Considering Auxiliary Markings

An anthology of the subject jointly published
by The Philatelic Specialists Society of Canada
and The Auxiliary Markings Club

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Editor

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Ontario, Canada

Dear friends,

This anthology marks a first for the Philatelic Specialists Society of Canada. By no means the first anthology produced by the Society but the first time we have collaborated with another Society in producing a tome of philatelic importance. Sharing knowledge between philatelists is important to the hobby and preserving it in a book is essential. As this volume only scratches the surface of this subject, I hope it encourages others to submit further articles to another volume.

My congratulations to Gregg Redner for editing this volume and to those who contributed articles.

Warmly,

Bob

Robert Vogel – President, The Philatelic Specialists Society of Canada

February 1, 2025

London, Ontario, Canada

Dear friends,

Welcome to this anthology on auxiliary markings, a joint project undertaken by the Philatelic Specialists Society of Canada and The Auxiliary Markings Club. This is the fourth such anthology published by the PSSC, but the first, it has undertaken collaboratively. It is my honour to serve as President of The Auxiliary Markings Club and a member of The Philatelic Specialists Society of Canada. It has been a privilege to serve as the Editor for what I believe is a very important collection of articles spanning the length and breadth of this dynamic collecting area.

Auxiliary markings and labels are an extremely important aspect of postal history. They help to explain the details of a particular cover's travels through the postal system. As such they provide crucial evidence to the postal historian, of the challenges that were encountered delivering a piece of mail.

A strict definition of auxiliary markings is challenging to provide, but the following - taken from the Auxiliary Markings Club's website (postal-markings.org) - will serve as a good starting point:

> 'An auxiliary marking is 'a postal marking applied to covers by handstamp, machine cancellation, a stick-on label, manuscript markings, or by mechanical or electronic methods such as addressograph or computer, indicating that the covers were given special attention due to some special circumstance. A broad definition would include accompanying postal service letters, and ambulance covers in which damaged or misdirected mail has at times been delivered, and markings placed on covers by institutions other than the postal service, such as the military, prisons, hotels, etc. Auxiliary Markings are sometimes known as Instructional Markings or Supplementary Markings.'

This volume demonstrates the remarkable diversity of topics contained within the study of auxiliary markings. The current volume contains contributions on areas as diverse as Hollywood studio markings, airmail markings, UPU return labels, USPS International barcodes, sealing labels, pursers marks, 'more to pay' markings and disinfected mail markings, to name but a few. I have had a chance to work closely with the author's and am deeply indebted to them for their efforts. The depth of the scholarship represented is

exciting, as is the research presented, much of which is groundbreaking in one form or another.

Contributions to the volume have come from England, The United States, Canada and Japan and are drawn from an exciting collection of researchers including three signers of The Roll of Distinguished Philatelists. Those who have included articles are amongst the leading philatelists at work in the world today. Their articles are scholarly, but also accessible and I know that you will return to their magnificent articles over and over again.

I would like to thank the members of the Philatelic Specialists Publications Committee: P. Charles Livermore – OTB, Michel Houde - FRPSC and David K. Foot - PhD, for their encouragement to undertake this anthology in the first place. I am also deeply indebted to Auxiliary Markings Club Board members: John Hotchner - RDP, FRPSC, Douglas Quine - PhD and Andrew Kelley for the assistance answering questions and offering their help with editing and formatting.

It is my sincere hope that reading through this anthology will encourage you to explore your own collection for markings and labels that you may have overlooked or thought previously insignificant. If you should have any questions, ideas or comments, please feel free to contact me at the email address below.

With best wishes,

Gregg

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Editorial Practices

Throughout this volume the following editorial practices have been adhered to:

1. All figures have been rendered as submitted by the author, with the exception of figures that required cropping to prevent the inclusion of scanner background.
2. All covers have been shown in their entirety, rather than just the auxiliary marking and labels being shown. It is the belief of the editor that the inclusion of full covers allows for the markings and labels to be seen in full context.
3. In the case of appendixes, where required, these have been included in full, with the intention of making certain that their relation to the presented research remains intact.

Re-Registered After Delivery: Frankfurt, Germany to New York to Shanghai and Back

Roger S. Brody, RDP, FRPSL

Phileas Fogg took 80 days to circumnavigate the globe covering 19130 miles, as described by Jules Vern in his 1872 novel, "Around the World in 80 Days." Thirty-five years later, it took three international postal services 134 days to dispatch and return the registered cover illustrated in Figure 1. The cover sent from Frankfurt, Germany to New York, forwarded to Shanghai via San Francisco and returned to Frankfurt via New York, covered 24,780 nautical miles.

Figure 1. Registered cover: Frankurt, Germany to New York, to Shanghai=
via San Francisco, to Frankfurt via New York

Quite a journey indeed, but the most interesting feature of the registered cover is not the time in transit, distance covered, or destination post offices. The cover bears several markings associated with unclaimed returned mail, but the highlight is the seldom seen 'Re-Registered After Delivery,' handstamp marking (See Figure 2.).

Figure 2. 'Re-Registered After Delivery' handstamp

The back of the letter (See Figure 3.) bore the manuscript 'Sent by: Friedrich K.L. Dechent, 58 Niedenau, Frankfurt a/M., Germany'.
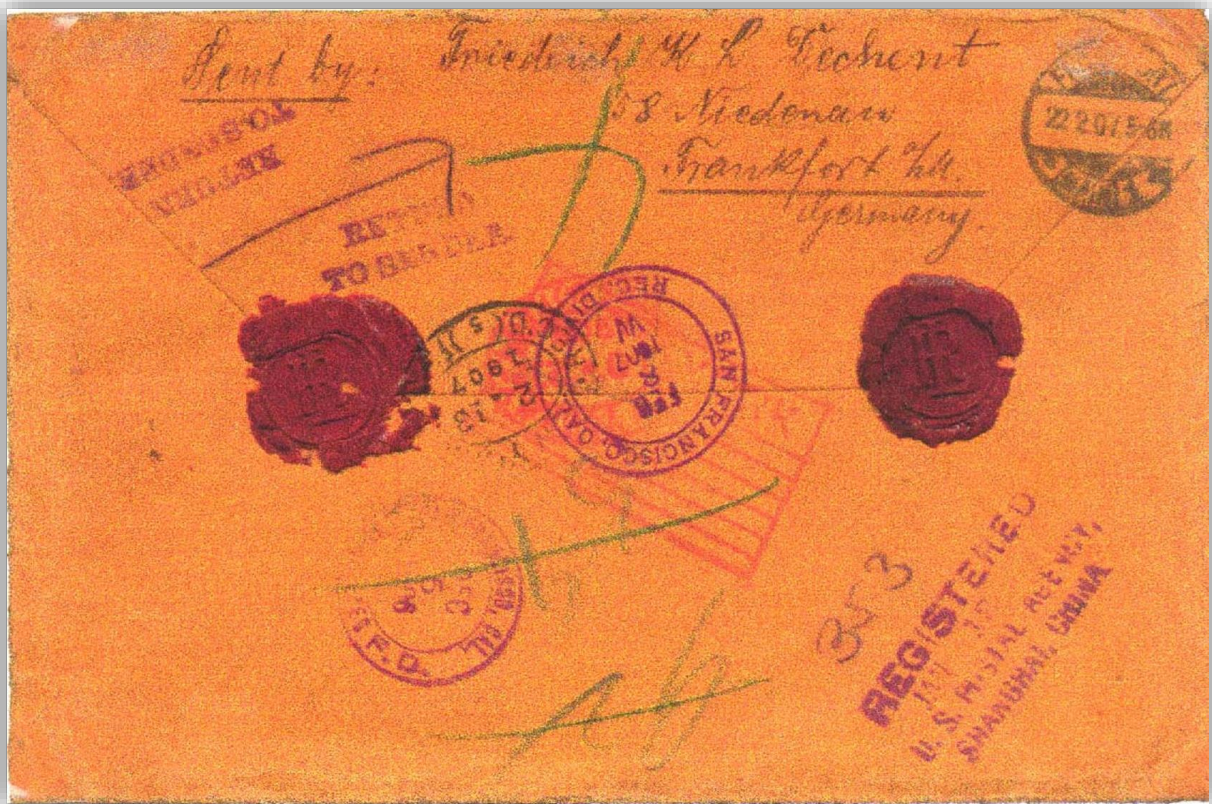

Figure 3. Registered cover back: forwarding, receiving markings and mailer's return address

The cover, addressed to Mr. Anatol Keil, c/o Messers Melchers & Co. account at Thos. Cook & Son's New York office at 245 Broadway, was franked with a single 80-pfennig (pf) stamp cancelled with a double struck 12 October 1906 dated circular Frankfurt hand stamp. The stamp paid the triple 20p per ½ oz letter rate and 20pf registration fee as attested to by the underlined script Einschreiben (Registered mail) and Frankfurt (Main) printed Eingeschrieben (Registered) No. 504 registry exchange label.

Registry Exchange Labels

The production and use of exchange labels resulted from the implementation of an 1882 Universal Postal Union resolution requiring that international registered mail matter bear a label or impression of a stamp/label with a capital letter 'R' usually in Roman text. In the United States, the use of these labels by those post offices authorized to handle inbound and outbound foreign registered mail became effective on January I, 1883, and stayed in effect, virtually unchanged, until January 24, 1911. Such postal facilities were designated 'exchange offices' and the labels have thus come to be known as 'exchange labels.'

Research articles regarding these special purpose labels have appeared from time to time in philatelic literature. The most comprehensive study of the production and characteristics of the various labels was done by Barbara Mueller. Her first article on the subject appeared in the October 1954 issue of *The American Philatelist* and was followed by a paper published in 1957 as part of The 23rd *American Philatelic Congress Book*. Beginning in October 1972, she authored a series of seven articles that appeared in *The United States Specialist*, entitled " U.S. Registry Labels - A Study of Types and Usages." More recently, *The Collectors Club Philatelist*, the house organ of the Collectors Club of New York, published a two-part article by noted collector, author and exhibitor Alfred L. Kugel. (1)

The cover was received by the Registry office of the New York post office on the 21st of October and apparently delivered and accepted by the Thos. Cook company at their Broadway address. It is unknown why Keil never received the cover or if he ever was in New York.

Cook attached their forwarding label, applying the manuscript forwarding instructions inked in the lower left of the cover "*If not called for until October 31-1906, please forward to Mess. Melchers & Co. Shanghai (China)*." Apparently awaiting the arrival of Keil, the cover was not dispatched with registration until a month later on November 30.

Forwarding to Shanghai

Under Universal Postal Union regulations, forwarded mail did not require additional postage.

Postal Laws & Regulations (PL&R) 1902, Title III Mail Matter, Sec. 531.4

Forwarding without prepayment: A mailable matter will be reforwarded without extra charge within the limits of the Union.

This was the case with the cover that re-entered the Post Office Department (POD) mails in New York to be forwarded to Shanghai China. Thus, 60pf of the 80-pfennig stamp paying the three times 20pf per ½ oz letter rate applied and cancelled in Frankfurt was sufficient prepayment to forward the letter on to Shanghai.

Re-Registered After Delivery

Treatment of the registration fee for the forwarded letter was a different matter requiring additional postage.

PL&R 1902, Title V. Registry System, Sec. 871, covers the forwarding and return of registered matter after delivery.

#1 When a registered article is properly delivered and receipted for its connection with the registry service ceases, and it must not be again received in the registered mails without prepayment of a new registry fee.

#2 If a new fee be paid, such an article may be forwarded, or returned, without additional charge for postage in every case where it might be so treated if it had not been registered in the first instance. In such a case it must be reregistered, and a new registration receipt issued bearing the words 'Reregistered after delivery.' The article must be likewise marked.

Apparently, the cover was accepted at the Thos. Cook office at 245 Broadway, requiring the addition of eight cents (0.08) U.S. postage to re-register the cover with $25 Indemnity. This was achieved with the addition of four 2¢ Washington Shield sheet stamps with New York registry cancels and the 'RE-REGISTERED AFTER DELIVERY' handstamp.

The letter was carried via rail to the exchange office in San Francisco and dispatched with the affixed Registry Label # 66326 to Shanghai via ship.

What was Anatol Keil doing in Shanghai?

C. Melchers & Co., established in 1806 and headquartered in Bremen, Germany was a private, owner-managed partnership operating in European and international markets, The company operating in the fields of design, fashion and textile production, provided product development and manufacture through sales, retailing and marketing.

Melchers was one of the first European trading companies to open a branch in Hong Kong in 1866 (See Figure 4.). Helping manufacturers to market their products, and clients to buy or resell them, their business included importing and exporting to and from Asia and internal trading within Asia. By 1910 they were operating 9 branches in China.

Figure 4. Melchers Hong Kong Operations, 1910

Return to Germany

The cover arrived at the U. S. Postal Agency, Shanghai on 12 January 1907 but was undeliverable to the addressee as noted by the '*Unknown'*, '*Unclaimed'* and '*Return to Sender'* handstamps on both front and back.

The cover was dispatched back to the sender in Frankfurt via the POD registry offices of the United States. As the letter was never delivered to the addressee in Shanghai, the return under registration did not require additional postage. San Francisco received and forwarded the cover on February 8 to New York. The New York registry office received and forwarded the letter on February 13, applying the New York Registry Exchange label #12368.

Having twice traversed three continents, and two oceans, the cover arrived back at the Frankfurt post office on 22 February 1907, as noted by the double circle date stamp on the upper right of the cover back.

Transit Log

12 Oct 1906 Frankfurt, Germany / Registry Label #504 to New York
21 Oct 1906 New York Received
30 Nov 1906 Forwarded New York to Shanghai via San Francisco
 5 Dec 1906 San Francisco / Registry Label #66326 to Shanghai

11

12 Jan 1907 Shanghai, China Received

 Unknown   Unclaimed/ Return to Sender returned to Frankfurt

 8 Feb 1907 San Francisco, CA Received

10 Feb 1907 New York Received

13 Feb 1907 New York, NY / Registry Label #12368 to Frankfurt

22 Feb 1907 Frankfurt, Germany Received

(1) (Lombardi, Nicholas A. "Registered Mail Study Group" US Specialist 2004 Issue= 887

El Al Constellation – Flight 402: Shot down over Bulgaria (1955)

James R. Taylor, FRPSC

El Al Israeli Airlines Flight 402 was an international passenger flight from London to Tel Aviv with station stops in Vienna and Istanbul. On July 27, 1955, the Lockheed Constellation registered as 4X-AKC (See Figure 1), started its routine, weekly, scheduled flight from London and departed Vienna's Wien-Schwechat Airport bound to Tel Aviv's Lod Airport via Istanbul.

Fig. 1 - Lockheed Constellation L-049 of El Al Israeli Airlines Registration number 4X-AKC, the plane that was shot down (Ref. 2)

El Al Flight 402 inadvertently miscalculated its position as it intended to follow the Amber 10 airway through Yugoslavia and cross the border to Greece *en route* to Istanbul. Instead, the flight strayed east and entered Bulgarian airspace (Ref. 1). The Bulgarian military detected the aircraft's entry across the western Bulgarian border near the town of Tran. The Bulgaria Air Force launched two MiG-15 jet fighters with pilots Petrov, team leader, and Sankiisky, by order of General Velitchko Georgiev.

Fig. 2 - Maximum card showing a MIG-15 of the Bulgarian Air Force.

The MIG-15s (Figure 2) took off from the Dobroslavtsi Airbase, located north of Sofia, the capital city. According to Bulgarian Air Defence, the pilots were Petrov and Sankiisky. Spotting the errant airliner, Sankiisky first attempted to warn the El Al plane that it was intruding on Bulgarian territory, by shooting signal rounds in front of the Constellation's nose; Petrov repeated the warning shots. The El Al plane neared the border of Bulgaria with Greece and the near-border Bulgarian city of Petrich. According to the Bulgarian pilots, the Constellation initially appeared to follow the instructions and preparing to land. It deployed its flaps and landing gear, but then suddenly retracted them and changed direction to cross into Greece, apparently hoping to escape the MIGs (Ref. 2).

The pilots' accounts have subsequently been challenged. The crash location near Petrich, a Bulgarian town a few kilometres from the Greek border, implies that the El Al flight had been pursued by the MIGs for some distance, without firing a shot, until the Constellation's very last moments over Bulgarian territory. General Velitchko Georgiev gave the final shoot-down order. The airliner was struck by the MiG-15's guns and then lost altitude, broke apart, and crashing in flames north of Petrich near the Yugoslav-Greek border. The seven crew and 51 passengers on board Flight 402 died.

Why Flight 402 changed its intended course was never established, with highly conflicting opinions from Israeli and Bulgarian investigators. One possibility is that using non-directional beacon (NDB) navigation with lightning in the area (Ref. 1) might have disrupted the NDB navigational equipment so that the crew believed they were over the

Skopje, Yugoslavia radio beacon, and turned to an erroneous outbound course. The Bulgarian military disputes this version for the shooting. It is only firmly established that the El Al flight, flying at an altitude of approximately 18,000 feet, strayed off the Amber 10 airway into Bulgarian airspace near Tran. Flight 402 travelled a total of 200 km over Bulgarian territory at a 120 km distance from the Yugoslav-Bulgarian border that it initially crossed, before being shot down (Ref. 1).

The initial assumption was that the El Al aircraft was not brought down by jet fighters but by surface anti-aircraft artillery. The next day, the Bulgarian government admitted that its MIGs had shot down the unarmed airliner. They expressed regrets and arranged for an official inquiry but refused to allow a six-man crash investigative team from Israel to take part. This refusal was subsequently criticized both by the Israelis and by Bulgarian sources within the crash investigation.

Airmail carried on this flight originated in Germany, the Netherlands, Romania, and the USSR. A small quantity of mail survived and was salvaged from the fiery crash. When the surviving mail was recovered from the wreckage site and forwarded to Tel Aviv, it was hand stamped with a Hebrew instructional marking before being forwarded on to the addressees within Israel. The boxed instructional marking, in violet ink (Figure 3), translated from the Hebrew reads, "This piece of mail survived in El-Al airplane that was shot down over Bulgaria on 27.7.1955."

A cover salvaged from the wreck of El Al 402 that strayed off course and was shot down by the Bulgarian Air Force. Postmarked Lupeni, Romania, July 19, 1955. Rectangular crash instructional marking in Hebrew (Author's collection).

The Flight 402 incident took place during the height of the so-called 'Cold War'. Each side interpreted the incident as a dangerous provocation. The Bulgarian government saw the episode as a political negative in the détente in East/West relations. Both pilots were considered for reprimand but were subsequently found to have followed the orders of superiors. Although the Bulgarian government blamed the Israeli airliner for violating its airspace without authorization, it eventually issued an apology, stating that the fighter pilots had been 'too hasty in shooting down the airliner, and agreed to pay compensation to the victims' families (Ref. 3).

References

1. Accident description at the Aviation Safety Network https://aviation-safety.net/photo/7205/Lockheed-L-149-Constellation-

2. El Al Flight 402 - Wikipedia. https://en.wikipedia.org/wiki/El_Al_Flight_402

3. Le Parisien   http://dictionnaire.sensagent.leparisien.fr/El_Al_Flight_402/en-en/

The UPU Return Labels of Yugoslavia

Gregg Redner, PhD, FRPSC, FRPSL

UPU Return Labels and Eastern Europe

UPU Return Labels make for a fascinating collecting speciality. As we shall see, uniformity of application was far from consistent, and each European country adopted its own path forward. Some countries, like Switzerland, Austria, Germany and Belgium chose to use labels from beginning with few exceptions did not vary from this position until the mid-twentieth century, if at all. Other countries like England and France, began using labels when mandated, but quickly switched to handstamps once they realized that cutting and placing the unperforated labels required five-times the amount of time that striking a cover with a handstamp required.

The situation in Eastern Europe countries was not different. While countries such as Bulgaria and Romania began using labels almost immediately, countries such as Albania and Yugoslavia waiting much longer to adopt the practice – in the case of Albania waiting until the 1950s and in the case of Yugoslavia 1926.

In this article we will examine the evolution of the Postal Return Label as used in Yugoslavia from 1926 until the late 20C. The research presented in this article represents the first serious discussion of this topic and as such is groundbreaking.

The origins of the UPU's returned mail labels

The subject of postal auxiliary labels did not appear until the end of the nineteenth century when it was first raised in terms of returned mail. At the second General Postal Union Congress in Paris, from May 2 to June 4, 1878, thirty-eight countries and colonies gathered to ratify the Convention of Paris, which would change the name of the organization from the General Postal Union to the Universal Postal Union. At the meeting a minor discussion was conducted concerned with the growing international nature of the postal service. This small exchange expressed concern over the proper handling of mail that move from the purview of one country's administration to another.

The subject of postal auxiliary labels did not appear until the end of the nineteenth century when it was first raised in terms of returned mail. The issue of properly and consistently identifying the reason for a piece of mail's return was first raised in connection with the Agreement of Paris. On April 1, 1887, the following clause took effect for members of the *L'union postale universal*:

> 'All letters and other items, which for one reason or another cannot be delivered to the Administration of a country of destination, must on the reverse, in French, explain the reason for non-delivery. This advice can be by means of a handstamp or by applying a sticker. If desired, a warning in the country's own language may be added.' (No. 10 in the GPU despatch of February 28, 1887).

Dispatch No. 10 suggested that the primary vehicle for marking returned mail would now be the handstamp, but that where handstamps were not available, a sticker could be used as well. However, the inference is clear: the use of manuscript markings was causing increasing difficulty because they were hard to read or were imprecise in terms of the reasons given. It would be another four years before the decision to utilize postal labels for this purpose would be mandated.

At the 1891 U.P.U Conference, held in Vienna from May 20 to July 4, the Congress delegates restated the policy that postal items must be returned to the sender when they were not deliverable, and that the reason be clearly stated:

> "The correspondence that is undeliverable must be returned with the reason for deliverability stated."

A directive to this effect mandated that the application of the new labels on returned mail was to take effect on July 1, 1892, and would at first pertain only to international correspondence. The goal of the change was to transfer the responsibility for oversight of returns to frontier offices, which would make sure all proper protocols had been followed when declaring a letter undeliverable. This included checking to see that the proper address had been tried, and whether the mail in question could or should have been forwarded. The labels were designed to confirm that proper protocols had been followed.

Yugoslavia and its Postal System

The country of Yugoslavia existed from 1918 to 1992. It came into existence following World War I and was called 'The Kingdom of Slovenes, Croats and Serbs'. Its creation constituted the first political union of South Slavic peoples after over a century of Ottoman and Hapsburg rule. The name of the country was official changed to the Kingdom of Yugoslavia on October 3, 1929.

Prior to the formation of 'The Kingdom' in 1918, each of the constituent territories had their own postal systems. The formation of the 'new' Kingdom in 1918 explains the reason for its non-use of UPU style Postal Return Labels prior to 1926. The decision to adopt the practice may perhaps result from a desire to have the newly formed Yugoslav Postal System appear the modern equivalent of its neighbours Austria, Hungary Romania and Czechoslovakia.

Yugoslav Postal Labels: The basics

Yugoslav postal labels are remarkably uniform in their appearance throughout their use. All labels through the 1970s are imperforate and bilingual. With the exception of the Adresse insuffisante and some Inconnu labels – which makes use of the Cyrillic alphabet intermittently – the remaining labels all use the Roman alphabet. In all cases the Serbo-Croation language appears at the top of the label, with the French language at the bottom. All labels are bilingual with red borders and text that vary in thickness. The paper is beige for the earlier issues and white for the later ones. The earliest labels we have come across are from 1926. In this chapter, we will only be considering the labels that were used after the formation of the unified country in 1918. There are no printing records available in

the Zagreb Postal Museum, nor are there any indications for the dates the labels were issued. They were most likely printed in several locations which makes precise dating impossible. With this in mind, we have chosen to list the labels by the cancel dates found on the covers. As more labels are discovered it will be possible to increase the range of dates for each label.

The table below lists the labels which have been issued in the series.

French	Serbo-Croatian	English
Adresse insuffisante	*Adresa nedovoljna*	Insufficient address
Parti	*Otputovao*	Departed, left no address
Inconnu	*Nepoznat*	Unknown
Décédé	*Umro*	Deceased
Refusé	*Ne prima*	Refused
Non reclamé	*Nije trazio*	Unclaimed
N'existe plus	*Ne postoji vise*	Not at address

The various labels

The charts below will give information on the individual labels printed by the Yugoslavian Postal Authority. The individual labels in each series where not issued together, nor was there any general uniformity in the manner in which they were printed. As such there is great deal of variety within the corpus of labels, a fact which has made their study confusing. The following is the first comprehensive attempt to survey the labels in their entirety and identify them by date of use.

1. *Adresse insuffisante/ Adresa nedovoljna*

Print Year	Serbo-Croatian				Paper	Notes
	French					
	Alphabet	Font	Capitalization	Punctuation	Colour	
1931	Roman	S	Mixed	Period on upper line	Ivory	
1956	Roman	SS S	Mixed	None	White	Discovery copy. Previously unknown.
1960	Roman	S	Mixed	None	White	
1966	Roman	S	Mixed	None	White	

1931 – *Adresse insuffisante/*
Adresa nedovoljna
This very rare label is extremely difficult to find on cover.

1956 – *Adresse insuffisante/*
Adresa nedovoljna
Discovery copy. This label was previously unrecorded.
It may have been used as late as 1960.

1960 – *Adresse insuffisante/*
Adresa nedovoljna

1966 – *Adresse insuffisante/*
Adresa nedovoljna

2. *Parti / Otputovao*

Print Year	Serbo-Croatian				Paper	Notes
	French				Colour	
	Alphabet	Font	Capitalization	Punctuation		
1929-52	Roman	S	Mixed	Period on both lines	White	Previously unknown used in 1926.
1931	Roman	S	Capitals Mixed	Periods on both lines	Ivory	
1952	Cyrillic Roman	S S	Capitals Mixed	None	Ivory	Previously unknown
1957	Cyrillic Roman	SS S	Mixed	Periods on both lines	Ivory	Previously unknown
1958	Roman	S	Mixed	None	Ivory	
1966	Roman	S	Mixed	None	White	New EKU
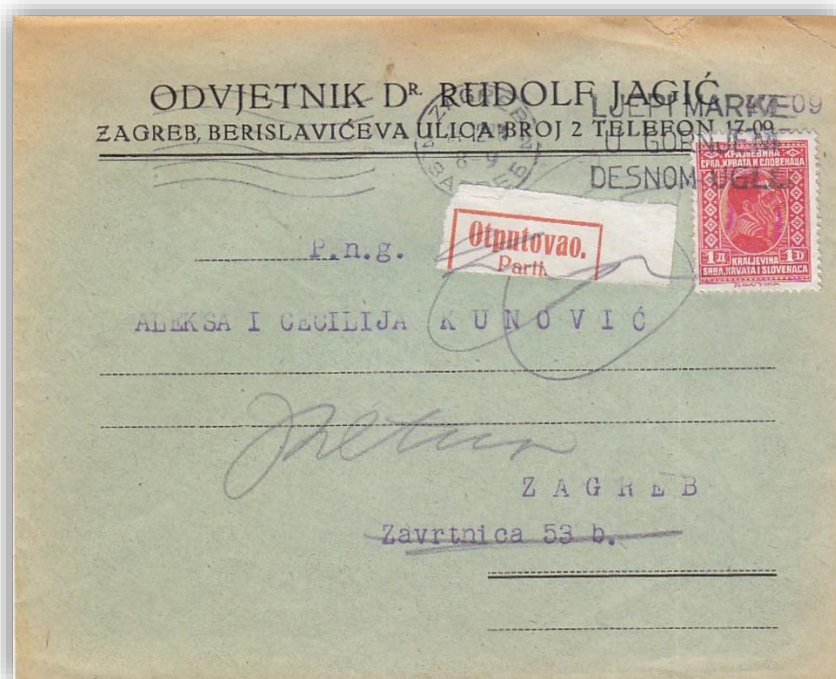
1929 - *Parti / Otputovao* label, previously thought used in Yugoslavia from 1929-52. This label, on a cover from 1926 is the earliest known usage.

1929 - *Parti / Otputovao*

1952 - *Parti / Otputovao*

1957 - *Parti / Otputovao*

1958 - *Parti / Otputovao*

1966 - *Parti / Otputovao*.
This is the earliest known use of this label.

3. *Inconnu/ Nepoznat*

Print Year	Serbo-Croatian				Paper	Notes
	French					
	Alphabet	Font	Capitalization	Punctuation	Colour	
*1926	Cyrillic	SS		None	White	
	Roman	S	Mixed			
1928-1950	Roman	S	Mixed	Periods on both lines	Ivory	
1934	Cyrillic	S		None	Ivory	
	Roman	S	Mixed			
1940	Cyrillic	SS		Periods on both lines	Ivory	
	Roman	SS	Mixed			
1956	Roman	S	Mixed	None	Ivory	There are two distinct colours of ink used for the printing of this label.
1958	Roman	S	Mixed	None	White	
1977	Roman	SS	Mixed	None	White	
		S				
1988	Roman	SS	Mixed	None	White	This is the first self-adhesive label
		S				

*1926 – The earliest label we have seen in the UPU return label series. It is an example of a label which uses the Cyrillic alphabet, rather than the Roman. Both languages have the first letter capitalised, with the Serbo-Croation language printed in sans-serif font and the French in serif. There is no punctuation.
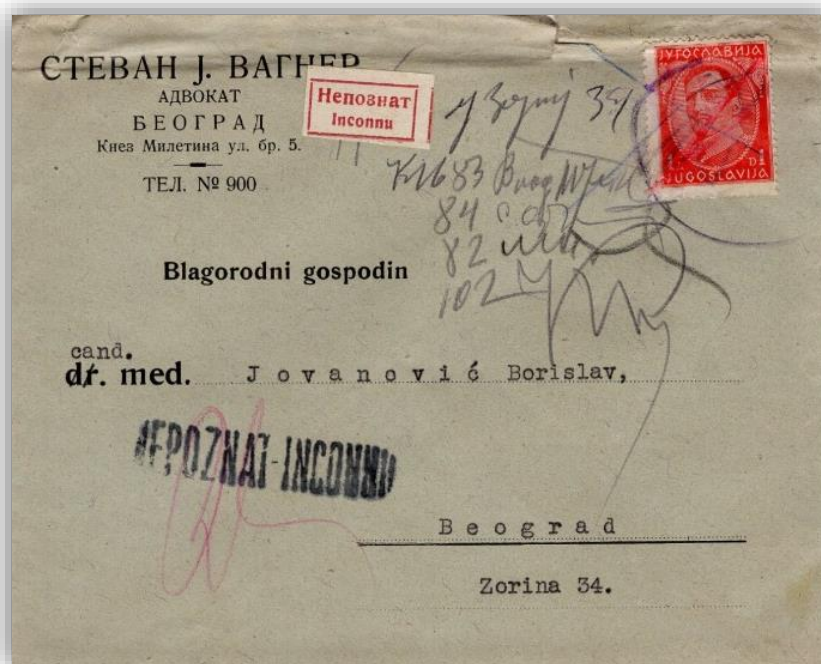
1926 - *Inconnu/ Nepoznat*
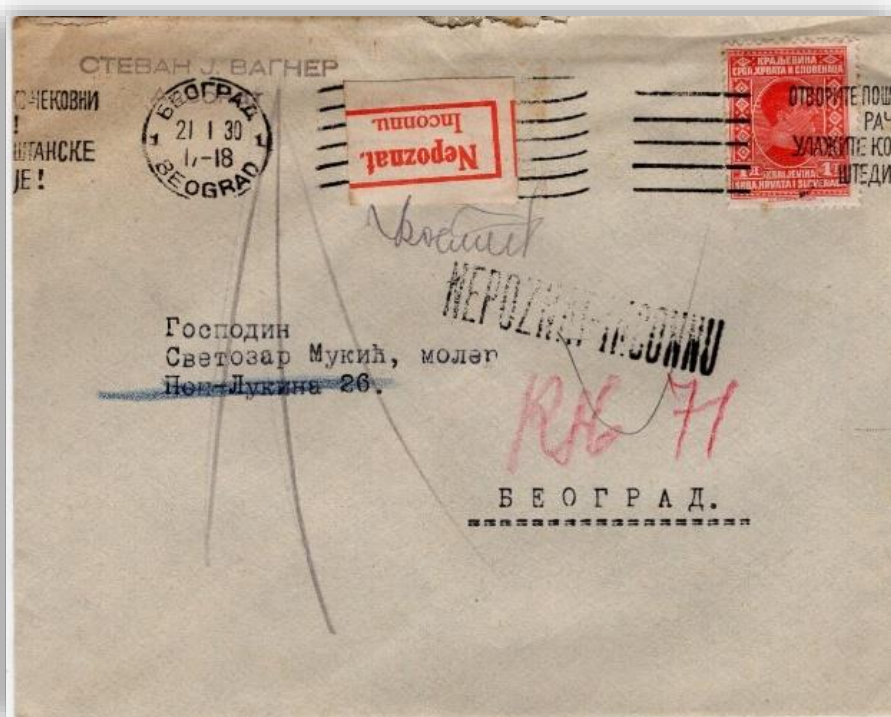
1928-1950 - *Inconnu/ Nepoznat*

1934 - *Inconnu/ Nepoznat*

1940-1956 - *Inconnu/ Nepoznat*

1940A - *Inconnu/ Nepoznat*

1940B - *Inconnu/ Nepoznat*
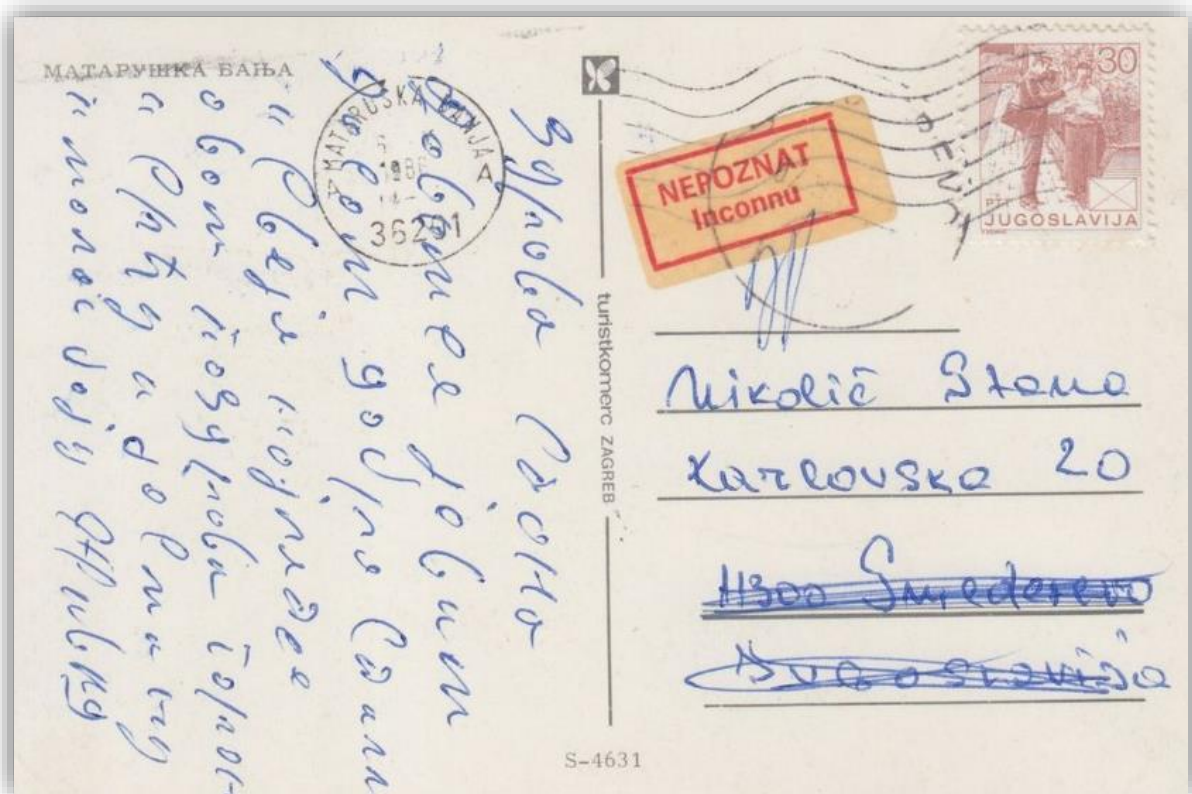
1956A - *Inconnu/ Nepoznat*

1956B - *Inconnu/ Nepoznat*

1958 - *Inconnu/ Nepoznat*

1977 - *Inconnu/ Nepoznat*

1988 - *Inconnu/ Nepoznat*
Self adhesive label

4. *Décédé / Umro*

Print Year	Serbo-Croatian				Paper	Notes
	French					
	Alphabet	Font	Capitalization	Punctuation	Colour	
1935	Roman	S	Mixed	Periods on both lines	White	Previously unknown
1938	Roman	S	Mixed	None	Ivory	
1945	Roman	SS	Mixed	Period	Ivory	
		S		None		
1965	Roman	S	Mixed	None	Ivory	*Umro* is spelled as *Umrl* which is Slovenian.

1935 – *Décédé / Umro*
Previously unknown label Discovery copy.

1935 – *Décédé / Umro*

1945 – *Décédé / Umro*
Because it was produced at the end of World War II and was in short supply, this label is very difficult to find used on cover.

1965 – *Décédé / Umro*
On this label, the word *Umro* is spelled as *Umrl* which is the Slovenian spelling. As such, it is possible that this label was printed for use in Slovenia.

5. *Refusé / Ne prima*

Print Year	Serbo-Croatian				Paper	Notes
	French					
	Alphabet	Font	Capitalization	Punctuation	Colour	
1928	Roman	S	Mixed	Periods on both lines	Ivory	
1934	Roman	S	Mixed	None	Ivory	
1936	Roman	S	Mixed	Both lines	Ivory	
1941	Roman	SS S	Mixed	Periods on both lines	Ivory	
1950	Roman	S	Capitals	Period	Ivory	Previously unknown.
			Mixed	None		
1956	Roman	S	Mixed	None	White	

1928 – *Refuse / Ne prima*

1934 – *Refuse / Ne prima*
This label is difficult to find used on cover.

1936 – *Refuse / Ne prima*
This label is difficult to find used on cover.

1941 – *Refuse / Ne prima*

1950 – *Refuse / Ne prima*
Discovery Copy. This label was previously unrecorded.

1950 – *Refuse / Ne prima*

6. *Non reclamé/ Nije trazio*

Print Year	Serbo-Croatian				Paper	Notes
	French				Colour	
	Alphabet	Font	Capitalization	Punctuation		
1928	Roman	S	Mixed	Periods on both lines	Ivory	Previously unknown.
1936	Roman	S	Mixed	Periods on both lines	White	
1937	Roman	S	Mixed	None	Ivory	
1939	Roman	S	Capitals Mixed	Periods on both lines	Ivory	
1952	Roman	S	Mixed	None	White	
1957-65	Roman	S	Mixed	None	White	
1965	Roman	SS	Mixed	None	White	
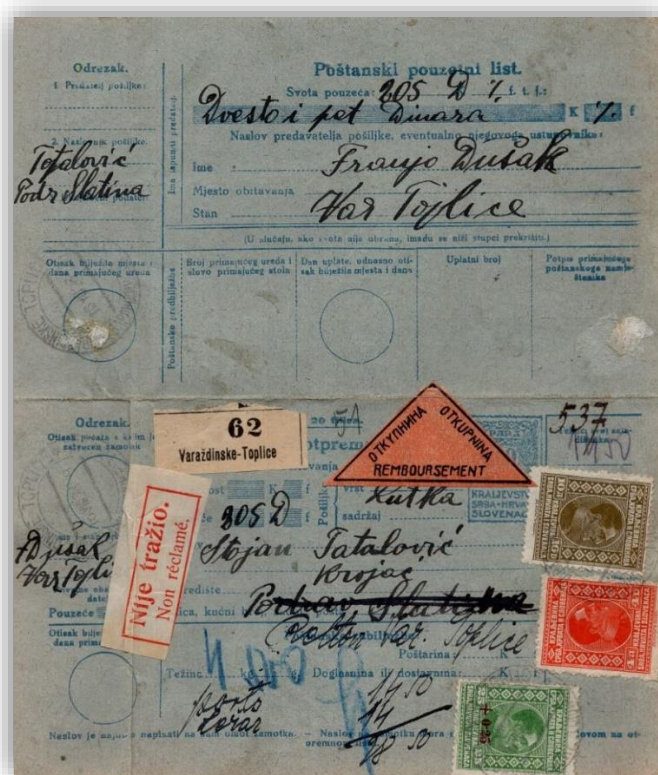
1928 - *Non reclamé/ Nije trazio*
Discovery Copy. This label was previously unrecorded. The printing date may be 1926.

1936 - *Non reclamé/*
Nije trazio

1937- *Non reclamé/*
Nije trazio
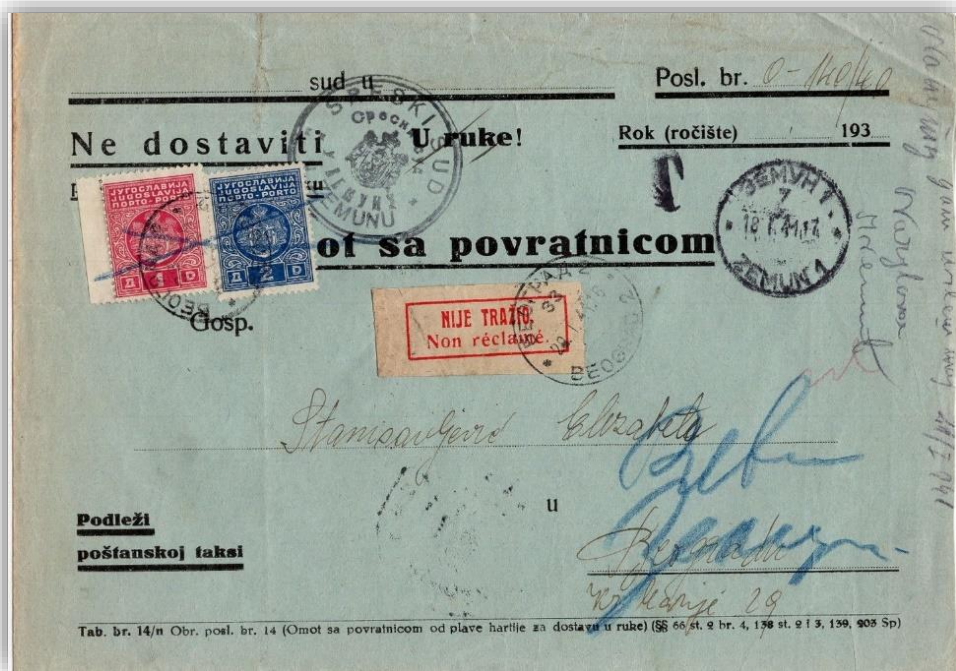
1939 - *Non reclamé/*
Nije trazio

1952 - *Non reclamé/*
Nije trazio

1957-65 - *Non reclamé/*
Nije trazio

1965 - *Non reclamé/*
Nije trazio

7. N'existe plus/ Ne postoji vise

Print Year	Serbo-Croatian				Paper	Notes
	French					
	Alphabet	Font	Capitalization	Punctuation	Colour	
1946	Roman	S	Mixed	Periods on both lines	Ivory	
1948	Roman	SS	Mixed	Periods on both lines	White	

1946 - *N'existe plus/ Ne postoji vise*
Because it was produced at the end of World War II and was in short supply, this label is very difficult to find used on cover.

1946 - *N'existe plus/ Ne postoji vise*

Conclusion

The use of these labels extends into the 1980s when they were replaced by multi use labels. The labels of the 1980s are much more plentiful and easier to find. As with one of the examples we have seen above, the labels transitioned to self-stick gum around this time. The challenges of defining the printing dates, issue dates and parameters of use make collecting Yugoslav return labels extremely challenging. It is hoped that more post office publications will be found which will shed light on this subject. However, interim, the only way to define periods of use for each label is to collect them on cover.

The study of Yugoslavian postal labels is in its infancy. This paper is the first extensive study of the subject. It is hoped that it may spur others on to explore their collections with the hope of discovering previously unrecorded labels. Certainly, others must exist, and it is our hope that when they are discovered those who do so will contact the author with the information so that it can be added to this database.

Please contact me if you have labels which are not found in this catalogue. In addition, I am also looking very early and very late usages.

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Acknowledgements

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U.S. Covers Sent Abroad Returned as Undeliverable

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President - The Auxiliary Markings Club (2022-2024)

My compliments to Gregg Redner and the Philatelic Specialists Society of Canada for coming up with the idea for this anthology. I'm happy to contribute and have chosen an area that provides interest and questions to auxiliary markings collectors: covers sent abroad returned as undeliverable. Sometimes the reason is clear; often it requires digging into reference material to figure out what the cause of non-delivery might have been. At times we throw up our hands and are left to guess.

To my knowledge this subject has not been treated by any article in the past, so my approach will be to catalog the 28 different reasons I've found for return. For lack of a better method, I'll do this alphabetically; recognizing that some of the entries could have other names; but what I've chosen is either directly from the marking, or what I think is reasonably descriptive. So, let's begin.

Address Abandoned: Have you ever heard of Deception Island? Me neither. It is a real place in the South Shetland Islands close to the Antarctic Peninsula. The 1968 cover below is addressed to a scientific station. An active volcano had done so much damage to the station that the island was abandoned. The back of the cover shows a receiver cancel in the Falkland Islands, which added the markings on the front of the cover.
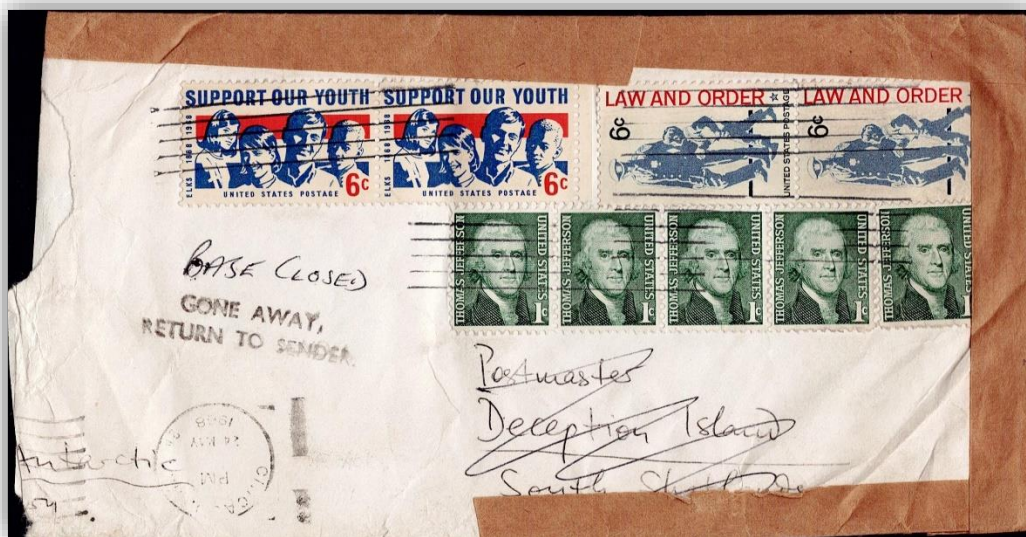
Address 'Demolished': Making way for progress or for new building has consequences. In the case of the postcard below, which is from 1972 to England, it got as far as the delivery post office where the card was rejected because the home that once stood at that address had been torn down.
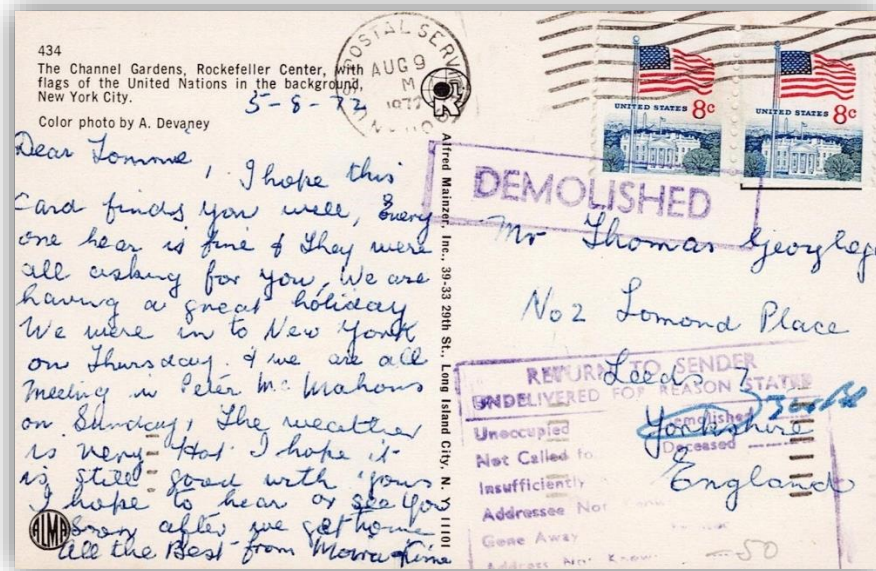
Addressee Unknown at the address: While a common reason for return, the 1926 postal card below is interesting because of the Japanese instructional labels documenting the inability to deliver. Underneath them is a hand stamp saying, 'Rebuts Inconnu' ('Return – Unknown'), which looks to have been added by the U.S. post office after receipt from Japan; an unusual foreign language marking by the U.S.)
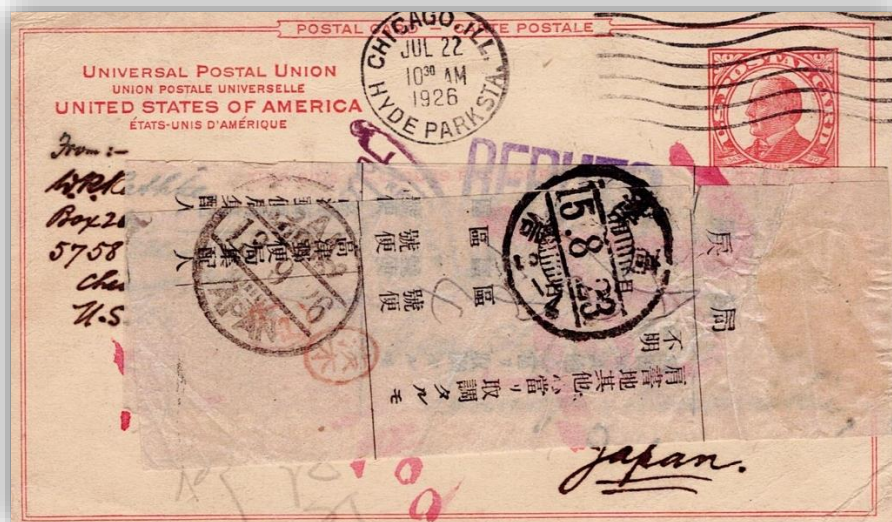
Army Post Office (APO) Diplomatic Returns: The two covers below, addressed to American diplomatic and consular posts, each with their own dedicated APO number, served by military flights under contract to the State Department. The 1984 cover is addressed to a Foreign Service National at the Embassy in Caracas, Venezuela. It was returned to sender because only Foreign Service officers could use or receive mail through the APO system. As the addressee was a locally hired Venezuelan staff employee, she was not authorized to receive APO mail.

The 1994 cover was returned from Frankfurt; held to be undeliverable because the specified APO 09380 had been closed as the result of a ZIP Code Realignment Program. Frankfurt could have supplied the new number and sent it on its way, but for some reason chose the bureaucratic approach.

