the country, prompts the Post Office Department to announce its first commemorative stamp program of this Administration.”

This statement noted clearly that the upcoming Civil War commemorative issue was the first prepared under the aegis of the Kennedy Administration. Up to this point, 1961’s released issues all had been planned during the Eisenhower Administration.

As the chart in Figure 5 shows, the first five issues released in 1961 traced their roots to series begun during the previous administration. Four of those five came from the period in which the Citizens’ Stamp Advisory Committee was at work. The two Mahatma Gandhi Issues concluded the Champions of Liberty Series. This series straddled the line marking the beginning of the committee’s influence, as this series’ first issue – the Ramon Magsaysay Issue of 1957 – predated the committee. The remainder of the series reflected the advice of the committee. This chart also shows that the Civil War Centennial Series was the first and only series intentionally begun during the first year of the Kennedy Administration. Although in October 1961 the POD did release the Frederic Remington Issue as a stand-alone centennial observance, Department press releases distributed in subsequent years reclassified this issue as the first in a series that underwent two name changes over its lifetime.
The second item of note in the Fort Sumter release was its placement of the stamp in the context of the POD’s “… participation in the five-year national observance of the Civil War Centennial.” This leads one to ask about the nature of that observance. On September 7, 1957, Congress had passed P.L. 85-305, “… establish[ing] the Civil War Centennial Commission … to commemorate the one-hundredth anniversary of the Civil War.” By February 1961, the commission had been at work for more than three years. PMG Day tied the plans for the Fort Sumter Issue and the whole Civil War Centennial Series to the commission’s efforts, noting, “Of greatest assistance in planning this five stamp commemorative series has been the Civil War Centennial Commission, headed by Major General Ulysses S. Grant, III, retired.”

Grant’s position as chairman of the commission both exemplified and personified some of the forces at work in the dynamics of the commission. Historian Robert J. Cook observed,

While only a handful of the [twenty-five commission] appointees … were southerners, the apparent sectional imbalance was misleading. The northerners on the commission were cold war patriots broadly sympathetic to southern concerns and, in some cases, just as fearful as any segregationist that the centennial might fall into the hands of dangerous radicals.

In this short summary of the commission’s composition, one can see how the country’s struggles over the Cold War and segregation found their way into the workings of the commission. In fact, as Cook characterized the unanimously elected Grant,

Notwithstanding his Yankee roots, the general’s right-wing political views made him a natural ally for southern conservatives … An inveterate opponent of communism, Grant shared the late senator Joseph McCarthy’s belief that the republic was under perpetual threat from subversives and seldom hesitated to make known his views.

Towards the end of the POD’s release announcing the Fort Sumter Issue, the text cited a statement by General Grant:

A planned program such as this gives all of us time and incentive to make certain these five stamps emphasize the importance of that era of our nation’s history – not only the incidents of the war, but the results of the war – a brotherhood and union which we commemorate in our centennial observance.

General Grant’s comment dovetails with Cook’s characterization of the commission’s intentions:

In the late 1950s the new agency labored to make the planned commemoration a weapon.
of the cultural cold war – a popular heritage bonanza that would reinforce government calls for civic activism and vigilance by educating Americans about the brave deeds and deeply held values of their nineteenth-century precursors.20

When one sees how the themes Grant named – “brotherhood and union” – presented the United States as a distinct alternative to the rising tide of Communist nations, then the Civil War Centennial Series takes an understandable place in 1961’s stamp program not only as the postal observance of the centennial, but also as an extension and retooling of the Cold-War era, pro-liberty themes embedded, for instance, in the just concluded Champions of Liberty Series.

![Figure 6: The five issues of the Civil War Centennial Series include the work of five different designers produced by Rotary Press (Fort Sumter and Shiloh) and Giori Press (Gettysberg, the Wilderness, and Appomattox) over a five-year span.]

Thirdly, PMG Day’s statement used two different terms to refer to the object of the stamp’s commemoration: the Civil War and the War Between the States. Working under the assumption that he and his staff chose the terms with care, one also might ask about the significance of choosing two terms for the same event. Various groups asserted their distinct interpretations of the nature of the century-old armed conflict through their names for the war. Using “Civil War” made the Union the reference point for gauging the object against which the southern states rebelled. In turn, using “War Between the States” placed a greater emphasis upon the parity of the two collections of warring states – the United States and the Confederate States. Most likely Day’s use of both terms in the same statement represented the intention to introduce a sense of balance, so that individuals and groups, whatever their interpretations of the war, would hear the statement’s references to their positions and thereby deem those positions dignified by the U.S. government. This would inculcate a sense of brotherhood, as Grant would have hoped.

Such careful choices of language promoting balanced presentations of the perspectives of both northern and southern concerns characterized much of the public communications – both governmental and corporate – that bore ties to and endorsements by the U.S. Civil War Centennial Commission. Even advertisements produced by for-profit companies that sought links to the nationwide observance of the centennial found ways to engage in laudable descriptions of the Fort Sumter battle and to work in subtle references to the commission-endorsed theme of “brotherhood and union.” For instance, a magazine advertisement released in 1960 by Sinclair, “A Great Name in Oil,” included in its ad copy several telling sentences:

Fort Sumter, in Charleston harbor, was the first and perhaps the strangest action of the war. Here American fought American, with great honor on both sides. No man was killed, and the Carolina gunners paused between salvos to cheer the heroism of the fort’s defenders. … [S]hare the memories of this city … for no matter where you were born, what happened here irrevocably shaped your way of life. Remember it with pride.21

This advertisement also carried the iconic symbol of crossed Union and Confederate flags, along with a notice that stated, “Published in cooperation with the Civil War Centennial Commission.
Commission, established by an act of Congress to increase awareness of our historical heritage – the men and events which shaped our nation’s growth.”

Figure 7: Sinclair Oil encouraged Americans to observe the Civil War Centennial by visiting its key battlefields, including Fort Sumter. Traveling to these locations would “… increase awareness of our historical heritage - the men and events which shaped our nation’s growth,” while simultaneously increasing the consumption of gasoline and oil.
Thus one can see how the POD’s publicity for the release of the Fort Sumter Issue acknowledged, sometimes subtly, a number of points:

- The efforts of the Kennedy administration to make its own mark upon the work of the POD
- The significance of the Civil War Centennial observance
- The coordination of the stamp’s release with the nation’s wider efforts to observe the centennial
- The reality of divergent interpretations of the war’s legacy
- The issue’s utility as a tool for promoting American values in the context of the Cold War.

None of these intentions, however, took notice of the growing civil rights movement, its roots in the outcome of the Civil War, and its growing influence upon the nation’s public life.

1961’s Context: Fighting the Cold War and Seeking Civil Rights

The early months of 1961 were a time filled with overlapping events and emphases that jostled for the attention of the nation and its political leaders. A brief chronology gives a glimpse of the multiple challenges facing the United States during the first half of the year:

- January 3: The United States ends diplomatic relations with Cuba
- January 17: President Eisenhower warns country about the “military-industrial complex” in his final State of the Union address
- January 20: President Kennedy takes office
- February 1: U.S. conducts first test of Minuteman I ICBM
- February 2: PMG Day announces Fort Sumter Issue
- February 12: Soviet Union launches Venera 1, the first mission to Venus
- March 1: President Kennedy establishes the Peace Corps
- March 13: President Kennedy proposes Alliance for Progress
- March 23: U.S. surveillance plane shot down while assessing Soviet support for guerrillas in Laos
- March 27: African-American demonstrators conduct ride-ins on Charleston streetcars
- April 12: Commemoration of Civil War Centennial at Fort Sumter / Yuri Gagarin, Soviet cosmonaut, orbits the Earth
- April 17: U.S.-trained rebels mount invasion of Cuba at the Bay of Pigs
- April 20: Fidel Castro reveals failure of U.S. backed invasion
- May 4: Freedom Riders board buses in Washington, D.C. to make interstate trips testing the South’s Jim Crow laws
- May 5: Alan Shepherd, U.S. astronaut, makes NASA’s first sub-orbital trip into space
- May 25: President Kennedy announces goal of landing a man on the moon
- June 4: President Kennedy and Soviet Premier Nikita Krushchev meet in Vienna.

Even such a short overview illustrates how the debut of the Civil War Centennial’s observances landing in the middle of roiling Cold War and civil rights events.

Many historians of the period focus upon one or another particular topic or event. Such attention aids in gaining a deep understanding of the contours of a specific aspect of the period’s history. Value lies as well in examining the linkages among various events. The U.S. Civil War Centennial Commission, for instance, conceived of its work as an effort to use the centennial as a means to reinforce the nation’s posture and response to the challenges of the Cold War. This led to plans for the Fort Sumter Issue’s release and dedication to become a way for the commission and the POD to attempt cooperatively to promote America’s values of unity – achieved through the purifying crucible of conflict. The public perception of this message, it was hoped, would resonate in a world facing...
the choice between the competing systems of American democracy and Sino-Soviet communism. Consequently the Civil War Centennial Commission’s statements and plans for observing the war’s anniversary downplayed the role of slavery in exacerbating the conflict between North and South. Its communications avoided open discussions of the impact of the abolition of slavery – a legacy of the Civil War – on the complexion of the country. One can hear this mix of emphasis and muffling of potentially competing themes in an excerpt of an interview with Karl Betts, the commission’s executive director:

> Asked if any commemoration of emancipation was being planned, he replied, “We’re not emphasizing Emancipation. You see there’s a bigger theme – the beginning of a new America. There was an entire regiment of Negroes about to be formed to serve in the Confederate Army just before the war ended. The story of the devotion and loyalty of Southern Negroes is one of the outstanding things of the Civil War. A lot of fine Negro people loved life as it was in the old South.”

So, during a time dedicated to the observance of the Civil War’s centennial, a time filled with rising tensions between the races, a time when the eyes of the world turned increasingly to the interactions between the peoples in the United States, the commission framed the observances of the Civil War in ways it hoped would speak of a “new America.” This choice ultimately would undercut the cold-war message of national unity by ignoring the period’s growing civil rights movement and its roots in the Civil War.

In the months leading up to the Fort Sumter Issue’s release and the observances of the centennial of the Civil War itself, these concerns came to a head when the New Jersey Civil War Centennial Commission communicated with the U.S. Civil War Centennial Commission that its entire delegation would attend the Fort Sumter observance. Among those individuals was Madeline A. Williams, a member of the New Jersey General Assembly and an African-American. The New Jersey commission’s executive director, Everett Landers, wrote to Executive Director Betts on February 4, 1961, to assure that Madeline Williams would receive accommodations in the same hotel as the rest of the delegation. Cook’s history noted the text of the letter:

> “As you may know,” he wrote, “one of our members, Mrs. Williams, is a Negro. She has expressed concern over her reception by hotel people in South Carolina. Naturally we do not want to be separated from one of our members. Please advise me what we can expect.”

Plans for the event included lodging at the Francis Marion Hotel in Charleston, a hotel with a policy that welcomed whites alone. Betts’s answer – sent a month later on March 3 – was that she could receive similar lodging at a different location. Betts stated in his letter that the final say on lodging was “… entirely outside our jurisdiction and we, therefore, cannot concern ourselves with it.” The New Jersey Commission found this answer unsatisfactory.
This controversy gained national attention during President Kennedy’s eighth news conference on March 23, 1961. While his opening statement focused upon the turmoil in Laos, an exchange later in the conference raised the issue precipitated by the question of lodging for the entire New Jersey delegation.

QUESTION: Mr. President, the Civil War Centennial Commission has decided it has no authority to provide hotel rooms for Negroes who attend sessions in the South. What is your reaction to that decision?

ANSWER: Well, the Centennial is an official body of the United States government. Federal funds are contributed to sustaining it. There have been appointments made by the Federal government to the Commission, and it is my strong belief that any program of this kind in which the United States is engaged should provide facilities and meeting places which do not discriminate on the grounds of race or color. I have received the response to my original letter to General Grant, and I am in contact – going to be in contact again with General Grant to see if we can work out a solution which recognizes the principle that I have just enunciated, because we cannot leave the situation as it is today.\(^2\)

In the end, the federal government offered to house the delegations of the various state centennial commissions attending the Fort Sumter observance at the U.S. naval station in Charleston, placing the use of integrated lodging beyond South Carolinians’ control. This decision most likely provides the background for explaining the tremendous detail the USPOD offered in its press release describing the logistics of travel connections for gathering the various delegations in preparation for the dedication ceremony for the Fort Sumter Issue. The depth and intensity of the controversy, in turn, may have become “a thumb on the scale” as Day made his decision to forgo attending the ceremony under the cover of inclement weather. His presence, originally intended to highlight the Kennedy Administration’s promotion of the stamp and its commemorative event, may have been judged to be an avoidable irritant to those upset by the federal government’s involvement in South Carolina’s local traditions of segregation. Cook commented,

The segregation controversy would certainly not have enhanced the [postmaster general]’s desire to go to Charleston, but it is entirely possible that in the wake of the Williams affair an embarrassed White House advised against participation.\(^2\)

The POD’s release of the first stamp in the five-year series honoring the Civil War did not, of course, appear as the most visible aspect of the country’s first major observance of the war’s centennial anniversary. Even so, the actual conduct of the stamp’s release, dedication, and its philatelic handling find their context in the commingling of the nation’s struggles to assert its unity in the face of the threats posed by the Cold War and to work out, in the lives of Americans of all backgrounds, the legacy of the abolition of slavery. As Robert Penn Warren, a Southerner and three-time Pulitzer Prize winner, wrote,

A second clear and objective act is that the Civil War abolished slavery, even if it did little or nothing to abolish racism; and in so doing removed the most obvious, if perhaps not the most important, impediment to union. However we may assess the importance of slavery in the tissue of “causes” of the Civil War – in relation to secession, the mounting Southern debt to the North, economic rivalry, Southern fear of encirclement, Northern ambitions, and cultural collisions – slavery looms up mountainously and cannot be talked away.\(^2\)

Nor, as the controversy surrounding the observance of the Civil War Centennial in Charleston illustrated, could the aftermath of slavery be ignored and made to go away. Given Americans’ lack of consensus on the meaning of the Civil War in the history and life of the country, a diversity of themes depicted in first-day cover cachets is unsurprising.

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\(^2\) Postal History Journal, No. 155: June 2013

11
First-Day Cover Cachets: Designs Reflect Themes

When first-day cover cachet designers sit before dauntingly blank canvases, they face questions of how to signify, illuminate, and elevate the stamps their cachets will highlight.

- What is the significance of the issue?
- What is its main message?
- How do its historical connections fit into a larger narrative?
- What ought to be the intent of the cachet itself?
- Who makes up the market for the cover?
- What cachet elements will speak to people in the market?

The list of questions is complex; the answers display as much diversity as the designers themselves. Without interviewing the designers, one cannot know the details of their thoughts and inspirations. But by surveying the content of the designs themselves and by comparing designs to note similarities and differences, one can gain a picture of the sense the designers and their companies sought to make of a stamp, its place in history, and its significance for the life of the nation.

In the case of the Fort Sumter Issue, such a survey holds out the promise of revealing expressions of the various ways the nation came to terms with the meaning of the Civil War during the observance of its centennial. In addition, given the centennial’s context in the midst of the conflicts over the Cold War and civil rights, one might expect to see expressions of the themes of national unity – achieved through the waging of the Civil War – and of national recognition of the war’s legacy in ending slavery. Despite that expectation, when Kevin Allen traced the disparity of expressions displayed by various populations across the United States, he wrote:

Though Civil War memory in the early to mid-twentieth century was shaped by academic debates over the meaning and motivation behind the conflict, popular memory of the war in 1960 was still greatly influenced by the prevailing philosophy that the war was a tragedy shared by both North and South, and that the most important memory of the war was the sense of common honor and valor fought for by soldiers on both sides – not emancipation or civil rights.  

For each of the twelve first-day cover cachets included in the survey, Figure 10 includes several pieces of information: Designer lists the name of the cachet maker; Mellone # gives the cachet design’s designation from a widely-used catalog of cachets; Conflict Name notes the designation given to the war and its centennial; Event Designation reflects the phrasing used to describe the battle itself; Dates provides the dates and years commemorated by the cachet; Illustration describes the main pictorial element of the design; Colors notes the inks used in production; and Iconography summarizes the design elements that offer symbolic meaning. From this survey, one can group cachets into three main types. A review of samples will show each type’s exemplary features and illustrate their distinctive differences.
The first – **Bombardment and its Aftermath** – includes most of the cachets in the survey, leaving out the covers produced by 1st Cachet Centennial, Dixipex IV, Ritz, Velvatone, and Unknown. This type most often comprises several common elements:

- **Conflict Name** employing *Civil War*, most often coupled with *Centennial*
- **Event Designation** using *Fort Sumter*, typically attached to *Bombardment* or *Attacked*
- **Illustration** depicting *Fort Sumter*, either under attack or at rest, often using modified versions of period illustrations
- **Iconography** relying upon images showing the sides at rest, exemplified by *Crossed Flags* and *Olive Branches*.