'Communications Temporarily Suspended': Addressed to Nanking, China in late 1937, the cover below arrived as the Japanese occupation army captured and brutally subjugated the city; the so-called 'Rape of Nanking'. The cover probably never got further than Shanghai. It was returned to sender from China in March 1938.
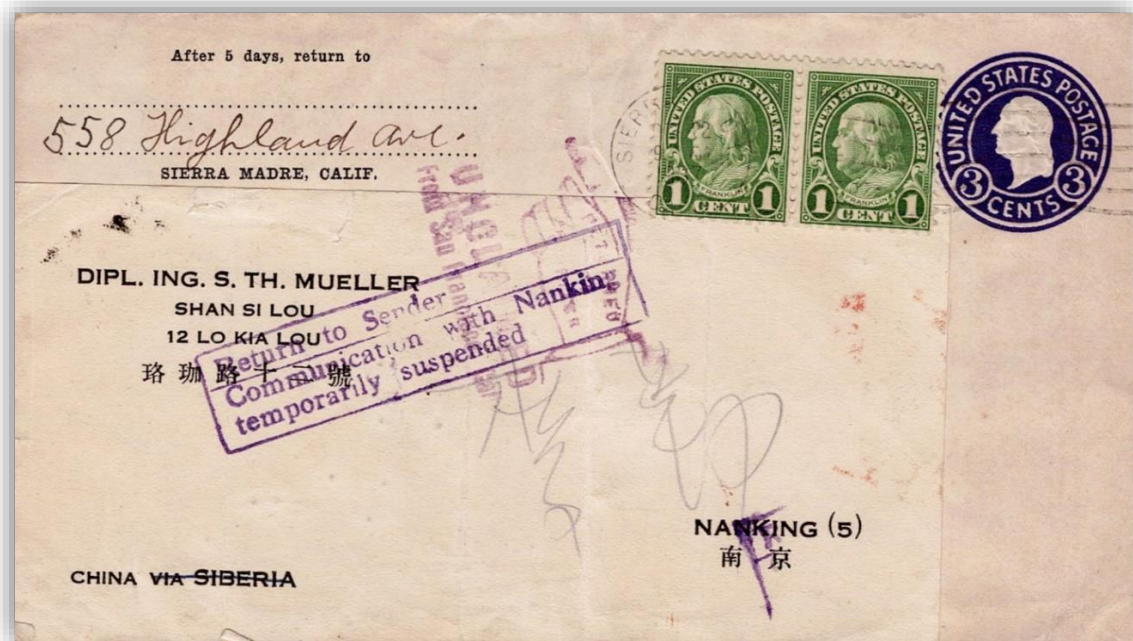
Customs Charges Unpaid: The cover below, shown front and back was sent to France by surface mail early in 1972. It is insured with Post Office Department (yellow) Form 2922, 'International Parcel Post' directing return to sender, postage guaranteed if undeliverable. It reached France, where the Customs authorities assessed duty, which the addressee refused to pay. Returned to the U.S., the Post Office added Form 2993, requiring the sender to pay the due amount, and return postage; which, per the meter, he did. Between sending and return, the sender had moved, and you can see the new address on a printed label pasted over two of the 'Return to Writer' pointing hands.
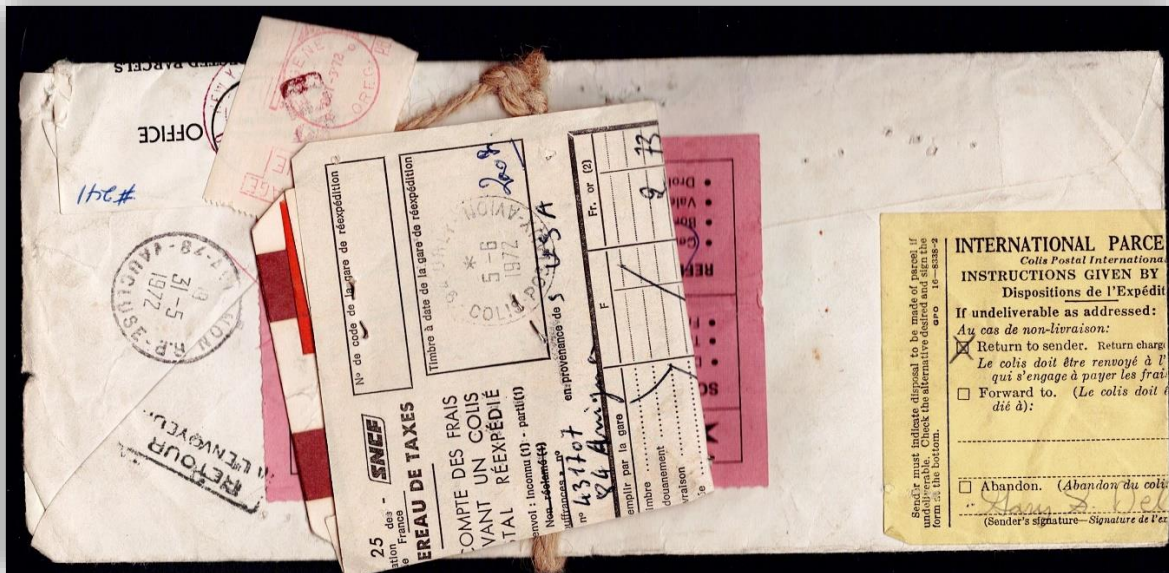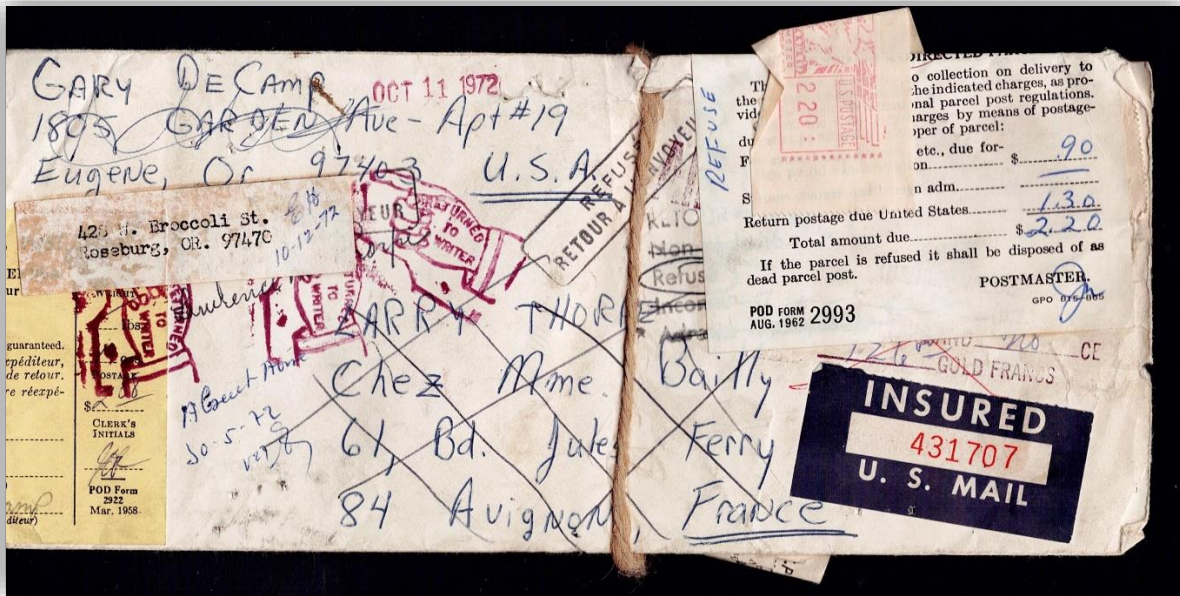
Deceased: When the first cover below, sent in 1945, got to the Swiss town noted in the address, two months after mailing (by surface mail, as resumption of air mail after WW II ended, had not yet been approved), the addressee had passed away. In addition to the pencil marking, a label has been added saying in German, French, and Italian the addressee was no longer among the living. A military variant of this is the 1942 cover can be seen below the first cover, noting that the service member was 'Killed in Action'.
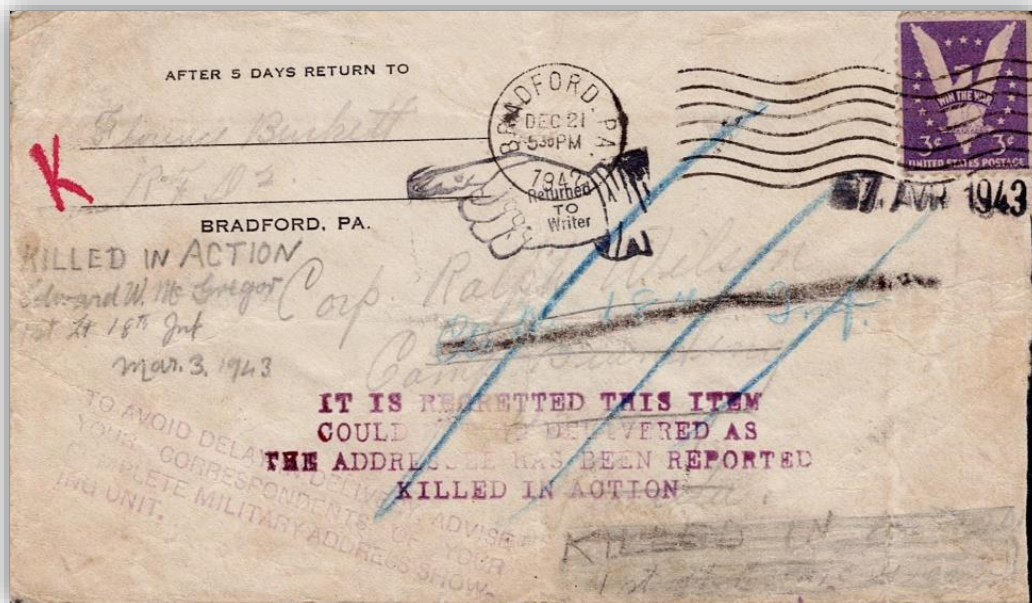
'Destination Inaccessible': The cover below was sent to Tournai, Belgium in March of 1916. The German Army had invaded the country from the east in 1914 and took over a great part of the eastern portion of the country. Belgian troops were able to hold the portion behind the Ysar River. Tournai was in the German-held portion, so the letter could not be delivered and was returned to sender.

'Fraudulent': The hand stamp on the 1947 cover below was likely placed by the postal authorities in Ecuador. Returned to the U.S. as undeliverable four years after mailing, it was sent back to the sender with a US hand stamp saying, 'Received from country of address', and returned by Dead Letter Br., Wash. 13, D.C. Jan. 26, 1951".
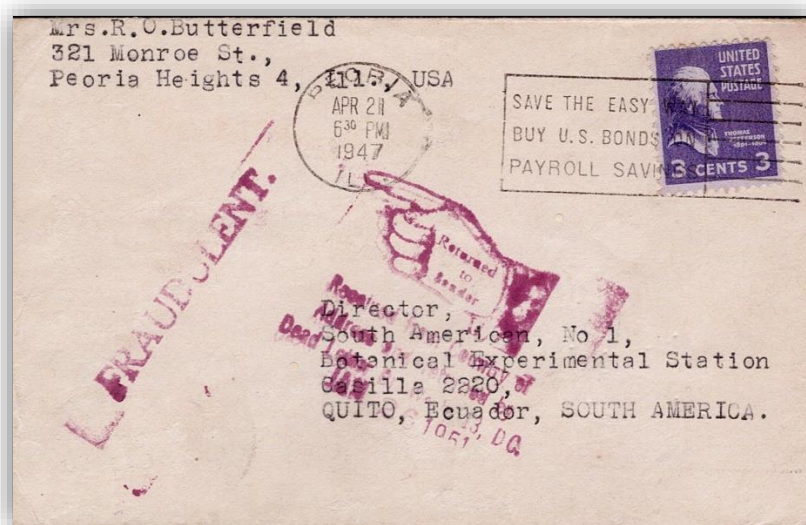
Held Until War's End: The Registered letter below was sent June 10, 1940, to Troyes, France, but the Germans had occupied the town in May. The letter arrived in Paris, on

August 12, per backstamp. The Germans occupied Paris on June 14. The letter could not be delivered, nor could it be returned. How it went into hiding is not known, but at the end of the war, the French postal system tried to deliver it without success, so returned it to the U.S. which sent it back to the original mailer with the New York label saying, "This article was held in France during the German occupation and has now been released by the French authorities."

'House destroyed': The cover below was sent in 1947 to an address in Stuttgart, Germany. It was returned with German markings on the back saying, 'House destroyed – Address unknown'.

'Mail Route To Destination Blockaded': The printed matter-rate cover below was sent from Philadelphia, Pennsylvania, in 1946, but when is not clear as the cancel does not have a precise date. Harbin had been taken by the Soviet Army from its Japanese

occupiers in August 1945 and was never again under the control of the Nationalist Chinese. Transferred to the Chinese People's Liberation Army in April 1946, Harbin had no international postal service until later that year. In the meantime, the letter had been returned to the U.S. as undeliverable.
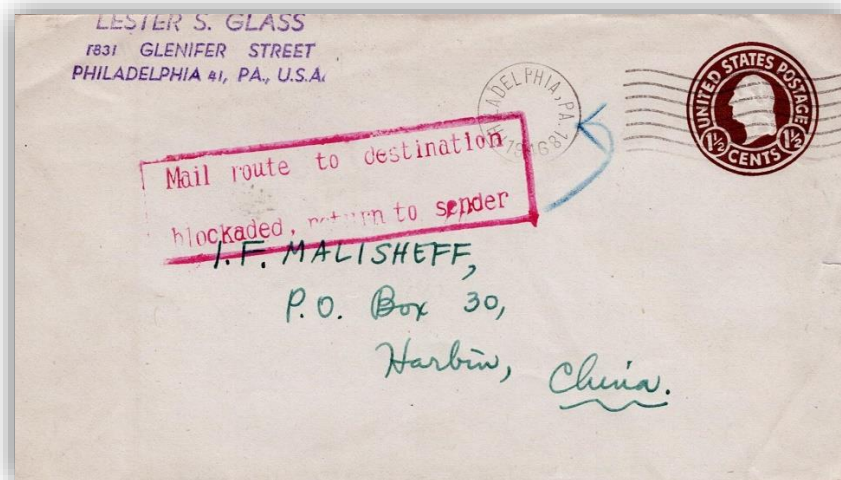
Missing: Bomber crews flying out of England to targets in Germany during WW II were subjected to both German anti-aircraft fire and air interdiction. The rate of loss was high, and the U.S. often did not know whether the crews were able to bail out and became POWs or whether they went down with their plane and were deceased. Mail to crew members who did not return but were not known to have died, were referred to as 'Missing' as shown on the cover below.
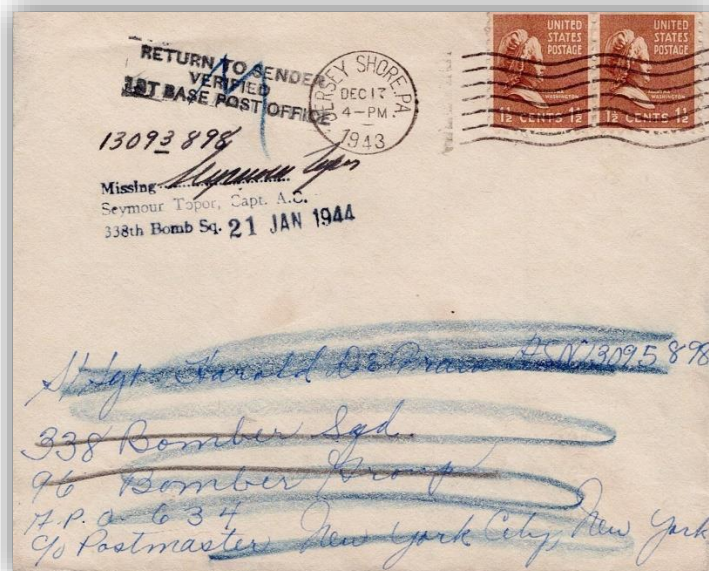
'Non-Transmissible': The 1965 letter below was returned from Canada with this hand stamp, which has more questions than answers. I take it to mean 'undeliverable' but with no indication as to why.

'No Such Place': The Peoples Republic of China (PRC) was adamant that the country of Tibet was an integral part of the PRC and not an independent nation. Despite the sender's nod to PRC by including it in the address, the mention of Tibet doomed the letter below to non-delivery and return to sender. A small note at the bottom of the label says, 'No such place'.

53
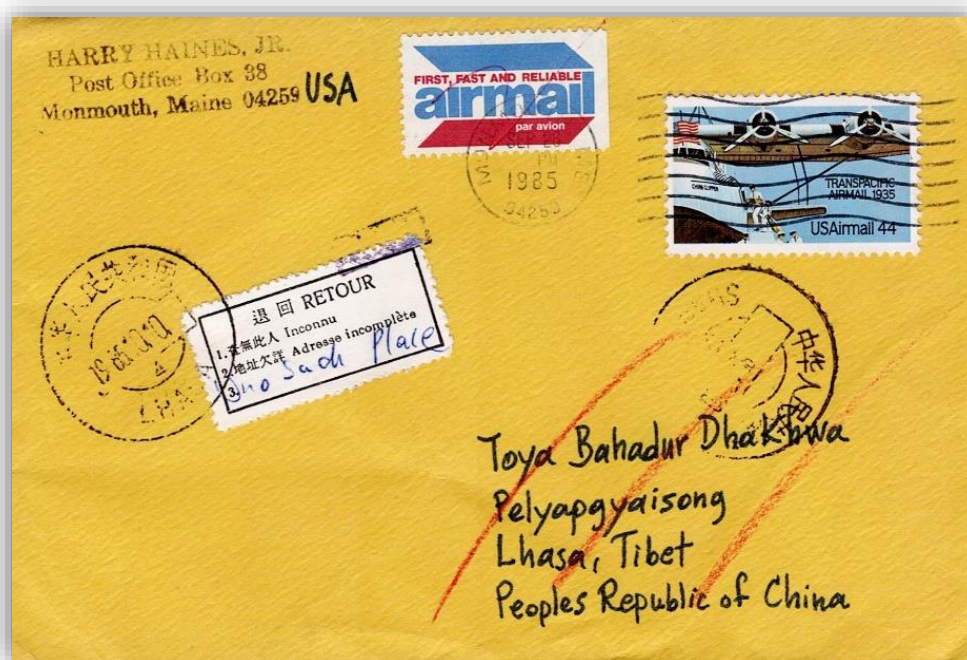
'Not admissible' as determined by a foreign post office: Several countries in the Soviet bloc regularly refused to allow certain mail to even enter their mail stream. This policy was applied to letters bearing stamps, as in the first cover below or in the second cover below cancellations showing images or text that represented American ideals, such as the Statue of Liberty, the American flag, messages about freedom, etc.

The Czechoslovak Government also barred Champions of Liberty stamps that pictured people the Communist regimes considered to be enemies of the people (though a good many of 'the people' had fond recollections of their now-banned heroes.) Here, on the first cover, a First Day cover bearing the stamps honoring Czechoslovak nationalist and freedom fighter Jan Masaryk is tagged 'non admis' with no reason given.

The Hungarian Government objected to the 1957 cancellation saying "Support Your Crusade For Freedom"; understandable after the Soviet Army had to be brought in to crush the 1956 Hungarian Uprising against the puppet regime installed by Moscow. The label put on the rejected mail asserts the right to reject mail based on Universal Postal Union rules that allow rejection of politically offensive mail.
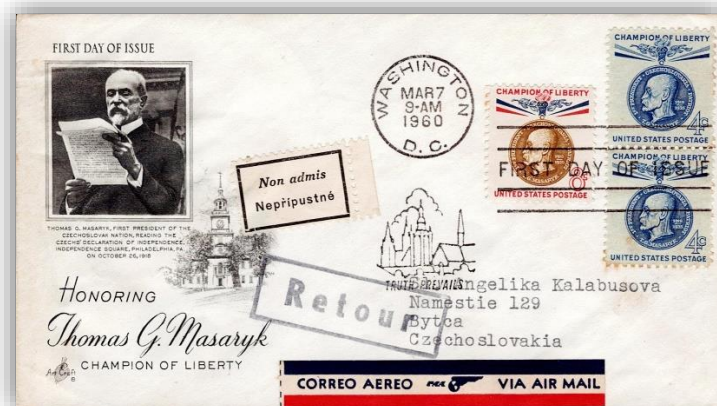
Not Claimed From Post Office: The 1932 cover below has multiple problems, but the reason for return is that it was addressed to someone who was likely a traveler with no known address. In such cases, many countries – usually with one central post office in the town or city – had a process where mail would be held in the post office for a period of time; in 'General Delivery', but the addressee failed to appear, so the letter was returned undeliverable. On the way out of the country, the letter was rated 30 centimes postage due because the proper rate for international surface mail in 1932 was 5c; so, this was 3c short, which ultimately became postage due at twice the deficiency when it was returned to the sender in Kansas.

Not Claimed From Traveler's Aid Office: In larger locations, where there was a lot of mail and multiple post offices, American Express or other such companies offered a pick-up service where an addressee in transit would know to go to pick up mail from home. The 1910 cover below was sent to the American Express office in Yokohama, Japan, but the traveling addressee never came to pick up the letter, so it was returned to sender.

'Parti' – Left: The 1984 letter below was undeliverable at the original address, forwarded, but undeliverable there as well. The Swiss authorities put a label on the envelope saying 'Left' in three languages.

Postage Unpaid: This 1912 San Francisco to London cover seen below, was sent without postage and marked 'pay other end' in pencil in the upper left-hand corner. This was more brass nerve than the British could stomach. The did not allow the addressee to pay postage due. Rather, it was refused by the British post office and summarily returned the envelope under cover. from the post office in England.

Prisoner of War Mail Undeliverable: Airman First Class Steve Kiba, US Air Force was a crew member on a B-29 that was shot down Jan. 12, 1953, while on a leaflet dropping mission over North Korea. The surviving crew members were handed over to the Chinese and taken to China, where they were tried in Peking on charges of espionage. They were convicted and expelled via Hong Kong on August 4, 1955 (two years after armed hostilities of the Korean conflict had ended by an armistice. The cover below was sent to Kiba in July of 1955, but it arrived in Peking after Kiba had been moved onward to Hong Kong, so it was marked 'Retour' and sent back to the sender in Philadelphia.

Refused by Cuba Postal Authority: After Fidel Castro came to power, the U.S. imposed an economic embargo on Cuba that included a prohibition on mail to or from the Communist nation. By the early 1970s the prohibition on mail had softened as there were many refugees in the U.S. who wanted to communicate with family members. The cover below is from 1971 apparently got to Cuba but was refused. Why? Though the Cubans allowed written communication, they had an absolute ban on photographs; likely part of the content of this envelope.
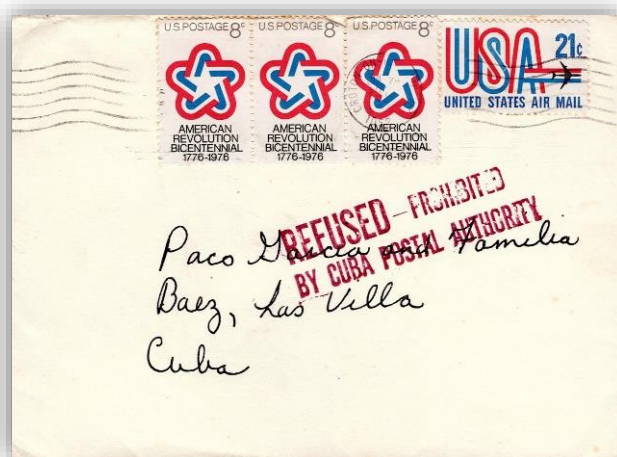
Refused by Vietnam Delegation to Paris Peace Talks: In February 1971, when the letter below was mailed to the North Vietnamese Embassy in Paris, the Vietnam Peace Talks in Paris had deadlocked, and though US and Vietnam delegations continued to meet, the real progress was being made in backchannel negotiations between Henry Kissinger and the Vietnamese Foreign Minister. A letter writing campaign in the US began with the object of impressing upon the Vietnamese that we wanted to get our POWs back. As there was no Vietnam Embassy in Paris, all such mail was forwarded to offices of the Vietnamese Delegation to the Peace Talks, where they were routinely refused. So, the French post office returned them to the US senders.

Returned for Better Address: Most such mail never made it out of the U.S., but for some reason the 1991 cover below, shown front and back with no city, state, or country a part of the address, was sent to Sweden; despite the fact that only domestic postage had been paid. A reasonable guess would be that the letter had been stuck to the back of another letter that was addressed to Sweden.
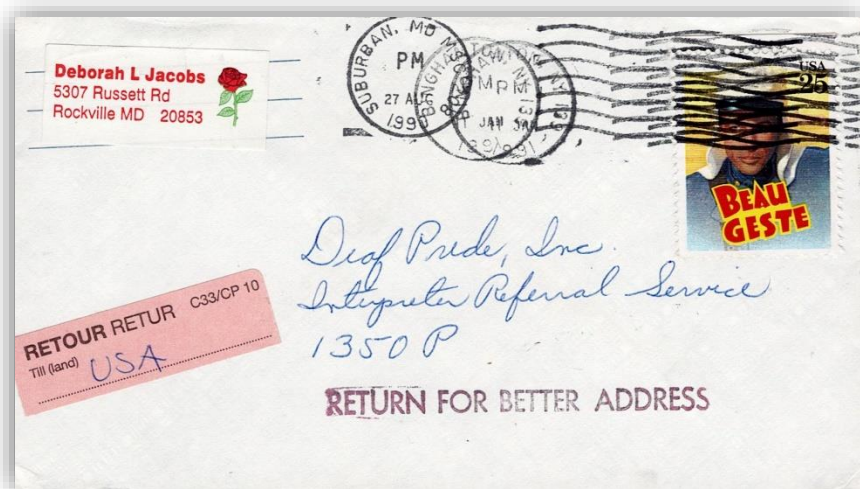
Returning to the U.S.: When, usually, a military person completed his or her tour abroad, or is being sent home with an injury, a letter will be returned with a message saying just that, as with the 1944 cover below. Lt. Apperson had survived the required number of bombing runs from his base in Italy and was sent home.
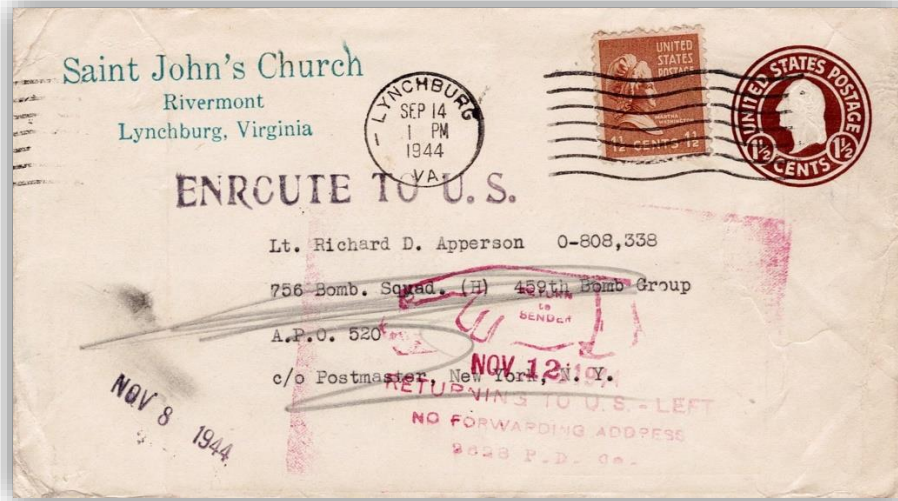
Sent to the wrong location: In December 1992, a multinational military force was deployed to southern Somalia to provide humanitarian assistance to the starving population which was as a result of famine and Government repression. The cover below was addressed to a member of the U.S. Marine Expeditionary Force that was part of Operation Restore Hope. But instead of being conveyed to Somalia (where ail service had been suspended) this piece was 'improperly directed to Sweden' where it was rejected and returned to the U.S.

Service Suspended: The envelope below was sent Nov. 10, 1941, to Italy by air mail. All such mail to Europe was diverted to Bermuda for censoring. High volume meant delays, and it was not passed for onward transport until after the U.S. had entered the war. So, it was returned to the U.S. where it got the Return to Sender machine cancel.

Unforwardable: Marshal Edward Smigly-Rydz of the Polish Army went into hiding after the invading Germans entered Poland on August 1, 1939, and easily defeated the Polish Army, which had neither the men nor modern weaponry to counter the German offensive. The cover below was sent in December of 1939, and by the time it (amazingly) reached Warsaw, Smigly-Rydz was long gone to Romania, then Hungary, and eventually he returned to Poland under a pseudonym to fight the Germans in the Underground.

   Clearly the German authorities could not forward this letter. Had they known where he was, he would have been a dead man. So, they marked the cover 'Retour – Parti' and sent it back to the sender.
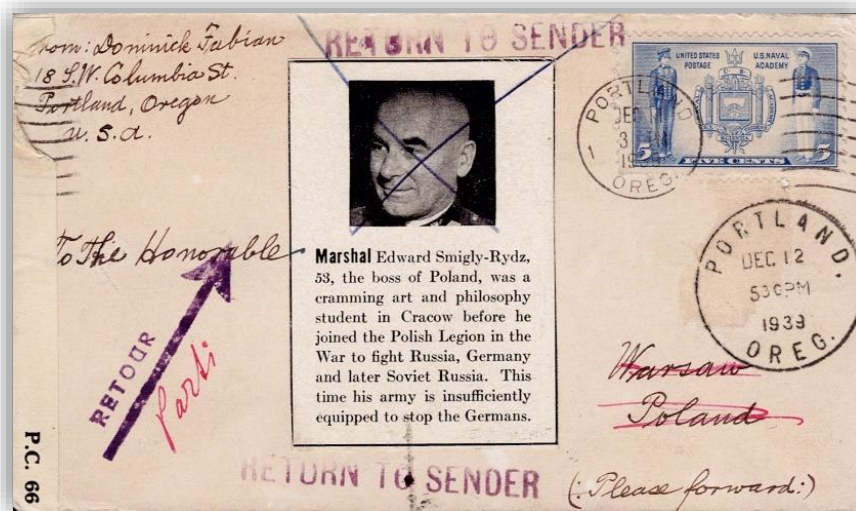
Postscript: There is another allied collecting area, U.S. covers addressed abroad that never made it out of the country but were returned to sender by U.S. postal authorities. I started out to include the many categories of that collecting area in this article but quickly determined that it would likely triple its length. It would be a worthy challenge, as this was, but that subject will have to await another time and place.

Finally, I freely admit this is likely not all the categories that may exist. If readers know of others, I would be glad to know of them, with the idea that a more thorough compilation might be produced at some future time. If the reader has questions or ideas for additional content, please contact me at jmhstamp@verizon.net, or by mail at PO Box 1125, Falls Church, VA USA 22041-0125.

The 'More to Pay' Markings of Newfoundland, 1840 to 1949

Blair Ashford

Introduction

Auxiliary postal markings provide fascinating insights into historical mail systems, and 'more to pay'[1] markings are among the most intriguing. Often hastily applied and imprecise, they offer a window into the complexities of postage due system. This article examines Newfoundland's 'more to pay' markings, shedding light on their development, usage, and significance.

Newfoundland, which operated as a separate postal issuing country from 1840 to 1949, presents a compelling example of a smaller postal system adapting to the demands of local and international mail handling. Despite postage due stamps being essayed in 1922, Newfoundland only issued postage due stamps on 1 May 1939. As a result, the majority of 'more to pay' items consist of auxiliary markings predating this issuance, though such markings persisted into the postage due stamp era, with new markings being applied to short-paid airmail flights and other underpaid mail.

Despite their significance, more to pay' covers from Newfoundland are uncommon, presenting notable challenges for collectors and philatelists. This rarity arises from limited volume Newfoundland mail in general, and more to pay covers in particular. Another complexity is determining the origin of markings. Whether a 'more to pay' marking was applied in Newfoundland or *en route* often requires careful analysis of routes, postal regulations, and multiple covers for comparison. In order to identify markings as being Newfoundland, the easiest way is to find a cover mailed in Newfoundland, to an address in Newfoundland. Unfortunately, these covers are extremely uncommon.[2] So, some educated guesses need to be made, as to whether a marking was applied in Newfoundland, or in the receiving country.

While this article focuses on the markings, there is a requirement for a brief review of the usages/shortages that might result in a 'more to pay' marking, and the systems used. In general, throughout the period of mandatory prepayment of postage services, items found

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[1] A brief note on syntax: 'more to pay' with single quotation marks comprise all auxiliary markings used to indicate that there is more money to pay to receive an article of mail. When double quotation marks are used, it is indicating the actual wording of the marking, to include capitalization. MORE TO PAY, without any quotation marks, but with all-caps, is used to indicate the subsection of 'more to pay' markings using some variant of MORE TO PAY, with or without hyphens. Similarly, POSTAGE ___ DUE is used to indicate the three similar 'postage due' markings.

[2] I have conducted an analysis of gold medal exhibits and postal history literature (totally 879 covers) and found only 135 that had some form of 'more to pay 'markings, and just 19 of those were related to Newfoundland fees. Thus, only 15% of total covers had 'more to pay 'markings, and of these, only 15% were delivered within Newfoundland, representing just over 2% of the total covers. In addition, Newfoundland was a very small country with about 3% of Canada's and 0.23% of USA's population at Confederation. Consequently, for every 1000 Canadian covers, one could expect to find 30-40 Newfoundland covers, and for every 1000 American covers, there could be 2-3 Newfoundland covers. An eBay search bears this out: 493 Canadian postage due covers compared to four Newfoundland covers. The exhibits examined are Montgomery's book Fines on Transatlantic Mail; Lewis 'exhibit of 'Newfoundland Postal History 1857-1899'; Walsh's exhibit 'Newfoundland 1897 Royal Family, Dead Letter Seal and Map Stamps'; Michaud's exhibit 'Newfoundland 1897 Royal Family'; and Stillion's three exhibits: 'Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings'; 'Blitz Stamps of Newfoundland'; and 'Newfoundland's Last Definitives: The Waterlow Printings'.

underpaying the service, were charged a 'double deficiency': a fee of the missing postage, and an equal fine. When a postal item remains in the country of mailing, the conversion is usually straightforward: a final charge will be noted in the local currency. When Newfoundland joined the Universal Postal Union (UPU) in 1879, it started to use the UPU standard of centimes for foreign postage due - the universal postage due currency. Centimes were converted as 5 centimes (c) to a Newfoundland cent (₵), and 10 centimes to a U.K. pence (d). A Newfoundland cent was roughly equal to a Canadian or American cent throughout the period that Newfoundland was a separate postal issuing country. The shortage was often indicated by a 'T' (either manuscript or a marking) to indicate a '*taxe*' (French for tax) was due for the indicated amount. Often, centimes were shown as what looks like a fraction (e.g., 2/40) - but this does not indicate a fraction. What it indicates is that the letter is in the second weight class (in this instance) and that forty centimes are due - 8 Newfoundland cents, or 4 British pence. This is sometimes incorrectly interpreted as a requirement to 'double' the centimes due - to 16₵ or 8d.

The actual calculations of more to pay covers are not stated on the covers - just the final result, either in centimes or cents/pence. However, in general, the amount is usually double the deficiency - with the fine for non-payment being equal to the missing fee. There are important exceptions. For example, during the pre-UPU transatlantic period, the fee was the shortage of postage, and the fine was the full amount. This usually did not matter, in the case of an unpaid letter, or a letter assessed double or triple weight: the missing fee equaled the full amount. However, for a partially paid letter, the fee would be for only the missing amount, but the fine was for the full six cent rate. Equally, there were some rates where only the fee was charged for some periods of time, such as short-paid parcel postage and compulsory registration where only the missing fee was charged from 1937 to 1949. International compulsory registration was often complimentary, with no fee charged. However, exceptions to these rules are known - with double registration fees charged locally, and single compulsory registration charged internationally.

This article documents, analyzes, and contextualizes a range of more to pay markings, with a focus on those likely applied in Newfoundland. Of note, no attempt is made to discuss rarity - almost all of these markings have fewer than 10 known markings, and several are likely unique. However, by exploring these markings in depth, this article seeks to illuminate an understudied yet compelling aspect of the island's philatelic legacy.

A Note on Studying Newfoundland Postal History
There are three key works that will be referred to in this article for the nineteenth century postal history of Newfoundland. The first is Pratt's <u>The Nineteenth Century Postal History of Newfoundland</u>, which was published by the Chicago's Collector's Club in 1985, and second is Sammy Whaley's Cent's issue census from 1865-1879. Pratt's book is as authoritative as it is rare, while Whaley's census is the only comprehensive census on decimal issue Newfoundland stamps. Whaley's original book is also extremely rare, but it is reprinted in Walsh's <u>Newfoundland Specialized Stamp Catalogue</u>. The last work - a body of work - is *BNA Topics* and the *Newfoundland Newsletter*, the newsletters published by the British North American Philatelic Society (BNAPS) and its Newfoundland Study group. Unlike the previous two books, the BNAPS are found online, all but the most recent, without a paywall.

Prepaid and Collect Covers

Starting in 1840, mail in Newfoundland could be sent pre-paid (marked in red) or collect (marked in black). Often, mail coming in or out of the colony could not be pre-paid all the way to destination due to a lack of postal treaties or ship letter fees, which resulted in both black and red markings, or other such paid and unpaid markings on the same cover. The earliest Newfoundland mails had manuscript markings, but in 1852, a small '3' marking was introduced, followed by a larger '3' marking in 1853, signifying the 3 pence local rate. Other numerals followed to pay other rates. Despite the issuance of stamps in 1857, prepayment within the colony was still optional, not becoming mandatory until The Postal Act of 1865. This act directed a fee of 'double postage' for unpaid mail.[3] It was also in 1865 that Newfoundland adopted the decimal system, at a rate of exchange of $480.00 to £100 sterling, or 2₵ to 1d.

Figures 1 and 2 show prepaid and collect covers from 1863.

Figure 1. Prepaid inland cover from St John's to Catalina. St John's Newfoundland/paid cancel 28 October 1863, and Trinity double split ring cancel 30 October 1863. Catalina is just over 30 kms from Trinity. The St John's paid cancel is almost always applied in red, in accordance with red ink indicating prepaid mail. Most of the outports had two split ring hammers issued, one with 'PAID' in the bottom, and the other hammer like the one on this cover with nothing at the bottom. St John's did not have a double split ring cancel with 'PAID' and instead used this hammer for prepaid mail. The '3' marking is 27mm tall.

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[3] An Act to Regulate the Inland Posts of this Colony, 28th Victoria, Cap. 2. XI, pg 17

Figure 2. Collect inland cover from St John's to Harbour Grace. Harbor Grace double spilt ring cancel with unclear date, and St John's double split ring cancel back stamp, 10 December 1863. It is not unusual for Newfoundland cancels to use American spelling (and other outright mistakes). Note manuscript 'pd' at bottom left, and that the '3' marking is 27mm tall.

'MORE TO PAY' Markings

In 1855, the Newfoundland Post Office ordered eight auxiliary markings, including 'MORE-TO-PAY' and 'RETURNED FOR POSTAGE'. Only four of these markings are known, with the 'RETURNED FOR POSTAGE' being missing.[4] The 'MORE-TO-PAY' hammer was received in 1856, but the first known usage is in 1862. A similar 'MORE TO PAY' was proofed in 1886. Pratt describes the 'MORE-TO-PAY' as 'very scarce',[5] and Whaley's census documents seven covers in the period between 1865-79. John Butt in his comprehensive listing of St John's marcophily lists the usage for the hyphenated version as 1869-87, and 1896-1905 for the non-hyphenated version.[6] There is an italicized '*More-To-Pay*' marking known on Newfoundland covers, that was likely applied in Halifax.

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[4] The four known markings are: 'MORE-TO-PAY'; 'ADVERTISED, NOT CALLED FOR'; 'GONE AWAY'; AND 'MISSENT TO NEWFOUNDLAND' The four missing markings are 'RETURNED FOR POSTAGE'; 'FREE ON POST OFFICE BUSINESS'; 'FREE'; and 'NOT KNOWN'. Pratt, pg 244

[5] Pratt, pg 244

[6] Butt, pg 26

The 'MORE TO PAY' markings were often used alongside the pence era payment markings, now as cents due. As a result of the double fee, odd numbers are very rare, with a single '1' known (on a cover short-paid with a ½₵ stamp for a 1₵ rate). Of the even numbers, 2₵ and 6₵ are the most common: Newfoundland had a 2₵ local rate and 3₵ inland rate resulting in inland covers being short-paid by the local rate, and 6₵ for overweight inland covers being detected once they were received in the General Post Office. After retiring the 'MORE TO PAY' markings, number markings carried on for a few years, with several numeral marking fonts being noted.

Figure 3. The first 'MORE-TO-PAY' marking, in use 1869-87, measuring 36mm x 5mm. All measurements for this article are approximate, due to imprecise use, wear on the hammer, and distortion in rubber devices.
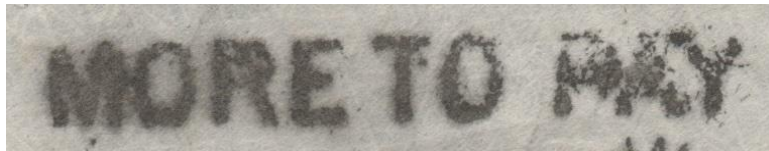
Figure 4. The second 'MORE TO PAY' marking, in use 1896-1905, measuring 47mm x 6mm.

Figure 5. The Halifax italicized '*MORE-TO-PAY*' marking, is much earlier than the two Newfoundland markings, dating from 1848, measuring 46mm x 6mm.

Figures 3 and 4, show 'MORE-TO-PAY' and 'MORE TO PAY' markings, while Figure 5 shows the Halifax 'MORE-TO-PAY' marking. Figure 6 shows a pence era '2', while Figure 7 shows a pence era '6'. Figures 8 and 9 show two more '2's; Figure 8 is possibly a ship letter marking used again in 1905,[7] while Figure 9 is a mid-century marking that was applied with no other postage due markings. Similar to the 'MORE TO PAY' markings, there is a '4' numeral marking, again probably from Halifax, that appears on Newfoundland covers, shown in Figure 10.

Figure 6. The pence era '2' marking is 21 mm tall and is known in the 1900-06 timeframe as a more to pay marking. Measuring the numbers is challenging, since the highest and lowest points are not always aligned.

Figure 7. The pence era '6' marking is 21 mm tall and is known in the 1887-1902 timeframe as a more to pay marking.

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[7] Pratt pp. 241-242

Figure 8. This smaller '2' marking is potentially a ship letter marking, is 13 mm tall, and was used in 1906 as a more to pay marking.

Figure 9. This mid-century '2' marking is 20 mm tall and used in 1926.

Figure 10. This '4' marking was applied in Halifax in 1900 and is much larger than a Newfoundland pence marking - both in height (26mm) and font thickness.

Transatlantic Markings

Starting in 1872, the postage rate to Great Britain was reduced to 6₵ (3d) per 1/2 oz, with a fee for underpaid mail of 'double postage'. This was interpreted as the deficiency plus a 3d charge.[8] The Newfoundland Post Office applied the 'Deficient Postage/ Fine' accountancy mark to transatlantic mail, and recovered the full deficiency and half of the fine, while Great Britain would keep the other half (1½d for each party), despite Newfoundland being on a decimal currency at this time. 'Five Deficient Postage/ Fine' strikes are in the Whaley census. Of the five, only two have numeral fee hand stamps - the remaining have manuscript markings.

Figure 11 shows the accountancy mark of the 3d 'DEFICIENT POSTAGE', plus the 1½d 'FINE' for the Newfoundland portion of the 3d fee, for a total of 4½d, indicated using a mixture of a pence era '4' marking and a ½ manuscript marking. Figure 12 is a full cover, this one short-paying the 3d rate by paying the local inland 3₵ rate, for a deficiency of 1½d. Note that this cover charges a fine of half of the full rate - not the deficiency, for a total of 3d. In the U.K., the pence era '3' was crossed out, and a manuscript 4½ indicated for the money collected by Great Britain on delivery - 1½d shortage, and 3d fine.

Figure 11. The Newfoundland accountancy marking of 'DEFICIENT POSTAGE/FINE _____' is 32mm x 8mm, while the pence era '4' is 23mm tall. The accountancy marking is known

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[8] Pratt pg 765

Figure 12. Transatlantic cover paying the inland rate (3¢), not the U.K. rate (6¢), cancelled St John's (b/s) 5 November 1873, Liverpool (b/s) 14 November 1873, London 15 November 1873, and Romsey 15 November 1873. Converted to sterling, the 3¢ deficiency becomes 1½d, while the fee was assessed as the full rate of 6¢ or 3d, half of which (1½d) is collected by the Newfoundland post office, while the other half is collected by the U.K. post office on delivery. Thus, the pence era '3' applied beside the accountancy marking, which is crossed out in the U.K., and replaced by a manuscript 4½ for the full amount due by the recipient in the U.K. The Newfoundland pence era '3' is seldom used as a more to pay marking, since most amounts due are double deficiencies, so usually even numbers are collectable.

T Markings

Perhaps the universally most recognizable postage due marking is a capital 'T', derived from the French word of 'taxe,' which was introduced by the UPU to describe the postage due amount. While there were many 'T' markings used in Newfoundland, the most common would be a manuscript T, with either an amount in cents, or the X/YY centimes. These markings are challenging to ascribe to any particular nation, since several common ones are used in two or more countries. I have identified four, of which only one appears to be uniquely from Newfoundland.

Figure 13. This cover was censored during the war (Manuels August 1943 cancel), when it was discovered that it contained valuables, and thus compulsorily registered. Most censored mails found with valuables were complimentarily registered, but this one did get marked with a manuscript 'T 1/50' for single weight, and 50 centimes due. Converted to Canadian currency, 10¢ was collected in Oshawa.

Figure 13 is a manuscript 'T' with a '1/50' centime marking, which is common throughout the 20th century in Newfoundland. Figure 14 is a 'T' marking which was also found in use in the U.K. Figure 15 is a marking also used in the U.S. Figure 16 is a mid-century marking, that while similar to the earlier U.K. marking, has noticeable differences in the font, as well as the 'T' being slightly smaller. Figure 17 is the Newfoundland marking from Corner Brook and is undoubtedly a local manufacture.

Figure 14. This 'T' marking has a circle with a diameter of 18mm, while the 'T' itself is 11mm tall. Known in use at least 1897-1906, exact dates are challenging since this is a common hammer in use in the U.K.

Figure 15. This 'T' marking is 12mm tall. Known in use in 1900, but also a common hammer in use in the U.S.

Figure 16. This 'T marking has a circle with a diameter of 19mm, while the 'T' itself is 9mm tall.

Figure 17. This 'T' marking has a circle with a diameter of 25mm, while the 'T' itself is 11mm tall. Used in Corner Brook, Newfoundland in 1945.

POSTAGE _____ DUE Markings

Starting just before the issuance of postage due stamps, Newfoundland produced three 'POSTAGE _____ DUE' style markings, all of which are rare, and their use appears to be localized to individual post offices. The first and most common, is the 'POSTAGE _____ DUE' marking out of St John's (Figure 18). While it was created prior to postage due stamps, it is also known with postage due stamps applied, to indicate payment. Corner Brook produced a 'TAX _____CENTS' marking (Figure 19), which was used in the same manner as the St John's marking. The Gander marking (Figure 20) is clearly a Gander only marking (having 'Gander, Nfld' in the marking), but the only known use (Figure 21) is as a short-paid airmail marking (see the next section).

Figure 18. 'POSTAGE _____ DUE' marking, 50mm x 6mm. This marking's usage overlaps the introduction of postage due stamps, so is known both with and without postage due stamps in the 1938-140 timeframe.

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Figure 19. 'TAX CENTS' marking, 40 mm x 3 mm. Used in Corner Brook, Newfoundland in 1947.

Figure 20. 'SHORTPAID POSTAGE/Postage Due _____ Cents/ Gander, Nfld' marking, 47mm x 15mm, is unique in mentioning the city of use in the marking.

Figure 21. The 'SHORTPAID POSTAGE/Postage Due _____ Cents/ Gander, Nfld' marking was used 19 days post-Confederation to cancel an airmail routing and send it via surface means. Originating in Roddickton (13 April 1949), it went to St John's (21 April 1949) before going to Gander (22 April 1949) for a flight, where the service was canceled and sent by rail (St John's and Port aux Basques R.P.O. 26 April 1949) to Boston (29 April 1949) before finally reaching New York (30 April 1949).

Returned for Postage and Short-Paid Airmail

While charging the recipient postage due is the most recognized method of handling short-paid mail, other approaches were to return it to the sender or downgrade premium services such as airmail to standard service. Short-paid airmail was not taxed a deficiency, nor was returned mail.

In Newfoundland, a 'RETURNED FOR POSTAGE' hand stamp was ordered for this purpose in 1855, alongside the introduction of postage stamps. This marking is not known on a cover, but of the four known markings from the 1855 order, all are rare, and two are known on single covers, so one might still come to market.

A mid-century 'RETURNED FOR/ POSTAGE' is known, but rare. Usually, the marking was used on rejected mail, such as philatelist's attempts to mail bisected stamps. The cover in Figure 22 is a governmental envelope that would have free franking privileges in Newfoundland. Sent to the Foreign Section for furtherance to the U.S., the cover was returned to the Finance Department, where the appropriate U.S. rate of 4₵ was applied, and the cover reposted under the same cover the same day.
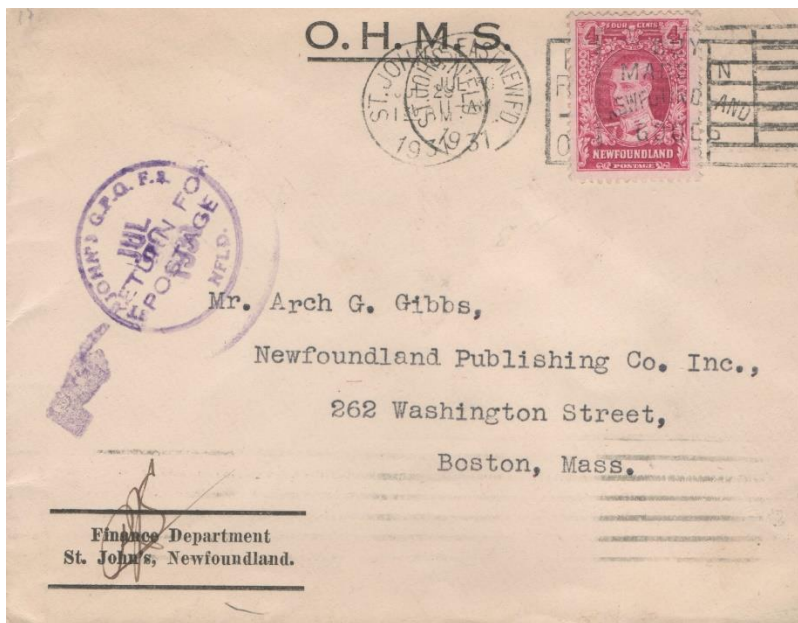
Figure 22. The 'RETURN FOR POSTAGE' marking is 49mm x 7mm, with the Foreign Section cancel on top ('ST JOHN'S G.P.O. F.S'). Originally cancelled at St John's 29 July 1931 at 1:30pm, it was sent to the St John's East Post Office the next day (30 July 1931 at 8:30 b/s), presumably before being sent to the Foreign Section, where the 'RETURN FOR POSTAGE' marking was applied. The appropriate U.S. letter mail rate stamp was affixed, and put back in the mail, with another St John's East slogan cancelling it (30 July 1931 11:00am).

Soon after airmail became normalized as a method of handling international mail, the issue of short-paying became a larger concern. Since the inception of accepting short-paid mail, the recipient was always liable for the charge of double the deficiency to retrieve the short-paid mail. However, the recipient was never compelled to pay, and refusing payment meant that the post office had to return the item to the sender and try to recoup the costs from the sender - for mail that was never delivered. When the shortages became extreme, the costs could become quite prohibitive - putting the post office at risk of mailing an item twice and never recovering the cost. Hence, cancelling the airmail service, and substituting surface mail became the norm. Three hand stamps are known from Newfoundland. 'CANCELLED/ SHORT PAID' and 'SHORT-PAID/Via Surface Means' both appear in the late 1940s (Figures 23 and 24) but are more common in early 1947 when airmail rates to the U.S. went from 7₵ to 10₵, while Canadian airmail remained at 7₵. The cover in Figure 25 demonstrates the value behind the cancelling airmail markings: airmail in 1946 was 60₵ to New Zealand, compared to a 5₵ British Empire preferential rate - a potential $1.10 postage due! Figure 26 has a rare Gander marking 'BY SURFACE MEANS'. Despite Gander having the main international airport in 1940's Newfoundland, the February 1947 Post Office Circular directs postmasters to not send short-paid airmail to Gander, but to re-direct them locally to surface means.[9] Therefore, only local airmail would receive this marking.

Figure 23. 'CANCELLED/ SHORT PAID' marking, 53mm x 16mm, used 1946-47.

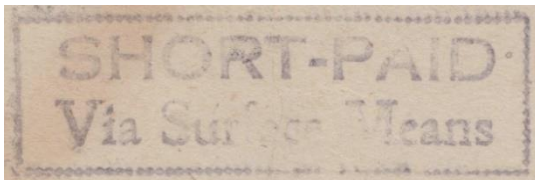Figure 24. 'SHORT-PAID/Via Surface Means' marking, 53mm x 16mm, used 1947-49.

[9] 13th February 1947 Post Office Circular, pg 1666

Figure 25. Airmail cover from Heart's Content (7 January 1946, Newfoundland to Auckland, New Zealand), which would have been deficient 53¢ had it been sent via airmail - $1.06 postage due!

Figure 26. Gander, Newfoundland, 'BY SURFACE MEANS' marking, 58mm x 4mm, used in the late 1940s.

Refused/Return to Sender and Paid All Markings

Ever since the original 'collect' payments, there has been no requirement for the recipient to pay for the outstanding fees or fines. Indeed, this is one of the key reasons as to why prepayment was finally made mandatory in 1865 - to reduce mail that was delivered to the recipient and payment refused. If refused, the letter would be returned (often through the Dead Letter Office; DLO) to the sender for the outstanding fee.[10] The majority of the markings for these either 'paid' or 'refused' are manuscript (see bottom left of Figure 2 for a manuscript 'pd'), which is surprising given that postage due stamps were not produced in Newfoundland until 1939. Figure 27 shows a cover with a pencil manuscript 'refused' which was routed through the St John's DLO to the Washington, D.C. DLO, before finally being returned to the sender in New York, who paid the 2₵ postage due.
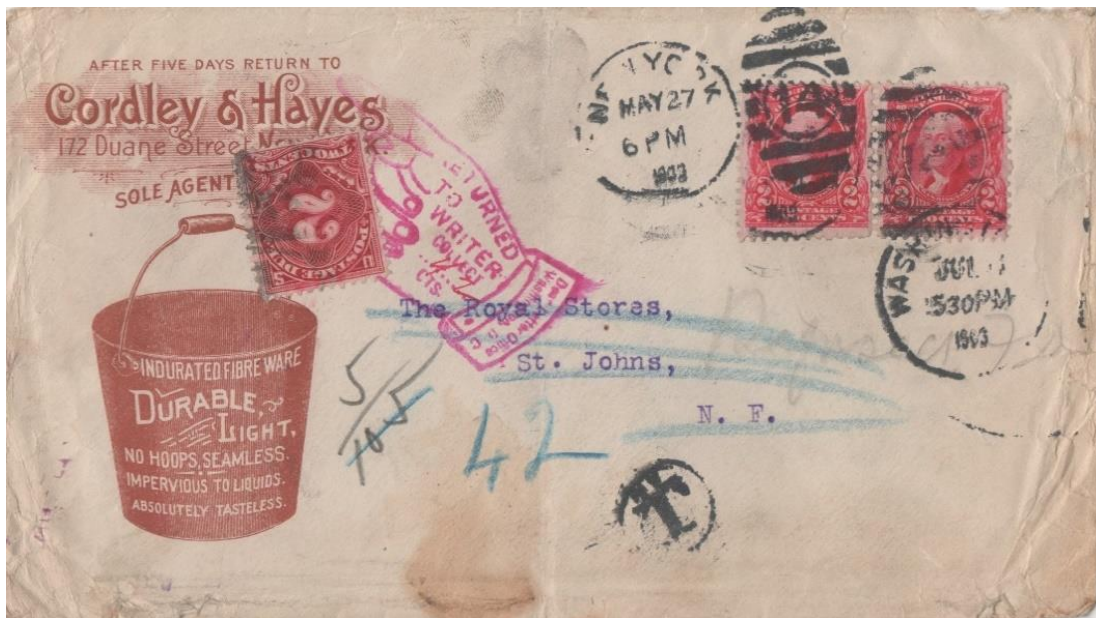
Figure 27. A cover from New York (27 May 1903) to St John's (4 June 1903 b/s), where the postage due was refused. Subsequently routed through the St John's Dead Letter Office (29 June 1903 b/s) and the Washington Dead Letter Office (11 July 1903 b/s), before being returned to the sender, who paid the 2₵ postage due (New York 12 July 1903 b/s).

However, there is a mid-century 'catch-all' marking with a 'REFUSED' box, and one nineteenth century 'paid all' marking. The catch-all marking is shown in Figure 28. This purple box marking is also known in carmine. The cover in Figure 27 does not have a return address, but does have a vertical fold, indicating that the cover was opened in the DLO, and returned to the sender in an 'ambulance' cover - a DLO envelope that would request both the postage due, and charge a 2₵ fee.

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[10] Newfoundland Post Office Guide 1948, pg 25

Figure 29 shows an enigmatic 'PAID ALL' marking. This marking is of uncertain origin, and only known on two covers - and the second cover used almost 25 years later as a postage free-franking.[11] The cover that bears the marking in Figure 28 is a relatively ugly cover with extensive docketing (which is a very generous term to describe someone's back of the envelope (and front of the envelope) calculations for some random accounting. However, it was an overweight cover from the U.S. that was correctly assessed a 10₵ postage due in March of 1889. The 'PAID ALL' marking was struck on the cover, away from the postage due markings. While this marking is extremely similar to the 'PAID ALL' circular free-franking marking from 1897, it is not identical - and in fact differs with bigger 'A's' and a wider 'D.' While there could be an accusation that the cover is a fabrication/fantasy cover, the extreme ugliness of the cover makes that unlikely.
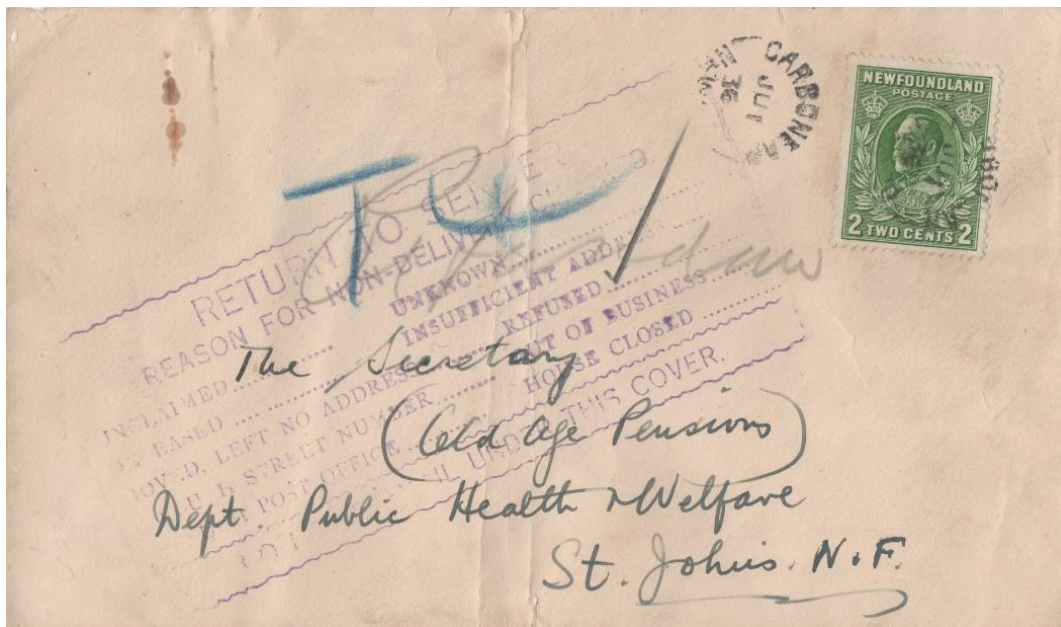
Figure 28.'RETURN TO SENDER/[...]/REFUSED' purple box marking, 110mm x 47 mm. The recipient of a more to pay item did not have to pay the charge. If refused, the letter would be returned (often through the Dead Letter Office) to the sender for the outstanding fee. The absence of a return address & vertical fold indicates that this cover was opened at the DLO and returned to sender in 'ambulance' cover - a DLO envelope that would request both the postage due and charge a 2₵ fee.

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[11] Mario 2001, pg 19
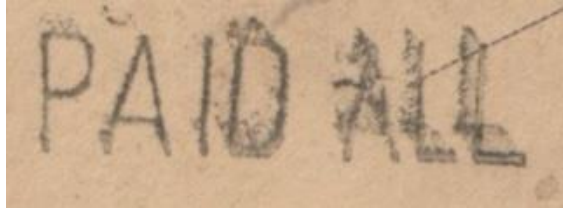
Figure 29. 'PAID ALL' marking, 19mm x 5mm, known from 1897.