The overall sense displayed by the cachets of the Bombardment and its Aftermath type is one consistent with the centennial theme of “brotherhood and union” promoted by General Grant and the Civil War Centennial Commission. In particular, the Iconography of crossed flags and olive branches elicits the feelings of harmony and peace, perhaps pointing to hopes for Betts’s “new America.”

The second type – **Confederate Parity and Perspective** – includes the Dixipex IV, Ritz, and Velvatone covers. While the Dixipex IV cover shares with the Bombardment and its Aftermath covers the Conflict Name of *Civil War* and the Event Designation of

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**Figure 10:** Fort Sumter Issue: First-Day Cover Cachet Elements.

**Figure 11:** An Art Craft Cover illustrates elements of the Bombardment and Its Aftermath variety, the most common type of cachet. Resting upon olive branches, the hats, depicted in the common styles of North and South, represent the enduring union that emerged from the conflict.
Fort Sumter / Bombardment, its distinctive Iconography features Union and Confederate Flags, not crossed, but standing side by side as equals. The Ritz cover’s distinctive elements, seen in Figure 12, are the Conflict Name using War Between the States and the detailed Iconography of Two Soldiers. Both soldiers are shown at Parade Rest, though the Confederate soldier’s grasp of his rifle seems more aggressive than the Union soldier’s crossed hands with his rifle cradled within his left arm. The symbolism of aggression and submission is subtle yet clear enough to make a point, perhaps subconsciously.

The Ritz cachet does not contain any elements specific to the observance of the Fort Sumter centennial; in fact, the design appears on all Ritz covers for the whole Civil War Centennial Series. The Velvatone cover portrays a Sea Coast Gun in its Illustration. Both sides employed this sort of cannon in the attack and defense of Fort Sumter. The cover gives significant emphasis to the Confederate Flag in its Iconography. While the cachets of the Confederate Parity and Perspective type display variety in their designs, the overall impression they present is one lifting up the Confederate cause and acknowledging its legitimacy as an alternative to the Union.

The third type – War and Emancipation – stands apart from the other types by placing its attention upon the linkage between the Civil War and President Abraham Lincoln’s Emancipation Proclamation of January 1, 1863. The final cover in the survey, designed by an unknown cachet maker, features a complex illustration with several components: balanced, medallion-like images of Generals U.S. Grant and R.E. Lee; and a rendition of the Emancipation Memorial, Lincoln Park, Washington, D.C. The statue clearly places Lincoln in a heroic position, bestowing emancipation upon a slave whose chains are now broken. While the rendition on the cover makes some of these details difficult to discern, readily available images of the statue, erected in 1876 to
honor Abraham Lincoln as “The Great Emancipator,” make clear the sculpture’s design. According to one description of the memorial:

In the final design, as in [Thomas] Ball’s original design, Lincoln holds a copy of the Emancipation Proclamation in his right hand. The document rests on a plinth bearing patriotic symbols including George Washington’s profile, the fasces of the American republic, and a shield emblazoned with the stars and stripes. … Behind the two figures is a whipping post draped with cloth. A vine grows around the pillory and around the ring where the chain was secured. … A plaque on the monument names it as “Freedom’s Memorial in grateful memory of Abraham Lincoln” and reads: “This monument was erected by the Western Sanitary Commission of Saint Louis Mo: With funds contributed solely by emancipated citizens of the United States declared free by his proclamation January 1 A.D. 1863. The first contribution of five dollars was made by Charlotte Scott. A freedwoman of Virginia being her first earnings in freedom and consecrated by her suggestion and request on the day she heard of President Lincoln’s death to build a monument to his memory.  

The symbolism of this cachet, representative of the **War and Emancipation** type, presents an interpretation of the Fort Sumter Issue clearly distinct from the other two types. While the debut of the Fort Sumter Issue predated the Freedom Rides of 1961, as the chronology noted, the close ties the POD forged with the efforts of the U.S. Civil War Centennial Commission placed the issue within the larger context of the commission’s efforts to observe the centennial according to its own emphases, regardless of the rising...
attention paid to the civil rights movement. The disconnect between the commission’s interpretation of “brotherhood and union” and the civil rights work embodied by the Freedom Rides of 1961 and expressed symbolically in this cachet speaks of dissonance in the public debate over the meaning of the Civil War’s centennial. Historian Raymond Arsenault wrote:

On June 20 [1961] Rabbi Bernard Bamberger, the president of the Central Conference of American Rabbis, endorsed “the great ethical principle” of the Freedom Rides by contrasting it with the morally bankrupt pageantry of the Civil War Centennial. “The war was in vain, the celebration is a blasphemy and a disgrace,” Bamberger insisted, “if a century later the Negro’s right to full equality may still be limited by prejudice enacted into law or perpetuated by custom.”

This cover thus represents a sort of “minority report” of an alternative interpretation of the import of the Civil War and its beginning at Fort Sumter. It shows how, even at the beginning of these years of centennial observances, some across the United States were moving away from what Allen characterized as an emphasis on the “… common honor and valor fought for by soldiers on both sides …” Instead, they began heading towards a sometimes rancorous discussion of the ties binding together the legacy of the Civil War, the realization of full emancipation, and the progress of the civil rights movement. As Allen characterized, “… in the first years of the 1960s, the momentum of the Civil Rights Movement was too strong, and the Centennial would force its participants to address directly the injustice of Madeline Williams’s inability to join her fellow Commissioners at the Francis Marion Hotel during the remembrance of a war fought to end the subjugation of one race over another.”

This unknown designer’s cachet design – and others falling into the War and Emancipation type – provide evidence of the traces in postal history of the wider currents and lingering debates washing through the nation’s history.

Conclusion

The Fort Sumter Issue, first in the POD’s five-stamp series recognizing the centennial of the Civil War, arrived as a commemorative in conflict. Its announcement tied it to the work of the United States Civil War Centennial Commission. Its place in the department’s commemorative stamp program of 1961 gave it the added responsibility of serving as the Kennedy Administration’s first issue and as a marker of the administration’s priorities. It arrived in the midst of the nation’s attention-dividing struggles with waging the Cold War and grappling with the rising tide of the civil rights movement. As cachet makers sought to interpret the issue and tie it to the centennial of the Confederate attack on Fort Sumter, their designs reflected three major types (Bombardment and its Aftermath; Confederate Parity and Perspective; War and Emancipation). These types echoed the varying interpretations of groups and individuals across the country as they sought to understand the meaning of the Civil War in light of the challenges and sensibilities of the early 1960s.
Making this foray into some basic content analysis of first-day cover cachets suggests several fruitful paths for further study:

- Do the cachet types proposed here for the Fort Sumter Issue hold up for those of the subsequent stamps in the series?
- How does any recoverable documentation on the intentions of the cachet designers contribute to an understanding of their approaches to interpreting the connections between the Fort Sumter Issue and the nation’s recognition of the Civil War Centennial?
- How do the varying interpretations of the Civil War, as reflected in cachets, evolve over the course of the stamp series?
- How might a general methodology for examining the reflections of historical context and interpretations in the designs of cachets serve as an aid in shedding light on the treatment of other commemorative issues?
- If one compares the cachets on the Civil War Centennial Series 1961-1965 with those used for the Civil War Sesquicentennial Series of 2011-2015, what similarities and differences arise?
- How do the distinctions between the philatelic treatments of these two commemorations reflect the changing historical contexts separated by a half century in the life of the United States?

Investigating these questions would provide a deeper understanding of the interplay between the POD’s participation in the Civil War Centennial observances and the philatelic community’s interpretation of the Fort Sumter Issue and its companions in the Civil War Centennial series. From this understanding would emerge a more nuanced appreciation for the place of the Fort Sumter Issue both as a commemorative of conflict and a commemorative in conflict, embodying our nation’s efforts to struggle toward our Constitution’s aspiration of “a more perfect Union.”

Endnotes

1 U.S. Post Office Department, “For Release Tuesday p.m.,” Release No. 92, May 2, 1961. The story of Charles B. Branan, narrated creatively in the following paragraphs, comes from this release.
4 Charleston Harbor embraced forts Moultrie, Sumter, Johnson, and Castle Pinckney. A map published in 1861 by Geo. T. Perry of Philadelphia shows the position of the Star of the West when fired into from one of the islands in the harbor. Library of Congress.
5 U.S. Post Office Department, Release No. 77.
7 U.S. Post Office Department, Release No. 92.
14 J. Edward Day, My Appointed Round: 929 Days as Postmaster General (Parsons, W.Va.:
18 Cook, 32.
19 U.S. Post Office Department, Release No. 24.
20 Cook, 15.
21 Sinclair Oil, magazine advertisement, possibly from National Geographic, c.1960.
22 Cook, 42.
23 Cook, 89.
24 Cook, 93-94.
26 Robert J. Cook, email to the author, October 5, 2012.
31 Wikipedia: Emancipation Memorial.
34 Allen, 109.

David M. Frye is our Society’s Publicity Chair; this article is based on a talk he gave to represent us at the Postal History Symposium “Blue & Gray: Mail and the Civil War,” The Philatelic Center, Bellefonte in November 2012. He is a freelance Web designer, business communicator, and nature photographer with degrees in physics, theology, and journalism. He is active in Nebraska’s Lincoln Stamp Club.

COVER ILLUSTRATION: One of the best-known images of the rural United States Post Office at mid-19th century, this 1857 painting by Thomas Pritchard Rossiter (1817-1871) was probably based on a general store office near Cold Spring in the Hudson Valley, where he would build his home, Fair Lawn, in 1860. The scene emphasizes the democracy of the mail experience: two men on the porch and two women, one walking away with a small child and one accompanied by an older man, are reading letters that were sent with a folded address leaf. One man reads a newspaper while leaning against the porch, his pockets stuffed with other mail, and one man reads a periodical while sitting on the steps. And all this devouring of words is taking place amid the hubbub of village life: a game of horseshoes interrupted, children and dogs cavorting, idlers gossiping. In the background, the mail courier is loading the mailbags onto the coach. By 1857, none of these country folk needed to fear the arrival of unprepaid mail, making letters particularly welcome.
Post Offices and Planned Settlements:
A Case Study of Serviceberry Creek, Alberta, Canada
by Dale Speirs

Most settlements in the western Canadian provinces of Alberta and Saskatchewan followed a standard plan of surveyors going ahead to mark out the land into squares, and homesteaders treading on their heels. The initial influx of settlers was more or less random, save that they followed the railroads for easier access to the land. Post offices were originally established by the Canadian Post Office every five or ten miles in farm houses because the roads were so bad, and settlers came in to the postmaster’s house to get their mail. Good roads and rural mail delivery eventually killed off most of these post offices. Hamlets and villages sprang up more or less by chance. However not all areas of the prairies were colonized by random homesteading. This article looks at the Serviceberry Creek district of southern Alberta, whose settlements were heavily influenced by railway company planned-colonization schemes. This also had an effect on the post offices, which were not random farm house offices as was common elsewhere but associated with premeditated settlements.

Serviceberry Creek rises in the rolling hills about 15 kilometers northeast of Calgary (now a city of 1.1. million), where there are countless sloughs and intermittent lakes. It then flows east across flatlands until it empties into the Rosebud River. It meanders through a glacial meltwater valley sometimes kilometers wide, but today the creek itself is only about five meters wide at most, and often narrow enough to jump over. It has, however, incised itself deeply into the floodplain sediments and the banks are occasionally vertical cuts one or two meters high. This made the creek difficult to ford by horse and wagon, although bridges were easily constructed across it, often just by building a long platform and dragging it overtop the creek. The muddy bottom of the creek would bog down any horse and wagon trying to cross it despite the shallow depth.

There were some traditional homesteaders, but settlement of the Serviceberry Creek district was heavily influenced by two types of projects used by the Canadian Pacific Railway (CPR) to speed up colonization and increase the density of the area. Greater population meant greater demand for freight and passenger transport by trains. The Western Irrigation District, established by the CPR, is at its northern limits here [see “Good Roads and Dead Post Offices: a case study of the Western Irrigation District, Alberta, Canada” PHJ 152]. The CPR also built ready-to-go farms, hiring contractors to break the sod en masse and throw together cheap houses and barns on a standardized plan. Settlers were encouraged to band together in Europe and join colonization companies set up by the CPR in areas such as Serviceberry Creek. Both the CPR and the Canadian Northern Railway built lines along Serviceberry Creek, and established villages at sidings.

Figure 1: Detail from a map included in the 1918, A Handbook of Information Regarding Alberta, Saskatchewan and Manitoba and the opportunities offered you by the Canadian Pacific Railway in these Provinces. The red shading shows location of the railway farm lands, the blue the irrigating districts.
Dalroy today is a rural hamlet just northeast of Calgary, with some new houses, acreages, and other minor real estate development. It is five kilometers south of the origin of Serviceberry Creek but not actually on it. The name’s origin is uncertain; it may have been after a town in Scotland or it may have been a derivative from the name of an early pioneer homesteader G.M. McElroy. The first postmaster was George Rehder who moved a store from neighboring Lyalta. When the railway came through a year later, they established a siding at his store instead of the standard ten-mile distance. Rehder had calculated the probable location of irrigation schemes and the influx of homesteaders and chose the store location ahead of the settlers, instead of following them as did so many other shopkeepers. This area is the northwestern corner of the Western Irrigation District established by the CPR.

The Dalroy post office opened on January 15, 1910 and mail was delivered by train on Fridays. Homesteaders from around the area congregated at the store on Fridays and it was a day for socializing. Figure 3 shows the proof strike of the first postmark. Rehder sold the store and resigned as postmaster on July 14, 1915. The store and postmastership changed hands three times more during the next decade. Herbert Desson became the longest-serving postmaster on July 31, 1926, staying until 1955-05-20. Three more postmasters came and went as the store slowly failed against the bright lights of the big city nearby, with good gravel roads making it easier to shop in Calgary. Mrs. Florence Starosta became the final postmaster on May 30, 1963, moving the post office into the front of her house. It was there that it finally closed on April 30, 1968.

Lyalta

Proceeding eastward, Lyalta is the next post office, and is still extant. It is about five kilometers south of Serviceberry Creek but is within its drainage area. The village was originally known as Lyall but when it came time to open the post office, it was discovered that there already was another village by that name in Alberta, which, however, never had a post office. The new name was adopted as a combination of Lyall and Alberta. The railway built the siding as a convenient place for trans-shipment of grain from colonists of the northern side of the Western Irrigation District. Despite being older than Dalroy, Lyalta didn’t get a post office until considerably later, after the railroad came through. The first post office opened in the train station on July 2, 1923, with Mrs. Margaret Peterson in charge. Her husband was the railroad section foreman. The Petersons didn’t stay long due to a transfer by the railway company. The post office moved to the grain elevator.
a few months later on October 8, 1923 with the grain buyer Orlando Meyer as the new postmaster. The agricultural depression temporarily shut down the elevator and the post office closed on June 4, 1924-06-04. Figure 4 shows a proof strike of the first postmark.

On April 1, 1926, the post office re-opened in a general store operated by Walter Shaw. He was gone before the end of the year, and on December 28, 1926 the store was purchased by Angus Urquhart, who also became postmaster that date. He retired on November 27, 1933, and sold out to Cyriel Joseph De Neve, a Belgian immigrant. De Neve had been farming in the district but developed leg problems that forced him to look for a more sedentary job. Having learned that Urquhart wanted to retire, De Neve made an offer for the store and became postmaster. He stayed until July 19, 1943 when he sold out to the Novak family. They lasted only a couple of years, during which time two of them were postmasters. More stability came when Mrs. Edith Payne became postmaster on January 1, 1945 and stayed until October 7, 1962.

At this point the post office moved to a different store, run by Stanley Finders, who was postmaster until April 11, 1970. In 1966 it was moved into the ugliest bungalow I have ever seen, built out of exposed cinder blocks, where it still is today. After Finders, the post office has been through five more postmasters. Figure 5 shows the post office in 2011. I drove past it the first time because the sign was half-hidden by junk. I nominate it as the ugliest post office in Canada. The front half of the building was the store, with the post office in a tiny wicket, and the back half had the living quarters. The interior was incredibly cluttered. The kitchen opened into the post office and when I went in to get a sample postmark, the elderly postmistress was still at the table in her dressing gown. Standing at the postal counter, I could see she was having scrambled eggs for breakfast. Figure 6 shows the pictorial postmark and Figure 7 is the regular business cancel. Lyalta had about a dozen new houses in 2012 so it seems to be surviving as a commuter hamlet. Its only visible major industry is a grain elevator on the railroad tracks.

Nightingale

Nightingale is about the halfway mark along Serviceberry Creek. The first settlers were part of a non-irrigation colonization company called the English Colony, even though most were Scottish, Irish, or Welsh. The Colony never worked well due to bad weather that killed the crops the first two years in a row, which resulted in the poverty of the
settlers, many of whom subsequently abandoned the land. The CPR had invested heavily in setting up ready-made farms and platting the hamlet, and while they could repossess the land, it seems unlikely they made their money back in this neighborhood.

The first post office was opened on January 1, 1911 with H. Meredith Jones as postmaster. A few months previous, the famous nurse Florence Nightingale had died, and Jones named the post office in her honor. Figure 8 shows the first postmark as a proof strike. Jones was a retired soldier who had bought into the English Colony. He carried the mail from Strathmore twice weekly, which was further south on the CPR transcontinental railway. The Jones family became homesick for England and left in late 1911. The next postmaster was Mrs. W.E. Henry, who took up the position on May 28, 1912 when her husband Clayton built a general store, and stayed until February 15, 1915.

Clayton’s niece, a young widow with children, came out west from Nova Scotia to live with the Henrys. She married his clerk Gilbert Southwell, and they later bought the store. Gilbert took over the post office from his aunt-in-law but only stayed until 1918. From then until 1938, the store and postmastership changed hands fifteen times, with some postmasters only staying for a month or so. First there was the post-WW1 recession, then depressed agricultural markets, and then the Great Depression. It was not a good time to be in any sort of business in such a remote area.

Arthur Farr bought the store on December 1, 1937 and finally broke the cycle. He stayed as postmaster until 1948-04-15 when he had to retire due to ill health. His son Arthur Jr. took over the store and his wife Wilda became postmaster until November 26, 1956. At that point the Farrs gave up and closed the store, taking down the post office with it, and made it into a dwelling house. Nightingale still exists as a hamlet. The photo in Figure 9 shows the Nightingale community centre on October 20, 2011 with a row of green cluster boxes beside it. The woman getting into her vehicle is the mail contractor who had just finished delivering mail to the boxes as I drove up.

Dunshalt

Just a few kilometers south of Nightingale was the hamlet of Dunshalt, which had originally been named Florence after the famous nurse. It was later re-named after a Scottish town. Florence/Dunshalt began as a crossing point between the CPR and Canadian Northern lines. The two railways feuded over the rights-of-way, mostly in the courts. The Royal Canadian Mounted Police had to deploy on several occasions into the area to prevent riots between the two rival work crews, both of which were armed with picks and shovels and who tried to block each other’s line. There was never any actual fighting but the biggest standoff occurred near Dunshalt when the two mobs of navvies faced each other and had to be separated by the Mounties. The feud was settled by 1913.
and an interlocking switch was finally spiked down. A switching station was built and named Dunshalt. Under a court settlement it was manned by the CNR, with their personnel doing the switching. The Dunshalt store was built by Henry Dougan in 1922 at the switch and rented to his second cousin Austin Stanley, who had come out west for his health.

Stanley was listed as an acting postmaster but not an official one. He returned to Toronto after his lungs improved, and Robert Reid took over the store and was the first official postmaster from August 15, 1924 to March 26, 1925. Figure 10 shows the postmark proof strike. Miss Valentine Dougan was a postal clerk in the store, and succeeded as postmaster when Reid sold out to Charles Fryer. The post office closed on March 24, 1926 when she married Colin Bannerman and moved away. The store continued, but the post office closed. Since Dunshalt was so close to Nightingale, it was deemed redundant.

Ardenode

Ardenode began in 1913 as a railroad siding called Hawick, in the Western Irrigation District about 5 kilometers west of Nightingale. Major George F. Davis was an Irishman who had served in the British Army in India and the Boer War. He joined the English Colony and built a general store at the siding. When the post office opened on May 15, 1915 it had to change its name because there was another town in Alberta also called Hawick, although that settlement never had a post office. The Major suggested to the Canadian Post Office the name of Ardenode, his home town in Ireland, and it was accepted. The post office briefly operated in a large tent until the store was completed. Figure 11 shows the postmark.

The area had the advantage of being part of the English Colony and also was associated with the Western Irrigation District, run by the CPR. Davis later sold the store to the Sharman family, and on November 1, 1917 Mrs. Hylda Sharman became postmaster. She served until October 6, 1922 when her son Wilfrid and his business partner Fred Anstice bought the store. Fred then became postmaster until October 31, 1959 when he retired after more than three decades. Wilfrid took over for the final decade of the post office, which closed on November 28, 1969 when the store did. Ardenode dwindled away and its trade went south to the city of Strathmore, today a ten-minute drive on a paved highway. The post office and store were successful in the days when most people traveled between towns by rail, but when the grid roads became the preferred means of travel, Ardenode found itself on a side road that few people had reason to travel.

Baintree

This area was surveyed by the Canadian Northern railway in 1914. Its name came from an incident when an early settler traveling along Serviceberry Creek had a tree fall over onto his wagon. In those days, a popular type of wagon for rugged areas was a high-clearance type manufactured by Bain Wagons of Kenosha, Wisconsin. In the same way that many people today refer to a snowmobile by the trade name Skidoo, wagons of a certain type were called Bains whether or not they were actually manufactured by the company. The post office location was decided by the presence of the railroad siding, not random clusters of homesteaders.

The first postmaster was a Scotsman named Timothy Longbotham, who ran a general...
store as a branch of the Nightingale store for Gilbert Southwell. The post office opened on March 1, 1917 but Longbotham only stayed to the end of the year. Figure 12 is the postmark proof strike. The store was sold to the Wyman family. Burt O. Wyman was the official postmaster but his teenaged daughter Elizabeth actually ran it. She left on June 22, 1919 to move to Calgary where she finished her high school diploma and graduated. The Wymans closed their store and helped a returned veteran named Thomas Taggart open a new one across the road. He was succeeded as store owner/postmaster by Ewart Cropper on November 25, 1920 who only stayed a couple of months before resigning. Next up was Peter A. McLellan, who served the longest, from March 23, 1921 until 1944. He was a devout Catholic, and on Holy Days would sort the mail but not open the post office. A bachelor, he lived in the back of the store.

After almost three decades of absence, the Longbothams bought the store back, and Tim’s wife Pauline was postmaster until November 8, 1947. Her son Dave helped on the postal counter as his mother was also the grain elevator agent. The County family then owned the store, with Samuel as postmaster from November 9, 1947 to November 13, 1950, and his son Frederick until April 12, 1951. They were both grain elevator agents. The final two postmasters were David James Roberts until February 27, 1953 and Harold Edward Tucker, both elevator agents, until the post office closed on January 1, 1957. Good roads were part of the explanation for the decline, as it became easier to shop elsewhere and rural mail delivery took over. The hamlet died slowly. It and the railroad were frequently flooded when Serviceberry Creek overflowed in the spring runoff, which discouraged any new investment. The railroad tracks were abandoned in 1962, and the grain elevators gone by the early 1980s, as the grain industry slowly centralized. When the last elevator closed, only one resident was left.  

**Tudor**

The first colonists arrived in 1906 and a village was established in 1911 when the railroad came through. It was named after the British royal dynasty. The first postmaster was H.W. Leonard, who had come from Arkansas with his family and his in-laws the Schafers. The post office opened on February 1, 1912 and Leonard operated it out of his farm house until 1913. Figure 13 shows the proof strike of the first postmark. E.W. Post opened a store and lumber yard, and the post office then transferred to him. He was postmaster until September 28, 1920 when he sold the store to Jessie Anderson.

Anderson was postmaster until August 2, 1922 when he rented the store to Morris Gordon, who also took over the mails. Gordon was postmaster from then until March 16, 1923. The store burned down on January 3, 1923 taking the post office and considerable holiday mail with it. Although Gordon was officially postmaster for another couple of months, neither he nor Anderson attempted to rebuild. A new store was built by George Dey and his sister in September 1923 but they did not immediately take on the post office. Leonard resumed the postmastership from his farm house after the disaster and held the position again from September 19, 1923 to November 17, 1925. Mail service was three times weekly from the village of Standard which is 25 kilometers south. The mail courier often drove his truck part of the way on the railway tracks to get through in muddy weather when the roads were impassable.
After Leonard resigned his second tour of duty, Miss A.M. Dey took the job until September 16, 1926. Morris John Kilborn owned the store and postmastership from September 30, 1926 to July 26, 1928. Leonard’s in-laws, Fred and Maggie Schafer, bought the store, and their daughter Marion Naomi Schafer operated the post office from August 1, 1928 to February 25, 1935. On one occasion she and several customers were trapped inside the post office by an angry Ayrshire bull that had gotten loose. Help finally arrived but it took eight bullets to kill it.

After a couple of short-term postmasters, Aubrey Alfred Hardwick Peters bought the store. He was more commonly known as Scott or Scotty, despite being a first-generation Canadian born of English parents. The nickname was given to him by a Scottish farm laborer who called him “Little Scottie” when he was a boy. Peters was the last postmaster of Tudor, from December 9, 1935 to June 30, 1944. When he closed the store, the post office died. Tudor went into a steep decline as passenger rail traffic fell and the village found itself on a side road instead of a mainline. During the 1970s its three grain elevators, known locally as Henry VIII (because it was larger than standard elevators), Elizabeth (painted white, the color of virgin queens), and Bloody Mary (painted red), were demolished, killing the hamlet for good. Nothing remains.

**Rockyford**

Despite being a small, shallow stream, Serviceberry Creek is difficult to cross along most of its length because of its muddy bottom. Even for a human on foot or a single horse it was difficult to jump down into the muddy bottom and then try to climb out the vertical bank opposite. Figure 14 shows a typical portion of the creek at Highway 9, where the water is only knee-deep and the banks almost at grade but a person trying to wade across it would sink in to waist level because of its muddy bottom. Trees suitable for logging as bridge planks were scarce. The land is short-grass with mostly scrub trees along the creek. The Siksika tribe eventually found an easy ford in an anomalous area where the creek flowed through boulder gravel deposits and the banks were sloped. The trail that led to this stone-covered ford was well-worn and conspicuous, easily spotted by the first white surveyors in the area, who followed it down to the creek. This was a good place to build a village. When it was established near the ford, the name for its post office was obvious.

Settlement began in 1908. E. Watson opened a hardware store, and became postmaster from July 20, 1914 to September 17, 1915. Figure 15 shows several proof strikes of its postmarks. The railroad had come through by then, and thus the mail always came that way. Rockyford is in the extreme northeastern corner of the Western Irrigation District. The fact that the village was at a crossroads between the railroad and the ford ensured that it would survive and be larger than the other settlements. The store and postmastership changed hands twice during The Great War. On August 31, 1918 it moved to a pharmacy, where it was to stay for most of its subsequent history. Leon L. Plotkins was a Frenchman who had...
come out west for his health, and during his tenure as postmaster owned the pharmacy. In 1921, he married and changed careers, becoming a newspaper editor. The official records say he was dismissed as postmaster in 1921 for political partisanship, so presumably that was a result of him writing an editorial that rubbed someone in Ottawa the wrong way.

Albert Henry Erswell was a pharmacist who bought the drug store and became postmaster on June 19, 1923. He was quite active in local politics, eventually becoming a school board trustee. This was not a sinecure and the duties were onerous enough that he resigned the postmastership and handed it over to his wife Agnes on June 22, 1940. As World War II heated up, he joined the army medical corps and left for duty with Agnes in tow. Mrs. Anita Reish became postmaster from March 22, 1941.

The Mitchell family arrived in Rockyford in November 1945 and bought the pharmacy from Erswell. Mrs. Winnifred M. Mitchell became postmaster on December 31, 1946 and later her husband Ken officially took over on April 30, 1947. He stayed until July 29, 1959 when he got a job in a Vancouver veterans hospital as a pharmacist. Miss Mary Nashchuk was a clerk in the pharmacy and took over temporarily as postmaster on July 30, 1959. After that there was a series of postmasters coming and going. Somewhere along the line the post office moved into a standalone building. The last standalone post office was demolished in the 1990s and is seen in Figure 16, with the late Betty Speirs (the author’s mother) in front of it. It was replaced by a retail outlet in a combined general store/cafe/insurance agency, shown in 2011 in Figure 17. Immediately on entering the door, one pivots hard left and walks past the insurance secretary’s desk to an anteroom where the postal counter is. Figure 18 is the first day of use postmark for the retail outlet (obtained by Betty), and Figure 19 shows the pictorial postmark.

Rockyford is the largest village along the creek, with a population of about 325 circa 2012. It seems likely to outlive the others along the stream. It is far enough away from large towns or cities that ranchers in the surrounding area will prefer to shop in Rockyford. The post office dwindled from a standalone operation to a retail outlet in a store, but this cannot be attributed to local economic decline. Canada Post is steadily privatizing its operations.
front counter operations as a matter of policy to get away from high-cost union workers, and even in large cities is replacing its post offices with retail outlets.

**Redland**

Redland is located downstream of Rockyford at the end of Serviceberry Creek where it empties into the Rosebud River. The name is said to come from the soil color, but I think the historians who suggested that etymology never actually visited the place, because as far as I could see when I was there the soil was brown. However, the Redland-Rosebud area is at the extreme western end of the Drumheller Badlands, and there are outcrops of ironstone and red shale just downstream from Redland, so that appears to be where the name really came from. Just downstream of Redland on the river (not the creek) is the village of Rosebud. The straight-line distance by land is about three kilometers. In 1913, when the Canadian Northern was building the rail line along Serviceberry Creek, it was the practice of railroads throughout the prairies to build sidings every tenth mile. The Redland and Rosebud settlers feuded over who should get the siding since they were so close together, but the railway used diplomacy and gave them both a siding.

The first settlers were the Wishart and Martin families, who arrived in 1883 and homesteaded side by side, later intermarrying. Mail was originally brought on horseback from Gleichen, about 50 kilometers south, and distributed at the Dave Wishart farmhouse. This area was anomalous compared to the organized colonies upstream, in that it was settled by random homesteading. It was too far away from the CPR line for the railway to consider a colony. The CNR line came through decades later but that railway never bothered with colonization schemes, preferring instead to try to highjack some of the CPR’s trade. Relations between the two railways along Serviceberry Creek were always tense and courtroom disputes between them were not uncommon.

Twenty years later, Samuel E. Dafoe built a general store after the CNR railroad came through. He became postmaster on December 18, 1914, staying until August 10, 1915. Figure 20 shows the first postmark. Dafoe was bought out by local homesteader John I. Martin, who kept the postmastership until July 7, 1916 when the Wishart family got back into the mail business. Ben Wishart, John’s in-law, had the store and was postmaster until April 29, 1919. At that point, the postmastership passed to a local preacher, the Rev. George Love. He moved the post office into his house, which he had bought from the Martin family. An attachment was built onto the house for the post office. His wife Emma took over the job from October 8, 1921 to her death on May 12, 1935, at which point the title reverted to George. He stayed with it until November 9, 1936 when he passed it on to the Jepps family, who bought the house.

Mrs. Winnifred Jepps then became the longest serving postmaster, staying for three decades until her retirement on June 4, 1969 when the post office closed permanently. Today the hamlet of Redland is six acreage homes on the valley floor of the south bank of Serviceberry Creek. The grid road it is on is called Redland Road but there are no signs marking the actual hamlet. The railroad is abandoned, and Redland is far off the main roads.

**Epilogue**

Today most of the colony villages have completely vanished or dwindled down to a cluster of farmhouses, which could charitably be described as hamlets. The rail traffic that the CPR
hoped to build up with its ready-made farms and colonies still exists, only now it is further south and concentrated along the transcontinental railroad and the Trans-Canada Highway.

Although the CPR colonies and irrigation districts succeeded to some extent, they were basically loss leaders for the railway, which was more concerned about building up freight and passenger traffic. The post offices were not the farm house offices as were common in surrounding areas but were located in stores where optimists expected a village to grow up. Those expectations were not met, mainly because good roads killed off most of the general stores and thus their post offices. As the roads improved and farm trucks became bigger and capable of hauling a heavier load of grain for longer distances, the grain companies began abandoning elevators at the sidings where the villages and post offices had been established. The railways in turn had to abandon their lines as traffic dried up in favor of truck transport. This gradually killed off the villages that were the direct result of the railway colonization schemes.

The initial settlement was along the railroad, which followed Serviceberry Creek for the most part. The villages were in a continuous line along the railroad and thus economies of scale could be had by the train traveling along in a straight line. The development of good grid roads meant that transport was perpendicular to the Trans-Canada Highway or Highway 9, the two major roads today. This caused many of the colony villages to end up on side roads or cul-de-sacs off the main routes, and helped accelerate their decline.

Endnotes

3 Various authors, Along the Fireguard Trail, Lyalta, Ardenode, and Dalroy Historical Society 1979. Pages 3 to 11, 95, 207, 325.
6 Various authors, The English Colony: Nightingale and District, Nightingale Women’s Institute 1979. Pages 28, 60, 88, 93 to 94, 120, 192 to 194, 335, and 338.
7 Various authors, Rockyford: Where We Crossed the Creek and Settled, Rockyford and District History Book Society 1984. Pages 27, 39 to 41, 54, 60, 63 to 65, 206, 302 to 303, 333, 350 to 354, 388 to 390, and 436 to 438.