Conclusion

Newfoundland's auxiliary markings reveal a rich narrative of its postal history, reflecting operational challenges, regulatory changes, and international collaborations. By studying markings such as 'MORE TO PAY', 'T', and 'POSTAGE ____ DUE', philatelists gain a deeper understanding of the social and economic dynamics that shaped Newfoundland's mail system. This anthology entry celebrates these markings not only for their philatelic value but also for their historical significance.

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Hiding in Plain Sight:
USPS International Letter Barcodes and Auxiliary Markings

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Introduction

How does international mail leaving the United States get sorted on automation equipment? Mail recipients in the United States have seen barcodes on their domestic letter mail since 1982. These destination barcodes (originally POSTNET barcodes and then more recently Intelligent Mail Barcodes) are a core feature of the United States Postal Service (USPS) letter mail sorting systems. They allow a single expensive optical character reader operation to place a barcode encoding the destination ZIP Code on the envelope that can be read by multiple inexpensive readers in the downstream sortation operations. However, this does not explain how outgoing international mail is processed.

This paper is a chronological tale of USPS international letter mail barcodes. It starts with precursors - misbarcoded international mail before international barcodes. I then discuss how to read the workhorse POSTNET barcodes to understand where the mail is going, the discovery of the USPS international barcodes and first generation barcoded international ZIP Codes on letter mail. The obscure very low numbered domestic ZIP codes are discussed which were abolished to enable the transformation to second generation barcoded international ZIP Codes on letter mail. With the retirement of POSTNET barcodes, Intelligent Mail Barcodes (IMB) were later introduced for second generation barcoded international ZIP codes on letter mail. In response to my endless queries, I finally received official USPS acknowledgement of these barcodes. Throughout the paper, available auxiliary markings on International mail are illustrated and the paper ends with auxiliary markings on International mail that failed to receive their barcodes.

It took about 6 years to understand the USPS international barcode system because it was not documented in any (known) public resources and even 30 years later very few postal employees are familiar with it. Collectors in the United States rarely see these barcodes because they are only present on outgoing international mail to our foreign correspondents who take them for granted – or on returned undeliverable international mail where they mimic domestic barcodes.

Misbarcoded International Mail Before International Barcodes

Before international barcodes were applied to first class mail, outbound international mail was only barcoded when it was misbarcoded to a domestic address (Figure 1a)[CITE 1]. Here the harried Multi-Position Letter Sorting Machine (MPLSM) operator in 1990 quickly entered the Brazilian postal code 04698 as a US ZIP Code (near Ellsworth, Maine) without noticing the other text on the bottom line. Their red identification mark 'X7' on the back indicated that operator 7 on the red shift on X machine entered the data (Figure 1b).

My favorite missent cover is Figure 2a – the envelope was mailed from New Jersey and addressed to the Netherlands in 1989. However, because the Multi-Position Letter Sorting Machine (MPLSM) operator in 1990 read the Netherlands PO Box Number as a ZIP Code, it made a detour to Truth or Consequences, New Mexico USA where it was backstamped (Figure 2b). The city it was missorted to was aptly named! In both cases, at some point the letters were recognized as international mail, thrown into an international mail sack, and proceeded to their destination without further markings (only registered mail gets detailed documentation of routings).

Figure 1a. International Mail to Brazil Misbarcoded to ZIP Code 04698

Figure 1b. MPLSM Operator identification mark on back of cover

Figure 2a. International Mail to Netherlands Misbarcoded to ZIP Code Truth or Consequences NM

Figure 2b. MPLSM operator red ID 'A4' inverted on left and transit postmark for Truth or Consequences NM 87901

Reading POSTNET Barcodes

The tall/short USPS barcodes shown on these covers are called POSTNET barcodes and were in use from 1982 until a gradual transition between 2006 and 2013 replaced them with the current 4-state Intelligent Mail Barcodes (IMB)[cite 2]. Sometimes the POSTNET barcode is preceded by a printed human readable text version, if not, it can be decoded by eye or by using the on-line POSTNET barcode decoder[CITE 3] I wrote decades ago. POSTNET barcodes were enhanced through the years as technology improved. Initially the 32-bar version encoded only the 5-digit ZIP code identifying a delivery post office like the examples above. Later a 52-bar version encoded the 9-digit ZIP Code of the sector-segment or block face of the delivery address (the side of the city block of the address) and finally the 62-bar version encoded the 11-digit ZIP Code encoded the exact delivery address (the mail slot). A checksum digit added to the barcode enables corrections of single digit errors when the bars are damaged in printing and is reported by my decoder.

Scattered Reports of Intentional International Barcodes
on Letter Mail 1992-1998

By 1992 there started to be scattered reports in the Postal Mechanisation Study Circle (UK) of consistent POSTNET barcodes encoding 00144-0000 appearing on International mail to the United Kingdom. In 1993, the modern postal history pioneer Prof. Terry Hines described consistent POSTNET ZIP codes encoding 00148-0000 to Warsaw, Poland where he was working for the year. The USPS did not acknowledge these international barcodes and none of the USPS ZIP code lists reported them. Both of these numbers occurred in a range below the lowest known ZIP code assignments [CITE 4]. For 6 years the puzzle continued with increasing numbers of covers being reported from various countries, but no postal publications or employees from the local post office employees to the Assistant Postmaster General of Automation acknowledged the existence of these markings.

International POSTNET Barcodes on Letter Mail Finally Explained

Finally in July 1998, I sent out another request for information to twenty postal experts including two former Assistant Postmaster Generals that I knew. A philatelist and USPS dead letter office employee, the late Bob Leeman, responded quickly with the only answer (Figure 3).

Subj: Re: POSTNET lnternational Postal Codes
Date: 98-07-11 05:06:34 EDT
From: Rjleenun
To: Dr Quine

This is the type of puzzle I like. I hadn't really thought about the foreign bar codes and didn't know much about them, but I had people I could ask. I knew the foreign mail had been 001-something since the REC [remote video encoding] sites started. They needed something to key this mail to and every other three-digit code is taken. 005 is something in New York (lRS?), 004 belongs to Readers' Digest (it used to go to New York, now its Ohio), 003 is for APO addresses on the east coast, and 002 is for the census and the immigration lottery (with a New Hampshire address).

I asked my supervisor (the 204-8 who does the REC site audits). She knew that the REC site keys 00100 for foreign and 00101 for Canada, but didn't know if they did anything further. When I went running for mail, I stopped at a DBCS [Delivery Barcode Sorter] and asked someone I knew where the foreign mail fell. It was near the Chicago holdouts on another machine (since foreign mail from Grand Rapids goes to Chicago). There was only a handful, but a couple had yellow CFS [Computer Forwarding System] stickers on them and they had bar codes with other numbers (beyond 001).

My next stop was on my way to lunch. I spoke to the supervisor in CFS (she's the wife of the other "loop mail " clerk). She was very helpful. She had the three page list of foreign country bar code numbers and gave it to me (she can print out a new one when she needs it). This is the paragraph at the top of the page: "Mail Forwarded to Foreign Countries Uses a Barcode Unique to the Country/The First 3 Digits are 001, Followed by the 3 Digits Given Below/ Countries Identified By * Have Special Add-ons - Others are All Zero" (capital letters and lack of periods in the original). On this list, Spain is 340, and Poland is 480. The countries with an asterisk are Canada (010) and Britain (440). I can see Scotland is 448, and Wales is 449. Countries ending in zero seem to be the larger ones, probably so that add-ons can be added on someday.

When I asked her a further question, she was a bit stumped, but suggested we talk to one of the [Computer Forwarding System] CFS clerks about what bar code is printed on a CFS label. This clerk printed a sample label for someone named Jones in Grand Haven, MI 49417 who moved to Germany (I can't spell Viesbaden, she could). I have the yellow label that was printed with 00149-00 (I'm not sure how many 0s were barcoded - the label, attached to a piece of a Hershey Bar box, is in my locker) [Figure 4 below]. She said when someone moves to England or Canada, the system asks for further information, and the bar code must then have more [non-zero] numbers.

I was busy this week, since everyone seems to be on vacation, and there are fewer of us to sort the missorted mail. This meant I couldn't get downstairs to look at mail in automation later in the evening when there was more of it. The foreign mail I sort is the missorted variety; the Mexican and Israeli mail with their 5-digit postal codes, and the mail that that is inexplicably barcoded for a Grand Rapids ZIP code. I did have a couple of foreign letters with sprayed-on bar codes. The numbers sprayed before the bar codes were 00116/0000 for Brazil and 00113/0000 for Venezuela. I don't know who knows the scheme to put these numbers on them. Thats the next mystery.

So I have this 3 page list of country codes and a CFS label to send you. I have your address from before, but if you're in Spain, I need to ask where to send it. By the way, I saw Terry Hines on TV once. The History Channel, I believe - he was the skeptical talking head on some occult subject. I was half paying attention when I saw that name on the screen and had to wait to see it again to believe it. I did a search on "modern postal history" a month or so ago, and the *Linn's* site turned up because it lists clubs and journals, and the *MPHJ* [Terry Hines' *Modern Postal History Journal*] with its Chappaqua, NY address is listed. Too bad there's nowhere to print all this information anymore.

I hope this helps. Actually, I was wondering how many "Postal Experts" you sent this message to, and I wanted to get my information in as soon as possible.

Happy trails - Bob Leeman

Figure 3. Bob Leeman July 11, 1998, email explaining USPS International Mail POSTNET Barcodes

Figure 3 is lengthy, but it is a priceless contemporaneous first-person account of the solution of a 6-year philatelic mystery. For clarification, I've added [in brackets]

explanations of terms that may not be obvious. True to his word, Bob sent me his "Hershey wrapper" sample of an international barcode test (Figure 4). (The yellow CFS computerized forwarding system labels are self-adhesive labels that require a substrate to stick to and Bob used the only paper that was available close at hand.) Philatelists are renowned for sharing information and disseminating knowledge – both of these values were reflected in Bob's letter.

It is interesting that the CFS and the REC (remote video-encoding) systems were the two that revealed the international barcodes. It also makes sense; human beings were looking at international mail and needed to provide an answer to barcode. These barcodes were essential to downstream processes. While the USPS does not sort mail within other countries, the Delivery Barcode Sorters (DBCS) in each location (e.g. from Grand Rapids, MI) must be programmed to direct barcoded international mail to the appropriate hubs (e.g. Chicago) enroute to the correct international port of embarkation (such as JFK, NY for Europe and San Francisco CA for Asia).
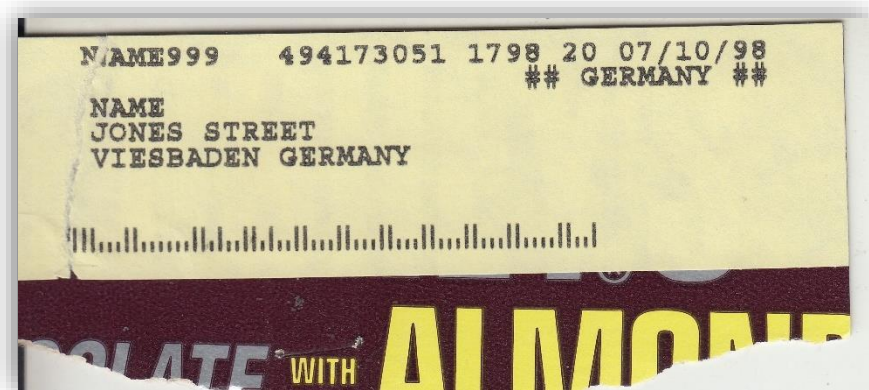
Figure 4. Demonstration Computerized Forwarding System (CFS) of International Barcode encoding 00149-0000

Follow-up email messages later in the week discussed an observation that the international country codes in many cases were the international calling codes for the countries including '44' for United Kingdom and '48' for Poland. However, the pattern was not universal: for example, the country code for Greece is '30' but the barcode was '58' (Table 1). In due course, the full list of country codes arrived in my USPS mailbox. It covered many countries, all beginning with 001, and was quickly published in the *Postal Mechanisation Study Circle* newsletter in 1998[CITE 5].

Table 1. Extract of the list of International ZIP Code Assignments (00144 to 00158)

00144-*000	UNITED KINGDOM
00145-0000	DENMARK
00146-0000	SWEDEN
00147-0000	NORWAY
00148-0000	POLAND
00149-0000	GERMANY
00150-2000	ICELAND
00150-4000	GREENLAND
00150-6000	FAEROE ISLANDS
00150-6000	FAROE ISLANDS
00150-7000	SAINT PIERRE and MIQUELON
00150-8000	SPITZBERGEN
00150-8000	SVALBARD
00151-0000	FINLAND
00152-7000	MOLDAVIA
00153-0000	RUSSIA
00155-2000	CZECH REPUBLIC
00155-4000	HUNGARY
00155-6000	SLOVAKIA
00156-2000	SERBIA
00156-2000	YUGOSLAVIA
00156-3000	SLOVENIA
00156-4000	CROATIA
00156-5000	ROMANIA
00156-6000	BULGARIA
00156-7000	BOSNIA- HERZEGOVINA- YUGOSLAVIA
00156-8000	ALBANIA
00156-9000	MACEDONIA
00157-2000	MALTA
00157-4000	CRETE
00158-0000	GREECE

POSTNET Barcodes With First Generation
International ZIP Codes on Letter Mail

Figure 5 is an envelope to Mexico illustrating the first generation International POSTNET barcode 00105-0900 on outgoing mail from the USA. As is often the case, human readable print to the left of the barcode enables postal clerks to sort the mail if the automation equipment fails – and simplifies the decoding task for philatelists.

Figure 5. USA to Mexico With International ZIP Code 00105-0900

An early exotic validation of the country code list was provided by a report in the 1990's in the *Postal Mechanisation Study Circle newsletter* of an envelope addressed to Swansea, England being misbarcoded 00171 which the country code list from Bob Leeman reported as Swaziland in Africa. Sometimes such simple substitution errors help confirm the details. Unfortunately, the original cover is lost to philately, when I reached out recently, the collector who was given it by the original owner did not know where it is.

Despite having only 100 possible 5-digit ZIP Codes for International Mail, the system made do. Some 5-digit ZIP Codes represented multiple countries which were differentiated by subsequent digits in the ZIP Code. For example, five Central American and Caribbean nations shared the 5-digit ZIP Code 00107 and were differentiated in the 6th digit as Nicaragua (00107-2000), Costa Rica (00107-4000), Canal Zone (00107-5000), Panama (00107-6000), and Aruba (00107-8000).

Provisions were even made to include the remote island of St. Helena in the South Atlantic (Figure 6). This cover was found open or damaged and resealed officially while entrusted to Royal Mail (the seal that was wrapped over to the back has been digitally unfolded). St. Helena was assigned international ZIP Code 00174-3000 sharing its first 5 digits with distant Angola (00174-2000), Zaire (00174-4000), Congo (00174-6000), and Central African Republic (00174-8000).

Figure 6. USA to St. Helena With International ZIP Code 00174-3000 Found Open or Damaged and Officially resealed.

As Bob noted in his email, POSTNET barcodes for certain countries, such as Canada, could also use digits beyond the first 5 to encode geographical areas within the destination country (Figure 7 and Table 2). This makes great sense. Since Canada parallels the United States to our north, there are many potential ports of embarkation for mail to Canada depending on whether the mail is destined to British Columbia in the west or Nova Scotia in the east. Actually, considerable detail is included in the ZIP Code lists for each region, so the mail is not only getting to the correct port of embarkation but potentially

the USPS is providing Canada Post with a head start in the regional sortation.

The original data I received had a systematic error in the reported Canadian ZIP codes by inserting extra '00' as the 6th and 7th characters and moving all the following digits further right (Table 2 – red emphasis added). Ingo Nessel provided me with a letter addressed to Brampton, Ontario in Canada and showing a ZIP Code of 00101-2306 (Figure 7). This cover was a much appreciated discovery because it (and hundreds of companion pieces) proved the correct codes make much more sense fitting all the significant data into the first 9 characters (Table 3). When the last two digits of the 9-digit ZIP Code are '00', it signifies a generic "unknown" within that province when insufficient information is available to more precisely barcode the letter. However, some of these covers as early as 1996 had consistent printed human readable (and barcoded) 11-digit ZIP Codes with nonzero numbers for all digits. This means that USPS is barcoding the data to a much finer level of sortation than expected from the data in Table 3 and the full listing of Canadian ZIP Codes in Appendices A and B (Figure 8 has links to digital copies).

Table 2. Partial Extract of Original (Incorrect) International ZIP Code Assignment list within Canada

ZIP Code	Canadian Region
00101-0012-00	... Nova Scotia
00101-0012-02	.... Antigonish
00101-0012-02	.... Dartmouth
00101-0012-03	.... Halifax
00101-0012-00	.... Wolfville
00101-0023-00	... Ontario (other)
00101-0025-09	.... Amherstburg
00101-0023-06	.... Brampton
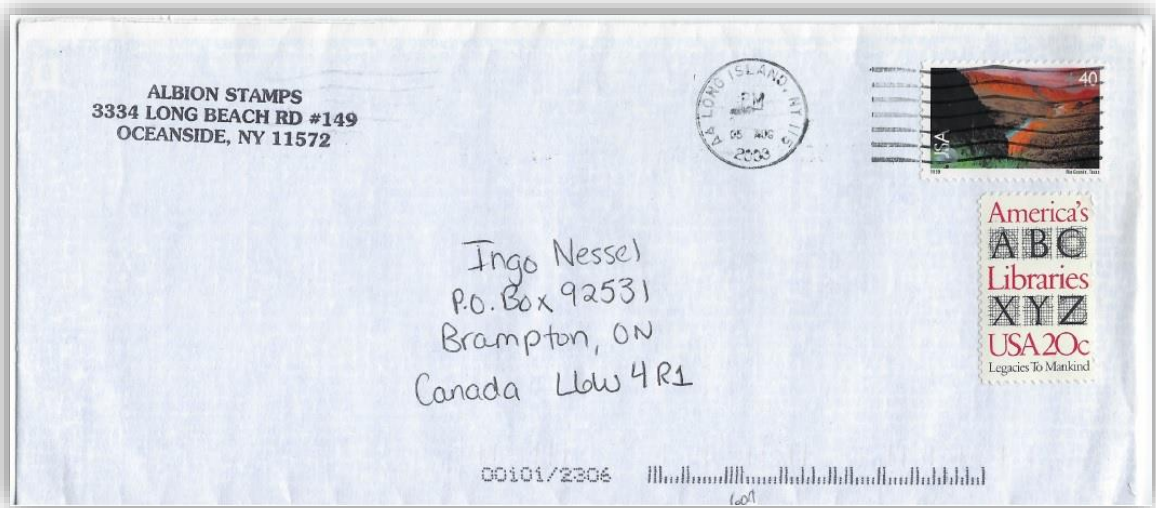
Figure 7. USA to Brampton, Ontario, Canada With International ZIP Code 00101-2306 for Brampton

Appendix A Link   Appendix B Link

Figure 8. QR code links to Appendix A <u>Country List with First and Second Generation USPS International ZIP Codes</u> <u>https://www.quine.org/pssc-appendix-a.pdf</u> CITE 6 and Appendix B. <u>USPS International ZIP Code List With First and Second Generation Countries</u> <u>https://www.quine.org/pssc-appendix-b.pdf</u> CITE 7

Table 3. Partial Extract of Corrected International ZIP Code Assignments within Canada^{CITE 7}

ZIP Code	Canadian Region
00101-1200	... Nova Scotia (unknown)
00101-1202	.... Antigonish
00101-1202	.... Dartmouth
00101-1203	.... Halifax
00101-1200	.... Wolfville
00101-2300	... Ontario (other)
00101-2509	.... Amherstburg
00101-2306	.... Brampton

Figure 9 was philatelically inspired. I used three Stamp Expressions personalized stamps (my young self and the Hale-Bopp comet passing to the left of my house) printed on the Pitney Bowes home printer to mail a letter to a fictious address in the United Kingdom. The letter was returned as 'address incomplete' which was a polite way of saying the address was a complete fantasy. The special thing about this cover, however, is something that I had no control over. The bottom of the envelope shows a clear outgoing international mail barcode for the United Kingdom 00144-1000 and a clear superimposed domestic return barcode to Connecticut 06801-1631. This is the only example I ever recall seeing of the coexisting barcodes for the two directions. However, having not obscured the outgoing barcode before rebarcoding with the return barcode, I believe it is unlikely the barcode reader could read the return barcode to sort the mail back to me. It probably required manual handling.

Figure 9. Stamp Expressions personalized postage stamps and Pitney Bowes kiosk make-up postage on a return to sender 'address incomplete' cover showing both outgoing and return mail superimposed POSTNET barcodes.

Figures 10a and 10b show a cover sent to Norway which was returned to sender and received back in less than 3 weeks. A large bilingual 'RETUR / RETOUR' handstamp on the front provides the return instruction while a paper label on the back explains it was returned due to an unknown addressee and insufficient address.
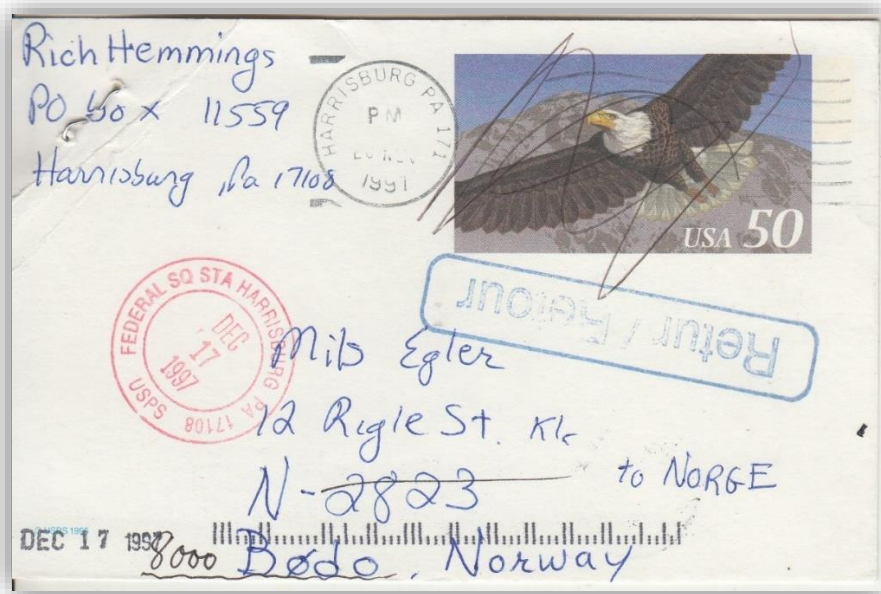
Figure 10a. Norway 00147-0000 in the 1st generation International ZIP Code scheme "RETUR / RETOUR" (Return).
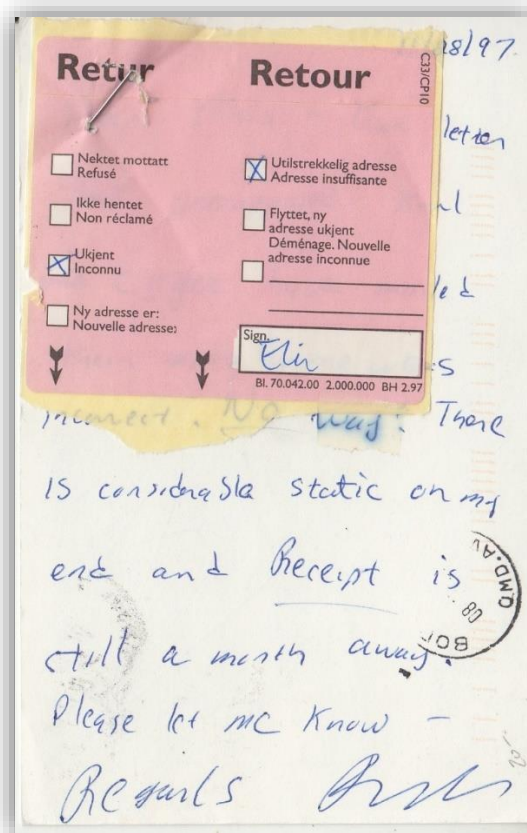
Figure 10b. Norway detailed return to sender explanation on back of cover

Figure 11 shows an international correctly barcoded envelope to the Netherlands. However, the availability of international barcodes did not eliminate the possibility of missent mail. Figure 12 shows another envelope mailed to the same address in the Netherlands but instead barcoded to Bonaire in the Netherlands Antilles in the Caribbean Sea. Apparently the MLOCR or the Remote Encoding Operator saw "Netherlands" selected the 'Netherlands Antilles' subset rather than 'Netherlands' (Holland). Although the stamps were not cancelled, the fluorescent barcode on the back and the barcode on the front prove the letter went through the USPS. As first class (not registered) mail there are no transit stamps to show the journey this letter experienced. Since the postage paid was 80 cents, my best guess is it was mailed between Jan. 1, 1991, and Dec. 31, 1991, during the 80-cent USPS overseas airmail rate period.

Figure 11. International letter correctly barcoded to Netherlands (00131-0000)

Figure 12. International letter to Netherlands (00131-0000) misbarcoded to Bonaire (00114-3000) in the Netherlands Antilles, Caribbean Sea

Figure 13 is another kind of misbarcoded letter – it has been double barcoded with the same barcode to Austria. Unfortunately, the two barcodes are offset vertically and horizontally so they effectively block a barcode reader from reading either of them.
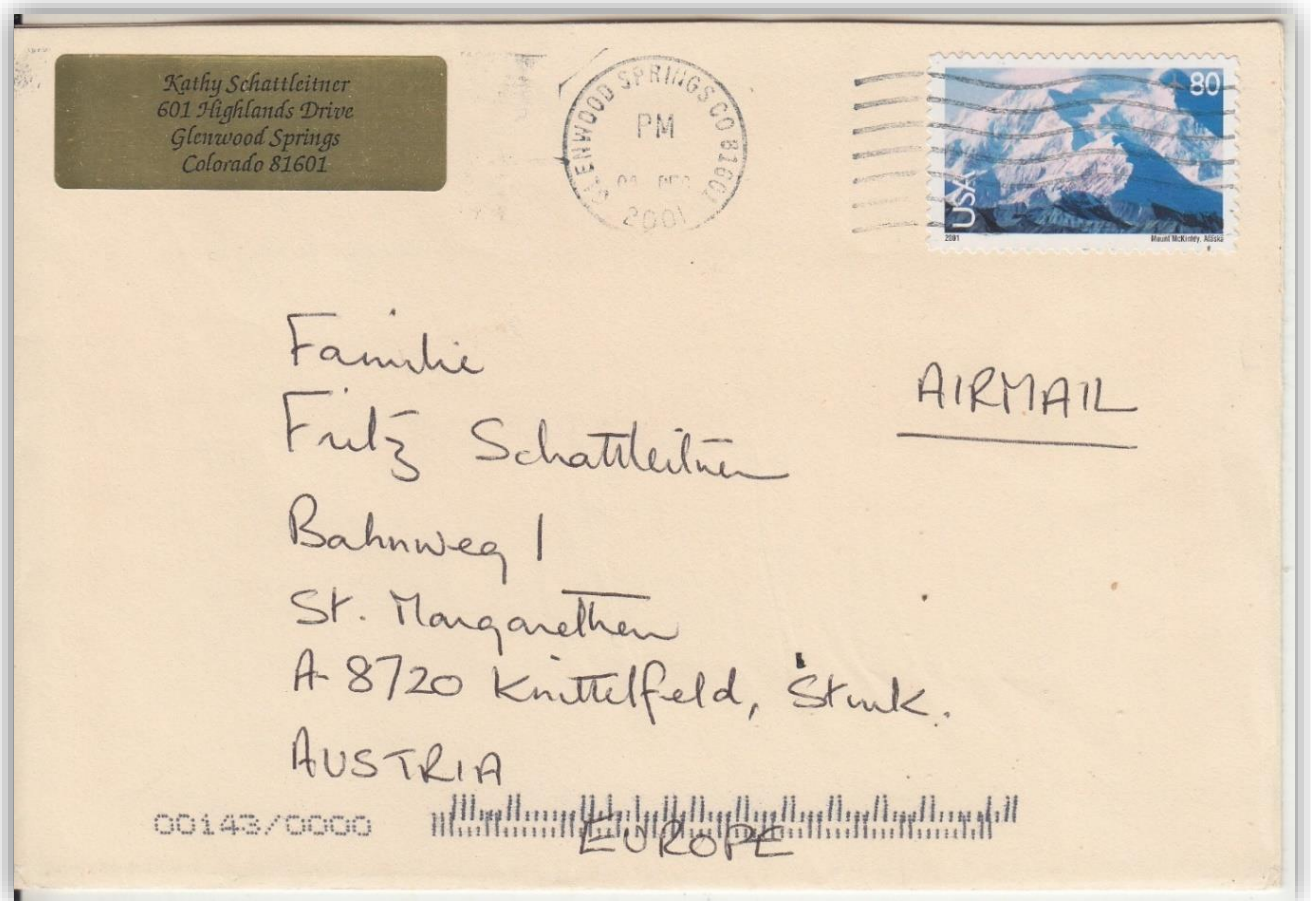
Figure 13. Double barcoded Austria 00143 in 1st Generation International ZIP Code

Figure 14 is another example of a misbarcoded letter addressed to Northern Ireland (part of the United Kingdom ZIP Code 00144) but incorrectly barcoded to the Republic of Ireland (newly assigned ZIP Code 00136).
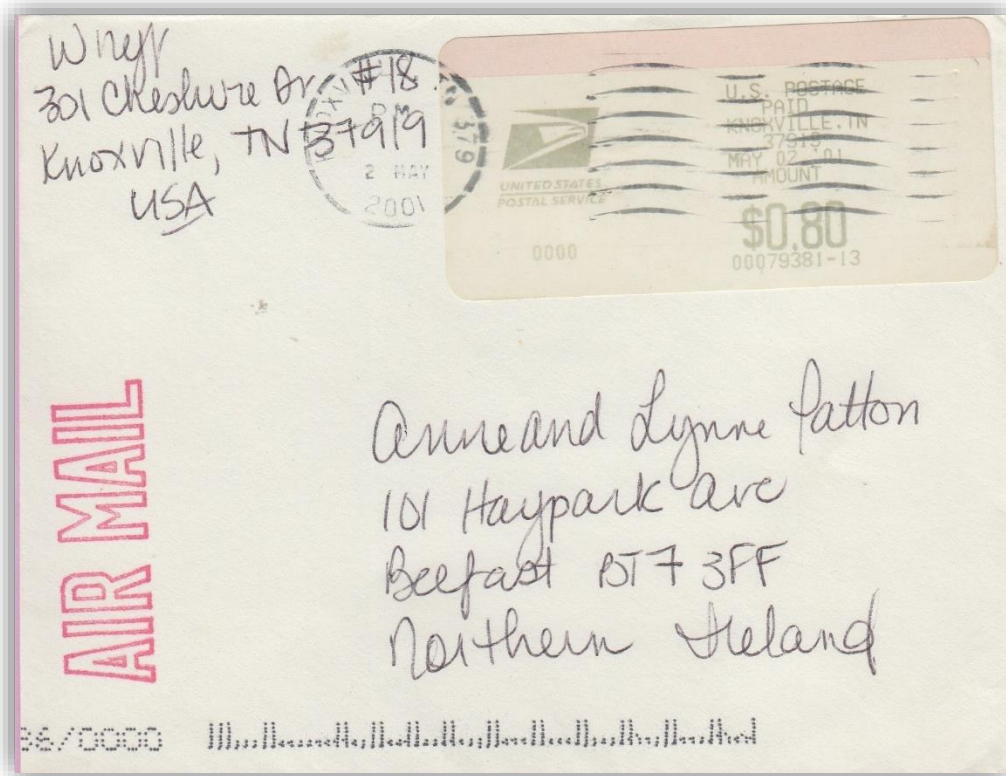
Figure 14. Northern Ireland Mail Belonging in UK 00144 in 1st Generation International ZIP Codes misbarcoded to Republic Of Ireland 00136.

Obviously, the availability of International ZIP Codes did not prevent occasional double feeds of letters and other MLOCR mishaps from causing wild barcoding errors such as the Figure 15 cover which was one of many sent to our daughter while she studied in Australia. This cover was misbarcoded to 60156-5508-05 (5 Farmington Court, Lake in the Hills, IL USA). Some conscientious postal clerk tossed the misbarcoded letter into an international mail sack and it made the journey successfully to Australia despite the barcode.

Figure 15. International letter to Australia 00194-3000 misbarcoded to Lake in the Hills, IL USA (60156-5508-05)

Obscure Very Low Numbered Domestic ZIP Codes

Students of US ZIP Codes may recall that US mainland ZIP Codes start with 01001 in Agawam, MA. Below that, the lowest range of numbers from 00601 to 00999 is assigned to the US Territory of Puerto Rico. However, ZIP Code aficionados (including Bob Leeman in Figure 3) note a few exceptions. The USPS ZIP Code list in 1996 showed two sets of entries (00210 to 00215 and 00401) which no longer exist today (USPS City By ZIP Code)[CITE 4]:

- PORTSMOUTH NH 00210 to 00215 for the National Visa Center applications by region[CITE 8]
- PLEASANTVILLE NY 00401
- READERS DIGEST NY 00401

Two other outlier ZIP Code assignments remain active today (USPS City By ZIP Code).[CITE 4]

- 00501, Holtsville, NY
- 00501, IRS Service Center, NY
- 00544, Holtsville, NY
- 00544, IRS Service Center, NY

POSTNET Barcodes With Second Generation International ZIP Codes on Letter Mail

Inexplicably, between 2008 and 2010 the International POSTNET barcodes to familiar places changed. These second-generation international barcodes were deployed with the same silence as the first-generation ones. Collectors just started noticing their familiar barcodes for various countries had changed and, upon inquiry, Bob Leeman was able to obtain a local list of the revised country codes. The international barcode numbers were expanded from the 001xx template which allowed for just 100 possible different 5-digit country codes to also use 002xx and 004xx ranges creating a possible 300 different country codes in the first 5 digits. For example, United Kingdom changed from 00144 (Figure 9) to 00122 (Figure 16) and Canada changed from 00101 (Figure 6) to 00229 (Figure 19 into a new expanded range). The new ranges allowed also allowed more detailed geographical assignments within countries to be placed in the additional 4 ZIP Code digits. I published these updates in 2012[CITE 9]. While the expansion of the numerical options was understandable, the reassignment of established countries (some of which even used their telephone dialing code number) to new numbers was baffling – especially when existing countries picked up numbers previous assigned to other countries.
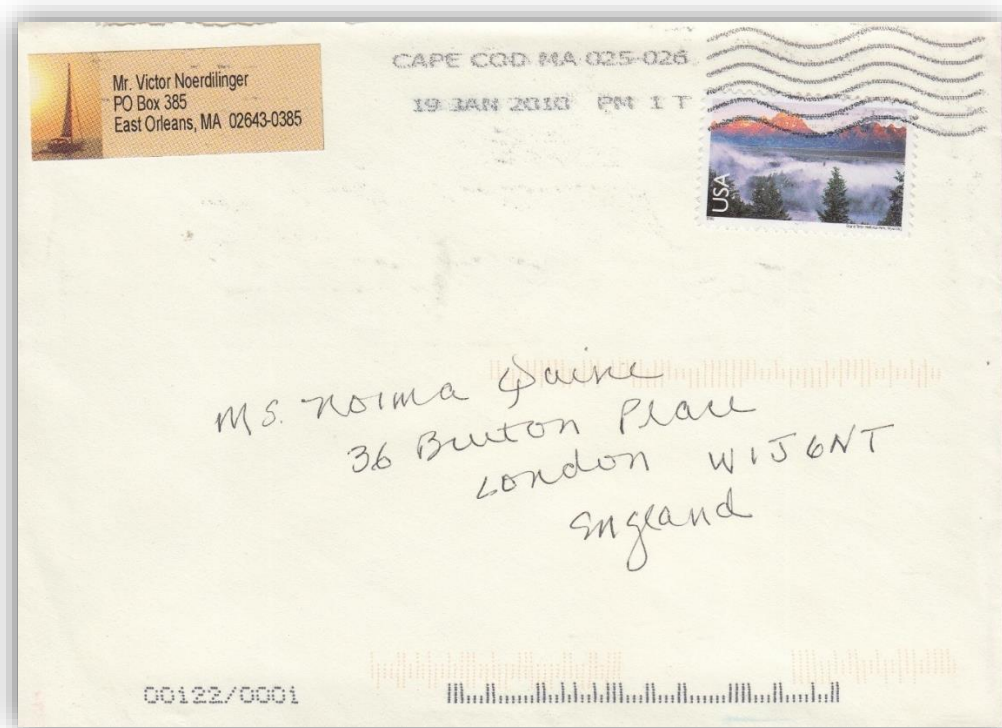

Figure 16. UK mail reassigned to 00122 in 2nd Generation International ZIP Codes

My ongoing effort to obtain information about the International ZIP Codes from USPS officials finally bore fruit in May 2012. I received an email from the USPS Historian, Jenny Lynch, acknowledging the existence of these International ZIP Codes – and of the change to 2nd generation barcodes (Figure 17).

From: Jennifer M Lynch USPS, Washington, DC
Sent: Wednesday, May 30, 2012 9:45 AM
To: Douglas B. Quine
Subject: RE: Seeking information about USPS Outgoing International POSTNET
Barcodes

Hi !

I spoke with someone in International Mail Operations and was told that barcodes, based on
"pseudo ZIP Codes," are put on international mail pieces to designate overseas offices of
exchange. The barcodes and the information they represent are for internal USPS use only
because these offices of exchange can change frequently and with little notification. Also the
proper office of exchange may vary by class of mail piece. I was further told that in 2008 the
numerical range of these "pseudo ZIP Codes" was expanded from 001 to include 001, 002,
and 004 . This change was put in place to accommodate the I-2of5 barcode printed on
Postage Validation Imprint (PVI) labels to represent a specific 5-digit pseudo ZIP Code for
international mail destinations.

Thank you for your patience in awaiting this information. I hope it is helpful.

- Jenny Lynch
Historian and Corporate Information Services Manager
(202) 268-2074

Explore postal history at http://about.usps.com/who-we-are/postal

Figure 17. Email from USPS Historian regarding International Pseudo-ZIP Codes on International Mail

These changes also resulted in the previously assigned special purpose domestic ZIP Codes in the 002xx and 004xx series being dropped. The old Portsmouth, NH National Visa Center lottery ZIP Codes from 00210 to 00215 for the "DV-97 Diversity Immigrant Visa Program lottery"[CITE 8] which received incoming visa applications from applicants in

different continents were reassigned as international destination barcodes for six African countries (Table 4).

Table 4. Reassigned ZIP Code 002xxx Numbers

ZIP Code	Original National Visa Center CITE 8, Portsmouth, NH incoming mail groups	New (2010) Outgoing International Destinations
00210	DV-97 applicants from Asia	Mali
00211	DV-97 applicants from South America	Niger
00212	DV-97 applicants from Europe	Chad
00213	DV-97 applicants from Africa	Sudan
00214	DV-97 applicants from Oceania	Eritrea
00215	DV-97 applicants from North America	Senegal

Naturally, as with the first-generation International ZIP Code assignments, mail continued to be returned when undeliverable. Figure 18 shows a cover to Japan returned to sender with a French international postal marking 'RETOUR ADRESSE INSUFFISANTE' (Returned to Sender / Insufficient Address). An illegible red Japanese pointing finger return to sender marking is also present.
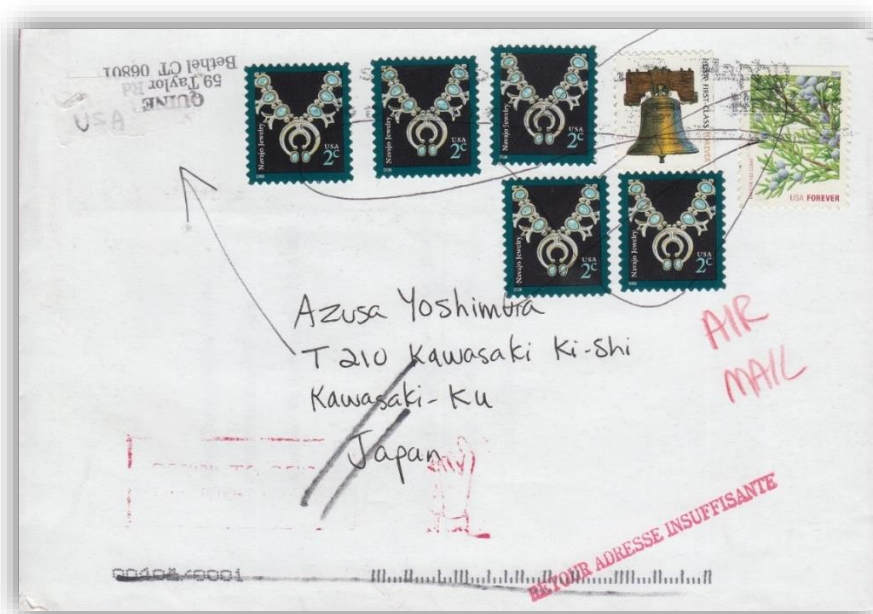

Figure 18. Japan 00408 in the 2nd generation International ZIP Code scheme 'RETOUR ADRESSE INSUFFISANTE' (Returned to Sender / Insufficient Address).

Intelligent Mail Barcodes (IMB) With Second Generation International ZIP Codes on Letter Mail

Finally, the transition from the legacy (tall/short) POSTNET barcodes to the more powerful Intelligent Mail Barcodes (IMB) occurred in 2010 creating a third set of barcodes on international mail. The IMB uses four symbols (ascending, descending, full, short) enabling twice the data to be stored in the same space. This means the IMB can encode the destination 11-digit ZIP Code as well as mail type, tracking information, serial numbers, and mailer information. While these barcodes cannot be read by eye because of their complex error correction algorithms, these barcodes generally have human readable data printed to the left. If not, the Ashwood Data Smartphone APP [CITE 3] and the Solvoj image capture APP[CITE 3] are available that can read clean barcodes on a light background. For more challenging cases, Bob Matthews has written an online decoder[CITE 3] which can be used by manually entering a letter for each symbol type. The 2nd generation numeric assignments continued to be used with the new IMB barcodes and are active to this day.

Figure 19 shows an example of a 2nd generation IMB barcode ZIP Code assignment in the new 002xx range: Canada was reassigned from 00101 to 00299 and the added digits '3205' indicate Edmonton Alberta enabling USPS to properly presort the outbound international mail.
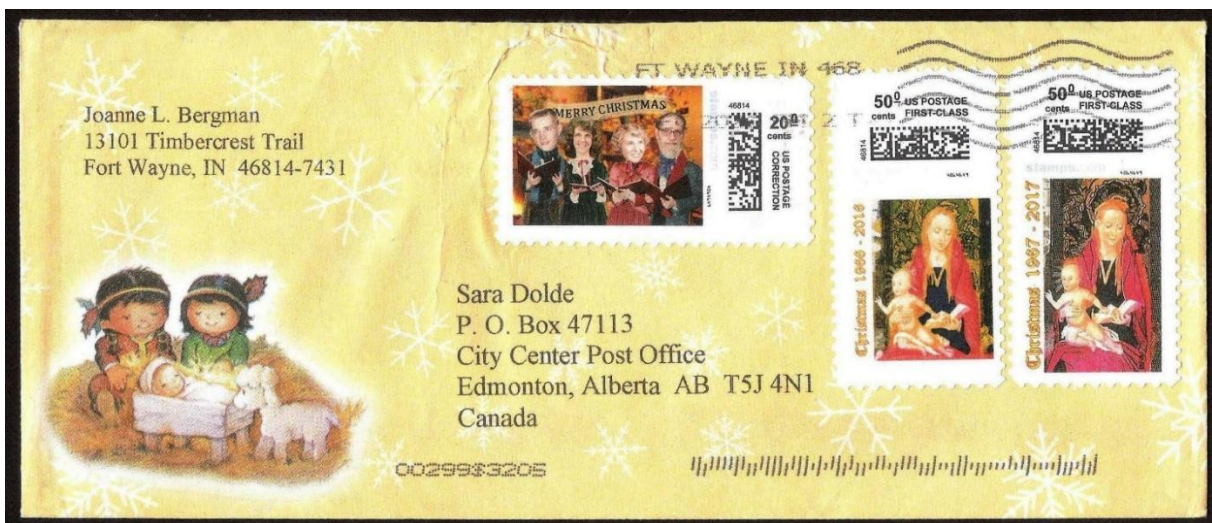
Figure 19. US to Canada (00299-3205) 2nd generation International IMB barcode

Figure 20 shows an Intelligent Mail Barcode (IMB) using the 2nd Generation International ZIP Code assignment for Germany, 00106-0001. The cover has a bilingual label visible in the figure (I'll describe just the international postal language – French – in the text). The 'RETOUR' (return to sender) label stated the return was due to 'Inconnu / Adresse Insuffisante' (unknown / address insufficient). Upon arrival in the USA, the

Computer Forwarding System (CFS) clerk then produced the yellow return to sender CFS label explaining the reason for return and including the IMB for the return address. Interestingly, the old outgoing barcode to Germany was not obliterated, this would seem to be a serious omission. It could have led to loop mail with the envelope being repeatedly resent to the invalid address in Germany.

Figure 20. Intelligent Mail Barcode (IMB) using 2nd Generation code for Germany 00106-0001 and 'RETOUR' (Return to Sender) as "Inconnu/Adresse Insuffisante" (Unknown /Insufficient Address)

Figure 21 is a letter sent to a P.O. Box in Frankston, Victoria, Australia and returned as 'NO SUCH BOX'. No official postal markings are seen here although the postal jargon of the endorsement 'RTS NO SUCH BOX' suggests it was applied by a postal clerk. Frankston is a seaside suburb of Melbourne with a population of over 139,000 so it would seem large enough to have official hand stamps. Perhaps this particular issue was not common, so they just handwrote the endorsement. It is interesting to note that somebody marked out the fluorescent unique identifier code on the back of the envelope (not shown) which could have created loop mail by reporting the original destination of Australia to USPS domestic barcode readers … but they did not mark out the more conspicuous IMB barcode to Australia on the front.
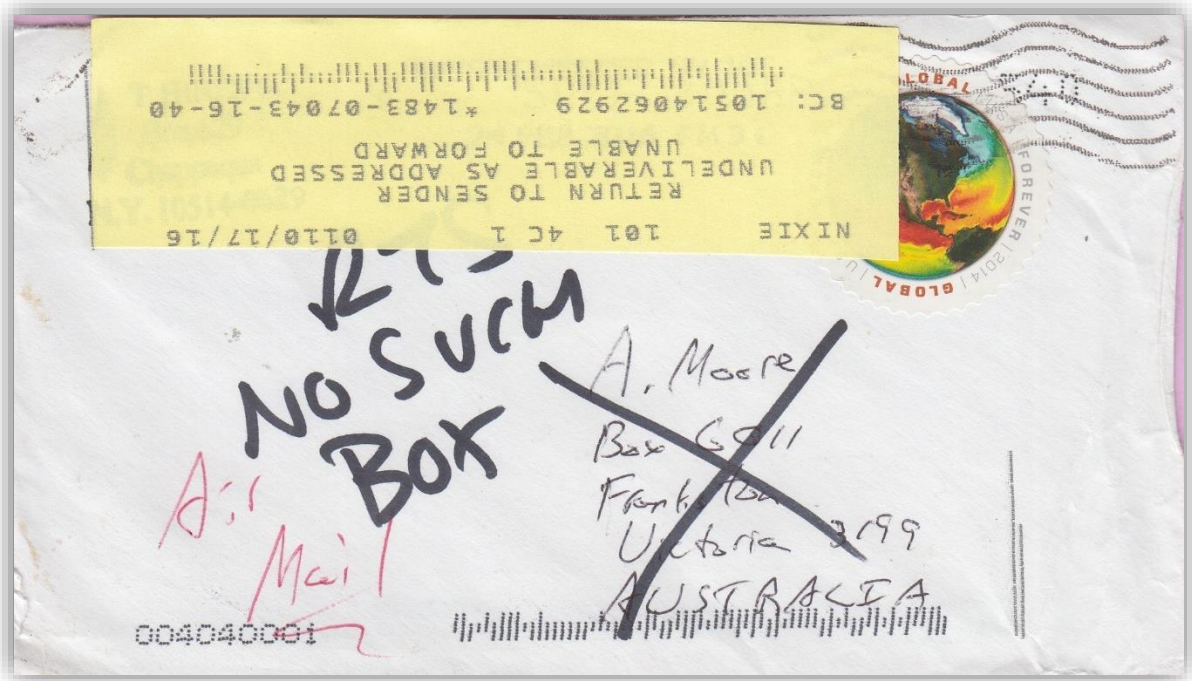
Figure 21. International IMB 00404-0001 Barcode to Australia with Handwritten endorsement RTS NO SUCH BOX

Figure 22 shows a letter mailed from Texas to Japan with a Japanese Post applied red Japanese / English handstamp 'RETURN UNKNOWN' which was confirmed by the letter carrier's personal signature stamp in box 1 and then the supervisor's personal handstamp in box 2. Finally, a blue international French hand stamp 'RETOUR/INCONNU' (Return, Unknown) was applied as well. In the Japanese tradition, the address and the Japanese international country code were struck out with two lines of a marker. On the long journey, the envelope was damaged and soiled and was placed in a USPS 'ambulance bag' for the final leg of the journey to the sender. For some reason, despite the consistent Japanese return to sender explanations in three languages (Japanese, English, French), the CFS clerk in the USA creating the yellow return to sender CFS label entered the cause for return as 'NO MAIL RECEPTACLE' rather than 'ADDRESSEE UNKNOWN'.

Figure 22. Letter to Japan returned as unknown and damaged enroute so USPS placed the envelope in an ambulance bag. Mislabeled by CFS as "No Mail Receptacle".

In 2021 and 2022, Philatelist Peter Elias mailed letters to the foreign philatelic agencies of many national post offices. A number of these letters were returned as undeliverable. It seems unlikely the foreign postal services could not find their own philatelic bureaus. I suspect the letters were returned because COVID-19 had shut down mail service to the other countries or their philatelic bureaus had shut down their operations.

Figure 23 shows a cover to Central African Republic which was barcoded to IMB barcode ZIP Code 00230-9999 (covered by the yellow CFS label) but then intercepted by USPS and returned to sender because 'SERVICE TEMPORARILY SUSPENDED' to Central African Republic. Obviously, this process took time, the outgoing envelope was postmarked Nov. 3, 2021, the yellow CFS label was affixed on April 5, 2022, and Peter finally docketed the return 'RECEIVED APR 08, 2022'.

Figure 23. US to Central African Republic (00230-9999) 2nd generation International IMB barcode; the 9999 suffix may signify a non-specific location within the country.

Figure 24 shows a cover to Cuba which was barcoded to IMB barcode ZIP Code 00470-0001 (covered by the yellow CFS label. This return was slow, the outgoing envelope was postmarked Jan. 12, 2022, the yellow CFS label was affixed on July 10, 2022, and Peter finally docketed the return 'RECEIVED July 19, 2022'. Lacking Cuban markings, I suspect the mail was probably 'REFUSED' entry because of a COVID-19 service suspension.
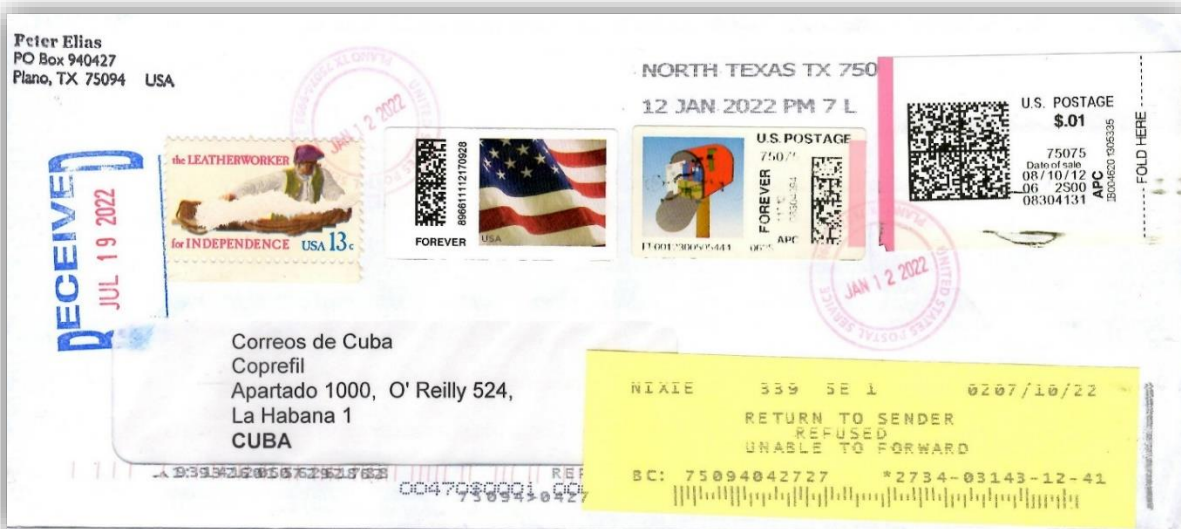
Figure 24. US to Cuba (00470-0001) 2nd generation International IMB barcode to one of the newly assigned 004xx country codes. Lacking Cuban markings was probably refused entry because of a COVID-19 service suspension.

Figure 25 shows a cover to Denmark which was barcoded to IMB barcode ZIP Code 00125-0000 (covered by the yellow label) and also upside-down was barcoded again which was left intact. This envelope did reach Denmark where it was hand stamped twice

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'POSTNORD CN15 / RETOUR / UNKNOWN'. I'm speculating the philatelic office was closed for COVID-19; I assume Post Denmark could have found their own philatelic bureau even if the address had changed. This return was also slow, the outgoing envelope was postmarked Nov. 3, 2021, and Peter finally docketed the return 'RECEIVED Feb. 26, 2022'.
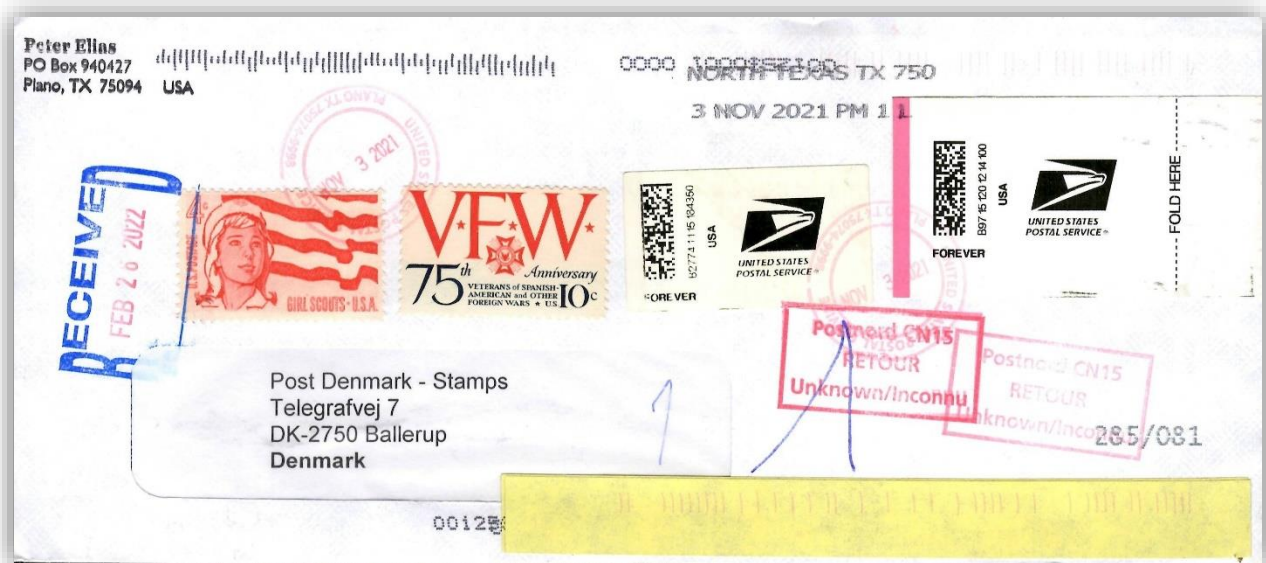
Figure 25. US to Denmark (00125-0000) 2nd generation International IMB barcode top and bottom of the envelope. Double handstamps 'POSTNORD CN15 / RETOUR / UNKNOWN/INCONNU' direct the cover to be returned.