Dale Speirs, an active postal historian and researcher, is editor of the Calgary Philatelist (journal of the Alberta, Canada, philatelic society).

Ten Facts about the USPS (Talking Points):
1. The postal service employs 130,000 veterans and 49,000 disabled veterans.
2. It is the single largest business with a union workforce.
3. Receives no money from taxes.
4. The postal service was established in the constitution before the army, navy, the roads and the right to declare war.
5. It is the second largest employer in the country.
6. The post office is the spark plug to the mailing industry.
7. The mailing industry is a 1 trillion dollar industry.
8. The mailing industry employs 8 million workers
9. The mailing industry is 9% of the Gross National Product.
10. Is required by Congress to prepay retirement costs for employees.
The Buy American Movement of 1932-1933
by William Velvel Moskoff

Introduction

During the Great Depression of the 1930s in the United States, the administration of President Herbert Hoover raised tariffs on foreign imports to keep foreign goods from entering the country. Hoover said “there was no measure in the whole economic gamut more vital to the American workingman and the farmer today than the maintenance of a protective tariff.” Thus in June 1930, the so-called Smoot-Hawley tariff was signed into law, raising U.S. tariffs on more than 20,000 products to their highest levels ever. In essence, the U.S. was declaring that it was going to manage its economic affairs by itself, for itself. The Dean of the Harvard Business School went so far as to say at the time that, “not only can relative self-determination be the solution of our problem of depression, but it is the only possible solution.” The Buy American campaign was an effort to get Americans to boycott foreign goods so that American industrial workers, farmers, and businesses would benefit from citizens purchasing American products. Whether it afforded psychological consolation to people or whether it was thought to have real underlying value, the Buy American viewpoint, in its most extreme form, was a bet that America was best off if it built a wall around the country.

In 1933 unemployment reached 24.9 percent, the highest level in the 20th century. Thus, in reaction to the crushing unemployment, suffering, and poverty of America, 1933 became the year in which many Americans sought national economic retrenchment as a means for mitigating the destructive effects of the Depression. In part, the Buy American campaign was given credence by a government act fostering the concept and in part by popular feelings acclaiming its rightness.

The mail served as a platform to visually translate the anger and frustrations that so many felt about their financial situation. Figure 1 shows a number of labels that expressed the nationalist sentiments with highly patriotic statements that America’s needs could and should be met by going it alone. The solution to domestic unemployment was self-sufficiency.

Figure 1: A selection of labels that promoted “Buy American.”
“Buy American”

On March 3, 1933, his last day in office as President, Herbert Hoover signed the Buy American Act into law. Although there were some exceptions, the law obliged federal agencies and private contractors constructing public works to buy materials that were either of U.S. origin or were manufactured in the U.S. That is, the law compelled the U.S. government to give preference to the purchase of American-made goods. It was “America First,” a sentiment that reflected basic emotions of protection of the home front.

During the debate about the law, there was an effort to broaden popular support for the Buy American concept. A key example was an article that first appeared in the weekly magazine, The Saturday Evening Post, at the end of 1932. Samuel G. Blythe, Editor-in-Chief of the Buffalo Enquirer made several arguments. He said America faced an “emergency situation” and must respond. The protective tariffs that had been erected earlier had not been effective in keeping foreign goods out of the country. He offered a new kind of solution. “A measure of relief is in the hands of Americans themselves…[and] the American people can vastly improve the situation by taking a voluntary stand. They can demand American-made goods. There are plenty of them, most of which are of far higher grade than this stuff shoved in here from the cheap-wage countries of the world.”

Soon after the publication of this article, Blythe gained a powerful ally in the person of the ultra-conservative newspaper publisher, William Randolph Hearst. Hearst newspapers argued that low-wage labor in Asia would destroy the U.S. economy. The Hearst-owned New York American consistently pounded home these points. Figure 2, which nominally observes the inauguration of Franklin Delano Roosevelt on March 4, 1933, is more pointedly an endorsement of the Buy American movement and was explicitly sponsored by Hearst’s New York newspaper, with the words “Buy American” looming over the U.S. Capitol in Washington D.C. But the Hearst newspapers were not the only ones encouraging the Buy American fever. The Evening Independent of St. Petersburg, Florida also made an impassioned patriotic plea for Americans to buy at home. “People of the United States should stand together now, of all times, as they face a situation just as critical as that which existed when the country was at war with Germany [in World War 1].”

Figure 2: Franklin Delano Roosevelt Inaugural envelope cachet, March 4, 1933.

Figure 3: Buy American seal on a Brooklyn Bridge golden anniversary cachet cover, May 24, 1933.
Popular support for the Buy American movement could be expressed in the form of seals affixed by individual senders of mail. Figure 3 bears a “Buy American” seal on a cover observing the 50th anniversary of the opening of the Brooklyn Bridge and postmarked May 24, 1933. The third cover in this vein shows Lincoln’s commissioning as the postmaster in New Salem, Illinois. (Figure 4). An added seal repeated the phrase “Buy American” three times, verily shouting at Americans to buy domestic products. This seal is quite different from the one in Figure 3 and suggests a variety of issuing organizations or agencies. Although the ephemeral evidence is limited, the Buy American campaign seems to have had some popular resonance.

Figure 4: A May 7, 1933 cachet for the centenary of Lincoln’s commission as a postmaster, mailed with a different Buy American seal from the example in Figure 3.

Not only the print media rallied behind the Buy American movement; radio also stood behind the campaign. As an act of explicit support for the Buy American movement, WGN, a Chicago-based station, broadcast two musical programs on March 5, 1933, one at 6 p.m. and the other at 9 p.m., both featuring American music sung by American singers.

Local and state organizations around the country were involved in the campaign. There was an “Uncle Sam’s Inc.” in Washington D.C., very possibly a lobbying organization. In Albany, New York, there was an organization called the “Citizens’ Association for America First, Inc.” The latter’s stated objective was “to establish a national unity in the manufacture and purchase of American goods.” In St. Petersburg, Florida, the manager of the industrial bureau called a meeting of the local chamber of commerce to discuss a local exhibit of Florida products. The Buy Florida Products association was a branch organization of the national Buy American Products Associations. The inimitable Will Rogers, the highly popular humorist and social commentator, supported the Buy American campaign. He wrote a sarcastic letter to the editor published in the New York Times in which he said that, “… our society don’t think they smell right unless they been dipped in foreign perfume.” This was a vivid expression of American populism.

The empirical and theoretical underpinnings of the Buy American movement were, however, extremely weak. From 1894-1970, a period of 77 consecutive years, the U.S. ran a balance of trade surplus with the rest of the world. That is, the value of our exports exceeded the value of imports in each one of those years. In the years immediately preceding 1933, the year of the Buy American campaign, there had been constant export surpluses: in millions of dollars, the export surplus was: 1929 – $824 million, 1930 – $782 million, 1931 – $334 million, and 1932 – $288 million. In 1933, the export surplus was $225 million. The rest of the world was buying much more from the U.S. than we were buying from them.
Yet, in spite of the fact that foreigners were in effect buying American, the Buy American campaign went forward. Figures 5 and 6 are two more examples of pleas to the public to purchase home grown products. The poster stamp issued by the Central Labor Union of Pocatello, Idaho uses the iconic and familiar figure of Uncle Sam to personify its goals – and that of labor unions. The seal in Figure 6 employs the equally iconic American eagle whose wings symbolically embrace both farmers and industrial workers, two other important interest groups supporting the Buy American idea.

There were certainly Americans who thought that the Buy American movement was wrong and tried to show that the U.S. benefited from foreign trade. One citizen wrote, “By exasperating a world already hostile toward us with a silly campaign of self-sufficiency we are jeopardizing an export business of larger volume than our import business.” Another wrote, “…while some of our newspapers are promoting the ‘Buy American’ movement our trade papers are compiling statistics of our foreign trade.”

The Buy American movement was seen as act of defense against what was portrayed as the inroads being made by cheap labor, low cost foreign producers. The overwhelming view of professional economists is that, as a short term practice, various kinds of protectionism or boycotts can be effective. But in the long run, they tend to have the exact opposite effect of its original intentions. By artificially insulating domestic producers, they become less competitive internationally. There is no evidence that the Buy American movement was wholly accepted by the general public. Certainly, support for it soon petered out. The statistics on American imports show that the nation continued to buy foreign goods at high levels. At bottom, American behavior suggests that we have never thought that shutting the doors on foreign trade had long-term value.

Figure 5 (left): Poster Stamp with Uncle Sam representing patriotic America.
Figure 6 (above): 1938 adhesive seal with the American eagle standing upon a diesel railway train and embracing both the American farmer and machinist.

Acknowledgment: I wish to thank Carol Gayle who carefully critiqued two earlier versions of this paper.

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A Phantom Rate No More!

by Paul J. Phillips

A major long-standing mystery from the announcements of rates by the British Government is the apparently contradictory information on rates to the western coast of South America between 1841 and 1846. The matter has been discussed eloquently in Colin Tabeart’s, United Kingdom Letter Rates Inland and Overseas, 1635 – 1900 (1990). The cover illustrated in Figure 1 resolves this issue but generates additional questions.

BACKGROUND: The Treasury Warrant of January 10, 1840 (and GPO Notice to the Public of December 1839) gives the rate for passage by Falmouth Packet as 2/5d for the first half oz to Chile and Peru. There was a supplement of 2d for dispatch from any town other than Falmouth (including London). Of course, there was no packet service beyond the Caribbean at this time and the mail had to find its way across Panama before encountering a merchant ship for onward progress.

A change came in the Treasury Warrant and GPO Public Notice of October 11, 1841 where the rate to ports on the North or East Coast of the Isthmus of Panama was reduced to 1/- per half oz. The 2d supplement was still in effect. It also stated that letters to ports on the West Coast of South America would be forwarded by way of Chagres and Panama, unless specifically directed to other routes, and would be at the rate of 1/2d [except from Falmouth]. The obvious alternative route would involve a trip around Cape Horn and could be by private ship from the east (Atlantic) or there could be a trip via India or South Africa, Australia and across the Pacific (a route generally followed by merchant ships because of the trade winds). Letters could also be sent via the packet to Buenos Ayres and then on by private ship, but this would have been expensive and uncertain; much cheaper to send by private ship for the whole trip.

There can be little doubt that the Treasury and GPO were planning for a steamer service along the West Coast of South America. The Admiralty already had a station at Valparaiso and Royal Navy steamships operated there. They must have had a series of coaling stations already operating all along the coast with coal being brought in around the Horn using schooners. It should also be remembered that the Admiralty had been given responsibility for packet services around the globe in 1836. The packet steamers had to be capable of being converted into warships at short notice. Generally they only

Figure 1: London to Valparaiso, Chile, October 31, 1843, prepaid at the 2/- rate.
carried some basic small arms and maybe a small cannon and their purpose was to carry the mail and a few passengers. Presumably they were waiting for a contract mail company to be formed that could order the ships to be built. It is not known how far this project had progressed by 1841. The Pacific Steam Navigation Company had been chartered in 1840 and ran between Panama and Valparaiso using two paddle steamers of its own from 1841, but clearly could not operate a major service without mail contract subsidies.

On December 31, 1841 a Treasury Warrant was issued which stated that the rate to the Panama isthmus was 1/-, but that if continuing on to the West Coast by packet the rate would be 2/-. The rate to any part of Central America (except Panama), Venezuela and Colombia would be 2/1d, plus 2d for origin beyond Falmouth. Additionally, a notice to the public from the GPO of January 1842 stated that the additional 2d UK inland rate to Panama and the West Coast of South America would be discontinued. It also stated that the packet rate to the Western Coast would be 1/-.

Later Post Office directories still listed rates to the West Coast at 1/-. Tabear also mentions that he had been informed that Chilean newspapers did not mention a packet service until April of 1846. Herein lies the quandary. Was the announcement of the 2/- rate a mistake or did some sort of service exist that had so far been not been substantiated by physical evidence?

On November 1, 1845 another Treasury Warrant was issued stating that the packet rate to the West Coast of South America was 2/- per half oz. This information was confirmed by a GPO notice to the public, the same day, which gave a little information on what had been happening. According to Tabear, it stated that, “Much inconvenience having arisen from letters addressed to the West Coast of America, forwarded via Chagres and Panama, being detained in the Post Office of the Isthmus, for the postage due for their conveyance between Chagres and Panama” in future letters will be sent in a packet to the consul at Panama for forwarding, the consul paying for the transit charge. Similarly the consul would make up a packet of letters headed to the UK. To cover the postage due to the post office of Panama, an additional charge of 1/- per half oz will be levied on all letters to and from the West Coast of America making a rate of 2/- per half oz. This, of course, is the rate levied when the contract packet began functioning.

A GPO notice of March 1846 announced the contract to the Pacific Steam Navigation Company for a monthly conveyance between Panama, Valparaiso and Callao (the port for Lima) beginning about April 23, 1846 with the first packet of letters being made up in London by March 17. This notice gave letter writers adequate time to send in their prepaid letters, as well as enough time for the West Indies packets to deliver the mail to Chagres in time for transportation across the Isthmus. It does however leave a gap of a few months between November and March where the method of conveyance was not specified.

The above notice also gave stops as follows: Buenaventura (New Granada); Guayaquil (Ecuador); Payta, Lambayeque, Huanchaco, Santa, Huacho, Callao, Pisco, Islay, Arica, Yquique (Peru); Cobija (Bolivia); Copiapo, Coquimbo, Valparaiso (Chile).

It was on the basis of all these notices that Colin Tabear suggested that the original 2/- rate announced in 1841 was a phantom rate which never materialized.

NEW EVIDENCE: The cover in Figure 1 is dated October 31, 1843 to Valparaiso, Chile, prepaid at the 2/- rate, i.e. two years before the second announcement of the 2/- rate of November 1845. It was mailed from Mount St George PO in London. The letter was...
written to Honourable Arthur Auckland Cochrane RN by his sister Katherine Fleming, addressed to his ship HMSS Salamander at Valparaiso (the British Pacific Station).

This letter shows very clearly that the “phantom” rate of 2/- prepaid did in fact exist following the notice of 1841. Also, the evidence from the GPO notice of November 3, 1845 is that letters had been sent prepaid to Chagres at the rate of 1/-, but addressed to places on the West Coast, requiring that the extra postage be collected from the addressees before the mail could be forwarded. The GPO must have received complaints from several important individuals for such information to be given in a post office notice. It appears that the conflict between the 2/- and 1/- rates in the notices had being ignored in the prepayment of letters by senders. This, in itself, is not surprising as most writers of the period preferred to have some else pay international postage. It is also interesting to note that the excuse given was a lack of prepayment for portage across the Isthmus. Clearly, on reaching Panama the letters could be forwarded as unpaid ship letters, not requiring a packet service.

So who was carrying the prepaid 2/- letters during this early period? In the authorization for the Admiralty to have control of the packet services of 1836 it was also stated that Royal Navy ships could carry the mails in the absence of a packet service. This happened a lot on the West African routes as there were steamships patrolling the Atlantic coast of Africa for many years trying to suppress the slave trade. So the use of Royal Navy steamships for prepaid mail along the West Coast of South America is the most likely method used.

The fact that this particular letter was between members of a well-known family, with long connections to the Royal Navy, may have been the controlling factor in the 2/- being prepaid.

Arthur Auckland Leopold Pedro Cochrane RN was one of the sons of the 10th Earl of Dundonald, known as Lord Cochrane. Arthur was born September 24, 1824 and joined the Navy in April of 1839. So in 1843 he was still a teenager, having signed up at age 14 and a half. He may have been a midshipman, the addition of RN to his name implying that he was a junior officer. He would become a lieutenant in 1845; his first command, the Sappho, in 1850 at age 25. He had a long career in the navy becoming a Captain in 1854, Commander-in-Chief of the Pacific Station in 1873 and an Admiral in 1881 (he died in 1905). An interesting sidebar is that his father, Lord Thomas Cochrane, had a long and distinguished career in the Royal Navy, and was the inspiration for C.S Forester’s Horatio Hornblower novels and Patrick O’Brian’s Jack Aubrey novels (e.g. Master and Commander).

At the time of the letter, the younger Cochrane was serving on HMSS Salamander, operating out of the Pacific Station in Valparaiso. The ship is interesting in its own right (Figure 2). It was commissioned in 1831 and was one of the first of the Royal Navy’s paddle warships. It was first classed as a Steam Ship but was reclassified as a sloop in 1844, so at this time HMSS stood for Her Majesty’s Steam Ship. Following service off the North Coast of Spain in the Carlist Wars, the ship was recommissioned and sent to the South American Station, later renamed the Pacific Station.