Figure 26 shows a cover to Libya (hand labeled because the address insert is missing) which was barcoded to IMB barcode ZIP Code 00220-0000 (covered by the yellow CFS label). Before leaving the USA, the USPS intercepted the envelope and affixed a pink Label-201C 'MAIL SERVICE / SUSPENDED / RETURN TO SENDER' with a pointing finger and instructions to obtain an international postage refund! I assume mail service was suspended due to COVID-19. The CFS label indicates mail was 'REFUSED'. This return was very slow, the outgoing envelope was postmarked Jan. 12, 2022, and Peter finally docketed the return 'RECEIVED Sep. 2, 2022'. Perhaps USPS was anticipating a timely resumption of mail service.

Figure 26. US to Libya (00220-0000) 2nd generation International IMB barcode (behind CFS label). Pink USPS 'MAIL SERVICE / SUSPENDED / RETURN TO SENDER' label also includes instructions for a postage refund! CFS label indicates mail was "REFUSED".

Figure 27 shows a cover to Papua New Guinea which was barcoded to IMB barcode ZIP Code 00276-0001 (covered by the yellow CFS label). Before leaving the USA, the CFS label indicates mail was 'REFUSED'. I assume mail service was suspended due to COVID-19. This return was very slow, the outgoing envelope was postmarked Nov. 12, 2021, and Peter finally docketed the return 'RECEIVED July 11, 2022'. Perhaps USPS was anticipating a timely resumption of mail service.
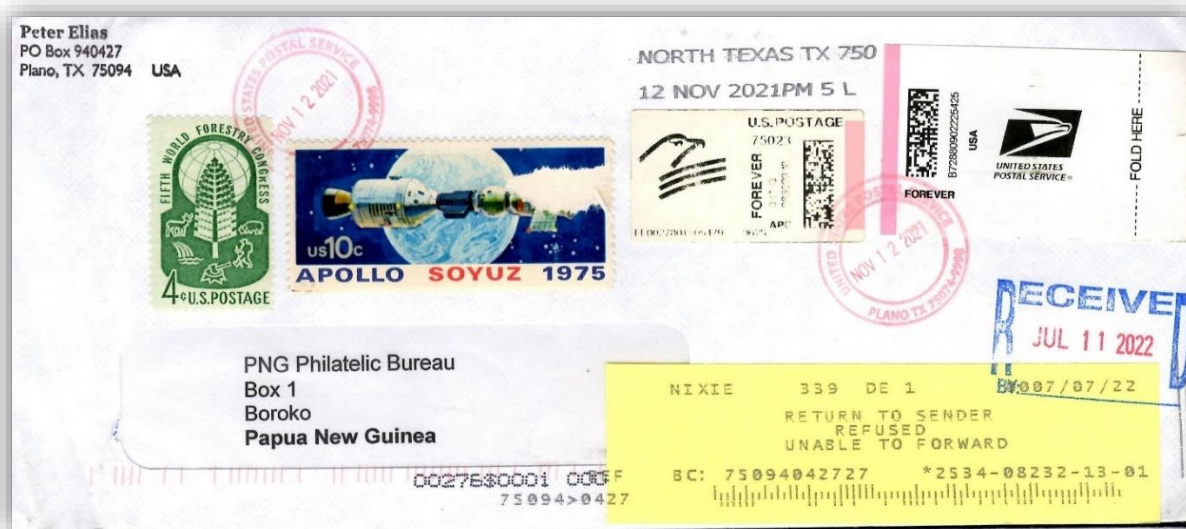
Figure 27. USA to Papua New Guinea (00276-0001) 2nd generation International IMB barcode (behind CFS label). CFS label indicates mail was refused.

Figure 28 shows a cover to Singapore which was barcoded to IMB barcode ZIP Code 00437-0001 (covered by the yellow CFS label). A Singapore Post 'REASON FOR NON-

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DELIVERY' label with a green validation handstamp dated Feb. 14, 2022, directs the envelope to be returned to sender. The USPS yellow CFS label reports the piece as 'NOT DELIVERABLE AS ADDRESSED / UNABLE TO FORWARD'. I suspect COVID-19 lockdown was the issue. This return was very slow, the outgoing envelope was postmarked Jan. 12, 2022, and Peter finally docketed the return 'RECEIVED July 28, 2022'. Perhaps USPS was anticipating a timely resumption of mail service.


Figure 28. US to Singapore (00437-0001) 2nd generation International IMB barcode with Singapore Post and USPS auxiliary markings

Figure 29. shows a cover to United Arab Emirates which was barcoded to IMB barcode 00195-0001. A large purple United Arab Emirates bilingual (English / Arabic) handstamp with a logo 'RETURN TO SENDER CN15 / DELIVERY CENTER – DUBAI / UNKNOWN' directs the envelope to be returned to sender. Since the Denmark cover handstamp also refenced "CN15", I speculate "CN15" may be an international form number for 'RETURN TO SENDER'. The USPS yellow CFS label reports the piece as 'NOT DELIVERABLE AS ADDRESSED / UNABLE TO FORWARD'. The cover was originally postmarked Nov. 12, 2021, and Peter finally docketed the return on May 26, 2022. Again, I find it implausible the revenue producing Philatelic Bureau was unknown to the Postal Service, I suspect COVID-19 lockdown was the issue.
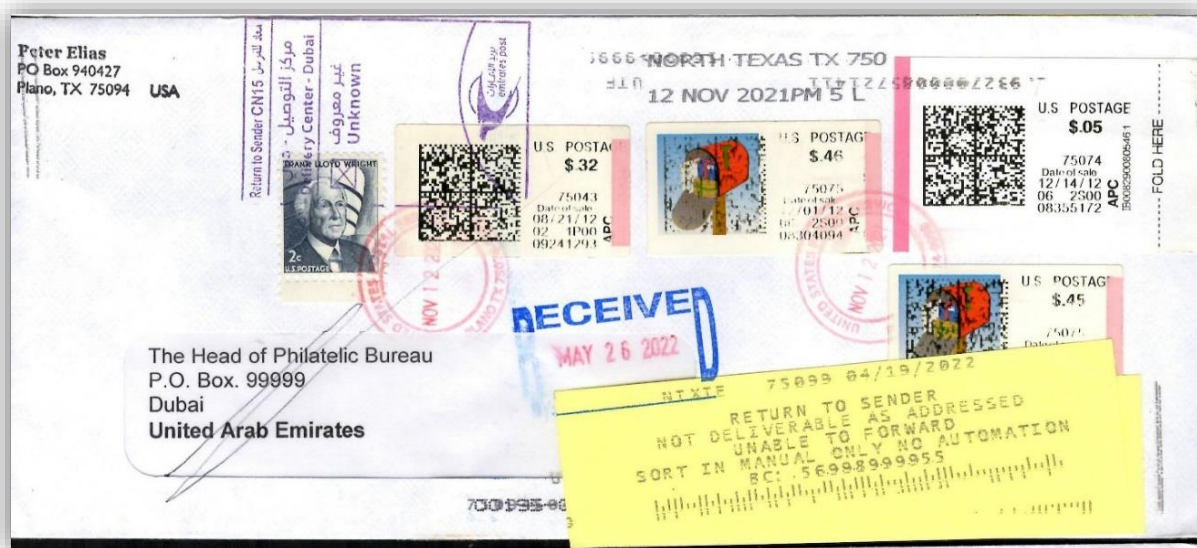
Figure 29. US to United Arab Emirates (00195-0001) 2ⁿᵈ generation International IMB barcode with return to sender auxiliary markings

Returned Letter Mail with No USPS International Barcodes

Finally, some international envelopes were observed which did not receive international ZIP Code barcodes. Figure 30 to Brunei was intercepted by USPS and hand stamped 'RETURNED TO SENDER / SERVICE TEMPORARILY SUSPENDED' with a pointing finger. Although the CFS label reports 'ATTEMPTED – NOT KNOWN' there are no Brunei markings on the cover so it may have been held by USPS until they concluded mail service would not be restored in a timely manner. The cover was mailed Nov. 3, 2021, the CFS label was applied Mar. 11, 2022, and the return was docketed by Peter on Mar. 14, 2022.

Figure 30. US International mail to Brunei which USPS apparently intercepted before international barcoding or shipment and marked "RETURNED TO SENDER / SERVICE SUSPENDED"

Figure 31. shows a non-barcoded cover to Hong Kong which received a large purple Hong

Kong trilingual (Chinese / English / French) handstamp "RETURN CN15 / NO SAUCH PERSON". Like the Denmark and United Arab Emirates covers, the handstamp also references "CN15" suggesting "CN15" may be an international form number for "RETURN TO SENDER". The USPS yellow CFS label reports the piece as "NOT DELIVERABLE AS ADDRESSED / UNABLE TO FORWARD". The cover was originally postmarked Nov. 8, 2021, and Peter finally docketed the return on Feb. 8, 2022. Again, I find it implausible the revenue producing Hong Kong Post Stamps was unknown to the Postal Service, I suspect COVID-19 lockdown was the issue.

Figure 31. USA International Mail to Hong Kong without USPS International Barcode and endorsed in Hong Kong was returned to sender because NO SUCH PERSON and INCOMPLETE ADDRESS

Figure 32 shows a non-barcoded cover to Thailand which received a purple Thai handstamp in English 'RETURN TO SENDER / UNABLE TO FORWARD'. An arrow with a Thai word inside (presumable 'RETURN') pointed to the return address while a separate blue checklist in Thai covered by the yellow CFS label also explained the reason for return. The cover was originally postmarked Nov. 12, 2021, and Peter finally docketed the return on May 2, 2022. Again, I find it implausible the revenue producing Philatelic Division was unknown to the Postal Service and suspect COVID-19 lockdown was the issue.

Figure 32. USA International Mail to Thailand without USPS International Barcode and endorsed in Thailand RETURN TO SENDER / UNABLE TO FORWARD and also a Thai language checklist of causes and an arrow marking pointing to the return address.

Conclusions

USA outgoing international mail carries under-appreciated ZIP Code barcodes which enable international mail to be processed within the USA and to be directed for embarkation to their destinations. When international mail is undeliverable, a variety of USPS and international auxiliary markings explain the reasons for the return to sender and provide fertile ground for study. This paper describes the discovery of the USPS 1st and 2nd generation International ZIP Code Barcode programs by the philatelic community. After more than 30 years, there are still no official USPS publications on the topic. On October 15, 2024, the USPS responded to my Freedom of Information Act (FOIA) request for information about USPS International Barcodes saying, "*despite a diligent search, we were unable to locate any documents that would be responsive to my request*". The complete 1st and 2nd generation Grand Rapids CFS ZIP Code lists from Bob Leeman have been tabulated by country name and ZIP Code and cross-indexed at my website[CITE 6 and CITE 7] and in Appendices A and B (with URL links in Figure 8).

Philatelists outside of the USA see these covers every day on their incoming mail from the USA but they are poorly known within the USA. Much remains to be done including refining the basic International ZIP Code barcode chronology. First, what is the earliest known usage? Second, when in 2008 was the switchover from first generation to second generation codes? It must have been a traumatic event with mail enroute and conflicting meanings between the old and new codes. There was also a transition from the two state POSTNET barcodes to IMB barcodes. However, since this transition in the USA was slow (from 2006 to 2013) and since the two barcode formats both encode the same destination data, they probably had a long period of overlap. Finally, it would be interesting to know how small an area the newly reported here 11-digit ZIP Codes represent in Canada. The USPS lists show 9-digit codes for cities so presumably the two additional digits would encode neighborhoods or carrier routes.

Apparently, the USPS wants these barcodes maintained as an internal process. USPS has not shared information about these barcodes with mailers even though international mail processing could be sped up if the barcodes were preprinted by mailers. USPS International ZIP Codes are clearly a rich field for international philatelic cooperative research. I welcome any USPS International ZIP Code updates or corrections.

Acknowledgements

Citations

1. Quine DB. 1991b. "Letters to Foreign Addresses Mistakenly Barcoded with US ZIP Codes." *Modern Postal History Journal 9(2)*: 36-37

2. Quine DB. 2016c. "POSTNET Barcodes: Enablers of Letter / Flat Mail Postal Automation, 1982 - 2013" Chapter 13: pp. 201-221 in (A . Wawrukiewicz, editor) *Insights into U.S. Postal History, 1855 – 2016,* American Philatelic Society Press

3. https://www.quine.org/postnetj.html POSTNET and IMB barcode decoders

4. https://tools.usps.com/zip-code-lookup.htm?citybyzipcode USPS website to identify cities by their ZIP Code

5. Quine, DB. 1998a. "Intentional USPS POSTNET Barcodes On International Mail", *IDENT: Journal of the Postal Mechanisation Study Circle* 21 (4): 56-68

6. Appendix A. **Country List with First and Second Generation USPS International ZIP Codes** and electronic version at https://www.quine.org/pssc-appendix-a.pdf

7. Appendix B. **USPS International ZIP Code List With First and Second Generation Countries** and electronic version at https://www.quine.org/pssc-appendix-b.pdf

8. https://www.govinfo.gov/content/pkg/FR-1996-01-29/html/96-1224.htm

9. Quine DB. 2012d. "Tip of the Iceberg: An Ongoing International Modern Postal History Barcode Puzzle." *IDENT: Journal of the Postal Mechanisation Study Circle 35 (2): 26-43*

APPENDIX A:

Country (1st and 2nd Generation)	ZIP Code 1st Generation	ZIP Code 2nd Generation
Aden	00166-9000	00196-0000
Afghanistan	00181-2000	00180-0000
Albania	00156-8000	00149-0000
Algeria	00161-6000	00203-0000
Andorra	00135-6000	00117-0000
Angola	00174-2000	00244-0000
Anguilla	00110-2000	00486-0000
Antigua and Barbuda	00110-9000	00487-0000
Argentina	00117-0000	00456-0000
Armenia	00137-9000	00159-0000
Aruba	00107-8000	00467-0000
Ascension Island	00175-7000	00266-0000
Australia	00194-0000	00404-0000
Australia (Melbourne)	00194-3000	00405-0000
Australia (New South Wales) ?	00194-1000	00404-0000
Australia (Sydney)	00194-2000	00404-0000
Austria	00143-0000	00113-0000
Azerbaijan	00180-8000	00158-0000
Azores	00140-6000	00120-0000
Bahamas	00108-3000	00471-0000
Bahrain	00166-3000	00193-0000
Balearic Islands	00134-0000	00117-0000
Bangladesh	00181-4000	00173-0000
Barbados	00109-2000	00479-0000
Belarus (Byelorussia)	00137-5000	00135-0000
Belgium	00132-0000	00108-0000
Belize	00106-4000	00460-0000
Benin	00177-6000	00226-0000
Bermuda	00108-7000	00199-0000
Bhutan	00183-6000	00171-0000
Bolivia	00114-4000	00453-0000
Bonaire	00114-3000	00484-0000
Bosnia and Herzegovina	00156-7000	00143-0000
Botswana	00172-6000	00250-0000
Brazil	00116-0000	00450-0000
British Virgin Islands	00108-8000	00485-0000
Brunei Darussalam	00193-4000	00431-0000
Bulgaria	00156-6000	00147-0000

Burkina Faso (Upper Volta)	00178-4000	00224-0000
Burma (Myanmar)	00185-2000	00429-0000
Burundi	00170-9000	00242-0000
Byelorussia (Belarus)	00137-5000	00135-0000
Caicos Island	00109-9000	00473-0000
Cambodia	00185-8000	00426-0000
Cameroon	00175-4000	00228-0000
Canada	00101-0000	00299-0000 to 9999
... Alberta (other)	00101-3200	00299-3200 to 3299
.... Calgary	00101-3202	00299-3202
.... Edmonton	00101-3205	00299-3205
.... Lethbridge	00101-3201	00299-3201
... British Columbia (other)	00101-3400	00299-3400 to 3499
.... Burnaby	00101-3405	00299-3405
.... Nelson	00101-3401	00299-3401
.... Prince George	00101-3402	00299-3402
.... Vancouver	00101-3406	00299-3406
.... Victoria	00101-3400	00299-3400
... Manitoba (other)	00101-2900	00299-2900 to 2999
.... Brandon	00101-2907	00299-2907
.... St. Laurent	00101-2900	00299-2900
.... Winnipeg	00101-2903	00299-2903
... New Brunswick (other)	00101-1500	00299-1500 to 1599
.... Fredericton	00101-1503	00299-1503
.... Moncton	00101-1501	00299-1501
.... Sackville	00101-1500	00299-1500
.... Saint John	00101-1502	00299-1502
... Newfoundland & Labrador (other)	00101-1100	00299-1100 to 1199
.... Grand Forks	00101-1102	00299-1102
.... St. Johns	00101-1101	00299-1101
... Northwest Territories / Nunavut	00101-3600	00299-3600 to 3699
.... Yellowknife	00101-3601	00299-3601
... Nova Scotia (other)	00101-1200	00299-1200 to 1299
.... Antigonish	00101-1202	00299-1202
.... Dartmouth	00101-1202	00299-1202
.... Halifax	00101-1203	00299-1203
.... Wolfville	00101-1200	00299-1200

... Ontario (other)	00101-2300	00299-2200 to 2799
.... Amherstburg	00101-2509	00299-2509
.... Brampton	00101-2306	00299-2306
.... Brantford	00101-2300	00299-2300
.... Burlington	00101-2307	00299-2307
.... Chatham	00101-2507	00299-2507
.... Concord	00101-2304	00299-2304
.... Don Mills	00101-2404	00299-2404
.... Etobicoke	00101-2408	00299-2408
.... Florence	00101-2400	00299-2400
.... Guelph	00101-2501	00299-2501
.... Hamilton	00101-2308	00299-2308
.... Kingston	00101-2207	00299-2207
.... Kitchner	00101-2502	00299-2502
.... London	00101-2505	00299-2505
.... Mississauga	00101-2304	00299-2304
.... Niagara Falls	00101-2302	00299-2302
.... North Bay	00101-2700	00299-2700
.... North York	00101-2401	00299-2401
.... Oakville	00101-2306	00299-2306
.... Oshawa	00101-2401	00299-2401
.... Ottawa	00101-2200	00299-2200
.... Owen Sound	00101-2504	00299-2504
.... Peterborough	00101-2209	00299-2209
.... Sault Sainte Marie	00101-2706	00299-2706
.... Scarborough	00101-2401	00299-2401
.... St. Catharines	00101-2302	00299-2302
.... Sudbury	00101-2700	00299-2700
.... Toronto	00101-2404	00299-2404
.... Thunder Bay	00101-2707	00299-2707
.... Wallaceburg	00101-2508	00299-2508
.... Waterloo	00101-2502	00299-2502
.... Weston	00101-2409	00299-2409
.... Willowdale	00101-2401	00299-2401
.... Windsor	00101-2508	00299-2508
... Prince Edward Island (others)	00101-1300	00299-1300 to 1399
.... Charlottetown	00101-1301	00299-1301
... Quebec (other)	00101-1800	00299-1700 to 2199
.... Chicoutimi	00101-1707	00299-1707
.... Laprarie	00101-2100	00299-2100
.... Laval	00101-1807	00299-1807

.... Lennoxville	00101-2101	00299-2101
.... Montreal	00101-1803	00299-1803
.... Quebec City	00101-1700	00299-1700
.... Rimouski	00101-1705	00299-1705
.... Sainte Foy	00101-1701	00299-1701
.... Sainte Therese	00101-2100	00299-2100
.... Sept Isles	00101-1704	00299-1704
.... Sherbrooke	00101-2101	00299-2101
.... St. Jean	00101-2100	00299-2100
.... Trois Rivieres	00101-1708	00299-1708
... Saskatchewan (other)	00101-3100	00299-3100 to 3199
.... Regina	00101-3104	00299-3104
.... Saskatoon	00101-3107	00299-3107
... Yukon Territories (other)	00101-3700	00299-3700 to 3799
.... White Horse	00101-3701	00299-3701
Canal Zone	00107-5000	00466-0000
Canary Islands	00140-5000	00117-0000
Cape Verde (Cabo Verde)	00179-7000	00259-0000
Cayman Islands	00108-9000	00469-0000
Central African Republic	00174-8000	00230-0000
Ceylon (Sri Lanka)	00183-2000	00170-0000
Chad	00175-2000	00212-0000
Channel Islands	00144-0000	00122-0000
Chile	00118-0000	00457-0000
China (Peoples Rep of China)	00184-0000	00418-0000
Christmas Island		00281-0000
Columbia	00115-0000	00445-0000
Comoros Islands	00170-7000	00265-0000
Congo (Brazzaville) Rep.	00174-6000	00236-0000
Congo (Kinshasa) Dem.	00174-4000	00237-0000
Cook Islands	00198-4000	00277-0000
Corsica	00135-7000	00110-0000
Costa Rica	00107-4000	00465-0000
Cote d'Ivoire (Ivory Coast)	00178-6000	00221-0000
Crete	00157-4000	00150-0000
Croatia	00156-4000	00142-0000
Cuba	00108-2000	00470-0000
Curacao	00114-3000	00484-0000
Cyprus	00157-6000	00153-0000
Czech Republic	00155-2000	00138-0000
Denmark	00145-0000	00125-0000
Djibouti (Somaliland)	00162-6000	00227-0000

Dominica	00109-8000	00476-0000
Dominican Republic	00108-6000	00475-0000
East Timor	00193-8000	00414-0000
Easter Island (Chile)	00118-0000	00457-0000
Ecuador	00112-8000	00458-0000
Egypt	00160-0000	00206-0000
El Salvador	00106-8000	00463-0000
England (United Kingdom)	00144-0000	00122-0000
Equatorial Guinea	00175-8000	00229-0000
Eritrea	00170-3000	00214-0000
Estonia	00137-2000	00132-0000
Ethiopia	00170-2000	00231-0000
Falkland Islands	00114-9000	00444-0000
Faroe Islands	00150-6000	00161-0000
Fiji	00196-4000	00274-0000
Finland	00151-0000	00118-0000
Formosa (Taiwan)	00188-0000	00423-0000
France	00133-0000	00110-0000
French Guiana	00112-6000	00449-0000
French Polynesia	00196-6000	00271-0000
Gabon	00175-6000	00235-0000
Gambia	00179-6000	00216-0000
Georgia	00137-8000	00151-0000
Germany	00149-0000	00106-0000
Ghana	00178-2000	00222-0000
Gibraltar	00140-4000	00119-0000
Gilbert Islands (Kiribati)	00197-8000	00282-0000
Great Britain (United Kingdom)	00144-0000	00122-0000
Greece	00158-0000	00150-0000
Greenland	00150-4000	00111-0000
Grenada	00109-4000	00482-0000
Grenadines	00110-3000	00480-0000
Guadeloupe	00110-8000	00488-0000
Guatemala	00106-2000	00461-0000
Guinea	00179-4000	00219-0000
Guinea Bissau	00179-5000	00217-0000
Guyana	00112-2000	00447-0000
Haiti	00108-5000	00474-0000
Herzegovina	00156-7000	00143-0000
Holland	00131-0000	00107-0000
Honduras	00106-6000	00462-0000
Hong Kong	00187-0000	00422-0000

Hungary	00155-4000	00140-0000
Iceland	00150-2000	00104-0000
India	00182-0000	00174-0000
India (Sikkim)	00183-8000	00174-0000
Indonesia	00193-6000	00433-0000
Iran	00168-0000	00181-0000
Iraq	00167-0000	00183-0000
Ireland	00136-0000	00126-0000
Isle of Man	00144-0000	00122-0000
Israel	00164-0000	00186-0000
Italy	00139-0000	00114-0000
Ivory Coast	00178-6000	00221-0000
Jamaica	00108-4000	00468-0000
Japan	00189-0000	00408-0000
Japan (Osaka)	00189-0000	00409-0000
Japan (Tokyo)	00189-0000	00408-0000
Jordan	00163-6000	00184-0000
Kampuchea	00198-2000	00426-0000
Kazakhstan	00180-2000	00156-0000
Kenya	00170-4000	00240-0000
Kirghizia	00180-5000	00129-0000
Kiribati (Tarawa)	00197-8000	00282-0000
Kiritimati Christmas Island		00281-0000
Korea, North	00190-4000	00415-0000
Korea, South	00190-2000	00438-0000
Kosovo		00131-0000
Kuwait	00166-2000	00192-0000
Kyrgyzstan (Kyrgyz Rep.)	00180-9000	00129-0000
Laos	00185-4000	00428-0000
Latvia	00137-3000	00133-0000
Lebanon	00163-2000	00185-0000
Lesotho	00171-5000	00257-0000
Liberia	00178-8000	00205-0000
Libya	00161-2000	00220-0000
Liechtenstein	00135-3000	00112-0000
Lithuania	00137-4000	00134-0000
Luxembourg	00135-2000	00109-0000
Macau	00185-3000	00424-0000
Macedonia	00156-9000	00148-0000
Madagascar	00171-8000	00260-0000
Madeira Islands	00140-3000	00120-0000
Malawi	00171-4000	00247-0000
Malaysia	00193-2000	00436-0000

Maldives	00183-4000	00434-0000
Mali	00177-4000	00210-0000
Malta	00157-2000	00121-0000
Martinique	00110-6000	00477-0000
Mauritania	00161-9000	00209-0000
Mauritius	00171-9000	00261-0000
Mayotte		00160-0000
Mexico	00105-0000	00495-0000
Micronesia	00195-0000	
Moldavia	00152-7000	00145-0000
Monaco	00135-4000	00116-0000
Mongolia	00190-6000	00416-0000
~~Monte Carlo~~	~~00135-4000~~	~~00116-0000~~
Montenegro	00156-2000	00154-0000
Montserrat	00110-4000	00489-0000
Morocco	00161-8000	00201-0000
Mozambique	00171-6000	00249-0000
Myanmar (Burma)	00185-2000	00429-0000
Namibia	00172-8000	00251-0000
Nauru	00198-6000	00278-0000
Nepal	00181-8000	00430-0000
Netherlands	00131-0000	00107-0000
Netherlands Antilles / West Indies	00100-0000	00484-0000
Nevis	00109-7000	00490-0000
New Caledonia	00197-7000	00272-0000
New Guinea (Papua)	00196-2000	00276-0000
New Zealand	00199-0000	00401-0000
Nicaragua	00107-2000	00464-0000
Niger	00177-2000	00211-0000
Nigeria	00176-0000	00225-0000
Niue Island		00402-0000
Norfolk Island		00272-0000
North Korea	00190-4000	00415-0000
Northern Ireland	00144-0000	00122-0000
Norway	00147-0000	00103-0000
Oman	00166-8000	00196-0000
Pakistan	00181-6000	00179-0000
Panama	00107-6000	00466-0000
Papua New Guinea	00196-2000	00276-0000
Paraguay	00114-6000	00454-0000
Peru	00114-2000	00452-0000
Philippines	00191-0000	00432-0000

Pitcairn Islands	00196-7000	00401-0000
Poland	00148-0000	00136-0000
Portugal	00140-2000	00120-0000
Qatar	00166-4000	00194-0000
Reunion	00171-3000	00264-0000
Romania	00156-5000	00146-0000
Russia	00153-0000	00127-0000
Rwanda	00170-8000	00241-0000
Saba	00110-1000	00483-0000
Saint Barthelemy / Saint Barts	00110-8000	00488-0000
Saint Christopher	00109-7000	00490-0000
Saint Eustatius	00110-1000	00483-0000
Saint Helena	00174-3000	00267-0000
Saint Kitts	00110-7000	00490-0000
Saint Lucia	00110-5000	00478-0000
Saint Martin	00110-8000	00488-0000
Saint Pierre et Miquelon	00101-4000	00285-0000
Saint Vincent & The Grenadines	00110-3000	00480-0000
San Marino	00135-9000	00114-0000
Santa Cruz Islands	00197-4000	00275-0000
Sao Tome and Principe	00175-9000	00233-0000
Saudi Arabia	00165-0000	00189-0000
Scotland (United Kingdom)	00144-8000	00122-0000
Senegal	00179-8000	00215-0000
Serbia	00156-2000	00144-0000
Seychelles	00170-5000	00262-0000
Sierra Leone	00179-2000	00218-0000
Sikkim (India)	00183-8000	00174-0000
Singapore	00192-0000	00437-0000
Sint Maarten	00110-1000	00483-0000
Slovakia (Slovak Republic)	00155-6000	00139-0000
Slovenia	00156-3000	00141-0000
Solomon Islands	00197-4000	00275-0000
Somalia	00162-4000	00232-0000
South Africa	00173-0000	00255-0000
South Korea	00190-2000	00438-0000
Spain	00134-0000	00117-0000
Spitzbergen (Svalbard)	00150-8000	00103-0000
Sri Lanka (Ceylon)	00183-2000	00170-0000
Sudan	00162-2000	00213-0000
Suriname	00112-4000	00448-0000
Svalbard (Spitzbergen)	00150-8000	00103-0000

Swaziland	00171-7000	00253-0000
Sweden	00146-0000	00102-0000
Switzerland	00141-0000	00112-0000
Syria	00163-4000	00182-0000
Tahiti	00196-6000	00271-0000
Taiwan ROC	00188-0000	00423-0000
Tajikistan	00180-6000	00155-0000
Tanzania	00171-2000	00243-0000
Thailand	00186-0000	00425-0000
Tibet		00418-0000
Togo	00177-8000	00223-0000
Tonga	00196-8000	00279-0000
Trinidad and Tobago	00109-6000	00481-0000
Tristan da Cunha	00172-9000	00255-0000
Tunisia	00161-4000	00204-0000
Turkey	00169-0000	00152-0000
Turkmenistan	00180-7000	00130-0000
Turks and Caicos Islands	00109-9000	00473-0000
Tuvalu	00197-5000	00283-0000
Uganda	00170-6000	00238-0000
Ukraine	00137-6000	00137-0000
United Arab Emirates	00166-6000	00195-0000
United Kingdom	00144-0000	00122-0000
United Kingdom (London)	00144-0200	00122-0000
United Kingdom (not London)	00144-0100	00122-0000
Upper Volta (Burkina Faso)	00178-4000	00224-0000
Uruguay	00114-8000	00455-0000
Uzbekistan	00180-4000	00157-0000
Vanuatu	00197-6000	00273-0000
Vatican City	00135-8000	00115-0000
Venezuela	00113-0000	00446-0000
Vietnam	00185-7000	00427-0000
Wales (United Kingdom)	00144-9000	00122-0000
Wallis and Fortuna Islands	00196-5000	00272-0000
Western Sahara		00202-0000
Western Samoa	00197-2000	00280-0000
Yemen Peoples Republic	00166-9000	00197-0000
Yugoslavia	00156-2000	00144-0000
Zaire (Congo-Kinshasa) Dem.	00174-4000	00237-0000
Zambia	00172-4000	00245-0000
Zimbabwe	00172-2000	00248-0000

APPENDIX B:

USPS International ZIP Code List With First and Second Generation Countries

ZIP CODES 1st and 2nd Gen.	Country - 1st Generation	Country - 2nd Generation
00100-0000	Netherlands Antilles	
00101-0000	Canada	
00101-3200	... Alberta	
00101-3202	.... Calgary	
00101-3205	.... Edmonton	
00101-3201	.... Lethbridge	
00101-3400	... British Columbia	
00101-3405	.... Burnaby	
00101-3401	.... Nelson	
00101-3402	.... Prince George	
00101-3406	.... Vancouver	
00101-3400	.... Victoria	
00101-2900	... Manitoba	
00101-2907	.... Brandon	
00101-2900	.... St. Laurent	
00101-2903	.... Winnipeg	
00101-1500	... New Brunswick	
00101-1503	.... Fredericton	
00101-1501	.... Moncton	
00101-1500	.... Sackville	
00101-1502	.... Saint John	
00101-1100	... Newfoundland & Labrador	
00101-1102	.... Grand Forks	
00101-1101	.... St. Johns	
00101-3600	... Northwest Territories / Nunavut	
00101-3601	.... Yellowknife	
00101-1200	... Nova Scotia	
00101-1202	.... Antigonish	
00101-1202	.... Dartmouth	
00101-1203	.... Halifax	
00101-1200	.... Wolfville	
00101-2300	... Ontario	
00101-2509	.... Amherstburg	
00101-2306	.... Brampton	
00101-2300	.... Brantford	
00101-2307	.... Burlington	
00101-2507	.... Chatham	

00101-2304	.... Concord	
00101-2404	.... Don Mills	
00101-2408	.... Etobicoke	
00101-2400	.... Florence	
00101-2501	.... Guelph	
00101-2308	.... Hamilton	
00101-2207	.... Kingston	
00101-2502	.... Kitchner	
00101-2505	.... London	
00101-2304	.... Mississauga	
00101-2302	.... Niagara Falls	
00101-2700	.... North Bay	
00101-2401	.... North York	
00101-2306	.... Oakville	
00101-2401	.... Oshawa	
00101-2200	.... Ottawa	
00101-2504	.... Owen Sound	
00101-2209	.... Peterborough	
00101-2706	.... Sault Sainte Marie	
00101-2401	.... Scarborough	
00101-2302	.... St. Catharines	
00101-2700	.... Sudbury	
00101-2404	.... Toronto	
00101-2707	.... Thunder Bay	
00101-2508	.... Wallaceburg	
00101-2502	.... Waterloo	
00101-2409	.... Weston	
00101-2401	.... Willowdale	
00101-2508	.... Windsor	
00101-1300	... Prince Edward Island	
00101-1301	.... Charlottetown	
00101-1800	... Quebec	
00101-1707	.... Chicoutimi	
00101-2100	.... Laprarie	
00101-1807	.... Laval	
00101-2101	.... Lennoxville	
00101-1803	.... Montreal	
00101-1700	.... Quebec City	
00101-1705	.... Rimouski	
00101-1701	.... Sainte Foy	
00101-2100	.... Sainte Therese	
00101-1704	.... Sept Isles	
00101-2101	.... Sherbrooke	

00101-2100	.... St. Jean	
00101-1708	.... Trois Rivieres	
00101-3100	... Saskatchewan	
00101-3104	.... Regina	
00101-3107	.... Saskatoon	
00101-3700	... Yukon Territories	
00101-3701	.... White Horse	
00102-0000		Sweden
00103-0000		Norway
00104-0000		Iceland
00105-0000	Mexico	
00106-0000		Germany
00106-0001		Germany
00106-2000	Guatemala	
00106-4000	Belize	
00106-6000	Honduras	
00106-8000	El Salvador	
00106-8040	El Salvador	
00107-0000		Netherlands (Holland)
00107-2000	Nicaragua	
00107-4000	Costa Rica	
00107-4040	Costa Rica	
00107-5000	Canal Zone	
00107-5040	Canal Zone	
00107-6000	Panama	
00107-8000	Aruba	
00108-0000		Belgium
00108-2000	Cuba	
00108-2040	Cuba	
00108-3000	Bahamas	
00108-4000	Jamaica	
00108-5000	Haiti	
00108-6000	Dominican Republic	
00108-6040	Dominican Republic	
00108-7000	Bermuda	
00108-8000	British Virgin Islands	
00108-9000	Cayman Islands	
00108-9000	Grand Cayman Island	
00109-0000		Luxembourg
00109-2000	Barbados	
00109-4000	Grenada	
00109-6000	Trinidad and Tobago	
00109-7000	Nevis	

00109-7000	Saint Christopher	
00109-8000	Dominica	
00109-8040	Dominica	
00109-9000	Grand Turks Island	
00109-9000	Turks & Caicos Islands	
00110-0000		Corsica
00110-0000		France
00110-1000	Saba	
00110-1000	Saint Eustatius	
00110-1000	Sint Maarten	
00110-2000	Anguilla	
00110-3000	Saint Vincent & The Grenadines	
00110-4000	Montserrat	
00110-5000	Saint Lucia	
00110-6000	Martinique	
00110-7000	Saint Kitts	
00110-8000	Guadeloupe	
00110-8000	Saint Martin	
00110-9000	Antigua and Barbuda	
00111-0000		Greenland
00112-0000		Liechtenstein
00112-0000		Switzerland
00112-2000	Guyana	
00112-4000	Suriname	
00112-6000	French Guiana	
00112-8000	Ecuador	
00112-8040	Ecuador	
00113-0000	Venezuela	Austria
00114-0000		Italy
00114-0000		San Marino
00114-2000	Peru	
00114-3000	Bonaire	
00114-3000	Curacao	
00114-3040	Curacao	
00114-4000	Bolivia	
00114-6000	Paraguay	
00114-8000	Uruguay	
00114-9000	Falkland Islands	
00115-0000	Columbia	Vatican City
00115-0040	Columbia	
00116-0000	Brazil	Monaco
00116-0000	Brazil	Monte Carlo

00116-9000	Amazonia	
00117-0000	Argentina	Andorra
00117-0000	Argentina	Balearic Islands
00117-0000	Argentina	Canary Islands
00117-0000	Argentina	Spain
00118-0000	Chile	Finland
00118-0040	Chile	
00118-0040	Easter Island	
00119-0000		Gibraltar
00120-0000		Azores
00120-0000		Madeira Islands
00120-0000		Portugal
00121-0000		Malta
00122-0000		Channel Islands
00122-0000		Isle of Man
00122-0000		Northern Ireland
00122-0000		Scotland
00122-0000		United Kingdom
00122-0000		United Kingdom (London)
00122-0000		United Kingdom (not London)
00122-0000		Wales
00125-0000		Denmark
00126-0000		Ireland
00127-0000		Russia
00129-0000		Kirghizia
00129-0000		Kyrgyzstan
00130-0000		Turkmenistan
00131-0000	Netherlands	Kosovo
00132-0000	Belgium	Estonia
00133-0000	France	Latvia
00134-0000	Balearic Islands	Lithuania
00134-0000	Spain	Lithuania
00135-0000		Belarus
00135-2000	Luxembourg	
00135-3000	Liechtenstein	
00135-4000	Monaco	
00135-4000	Monte Carlo	
00135-6000	Andorra	
00135-7000	Corsica	
00135-7040	Corsica	
00135-8000	Vatican City	
00135-9000	San Marino	
00136-0000	Ireland	Poland

00136-0040	Ireland	
00137-0000		Ukraine
00137-2000	Estonia	
00137-2040	Estonia	
00137-3000	Latvia	
00137-4000	Lithuania	
00137-5000	Belarus	
00137-5000	Byelorussia	
00137-6000	Ukraine	
00137-7000	Moldova	
00137-8000	Georgia	
00137-9000	Armenia	
00138-0000		Czech Republic
00139-0000	Italy	Slovakia (Slovak Republic)
00140-0000		Hungary
00140-2000	Portugal	
00140-3000	Madeira Islands	
00140-4000	Gibraltar	
00140-5000	Canary Islands	
00140-5040	Canary Islands	
00140-6000	Azores	
00141-0000	Switzerland	Slovenia
00142-0000		Croatia
00143-0000	Austria	Bosnia and Herzegovina
00144-0000	Channel Islands	Serbia, Yugoslavia
00144-0000	Isle of Man	Serbia, Yugoslavia
00144-0000	Northern Ireland	Serbia, Yugoslavia
00144-0000	United Kingdom	Serbia, Yugoslavia
00144-0040	Channel Islands	
00144-0100	United Kingdom (not London)	
00144-0200	United Kingdom (London)	
00144-8000	Scotland	
00144-9000	Wales	
00145-0000	Denmark	Moldavia
00145-0040	Denmark	
00146-0000	Sweden	Romania
00147-0000	Norway	Bulgaria
00148-0000	Poland	Macedonia
00149-0000	Germany	Albania
00149-0040	Germany	
00150-0000		Greece, Crete
00150-2000	Iceland	

00150-4000	Greenland	
00150-6000	Faroe Islands	
00150-7000	Saint Pierre et Miquelon	
00150-8000	Spitzbergen	
00150-8000	Svalbard	
00151-0000	Finland	Georgia
00152-0000		Turkey
00152-7000	Moldavia	
00153-0000	Russia	Cyprus
00154-0000		Montenegro
00155-0000		Tadzhikistan, Tajikistan
00155-2000	Czech Republic	
00155-2040	Czech Republic	
00155-4000	Hungary	
00155-6000	Slovakia (Slovak Republic)	
00156-0000		Kazakhstan
00156-2000	Montenegro	
00156-2000	Serbia	
00156-2000	Yugoslavia	
00156-3000	Slovenia	
00156-4000	Croatia	
00156-4040	Croatia	
00156-5000	Romania	
00156-6000	Bulgaria	
00156-7000	Bosnia and Herzegovina	
00156-8000	Albania	
00156-9000	Macedonia	
00157-0000		Uzbekistan
00157-2000	Malta	
00157-4000	Crete	
00157-4040	Crete	
00157-6000	Cyprus	
00157-6040	Cyprus	
00158-0000	Greece	Azerbaijan
00158-0040	Greece	
00159-0000		Armenia
00160-0000	Egypt	Mayotte
00160-0040	Egypt	
00161-0000		Faroe Islands
00161-2000	Libya	
00161-4000	Tunisia	
00161-6000	Algeria	
00161-8000	Morocco	

00161-9000	Mauritania	
00162-2000	Sudan	
00162-4000	Somalia	
00162-6000	Djibouti	
00162-6040	Djibouti	
00163-2000	Lebanon	
00163-4000	Syria	
00163-6000	Jordan	
00164-0000	Israel	
00165-0000	Saudi Arabia	
00166-2000	Kuwait	
00166-3000	Bahrain	
00166-4000	Qatar	
00166-6000	United Arab Emirates	
00166-8000	Oman	
00166-9000	Aden	
00166-9000	Yemen Peoples Republic	
00167-0000	Iraq	
00168-0000	Iran	
00169-0000	Turkey	
00170-0000		Sri Lanka (Ceylon)
00170-2000	Ethiopia	
00170-3000	Eritrea	
00170-4000	Kenya	
00170-5000	Seychelles	
00170-6000	Uganda	
00170-7000	Comoros Islands	
00170-7040	Comoros Islands	
00170-8000	Rwanda	
00170-9000	Burundi	
00171-0000		Bhutan
00171-2000	Tanzania	
00171-3000	Reunion	
00171-4000	Malawi	
00171-5000	Lesotho	
00171-6000	Mozambique	
00171-7000	Swaziland	
00171-8000	Madagascar	
00171-9000	Mauritius	
00172-2000	Zimbabwe	
00172-4000	Zambia	
00172-6000	Botswana	
00172-8000	Namibia	

00172-9000	Tristan da Cunha	
00173-0000	Bophuthatswana	
00173-0000	South Africa	Bangladesh
00174-0000		India
00174-2000	Angola	
00174-3000	Saint Helena	
00174-4000	Zaire	
00174-4040	Congo (Democratic Republic)	
00174-6000	Congo	
00174-6040	Congo	
00174-8000	Central African Republic	
00174-8040	Central African Republic	
00175-2000	Chad	
00175-4000	Cameroon	
00175-6000	Gabon	
00175-7000	Ascension Island	
00175-8000	Equatorial Guinea	
00175-9000	Sao Tome and Principe	
00176-0000	Nigeria	
00177-2000	Niger	
00177-4000	Mali	
00177-6000	Benin	
00177-8000	Togo	
00178-2000	Ghana	
00178-4000	Burkina Faso	
00178-4000	Upper Volta	
00178-6000	Ivory Coast	
00178-6040	Ivory Coast	
00178-8000	Liberia	
00179-0000		Pakistan
00179-2000	Sierra Leone	
00179-4000	Guinea	
00179-5000	Guinea Bissau	
00179-6000	Gambia	
00179-7000	Cape Verde Islands	
00179-7040	Cape Verde Islands	
00179-8000	Senegal	
00180-0000		Afghanistan
00180-2000	Kazakhstan	
00180-4000	Uzbekistan	
00180-5000	Kirghizia	
00180-6000	Tajikistan	

00180-7000	Turkmenistan	
00180-8000	Azerbaijan	
00180-9000	Kyrgyzstan	
00181-0000		Iran
00181-2000	Afghanistan	
00181-4000	Bangladesh	
00181-6000	Pakistan	
00181-8000	Nepal	
00182-0000	India	Syria
00183-0000		Iraq
00183-2000	Sri Lanka (Ceylon)	
00183-2040	Sri Lanka (Ceylon)	
00183-4000	Maldives	
00183-6000	Bhutan	
00183-8000	India (Sikkim)	
00184-0000	China	Jordan
00184-0040	China	
00185-0000		Lebanon
00185-2000	Myanmar (Burma)	
00185-3000	Macau	
00185-4000	Laos	
00185-7000	Vietnam, North	
00185-7000	Vietnam, South	
00185-8000	Cambodia	
00186-0000	Thailand	Israel
00187-0000	Hong Kong	
00188-0000	Taiwan (Republic of China)	
00189-0000	Japan	Saudi Arabia
00190-2000	Korea, South	
00190-4000	Korea, North	
00190-6000	Mongolia	
00191-0000	Philippines	
00192-0000	Singapore	Kuwait
00193-0000		Bahrain
00193-2000	Malaysia	
00193-4000	Brunei Darussalam	
00193-6000	Indonesia	
00193-8000	East Timor	
00193-8040	East Timor	
00194-0000	Australia	Qatar
00194-2000	Australia (Sydney)	
00194-3000	Australia (Melbourne)	
00195-0000		United Arab Emirates

00196-0000		Aden (Oman)
00196-2000	New Guinea	
00196-2000	Papua New Guinea	
00196-4000	Fiji	
00196-5000	Wallis and Futuna Islands	
00196-6000	French Polynesia	
00196-6000	Tahiti	
00196-7000	Pitcairn Islands	
00196-8000	Tonga Islands	
00197-0000		Yemen Peoples Republic
00197-2000	Western Samoa	
00197-4000	Santa Cruz Islands	
00197-4000	Solomon Islands	
00197-5000	Turks and Caicos Islands	
00197-6000	Vanuatu	
00197-7000	New Caledonia	
00197-8000	Gilbert Islands	
00197-8000	Kiribati	
00198-2000	Kampuchea	
00198-4000	Cook Islands	
00198-6000	Nauru	
00199-0000	New Zealand	Bermuda
00201-0000		Morocco
00202-0000		Western Sahara
00203-0000		Algeria
00204-0000		Tunisia
00205-0000		Liberia
00206-0000		Egypt
00209-0000		Mauritania
00210-0000	US Visa Center, Portsmouth, NH	Mali
00211-0000	US Visa Center, Portsmouth, NH	Niger
00212-0000	US Visa Center, Portsmouth, NH	Chad
00213-0000	US Visa Center, Portsmouth, NH	Sudan
00214-0000	US Visa Center, Portsmouth, NH	Eritrea
00215-0000	US Visa Center, Portsmouth, NH	Senegal
00216-0000		Gambia
00217-0000		Guinea Bissau
00218-0000		Sierra Leone
00219-0000		Guinea Bissau

00220-0000		Libya
00221-0000		Ivory Coast
00222-0000		Ghana
00223-0000		Togo
00224-0000		Burkina Faso (Upper Volta)
00225-0000		Nigeria
00226-0000		Benin
00227-0000		Djibouti
00229-0000		Equatorial Guinea
00230-0000		Central African Republic
00231-0000		Ethiopia
00232-0000		Somalia
00233-0000		Sao Tome and Principe
00235-0000		Gabon
00236-0000		Congo
00237-0000		Congo (Democratic Republic)
00237-0000		Zaire
00238-0000		Uganda
00240-0000		Kenya
00241-0000		Rwanda
00242-0000		Burundi
00243-0000		Tanzania
00244-0000		Angola
00245-0000		Zambia
00247-0000		Malawi
00248-0000		Zimbabwe
00249-0000		Mozambique
00250-0000		Botswana
00251-0000		Namibia
00253-0000		Swaziland
00255-0000		South Africa
00255-0000		Tristan da Cunha
00257-0000		Lesotho
00259-0000		Cape Verde Islands
00260-0000		Malagasy Republic (Madagascar)
00261-0000		Mauritius
00262-0000		Seychelles
00264-0000		Reunion
00265-0000		Comoros Islands
00266-0000		Ascension Island
00267-0000		Saint Helena
00271-0000		French Polynesia

00271-0000		Tahiti
00272-0000		New Caledonia
00272-0000		Norfolk Island
00272-0000		Wallis and Futuna Islands
00273-0000		Vanuatu
00274-0000		Fiji
00275-0000		Santa Cruz Islands
00275-0000		Solomon Islands
00276-0000		Papua New Guinea
00277-0000		Cook Islands
00278-0000		Nauru
00279-0000		Friendly Islands
00279-0000		Tonga Islands
00280-0000		Western Samoa
00281-0000		Christmas Island
00281-0000		Kiribati Christmas Island
00282-0000		Gilbert Islands
00282-0000		Kiribati
00282-0000		Kiribati Tarawa
00282-0000		Tarawa
00283-0000		Tuvalu
00285-0000		Saint Pierre et Miquelon
00299-0000 to 9999		Canada
00299-1100 to 1199		... Newfoundland & Labrador
00299-1101		.... St. Johns
00299-1102		.... Grand Forks
00299-1200 to 1299		... Nova Scotia
00299-1200		.... Wolfville
00299-1202		.... Antigonish
00299-1202		.... Dartmouth
00299-1203		.... Halifax
00299-1300 to 1399		... Prince Edward Island
00299-1301		.... Charlottetown
00299-1500 to 1599		... New Brunswick
00299-1500		.... Sackville
00299-1501		.... Moncton
00299-1502		.... Saint John
00299-1503		.... Fredericton
00299-1700 to 2199		... Quebec

00299-1700		.... Quebec City
00299-1701		.... Sainte Foy
00299-1704		.... Sept Isles
00299-1705		.... Rimouski
00299-1707		.... Chicoutimi
00299-1708		.... Trois Rivieres
00299-1803		.... Montreal
00299-1807		.... Laval
00299-2100		.... Laprarie
00299-2100		.... Sainte Therese
00299-2100		.... St. Jean
00299-2101		.... Lennoxville
00299-2101		.... Sherbrooke
00299-2200 to 2799		... Ontario
00299-2200		.... Ottawa
00299-2207		.... Kingston
00299-2209		.... Peterborough
00299-2300		.... Brantford
00299-2302		.... Niagara Falls
00299-2302		.... St. Catharines
00299-2304		.... Concord
00299-2304		.... Mississauga
00299-2306		.... Brampton
00299-2306		.... Oakville
00299-2307		.... Burlington
00299-2308		.... Hamilton
00299-2400		.... Florence
00299-2401		.... North York
00299-2401		.... Oshawa
00299-2401		.... Scarborough
00299-2401		.... Willowdale
00299-2404		.... Don Mills
00299-2404		.... Toronto
00299-2408		.... Etobicoke
00299-2409		.... Weston
00299-2501		.... Guelph
00299-2502		.... Kitchner
00299-2502		.... Waterloo
00299-2504		.... Owen Sound
00299-2505		.... London
00299-2507		.... Chatham
00299-2508		.... Wallaceburg

00299-2508		.... Windsor
00299-2509		.... Amherstburg
00299-2700		.... North Bay
00299-2700		.... Sudbury
00299-2706		.... Sault Sainte Marie
00299-2707		.... Thunder Bay
00299-2900 to 2999		... Manitoba
00299-2900		.... St. Laurent
00299-2903		.... Winnipeg
00299-2907		.... Brandon
00299-3100 to 3199		... Saskatchewan
00299-3104		.... Regina
00299-3107		.... Saskatoon
00299-3200 to 3299		... Alberta
00299-3201		.... Lethbridge
00299-3202		.... Calgary
00299-3205		.... Edmonton
00299-3400 to 3499		... British Columbia
00299-3400		.... Victoria
00299-3401		.... Nelson
00299-3402		.... Prince George
00299-3405		.... Burnaby
00299-3406		.... Vancouver
00299-3600 to 3699		... Northwest Territories / Nunavut
00299-3601		.... Yellowknife
00299-3700 to 3799		... Yukon Territories
00299-3701		.... White Horse
00401-0000	Reader's Digest, Pleasantville NY	New Zealand
00401-0000		Pitcairn Islands
00402-0000		Niue Island
00404-0000		Australia
00404-0000		Australia (New South Wales)
00404-0000		Australia (Sydney)
00405-0000		Australia (Melbourne)
00408-0000		Japan
00408-0000		Japan (Tokyo)
00409-0000		Japan (Osaka)
00414-0000		East Timor
00415-0000		Korea, North

00416-0000		Mongolia
00418-0000		China (Peoples Rep of China)
00418-0000		Tibet
00422-0000		Hong Kong
00423-0000		Taiwan (Republic of China)
00424-0000		Macau
00425-0000		Thailand
00426-0000		Kampuchea
00427-0000		Vietnam, South
00428-0000		Laos
00429-0000		Myanmar (Burma)
00430-0000		Nepal
00431-0000		Brunei Darussalam
00432-0000		Philippines
00433-0000		Indonesia
00434-0000		Maldives
00436-0000		Malaysia
00436-0000		West Malaysia
00437-0000		Singapore
00438-0000		Korea, South
00444-0000		Falkland Islands
00445-0000		Columbia
00446-0000		Venezuela
00447-0000		Guyana
00448-0000		Suriname
00449-0000		French Guiana
00450-0000		Amazonia
00450-0000		Brazil
00452-0000		Peru
00453-0000		Bolivia
00454-0000		Paraguay
00455-0000		Uruguay
00456-0000		Argentina
00457-0000		Chile
00457-0000		Easter Island
00458-0000		Ecuador
00460-0000		Belize
00461-0000		Guatemala
00462-0000		Honduras
00463-0000		El Salvador
00464-0000		Nicaragua
00465-0000		Costa Rica
00466-0000		Canal Zone

00466-0000		Panama
00467-0000		Aruba
00468-0000		Jamaica
00469-0000		Cayman Islands
00469-0000		Grand Cayman Island
00470-0000		Cuba
00471-0000		Bahamas
00473-0000		Grand Turks Island
00473-0000		Turks and Caicos Islands
00474-0000		Haiti
00475-0000		Dominican Republic
00476-0000		Dominica
00477-0000		Martinique
00478-0000		Saint Lucia
00479-0000		Barbados
00480-0000		Grenadines
00480-0000		Saint Vincent & The Grenadines
00481-0000		Trinidad and Tobago
00482-0000		Grenada
00483-0000		Saba
00483-0000		Saint Eustatius
00483-0000		Sint Maarten
00484-0000		Bonaire
00484-0000		Curacao
00484-0000		Netherlands Antilles / West Indies
00485-0000		British Virgin Islands
00485-0000		Tortola
00485-0000		Virgin Islands
00486-0000		Anguilla
00487-0000		Antigua and Barbuda
00488-0000		Guadeloupe
00488-0000		Saint Barthelemy / Saint Barts
00488-0000		Saint Martin
00489-0000		Montserrat
00490-0000		Nevis
00490-0000		Saint Christopher
00490-0000		Saint Kitts
00495-0000		Mexico

'Hako-Ba' Post Box Auxiliary Handstamps of Osaka, Japan - a Brief Overview

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Introduction

In the early Meiji period - generally up to Meiji 8 (1875), postal items sent from Osaka and Saikyo (Kyoto) often have a small auxiliary handstamp, usually with one or two Kanji (Chinese) characters in a circular frame. A typical example is shown in Figure 1 - a double-folded 1 Sen postal card without side inscription (Japan Specialized Stamp Catalogue #PC6), dispatched from Osaka on November 23, Meiji 7 (1874) to Saikyo (Kyoto), with a small auxiliary handstamp of single Kanji character, 'Shin' with a circular frame as shown in Figure 2.

Figure 1. Double-Folded 1 Sen Postal Card from Osaka to Saikyo (Kyoto), Used November, Meiji 7 (1874)

Figure 2. Close-up of the Auxiliary Handstamp – 'Shin' with Circular Frame

The existence of these auxiliary handstamps has been well recognized from the early days of Japanese philately. As there are no official documents or announcements of their usage, identifying the location of their use and their purpose has been studied for decades by postal historians and marcophilatelists. As a result of these studies and analyses, this auxiliary handstamp is now commonly considered a kind of postal control handstamp of the officially allocated manager of the post box in which the mail was deposited, but the actual usage – who used it, why was it used, and why their usage was halted – still remains ununderstood.

In the early days of the Japanese postal system, the post boxes were called '*Sho-Jyou Bako*' ('collecting box for letters') or '*Yu-bin Sho-Jyou Atsume-Bako*' ('collecting box for postal letters'), and the place/location where the post box was installed was often described as '*Hako-Ba*' (literally meaning 'box places') in official documents such as Postal Guides and various proclamations. Hence, as the small auxiliary handstamps, as shown in Figure 2 above, are considered to be used at post box = '*Hako-Ba*,' these auxiliary handstamps are commonly called '*Hako-Ba In*' ('box place seals'), which will be hereinafter referred to as 'Hako-Ba handstamps' in this article. A more detailed discussion on the history of '*Hako-Ba*' and the anticipated reason for the usage of Hako-Ba handstamps will be provided in Chapter 2.

Hako-Ba handstamps were also used in later years in Tokyo, Nagoya, Nara and other areas in Japan. Still, Osaka and Saikyo (Kyoto) have been particularly active in their use since the early days of the postal system in Japan, with more than 60 locations recorded in Osaka alone. Its use in Osaka, except for the relatively scarce use in the earlier period during Meiji 4 (1872) and Meiji 5 (1873), is concentrated between late Meiji 6 (1873) and early Meiji 8 (1875). Further discussions on this will be provided in Chapter 2.

Collecting Hako-Ba handstamps is fascinating as they add some nice 'spice' to the collection of Japanese classic covers and postal cards. This is why examples and usage of Hako-Ba handstamps can often be found (although sporadically) in specialized collections of hand-engraved stamps (e.g., the Dragon series and the Cherry Blossom

series) and postal cards, and thus sometimes referred to in the collection catalogs and monographs.

However, to the best of the author's knowledge, there are only two essential references that collectively and comprehensively exhibit and discuss the Hako-Ba handstamps: for Osaka, 'Postal Cancellations of Settsu, Kawachi and Izumi Provinces' by Nihon Yuraku-kai, 1961 [1] and for Kyoto (Saikyo), 'Saikyo - Postmarks and Entires, Kyoto Congress Commemorative Issue', 1968 [2] (note: these documents, together with older reports have been recently compiled by Nagatomi [3]). It should also be mentioned that even introductory information on the Hako-Ba handstamps is not available through the Web, which leads to the fact that Hako-Ba handstamps are still mostly unknown outside Japanese philately.

This article aims to provide a brief overview of the Hako-Ba handstamps of Osaka and illustrate several representative examples of usage from the author's collection, mainly on double-folded postal cards, together with some examples of Cherry Blossom stamp covers. This article aims to introduce the charm of the Hako-Ba handstamps of Osaka as an interesting genre of auxiliary markings of Japan.

Hako-Ba Handstamps and its Usage −Major Opinions and Discussions

As mentioned in Chapter 1, the aim and purpose of using Hako-Ba handstamps are not precisely known. It is somewhat surprising that, despite their frequent use, especially in Osaka, official documents regarding them have been known to be very limited.

On the other hand, the allocation of post boxes (e.g., the location of *'Hako-Ba'*) is often well described in official documents. The introduction of post box was first proposed in Meiji 3 (1869) per the start of the postal system in Japan, to provide convenience to the public by supplying options to dispatch postal letters other than bringing them to the main post offices located in Tokyo, Saikyo (Kyoto) and Osaka. For Osaka, seven locations of post boxes were announced in the document entitled 'Instruction for those willing to send the letter' (*'Sho-Jyo wo dasu Hito no Kokoro-E'*) on January Meiji 4 (1871) (Figure 3). The locations, pronunciations, and additional descriptions of the first seven *'Hako-Ba'* of Osaka are summarized in Table 1.

According to the author's survey, the specific term *'Hako-Ba',* e.g., 'place/location of the (post) box', started to appear in official documents as early as mid-Meiji 4 (1871) to describe the location where the post box was (or would be) installed.
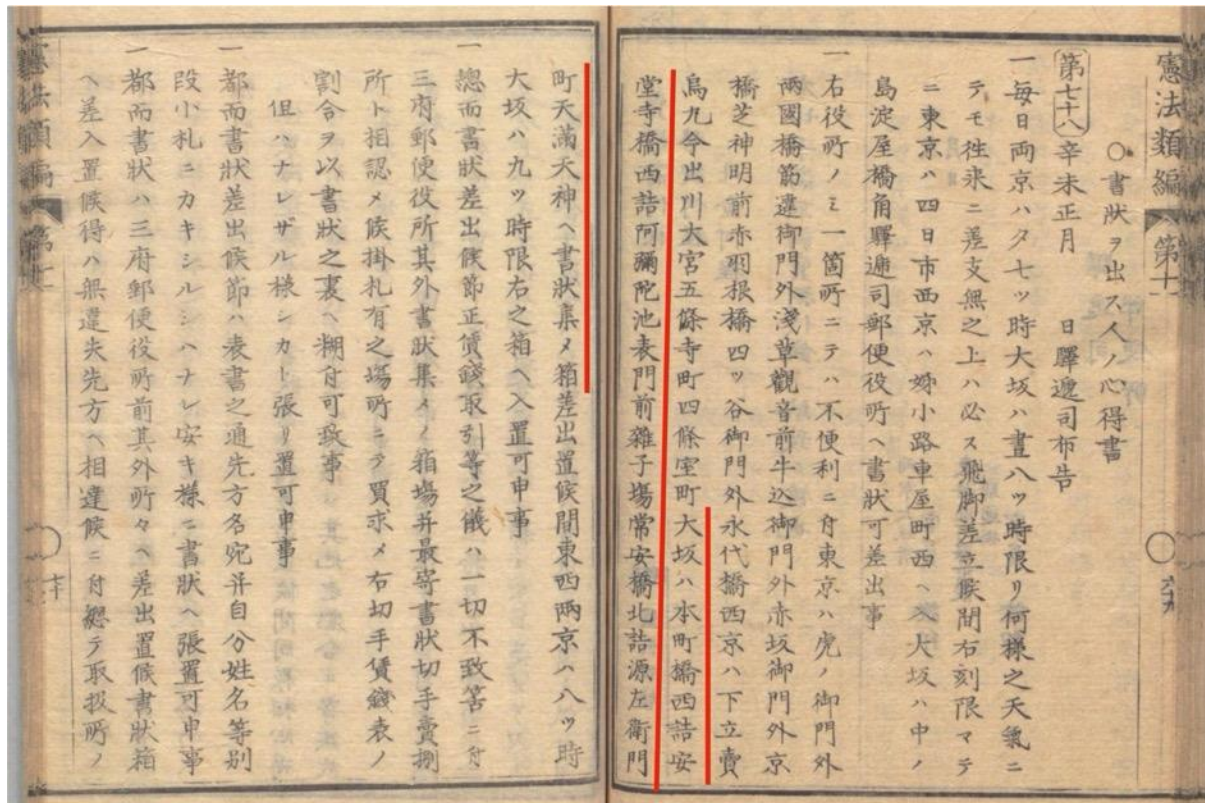
Figure 3. '*Sho-Jyo wo dasu Hito no Kokoro-E*' Instruction, January, Meiji 4 (1871) [4]. The highlighted three lines denote where the seven post boxes shall be installed in Osaka as a measure of convenience for those who wish to send a letter.

Table 1. The first seven Hako-Ba of Osaka, as announced in the January Meiji 4 (1871) Instruction.

ID	Location	Pronounciation	Note
1	本町橋西詰	*Hon-Machi-Bashi Nishi-Zume*	West end of Hon-Machi-Bashi bridge
2	安堂寺橋西詰	*Andou-Ji-Bashi Nishi-Zume*	West end of Andou-Ji-Bashi bridge
3	阿弥陀池表門前	*Amida-Ike Omote-Mon Mae*	Front Gate of Amida-Ike
4	雑子場	*Zako-Ba*	Zako-Ba: fish market
5	常安橋北詰	*Jyou-An-Bashi Kita-Zume*	North end of Jou-An Bashi bridge
6	源左衛門町	*Gen-Zae-Mon-Cho*	Gen-Zae-Mon street
7	天満天神	*Tenma-Tenjin*	Tenma-Tenjin shrine

The Hako-Ba postmarks of these first seven locations are generally scarce. Some (for example, ID No. 3 Amida-Ike Omote-Mon Mae and ID.6 Gen-Zae-Mon-Cho) seemed to be discontinued shortly after installation, as they are reported only on a minimal number of early covers bearing Dragon series stamps from Meiji 4 and 5 (1871 and 1872).

The number of *'Hako-Ba'* drastically increased in Meiji 4 (1871) and Meiji 5 (1872); 25 new *'Hako-Ba'* was added on April 30, Meiji 4(1871), three more on mid-Meiji 5 (1872) and eight more on December, Meiji 5 (1872), with a limited number with the detailed address of the installed location. Curiously enough, no official record on the addition (or removal) of *'Hako-Ba'* after Meiji 6 (1873) is known to the author's knowledge, and this lack of detailed information analyzes the Hako-Ba postmark a challenging topic in the local postal history of Osaka.

Usage of Hako-Ba handstamp in Osaka peaked during Meiji 7 (1874) following the introduction of postal cards (e.g., the double folded postal cards as shown in Figure 1) and (rather suddenly) disappeared by the end of April Meiji 8 (1875). Both reasons for the start and the discontinuation of their use have yet to be fully understood. This also adds interesting topics in the local postal history of Osaka, where the discontinuation of Hako-Ba handstamps is thought to be related to the establishment of three local post office branches (Do-Jima, Nishi-Nagahori, and Douton-Bori) in around December Meiji 7 (1875) and the anticipated changes in the management of mail collection scheme from the post boxes [5][6].

Furthermore, as mentioned in Chapter 1, the aim/purpose of the usage of Hako-Ba handstamps remains totally in mystery due to the lack of official announcement or regulation. Onishi has summarized the three major opinions for the purpose of Hako-Ba handstamps as follows [7];

- Opinion 1: used by the manager of the post box to check any short paid or unpaid letters.
- Opinion 2: used as an indicator to aid in tracking the writer's location when the mail was undeliverable or to be returned to the writer. This relies on the observation that the street name and block assignments had been changed so frequently at that time; therefore, the writer/sender's address might have often been inconsistent with the most updated ones. This situation may have raised confusion upon the delivery of returned letters, which might have been reduced by stating the location of the post box where the mail was deposited.
- Opinion 3: used as proof of acceptance of the mail when requested by the writer/sender. This is based on the procedures mentioned in the Meiji 4 (1871) Instruction shown in Figure 3.

These three opinions have pros and cons to describe the situation of Hako-Ba postmarks. Although Onishi mentions that Opinion 2 might be the most likely case for Osaka, the author believes that more studies and analysis of the relevant documents and status of

the usage of Hako-Ba handstamps are required to support any of the opinions stated above.

1. Examples of Hako-Ba Handstamps of Osaka

As noted in Chapter 1, using the Hako-Ba handstamp saw considerable growth in Osaka between Meiji 4 and Meiji 8. Following Onishi's initial extensive compilation in 1961, which identified 60 locations [1], discoveries have expanded the list to include 65 locations [7].

The Hako-Ba hand stamp usage in Osaka can also be frequently found on double-folded postal cards, especially on 1 Sen blue cards without side inscriptions. The reason is considered to be i) this postal card was introduced in Meiji 7 (1874) when the postal system seemed to be stabilized in its state, ii) there was an official bulk sales discount for this postal card – e.g., 5% and 10% discount for more than 100 and 200 purchases, respectively, and iii) Osaka was an emerging merchandise megapolis, where the merchants had to communicate for business purpose frequently. The convenience and cost savings of using the newly introduced postal cards seemed to overtake the use of standard letters in bulk business-related correspondences in Osaka then [8], which may also pose some interesting topics in local postal history relevant to the expansion of business and pertinent communications of Meiji era.

Another interesting historical fact about Osaka's Hako-Ba handstamps is that they often bear the name ending with 'Bashi' or 'Hashi' – bridge. Osaka was surrounded by artificial channels (canals) designed for transporting merchandise commodities, and thus, there were many bridges. It is thought that these bridges served as popular landmarks, and thus, several major post boxes seemed to be selectively installed near the popular bridges.

Hereinafter, four (4) representative examples of Hako-Ba handstamps of Osaka from the author's collection will be illustrated, together with original studies on the location of Hako-Ba for selected cases.

a) Yodoya-Bashi (Yodoya Bridge)

Yodoya-Bashi Hako-Ba handstamp is one of the representative Hako-Ba handstamp of Osaka, consisting of one Kanji character representing the name of the Hako-Ba itself, surrounded by a circular frame in black (Figures 4 and 5). Three distinct types of Yodoya-Bashi Hako-Ba handstamps have been reported (which may also show the abundant usage of the handstamp, resulting in frequent need for replacement) in Ref.[1] and have been considered as the de facto standard. However, the latest analysis based on extensive examples shows that there are four distinct types, and their transition could also be clearly defined in a chronological manner. The details of the recent studies of Osaka's Hako-Ba handstamps, including this finding conducted by a specialized working group (including the author), are anticipated to be published in a dedicated monograph in 2025 (see Chapter 4 for details).

Figure 4. Example of Yodoya-Bashi Hako-Ba Handstamp (Type D – later type) usage, January Meiji 8 (1875)

Type C

Type D

Figure 5. Comparison of Yodoya-Bashi Hako-Ba Handstamps, Types C and D

Yodoya-Bashi is one of the major bridges connecting Osaka's central and north parts. The surrounding region is currently the center of Osaka's merchandise and business, and it is considered one of the most important landmarks from the early days of Osaka's merchandise.

The official documents did not fully describe the location of Yodoya-Bashi Hako-Ba; however, according to the later publication on Meiji 33, it is very likely to be near the south end of the Yodoya-Bashi bridge, about one block away on the Yodoya-Bashi avenue.

b) Do-Sho-Machi

Do-Sho-Machi was and still is the center of the medicine industry and merchandise in Osaka. Its Hako-Ba handstamp consists of one character, 'Do' - the first character of Do-Shou-Machi, surrounded by a circular frame in vermillion (Figures 6 and 7).

The Do-Sho-Machi post box was introduced in December Meiji 5 (1872). The official announcement from the Postal Agency includes the detailed address of the box (e.g., No. 28, 3-Cho-Me, Do-Sho-Machi Street) so its location can be precisely identified, as shown in Figure 8. This is a relatively rare case where the actual location of the post box can be identified.

Figure 6. Example of Do-Sho-Machi Hako-Ba handstamp Usage, October
Meiji 7 (1874)

Figure 7. Close-up of Do-Sho-Machi Hako-Ba Handstamp
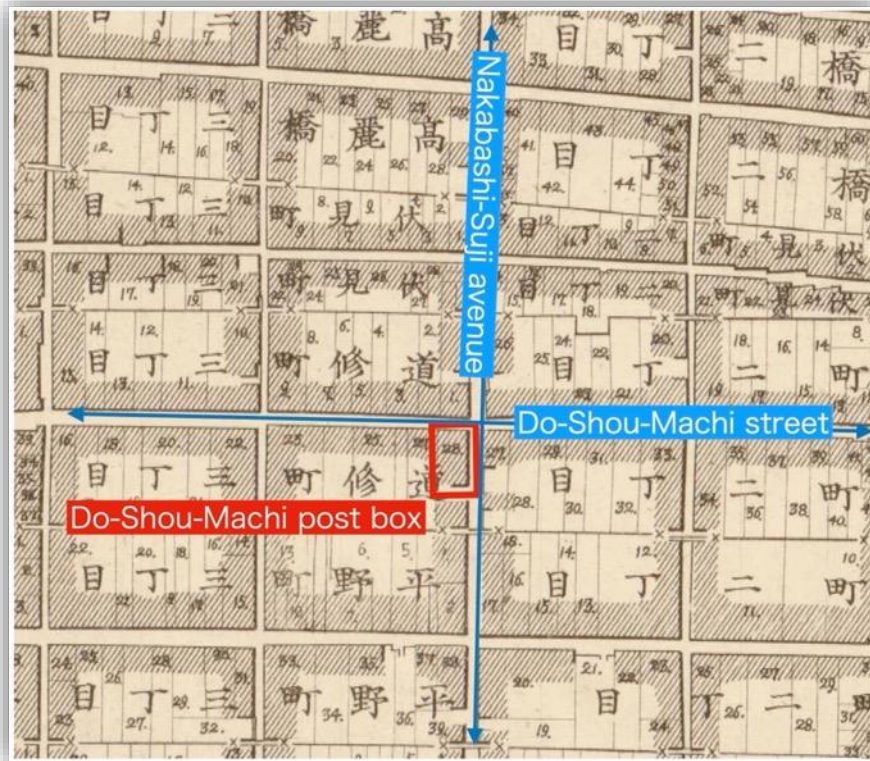
Figure 8. Location of Do-Sho-Machi Hako-Ba (post box), superimposed on Osaka city map of Meiji 19 (1886) [9]

c) Azuchi-Machi-2-Cho-Me

The Hako-Ba handstamp of Azuchi-Machi-2-Cho-Me might be the most significant Hako-Ba handstamp used in Japan in terms of the complexity of its design. Two types (Type A and B) exist, bearing the name of the manager, Mr. Ii-Zuka, and the address of the '*Hako-Ba*' itself. No other examples of such complex design are known.

Figure 9 shows the usage of Type A, the largest Hako-Ba handstamp hitherto known. The Hako-Ba handstamp, shown in Figure 10, could be read as '*Azuchi Ni Yuu-Bin Hako-Ba Ii-Zuka,*' bearing the name of the Hako-Ba ('*Azuchi Ni*' = abbreviation of Azuchi-Machi-2-Cho-Me) as well as the term 'Hako-Ba' itself and the name of the manager, Mr. Ii-Zuka. This Hako-Ba handstamp could be considered as clear evidence that i) the location where the post box was installed was indeed called 'Hako-Ba,' and ii) the postal agency allocated a dedicated manager for keeping the 'Hako-Ba.' Note that this postal card also bears another red auxiliary handstamp, '*Kawa-Zukae En-Chaku*' (literally meaning *'arrival delayed due to river closing'*), used when the delivery was delayed due to the stoppage of river crossing on the delivery mail route. In this case, the postal card was dispatched to Osaka on June 18 and arrived in Tokyo on June 22 – four days for transit, which is a day or two longer than usual.

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Figure 9. Example of Azuchi-Machi-2-Cho-Me Hako-Ba Handstamp (Type A)
Usage, June Meiji 7 (1874)

Figure 10. Close-up image of Azuchi-Machi-2-Cho-Me Hako-Ba
Handstamp

Figure 11 shows the usage of Type B, which is another example of a complex design resembling the then-used double circle type date cancellation. As for the Hako-Ba

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handstamp shown in Figure 12, the central part could be read as 'Yu-Bin Go-Yo,' which could be interpreted as 'officially approved by the postal agency,' and the surrounding section shows the detailed location of the 'Hako-Ba,' e.g., crossing of Azuchi-Machi street and Sakai-Suji street, and the name of the manager, Mr. Ii-Zuka. This is also an infrequent case where the location of the 'Hako-Ba' could be identified to such a specific detail.

Figure 11. Example of Azuchi-Machi-2-Cho-Me Hako-Ba Handstamp (Type B) Usage, March Meiji 8 (1875). This is a relatively late usage of the Hako-Ba handstamp in Osaka.

Figure 12. Close-up image of Azuchi-Machi-2-Cho-Me Hako-Ba handstamp, Type B

d) Ido-No-Tsuji

'*Ido-No-Tsuji*' literary means 'Crossing of the Well,' or 'Crossroad with a Well,' and is considered to be located at Jyunkei-Machi-Dori-4-Chome (Junkei Machi street, 4th section) where a popular well was present at least to the end of Edo era, and thus its name of the crossing.

This Hako-Ba postmark consists of one character, 'Ii' – the first character of 'Ido-No-Tsuji' with a circular frame in black, and two distinct types are known. The earlier Type A has a narrower central square section in character 'Ii', whereas the later Type B has a wider central square section. The two types seem to have changed between late October and early November, Meiji 7 (1871). The representative usages are shown in Figures 13 and 14, and the two types of the Hako-Ba handstamp are shown in Figure 15.

Figure 13. Example of Ido-No-Tsuji Hako-Ba Handstamp (Type A) Usage, October Meiji 7 (1874)

Figure 14. Example of Ido-No-Tsuji Hako-Ba Handstamp (Type B) Usage,
December Meiji 7 (1874)

Type A　　　　　Type B

Figure 15. Two Types of Ido-No-Tsuji Hako-Ba Handstamps
(Types A and B)

Concluding Remarks

This article briefly introduces the 'Hako-Ba' auxiliary handstamp, which was used in Osaka during the early Meiji era. The author would like to emphasize that the examples shown in this article merely 'scratch the surface' of this intriguing and sometimes mysterious auxiliary handstamp. Some more examples from the author's collection (including those described in this article) are shown in Figure 16 — it should

be easy to see why the beauty and the charm of the Hako-Ba handstamp has attracted collectors for decades! Additionally, many facts are still not well understood, which also makes the research and study of Hako-Ba handstamps fascinating.

井戸ノ辻 Ido-No-Tsuji	淀屋橋 Yodoya-Bashi	道修町 Do-Sho-Machi	心斎橋 Shinsai-Bashi	安土町四丁目 Azuchi-Machi-4
南久太郎町 Minami-Kyutaro-Machi	長堀橋 Nagahori-Bashi	隆平橋 Ryuhei-Bashi	九之助橋 Kunosuke-Bashi	二ツ井戸 Futatsu-Ido
戎橋 Ebisu-Bashi	岡崎橋 Okazaki-Bashi	新町橋 Shinmachi-Bashi	信濃橋 Shinano-Bashi	高麗橋 Korai-Bashi
心斎橋筋一丁目 Shinsai-Bashi-Suji-1	南久宝寺四丁目 Minami-Kyuhouji-4	東上橋 Tojyo-Bashi	農人橋 Nou-Nin-Bashiji	難波橋 Naniwa-Bashi

Figure 16. Representative Examples of Hako-Ba Handstamp of Osaka

Recognizing the need for in-depth research, the members of Nihon Yu-Raku Kai, a philatelic group/club in Osaka, are conducting a project to thoroughly reevaluate the usage and categorization of the Hako-Ba handstamp of Osaka. The author is involved in this project as an editorial member and is currently undertaking a systematic analysis of the Hako-Ba handstamp materials (covers and postal cards) collected by the members.

The study's results, expected to include numerous new findings, will be published as a new monograph in 2025.

The author is also very interested in whether similar usage of such auxiliary markings exists outside Japan. For this purpose, the author hopes this article will attract interest from the auxiliary marking collecting community and looks forward to hearing any feedback from experts in auxiliary markings and postal history worldwide.

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[9] 'Osaka Jissoku Zu' (1886), ID 001339894, in Nichibunken Map Collection, International Research Center for Japanese Studies, https://lapis.nichibun.ac.jp/chizu/map_detail.php?id=001339894 (retrieved December 22, 2024)

The puzzling history of postcard surcharges marks in Great Britain 1903 to 1930

Malcolm C. Judd

The idea and approval for post cards took place in 1869/70 with Austria, the North German Federation and then Switzerland and Great Britain issuing postal cards. These were strictly what we know as 'Postal Stationery', the first inland postcards in Great Britain being pre-stamped ½d cards sold by the General Post Office (GPO). In 1874 the Bern Treaty of the GPU(Art.3) stated: *'The prepayment of post-cards is compulsory. The postage to be charged upon them is fixed at one-half of that on paid letters, with power to round off the fractions.'* Thus, the ½d stamp was born. That such a rate for post cards in Great Britain survived until the 2 June 1918, is the first surprise, the second being that it took until 1894 for the private sector to be allowed to produce picture postcards with adhesive stamps attached. However, once that happened problems followed, the most usual being the posting of unfranked postcards, but soon after Edward VII came to the throne in 1901 the innovative postcard manufacturers began to widen the design of postcards, well beyond the general landscape views and famous women actor photos then common on postcards. This led to the proliferation of auxiliary markings on postcards, almost all giving rise to postage due taxation payable by the puzzled recipient

Dimensions

Notable amongst the markings are those relating to the dimensions of postcards and items attached or contained within postcards. The UPU set postcard dimensions in centimetres and the British General Post Office (GPO) converted them, approximately, to inches. As to dimensions the following are examples of the Edwardian markings known to me:
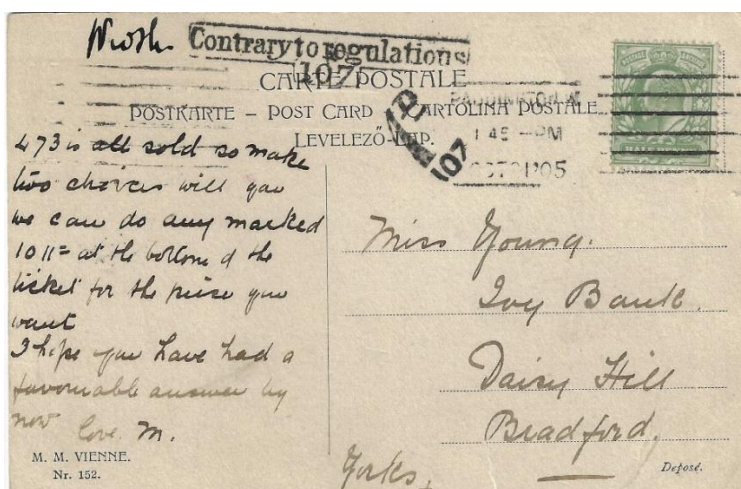
Handstamp 'Contrary to regulations' with the written marking 'width' – 1d postage due Oct 1905
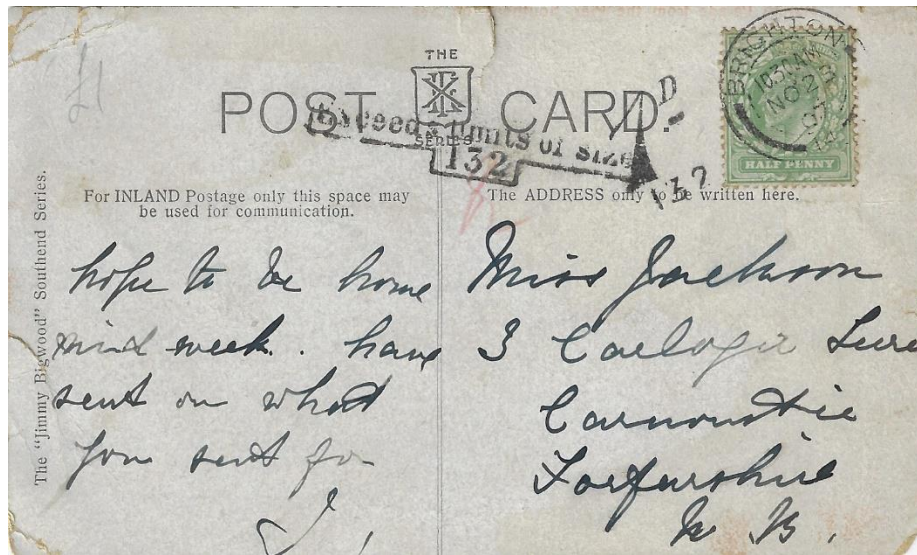
Handstamp 'Exceeds limits of size' (by 5mm) – 1d postage due 23 Nov 1907.

The number of postcards sent from seaside resorts such as Blackpool and Brighton must have been very high, and the transgressor was neither the sender nor the recipient but the manufacturer. The fair way of dealing with this would have been for the GPO to contact the manufacturer to point-out the error, however, many postcards were printed in Germany at that time and widely distributed amongst the retailers thus halting the flow of such postcards would have been difficult.

Required 'Postcard' wording on cards

The UPU Regulations required either 'Carte Postale' or 'the equivalent in another language'. There was an exception for 'single post cards of private manufacture' provided such cards met all other requirements and restrictions (UPU Regulation XIV) including thickness of the card.

'Letter Rate To Pay' was the ancillary hand-written marking on a postcard with the partial circular date stamp of 20 June 1906 sent from Llandudno, and 1d in an oval handstamp postage due. The recipient must have been very puzzled and so was I after checking the dimensions and appearance of the card until I saw that it had 'POST CART' at the top!

Many cards of the time, presumably produced for international use, can be observed to have a multitude of headings, such as 'POSTKARTE', 'CARTOLINA POSTALE', 'BRIEFKAART' and 'LEVELEZO-LAP'. However, different headings in English are prevalent on some postcards such as 'NOVELTY CARD' 'MAIL NOVELTY CARD (Printed Paper)' or, occasionally, POSTCARD is deleted and 'Imprimé' written instead, signifying a change to printed paper rate. However, many writers of such cards failed to appreciate that there were restrictions or requirements relating to that type of card, leading to ancillary markings and postage due.

Waterfall postcards

In the King George V. era in the UK, the production of postcards with a 'waterfall' of small photos from the front, tucked into an opening, often led to such markings as the following illustrate;

1) 'Contrary to Regulations' handstamp with '1D' on 8 August 1918; the 'waterfall' issued from a coloured drawing of a postman and his bag. The additional printed advice on the 'NOVELTY CARD' was 'If message written in this space 1d postage inland. With sender's name at foot only ½d'. 'Dad' sent the card with a message to his daughter complying with the requirement for the 1d required. Unfortunately, two months earlier postal charges had risen so the card was underpaid by ½d giving rise to 1d postage due.
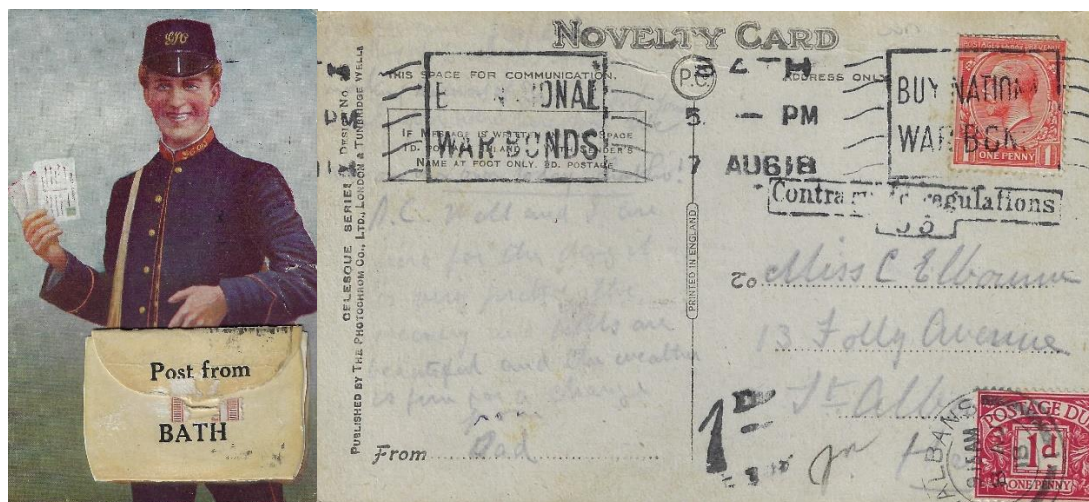
Obverse and reverse of a waterfall postcard: 8 August 1918
With 'Contrary to Regulations' handstamp.

2) Overcoming the difficulty of stating what the exact postage amount should be the printer of a 'waterfall' postcard with the printed heading 'Mail Novelty Card Printed Paper' put 'If only senders name and address is written ''Printed Paper'' postage applies, otherwise ordinary postage'. The 'waterfall' issued from a coloured drawing of three 'Fat red herrings'. Jim and Doll wrote to Dad and Mother on 6

June 1928 and applied a 1d stamp, the correct rate for a postcard. However, without the words 'Post Card' and having written a message, thus not Printed Paper rate, the letter rate applied. There was no extra ancillary marking to explain to the recipient why a 1D handstamp in an oval had been applied for postage due.

3) 'LIABLE TO LETTER RATE' handstamp with a 1d also applied was at least a partial explanation for a 'waterfall' postcard with the heading 'POST CARD' on it cancelled on the 31 August 1913. Issuing from under a coloured drawing of a Plaice ('Blackpool is the Plaice for a holiday') the printed instructions on the postcard were 'This space can be used for communication'. There was no indication that a 'waterfall' postcard was liable to other than the postcard rate of ½d.

Additions to cards

In the 1899 Post Office Guide of the GPO, repeated in the 1904 Guide, there is a total prohibition of attaching anything to a postcard except adhesive stamps and a gummed address label on the address side (not to exceed 2 inches long and 1 inch wide).

The postcard manufacturers ignored this restriction, and the public had no knowledge of the Regulations applying in the UK.

1) Handstamp 'Liable to Letter Rate' with a 1d handstamp and 23 August 1907 circular date stamp (Below). A Donald McGill drawing of a donkey headed 'The Donkey Barometer' with four strands of wool attached and the guidance as to the condition of the 'tail' from 'Fine' to 'Earthquake'. A great survivor from nearly 120 years ago with a ½d stamp, just ½d too little.
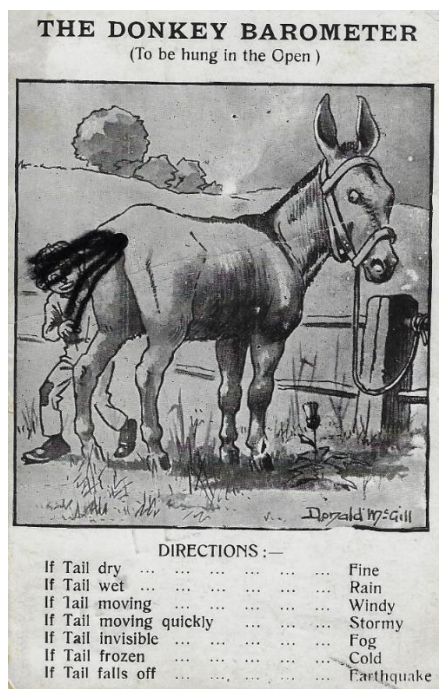
2) Handstamp 'Liable to Letter Rate' with a 1d handstamp and 5 September 1906 circular date stamp (Below). A black and white photograph of Edinburgh Castle

with kilted troops in front and the remains of what was originally a piece of 'Lucky Heather'. A ½d stamp had been applied.
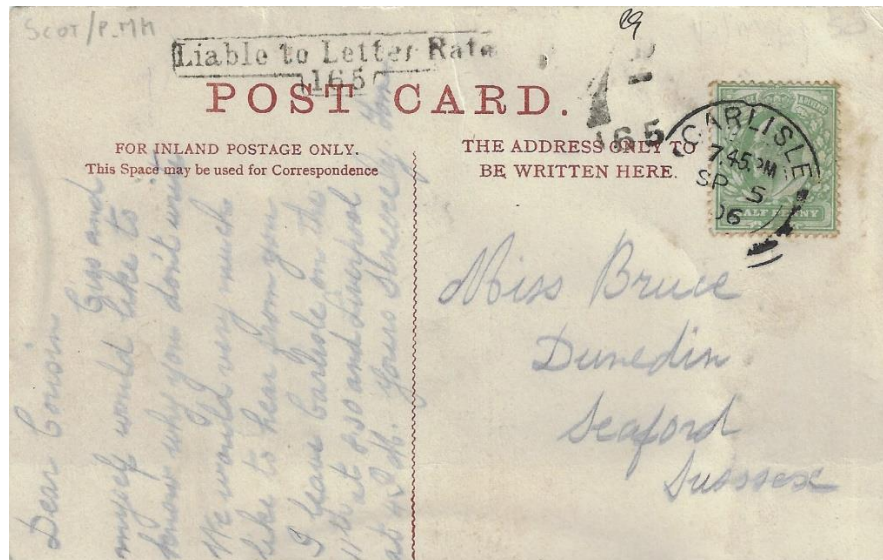
3) 'Contrary to regulations' was the written message with a 1d handstamp on a card made in Germany but posted in London. ½d Edward VII stamp affixed, but not permitted, because a 'Mascot' of a felt black cat is affixed for good luck, but it only brought a fine of 1d!
4) A seemingly home-made postcard with a now faded photograph of a Polar Bear 'Bruin' at the Zoo stuck to the back along with a message. 'Contrary to regulations' is the handstamp alongside the 1d postage due handstamp. Sent on the 26 May 1903 from London to Sussex.

Tinsel decoration

More properly described as glitter, 'tinsel' was stuck to the back of a postcard to make it more appealing to the eye but not, it would seem, to the GPO or its workers. Most probably made of ground or powdered glass, mica or aluminium it was glued to the pictures or photographs of buildings and clothing.

Post Office Circulars of the time are relevant to its prohibition on postcards.

9/5/1905 – Tinsel cards are not admitted unenclosed in France. If noticed, mark 'Not admitted in France' and return to sender.

4/6/1907 – Tinselled Postcards are to be prohibited unless enclosed, because of injury to staff. Send them to the Returned Letter Branch.

10/09/1907 – Tinselled cards are to be stopped and sent to Returned Letter Branches in covers marked 'Tinselled cards'.

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21/10/1913 – Reinstatement of the rule to return them to the returned Letter Branch (not in a cover).

16/12/1913 – Tinselled cards to be sent to Head Post Offices.

The ancillary markings giving rise to postage due and relating to tinselled cards are varied as follows:

1) 'Liable to Letter Rate'– 1D I.S. 'Tinsel' and an Inspector's mark G.E.4 – 11 August 1905 (obverse and reverse below):
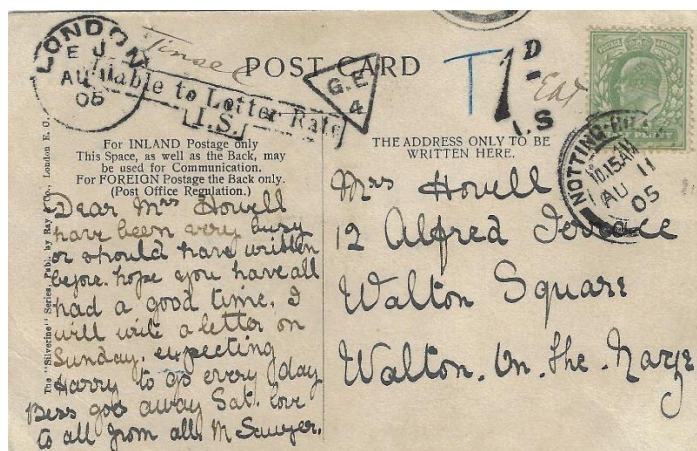
2) 'Tinsel' 1d both in handwriting – 5 May 1907
3) 'Contrary to regulations' handstamp – 4 August 1906

Changes in regulations

After the First World War there was much more freedom to make additions. The UPU Regulations stated:

> 'The public is forbidden to join or attach to post cards samples of merchandise or similar articles. Nevertheless, illustrations, photographs, stamps of any kind, address labels or slips to fold back for address purpose, labels and cuttings of any kind may be affixed to them, provided that these articles are not of such nature as to alter the character of the post cards, that they consist of paper or other very thin substance and that they adhere completely to the card. With the exception of address labels or slips, these articles may only be affixed to the back or to the left-hand half of the address side of post cards.' (Article XIV on page 61 of the UPU Regulations 1920).

Final Note

It is not appreciated by today's collectors that the volume of postcards, letters and other postal items was huge at that time. The Royal Engineer Pay Office at Chatham, Kent is cited as having between twenty and thirty thousand documents and letters *per day* in 1918. Letter and postcard writing was almost the only way of keeping in touch and 'picking' cards and letters for special treatment where they were unpaid or underpaid was in itself an industry in the GPO. Add to that the problems resulting from ignorance of the GPO Regulations and the necessity to add handstamps, list each piece of mail for the postman to take out to collect a postage due amount and the return and checking of the postman's list and their cash in hand, which needed to equate to the postage due mail delivered (or returned to the GPO for a later delivery), required skilled labour in special Post Office departments.

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Damaged in the Mails in Canada: 1967 to 1973

Douglas Irwin

During the period when Canada's Centennial Definitive stamps were current, Canada Post was carrying out a number of mechanized facing, cancelling and sorting trials. This first began in Winnipeg with phosphorescent tagging bars being applied to some stamps in the early 1960's. Later, in the late 1960's, Canada Post tried using long wave ultraviolet light to detect a difference in fluorescence between the stamp and the envelope they were on. Differences in fluorescence between the then current 6 cent orange definitive stamp and kraft paper envelopes could not be detected, and this resulted in Canada Post changing the colour of the 6-cent stamp from orange to black. Later in the early 1970's, Canada Post introduced fluorescent tagging bars on some stamps for trials in the Ottawa area. All this new mechanization meant that there were now many machines to inadvertently 'mangle the mail'. This was also the time of mail order phonograph record clubs, where upon joining, the first selection might only cost 1 cent. It is easy to image, young music enthusiasts throwing a few coins in an envelope when purchasing something by mail. These coin bearing envelopes no doubt caused many problems with the new facing, cancelling and sorting machines.

A number of cities had specific handstamps designating where the damage occurred. Figures 1 to 4 show city specific handstamps for, Edmonton ('DAMAGED IN CANCELLING MACHINE AT EDMONTON, ALTA.'), Vancouver ('DAMAGED IN MAILS AT VANCOUVER, B.C.') and Winnipeg ('DAMAGED IN MAILS AT WINNIPEG, MAN.'). Other small offices used a generic handstamp 'DAMAGED IN THE MAILS AT ....'. Figure 5 shows this handstamp used at Scarborough, Ontario and Figure 6, the same type of handstamp used at Sarnia, Ontario.
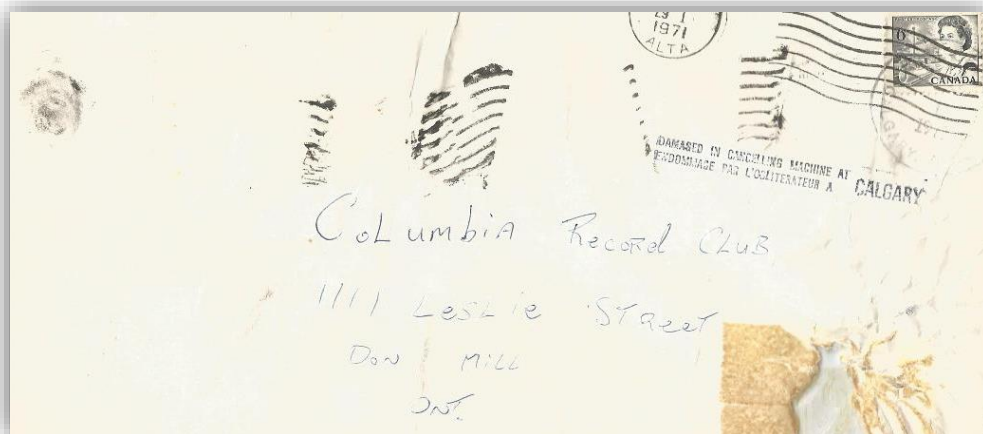
Figure 1 – Calgary, Alberta damaged mail handstamp.
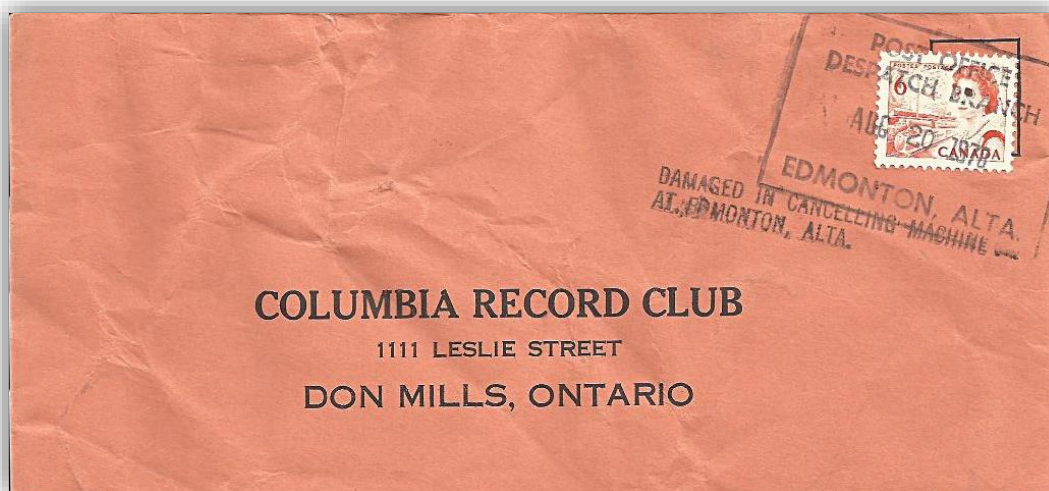
Figure 2 – Edmonton, Alberta damaged mail handstamp.
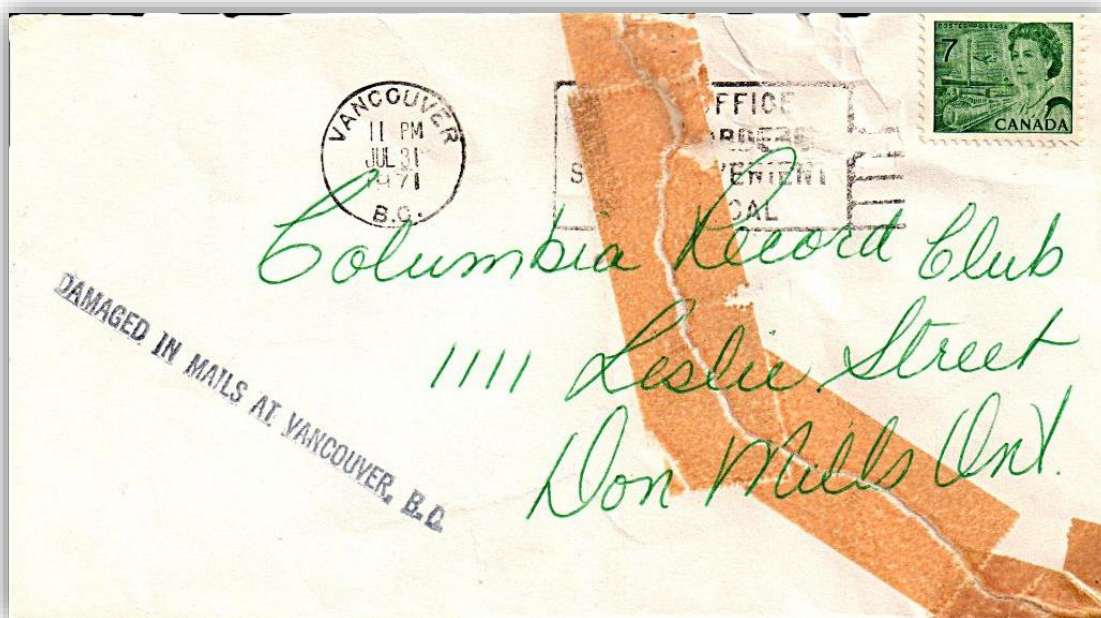
Figure 3 - Vancouver, British Columbia damaged mail handstamp.
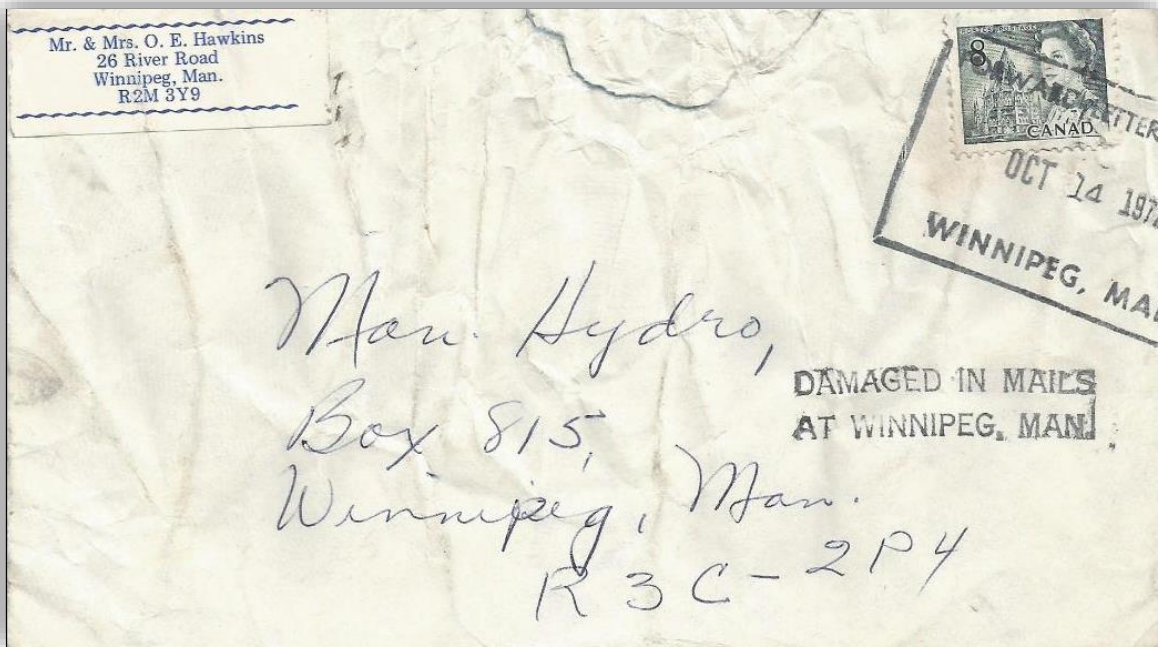
Figure 4 – Winnipeg, Manitoba damaged mail handstamp.
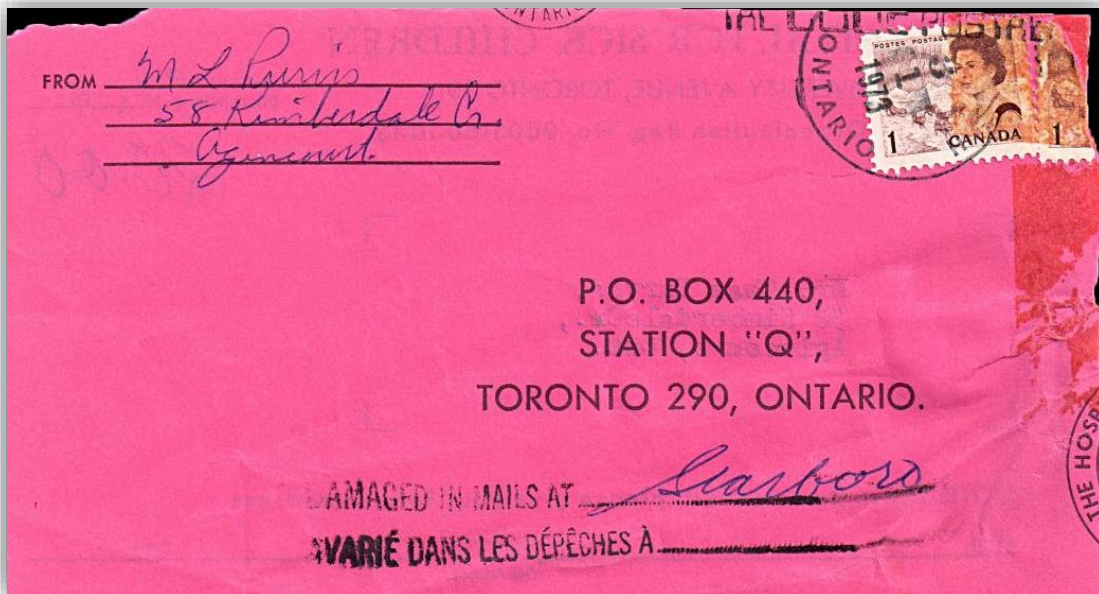
Figure 5 – Scarborough, Ontario: Generic damaged mail handstamp.
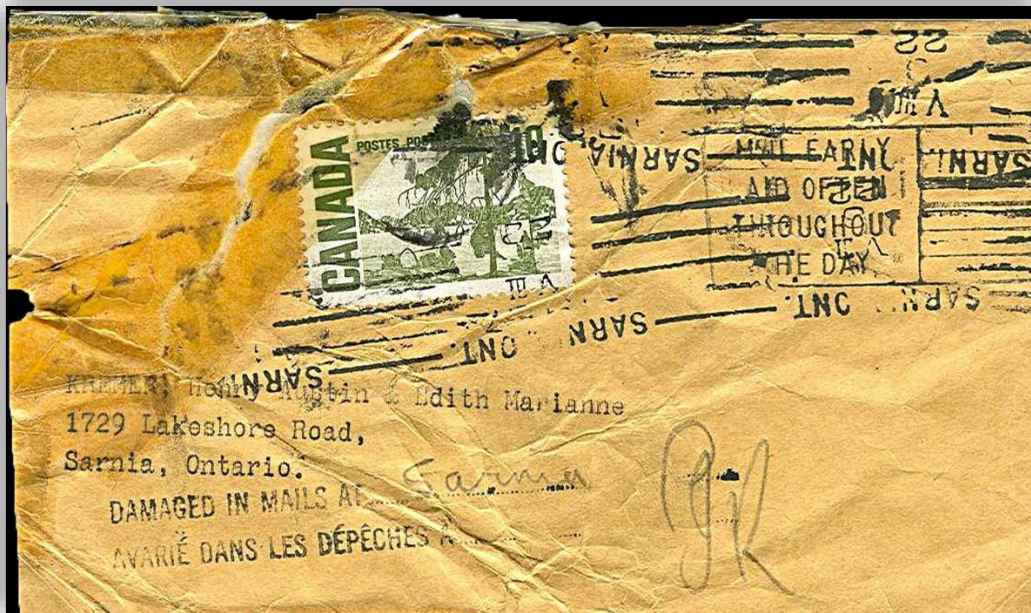
Figure 6 – Sarnia, Ontario: Generic damaged mail handstamp.

The Toronto post office seemed to be an exception. They appeared to be reluctant to admit that the damage to the specific piece of mail occurred at their facility. They either 'found the piece damaged' (Figures 7 and 8), or 'received the piece in damaged condition' (Figures 9 and 10).
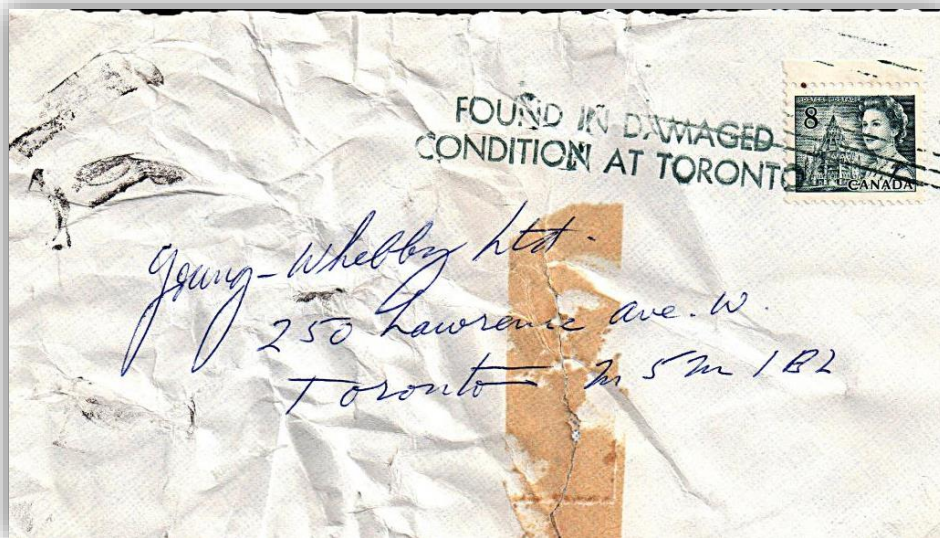
Figure 7 – Toronto, Ontario: Found damaged handstamp.

Figure 8 – Toronto, Ontario: Found damaged handstamp.

Figure 9 – Toronto, Ontario: Arrived damaged handstamp.

Figure 10 – Toronto, Ontario: Arrived damaged handstamp.