Fascinating stories such as this one arise from postal history – but the Cochrane letter raises other questions. Presumably the Royal Navy continued to deliver prepaid mail until the steamship company came into operation, but it would be very interesting to hear of any items that substantiate my conclusions, especially of the routes taken for

Figure 2: HMSS Salamander.
covers, that were only prepaid 1/-, after they left Panama for their ultimate destinations during this period. The Pacific Steam Navigation Company had been chartered in 1840 and ran between Panama and Valparaiso without mail subsidies from 1841. The reader may have noticed that the official documents of 1845-1846 use the term West Coast of America, which was when the Canada – Oregon dispute was settled and the United States declared war on Mexico. Perhaps specialists in the Pacific maritime mail to North America can provide some information on whether the change to America from South America was related to these issues, rather than being just a bit of bureaucratic carelessness.

Paul Phillips founded the Tennessee Postal History Society and edited its journal for many years, as well as the *Chronicle of the Great Britain Collectors Club*, stepping down from both about seven years ago. His collecting interests are generally postal history with three gold medal 10 frame exhibits, two of which have won Grands. His number of academic publications total over 500 and the philatelic articles are approaching 100.

**Confederate States of America Stamps and Postal History**

*A review by Douglas N. Clark*


The new CSA catalog greatly surpasses its many predecessors in content and quality of presentation.

The progression of Confederate catalogs began with August Dietz’s book in 1931. And the book that current collectors have been most familiar with, until now, is *The New Dietz Confederate Catalog and Handbook*, published in 1986, under the editorship of Hubert C. Skinner, Erin R. Gunter and Warren H. Sanders.

The catalog under review is almost twice the size of the New Dietz and adds not only an update of the listings but also many new areas of Confederate philately not touched on in the penultimate work. It is, as the editors state in their Preface, “by no means a simple revision of prior catalogs.” The chapter on the Confederate general issues, for example, is 51 pages long, and so contains much more information about, and subvarieties of, the 14 stamps listed in four pages in the Scott Catalogue!

The chapter on stampless covers is especially important to Confederate philatelists because stamp production was delayed for months after the Confederacy was formed, and government adhesives were often in short supply after that. In addition, some of the stampless covers were prepared ahead of time and sold to customers to take home and use later, like postal stationery. This process, for collectors, is profound. The interest in, and value of, these “handstamped provisionals” demands special treatment; treatment that some believed was not properly given in the New Dietz. The present editors have made a change of terminology here. Confederate stampless covers have previously been referred to as “paids” and “dues” (depending, of course on whether the postage was prepaid, as it had to be, except on soldiers’ letters). The editors of the catalogue under review refer to stampless covers as stampless covers. But another decision the editors have made may seem a little quirky to collectors outside the field of Confederate philately. They have kept
the notion that the most important thing is the word PAID and the rate numeral, so that is what is pictured, when available, for every set of handstamped markings listed. The town’s postmark is rarely reproduced. I just wonder how useful this method of listing is going to be, especially since these markings are not reproduced at 100%.

Several sections have been added or expanded: Confederate postage rates, perforated or rouletted stamps, way mail, covert mail, etc.

The railroad section is greatly improved, carefully making clear the difference between route and station agents, a point that seems to have escaped some collectors. From this it ought to be evident which listed markings are from “station” and which from “route” agents. (I still think the editors should have spelled it out for each listing.) Some of the markings held over from previous catalogues are labeled as “not known in postal use.” Others have been dropped from the listing entirely.

The Fakes and Facsimiles section has been reduced to include only pieces created by known fakers. Apparently a separate, more extensive, catalogue is planned.

Some of the dates of secession and admission to the Confederacy of states have been corrected from previous writings. This is obviously the correct path for the editors to take, but it has caused consternation in some quarters, because “independent state” and “Confederate use” covers are highly prized.

The production quality of this new catalog certainly deserves mention. Compared to the New Dietz, it can only be described as dazzling. Of course color printing has progressed a lot in recent years, but the present editors make great use of it. It is fair to say that every cover illustration is beautiful.

There is no doubt about the utility of this book for anyone who collects, judges or simply admires Confederate philately.

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Using *Travers*

a review by Robert Dalton Harris


Economy of scale was implicit to the postal system, as it was for the Industrial Revolution, and was made explicit for the general economy by Postal Reform.

“the Government, instead of carrying one letter at the present high rates will carry two at half the rate for each.” (*Travers* page 285 No. 023)

*The Travers Papers*, “the final publication of James E. Lee,” is a selection with commentary of official documents pertaining to United States Postal History and Postage Stamps 1834-1851. It is a brick, 1283 pages in two volumes, edited by Barbara R. Mueller. Its compilation is credited to Thomas J. Alexander, George W. Brett and W. Wilson Hulme II, but with the complicity of a roster of eminent philatelists, going back to Arthur M. Travers whose philatelic shenanigans as chief clerk, more than a hundred years ago, in the Office of the Third Assistant Postmaster General, provided the motive; the mortar is official documentation. And it is momentous, a monumental platform, an infusion of substance.
Travers has two sections, each with four subsections. Postal Reform is dimensioned by: “Private Express,” “Franking Privilege,” “Newspaper Postal Rate” and “Mail Transportation Changes;” while Era of Rawdon, Wright, Hatch and Edson is factored into “1847 Stamps,” “United States Mail Packets,” “Anglo-American Postal War” and “City Carriers.” The selections consequently suggest both the local and the global, correlating the cultural distinctions of nations emergent upon the postal commons.

Richard R. John, author in 1999 of the celebrated history of “The American Postal System from Franklin to Morse,” Spreading the News, emphasized the role of the newspaper press in the politics of postal communication. John’s book was reviewed in this journal by Clement Fidele (PHJ 118, pages 60-62 Feb 2001), “An Italian View of U.S. Postal System History,” who remarked that the implications of communications revolution in the U.S. “were not well understood by contemporaries, and partly still escape the understanding of today’s historians …” and the “scarce attention paid to aspects of postal geography.”

Richard John wrote for the last number of our journal (PHJ 154, pages 39-40 Feb 2013) upon just that question. “Geography and Postal History” reviews a collection of APS Summer Seminar student papers we published with David Straight. John challenged postal historians with “the problem of representativeness, … to provide credible generalizations about the spatial ordering of postal networks … to help ‘bring the mail back in’ for historians of American business, politics, geography, communications and public life.”


One genius of Travers is Selah Hobbie, the stage manager of postal transportation throughout. Hobbie was appointed by Andrew Jackson to (re)organize the mail transportation. Congress investigated the political ramification of the changes in postal design. A compilation of official documents was published in 1834 [American State Papers VII (ASP): Postal Office Department Washington DC 1834], from which date Travers picks up. But, whereas Hobbie is absent from the selections of ASP, in Travers he is front and center. Hobbie’s report upon European postal operations in 1848 is the most astute rendering of the technical issues. His letter to his wife from Panama describing his Isthmian crossing (Travers’s sole concession to non-official communication, these Hobbie letters, is significant) tells us more about Hobbie than could a biographical sketch.

Another genius, not only of Travers, but of the US postal system altogether, is the entrepreneur, the mercurial figure, the traveler. Both “Private Express” and “City Carrier” sharpen our awareness of private alternatives. Hobbie tabulates the private expresses, and remarks upon the Thurn and Taxis of Europe.

If postal geography - “the spatial ordering of postal networks” - is wanted, the Travers Papers provide credible resources. Postal historians will want to gather the Hobbie documents not included in Travers (see Table 1; has anyone mentioned that the South voted en bloc against Postal Reform?), not only to finish his contribution to the restricted economy of postal revenue, but also to disclose the operational design and performance of the postal transportation for which he was chiefly responsible. Against Hobbie, the documents of the other officials may disclose the kind and degree of their misinformation and the shape of the political controversy.
Table 1, from Report of the Postmaster General, *Post Office Department, December 3, 1842.*
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

Auxiliary markings
“Christmas seals where they shouldn’t be” by John M. Hotchner contains a discussion of regulations concerning the placing of a Christmas seal on the obverse of a letter or card, with examples showing a variety of relevant postal markings, 1908-1946. La Posta 43, No. 4 (Fourth Quarter 2012).

Returned mail labels and handstamps applied to “Interrupted mail during the Spanish-American War” are illustrated on a number of covers addressed to Cuba or Spain in 1898 by author Yamil Kouri. Post. Hist. J. 154 (February 2013).

Void markings (any auxiliary marking including the word) are surveyed in “The ‘void’ and ‘voided’ auxiliary marks” by Thomas Breske. The wording was used to cancel postage due stamps not paid for by patrons and for illegal attempts at postage, 1940-2006. Aux. Marks 10 No. 1 (January 2013).

Colonial Postal History
“Neale Patent mail, 1693-1707” by Timothy P. O’Connor concerns the first attempts at a post operating among the British colonies. Thomas Neale was granted the authority by the Crown to initiate a postal service in North America. Several colonial legislatures passed postal laws to enable Neale’s efforts; the Massachusetts legislation is reproduced in the article. The author illustrates several covers, which he located in the Massachusetts and New York Historical Societies, carried under Neale’s patent. Among them are: New York to Boston, January 26, 1699/1700, with the earliest recorded Colonial rate marking; ship letter from Carolina, entering at Newport, Rhode Island, 1704, the earliest recorded Rhode Island postal marking; New London, Conn. to Boston, July 7, 1706, the earliest recorded Connecticut town marking and Albany, New York to Connecticut, July 9, 1705, the earliest recorded New York town marking. Chronicle 65 No. 1 (February 2013).

Independent Mail
“Pony Serendipity” by Steven Walske contains some additions to the census of pony express covers in the 2005 book by Frajola, Kramer and Walske. A list of all known pony express covers sent free is given and one free cover’s contents is transcribed. Chronicle 65 No. 1 (February 2013).

Military Mail
“Andersonville letter to Union Colonel William H. Noble, a prisoner at Andersonville” by John L. Kimbrough illustrates and transcribes the 1865 through the lines letter.
The cover illustrated is actually the inside cover with postal markings originating at the exchange point, Lake City, Florida. Information about Col. Noble and about the markings on the cover is provided. Confed. Phil. 58, No. 1 (January-March 2013).

Internment camp mail, sent in-center, is “Third class mail within an internment camp” as described by author Jeffrey Shapiro. The author gives a brief history of the Minidoka Relocation Center and its post office, Hunt, Idaho. Prexie Era 59 (Fall 2012).

Lieutenant Benjamin Calef was captured at the Battle of the Wilderness in May 1864 and stayed in Confederate prison camps until December of that year. Galen Harrison’s article “McCary Ballard & the saga of Lt. Benjamin S. Calef” tells the story through letters between Calef and his family in Salem, Mass. The author credits the late McCary Ballard with most of the collecting and research. Confed. Phil. 58, No. 1 (January-March 2013).

Returned and delayed mail is exhibited to illustrate “Postal Patron confusion over resumed U.S. international mail service at the end of World War II” by Louis Fiset. Prexie Era 58 (Summer 2012).

“U.S. mail to Finland during World War II” is used to demonstrate Finland’s role in the war. First, resisting the Soviet sphere of influence, then accepting it, then becoming an ally of Germany before defeat by the Allies are all part of the story told by author Louis Fiset. Prexie Era 59 (Fall 2012).

“Union occupation mail” by Michael C. McClung contains a list of some 50 southern towns from which occupation mail (franked with US adhesives and dated during the Civil War) is known. Dates of occupation and of occupation use, types of occupation postmarks and some illustrations are given. Chronicle 65 No. 1 (February 2013).

Unsuccessful raid on Quebec by a detachment of Washington’s army in 1775 is part of a brief biography of “Timothy Bigelow: Revolutionary War correspondent” by Richard Scheaff. The “correspondence” is a few letters from Bigelow to his wife in Worcester, Mass., one of which is illustrated and transcribed. Post. Hist. J. 154 (February 2013).

Ocean Mail

“Early West-India rate steamship cover treated as British steamship letter” by Theron J. Wierenga contains an illustration of such a cover, originating in Jamaica, February 5, 1850. Chronicle 65 No. 1 (February 2013).

Lanman and Kemp correspondence is one of the major U.S. finds in ocean mail and revenue documents. In “Messrs. Lanman & Kemp” author David D’Alexandris traces company history and the origins of the find, as far as possible, and describes the depth and breadth of the material, 1853-79. Congress Book 78 (2012).

Part paid US treaty mail to the UK was credited with the amount of full rates paid, if prepaid at least one full rate, according to an agreement between the New York and Liverpool postmasters. This was previously explained in a 2000 article in the same Chronicle. The present article, “Discovery: an earlier part-paid British mail cover” by Stephen B. Pacetti contains an illustration of another such cover, five months earlier than the previous examples. Chronicle 65 No. 1 (February 2013).

Post office forms

“U.S. registry bill cards, 1879-1911” by David L. Straight describes the use of these cards, which were enclosed in registry pouches as an inventory of the letters therein and had to be returned to the originating office. Several used cards are illustrated. La Posta 43, No. 4 (Fourth Quarter 2012).
Postal Markings

“1922: a year of resurgence seen through postal slogans” by Michael Dattolico contains a table of such markings (machine cancels with slogans), illustrations of 12 covers and a lengthy discussion of political events which may have resulted in the resurgence. La Posta 43, No. 4 (Fourth Quarter 2012).

Elliptical killers with horizontal bars are the subject of “Rolling out the barrel” by Roger D. Curran. He reviews the literature and identifies three types used before October 1, 1883, the date first class postage was reduced to 2c. Other articles in the same journal deal with oval killers used in Baltimore and Washington, D.C. U.S.C.C. News 31, No. 4 (November 2012).

“Late fancy cancels (Part II)” is a continuation of author Roger D. Curran’s listing of such markings during the 1900-1910 period. U.S.C.C. News 31, No. 4 (November 2012).


Railway Mail

“Unauthorized dispatches” by Rick Kunz describes some (illegal) ways he used to speed the mail, when he worked for the post office. Trans Post. Coll. 64, No. 3 (March-April 2013).

Rates

2 cents carrier fee was all it cost to mail a 1939 letter from Midway Island to Guam, which was carried free of charge on a westbound clipper flight. Jeffrey Shapiro reports this “Local delivery in Guam of a cover from Midway.” Prexie Era 60 (Winter 2013).

“20-cent non-concession airmail rate to New Zealand” by Art Farnsworth contains an illustration of a cover from a sailor on board a troupe transport, addressed to New Zealand. Apparently not posted in the continental US, the cover leaves the author to ponder where it originated. Prexie Era 60 (Winter 2013).

Airmail rates in 1928 and 1929 are compared, with examples including a cover which was “Intended for the Graf Zeppelin but carried by steamer?” in an article by John Trosky. NJPH 41, No. 1 (February 2013).

Printed matter postage, for matter under 3 ounces, was set at 1 cent, by act of 1852. The act also stated that matter under 1 1/2 oz. sent within the state where published would be charged half, that is 1/2c. According to author Roland H. Cipolla II, the cover he illustrates represents not only the only recorded example of this 1/2c charge, but also a “Discovery: bisected use of one-cent 1851 stamp.” Chronicle 65 No. 1 (February 2013).

Routes

“U.S. mail to Turkey during World War II” is an analysis, by author Louis Fiset of a find of some 91 airmail and 72 surface mail covers, 1940-45, from the U.S. to (neutral) Turkey. Routes, rates and length of time in transit are reported, with seven covers illustrated. Prexie Era 60 (Winter 2013).

Stamps on Cover

10c presidential series adhesive is illustrated on a post card from an APO in Pusan, South Korea to Sweden in 1956. Dickson Preston, “A Swedish use of the U.S. APO Service in the Korean War,” Prexie Era 58 (Summer 2012).

1869 issue adhesives showing colored killers depicting a person, plant, animal or object are illustrated both on and off cover. “Colored cancels on the 1869 series: pictorials” by Ed Field, U.S.C.C. News 31, No. 4 (November 2012).
19c presidential series adhesive is seen, in 16 copies, on a 1958 registered cover, with return receipt paid for. According to author Albert Briggs, this may be the “Largest reported franking of the 19-cent Rutherford B. Hayes stamp.” Prexie Era 59 (Fall 2012).

“Late use of official stamps” by Lester C. Lamphear III contains illustrations of five covers, either official envelopes or franked with official adhesives and dated after July 5, 1884, when the officials were formally discontinued. Dates of use are July 22, 1884-March 11, 1908. Chronicle 65 No. 1 (February 2013).

**Uses**
Postal cards with paid reply could be upgraded from first class to airmail by adding appropriate adhesives. In “Modern U.S. Mail” author Ton Wawrukiewicz quotes the regulations and illustrates examples (1955-65). Linn’s 86, No. 4402 (March 11, 2013).

Prison censor markings from San Quentin, Lewisburg, PA, Angola, LA, Monroe, WA and the Los Angeles City Jail, 1947-52, are illustrated in “Censor markings on prison mail during the prexie era” by Albert Briggs. Prexie Era 59 (Fall 2012).

Registered mail letter bills, receipts and envelopes prepared by the Post Office Department to enclose registered letters (1867-85) are explored in “A perfect chain of receipts” by David L. Straight. Post. Hist. J. 154 (February 2013).

Undersized envelopes were banned by a 1979 USPS rule. For a period the post office provided an envelope for remailing without additional postage. The process is the subject of “Notice 5 of the USPS concerning undersized mail pieces” by Merle Farrington. Aux. Marks 10 No. 1 (January 2013).

**Geographical Locations**

**California**
Los Angeles was the site of a 1948 plane crash. A piece of a cover from the accident is illustrated by author Joe Bock as a “Transport series crash cover.” Prexie Era 58 (Summer 2012).

**Colorado**
“Barr Lake: marsh to reservoir to bird sanctuary” by Bill German contains an account of the rise and fall of the town (called Barr until 1914) and discontinuance of its post office in 1952. A 1903 postal card and a 1952 last day cover are illustrated. Colo. Post Hist. 27, No. 4 (February 2013).

Denver local letter of 1934 with two machine cancels and postage due with a pointing hand is analyzed in “We’re not done yet” by Peter Ditlow. The title refers to the Colorado Postal History Encyclopedia, whose production was interrupted by the death of Bill Bauer. Colo. Post Hist. 27, No. 4 (February 2013).

Kanza postmark of 1911 is illustrated and the story of serving, discontinuing and moving the post office is laid out. “Getting the mail to Kanza” by Norm Ritchie, Colo. Post Hist. 27, No. 4 (February 2013).

**Connecticut**

**Florida**
Apalachicola (three covers), Tallahassee and Warrington are the origins of five covers with “1851-1856 one-cent imperforate Florida usage” illustrated by author Deane R. Briggs. Some plating information about the adhesives is given. Fla. Post. Hist. J. 20, No. 1 (January 2013).
Lake Charm post office operated only nine months. Author Todd A. Hirn recounts the town’s history and illustrates an “1887 Lake Charm DPO postal card.” Fla. Post. Hist. J. 20, No. 1 (January 2013).


“Safety Harbor Doane postmarks (new examples)” by Deane R. Briggs presents a newly discovered, different type, on a 1905 cover. This and two examples of a “composite” type (1907) are illustrated. Fla. Post. Hist. J. 20, No. 1 (January 2013).

Seminole War (second and third) postal history covers are illustrated in “The Philatelic Perspective” by Deane R. Briggs. The covers illustrated were not posted at the forts but were privately carried to Charleston, SC, or St. Augustine or Indian Key, Florida (1838-56). Fla. Post. Hist. J. 20, No. 1 (January 2013).

**Georgia**


“Augusta, Georgia CSA #13c bisects” by Steve Swain contains illustrations of seven covers with the bisected Confederate States 20¢ adhesive. Ga. Post Roads 20 No. 3 (Fall 2012).

“Lawton, Clinch County, Georgia” by Douglas N. Clark locates the town (station No. 12 on the Atlantic & Gulf Railroad) and contains an illustration of a cover with Lawton manuscript station agent postmark. Ga. Post Roads 20 No. 3 (Fall 2012).

Marshallville postmark with the letter “s” used instead of a “6” in the date is the subject of “The resourceful postmaster of Marshallville, Georgia” by Francis J. Crown, Jr. The stampless cover with unpaid 5 rate dates between 1847 and 1857. Ga. Post Roads 21 No. 1 (Winter 2013).

**Illinois**

Adams County is the subject of “An analysis of the increase in postal revenues during the Civil War and its subsequent decrease after the war” by Jack Hilbing. Data and efforts to explain them are given. Ill. Post. Hist. 34, No. 1 (February 2013).

Chicago Mailing Division Nixie Section markings are the subject of “The Nixie Section/Division of the Chicago Mailing Division” by Tony Wawrukiewicz. Several returned and due markings, as well as “injured by cancelling machine” are illustrated, 1908-43. Aux. Marks 10 No. 1 (January 2013).

Chicago World’s Columbian Exposition (1893) receiving markings are the subject of “My address is the World’s Fair” by Kenneth C. Wukasch. A variety of markings, covers and some of the pavilions to which mail was delivered are illustrated. La Posta 43, No. 4 (Fourth Quarter 2012).

**Iowa**

Maine
Augusta to Bangor to Houlton cover (1839) carried by Videttes (mounted sentinels) is illustrated and discussed (title and author are not specified). Maine Phil. 44 (Fall 2012).
“Mount Desert Island post offices Mount Desert Ferry 1884-1942” by Arnold Krommenohl contains illustrations of covers postmarked Mt. Desert Ferry and Bangor & Bar Harbor R.P.O. and post cards illustrating the steamboats and train involved. Maine Phil. 44 (Fall 2012).

Maryland
Baltimore duplex postmarks in red are shown and the killers described in “Color cancellations on the 1869 series: Baltimore foreign mail” by Ed Field. U.S.C.C. News 31, No. 5 (February 2013).

Massachusetts
Boston postmark accompanied by a negative figure in a solid rectangle is illustrated by author Bob Grosch, who asks if it is “A new Boston negative?” The choice is between an upside down V and an A with the horizontal bar not showing. U.S.C.C. News 31, No. 4 (November 2012).
Newton Centre used a duplex marking with a star killer, 1889-90. Because they always seem to be well struck, author Roger D. Curran offers “Kudos to the Newton Centre, Massachusetts post office.” U.S.C.C. News 31, No. 5 (February 2013).
Salem PAID marking, duplexed with a killer is illustrated on three covers dated 1852. Author Roger D. Curran had previously asked if there was such a marking prior to 1860. The present article is titled “Answers to the question.” U.S.C.C. News 31, No. 5 (February 2013).

Michigan
Benton Harbor and Port Huron were the sites of pioneer airmail flights in 1912 and 1915, respectively. In “Pioneer airmail in Michigan,” author Ed Fisher begins his study of four pioneer airmail sites in Michigan. Peninsular Phil. 54, No. 4 (Winter 2013).
Dearbornville manuscript postmarks on two covers (1836 and 1847) are illustrated by author Lawrence R. Mead. “More on Dearbornville, Michigan,” Peninsular Phil. 54, No. 4 (Winter 2013).
Jackson & Benton Harbor HPO is the subject of “Highway Post Offices” by William Keller. A map, schedules and several covers (1946) are illustrated. Trans Post. Coll. 64, No. 1 (November-December 2012).
Saginaw & Detroit HPO is the subject of “Highway Post Offices” by William Keller. A map, schedules and several covers (1946-65) are illustrated. Trans Post. Coll. 64, No. 2 (January-February 2013).
“Trowbridge, Michigan” double circle postmark on a free franked cover (to a postmaster) is illustrated and discussed by author Cary E. Johnson. Peninsular Phil. 54, No. 4 (Winter 2013).
Victor, Michigan postmark dated 1917, fifteen years after discontinuance of the post office with that name, is thought to be a misspelling of Victoria. Author Cary Johnson titles the article “Victor, Victoria by Blake Edwards,” in homage to the 1982 movie. Peninsular Phil. 54, No. 4 (Winter 2013).

New Jersey
“Stage operations and the mails in New Jersey. Part I” by Steven M. Roth is the start of a systematic study. It begins with generalities about the carriage of mail by stage,
how to classify such mail, how the author researched the stage lines, etc. Next begins a listing of individual stage lines with illustrations of advertisements and of covers with senders’ directions or markings of the lines, 1784-1819. NJPH 41, No. 1 (February 2013).

Free franks of legislators from New Jersey are studied in “Legislative franks of New Jersey” by Ed and Jean Siskin. A list of relevant regulations, some early New Jersey legislative franked covers and the beginning of a census are given. NJPH 40, No. 4 (November 2012).

Free franks of legislators from New Jersey are the subject of “Earliest New Jersey ‘free’ frank – an update” by Ed and Jean Siskin. A new earliest free franked cover is illustrated and a census is continued from an earlier article. NJPH 41, No. 1 (February 2013).

Arneytown and Smith’s Landing postmasters completed forms in 1837 to assist the Postmaster General to replace information lost in a fire in Washington, DC. The completed forms are reproduced in “Amos Kendall letters to NJ post offices after 1836 USGPO fire” by Jean Walton. NJPH 41, No. 1 (February 2013).

Atlantic City missing person post card of 1917 launches author Mark Sommer’s investigation to determine “Who was the ‘real’ Samuel Miller of Atlantic City, NJ and what happened to him?” NJPH 41, No. 1 (February 2013).

“Bridgeton’s postmasters in the 19th century” by Doug D’Avino begins with a list of postmasters of Bridgetown West (1792-1809), Bridgetown (ca.1809-1841) and Bridgeton (ca.1841 to present). Then there is a discussion of the town under each name, with illustrations of covers and more about the postmasters. NJPH 40, No. 4 (November 2012).

Changewater post office is located and some facts about its early years are provided. Two covers (1864 and 1902) are illustrated. Arne Englund, “Hometown post offices: Changewater, N.J. post office,” NJPH 40, No. 4 (November 2012).

Newark and Trenton were among the first 12 post offices to receive government supplied handstamping devices in 1799. Examples of their use are illustrated in “New Jersey’s first federally supplied handstamps” by Robert G. Rose. NJPH 40, No. 4 (November 2012).

Robbinsville is located and its naming and succession of postmasters is given. “Hometown post offices: Robbinsville, NJ” by Doug D’Avino, NJPH 41, No. 1 (February 2013).

New York

“Albany Lincoln and stars cancel” by Ernie Webb contains a census of covers with this distinctive fancy cancel. Only two covers are year dated (1865). A second article in the next issue of the News contains an update of the author’s census and an illustration of a free franked mourning cover with the Lincoln and stars cancel. U.S.C.C. News 31, No. 4 (November 2012) and No. 5 (February 2013).

Hancock, N.Y. and Huntington, Mass. Used duplex markings in 1995, both with an H in the killer, which the anonymous author of this article states “may be rare.” “Oddities with an ‘H’,” U.S.C.C. News 31, No. 5 (February 2013).

Hurley manuscript markings on two mourning covers in 1865 make them “Unusual on several counts” according to the unnamed author. U.S.C.C. News 31, No. 5 (February 2013).


North Carolina

North Dakota

“Hand stamp flag cancels of North Dakota” (four examples, 1896-1909) are illustrated in this article by Mike Ellingson. Dak. Coll. 30, No. 1 (January 2013).


Ohio

“Blue Ash & Mason, Ohio,” apparently an HPO type service, is indicated only by typewritten notations “Fast mail via bus.” In this article, author Matthew E. Liebson gives an explanation of the 1928 phenomenon. Trans Post. Coll. 64, No. 1 (November-December 2012). A similar article by the author, entitled “Mail by bus in Blue Ash,” appears in Ohio Post. Hist. J. No. 13 (December 2012).

Cincinnati Walnut Hills & Brighton (street car) postmark of 1903 is illustrated, this being the first reported example on cover, known previously only as a tracing. David A. Gentry, “News from the Cities,” Trans Post. Coll. 64, No. 2 (January-February 2013).

La Rue and Marion patriotic covers of 1861 and 1862, respectively, are illustrated and discussed by author Harry C. Winter in “Two Civil War patriotic covers from Marion County.” Ohio Post. Hist. J. No. 13 (December 2012).

“Mill Grove, Morgan County” cover is illustrated by author Matthew Liebson. The cover is dated January 27, 1849, apparently in error as the post office was established in July of that year. The CDS is also unusual. Ohio Post. Hist. J. No. 13 (December 2012).


Tiffin used “Two contemporaneous fancy cancels” illustrated by author Alan Borer. One is “a letter 'O,' a circle, or some round item” and the other “appears to be a variety of the skull-and-bones fancy cancel.” Both are from the Bank Note period. Ohio Post. Hist. J. No. 13 (December 2012).

Oklahoma

“Oklahoma Postal History Study Group: census of Oklahoma-Indian Territory 4-bar cancels” by Charles S. Wallis is a description of the project and a history of previous studies of 4-bar handstamps, with seven illustrations of covers from Oklahoma and Indian Territory. A census from the territorial period (1906-7) is also included. Okla. Phil. 1st Quarter 2013.

Pennsylvania

Philadelphia & Germantown (street car) R.P.O. postmarks appear twice on a special delivery cover on different trips. The complete story of the 1898 cover is told by author David A. Gentry in “News from the cities,” Trans Post. Coll. 64, No. 3 (March-April 2013).

Tennessee
Jockey manuscript postmark appears on an 1886 postal card conveying a message about obtaining a train ticket in order to emigrate to another state. The message is transcribed by author L. Steve Edmondson in “Hard scrabble Tennessee to wild & wooley Texas - a single Tennessee woman wants to immigrate.” Tenn. Posts 16, No. 3 (December 2012).
Lawrenceburg cover of 1841 is illustrated and its contents, concerning the beating of a slave, transcribed. L. Steve Edmondson, “Punishing Tom - an 1841 slave tragedy,” Tenn. Posts 16, No. 3 (December 2012).
“Lawrenceburg(h), Tennessee antebellum postmarks” by L. Steve Edmondson contains illustrations of a 30mm CDS of the town (in use 1838-1855) in red and in black and with some of the date logos in manuscript and some typeset. Tenn. Posts 16, No. 3 (December 2012).
Nashville 5 rate stamp, in use 1845-51, is shown on a number of different covers. Bruce Roberts, “Treasures from the East Tennessee history center, part II First appearance of the Nashville Tennessee ‘scalloped 5’ handstamp,” Tenn. Posts 16, No. 3 (December 2012).
“Nashville circular date stamps -- late antebellum and early occupation types --a closer look” by Jerry Palazolo and L. Steve Edmondson contains illustrations of, and speculations about, various date stamps, 1850-62. Tenn. Posts 16, No. 3 (December 2012).
Nashville cover with corner card of Rev. Hermann Bokum, a commissioner of the Tennessee Board of Immigration, leads author Joel Rind to a description of the Board and a brief biography of Bokum. “A carpetbagger cover Nashville, Davidson County, Tennessee November 21, 1868,” Tenn. Posts 16, No. 3 (December 2012).
Texas
Austin area, 2004, is the origin of “Recent ‘deceased’ auxiliary markings” four of which are pictured in this article by Tony Wawrukiewicz. Aux. Marks 10 No. 1 (January 2013).
“World War I military installations & post offices in Texas” gives a complete list of such facilities. Apparently only a few were large enough “to garner a distinct branch from the United States post office” according to author John Germann. Others are identifiable only by return addresses or letter content. Part 1 of a series. Tex. Post. Hist. Soc. J. 38, No. 1 (February 2013).
Vermont
Vermont towns with names ending boro or borough are the subject of “A few words on the Boros/Boroughs” by Bill Lizotte. Vermont Phil. 58, No. 1 (February 2013).
Bolton EKU (1828), Lyndonville new postmark (2012) and illustrations of Vermont scarab killers comprise “The Post Horn” by Bill Lizotte. The earliest scarab killer, Saint Johnsbury, 1848, cancels a 5c 1847 adhesive. Vermont Phil. 57, No. 4 (November 2012).
Bridport (Collin circle postmark) and Swanton (earliest reported use, 1805) are illustrated in “The Post Horn” by Bill Lizotte. Vermont Phil. 58, No. 1 (February 2013).
Dummer postmarks are illustrated, beginning with a manuscript marking in 1895 and ending with a handstamp in August 1910, more than three months after the town’s name had been changed to Vernon. “Postal History of Dummer” by Bill Lizotte, Vermont Phil. 58, No. 1 (February 2013).
Grand Isle County post offices are listed (1811-present) with years of operation and rarity factors. Seven of the offices are discussed in some detail, with covers illustrated. Bill Lizotte, “The annual DPO sampler: Grand Isle County,” Vermont Phil. 57, No. 4 (November 2012).

St. Albans cover of 1838 is illustrated and author Glenn Estus reproduces its contents regarding “The revolt of 1837 or the patriots war.” Vermont Phil. 58, No. 1 (February 2013).

“West Hartford Village Post Office opens” (author not identified) recounts the destruction of the town’s post office in 2011 and its replacement by a “VPO.” Village Post Offices are defined and a list of West Hartford postmasters, 1830-2011, is provided. Vermont Phil. 57, No. 4 (November 2012).

**Virginia**

Glade Hill cover of 1863 with 10c Confederate States adhesive is illustrated and the addressee is identified as the same as on two prisoner of war covers also illustrated. The address is written as an eight-line poem, prompting author Galen Harrison to title the article “What! No zip code? Poetic address on an all over advertising cover.” Confed. Phil. 58, No. 1 (January-March 2013).

**Wisconsin**

Wisconsin county postmarks (including the county name) are the subject of “Postmaster pride shown in postmarks” by Bill Robinson. Six examples are shown, including a manuscript “Theresa, Dodge Co.” from 1850. Badger Post. Hist. 52, No. 3 (February 2013).

“Devil’s Lake display class exhibit” by Ken Grant reproduces several post card views and some postmarks from the state park, 1880s-1959. Badger Post. Hist. 52, No. 2 (November 2012).

Green Bay used a “‘Fluorescent’ orange postmark” in 1842, as reported by author Bill Robinson. Badger Post. Hist. 52, No. 3 (February 2013).