Another way for the mails to be damaged was by fire. Figure 11 shows an item mailed in Montreal going to a Montreal address that was 'Damaged and delayed by fire'. This handstamp leaves one wondering. Did the post office in Montreal already have such a handstamp from a prior usage? When a mail box fire occurred in Vancouver, apparently, the post office did not have such a designated handstamp and so they used their existing 'DAMAGED IN MAILS AT VANCOUVER, B.C.' handstamp and modified it with pen annotation 'DAMAGED IN *mail box fire* AT VANCOUVER *West*, B.C. (Figure 12).
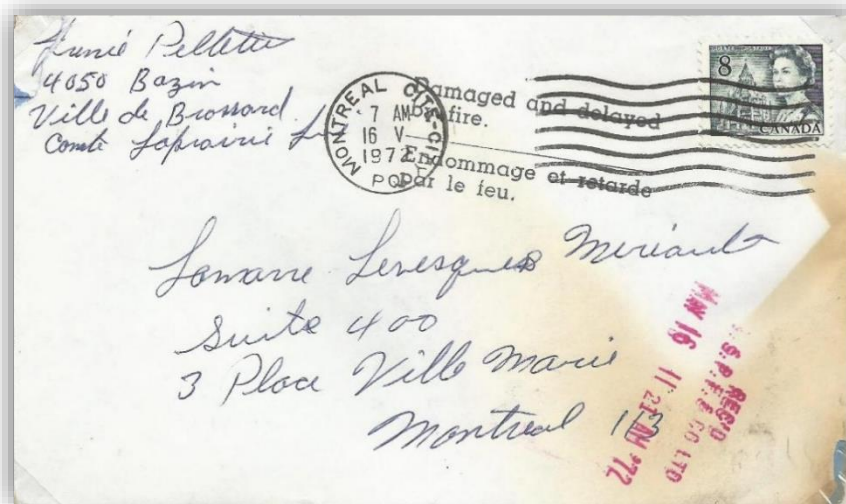
Figure 11 – Montreal, Quebec: Damaged by fire handstamp.
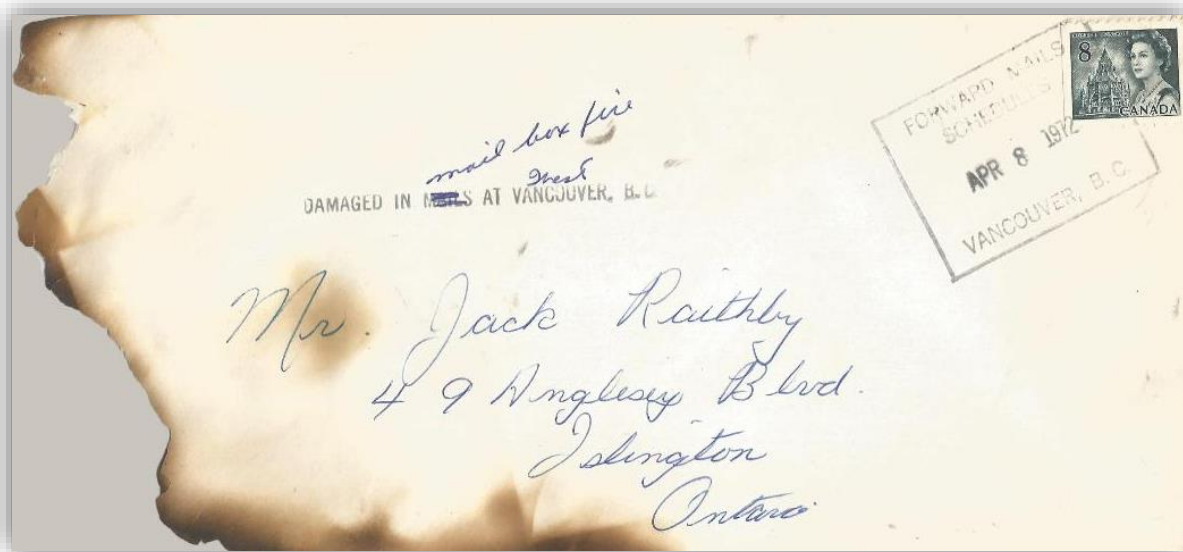
Figure 12 – Vancouver, British Columbia:
'Damaged in the mails' handstamp, converted with manuscript
notation to 'Damaged in mail box fire at Vancouver...'

The most tragic way for mail to be damaged was in an airplane crash. Such a crash occurred on an Air Canada flight near Malton, Ontario on July 5, 1970. A specific handstamp was prepared (Figure 13 AND 14): 'SALVAGED FROM AIR CRASH JULY 5'. The airplane was carrying some mail from Montreal to Toronto.
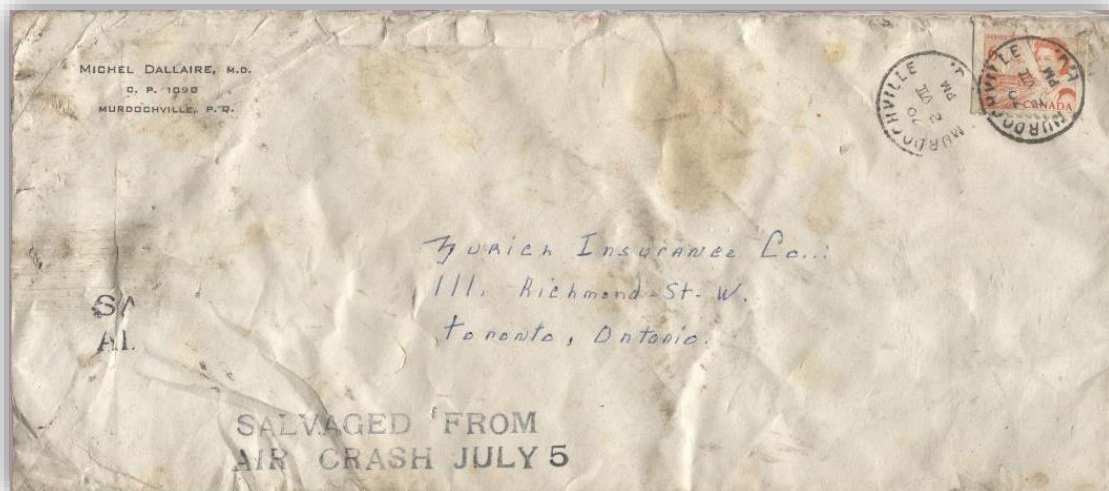
Figure 13 – Malton, Ontario:
'SALVAGED FROM AIR CRASH JULY 5' handstamp.
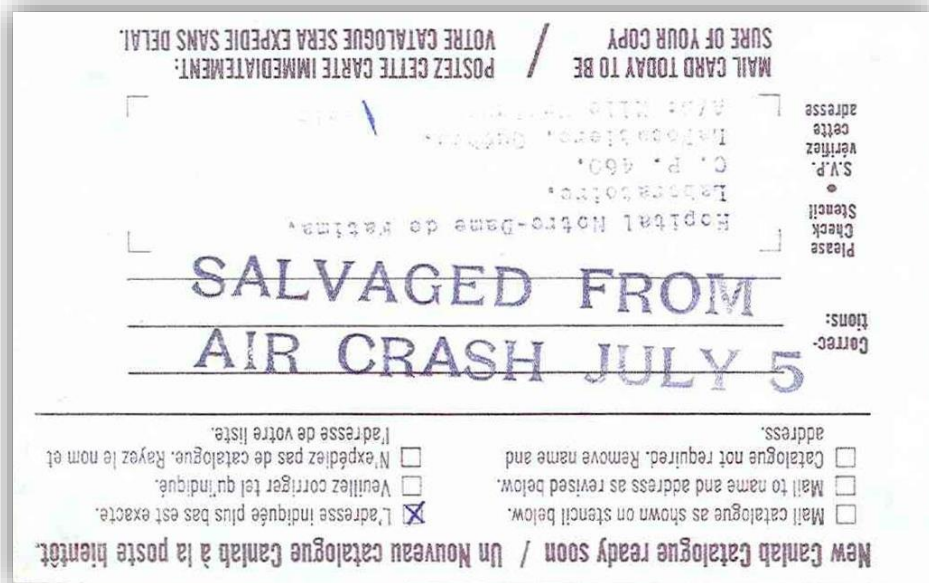
Figure 14 – Malton, Ontario:
Mail salvaged from Air Crash of July 5, 1970.

These various damaged pieces of mail make for a most interesting study of many of the handstamps used at the various post offices across Canada.

Use of auxiliary markings to tell a story in thematic exhibiting

Jean Wang

Thematic exhibits tell non-philatelic stories using philatelic material. Any philatelic element can be used to illustrate the storyline as long as a clear thematic link can be made with the item's postal aspects. One of the joys and challenges of thematic exhibiting is the search for significant items beyond stamps that can be used to tell the story. A rich source of such material is auxiliary markings: postal markings applied to covers or cards to indicate that special attention or treatment was given during their journey, and that can be found on diverse items from pre-philatelic to modern periods. Over the course of revising my exhibit *Blood – A Modern Medicine*, which deals with the science and societal impact of blood donation and transfusion, I have gradually added many types of auxiliary markings to illustrate thematic details, using different approaches to connect them to the storyline.

The most straightforward way to incorporate an auxiliary marking is to make a direct thematic connection to the text or image of the marking. For example, administrative cachets that provide postal privilege can be linked to storylines related to the users of the cachets. My exhibit includes a discussion of the historical significance of blood in medicine. Hippocrates, an ancient Greek physician considered to be the Father of Western Medicine, believed that illness was caused by an imbalance of the four cardinal bodily fluids, one of which was blood; his teachings led to the practice of bloodletting as a means to restore balance and health. A likeness of Hippocrates appears on the administrative cachets used by the Paris Faculty of Medicine in the late 19th and early 20th centuries; these were applied to official correspondence to indicate the sender's franking privilege. Such letters can therefore be used to illustrate a discussion of Hippocrates' teachings around the medical properties of blood.

Figure 1. 1883 Paris Faculty of Medicine letter of convocation for exams with administrative cachet bearing likeness of Hippocrates, taxed at double deficiency.

Figure 1 shows an 1883 letter of convocation for exams that was taxed 30 centimes (double the letter rate of 15 centimes). In France until 30 April 1889, official correspondence sent without franking by public service officials and addressed to persons not entitled to franking privilege (in this case, the medical student) was taxed at double deficiency; the tax was paid by the recipient. Effective 1 May 1889, the tax on public service correspondence sent by certain officials was reduced to an amount equivalent to the prevailing postage rate (*Simple Taxe*). On 1 June 1897, *Simple Taxe* was extended to letters of convocation for exams sent to students by Faculty Deans, provided they bore an administrative cachet and official signature. Accordingly, the 1903 letter in Figure 2 was taxed 15 centimes, paid by the medical student at Ermont.

Figure 2. 1903 Paris Faculty of Medicine letter of convocation for exams with administrative cachet bearing likeness of Hippocrates, taxed at prevailing postage rate (*Simple Taxe*).

Figure 3 shows another example of an administrative cachet, this one on an 1862 official letter carried free of postage from the Commissioner of Vaccines (for smallpox) in Fermo, Italy. I use this cachet in my exhibit to illustrate the fact that individuals who have

recently received live virus vaccines (such as the one for smallpox) are temporarily deferred from donating blood, as vaccines containing live virus can be harmful to patients with weakened immune systems. Happily, smallpox vaccines are no longer routinely administered, thanks to the success of a global vaccination program that has eradicated the disease.

Figure 3. 1862 official letter from Commissioner of Vaccines for smallpox in Fermo, Italy.

Military postal history is another plentiful source of auxiliary markings that can be mined for thematic connections. Historically, advances in transfusion medicine were driven in large part by the needs of war. Early in World War I, methods were developed that prevented blood from clotting when removed from the body and extended the length of time that donated blood could be stored. These innovations meant that blood could be collected ahead of time to enable rapid treatment of wounded soldiers under rush conditions at casualty clearing stations, saving many lives. The cover in Figure 4 was mailed from Vancouver on 22 May 1918 to Private A. J. Anderson, a Canadian soldier serving in France. Private Anderson was wounded on 7 May 1918. The cover bears a scarce *WOUNDED* auxiliary marking, applied on 10 June at the receiving Field Post Office C10 (used by the 10th Canadian Infantry Brigade during Security Phase 5 from 1 February to 31 July 1918), and was redirected in blue pencil to the No. 15 Convalescent Depot, to which the soldier had been transferred on 4 June.

Figure 4. 1918 cover mailed to a wounded Canadian soldier in France, redirected to No. 15 Convalescent Depot.

Accidents and natural disasters can cause devastating casualties and create an urgent need for large amounts of blood and blood products with which to treat the injured. A thematic connection can thus easily be made to crash and disaster covers, which usually bear associated auxiliary markings. Figure 5 shows a cover salvaged from a BOAC Boeing 377 Stratocruiser that crashed on landing at Prestwick Airport on 25 December 1954, killing 28 of the 36 people on board. Most of the 250 mail bags were recovered in a burned state and returned to London where the crash cachet was applied.

Figure 6 shows a cover posted on 13 June 1935, shortly after a 7.7 magnitude earthquake nearly destroyed the city of Quetta, British Raj (now part of Pakistan) on 31 May. The cover bears a single-line black handstamp 'QUETTA EARTHQUAKE POSTAGE FREE' and a triangle I.S. Inspector's Mark applied by the Inland Section office in London waiving postage due (applicable to covers that were not taxed in India). In the aftermath of the earthquake, a skeleton postal service was quickly instituted, with free postage concession until 14 June. Mail was carried by the Royal Air Force in addition to food and medical supplies. Fewer than 180 covers with the black Quetta earthquake cachet have been recorded (Neil Donen, personal communication).

Figure 5. Cover salvaged from crash of a BOAC Boeing 377 Stratocruiser on 25 December 1954.

Figure 6. Cover mailed from Quetta earthquake area on 13 June 1935 with free postage concession.

In some cases, the thematic connection to an auxiliary marking can only be understood in the context of the item on which it has been applied, as illustrated by the following example. Blood donation by volunteers is an essential service that is needed to meet a society's basic requirements for blood. This idea is difficult to illustrate directly as there are no stamps or postmarks that comment on the essential nature of blood donation. Blood transfusion services often send reminders of upcoming clinics to potential donors. Figure 7 shows the front and back of a printed-to-order postal stationery card from the British National Blood Transfusion Service advising the recipient of an upcoming blood donor clinic on 2 February 1971. The card was posted during a seven-week postal strike (20 January to 7 March 1971) and was delivered voluntarily by striking postal workers. The handstamp applied on the card perfectly conveys the idea that blood donation is an essential service in our society, but only when considered together with the origin and purpose of the card itself.
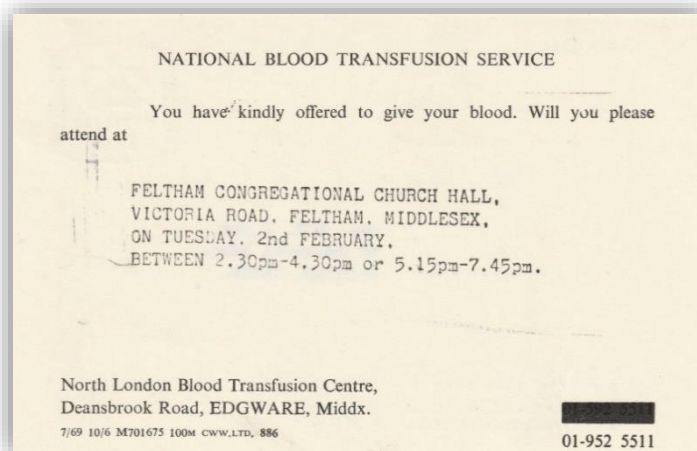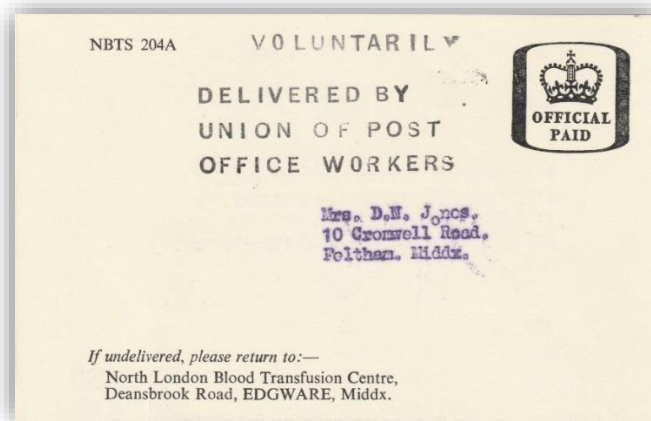
Figure 7. Front and back of printed-to-order stationery card from British National Blood Transfusion Service, delivered voluntarily during a postal strike in 1971.

All of the items I have described so far have had a direct thematic connection to the overall story. In some cases, however, a purely literal connection can be made to an auxiliary marking on an item that is not otherwise thematically related. This provides an opportunity to incorporate a wider variety of philatelic elements in the exhibit. The following are some examples.

In 1900, Austrian physician Karl Landsteiner discovered that human blood could be divided into three main blood types, which he named A, B and C. The fourth and least common type (AB) was described in 1902. 'C' was later changed to the numeral 0 or the letter O (in the digital age, convention eventually settled on the latter). In my exhibit, I use the certified cover shown in Figure 8 to illustrate this thematic detail. The cover was sent on 9 January 1857 from Bogotá, Colombia to Barranquilla (Atlántico province) with '0' registration markings applied in the corners. The postage rate was 15 centavos for a letter weighing up to ½ oz sent between provinces and a certification fee of 40 centavos (not indicated on the cover), paid by the sender (Franca handstamp). Certified covers are extremely rare since they were typically sent back to the sender as proof of delivery (handwritten notation *Recibi el 22 Enero 1857*, translated as "I received on 22 January 1857").

Figure 8. Certified cover mailed from Bogota, Colombia with '0' registration markings in the corners.

After World War II, wartime programs that had collected blood from civilian donors to support the treatment of wounded soldiers came to an abrupt halt. However, it was soon realized that blood would be needed in peacetime as well, for treatment of patients in civilian hospitals. Thus, renewed appeals were sent out to publicize the ongoing urgent need for blood donors. I use a *Cito, Cito, Cito* ("Hurry, Hurry, Hurry") auxiliary marking (See Figure 9) to illustrate this sense of urgency. This folded letter is the oldest item in my

exhibit, sent in 1506 by Venetian Courier Post from the Rectors of Verona to Doge Leonardo Loredan, Head of the Council of Ten. In addition to the three cito marks indicating urgency, there is a stirrup mark granting the courier one change of horse and a gallows mark indicating threat of death to anyone interfering with the courier's mission. The cito mark was a forerunner of special delivery stamps.
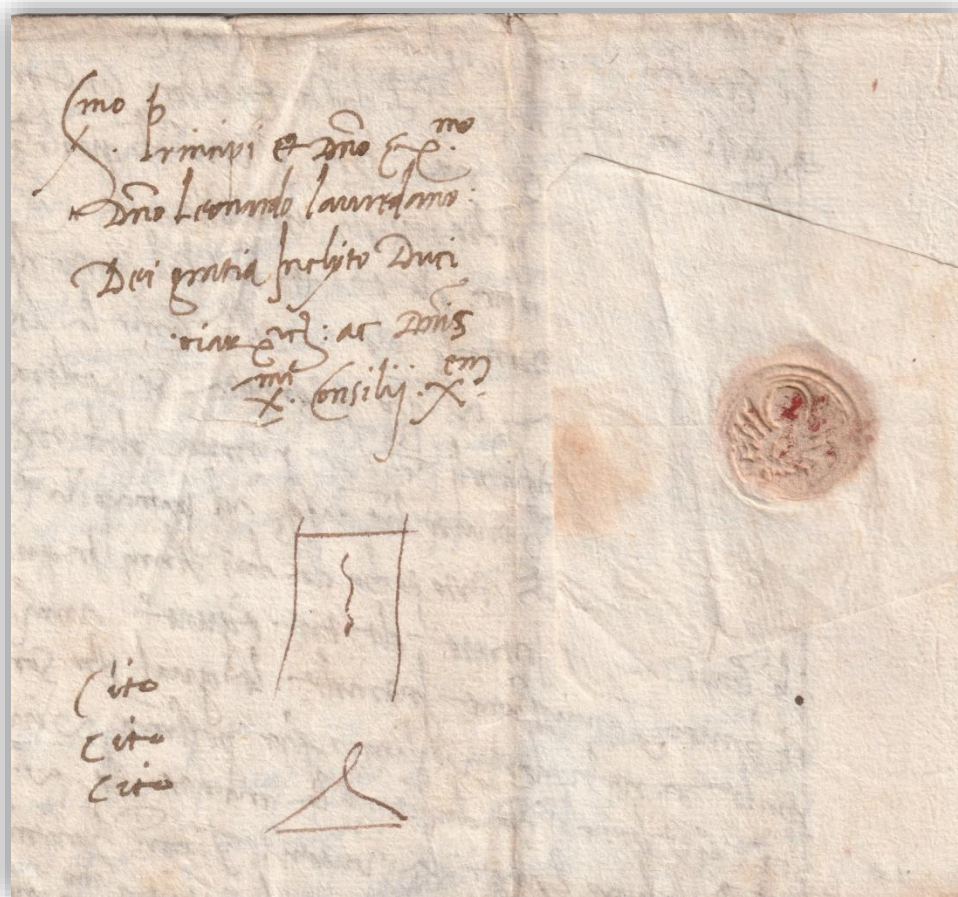
Figure 9. 1506 Venetian Courier Post letter with three cito marks indicating urgency, a stirrup mark granting the courier one change of horse, and a gallows mark threatening death for interference with the courier's mission.

Prospective blood donors may be deferred for a number of reasons, recent live virus vaccination being just one of them. Other reasons may include certain medications, a history of jaundice (yellowish discoloration of the skin, often linked to hepatitis, a viral infection of the liver that can be transmitted by a blood transfusion), or recent travel to a malaria risk zone. In my exhibit, I use the cover shown in Figure 10 to illustrate non-acceptance of blood donors. This cover was mailed from West Germany to Hungary in 1966, franked with a stamp commemorating the 20th anniversary of the expulsion (Vertreibung) of Germans from western Poland in 1945. The cover was returned to the

sender with a handstamp *Non admis / Retour* ('Not accepted / Return'), recorded used from 28 May 1965 to 31 December 1967. Eastern Bloc countries objected to the characterization of the 'resettlement' as an expulsion and returned any mail franked with this stamp, in some cases also removing or obliterating the stamp. This letter is a form of Postkrieg, or postal war, which in itself is a very interesting collecting area (see https://www.postalwar.info/).

Figure 10. 1966 cover mailed from West Germany to Hungary, returned due to political non-acceptance of the Vertreibung stamp (on the left).

Auxiliary markings are often used to indicate special handling of an item by the postal service. Thematic exhibitors can sometimes take advantage of such markings to illustrate thematic concepts through analogy that may otherwise be difficult to show directly on stamps or other philatelic material. In these cases, there is no direct thematic connection to the text or images of the markings themselves. Instead, a thematic concept is explained by virtue of its similarity to the postal treatment indicated by the markings, as illustrated by the following examples.

After Landsteiner described the ABO blood types in 1900, two additional (numerical) nomenclatures were proposed independently by Jan Janský, a Czech neurologist, and William Moss, an American physician. For a period, various combinations of the three nomenclatures were used by hospitals and blood banks in different jurisdictions, potentially giving rise to confusion and fatal errors in matching blood between donors and recipients. This confusion in blood group nomenclature can be nicely illustrated through a philatelic analogy: the misdirection of mail due to ambiguity in the address. Missent mail may be identified by specific handstamps, or simply through

handwritten markings redirecting the mail to the correct destination. The 1846 folded letter shown in Figure 11 was intended for Tournay, Belgium, but was missent to Tournan, France, due to the similar place names and incomplete address.
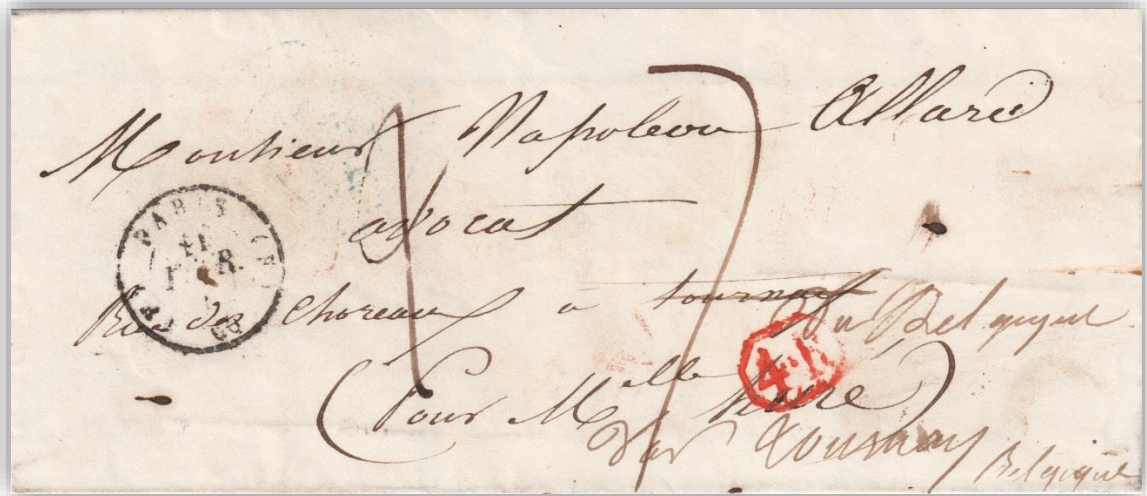
Figure 11. 1846 letter missent to Tournan, France and redirected to Tournay, Belgium.

All donated blood is put through a series of rigorous tests for viruses and other infectious agents that could cause disease in patients receiving blood transfusions. In addition, the blood is treated to destroy any undetected pathogens. An apt philatelic analogy for the disinfection of donated blood is the disinfection of mail that was carried out in former times to prevent the spread of epidemics on letters sent from infected areas; auxiliary markings were usually added to the letters to indicate that they had been treated. Figure 12 shows an unpaid folded letter posted on 13 October 1842 from the Austrian Post Office in Salonich (Thessaloniki, now in Greece) to Trieste. The letter was disinfected by rastel perforation and fumigation at the Semlin station along 'Le Cordon Sanitaire', which was developed by the Hapsburg Empire of Austria to protect central and eastern Europe from epidemics spreading from Turkey, Russia and the Balkans. In addition to the perforations left by the rastel, the letter's transit through the disinfection station is evidenced by two different auxiliary markings: a *SIGILLUM SANITATIS* handstamp and a *SIGIL SANITATIS SEMLINIENSIS* wax seal.

Figure 12. 1842 letter sent from Salonich to Trieste, disinfected at Semlin station.

The search for items to illustrate thematic details can lead exhibitors to collect and study a wide variety of material from all aspects and periods of philately. The thematic potential of auxiliary markings is matched only by their diversity – and limited only by the exhibitor's imagination.

London RLS sealing labels used for censorship – Aug 1914

Ken Snelson, FRPSC

Introduction

The UK returned letter offices had specially printed labels for sealing letters that had been opened or damaged. These were used from 1880 to the 1980s. The various labels are described in reference 1. By 1914 the office returning letters in London was designated The Returned Letter Section, London Postal Service (London RLS). The sealing labels came in two sizes, a small label No. 55 (Figure 1a) and a larger label No. 54 (Figure 1b). The labels were printed in sheets with details of the printing in the border under one of the labels in the bottom row.
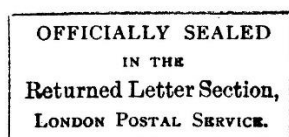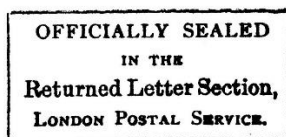
Figure 1a – Sealing label No. 55
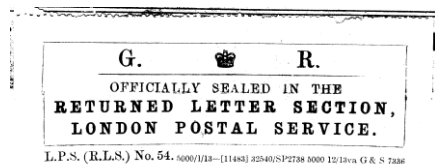
Figure 1b – Sealing label No. 54

This article describes items from the author's collection showing unusual uses of these labels in the first month of WW1 when mail was censored in the London RLS before the civil censorship organization was fully functional.

The Start of UK WWI Postal Censorship

The official UK Government Report (reference 2) prepared in 1920 details in 420 pages the civil censorship of mail, the organization, the liaison with censorship elsewhere in the British Empire, the rules for dealing with mail etc. However, there are only two paragraphs that deal with the start of censorship in August 1914:

> *'Immediately on the outbreak of war with Germany the posts between the United Kingdom and the two Central Empires were interrupted, Warrants dated the 5th of August, 1914, authorized and required the Postmaster-General to open, detain or delay, and submit to the officers duly appointed to act as military censors of postal matter, any letters or other postal packets which were addressed to or had come from Germany and Austro Hungary.*

'On the 8th August, the examination of letters to and from enemy countries began at the Returned Letter Branch of the General Post Office at Mount Pleasant, there being at that time a large accumulation of detained postal matter.'

Graham Mark's book on World War 1 civil censorship (reference 3} which lists the censor labels, postmarks etc. relating to censorship also has introductory chapters on the history and legal basis for censorship. Mark indicates that the officer in charge of setting up the civil censorship organization after the outbreak of war was Lt Col P. J. Bellamy. The officers of the General Staff responsible for censorship moved to France to set up Field Censorship while Bellamy was left in the UK "with a job, but no plan, no staff, no premises" and only a few hours to decide how to proceed. "Censorship work began on 8 Aug 1914 in a room of 160 sq. ft. (14.8m^2)" at the London RLS. By 20 Aug the staff had expanded to about 20 men.

On 28 Aug a separate warrant was obtained for the examination of mails to and from Holland (Netherlands), Denmark and Norway, neutral countries. A separate team of 14 men under G. S. H. Pearson was formed which started work in a basement at the Mount Pleasant post office where the London RLS was located. Women joined the operation within a few days and a fortnight later the operation moved to larger premises at Salisbury House.

By this time the censorship organization had its own 'Opened by Censor' labels to reseal letters, and it is unlikely that London RLS sealing labels were used for this purpose. As detailed in references 2 and 3 civil censorship developed from these small beginnings into a large organization but discussion of this is outside the scope of this article.

Identification of items which were censored in London RLS is not straightforward. They may not have any indication of censorship except the RLS label. The key to their identification is the date and the absence of any other reason for sending to the RLS. Graham Mark has a census (private communication) of items from his collection and numerous other sources that are believed to have been censored in the London RLS. He identifies 25 covers with London RLS sealing labels that were likely handled in London in August 1914.

Mail from Austria-Hungary to the UK

Mark details the chronology for the censorship of mail from Austria-Hungary. Mail was 'interrupted' starting on 4 Aug when war was declared against Germany. On 5 Aug warrants were written instructing the Post Office to submit mails from Germany and Austro-Hungary to military censors. However, the warrant for mail from Austria-Hungary was not received by the Post Office until 15 Aug, the day after war with Austria-Hungary was officially declared.

Mark's census includes 11 covers from Austria Hungary that were mailed between 27 July and 8 Aug 1914.

Figure 2a – August 1, 1914 cover posted from Vienna to Birmingham and sealed with reprint of sealing label No. 54.

Figure 2b – Reverse of the cover shown in 2a.

Figures 2a and 2b show the front and back of a cover posted in Vienna 1 Aug 1914. It is to an address in Birmingham and is sealed with the Dec 1913 (12/13) reprint of the Jan 1913 (1/13) printing of the No 54 Label. There is no indication of a normal reason for sending to the RLS and it has a pencil note on the front saying that it was delivered on 28 Aug. This letter must have been in transit when the mails from Austria were interrupted on 5 Aug.

I have two other covers from Austria that were treated this way, one mailed in Vienna 5 Aug with a partial London backstamp on 25 Aug before delivery in London EC and the other with an undecipherable mailing date to a Hyde Park, London address that was redirected to Scotland on 28 Aug. All three covers are in the right date range for the London RLS censorship and show no other reason for being sent to a returned letter office.

Mail from Austria-Hungary to the Netherlands

An interesting group of six covers in Mark's census were mailed from Austria-Hungary to the Netherlands but censored in the London RLS. These were mailed between the 3 Aug and 25 Aug 1914. The normal route prior to WWI for mail from central Europe to the Netherlands would not have been via the United Kingdom. This raises the question as to why these items were sent to London.

It is possible that the route by rail via France and Belgium was interrupted when Germany invaded Belgium on 4 Aug and quickly overran the country. These covers could have been in transit through France and diverted to the UK to be sent to the Netherlands by North Sea ferry giving the British authorities the opportunity to censor them.

Figure 3a – August 3, 1914 cover posted from Budapest to Amsterdam.
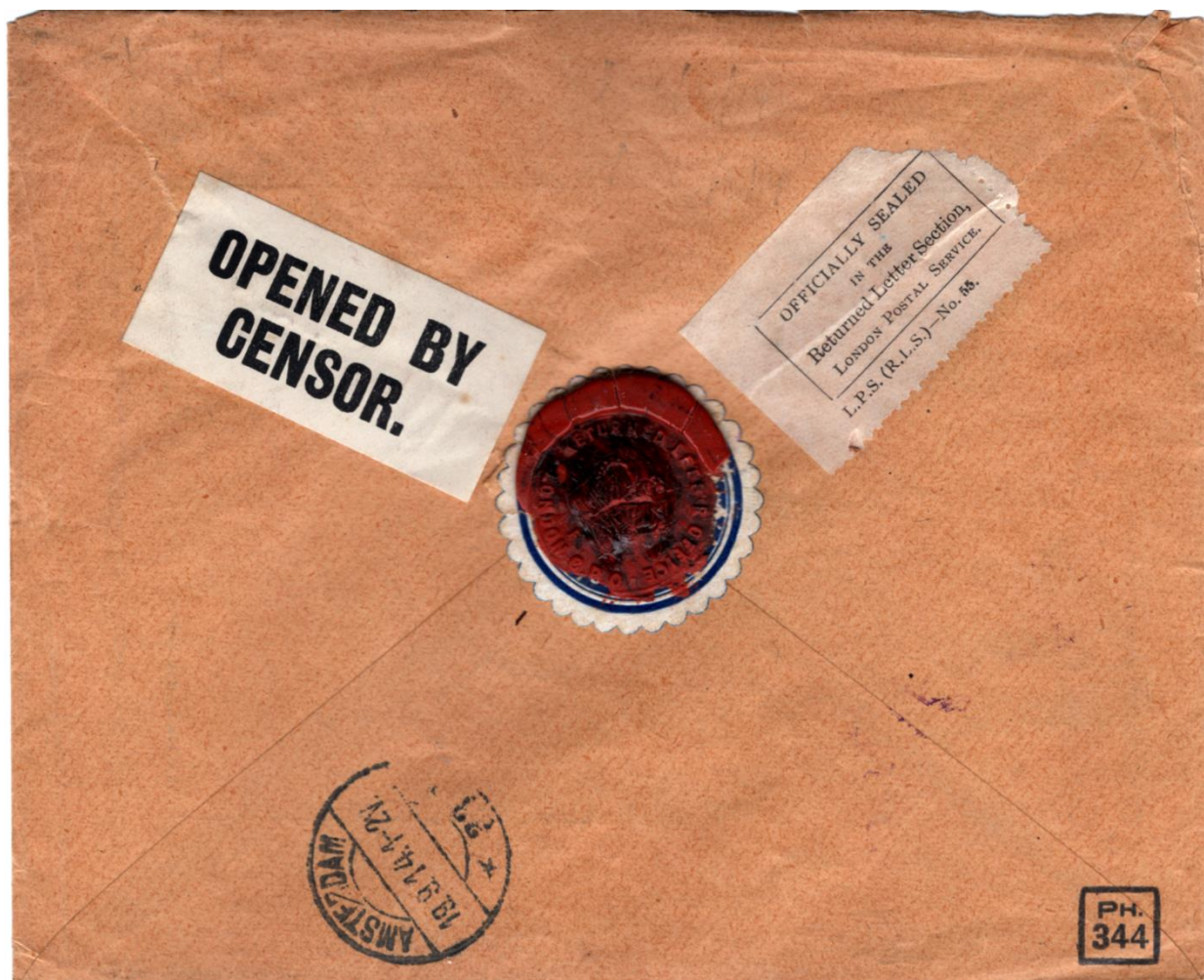
Figure 3b – Reverse of the cover shown in Figure 3a, with sealing label No. 55

Figures 3a and 3b show the front and back of a registered express cover mailed on 3 Aug 1914 in Budapest. It was sent by Belvarosi Takarekpenztar Reszvenytarsasag (Downtown Savings Bank Joint Stock Company) to Herren Hope & Co, bankers in Amsterdam. The back has a small RLS No 55 sealing label and a Returned Letter Office, London red wax seal. In addition, it has an early use of an Opened By / Censor label which is Type 2 (ref 3) used from 9 Sep 1914. It is not known when this cover was censored in London, but it was delivered in Amsterdam on 19 Sep.

Figure 4a – August 7, 1914 registered cover posted from Vienna to Rotterdam.
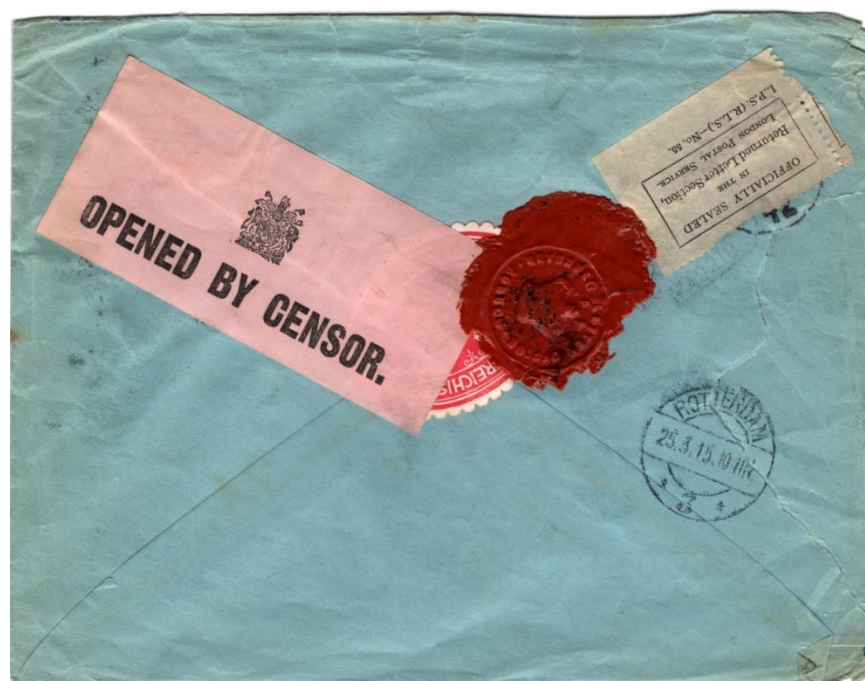
Figure 4b – Reverse of cover shown in Figure 4a, with sealing label No. 55.

Figures 4a and 4d show the front and back of a registered letter mailed in Vienna on 7 Aug 1914 by the Anglo-Oesterreichische Bank to a company in Rotterdam. Like the previous cover, the back has a small RLS No 55 sealing label and a Returned Letter Office, London red wax seal. In addition, it has an early use of an Opened By / Censor label which is Type 1 (ref 3) used from 28 Aug 1914. This letter was subject to substantial delay as it was received in Rotterdam 25 Mar 1915, about eight months after it was mailed.

Mail from Australia to Germany Intercepted in Britain

Mark's census includes three covers from Australia to Germany that were stopped by the British Post Office in August 1914 and returned to Australia. All three covers are illustrated here.

Figure 5a – July 28, 1914 letter posted to an unknown town in Germany.

Figure 5b – Reverse of the cover shown in Figure 5a, with sealing label No. 54.

The cover shown in Figure 5 was mailed in Sydney on 28 July 1914 to a German address and would have been in transit to the UK when war was declared. It was sent to the London RLS and received an UNDELIVERABLE / LPS handstamp on the front. It was opened presumably for censorship in the London RLS and resealed with a large No. 54 label. By April 1915 it was back in Australia. It has an UNDELIVERABLE / APR 15 1915 / II. M. D. which was probably applied by Australian censors and a DEAD LETTER OFFICE / SYDNEY N. S. W. backstamp in red with an April 1915 date. There is no indication of the address of the sender. The Sydney DLO probably found the address from the contents and returned the cover in an ambulance envelope.
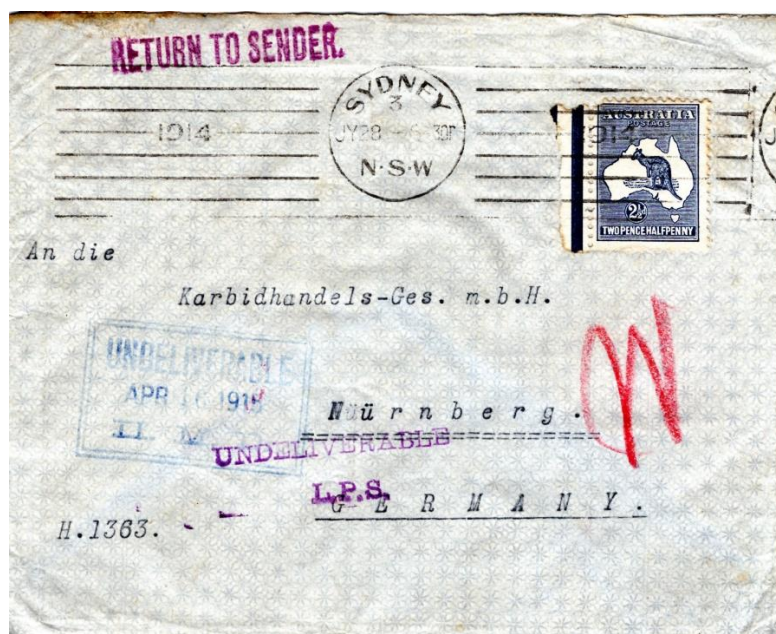
Figure 6a – July 28, 1914 cover posted from Sydney, Australia to Nürnberg, Germany.

Figure 6c – Reverse of cover shown in Figure 6a with sealing label No. 54.

Figure 6b – German Consulate Stamp from Sydney, Australia.

The cover in Figure 6 is similar to the one in Figure 5. It was mailed in Sydney on the same day. It has a paper seal under the London RLS label of the KAISERLICH DEUTSCHES GENERAL KONSULAT / FUR AUSTRALIEN for the German Consulate in Sydney. Given that this was German official correspondence, it is not surprising that this was stopped by censors. The London RLS sealing label is an August 1914 (8/14) printing. It was censored again in Australia on 16 Apr 1915, one day after the cover in Figure 5 and has a Sydney DLO backstamp with a May 1915 date. There is no indication of how it was returned. By this time the German consulate in Sydney may have been closed.

Figure 7a – August 5, 1914 registered cover posted from Sydney, Australia to Chemnitz, Germany.

Figure 7b – Reverse of the cover shown in with sealing label No. 54.

The cover in Figure 7 is registered which is different to the two preceding covers. It was mailed in Sydney on 5 Aug 1914. It has the same Aug 1914 printing of the large RLS 54 sealing label and also has a small RLS 55 sealing label. It has an OPENED BY CENSOR tape on the left that was probably applied by Australian censors. There is a clear strike of the handstamp of Dead Letter Office Sydney dated 13 Apr 1915.

Concluding Comments

The above shows a selection of items handled in London RLS during the first few weeks of WWI. There are likely other items from this period waiting to be identified and many will have interesting stories associated with them.

Acknowledgement

Thanks to Graham Mark for his help including sharing his census.

References
1) Ken Snelson *The Story of UK Returned Letter Sealing Labels* PSSC Anthology "The Edge of Philately: Philatelic Specialists Look at Non-Traditional Philately and its. Ephemera. 2021 pp 175-196.
2) Lieut.-Colonel A. S. L. Farquharson, Chief Postal Censor, UK Government *Report on Postal Censorship During the Great War (1914-1919)*.
3) Graham Mark *British Censorship of Civil Mails During World War 1, 1914-1919* The Stuart Rossiter Trust Fund 2000.

Pursers' handstamps used to cancel Straits Settlements stamps used on board ships

Michel Houde, FRPSC

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GENERAL REFERENCE

ACRONYMS

- DEI - Dutch East Indies now Indonesia
- KPM - Koninklijke Paketvaart-Maatschappij = Royal Packet Navigation Company
- SS - Steam ships are powered by steam, which is generated by burning wood, coal, or oil in a boiler.
- MS - Motor Ships are powered by an internal combustion engine, often fueled by diesel.
- NV – Dutch, Naamloze Vennootschap = public company.

ACKNOWLEDGMENT: My thanks to those who generous supplied images and information. John Wilson, H. A. Cartwright, Bas van der Hoek, J. Blokker, M.F. Hartkamp, Gaden Robinson, and E. Tan

Introduction

On my website, are illustrated 77 pursers' handstamps used to cancel Straits Settlements stamps. Here 19 of them are presented to give an idea of what is available but there are hundreds more to be discovered. The shipping firms that operated the vessels as well as information on the ships themselves are given. Researching the ships felt similar to doing genealogical research. Ships come into existence, they are given a name, they navigate the oceans (live), they eventually retire, and they pass away. Some ships will be seen as having had a brilliant life but most simply carried cargo, passengers, and the all-important mail. Many ships were commandeered during WWII resulting in the shipping firms experiencing large losses.

https://michelhoude.com/BMSM/Ships/@Ships.htm

Steamships are well-documented due to their significance and can be researched in places like Lloyd's of London, archives, and newspaper archives. The Internet has made a vast amount of information available. A ship may change hands and name multiple times over its lifetime, which can complicate efforts to trace its history.

Shipping Pursers' Markings were applied on board ships to correspondence written or sorted on board. Ships could have hundreds of passengers accommodated on deck besides the first- and second-class passengers. Many would take the opportunity to write letters and postcards then affix Straits Settlements stamps they bought from the purser before handing him their mail. He would then apply the ship's unique handstamp.

Ship's markings are grouped under the firm that either owned the ship or to which ships were leased or affiliated. Of course, the larger firms had many ships but there were also smaller players whose ships also carried mail using Straits Settlements stamps.

In the 19th century there was a great deal of trade and travel involving the Straits Settlements. Much of it was with the Dutch East Indies (DEI) (Indonesia since 1949) via the ports of Singapore, Malacca, and Penang.

Malacca was conquered by the Portuguese in 1511 becoming a major trading centre in the East. It came under Dutch control a hundred and thirty years later in 1641. This was followed by English rule in 1824. Singapore was founded in 1819 by the British statesman Stamford Raffles. Penang was established by the British explorer Francis Light in 1786.

In 1826, the major ports of Singapore, Malacca, and Peang were merged into the territory controlled by the British East India Company as the Straits Settlements. Then in 1867 it became a British Crown Colony. Finally in 1946, after the end of WWII, the colony was dissolved.

Before 1870, there was no direct steamship service between the DEI and the Netherlands. The quickest connection with Europe was by British and French mail steamship lines out of Singapore. In 1874, a monthly steamship service between Batavia and the home country was introduced. Trade between the Straits Settlements and the DEI remained significant. Singapore had many shipping lines connecting with more European ports

than any other port in the area and it had superior facilities for moving goods, passengers, and mail.

There were many shipping lines servicing the DEI and many British trading firms had agents in the area. This resulted in a large volume of mail between the Straits Settlements and the DEI. To facilitate the mails with the DEI special offices were established in Singapore and Penang in 1878 (See Figure 1).

Dutch Indies

POST AGENT PENANG

20 JULY 1895
on
Straits
Settlements
PSC
to a town in

Dutch Indies POST AGENT SINGAPORE

5 JAN 1895
on
Straits
Settlements
PSC
to a town in

Fig 1- In both cases notice the agent's CDS in the upper left corner of the card.

Mailboxes were installed on the ships carrying passengers. Ships that navigated the DEI often had upwards of a thousand passengers many of whom slept on the deck. The First Officer-Purser oversaw the mail as Postmaster. He or the person assigned by him not only collected the mail, but also sold Straits Settlements stamps on the way out and DEI stamps on the way into the Straits. Straits Settlements stamps with purser markings range from Queen Victoria to King George VI. On their regular runs, ships would drop off the mail at the local post offices in the ports they stopped at.

Steamship Companies and Some of their Ships

	KONINKLIJKE PAKETVAART MAATSCHAPPIJ

(Royal Packet Navigation Company)
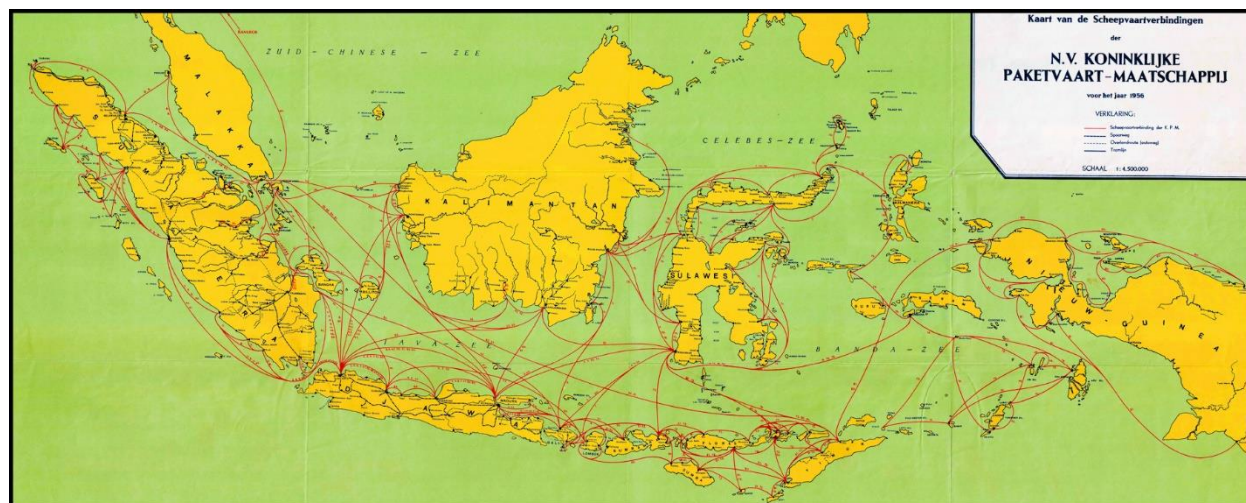
Fig 2 - Shipping Network of KPM 1956

Founded on 1 January 1888 when Stoomvaart Maatschappij Nederland and Rotterdamsche Lloyd merged to establish a Dutch shipping company to provide a feeding line between the home country and the DEI. The new company ordered the building of ships and improvements were made to seagoing facilities in the Dutch East Indies. Service actually started on 1 January 1891 with a fleet of 29 ships. By 1920, the fleet included 92 vessels on 50 services with about 300 ports of call in the DEI Archipelago.

Eventually the service expanded to include Australia, New Zealand, Africa, India, Hong Kong, and Japan. By the outbreak of WWII KPM had 146 ships of these 98 were lost during the hostilities. In 1958, KPM left Indonesia and establishes it headquarters in Singapore. The company slowly faded and in 1966, KPM was absorbed by the Royal Interocean Lines [Kodeinklijke Java China Paketvaart Lijnen] and in 1977 the firm merged with Nedlloyd.

Between 1891 and 1957, KPM oversaw the transportation of passengers, freight, and mail in the DEI with a fleet of over 200 ships, except during WWII.

KPM had a mail contract from 1891 to 1912. During this period the mail was carried by closed mail bag so no purser markings will be found.

Starting on 1 April 1912, so-called Acting Sub-Post Offices began operating onboard KPM ships. Thus, crew and passenger could post their mail onboard. Initially, these Sub-Post Offices were supplied straight-line cachets consisting of the ship's name. Subsequently it was the responsibility of KPM to supply cachets to replace the old ones and to newly acquired ships. These new cachets were either double or triple ovals or circles which consisted of the company name and the ship name but no date.

The cachets were to be applied in black ink, but the use of violet ink also occurred.

Straits Settlements stamps may be found bearing KPM ship cachets because UPU regulations dictated that foreign mail be treated the same as national mail.

References:

- Kaart van de Scheepvaartverbindingen der KPM - http://www.kpm1888.nl/scheepvaartverbindingen_der_kpm.html

- Martinus Verkuil: 'KPM' – THE ROYAL PACKET COMPANY – operating in Dutch East Indies from 1891, The Malayan Philatelist, Vol. 35, page 30 to 34.

S.S. ELOUT

Fig 3 – The stamp was issued in 1935

The CDS is 'KOETRADJA', a small town on the Northern tip of Sumatra.

The passenger/cargo liner was constructed by Fijenoord in Rotterdam in 1910. It had a gross tonnage of 1,797 tons and was commissioned by KPM. This ship had the capacity to accommodate 24 first-class passengers, 12 second-class passengers, and up to 700 deck passengers. Its regular route included stops at Singapore, Bawean, Soerabaja, East Borneo, Bali, Lombok, Java, and then back to Singapore. On 28 January 1942, it was sunk by Japanese planes at Emmahaven in Padang, Sumatra.
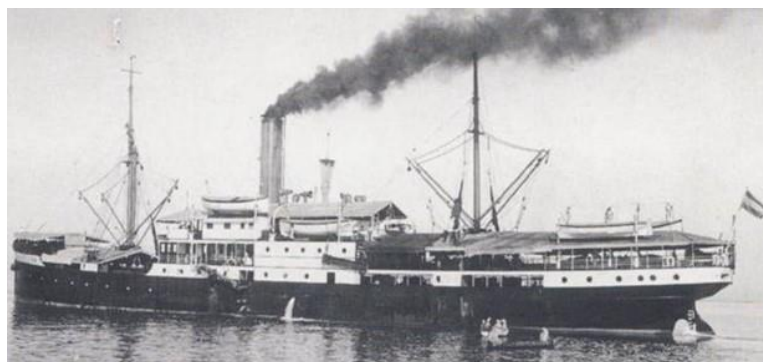
Fig 4 - S.S. Elout

M.S. OPHIR

Fig 5 – The stamp was issued in 1935

The Ophir, weighing 4,120 tons, was constructed in 1929 at the Nederlandsche Scheepsbouw Maatschappij shipyard in Amsterdam as a cargo and passenger ship built for KPM. She had space for 62 first-class, 48 second-class, and 1749 deck passengers on the upper 'tween-decks. On 19 January 1929, the *MS Ophir* set sail for Batavia, the DEI, to start service on the Palembang-Batavia-Cheribon-Semarang-Surabaya-Bali-Makassar route. During WWII, starting from 25 February 1942, the vessel was leased to the British Ministry of War Transport for troop transportation. On 12 April 1942, the *Ophir* was taken over by the British Navy and converted into a hospital ship in Calcutta. She could accommodate 346 patients and had a compliment of 12 medical staff and the Dutch Mercantile officers, and crew. The hospital admitted 12,111 patients and numerous outpatients. Post-war, after a two-month renovation, the *Ophir* was returned to the Dutch on 8 April 1946. In May 1947, she was chartered by the Stoomvaart Maatschappij Nederland. In 1948, it was handed back to the KPM with Amsterdam as its home port. The *Ophir* was retired from service in 1959 and sold for scrap in Hong Kong.
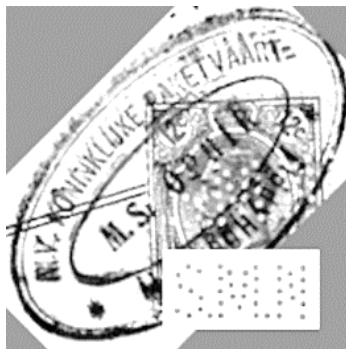
Fig 6 – PERFIN SMN

SIDE BAR:

PERFIN S.M.N = Stoomvaart Maatschappij Nederland (Dutch Shipping Line) was in operations from 1870 to 1970. One of the founders of KPM. The KPM were the local agents for the SMN in Singapore then on 1 January 1923 SMN opened an office in Singapore.

References:

- The British Pacific and East Indies Fleets - H.M.H.S. OPHIR - https://www.royalnavyresearcharchive.org.uk/BPF-EIF/Ships/OPHIR.htm
- Steamship Co. Netherland - The Straits Times, 5 December 1922, Page 9

S.S. REIJNIERSZ

Fig 7 – The stamp issued 1929

A cargo/passenger ship weighing 1,693 tons was constructed in 1908 by Maatschappij Fijenoord in Rotterdam. In 1939, it was sold to Heap Eng Moh S.S Co. in Singapore and given the new name HMS Giang Bee. Unfortunately, on 13 February 1942, the ship was sunk by Japanese aircraft in the Strait of Banka.

S.S. SARIE BORNEO
Contracted to KPM

Fig 8 – The stamp issued 1902

The Sarie Borneo was constructed by Riley, Hargraves and Co. in Singapore and was launched on 26 July 1896. It was the largest steel streamer ever built in Singapore at that time. This ship weighed 741 tons and had a length of 195 feet, a width of 29 feet, and a depth of 13.7 feet. In 1897, it was registered as a Dutch vessel for coastal trade   and was owned by Aug Lim Thay from Bandjermasin, Borneo. The ship was captained by J. Tuckey and operated under a contract with KPM. It had the capacity to accommodate twelve first-

class passengers. By 1920, the ship was owned by Thio Soen Yang and Thio Soen Tostill from Bandjermasin, Dutch Borneo, with Captain N. Griffin serving since 1918. However, the ship does not appear in the 1930 Lloyds List.

Fig 9 – S.S. Sari Borneo

Image adapted from 20th Century Impressions of British Malaya, Lloyd's Greater Britain Publishing Co. Ltd. 1908. Editors: Arnold Wright and H. A. Cartwright

References:
STEAMSHIP COMPANIES - Koninklijke Paketvaart Maatschappij -The Straits Times, 30 March 1903, Page 7

S.S. THEDENS

Fig 10 – The 2¢ was issued in 1919, 10¢ issued in 1912

198

Fig 11– S.S. Thedens

A ship for passengers and cargo was constructed in 1928 by Int. Scheepsbouw Mij. De Maas, Slikkerveer, Rotterdam. It had a weight of 2,071 tons. The ship had room for 24 passengers in Class I, 16 in Class II, and 1266 on deck. It sailed from Singapore to destinations like Bawean, Soerabaja, East Borneo, Bali, Lombok, and Java. From 1942 to 1945, it was chartered to British India upon the surrender of the DEI. She it was returned to KPM in September 1945. In 1948, the ship became part of the Dutch fleet with Amsterdam as its homeport. The ship was dismantled in 1956 in Hong Kong.

References:

- http://www.theshipslist.com/ships/lines/kpm.shtml
- https://www.studiegroep-zwp.nl/schepen/

S.S. TINOMBO

Fig 12 – The block of 6¢ was issued in 1920

SIDE BAR:

The PERFIN on the 6¢ stamps is TKK = Tan Kah Kee, were plantation owners and manufactures in business on Valley Road, Singapore. The firm ran from 1911 to 1934.

With a weight of 872 tons and measurements of 188 x 34 x 12 meters, the S.S Tinombo was built in 1930 by Burgerhout's Machine Fabriek & Scheepswerf in Rotterdam. Tinombo being the name of a town in the DEI.

She carried freight, passengers, and mail. On 1 August 1932, The Straits Times mentioned that she would sail Belawan-Deli in Sumatra, Singapore, Hong Kong, Swatow, and Amoy.

The vessel was lost in a massive explosion in Bombay on April 14, 1944, resulting in the loss of eight crew members.
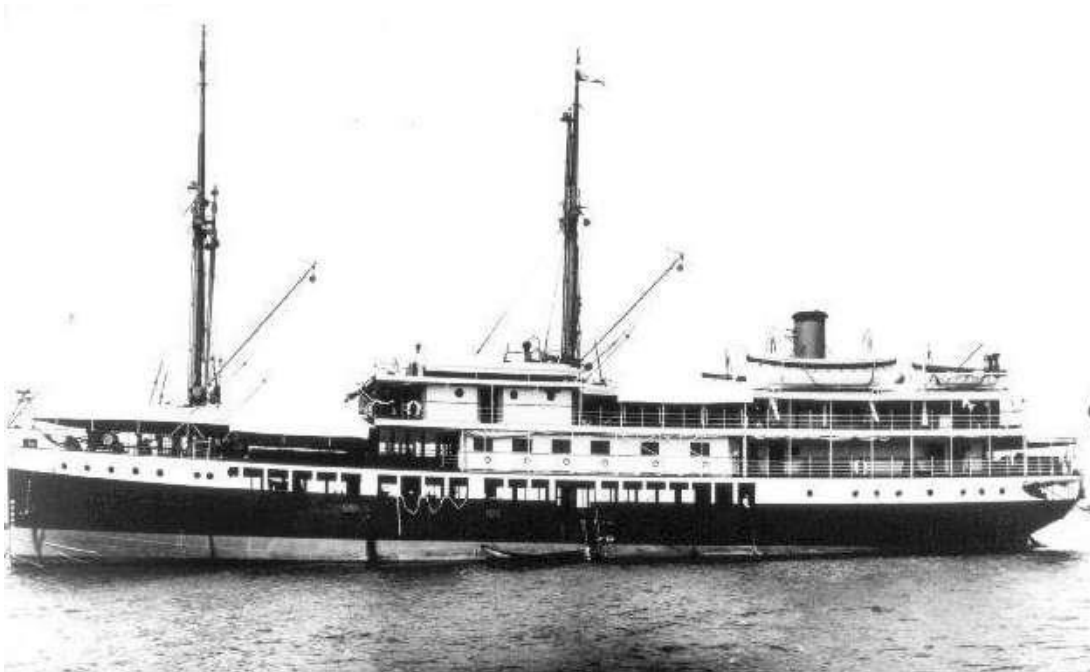
Fig 13– S.S. Tinombo

<u>SIDE BAR:</u>

The *S.S. Tinombo* was one of the eleven allied merchant ships lost as a result the explosion aboard the British ammunition ship *Fort Stikine* at Bombay, India, on 14 April 1944.

The 7,142-ton *S.S. Fort Stikine* was built in Prince George, British Columbia and named after the Stikine Rivers in B.C. On 14 April 1944 she was carrying an assorted cargo including ammunition and approximately 1,400 tons of explosives.

Following a fire on board the *Fort Stikine* caused a massive explosion at 16:06 in Victoria Dock in Bombay which split the ship in two. A huge tidal wave sped across the habour ripping vessels from their moorings. Twenty minutes later a second explosion destroyed or damaged ships anchored in the dock. In all sixteen ships were lost or severely damaged.

Overall, 231 service personnel were killed including 66 firemen and another 476 injured.

Outside the docks an estimated 900 civilians were killed, a further 2,408 were injured and 80,000 lost their homes.

References:

- 1944 Bombay explosion - https://en.wikipedia.org/wiki/1944_Bombay_explosion
- Anatomy of a disaster: the Bombay Docks Explosion - https://blog.nationalarchives.gov.uk/anatomy-disaster/
- Jeff Turnbull: THE PERFIN STAMPS OF MALAYA, self-published

M.S. TOHITI

Fig 14 – The stamp was issued in 1937

The stamp is cancelled: 'PONTIANAK' 24 September 1937 - the chief city in West Borneo at the mouth in the Kapuas delta.

MS Tohiti (982 tons) was built for KPM in 1930 at C. van der Giessen & Zonen's Scheepswerven NV, Krimpen aan den IJssel. In 1942, she caught fire and sank at Tjilatjap, Java during a Japanese air attack. The Japanese salvaged the wreck but did not repair it, leading to its being scrapping in 1945.

S.S. VAN DER PARRA

Fig 15 – The stamp issued in 1884

The ship was constructed in 1899 by Nederlandsche Scheepsbouw Mij., Amsterdam, weighing 571 tons. It served as a passenger ship, transporting people between Batavia, Billiton, and Pontianak. However, in 1930, it was retired from service and sold to Nederlandsche Kolonniale Petroleum Maatschappij to be used as a storage vessel. Unfortunately, in 1936, the ship was sunk.

References:

- Cockrill, Philip & J. Haalebos: K.P.M.: Koninklijke Paketvaart Maatschappij (1891-1941) with the Java-China-Japan-Line to 1970 - Series Booklet No. 30, Philip Cockrill, Newbury, England (1982?)

- Cockrill, Philip & J.P. Traanberg: NETHERLANDS & COLONIES – MARITIME MARKINGS & SHIP CANCELLATIONS (1793-1939), Series Booklet No. 12, Philip Cockrill, Newbury, England (1980?)
- https://www.theshipslist.com/ships/lines/kpm.shtml
- N.V. Kodeinklijke Paketvaart-Maatschappij, Batavia, Dutch East Indies ShipV150
- Shipping company information - N.V. Koninklijke Paketvaart-Maatschappij - https://www.marhisdata.nl/eigenaar&id=15372

	STRAITS STEAMSHIP CO. LTD.

STRAITS STEAMSHIP CO., LIMITED

LOCAL SAILINGS

Intended to Sail	Steamer	From Singapore to
Monday, 2.30 p.m.	KRIAN	Port Swettenham and Penang
Monday, 4.30 p.m.	HYE LEONG	Malacca and Muar
Tuesday, 2.30 p.,	CALYPSO	Port Swettenham and Penang
Tuesday, 5 p.m.	KELANTAN	Malacca and Muar.
Wednesday, noon	RANEE	Mersing, K. Pahang and Kuantan
Wednesday, 4 p.m.	KINTA	Port Swettenham and Penang
Thursday, 4 p.m.	SAPPHO	Port Dickson and Port Swettenham
Thursday, 4.30 p.m.	HYE LEONG	Malacca and Muar.
Friday, 4 p.m.	KAMPAR	Port Swettenham and Telok Anson.
Friday, 5 p.m.	KELANTAN	Malacca and Muar.
Saturday, 2.30 p.m.	PENANG	Kelantan.
Saturday, 4 p.m.	KLANG	Port Swettenham and Penang

BANGKOK SERVICES

Express weekly services by s.s. KATONG and s.s. KUALA from Singapore every Saturday with frequent additional sailings.

Intended to Sail	Steamer
Saturday, July 8, noon	KATONG

BORNEO SAILINGS

Regular passenger and cargo services to Miri, Labuan, Jesselton, Kudat, Sandakan, Jolo and Zamboanga. Next sailings as follows :—

Intend to Sail	Steamer
Sunday, July 9, 10 a.m.	DELI
Thursday, July 20, 12.30	KAJANG
Thursday, July 27, 12.30	A STEAMER

s.s. KAJANG does not go to Jolo and Zamboanga.
Further particulars apply St. Helen's Court, Collyer Quay.

STRAITS STEAMSHIP CO., LTD.

Fig 16 – Ad for the firm

For more than a century, the main regional shipping company headquartered in Singapore was the Straits Steamship Company Ltd. It was a regional shipping company with branches located in Penang, Malacca, in Peninsula Malaysia, in Sabah, and in Sarawak. The ships served the Strait of Malacca, going up the east coast of Malaya to Bangkok, up the west coast to Moulmein in Burma, and across the China Sea to British and Dutch Borneo and the South Philippines. They also served the east coast of Sumatra.

By 1922 the fleet stood at 24 vessels. When WWII started the fleet numbered 51 vessels of which 33 were lost by the end of hostilities.

For most of its history, the Straits fleets had a strong connection in terms of finances and trade with the Liverpool firm of Alfred Holt & Company. This company, also known as the

Blue Funnel Line, shared its blue color with the Straits fleets, which became the signature hue of their ships.

S.S. KEDAH

Fig 17– The stamp was issued in 1936

S.S. Kedah (2,499 tons) was named after the Malaysian province. She was part of the fleet of the Straits Steamship Company. Constructed by Vickers shipyards in Barrow, she was launched on 16 July 1927. The ship was specifically designed for rapid tropical service, operating between Singapore and Penang. With a capacity of 80 first-class passengers and up to 960 deck passengers, she was a popular choice for travel. The larger vessels are painted white on their hulls and have blue-and-white funnels with a black top. Her purpose was to navigate the coastal route to Penang, accomplishing it in under twenty hours while maintaining an average speed of 19 knots.

In 1939, the Royal Navy requisitioned her. During the invasion of Malaya in 1945, she served as the headquarters for the General Staff. After undergoing repairs in 1947, she was sold to Zim Integrated Shipping Services Ltd. headquartered in Haifa, Israel and renamed *S.S Kedmah*. In 1952, she was sold again and renamed *Golden Isles* for Mediterranean cruises. She was scrapped in 1956.

Fig 18 – Stamp depicting the S.S. Kedah

SIDE BAR:

The *S.S. Kedah, once named Kedmah then Golden Isles* sailed for a good 30 years. During these years, her silhouette and photo appeared on two postal stamps. First in 1980 on the 1$ stamp of Singapore, which had been issued within a set of ships stamps, and second

time in 1995 on a 4.40-shekel Israeli stamp issued on the occasion of 50th anniversary of ZIM Lines.

References:

- Reuben Goossen: WHAT HAPPENED AFTER THE RETIREMENT OF STRAITS
- STEAMSHIP'S 'S.S. KEDAH' ? - https://artworkofchungcheekit.files.wordpress.com/2014/11/story-of-ss-kedah-after-her-retirement.pdf
- The Straits Times, 6 July 1922, Page 6, Advertisements Column 3

S.S. SAPPHO

Fig 19 – The stamp WAS issued in 1909. Purple and red ink

The *Sappho* was a ship weighing 532 gross tons, constructed in 1887 for the Blue Funnel Line by Scott & Company in Greenock, Scotland. On 5 August 1890, she was transferred to Straits Steamship Co. Ltd. in Singapore. The ship had two passenger cabins and regularly sailed between Singapore and Tumpat in northern Kelantan, Malaysia. Mails from Kuala Trengganu in Malaysia were sent weekly. Other ships in the fleet included *Will o' the Wisp* (148 tons), *Malacca* (404 tons), *Billiton* (335 tons), and *Hye Leong* (406 tons), all schooner-rigged with small engines. On 7 April 1923, she was sold to Menam Pilots Association in Bangkok, Siam, and used as a pilot hulk anchored off the bar of the Chao Phraya River leading to Bangkok. The *Sappho* was broken up in 1928.

References:

- https://www.shippingwondersoftheworld.com/singapore.html
- https://www.theshipslist.com/ships/lines/eastasiatic.shtml
- John Garner: *Pursers' handstamps, used for cancelling letters posted on board ships of the Siam Steam navigation Company*, The Thai Times, Vol LII, No. 3, Dec 2010
- The Malayan Philatelist Vol 20, page 78.
- The Malayan Philatelist Vol 27, page 35.

THE EASTERN SHIPPING Co., Ltd.

The Undernoted Steamers will be despatched, if circumstances and weather permit, from Penang as follows :—
This Time-table is subject to alteration without any further notice.

STEAMERS.	DATE.	FOR.
Tong Hong	Aug, 2, Fri., 3 p.m.	Rangoon.
Janet Nicoll	July 27, Sat., 3 p.m.	Tongkah, Kopah, Renong, Victoria Point, Mergui and Tavoy.
Rotorua	,, 23, Tues., 3 p.m.	Tongkah.
Jin Ho	,, 25, Thur., 3 p.m.	Trang.
Sree Bangka	,, 26, Fri., 3 p.m.	P. Langkawi and Sungei Opis.
Mary Austin	,, 27, Sat., 3 p.m.	Pungah, Posom Girbie and Tharnoon.
Un Peng	,, 26, Fri., 5 p.m.	Pulo Langkawi, Perlis and Situl.
Kedah	,, 24, Wed., 1 p.m.	Alor Star, Kedah.
Tong Chuan	,, 25, Thur., 1-30 p.m	Do.
Thye Oo	,, 25, Thur., 10-30 a.m.	Merbau, Sunghy Patani and Semiling.
Guat Seng	,, 24, Wed., 10-30 a.m	Do.
Jit Seng	,, 24, Wed., 8 a.m.	Yen, Sunghy Limau and Salak.
Omapere	,, 23, Tues , 4 p.m.	Port Swettenham and Singapore.
Pin Seng	,, 26, Fri., 4 p.m.	Prot Swettenham and Singapore.
Pegu	,, 25, Thur., 3 p.m.	P. Swettenham, Malacca & P. Dickson.
Cornelia	,, 29, Mon., 2 p.m.	P. Swettenham, Malacca & P. Dickson.
Hok Canton	,, 24, Wed., 4 p.m.	Teluk Anson.
Avagyee	,, 25, Thur., 4 p.m.	Teluk Anson, via Pangkor.
Mary Austin		Kuala Selangor and Bernam.
Pangkor	,, 23, Tues., 5 p.m.	Pangkor, Dindings and Sitiawan.
Pak Seng	,, 25, Thu r., 9 p.m.	Kurau and Bagan Serai.
Eh Eng	,, 24, Wed., 9 a.m.	Do.
Perak	,, 25, Thur., 2 p.m.	Deli.
Petrel	,, 23, Tues., 2 p.m.	Asahan.
Vidar	,, 24, Wed., 2 p.m.	Batu Bahra.
Padang	,, 24, Wed., 3 p.m.	Padang.
P. Whatt Soon	,, 24, Wed., 3 p m.	P. Brandan & P. Kampie.
Chantaboon	,, 23, Tues., 3 p.m.	Langkat.

Penang—Bagan Tuan Kechil.
Steam Launches run regularly every twenty minutes from 6 a.m. to 6 p.m daily. Special Launch leaves Penang at 7 p.m. and 8 p.m. every evening for Bagan Tuan Kechil.
Penang—Teluk Ayer Tawar.
A Steam Launch leaves Penang at 7 a.m., 10 a.m., 1 p.m., and 4 p.m., daily for Telok Ayer Tawar.
Penang—Bukit Tambun
A Steam Launch leaves Bukit Tambun t 8 a.m., daily for Penang and returning at 3 p.m. to Bukit Tambun.
The Company will not guarantee the time of departure of the steamer but will endeavour as far as possible to ensure punctuality.
For Freight and Passage or further information apply to
THE EASTERN SHIPPING Co., Ltd.,
Penang, July 23, 1912.
Owners, 41 and 43, Beach Street.

Fig 20 – Ad for the firm

A Chinese owned shipping company formed in Penang in 1907. The ships transported goods along the coasts of Burma, Siam, Sumatra, and Singapore. In 1914 during WWI all their ship were requisitioned by the Straits Settlements Government. All were returned after hostilities ended. In 1922 the company along with its 40 vessels was sold to the Straits Steamship Co.

S.S. MARY AUSTIN

Fig 21 – The 4¢ stamp was issued in 1902, the 5¢ in 1909

The *Mary Austin* was a cargo coaster weighing 206 gross tons built by T. D. Marshall & Co. in Newcastle, England in 1865. This single-screw steamer had dimensions of 36.62 x 5.82 x 2.99 meters. Initially named *Mary Austin*, it was built for W. Austin of South Shields, England. However, in 1874, it was sold to Bacheelerie in Marseilles, France and renamed *l'Avenir*. The ship changed hands again in 1877, this time being sold to N.V. Reederij in Makassar, DEI and renamed *S.S. Tromp*. M. Ohl & Co. managed the vessel. In 1884, it was sold to W. G. Smith and John Pitman in Hong Kong and renamed *Mary Austin* once more. The ship was then sold to Khaw Joo Gee in Penang in 1894. In 1903, it was transferred to Koe Guan Company, which later became Eastern Shipping Co. Ltd. in 1907. Unfortunately, on 7 April 1918, the ship sank in a collision at Penang with the Chinese Government owned vessel *Hwa Wu*. The Mary Austin sank in minutes. The captain and 31 of her crew died. Only seven of the crew survived. Noone on the *Hwa Wu* lost their lives.

References:

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- LOSS OF LOCAL STEAMER: The Singapore Free Press and Mercantile Advertiser, 10 April 1918, Page 5
- Quah Beng Kee - https://ssquah.blogspot.com/2018/10/quah-beng-kee.html

The firm was established in 1856 with head offices in Singapore. They are listed as merchants and ship owners in the 1896 The Singapore and Straits Directory. At the time they owned nineteen ships. They had branch houses in the DEI cities of Batavia, Palembang, Macassar, Manado, Goerontalo and Ternate. They serviced the DEI and the West side of the Malay Peninsula.

S.S. PAKAN

Fig 22 – The stamp issued 1883.

The *S.S. Pakan*, a steamer, that had a capacity for cargo and 84 passengers and weighed 84 tons. It was constructed in 1882 for Song Soon Guan in Singapore but was later sold to Wee Bin & Co. in 1887. The steamer operated between Singapore and Pekan, Sumatra, DEI. On 19 February 1894, she ran ashore and topples then sank in Durian Straits, Riouw Archipelago, DEI while en route from Singapore to Jambi DEI. None of the 25-man crew was injured.

References:

- 'PAKAN' (S.S.) - https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/16509.pdf
- The S.S. 'Pakan' Sunk. - The Straits Budget, 20 February 1894, Page 5
- The Singapore and Straits Directory for 1896: The Singapore & Straits Printing Office, Singapore.

Fig 23 – Founder Oei Tiong Ham and owner Majoor Oei Tiong Ham

The company was a shipping line owned by Majoor Oei Tiong Ham (1866-1924), a Chinese Indonesian sugar tycoon.

The company was founded by Oei Tiong Ham (1866–1924) under the name 'NV Kian Gwan' in 1905. He acquired his first ship in 1908. The company was renamed the Heap Eng Moh Steamship Company in 1909. Oei died in 1924, and the company was sold in 1928. The majority of the shares were purchased by KPM. It was the dominant inter-island shipping line in the Dutch East Indies in the last half-century of the colonial era. The firm serviced Singapore to Batavia, Cheriton and Samarang. It traded from 1888 to 1966. Their fleet consisted of sixteen ships.

Fig 24 – Ad for the firm

S.S. Giang Ann
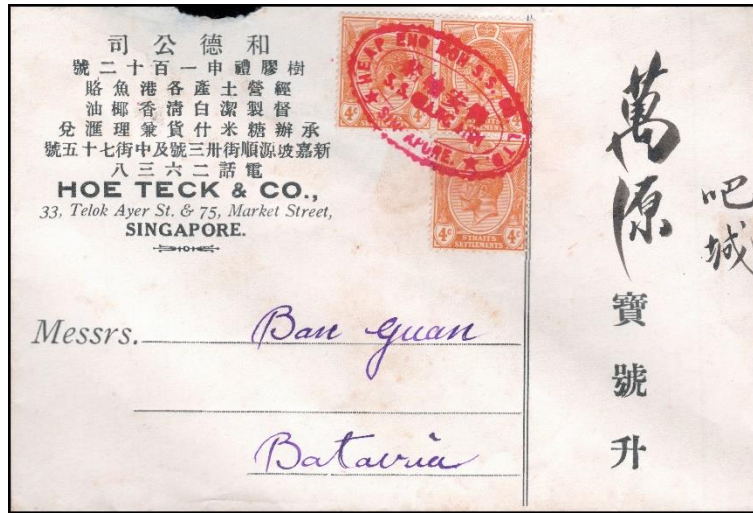
Fig 25 – The stamp was issued in 1929

Gouverneur Generaal Daendels (1,265 tons) built in 1902 by Nederlandsche Scheepsbouw Mij., Amsterdam. In 1931 she was sold to Heap Eng Moh S.S. Co., Singapore and renamed *Giang Ann, a g*eneral cargo ship. In 1949 she was sold to Hong Kong and renamed *Jeep Hee*. In 1950 she struck mine in Yangtse river and sunk.

S.S. Nam Yong

Fig 26 – The stamp was issued in 1922

Built in 1918 as a cargo ship (776 tons) by Shipwright Gebr. Jonker, Kinderdijk, South Holland, Netherlands. Sold in 1925 to the NV Internationale Nautische Handelmaatschappij in The Hague and resold by them. On a voyage from Batavia to Fremantle, Australia the *'NAM YONG'* was in the Indian Ocean on February 28, 1942,

Southeast of Christmas Island, she was shelled and sunk by a Japanese submarine. Her captain and four sailors were taken as Prisoners of War.

References:

- Advertisement - The Singapore Free Press and Mercantile Advertiser (1884-1942), 27 December 1913, Page 11
- https://en.wikipedia.org/wiki/Heap_Eng_Moh_Steamship_Co
- https://wrecksite.eu/text-search.aspx#&&aj=VPSjEhsZOKO8JvDJV1zRjMHQkGPLUSzp1jbPLUS5vsf3l1J74%3d
- https://wrecksite.eu/wreck.aspx?58419
- https://www.roots.gov.sg/Collection-Landing/listing/1325020
- https://www.theshipslist.com/ships/lines/kpm.shtml
- https://www-marhisdata-nl.translate.goog/eigenaar&id=21606?_x_tr_sl=nl&_x_tr_tl=en&_x_tr_hl=en&_x_tr_pto=sc
- https://www-marhisdata-nl.translate.goog/schip?id=3366&_x_tr_sl=nl&_x_tr_tl=en&_x_tr_hl=en&_x_tr_pto=sc

D.Ø.K.	**SIAM STEAM NAVIGATION CO.**

The Siam Steam Navigation Company, Limited.

(Incorporated by Royal Charter).

FLEET:

S.S. " Asdang "

M.S. " Bhanurangsi "

S.S. " Boribat "

S.S. " Chutatutch "

S.S. " Nibha "

M.S. " Malini "

S.S. " Prachatipok "

S.S. " Redang "

S.S. " Suddhadib "

S.S. " Valaya "

Sailings to Singapore direct and via coast ports and to French Indo-China via coast ports.

For Particulars refer to

The East Asiatic Co. Ltd.

Managing Agents.

Fig 27 – Ad for the firm

Seidenfaden, Erik: *Guide to Bangkok with notes on Siam*, 2nd ed., Bangkok: Royal State Railways of Siam, 1928. **http://www.payer.de/thailandchronik/chronik1928-29.htm**

Hans Niels Andersen, the founder of the East Asiatic Co., established the Siam Steam Navigation Company from 1909 to 1940. The Siamese government, alarmed by the growing British trade in the Malay Peninsula, joined forces with the East Asiatic Company to form the Siam Steam Navigation Company. The management of the newly founded company was entrusted to the EAC. The fleet was formed of ships transferred from the EAC as well as the Dutch officers.

The service was weekly from Bangkok for Siamese ports and those on the east cost of Malaya and to Singapore and the Siamese-controlled states of Kelantan and Trengganu. The ships carried passengers and cargo along their routes. They were permitted by the Post Office to carry mail between the ports they visited. The letters were cancelled by the ship's handstamp. The Thai government took over the firm in 1940 and renamed it the Thai Navigation Co. The EAC continued to manage the firm until 1946. They were also their agent in Singapore.

John Garner in a 2010 article in The Thai Times illustrated the ship markings of the sixteen of the companies' ships. In most cases there were several different types used over the years. Here are those I have found.

S.S. Asdang

Fig 28 – The stamps were issued in 1904.

S. S. *Asdang* was a 640-ton ship of the EAC. She was built in 1906. In 1909 she was transferred to Siam Steam Navigation Co. [S.S.NC] with Capitan Morgenson. In 1935 she was sold to the Straits Steamship Co. She was wrecked on the Kemaman Bar at the entrance to the Chao Phraya River leading into Bangkok on 23 October 1936.

S.S. Mahidol

Fig 29 – Stamp issued 1908.

The *S.S Mahidol* was a 753-ton ship built in 1908 by Kjobenhavn's Fldk & Skbs., Copenhagen, Denmark. In 1908 she was transferred to the Siam Steam Navigation Co for passenger and freight shipping in the Gulf of Siam. On 24 April 1924, the *Mahidol* was sold to the Straits Steamship Co. On 30 October 1936 the *Mahidol* got stranded and wrecked on Kemaman Bar, at the entrance to the Chao Phraya River leading into Bangkok and was a total loss.

S.S. Redang

Fig 30 – The 3¢ stamp was issues in 1904.

S.S. Redang was a 531 tons ship of the EAC. She was built in 1901 and acquired by the EAC in 1902. In 1908 she was transferred to Siam Steam Navigation Co. and was lost in 1942 as a war wreck.

References:

- Advertisement -The Singapore Free Press and Mercantile Advertiser (1884-1942), 13 August 1914, Page 2
- Garner, John: EARLY MAIL ROUTES OUT OF THAILAND, The Thai Times, Vol XVII, April 1975, Pages 1 to 5 continued in Vol XVII, August 1975, Pages 9 to 12

S.S. SENANG

Fig 31 – The stamp was issued in 1937
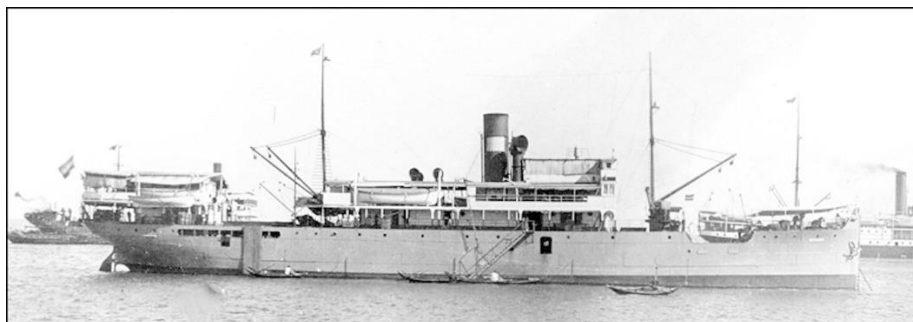
Fig 32 – S.S. Senang

This Dutch cargo ship, weighing 1,207 tons, was originally owned by the Borneo-Sumatra Trading Co. It was constructed in 1914 by the Hong Kong & Whampoa Dock Co. Ltd. Initially, she was owned by the Borneo Sumatra Handelmaatschappij in 1914, but in 1927, the ownership was transferred to TIONG HOA LOEN TJOEN & Co. Ltd., Palembang, Sumatra. There were notices in the Straits Times indicating the closing day and time for mail per the *Senang* for Palembang. Regrettably, she was accidently sunk by a British mine on 16 January 1942 near Singapore, resulting in the loss of 54 of her 93-man crew.

SIDE BAR:

In December 1934 a clerk on the *S.S. Senang* admitted bring into Singapore from Palembang, 58 unstamped letters. He was fined $60 in police court for fraud on the mail revenue. He was told that he could have been fined $25 per letter that he smuggled into the Colony.

References:

- $60 Fine for Smuggling: The Singapore Free Press and Mercantile Advertiser (1884-1942), 15 December 1934, Page 3
- SENANG - ID 8796: https://www.marhisdata.nl/schip?id=8796

RAINBOW

Fig 33 – The stamp was issued in 1883

Because records were lost during the WWII occupation little direct evidence has surfaced concerning the *S.S. Rainbow* and its role as a mail carrier.

Miss Angela Burdett-Coutts, a close friend of Sir James Brooke the first White Rajah of Sarawak bought the steamer *Rainbow* as a gift. She was 130-foot-long, the beam was 18-foot and her depth 9-foot. She weighed 90-tons and was powered by 30 horsepower engines. She was built on the Clyde and launched in October 1860.

The Rajah used the steamer to combat piracy on the north-west coast of Borneo and also to run cargo and mail between Sarawak and Singapore. It was also his personal yacht.

By 1868, the *Rainbow* was sold to the Straits Government and after 1871 and for the next sixteen years she was the property of several private owners. It was during this period that the handstamp was in use. The rainbow was no longer registered in Singapore in 1887 when she was sold to an owner in Siam.

No record has been found of a mail contract, but the Singapore and Straits Directory 1883-86 gives notice of the weekly service between Singapore and Malacca by the *Rainbow* then owned by Kway Schow Tin. This is the period during which the handstamp was used. It is the only ship recorded as running a regular service between Singapore and Malacca from 1883-1886.

General References:

- Catalogus van de postagentstempels gebruikt aan boord van Nederlandse schepen by W. Bakker. Published by PO&PO in 1995.
- Dictionary of Disasters at Sea During the Age of Steam 1824-1962
- EAC - East Asiatic Company
- House Flags of Malaysian Shipping Companies - https://www.crwflags.com/fotw/flags/my~hf.html
- http://www.tpo-seapost.org.uk/tpo2/spindonesia.html <-- check
- https://en.wikipedia.org/wiki/Malacca
- https://en.wikipedia.org/wiki/Straits_Settlements

- [KPM - The Kodeinklijke Paketvaart-Maatschappij](#)
- [MARINERS](#) - Researching the mariners and ships of the merchant marine and the world's navies.
- [Maritime Timetable Images](#) - sailing lists, list of shipping companies & list of ships
- Reith, G.M.: 1907 Handbook to Singapore, Singapore, Oxford University Press, 1985.
- [Search the Fleets & Ships'](#) "... an attempt to collect the names of the companies, a brief history of each and the names of the vessels they used."
- [Straits Steam Navigation Company](#)
- [Studiegroep ZWP / Domein: Scheepsstempel K.P.M.](#) [Study group ZWP / Domain: Ship stamp K.P.M.]
- [The Ships List](#) - home page
- [TPO & Seapost Society - Seapost](#)
- [WRECK site](#) - The wreck site is the world largest on-line wreck database, we have 164.570 wrecks and 157.000 positions, 46.840 images, etc.

Private Auxiliary Markings on Hollywood Fan Mail

Regis Hoffman and Thomas Richards

During the explosive growth in the popularity of motion pictures during the silent film era, a new popular past-time evolved – writing fan letters to your favorite movie stars. Often the writers would extoll their fascination with the star in detailed and heartfelt letters (many indicating "I am your biggest fan"). In response, fans received a treasured letter and a picture from the star. The fascination with Hollywood movies and movie stars was a world-wide phenomenon and fans sent millions of letters per year. These fan mail letters typically are:

1. Addressed to a Hollywood movie star
2. Addressed to a Hollywood movie studio
3. Addressed to Hollywood, California or another city that housed the studio (e.g. Burbank).

An example of silent film-era fan mail from Australia is shown in Figure 1. It is addressed to silent film star Mary Pickford at her own studio in Hollywood, California and is representative of fan mail covers.
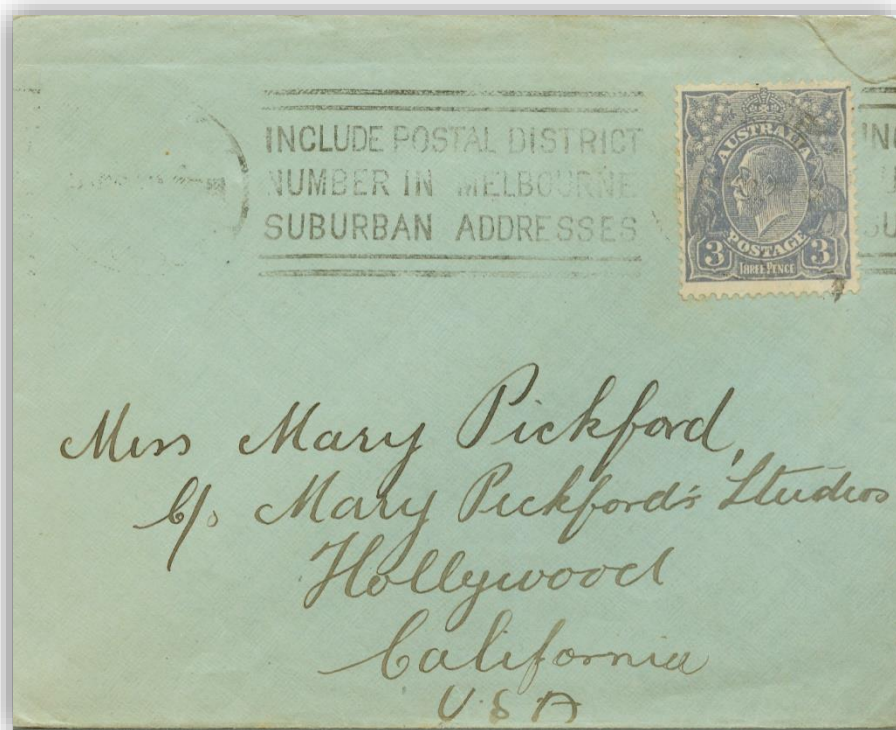
Figure 1. Typical fan letter addressed to a movie star at a Hollywood studio.

Not all fan mail letters had such simple routing. The cover in Figure 2 is addressed to silent film actress Bebe Daniels at the New York City corporate office of Famous Players

Lasky Studios. However, the fan mail department was located in Hollywood, not New York City, so the '1520 VINE ST. – HOLLYWOOD, CALIFORNIA' auxiliary mark was applied to re-direct it to the address of Famous Players Lasky Studios in Hollywood.
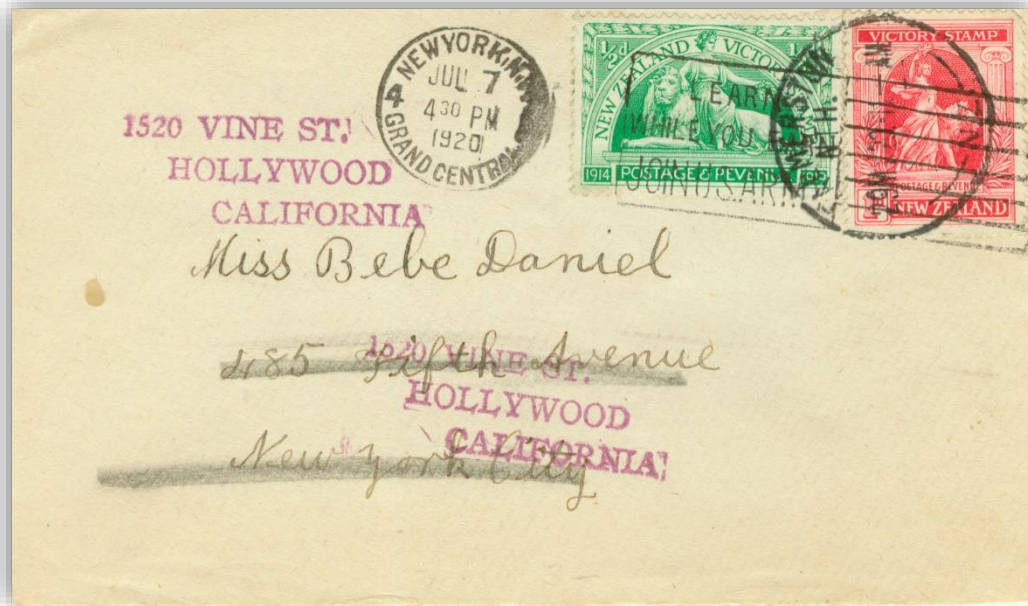
Figure 2. Auxiliary marking re-directing fan letter from New York to Famous Players Lasky Studios in Hollywood.

This is but one example the numerous ways auxiliary markings were used to direct a movie fan letter to a movie star. We have cataloged over 100 different auxiliary markings used by the movie industry for the sole purpose of directing a fan letter to a movie star. Many of these markings are very scarce (e.g. one recorded) – we base our observation on a sample of over 30,000 fan mail envelopes studied over the past two decades to stars from the silent film era to the current day.

These types of auxiliary markings are unique in two respects. First, they were used by private firms and not postal agencies. Second, they were adopted throughout the entire entertainment industry by Hollywood studios, publicity agencies and fan mail services.

Most fan mail was address correctly to a movie star in care of a specific Hollywood studio. However, fans sometimes guessed at the correct studio, or the star had moved to another studio, so the fan mail had to be forwarded. In these cases, the fan mail was handstamped with markings indicating that the star was 'Not At' or 'Uncalled For' at that studio.

Figure 3 illustrates an example of an early use (1920) of this type of auxiliary marking on a fan letter to silent film actress Agnes Ayres at Fox Studios. She was not there so the 'Not At Fox Studio' marking was applied.

Figure 3. 'Not At' type auxiliary marking from Fox Studio.

An example of the 'Uncalled For' type is shown in Figure 4 on a 1947 censored cover from Austria to actress Rita Hayworth at 20th Century-Fox Studios.
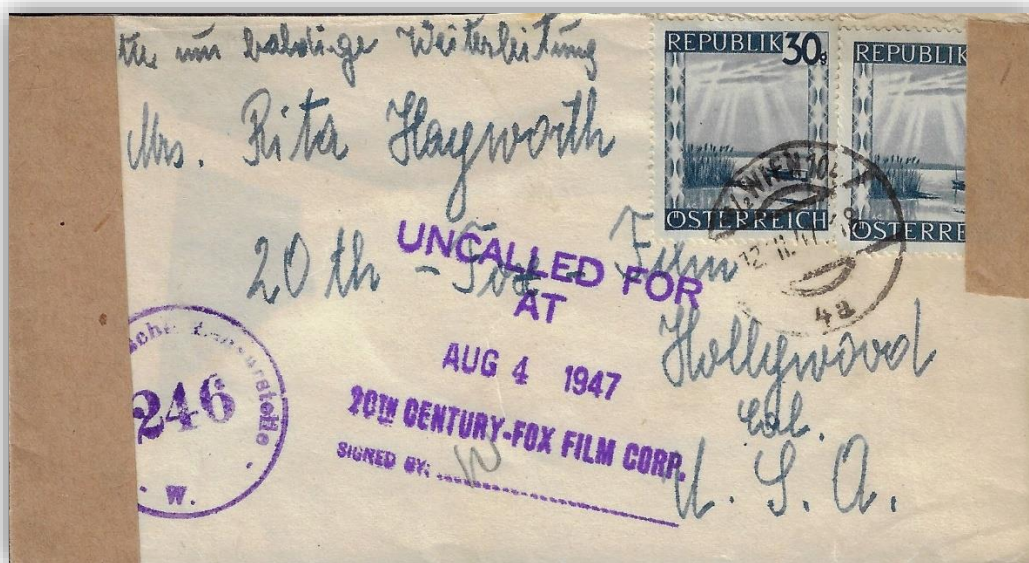
Figure 4. 'Uncalled For' type auxiliary marking from 20th Century-Fox Studios.

These auxiliary markings can be quite scarce. There are only two recorded examples of the 'Not At Fox Studio' handstamp, and many markings from the early period of Hollywood history have but a single recorded example.

Monogram Pictures produced mostly low-budget films between 1931 and 1953 and was one of the smaller studios collectively known as 'Poverty Row'. Relatively little fan mail is known to this studio and even scarcer are studio markings. The well-travelled cover in Figure 5 bears the sole recorded example of the 'NOT AT MONOGRAM' studio mark.

Figure 5. Only recorded example of the 'NOT AT MONOGRAM' auxiliary marking.

Pathe Exchange (also known as Pathe) grew out of the American division of the major French studio Pathe Freres and was noted for its newsreels and shorts. As with Monograph, fan mail to this studio is scarce. The cover in Figure 6 is the only recorded example of the 'NOT AT PATHE STUDIOS, Inc'. mark. Also note the manuscript auxiliary forwarding mark 'Hollywood Athletic Club', a home to several silent film stars of that era.
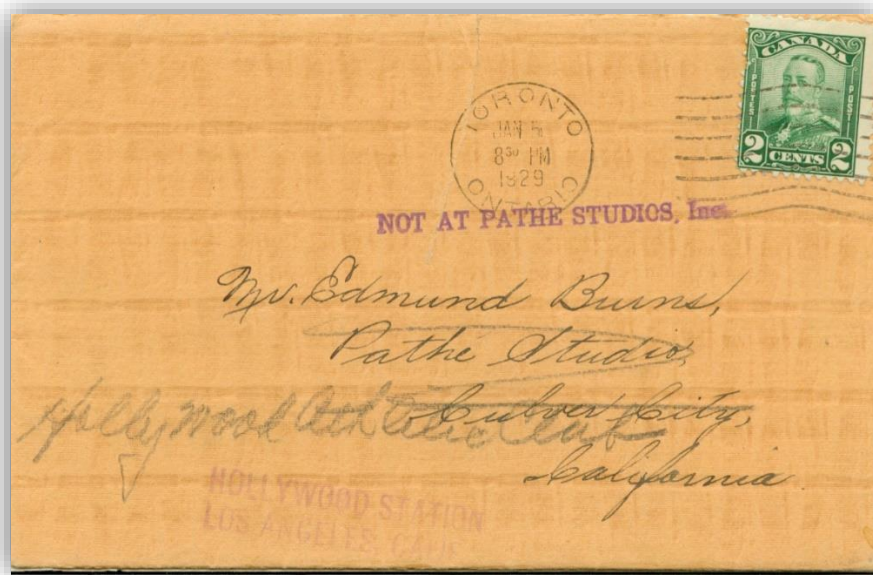
Figure 6. Only recorded example of the 'NOT AT PATHE STUDIOS, Inc.' marking.

Less than 5% of fan mail covers bear auxiliary markings, so examples with multiple markings are highly desirable. Figure 7 is a fan letter from Great Britain to actress Jane Russell at Paramount Studios. She was not under contract there, so the 'UNCALLED FOR AT – PARAMOUNT STUDIOS' was applied. Later, it was forwarded to United Artists Studio, but she was not there either, so the 'NOT AT UNITED ARTISTS' was applied.

Figure 7. Fan mail to actress Jane Russell with two auxiliary markings.

An even more dramatic example is shown in Figure 8 on a fan postal card from Yugoslavia to actor Farley Granger at Metro-Goldwyn-Mayer (M.G.M) studios. His fan mail was not handled by that studio, so the 'NOT AT M.G.M. – STUDIO' marking was applied. After that it bounced to both Paramount and Republic Studios.

Figure 8. Fan postal card to actor Farley Granger at M.G.M. with three studio auxiliary markings.

What happened to this errant fan mail? It had to be delivered to the recipient but how? There are clues, but nothing is definitive. The fan letter in Figure 9 is addressed to actress June Lockhart at Metro-Goldwyn-Mayer studios and importantly has a manuscript 'ALL-FOR' notation and two other addresses. The working theory is that bundles of mail being forwarded had the forwarding indication on the top, so that all the envelopes in the group were for June Lockhart.
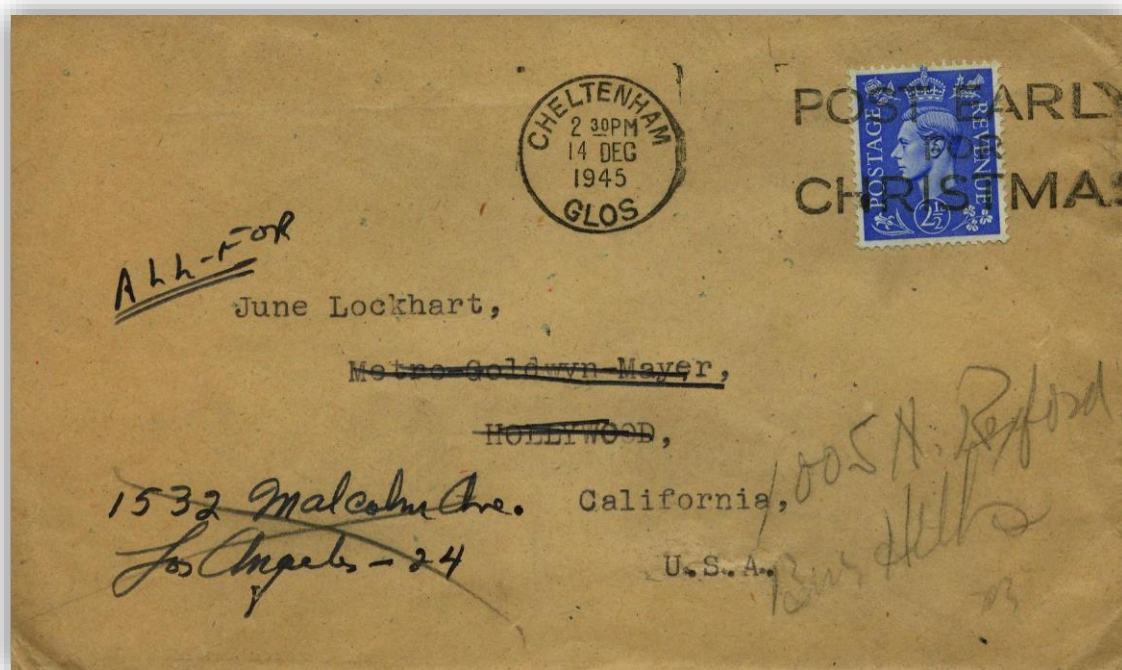
Figure 9. Fan letter to actress June Lockhart with manuscript 'ALL-FOR' and two other addresses.

Additional evidence is provided by a studio publicity photograph of silent film actress Clara Bow (Figure 10). In the photograph she is holding two bundles of fan mail. Ostensibly this was to indicate that Clara Bow was connected to fans by reading her fan mail; however, the shear amount of fan mail to her (thousands of letters per week) made this impossible. Of interest to this article is the enlargement in Figure 11. This shows the label attached to the bundle of fan mail and reads 'All for Clara Bow – Famous Players Lasky Studios – Los Angeles, Calif'. This may be a packet of fan mail that was incorrectly addressed then forwarded to her.

Figure 10. Studio publicity photograph of silent film actress Clara Bow with bundles of fan mail.
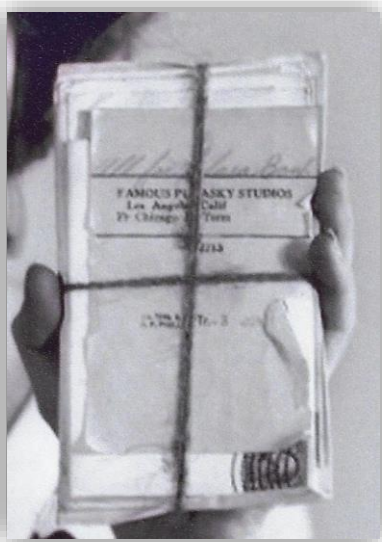
Figure 11. Enlargement of the label on the fan mail bundle.

The fan letter from Argentina to actress Paula Raymond at M.G.M. provides further evidence on how mis-addressed mail was processed (Figure 12). The 'UNCALLED FOR AT – METRO-GOLDWYN-MAYER' was applied by the studio and then the United States Post Office Form 4416 was attached to the packet of similar mail. This form directed a package (or in this case a bundle of fan mail) to a single address that was written on the form.
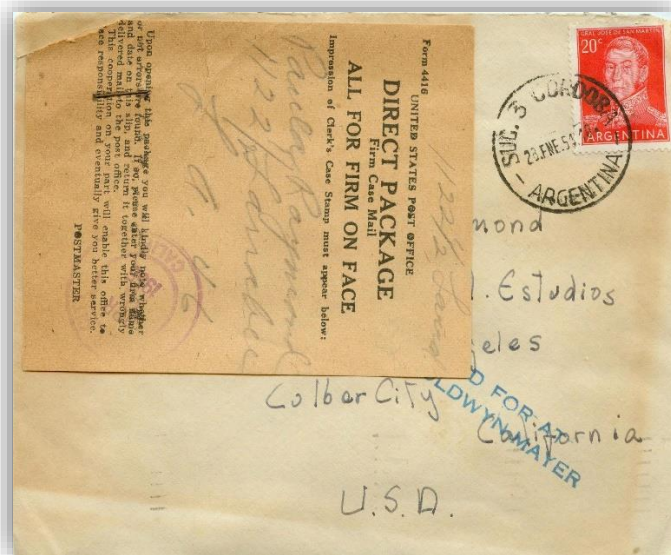
Figure 12. Form 4416 Direct Package forwarding on a fan mail envelope.

During the period of 1895 to 1910, New York City was the capital of film production and distribution in the United States. However, by 1915 the transition to Hollywood as the primary location for movie production was well underway. This transition to Hollywood coincides with the rise in popularity in fan mail and is captured by the use of auxiliary marking to forward mail from New York to Hollywood.

The cover in Figure 13 was mailed in 1919 from the United States Post office in Shanghai, China to silent film actress Mildred Harris at Jewel Productions in New York City.

Mildred Harris began as a child star and soon became a leading lady of the silent film era. She married Charlie Chaplin in the fall of 1918 and many of her early films were made by Jewel Productions in New York City.

She was not currently working at Jewel Productions in New York City, so that address was obliterated and a manuscript auxiliary marking 'Chaplin Studios, Hollywood' mark was added. As her husband owned the studio this was a logical guess of her location.

She was not at that studio, so it was forwarded via a handstamp to the Universal Film Manufacturing Company at Universal City, California – this is what is now known as Universal Studios. This is the first (and sole recorded) example of a handstamp with the original name of Universal Studios.
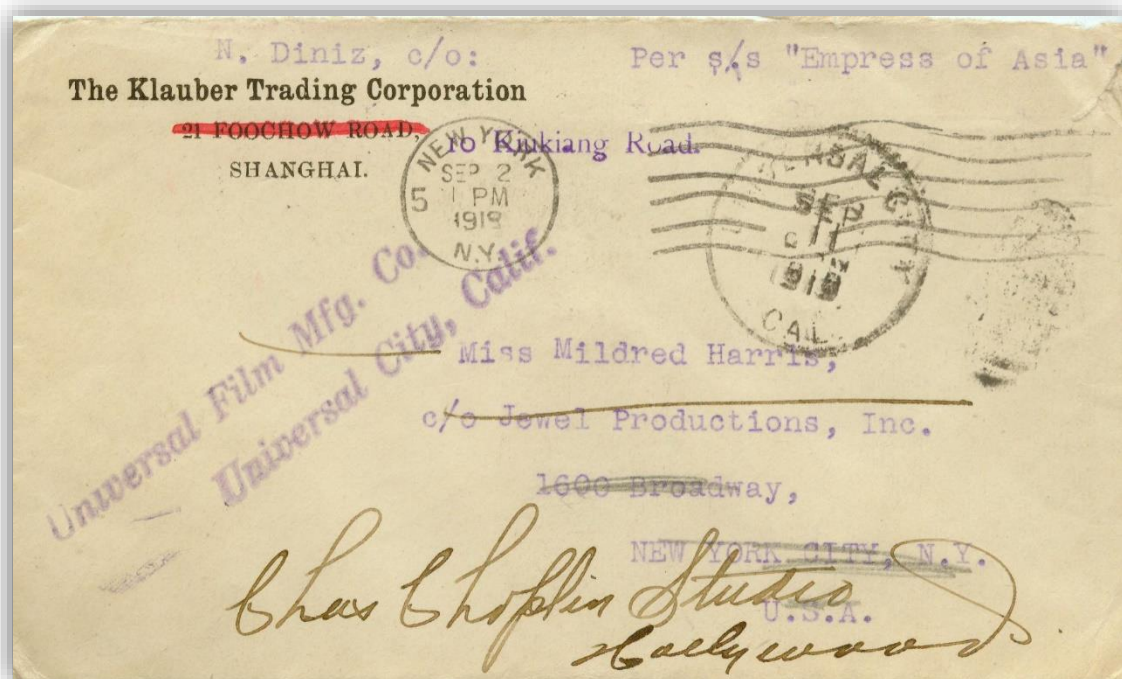
Figure 13. Auxiliary markings used to forward a fan letter to the Universal Film Manufacturing Company in California.

Artcraft Pictures was a short-lived distribution company during the silent film era. The auxiliary marking in Figure 14 forwarded a censored fan letter from Australia to actor William Hart in New York city – presumably the studio office had moved from the address on the letter to the new address.
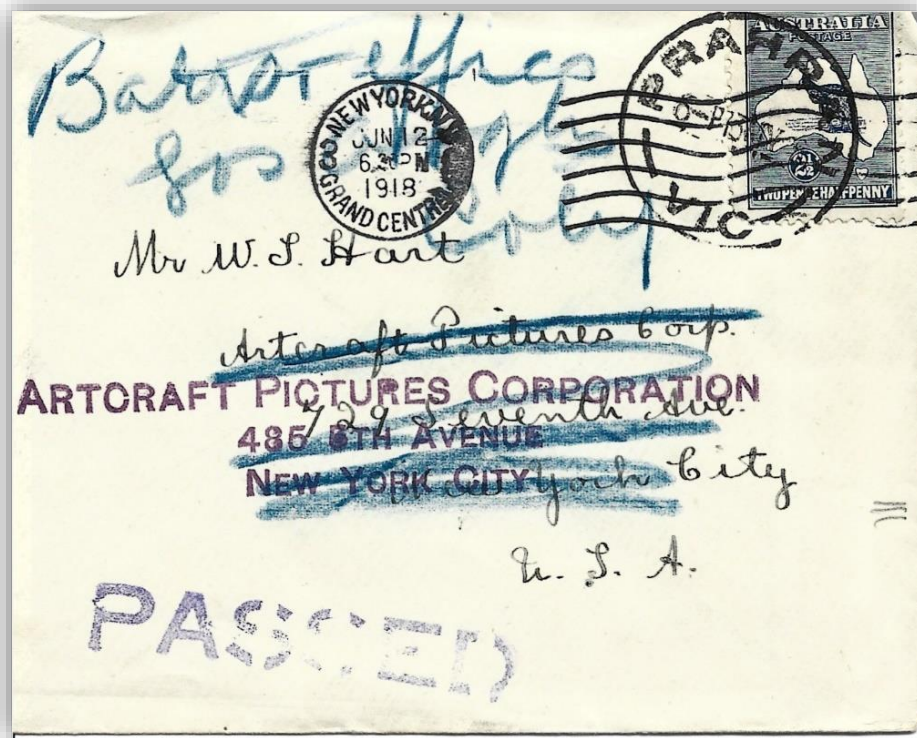
Figure 14. Forwarding mark from one New York studio address to another.