Hillside and Tower Hill are “The family post offices of the Lloyd Jones Valley,” the subjects of this article by Christopher N. Barney. Post office history and photographs and three postmarks are shown. Badger Post. Hist. 52, No. 3 (February 2013).

Madison covers to a professor visiting, first in Europe, then in Japan, are illustrated in “From my Madison collection” by John Paré. The covers to Europe all go through a British forwarding agent, 1895-1909. Badger Post. Hist. 52, No. 2 (November 2012).

Portage City cover of 1852 with 1c drop rate, but addressed to a settlement eleven miles away, is illustrated by author Neal West. Much information about the sender and the addressee is provided in this article entitled “An early letter from Portage City to Brigg’s Mills.” Badger Post. Hist. 52, No. 2 (November 2012).

Ridge post office was open only in 1891-2 and little information is available. In “The Ridge post office: a seven month experiment,” author Paul T. Schroeder pulls together what he can find. Badger Post. Hist. 52, No. 3 (February 2013).

**Journal Abbreviations**

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


Colo. Post Hist. = Colorado Postal Historian, Bill German, 1236 Sequerra St., Broomfield CO 80020.


Congress Book = The Congress Book 2012, Kenneth Trettin, Box 56, Rockford IA 50468-0056.
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NJPJ = NJPH The Journal of New Jersey Postal History Society, Robert G. Rose, Box 1945, Morristown NJ 07062.
Okl. Phil. = The Oklahoma Philatelist, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.
Peninsular Phil. = The Peninsular Philatelist, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.
Prexie Era = The Prexie Era, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-4302.
Vermont Phil. = The Vermont Philatelist, Glenn A. Estus, Box 451 Westport NY 12993-0147.
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, Artifacts of Written Communication


Scientific Examination of a New Venezuelan ‘Color Error’,” by Edward Liston, goes over an experiment which examined a “Un Real” Venezuelan stamp, seemingly erroneously printed in yellow instead of red, to determine whether or not the wrong ink was used, or if this was the result of a color changeling. Using X-ray fluorescence technique, he compared the results to an examination of the Centavo values in the same set, normally printed in yellow ink, and found that the yellow color of the “Un Real” stamps was identical, and so this was truly a color error. The Collectors Club Philatelist, Vol. 91, No. 3, May-June 2012. The Collectors Club, 22 East 35th Street, New York, NY 10016.)

“In the National Postal Museum. Research: Scientific Equipment at the NPM,” by Thomas Lera, indicates what scientific equipment is available to researchers at the NPM, and what it is able to perform. The equipment includes a Video Spectral Comparator 6000, a handheld Bruker X-ray Fluorescence Tracer III-SD, and a Bruker Fourier Transform Infrared Alpha spectroscope. The Collectors Club Philatelist, Vol. 91, No. 3, May-June 2012. See address of contact under first entry of General, Expertising.)

Algeria


Austria

“Feldpost dalla Città Fortezza di Trento,” by Franco Trentini, includes a map of area of the City of Trento and its defenses, identifies the feldpost numbers with the army units stationed there, indicates that a large military hospital was located there and was the location of an aerial observation base. (Posta Militare e Storia Postale, No. 122, January 2012. Rivista dell’Associazione Italiana Collezionisti Posta Militare, President Piero Macrelli, CP 180, 47900 Rimini, Italy.)
**Austria, Offices Abroad**

“Holy Land Fakes and Forgeries, New Examples, 1896-1938,” by Yacov Tsachor and Zvi Aloni, illustrates and describes a fake on cover of Austrian Levant. (See under Palestine.)

“Burkes Pass, New Zealand,” by Robert B. Pildes, describes a post card sent from the Austrian Office at Jerusalem, to Burkes Pass, New Zealand, a very unusual destination, fully paid by a 20 para stamp, 1902. (*The Israel Philatelist*, Vol. 63, No. 5, October 2012. See address of contact under General, Artifacts of Written Communication.)

“Taxed Mail of the Ottoman Period: The Austrian Post Office,” by E. Leibu, examines incoming mail to Palestine where postage due charges were assessed using Austrian Levant postage due stamps. (*The Israel Philatelist*, Vol. 63, No. 4, August 2012. See address of contact under General, Artifacts of Written Communication.)

**Barbados**

“Barbados Official Mail,” by Fitz Roett, examines the subject of Barbados official mail within the British West Indies, and illustrates several official covers, 1856-1872. (*British Caribbean Philatelic Journal*, No. 246, January-March 2013. British Caribbean Philatelic Study Group, Secretary Mary Gleadall (2012), P.O. Box 272, Brevard, NC 28712.)

**Belgian Congo**


**British Guiana**

“Yarikita Revisited,” by P.J. Ramphal, brings to our attention a very scarce small town postmark, and the mystery of whether or not this office was closed in June 1919 and reopened in 1922, or was it continuously open? (*British Caribbean Philatelic Journal*, No. 246, January-March 2013. See address of contact under Barbados.)

“British Guiana Airmails,” by Bernie Beston, looks at several “First Flight Covers” bearing a handstamped cachet reading “British Guiana/ by/ Air Mail,” which purportedly was applied to first flight covers, but is discovered to have been applied to other airmail covers, not flown in a first flight, 1929-1930. (*British Caribbean Philatelic Journal*, No. 246, January-March 2013. See address of contact under Barbados.)

**British West Indies, General**

“The Dated Cancellers,” by Ray Bond, relates the reasons why dated cancellers were brought into service both in the United Kingdom and throughout the British West Indies, 1803-1804. (*British Caribbean Philatelic Journal*, No. 246, January-March 2013. See address of contact under Barbados.)

**Canada**

“Postal History of Cochrane, Alberta, and Adjacent Ghost Towns,” by Dale Speirs, gives us a glimpse of the development and postal history of Cochrane and two small neighboring towns, 1881-2011. (PHSC Journal, No. 151, Fall 2012. See address of contact under first entry for Canada.)

“RPO Hammer Configurations of Western Canada,” by Robert K. Lane, is a very comprehensive summary of the evolution of RPO postmarks, both within and without Manitoba, 1881-1954. (PHSC Journal, No. 151, Fall 2012. See address of contact under first entry for Canada.)

“A Little Island’s Big Apostrophe Puzzle,” by Peter B. Smith, discusses the appearance, placement and disappearance of an apostrophe in “Manson’s Landing,” 1892-2008. (PHSC Journal, No. 151, Fall 2012. See address of contact under first entry for Canada.)

“Reading Postage Meter Indicia,” by Ross W. Irwin, indicates a method of interpretation of modern types and numbers found on Canadian postage meters, 1923-2002. (PHSC Journal, No. 151, Fall 2012. See address of contact under first entry for Canada.)


“A.C. Roessler Canadian Semi-Official Airmail Covers,” by Gary Dickinson, writes about Roessler’s activities in promoting and preparing semi-official first flight covers for fledgling Canadian airlines, 1927-1933. (La Posta, No. 249, First Quarter 2012. La Posta Publications, 315 Este Es Road, Taos, NM 87571.)

“Air Mail Service in French Cilicia, 1920,” by Jean-Bernard Parenti, discusses some supposed flights that may have taken place from the besieged city of Adana, and the postage stamps which were overprinted for use on mail taken on these flights, and concludes that none of these flights took place, and the overprinted stamps are no more than essays, for none with genuine overprints have ever been found properly used on cover. (The Levant, Vol. 6, No 5, May 2012. See address of contact under Lebanon.)

“El Gran General Tomas Cipriano de Mosquera takes on Queen Victoria, Part II,” by Malcolm Bentley, continues his tale of mounting disagreements the General had with his countrymen and the British. (Copacarta, Vol. 29, No. 3, March 2012. Journal of the Colombia/ Panama Study Group, Secretary Thomas P. Myers, P.O. Box 522, Gordonsville, VA 22942.)

“Airmail to Europe, Air Throughout,” by Thomas P. Myers, discusses the advent of prepaid airmail from Colombia to Europe in 1939. (Copacarta, Vol. 29, No. 3, March 2012. See address of contact under first entry for Colombia.)

“Some Hanky-Panky with a Saba Cancel,” by Richard Phelps, adds the weight of his investigation to a suspected “unofficial” post office on the island of Saba, where discarded Saba datestamps from the “official” office were used to cancel stamps on mail deposited there, 1920-1947. (Netherlands Philately, Vol. 36, No. 3, April 2012. American Society for Netherlands Philately, Secretary Jan Enthoven, 221 Coachlight Ct. S., Onalaska, WI 54650.)
France

“La Guerra Franco-Prussiana, 1870-1871,” by Arnaldo Pace, outlines the history and reviews the postal consequences of the war, including the part played by the U.S. diplomatic pouch, the Boule de Moulins (zinc balls filled with mail which rolled down the Seine River, the Papillons de Metz (small balloons released from Metz), and the issuance of stamps for Alsace-Lorraine. (Il Foglio, No. 174, December 2012. Unione Filatelica Subalpina, C.P. 65, Torino Centro, 10100 Torino, Italy.)

“Le linee circolari della Compagnia Francese ‘Messageries Maritimes,’ Lo scalo di Rodi,” by Mario Carloni, examines the postal history of vessels on the French Messageries Maritimes line, originating from Marseilles, stopping at Naples, Piraeus, Smyrna, Dardanelles, Constantinople, Vathy (Samos), Rhodes, and continuing to ports around the eastern rim of the Mediterranean Basin to Alexandria, Egypt and then back to Marseilles, 1894-1939. (Posta Militare e Storia Postale, No. 123, March 2012. See address of contact under Austria.)

“WWII - France - Internment Camps,” by Patrick Cassels, illustrates and discusses two covers originating from French internment camps, Camp Argeles sur Mer, and Camp de Gurs, established for refugees of the Spanish Civil War, 1939-1941. (Civil Censorship Study Group Bulletin, No. 174, April 2012. Secretary Charles J. LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554.)

“Airmail Interzone Cards,” by Roy Reader, responds to an earlier query concerning the markings, “Complément de Taxe Perçu,” and “Surtaxe Aérienne Perçue,” on mail sent between German occupied France and Vichy France, and describes the process by which this mail was handled. (Journal of the France & Colonies Philatelic Society, No. 266, December 2012. See address of contact under Algeria.)

“Airmail Interzone Cards,” by Roy Reader, responds to an earlier query concerning the markings, “Complément de Taxe Perçu,” and “Surtaxe Aérienne Perçue,” on mail sent between German occupied France and Vichy France, and describes the process by which this mail was handled. (Journal of the France & Colonies Philatelic Society, No. 266, December 2012. See address of contact under Algeria.)

France, Offices in the Turkish Empire

“Taxed Mail of the Ottoman Period: Addendum, The French Post Office,” by E. Leibu, examines incoming mail to Palestine where postage due charges were assessed using regular French postage due stamps. (The Israel Philatelist, Vol. 63, No. 4, August 2012. See address of contact under General, Artifacts of Written Communication.)

Germany

“Undercover Mail - A ‘New’ Discovery, Mail Confiscated by the German Censors from Denmark & Norway to ‘Thomas Cooks, Box 506, Lisbon’,” by Ed. Fraser, reports several covers (1941-1942) which were examined by the German censors, bear their handstamp and were slit open, but not sealed back up again. The mystery is, why? (The Posthorn, No. 270, February 2012. The Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

“Germany to Denmark - But Not Undercover Mail. An Example of the Worst Side of German Censorship: Censorship and the Gestapo,” by Bruce Fisher, discusses an unusual cover written by a woman, possibly a prison guard, addressed to a mother in Denmark concerning her son imprisoned in Luckenwalde, and offering to relay messages to her son if desired. The cover includes the Hamburg censor’s envelope addressed to the Gestapo in Berlin, and the report of the censor himself, 1942. (The Posthorn, No. 270, February 2012. See address of contact under first entry for Germany.)

“Parcels Shipped to German POW in Canada During World War II,” by Robert Henderson, illustrates six different parcel wrappers addressed to German POW’s interned at Lethbridge, Alberta, which were saved from destruction by a postal censor, at great
risk for himself if he were caught with the wrappers in his possession. (*Military Postal History Society Bulletin*, Vol. 51, No. 1, Winter 2012. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

“The Battle of the Berents Sea,” by Roger Callens, relates the events of this battle between British and German warships, where the Germans were attempting to break the re-supply lines with the Soviet Union, through the ports of Murmansk and Archangelsk, 1942. Several fieldpost cards and letters from German units involved with this battle are illustrated. (*Military Postal History Society Bulletin*, Vol. 51, No. 2, Spring 2012. See address of contact under third entry for Germany.)

**Germany, Offices in the Turkish Empire**

“Holy Land Fakes and Forgeries, New Examples, 1896-1938,” by Yacov Tsachor and Zvi Aloni, illustrates and describes fakes on covers of German Levant. (See under Palestine.)

**Great Britain**

“The Correspondence of Thomas Pengelly,” by M.T.W. Payne, is looking for letters to or from merchant/trader Thomas Pengelly, other than what he has already discovered, in order to add further information to a book to be published by the London Record Society, 1655-1696. (*Postal History*, No. 342, June 2012. The Journal of the Postal History Society, Secretary Steve Ellis, 22 Burton Crescent, Stoke-on-Trent, ST1 6BT, England, United Kingdom.)

“Wafer Seals in the Service of Political Activism,” by Arthur H. Groten, reviews the history of these wafer and wax seals applied to seal letters and promote various causes, including anti-corn laws, free trade and cheap postage, 1840-1846. (*Postal History*, No. 342, June 2012. See address of contact under first entry for Great Britain.)

“East and West Junction Railway, 1848,” by Phil. Kenton, shows a large carriage label on the reverse of a cover carried by this early, short-lived railway line, and gives some background concerning it. (*Postal History*, No. 342, June 2012. See address of contact under first entry for Great Britain.)

“The Earliest U.S.-G.B. Registered Letter,” by Julian H. Jones, provides an illustration of the earliest known registered letter between the U.S. and Britain, sent under the Additional Articles of 1856 to the Convention of 1848, posted on July 23, 1856, addressed to Donegal, Ireland, and includes a breakdown of the 21 1/2 d. credit to the British exchange office. (*Postal History*, No. 341, March 2012. See address of contact under first entry for Great Britain.)

“‘Too Late’ & ‘Late Fee’ Handstamps on Post Office Stationery Newspaper Wrappers,” by John K. Courtis, gathers these markings in a census based upon items for sale on eBay and discusses those applied at Barbados, Grenada, Jamaica, Zanzibar, Queensland, British Guiana and Trinidad, 1882-1902. (*Postal History*, No. 342, June 2012. See address of contact under first entry for Great Britain.)

**Greece**

“Blank Registration Label on a Redirected Letter to Prof. Laski,” by John Rawlins, reviews an interesting registered letter originating at Corfu in 1946, and addressed to Professor Harold Laski, London, a well known economist, bearing 1,540 drachmas, the correct tariff for the period. (*Postal History*, No. 341, March 2012. See address of contact under first entry for Great Britain.)
Guatemala
“Notification of the Establishment of a Postal Route between Guatemala and Peru, 1809,” courtesy of Jim Mazepa, is a reproduction of the official document. (Copacabana, Vol. 29, No. 3, March 2012. See address of contact under first entry for Colombia.)

Israel
“Israel Foreign Postal Rates, May 16, 1948 to January 31, 1954, [South Africa],” by Ed. Kroft, provides tables of postal rates for regular letters, post cards, air letters, and printed matter, as well as fees for registration and express mail. Many covers illustrating the rates are depicted. (The Israel Philatelist, Vol. 63, No. 5, October 2012. See address of contact under General, Artifacts of Written Communication.)

Italian Socialist Republic
“I servizi postali privati del Nord Italia tra R.S.I. e Lugotenenza: La S.E.I.S. - Società Espressi Italia Settentrionale,”[Northern Italian Express Company], by Gianfranco Rossetti and Emilio M. Zucchi, discusses this semi-private service where a letter could be posted at the post office, postage paid, and then privately carried to the post office of destination by a bicyclist. At this late date in the war (1945), there was very little motor transport available for the movement of mail. (Posta Militare e Storia Postale, No. 122, January 2012. See address of contact under Austria.)

Italy
“Questione di sicurezza,” by Arnaldo Pace, outlines the various methods of sealing and securing important or valuable letters, from the use of woven linen or wool threads, to nizze, silken threads, wax seals, cord wrapped around a letter which was adhered to the letter by wax seals, gummed paper seals and special envelopes for valuable mail, 1632-1999. (Il Foglio, No. 172, June 2012. See address of contact under first entry for France.)

“LATI Mail for Central & North America,” by Alfredo Bessone, examines some examples of covers sent by air using this service from Italy to destinations in Central America carried by successive flights after the inaugural flight during the course of 1940 and 1941. (Fil-Italia, No. 152, Spring 2012. The Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow, 7 Duncombe House, 8 Manor Road, Teddington, Middx. TW11 8BG, England, United Kingdom.)

“I mercantili di BETASOM,” by Giancarlo Vecchi, provides the postal history of certain cargo and passenger vessels blockaded in the port of Bordeaux, 1941-1943. (Posta Militare e Storia Postale, No. 123, March 2012. See address of contact under Austria.)

“Navi internate nella Seconda Guerra Mondiale,” by Antonio Pasquini, tabulates and identifies those Italian vessels (cargo ships, oil tankers, passenger liners, various naval vessels and even one tugboat!) interned in various foreign ports during World War II, including Aden, Argentina, Australia, Brasil, Bulgaria, Canada, Canary Islands, Cape Verde, China, Columbia, Costa Rica, Cuba, Fernando Poo, Germany, Gibraltar, Goa, Great Britain, India, Iran, Ireland, Italian East Africa (after September 1943), Japan, Malta, Mexico, Mozambique, Palestine, Panama, Rio de Oro, Romania, Puerto Rico, South Africa, Soviet Union, Spain, Sudan, Thailand, United States, Uruguay and Venezuela. (Posta Militare e Storia Postale, No. 123, March 2012. See address of contact under Austria.)

“La posta verso la madrepatria degli italiani a Creta ed in Egeo dopo l’armistizio del
1943: La posta civile. Quarta parte,” by Valter Astolfi, continues his study of non-military, or civilian mail, illustrating covers posted at Greek or Italian civil post offices on Rhodes, the Archipelago of the Cyclades Islands, and the Sporadi Islands, 1941-1943. (Posta Militare e Storia Postale, No. 123, March 2012. See address of contact under Austria.)

“La posta dei prigionieri italiani in Jugoslavia nel periodo 1945-1947,” by Maria Marchetti, provides background concerning the prisoners held by the Yugoslavs, their mail arrangements, postal forms in use, censorship and a table and map of locations where the prisoners were held. (Posta Militare e Storia Postale, No. 122, January 2012. See address of contact under Austria.)

“Storia postale d’Italia, Regno di Vittorio Emanuele III, Luogoteneze e Regno di Umberto II, Quarta parte (dall’11 febbraio al 30 settembre 1944),” and “Quinta parte (dal giugno 1943 al giugno 1946),” by Luigi Sirotti, “Part Four,” examines the situation relative to the internal postal service within Sicily, and the reactivization of numerous accessory services. “Part Five” discusses tariffs and franking of the posts in Naples and the surrounding countryside, as well as in the provinces of Salerno, Bari and Puglia, from June 1943 to June 1945. (Posta Militare e Storia Postale, Nos. 122 and 123, January and March 2012. See address of contact under Austria.)

“Some Aspects of Mail from Italy to Iceland,” by John Davies, tackles an unusual subject, that of mail sent to Iceland from Italy. He illustrates 22 covers, posted between 1965 and 2010, and explains the postage rate applied to each cover. (Fil-Italia, No. 152, Spring 2012. See address of contact under second entry for Italy.)

Italy, Offices in the Turkish Empire

“Taxed Mail of the Ottoman Period: The Italian Post Office,” by E. Leibu, examines incoming mail to Palestine where postage due charges were assessed using regular Italian postage due stamps. (The Israel Philatelist, Vol. 63, No. 4, August 2012. See address of contact under General, Artifacts of Written Communication.)

Jamaica

“Earliest Jamaican World War II Censored Cover?” by Paul Farrimond, illustrates a cover posted at Kingston on 1 September 1939, addressed to New York City, and bearing a very early style, locally produced censor tape. (British Caribbean Philatelic Journal, No. 246, January-March 2013. See address of contact under Barbados.)

Japan

“‘Cancellation Missing’ Cancellations,” by Ron Casey, discusses undated handstamps applied to postage stamps which had somehow missed the canceling process, and identifies several different types, 1899-1987. (Japanese Philately, No. 392, February 2012. The International Society for Japanese Philately, Inc., Assistant Publisher Lee R. Wilson, 4216 Jenifer Street NW, Washington, DC 20015.)

“Three New Foreign Mail Obliterators Reported for Hiogo (Hyogo),” by Charles A.L. Swenson, records three cork killers, one a seven bladed “propeller” (February 1875), the second a small intaglio negative “cross” (January 1875), and the third a thick-lined “crossroads” (April 1875). (Japanese Philately, No. 392, February 2012. See address of contact under second entry for Japan.)

“1. Earliest Date Reported for a Swordguard Cancellation from Kojimachiuchisaiwaicho”; “2. Kobe Unframed, Single line, ‘Missent to’ Marking”; “3. Three New ‘Double Circle’ Type Medium-Size, Single Circle with a 2-digit Year Reported,” by Charles
A.L. Swenson, discusses in Part 1 the discovery of the earliest reported date for this impossibly long-named town, 1958. “Part 2” continues the recording of various types of “Missent to” markings, and “Part 3” records three new double circle datestamps employed at Shanghai and Yokohama, 1897-1901. (Japanese Philately, No. 392, February 2012. See address of contact under second entry for Japan.)

**Lebanon**


**Libya**

“Censorship in the Italian Occupation of Libya, 1915-1920,” by David Trapnell, identifies the different types of both civil and military censor handstamps employed in Libya. (Postal History, No. 341, March 2012. See address of contact under first entry for Great Britain.)

“Il fronte libico nella guerra abissinia,” by Emilio Simonazzi, looks at the military units stationed in Libya during the war against Ethiopia, and identifies their field post numbers, 1935-1936. (Posta Militare e Storia Postale, No. 122, January 2012. See address of contact under Austria.)

**Lombardy-Venetia**

“Study sulle tariffe interne del Regno Lombardo Veneto dal 1815 al 30 maggio 1850, [Parte 1]” by Massimo Moritsch and Adriano Cattani, provides tables of the postal tariffs of 1811-1819, 1819-1823 and 1823-1842, and shows a number of covers to illustrate the tariffs involved. (Bollettino Prefilatelico e Storico Postale, No. 169, April 2012. Organo ufficiale del’Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

**Netherlands Indies**

“Native Runner Covers,” by Richard Wheatley, summarizes what is known concerning “express” letters carried by native runners, 1908-1938. Similar to Swedish feather letters, these “express” covers also bear feathers. A white feather indicates it is to be carried by day, while a black feather means it will be carried by night. If both feathers are attached, that means it will be carried both day and night. Some corrections to the text may be found in the next publication. (Netherlands Philately, Vol. 36, Nos. 3 and 4, April and May 2012. See address of contact under Curaçao.)

**Netherlands New Guinea**

“Netherlands New Guinea Cancellations and Backdated UNTEA Forgeries,” by Edward Burfine, illustrates and discusses the various datestamps and town cancellations used during this period on Netherlands New Guinea, and shows forgeries of these postmarks tying stamps to cover. He also shows the difference between the four printings of the “UNTEA” overprint, 1962-1963. (Netherlands Philately, Vol. 36, No. 4, May 2012. See address of contact under Curaçao.)

**Palestine**

“Holy Land Fakes and Forgeries, New Examples, 1896-1938,” by Yacov Tsachor and Zvi Aloni, illustrates and describes a number of fakes on covers of Austrian Levant, German Levant, the Turkish Post and British Palestine. (The Israel Philatelist, Vol.
“First Interim Civilian Cover,” by Ed Kroft, discusses a new discovery of a cover posted to Switzerland in February 1918 during the First Interim Period, which now brings the total known to seven. (The Israel Philatelist, Vol. 63, No. 5, October 2012. See address of contact under General, Artifacts of Written Communication.)

“Palestine Small Town Postmarks, Parts 1 and 2,” by Mel Richmond, z’l, illustrates a number of small town dated postal markings applied on Mandate covers, 1920-1946. (The Israel Philatelist, Vol. 63, Nos. 4 and 5, August and October 2012. See address of contact under General, Artifacts of Written Communication.)

“Jordanian Occupation of Palestine,” by John Rawlins, briefly describes this period and illustrates a cover sent from Bethlehem using Jordanian stamps overprinted “Palestine.” (Postal History, No. 342, June 2012. See address of contact under first entry for Great Britain.)

“WWII - A Very Different Swiss Censor mark,” by Charles LaBlonde, provides the background on an unusual letter sent through military censorship for examination rather than the police section of the Territorial Militia, to which this task had been assigned. (Civil Censorship Study Group Bulletin, No. 174, April 2012. See address of contact under third entry for France.)

“Arab Syria, 1918-20,” by Rod Unwin, reviews the history and postal history of the Arab provisional administration from about October 1918 to July 1920, and the use of British stamps, E.E.F. stamps and Turkish stamps overprinted with an Arabic script handstamp reading “Arab Government,” and the special Arab Kingdom stamps issued later. (OPAL, No. 229, May 2012. Oriental Philatelic Association of London, Secretary Philip Longbottom, 5 Ringway Close, Tythlington, Macclesfield, Chesire SK10 2SU, England, United Kingdom.)
Turkey
“Holy Land Fakes and Forgeries, New Examples, 1896-1938,” by Yacov Tsachor and Zvi Aloni, illustrates and compares a genuine and fake postmark of Nazareth. (See under Palestine.)
“The First Civilian Mail Flight Constantinople to Bucharest,” by Jean-Bernard Parenti, illustrates several documents and adds additional information to an earlier article by Gabriel Sassower in the May 2000 and October 2005 issues of The London Philatelist, 1919. (OPAL, No. 229, May 2012. See address of contact under Syria.)
“Rate Changes in Ottoman Turkey, 1920-22,” by Richard Malim, provides additional information to Peter Michalove’s earlier article in OPAL No. 227, and illustrates further postal rates. (OPAL, No. 229, May 2012. OPAL, No. 229, May 2012. See address of contact under Syria.)

Two Sicilies, Sicily
“Un viagiatore veneto in Sicilia,” by Giorgio Chianetta, transcribes an eight page 1836 folded letter from Girgenti, Sicily, to Verona, in the Veneto region of Northern Italy, written by a son to his mother, describing his journey through Sicily, as well as the route the letter took to Verona, and the postage charges imposed. (Bollettino Prefilatelico e Storico Postale, No. 168, February 2012. See address of contact under Lombardy-Venetia.)

Universal Postal Union
“To or From the Cape of Good Hope: Before GPU/UPU Membership,” by James Peter Gough and Robert I. Johnson, discusses the complicated rate calculations applicable to short paid mail to or from South Africa. The Collectors Club Philatelist, Vol. 91, No. 3, May-June 2012. See address of contact under first entry of General, Expertising.)

Vatican City
“An American Diplomat in the Vatican During WWII,” by Greg Pirozzi, relates the story of Harold H. Tittmann, Jr., Charge d’Affairs for the United States at Vatican City, from the Spring of 1940 to June of 1944, when Allied troops entered Rome. Tittmann describes the process by which he was able to send and receive diplomatic messages between himself and the United States State Department. (Vatican Notes, No. 352, Second Quarter 2012. Secretary Joseph Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

Venetian Republic
“Serenissima Repubblica di Venezia: Percorsi, tassazioni e tariffe postali da e per l’estero, La Posta delle Fiandre, o dell’Impero, o dei Torre e Tasso, [Parte prima]” and “[Parte seconda],” by Giorgio Burzatta. “Parte prima” indicates the cities on the postal route from Venice through the Holy Roman Empire and the Thurn and Taxis posts to Roermond in Flanders, money exchange values, illustrates laws stating postal tariffs, and explains many covers, 1633-1701. “Parte seconda” illustrates and discusses correspondence with Bruxelles, Gand, and Lille which was posted during the period of the War of the Spanish Succession, 1701-1714. (Bollettino Prefilatelico e Storico Postale, Nos. 168 and 169, February and April 2012. See address of contact under Lombardy-Venetia.)
President’s Message, Joseph J. Geraci

Change is in the air again! In March, I received an email from our new Treasurer, Richard D. Martorelli, saying that, due to family commitments, he finds he is unable to continue as Treasurer. I notified the Board of his resignation and intended to use this column to ask for a volunteer. However, one of our Board members, Gary W. Loew, has volunteered to take up the task. He is well qualified for the position, having a Bachelor of Science Degree in Economics and Accounting, and a Master of Business Administration in Finance, as well as impressive work experience. I intend to request his election to Treasurer at our next Annual Meeting, at NOJEX, Saturday morning, May 25, 2013. This is a closed business meeting only for the Board. However, we will also sponsor a General Membership Meeting on Saturday afternoon. As scheduled now, Larry Lyons will speak on “Fakes and Forgeries.” I hope many of you will attend both the meeting and the show, which is consistently great.

We are also planning a General Membership Meeting at StampShow in Milwaukee (August 8 to 11; see the American Philatelic Society website for more details). We have requested the winner of the Best Article published in Postal History Journal in 2012, Dr. James Milgram, to speak on his subject, “Advertised Postmarks on U.S. Stampless Covers.” We plan to have an information booth at the Show, and will also have our “no-host” Dutch treat dinner on Friday evening, at a local restaurant. Stop by our booth for further details, and to sign up.

In case you missed the announcement, Alan Barasch is our new Awards Chairman. His email address is <phs@mophil.org>. Exhibition chairmen may write directly to him if they would like to have a Postal History Society medal for their exhibition.

We are already planning for our Annual Meeting in 2014. We have been invited to participate in the Rocky Mountain Stamp Show, which is held in Denver, Colorado, every year. In 2014, the show will take place in April, but I do not have the exact dates yet. Stay tuned for more news later on!

From Indian Trails to the Birth of a Nation:

A Postal History Symposium to celebrate the 50th anniversary of the Spellman Museum of Stamps and Postal History was held May 2 at Regis College in conjunction with Philatelic Show in Boxborough, Mass. Two of our Society Board members gave presentations: Yamil Kouri (who also organized the event) on “Spanish Colonial Postal History in Present-Day Territories of the United States” and Mark Schwartz, “Boston Colonial Postal History.” The other two talks were by Society members, Tim O’Connor, “The Earliest Postal Systems in North America” and Ed Siskin, “The Birth of the United States’ New General Post Office.” As audience, we were struck by how much there still is to discover (post Ter Braake) about colonial postal history. All the presentations, but particularly Dr. O’Connor’s, owed fresh insights to delving into institutional archives for postal evidence beyond what their extraordinary and rich private collections offered.
Membership Changes by Kalman V. Illyefalvi

New Members

PHS 2370 Reginald L. Hofmaier, 4005 Driftwood Circle, Yukon OK 73099-3258.
Canadian County, Oklahoma

PHS 2371 Howard Wunderlich, 308 Parkwood St. Ronkonkoma NY 11779-5967.
Stampless, Postal Forms.


Re-instated

PHS 1976 Paul Phillips, 40613 Meadow Lane, Palm Desert, CA 92260-2376.

PHS 2099 Ronald Umile, 775 E. Blithedale Ave #506, Mill Valley CA 094941-1554

Address Changes

PHS 2315 Doubleday Postal History, PO Box 70, Rindge NH 03461-0070.

PHS 2108 Kurt Kimmel-Lampart, Postfach 366, CH 6403 Kuessnacht am Rigi, Switz.

Resigned

PHS 1090 Dr. Michael D. Dixon

PHS 1528 Terence Hines

PHS 1473 James Mazeppa

PHS 2246 Timothy O’Shea

PHS 0207 Seymour Stiss

Deceased

PHS 1762 Randall E. Burt

The Postal History Foundation in Tucson, Arizona reports the completion of an online exhibit of Arizona’s Postal History - a concise summary rather than extensive research, but designed to promote interest. A worksheet for students is available to accompany the exhibit: www.postalhistoryfoundation.org/azpostalhistory.

In considering the possibility of a new Society web presence, and what it might entail, the following opinions have been voiced:

“The PHS is one of a few organizations which has succeeded in its original mission (getting PH recognized as mainstream), and is now at the stage of redefining itself. We all hope for the best, and even dare to ask THE question: is there a purpose going forward, or is the PHS redundant?"

“Yes, for those active in the hobby since day one, especially those who worked tirelessly to achieve this goal, there is the possibility to hang up the ‘Mission Accomplished’ banner and sail into the sunset.

However, even for long time PH people like me and especially new folks of today and future days that must keep our passion alive, an active PHS will be a key element in the future success of our affliction. This requires the recognition that PH began before the postage stamp and now lives in the ‘forever era’ and is headed into ‘computer only’ days. Our future potential is only limited by the self-imposed limits we put on ourselves and our hobby. A web site could be a community of PH friends willing to mentor and share information. This will require more than a static posted list of facts, events, resources, etc. It will require the active interaction of us old timers with new folks. As those who are new today become the old folks of tomorrow, it will be there task to continue the tradition of sharing information and encouragement with the next generation of new folks, and the next, and the .....”
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KINGDOM OF SARDINIA - 1855

Letter sent from Chambéry (Savoy) to Valence (France) on 31 January 1855, regularly franked for 50 centimes, with a two issue franking: cent.40 rose, II issue + vertical pair of cent.5 yellow green, III issue, all of them with large margins.

The cancellation is that with one circle, with also the indication of the time of collecting from the letter-box or of the postmarking, that is 7 in the morning.

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