The question of New York City vs. Hollywood of where to address a fan letter was a common problem with fan letters in the silent film era and continued until more modern times. The fan letter mailed from Argentina (Figure 15) is addressed to Metro-Goldwyn-Mayer in New York City, the location of the corporate office. The fan mail department was in Hollywood and the letter has an auxiliary marking forwarding it to M.G.M in Hollywood.
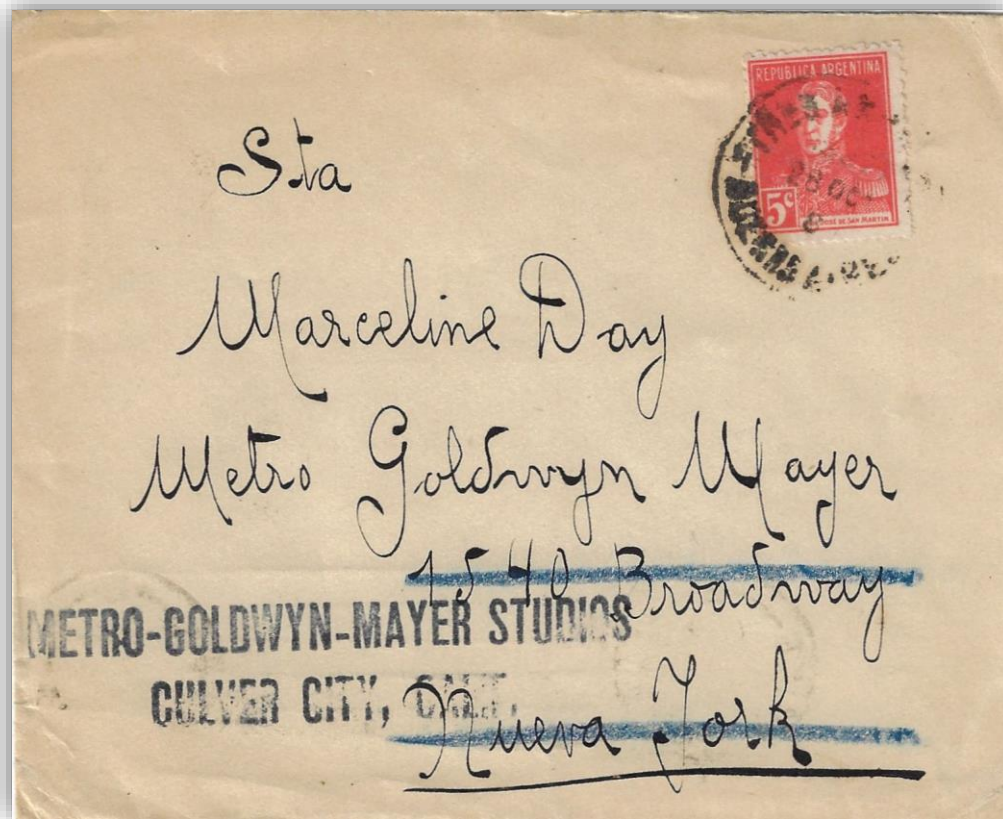
Figure 15. Forwarding mark to Metro-Goldwyn-Mayer Studios in Culver City.

The mid-1950s is an important time period in Hollywood fan mail history. Prior to this, most stars worked under the 'contract system' where they were under contract to a particular Hollywood studio. As a consequence, fans writing to their favorite star would address it in care of the contract studio which had dedicated fan mail departments to process and reply to fan letters. However, in the mid-1950s, the contract system was waning, and stars became free to work on films at any studio.

One consequence was the rise of fan mail services who for a fee would process and answer fan mail for the stars. However, the problem of where to address the fan later remained. A fan believed that actress Susan Hayward could be reached via the United Fan Mail Service, but they did not handle her fan mail, so they employed a similar auxiliary marking as the studios reading 'NOT WITH UNITED FAN MAIL' (Figure 16).
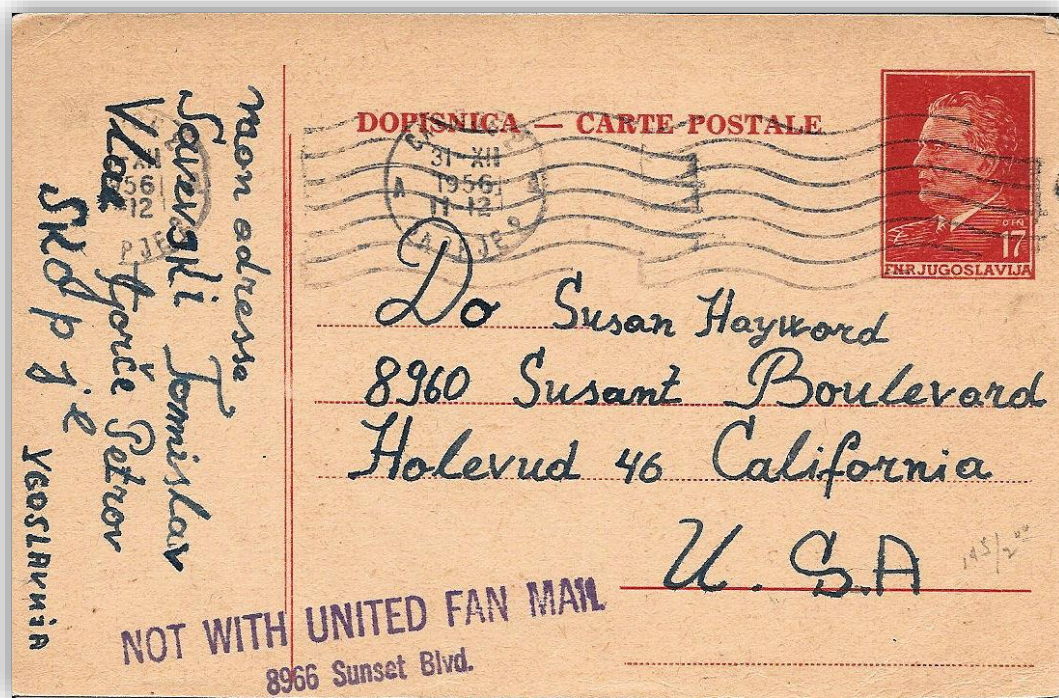
Figure 16. Fan postal card to actress Susan Hayward at United Fan Mail and rejected with a 'NOT WITH UNITED FAN MAIL' auxiliary marking.

Now the fan mail writer was unsure of where to address their letters. We note an increased amount of fan mail addressed to stars in care of the Screen Actors Guild (the union of actors/actresses and support personnel) during this time period. The fan did not know where the star was working, but surely the actor's union did!

Our theory is that the Screen Actors Guild (SAG) was steadily receiving increasingly large amounts of fan mail and needed a range of handstamps to forward the mail. The boldness and impressive size of the handstamps may be indicative of the general annoyance these mis-addressed fan letters caused as someone employed by the SAG had to sort this large quantity of fan mail.

All the markings are similar in size and font and are very scarce (1-3 examples recorded for each type). The fan letter in Figure 17 was forwarded from the SAG to the United Fan Mail Service, a firm that processed fan mail for the stars.

Figure 17. Forwarding to the United Fan Mail Service from the Screen Actors Guild.

Artist Service Inc. similarly handled fan mail (Figure 18).
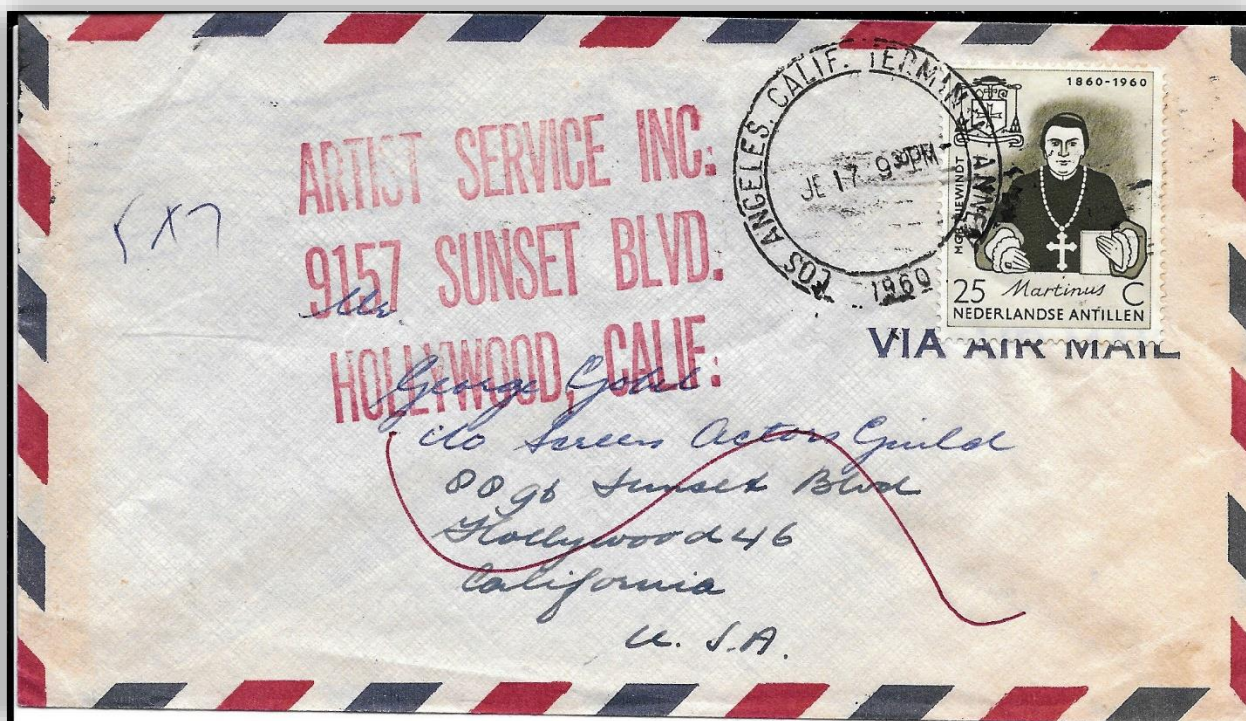
Figure 18. Forwarding to Artist Service Inc. from the Screen Actors Guild.

Some stars still had their fan mail answered by the studios (Figure 19) – in this case Paramount Studios.
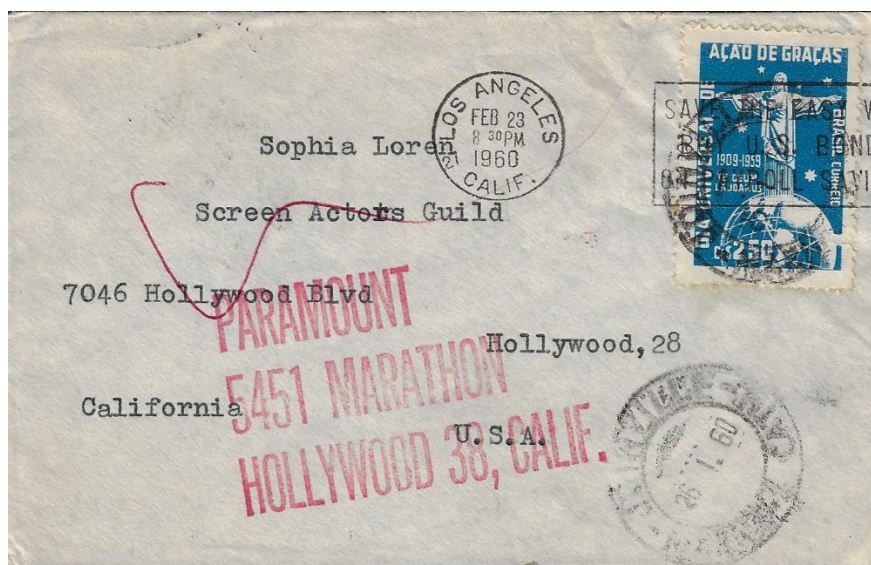
Figure 19. Forwarding to Paramount Studios from the Screen Actors Guild.

Auxiliary markings are known on fan mail from the silent film period to the modern day, and is a rich source of postal, social and entertainment history. Even though we have recorded over 100 different auxiliary markings, new ones are constantly being discovered. Sadly, the era of fan mail may soon be over. The fan letter in Figure 20 bears an auxiliary marking advising the sender to correspond with the star through a website rather than by a traditional letter.
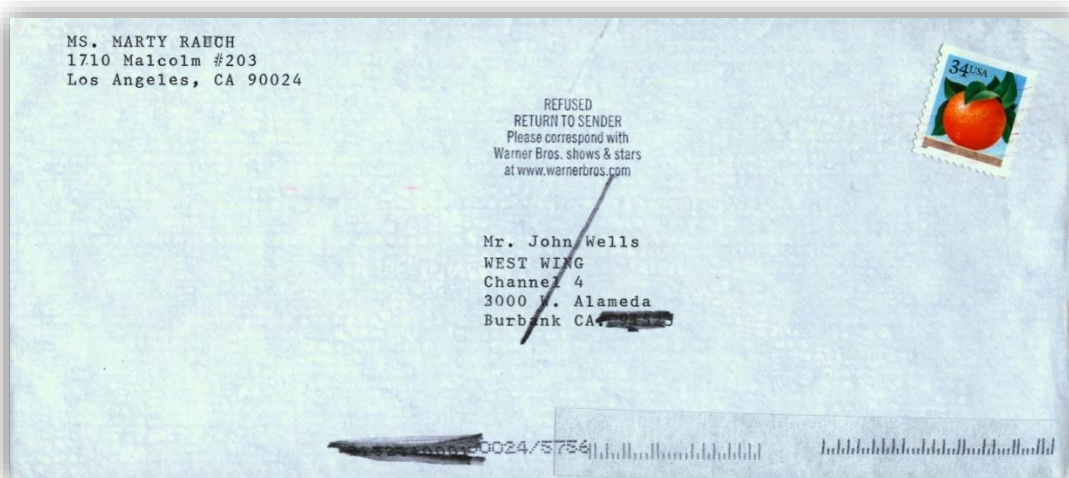
Figure 20. A modern-day auxiliary marking advising the fan to contact
the star via the Internet.

Canadian Airmail Related Instructional Markings
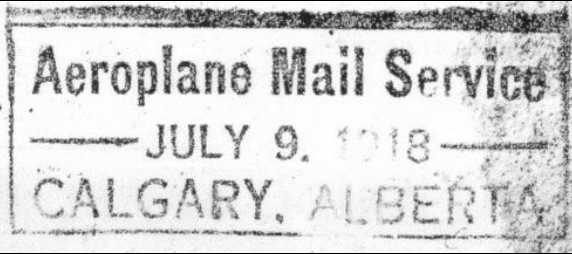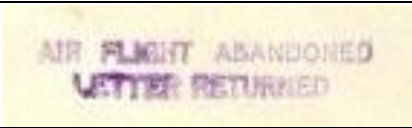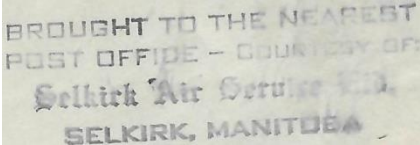
H.M. (Mike) Street OTB FCPS FRPSC

As part of the Canadian Aerophilatelic Society (CAS) contribution to the Second Edition of *The Air Mails of Canada and Newfoundland* (AMCN2), I have been recording and cataloguing Canadian Air Mail Facility (AMF) and Airport specific postmarks. In the process of this work, I have also been tucking away scans of Canadian Airmail Related Instructional Markings. My idea was that they could eventually become part of a future update of AMCN2.

In February 2024 the Philatelic Specialists Society of Canada (PSSC), Robert Vogel – President, and the USA based Auxiliary Markings Club (AMC), John Hotchner, RDP - President, announced a joint project dealing with the global subject of auxiliary markings in their many forms, the *Auxiliary Markings Anthology*. This seemed like an excellent place to include my compilation of Canadian Airmail Related Instructional Markings, and I offered it to the Editor, Gregg Redner.
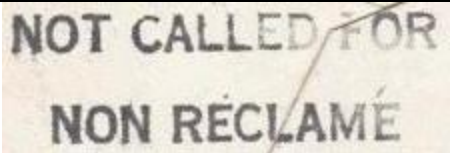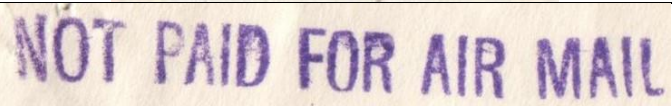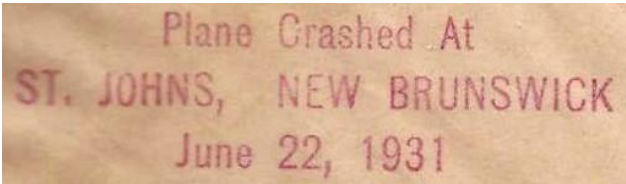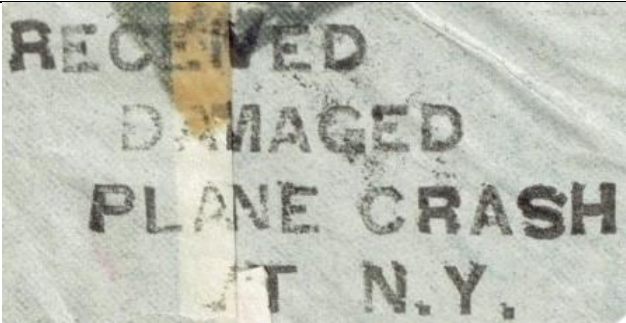
What follows is the current (December 2024) version of Canadian Airmail Related Instructional Markings. Future updates, if any, will be channeled through the CAS. Anyone having a Canadian Airmail Related Instructional Marking not included here is asked to send a scan to me by email at: mikestreet1@gmail.com
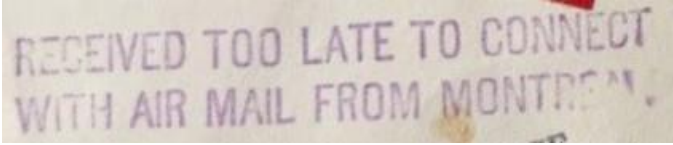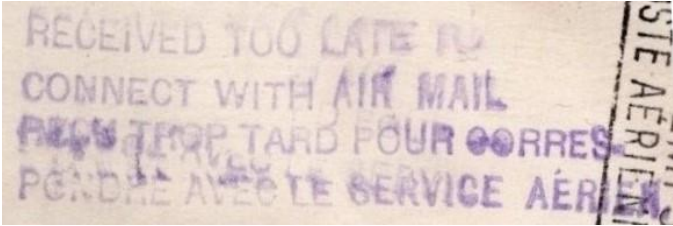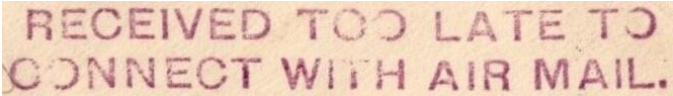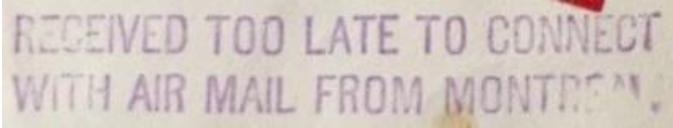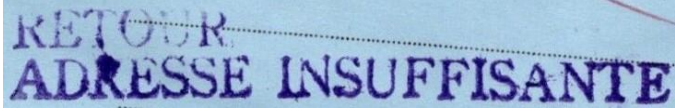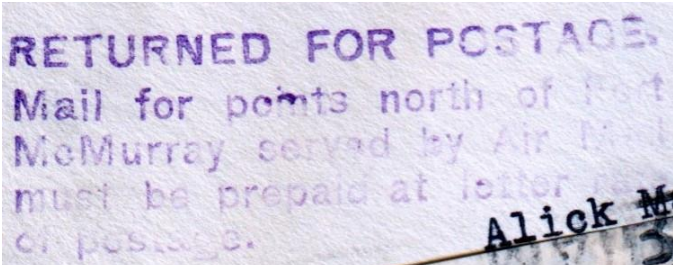
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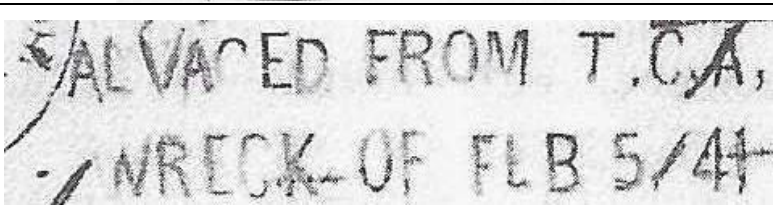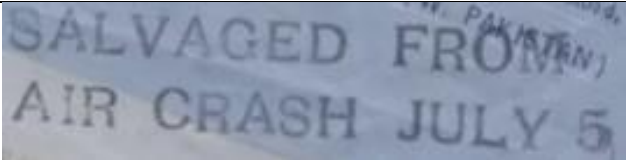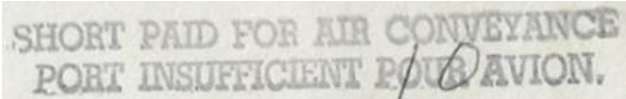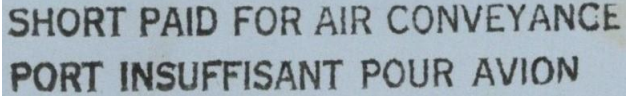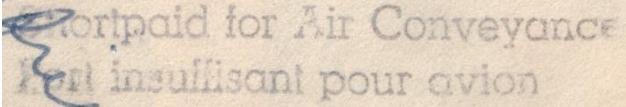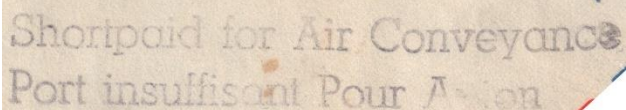
Instructional Postmark	Year	Image
Aeroplane Mail Service / JULY 9, 1918 CALGARY, ALBERTA (Boxed - Calgary)	1918	
AIR MAIL / DATE / MONCTON, N.B. (Oval - Moncton, NB)	1930	
AIR MAIL / REC. DAMAGED CONDITION (Halifax)	1946	
AIR FLIGHT ABANDONED / LETTER RETURNED (Montreal)	1927	
AIR POSTAGE PAID / PORT AERIEN PAYE (Quebec City, Qc)	1962	
AIRMAIL / PAR AVION / POSTAGE PAID-PORT PAYÉ (Boxed – Ottawa)	1976	
BROUGHT TO THE NEAREST / POST OFFICE – Courtesy of: / Selkirk Air Service Ltd. / SELKIRK, MANITOBA	1968	Courtesy: Peter MacDonald
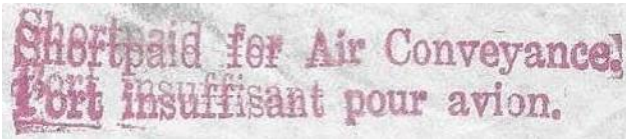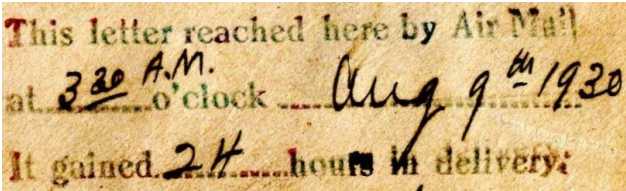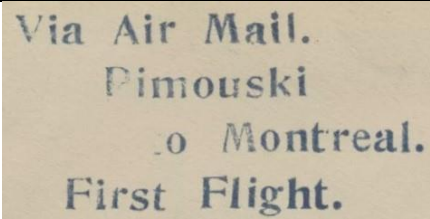
Instructional Postmark	Year	Image
BY AIR TO OFFICE OF EXCHANGE ONLY (Calgary)	1948	
BY AEROPLANE / FROM WOODSTOCK, ONT- (Woodstock, Ont)	1923	
BY TRANSPACIFIC AIRMAIL / via Los Angeles (Cal.) (Probably Vancouver)	1947	
CARRIED AS OUTSIDE AIR MAIL (Toronto, Ontario)	1941	
CRASH FLT 292 (Prince Rupert, BC)	1966	
DAMAGED AIR MAIL ENCLOSED (Toronto)	1931	
DAMAGED AND DELAYED / BY FIRE ENDOMMAGE ET RETARDÉ / PAR FEU (Montreal, Quebec)	1934	
Damaged in Air Crash / At Tokyo 1 (Ottawa, Ont.)	1966	
DAMAGED IN AIR PLANE / WRECK (Calgary, Ab.)	1930	
DELAYED.OR.DAMAGED/ M.JAW PLANE, WRECK (Moose Jaw, Sask.)	1954	

Instructional Postmark	Year	Image
EMERGENCY (Toronto, Ontario)	1955	
821 Regina, Sask.	1938	
'from wrecked plane' m/s under Received at Port Alberni, B.C. / in damaged condition. / (Port Alberni, B.C.)	1947	
Insufficiently Prepaid for Air Mail (Victoria, B.C.)	1955 1961	
INSUFFICIENTLY PREPAID FOR AIR MAIL (Winnipeg)	1968	
Insufficiently prepaid for / Air Mail Service (Toronto or Niagara Falls)	1958	
INSUFFICIENTLY PREPAID / FOR AIR TRANSPORTATION (Edmonton)	1965	
INSUFFICIENTLY PREPAID / FOR / AIR MAIL (Winnipeg)	1960	
INSUFFICIENTLY PREPAID / FOR TRANSMISSION BY AIRMAIL (Montreal)	1957	
INSUFFICIENTLY PREPAID / IN-SUFFISAMMENT AFFRANCHI (Toronto)	1955	

Instructional Postmark	Year	Image
MONTREAL A.M.F. (Montreal)	1955	
NOT CALLED FOR / NON RECLAMÉ (Montreal)	1956	
NOT PAID FOR AIR MAIL (Vancouver)	1947	
NOT PAID FOR AIR MAIL (Winnipeg)	1948	
Plane Crashed at / ST. JOHNS, NEW BRUNSWICK / June 22, 1931 (Uncertain; s/b St. John)	1931	
PLEASE ADVISE YOUR CORRESPONDENTS THAT / THE LETTER RATE FROM CANADA IS SIX CENTS / PER HALF OUNCE. (Empire Air Mail Scheme – large cities)	1935	
Port insuffisant pour avion (Montreal)	1963	
RECEIVED / DAMAGED / PLANE CRASH / AT N.Y. (Montreal)	1954	

Instructional Postmark	Year	Image
RECEIVED TOO LATE TO CONNECT / WITH AIR MAIL FROM MONTREAL (Moncton)	1930	
RECEIVED TOO LATE TO / CONNECT WITH AIR MAIL / RECU TROP TARD POUR CORRES / PONDRE AVEC LE SERVICE AÉRIEN. (Montreal)	1939	
REÇU TROP TARD POUR / CORRESPONDRE AVEC L'AVION. / RECEIVED TOO LATE TO / CONNECT WITH AIR MAIL. (Montreal, Toronto)	1930	
RECEIVED TOO LATE TO / CONNECT WITH AIR MAIL. (Calgary)	1931	
RECEIVED TOO LATE TO CONNECT / WITH AIR MAIL FROM MONTREAL. (Moncton)	1930	
RETOUR / ADRESSE INSUFFISANTE (Japan?)	1971	
RETURNED FOR POSTAGE. / Mail for points north of Fort / McMurray served by Air Mail / must be prepaid at letter rate / of postage. (Edmonton)	1940	

Instructional Postmark	Year	Image
SALVAGED FROM / PLANE. WRECK (Vancouver, BC)	1956	
SALVAGED FROM / T.C.A. WRECK (Moose Jaw, SK)	1954	
SALVAGED FROM T.C.A., / WRECK OF FEB, 5/41 (Winnipeg)	1941	
SALVAGED FROM / AIR CRASH JULY 5 (Toronto)	1971	
SHORT PAID FOR AIR CONVEYANCE / PORT INSUFFICIENT POUR AVION. (Serif; misspelling -ient) (Toronto)	1960s	
SHORT PAID FOR AIR CONVEYANCE / PORT INSUFFISANT POUR AVION (Various)	1960s	
SHORTPAID FOR AIR CONVEYANCE (serif) (Victoria)	1961	
Shortpaid for Air Conveyance / Port insuffisant pour avion (mixed case) (City Uncertain)	1950s, 1960	
Shortpaid for Air Conveyance / Port insuffisant Pour Avion	1960	

Instructional Postmark	Year	Image
(mixed case) (City Uncertain)		
Shortpaid for Air Conveyance. / Port insuffisant pour avion. (mixed case, periods) (Various)	1954	
SHORTPAID FOR AIR CONVEYANCE / PORT INSUFFISANT POUR AVION (upper case) (Various)	1950s	
RECOVERED FROM PLANE / DAMAGED _ OCT.30, 1941 AT / SHEDDEN, ONT. CANADA.	1941	
This letter reached here by Air Mail/ at ..... o'clock (date)......... / It gained ..... hours in delivery.	1930	 Courtesy: Chris Hargreaves
TRANS-ATLANTIC AIR MAIL / ARMY P.O. ENGLAND	1940	
Via Air Mail. / Rimouski / to Montreal. / First Flight. (Rimouski)	1927	

REFERENCES USED TO PREPARE THIS LIST

Air Crash Mail of the World, American Air Mail Society, 2023. Parts 1-4 (1870-2016), checked completely and items recorded as found.

Air Mails of Canada 1925-1939, The Development and Postal History of National and lnternational Mails. George B. Arfken & Walter R. Plomish, 2000, Charles G. Firby Publications**.**

*Canada Commercial Air Mail Between 1925 and 1954***;** Per-Olof Jansson, 2020, BNAPS Exhibit Series 107.

Canadian Airmail-Facilities (AMF) & Airport Postal Markings 1930-1990; HM Street, Canadian Aerophilatelic Society, in progress 2025.

Canadian Interrupted (Crash) Covers to, from, and within Canada, 1905-1984, by Canadian and Foreign Airlines. 2007, Exhibit, Richard K. Malott. Canadian Aerophilatelic Society. [http://www.aerophilately.ca/crashcovers.html]

Canadian Interrupted Flight Covers, Richard K. Malott, 2009. BNAPS Exhibit Series 56.

No Englishmen Need Apply, Gordon Mallett, 2010, BNAPS.

Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office 1925-December 1942, David H. Whiteley, 2001.

Pioneer Mail Flights, the Semi-Official Air Post, and Canada's Air Mail Development, 1918-1934, Alec Globe, 2022, BNAPS.

Various Covers offered on eBay

Twentieth-Century Disinfected Mail in the United States

By Andrew S. Kelley, stamps@andrewkelley.net

In the early twentieth century, the United States saw a flurry of auxiliary markings applied to indicate that a mailpiece had been disinfected to prevent the spread of infectious diseases. These markings reflect poignant stories: families separated by tuberculosis, young sailors afflicted by disease during wartime service, doctors infected while treating the sick, and towns fighting against global pandemics. Collecting these markings is a significant challenge; nearly all are scarce.[i] However, aside from work by William Sandrik to document disinfected markings from Pennsylvania, the literature on the subject is meager.[ii]

This article supplements the literature by collecting and synthesizing the available information while reporting discoveries and making some corrections. This is the first draft of a catalog of early twentieth-century disinfection markings. Appropriately—given where it is published—this article is concerned with disinfected mail that was marked as such. It excludes disinfected mail that did not receive an auxiliary marking.[iii] It also excludes mail from outside the continental United States. It also excludes twenty-first-century disinfected markings, such as those created during the 2001 anthrax scare. I'm almost sure this article's list of disinfection markings is incomplete. Hopefully, however, it will spur further research and discoveries.

Minnesota—Minneapolis A cover dated February 28, 1917, is reported with a 'DISINFECTED' marking. The marking is 8 mm × 42 mm. The return address for the cover is 'City Hospital'.[iv] It was 'probably' disinfected during a smallpox outbreak.[v] The marking is not visible in the only illustration I have seen (in the cited auction catalog).

Missouri—DeKalb

Figure 1. 'Fumigated' cover to DeKalb, Missouri.

In 1918, some Ozark towns disinfected incoming mail to prevent the spread of Spanish flu. Reportedly, disinfection was performed in cooking stoves.[vi] There is a single report of a July 4, 1918, postcard addressed to DeKalb, Missouri, marked 'FUMIGATED / Health Department'. Figure 1 is a (poor) illustration of the card.
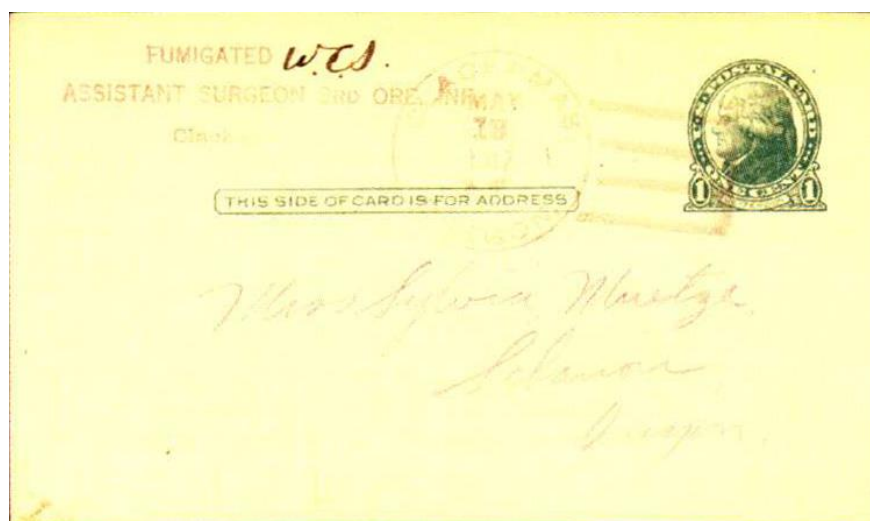
Oregon—Clackamas

Figure 2. 'Fumigated' cover from Clackamas, Oregon.

There is a single report of a May 13, 1917, postal card from Clackamas marked 'FUMIGATED W.E.S. / ASSISTANT SURGEON 3RD ORE INF. / Clackamas'.[vii] See Figure 2. It is unclear why the card was disinfected; notably, it predates the Spanish flu pandemic.

Pennsylvania

Pennsylvania produced the overwhelming majority of early twentieth-century US disinfected mail. Possibly, this resulted from local customs: marking disinfected mail where other states did not or disinfecting mail where similar facilities in other states did not. It is also possible that Pennsylvania law played a role, though my preliminary research on this point has been fruitless.

Hospitals:

Two Pennsylvania Hospitals, the Philadelphia Hospital for Contagious Diseases and the Pittsburgh Municipal Hospital, marked some outgoing mail as disinfected. The philatelic evidence suggests this practice was sporadic: only a handful of covers are known from these hospitals, and one of the two hospitals used the same handstamp for several

decades, suggesting it was infrequently used. I infer that the hospitals likely disinfected mail only during disease outbreaks and not as a part of their regular routine.

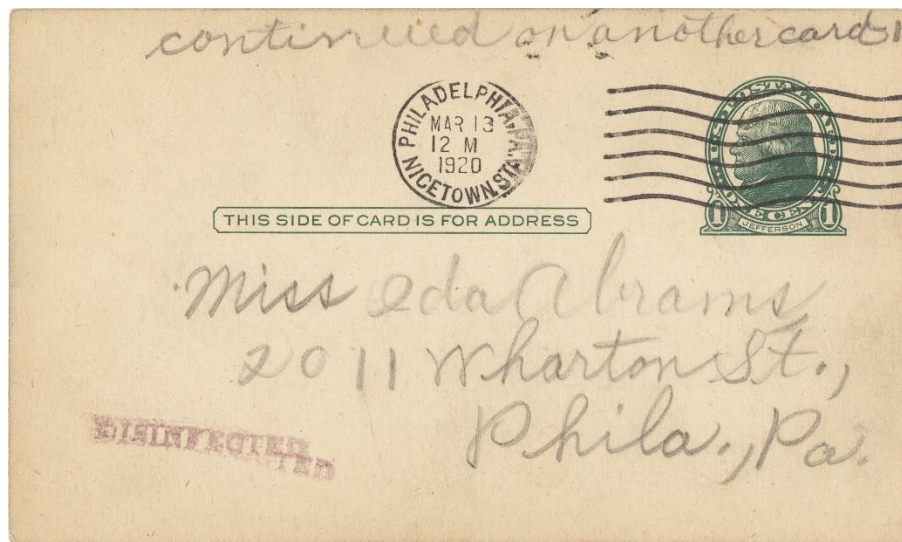**Philadelphia Municipal Hospital for Contagious Disease**

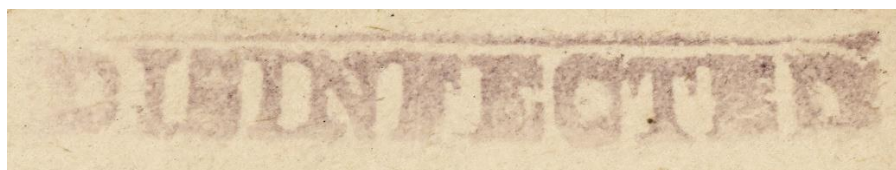Figure 3. Disinfected postcard from a patient at the Philadelphia Municipal Hospital for Contagious Disease.

Figure 4. Closeup of marking from another disinfected card from the Hospital, with enhanced contrast to better show the marking. Note how the handstamp appears to have degraded and become clogged with ink due to its quarter-century in service.

The earliest documented use of the marking is December 24, 1903, while the latest known use is January 14, 1923.[viii] Remarkably, the Philadelphia Municipal Hospital for Contagious Disease appears to have used the same disinfected handstamp during that entire period. The marking is 3 mm × 32 mm and consists of serifed letters. An example is shown in Figure 3. A closeup of the marking (from a different card) is in Figure 4. The handstamp appears to have degraded and become clogged with ink during its long time in service. All recorded examples of the marking are in reddish or magenta ink.

Until recently, only 10 examples of this marking were known. However, I just acquired a large group of postal cards sent by a young diphtheria patient at the Hospital, postmarked in February and March 1920. Nearly all the cards have a disinfected auxiliary mark,

including cards penned by the patient and written by a nurse. Documents included with the correspondence confirm that the patient underwent treatment at the Hospital. It appears that the Hospital compelled patients to use postal cards rather than letters in envelopes; the young patient often sent many cards on the same day to the same person, each with a partial message and a notation on the front that the message continued on another card.

Pittsburgh Municipal Hospital

Two different marks (both 'DISINFECTED') are reported from the Pittsburgh Municipal Hospital. The first (Sandrik Type 1), is documented from February and March 1920. My example is shown in Figure 5. The mark is approximately 6 mm × 38 mm. The handstamp is crudely made, with a gap between 'DISI' and 'NFECTED'. There are three known examples of the marking; all were sent by the same patient, Lilly Binger, and all are marked on the back of the cover.[ix]

Figure 5 – obverse and reverse. February 13, 1920, front and back of a cover from a patient at Pittsburgh Municipal Hospital, with the 3 mm × 32 mm on the reverse. This is the earliest known use of the marking.

Date	Description
February 13, 1920	Mark in red ink (Figure 5)
February 17, 1920	Mark in red ink.[x]
March 18, 1920	Mark in blue ink.[xi]

Figure 6. September 19, 1924, disinfected cover from a physician at the Pittsburgh Municipal Hospital. Note the clipped corners to admit fumigant. The black flap has been opened to show the marking.

The second type of Pittsburgh Municipal marking is shown in Figure 6. This is a large marking, 8 mm × 46 mm. The illustrated example (postmarked September 19, 1924) is the only known. The letter inside the cover is from a doctor at the hospital who contracted diphtheria. It reads in pertinent part:

> Well, here I am in bed writing to you and have been such for nine days with diphtheria. A nice thing for a doctor to get. I expect to be here a few days yet . . . . I only worked here at the municipal hospital one week before getting sick, during which time I saw several cases of smallpox, chicken pox, scarlet fever, diphtheria, and mumps.

Note that the corners are clipped to admit fumigant into the letter.

Sanatoriums

Although the US had over 200 sanatoriums by 1917 and well over 500 by the early 1920s, treating tens of thousands of patients,[xii] disinfected markings are known only from three

sanatoriums in Pennsylvania: Cresson, Hamburg, and Mont Alto. Sanatoriums in other states either did not disinfect their mail or did not mark it.
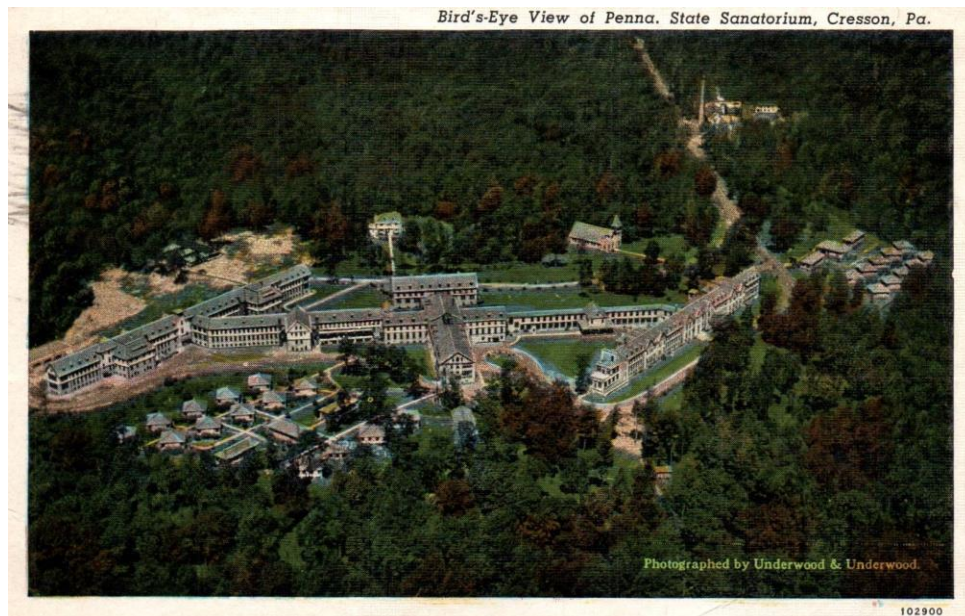
Cresson, Pennsylvania

Figure 7. Arial view of Cresson Sanatorium from a postcard

The Cresson Sanatorium opened in 1913 on land donated to Pennsylvania by Andrew Carnegie. In 1918, it had a bed capacity for 340 patients.[xiii] Cresson continued operation until 1956 when it was renamed the Laurence F. Flick State Hospital.
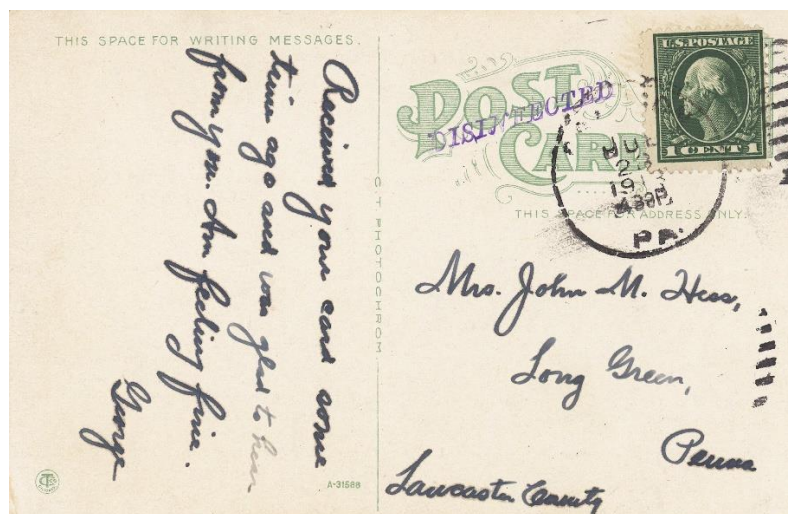

Figure 8. June 23, 1913, postcard from Cresson with 'Disinfected' marking without a period, along with a closeup of the marking.

Cresson disinfected markings are reported on mail sent from February 1913 through December 1915. All reported markings use the same distinctive italic font, though some have a period at the end and some do not. See Figure 8 and Figure 9, respectively. (The marks are 3 mm × 33 or 34 mm, depending on whether they have a period.) Sandrik treats the 'with period' and 'without period' markings as separate types. However, I strongly suspect that the 'without period' version is just a poorly struck impression of the 'with period' handstamp. In any case, 26 examples have been recorded, 12 without the period.

Figure 9. September 17, 1915, Cresson 'Disinfected.' mark with a period. One of two examples of the marking on a cover rather than a postcard. Note the clipped corners to admit fumigant.

Most examples of the Cresson marking are found on postcards. Only two disinfected covers are documented, including the one in Figure 9. It seems likely that patients were urged or required to use postcards rather than letters for ease of disinfection.
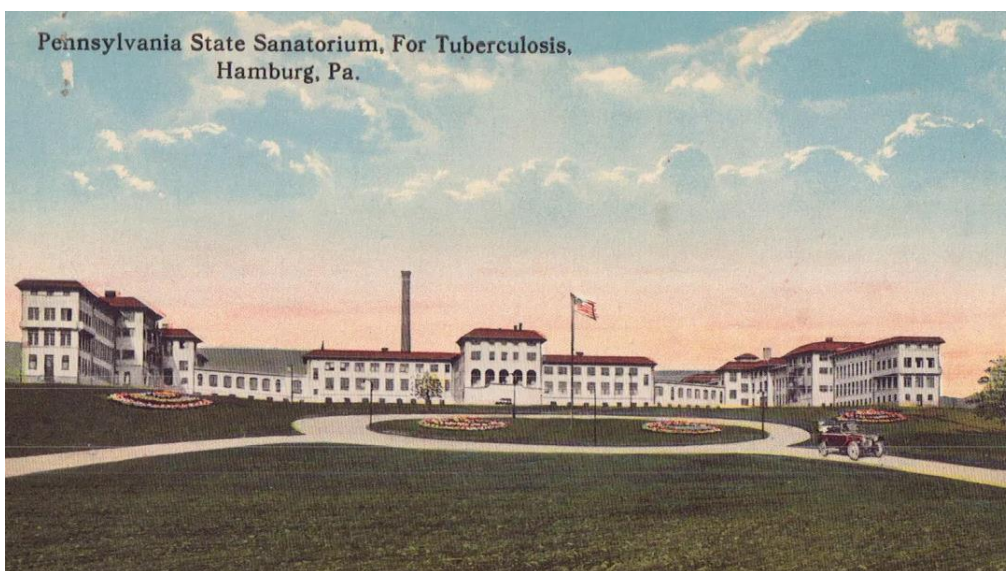
Hamburg, Pennsylvania

Figure 10. Photo of the Hamburg Sanatorium from a postcard.

The Pennsylvania State Tuberculosis Sanatorium at Hamburg opened in 1914 and continued operation until 1956.[xiv] Reportedly, it conducted some of the first chest surgery to treat TB.[xv] In 1918, Hamburg's capacity was 480 patients.[xvi]
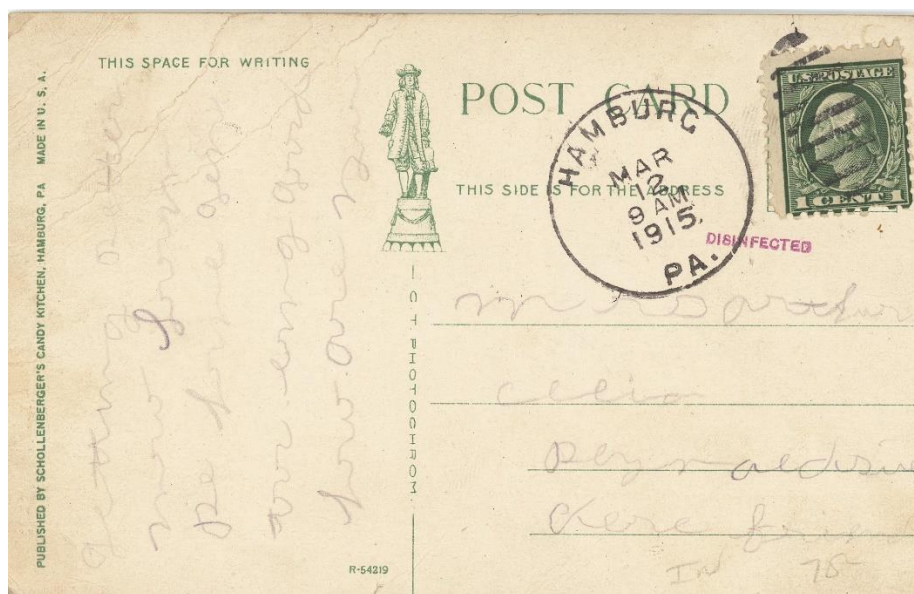

Figure 11. Earliest known use of the Hamburg disinfected marking and one of four known examples of the marking.

Although Hamburg was relatively large, disinfected markings from the facility are remarkably scarce, with only four examples reported:

Date	Description
March 12, 1915	Postcard (Figure 10)
June 14, 1915 [listed in some sources as June 4]	Cover to Eaton, PA[xvii]
February 29, 1916	Postcard[xviii]
May 13, 1916	Postcard[xix]

The March 12, 1915, use is reported here for the first time. All markings are 1.5 mm × 15 mm, with disinfected in all caps.
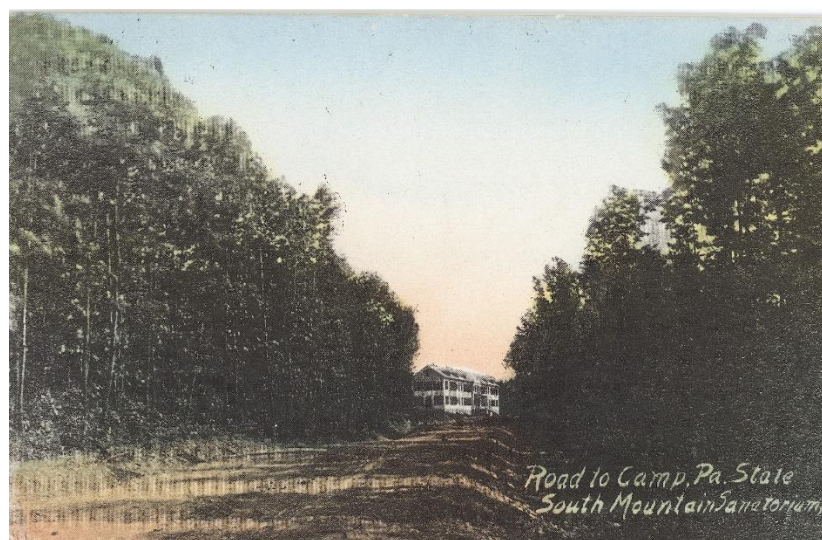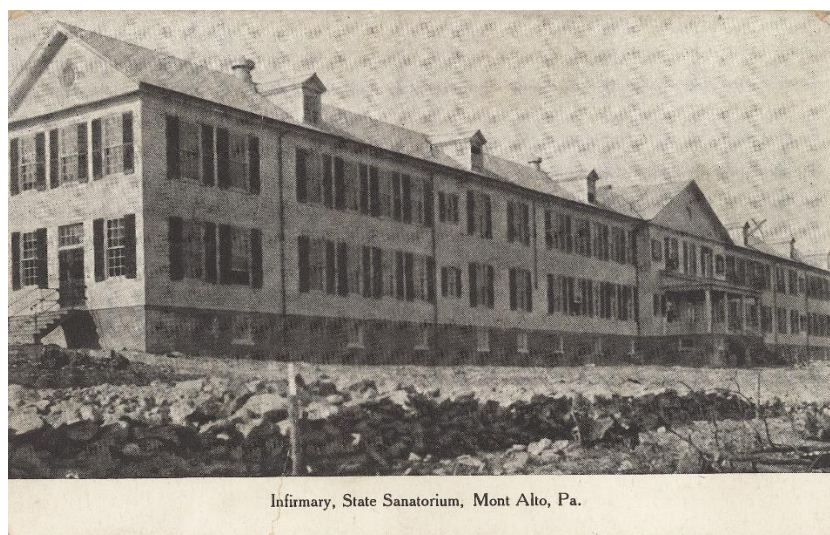
Mont Alto, Pennsylvania

Infirmary, State Sanatorium, Mont Alto, Pa.

Road to Camp, Pa. State South Mountain Sanatorium,

Figure 12, views of Mont Alto, from the backs of Figures 15 and 17.

The Pennsylvania State South Mountain Sanatorium for Tuberculosis at Mont Alto operated from 1907 to 1918, when it changed its name. At its peak, the sanatorium

housed nearly 1,000 patients. Disinfected markings are reported from 1909 through 1914.[xx] Markings from Mont Alto are the most common sanatorium marking, with roughly 100 examples recorded.

Mont Alto used a variety of markings. However, the Sandrik classification system for these markings (which divides them into six types) is deeply confused. Sandrik assigned the same marking to two different numbers[xxi] and described one marking with two different sets of dimensions.[xxii] He treated markings with and without periods as separate types. But as he ultimately realized,[xxiii] some—and perhaps all—of these were made by the same handstamp. Finally, Sandrik's system, as he acknowledged,[xxiv] combines different markings under the same number. For example, The Type 2 marking uses the same font as Type 3A, while Type 2 and 2A use a different font. In light of these problems, I propose abandoning the Sandrik taxonomy and grouping the markings by height and then by other distinguishing features as illustrated by the table at the end of this section).
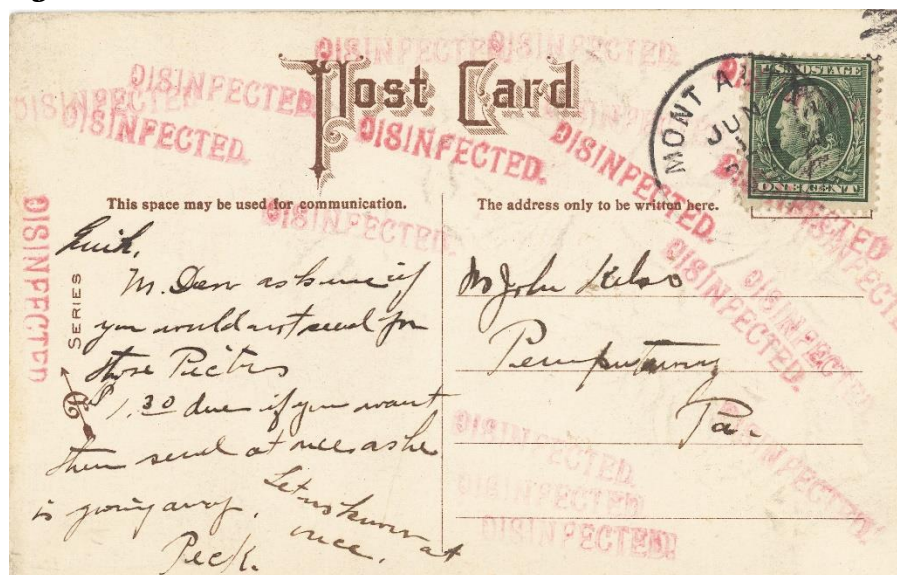
Tall marking

Figure 13. Postcard with 19 strikes of a Mont Alto 'tall' disinfected marking. Note that most strikes of the marking show a period while two do not.

This marking, at 3½ mm × 29 or 30 mm (depending on whether the period is visible), is the largest handstamp used at Mont Alto, and the most common. Sandrik reported fifty examples, used between April 1909 and the end of 1912. It can be found in various colors, including black and red. See Figures 14 and 15. Sandrik originally described versions of this marking with and without a period as separate types. However, the postcard in Figure 13, with 17 strikes with a period and 2 examples without a period, strongly suggests that the same handstamp made the two 'different' markings.
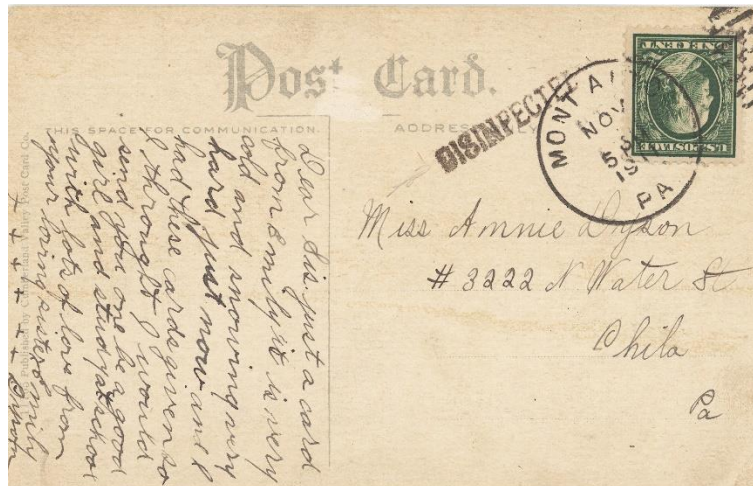
Figure 14. 'Tall' Mont Alto marking in black.

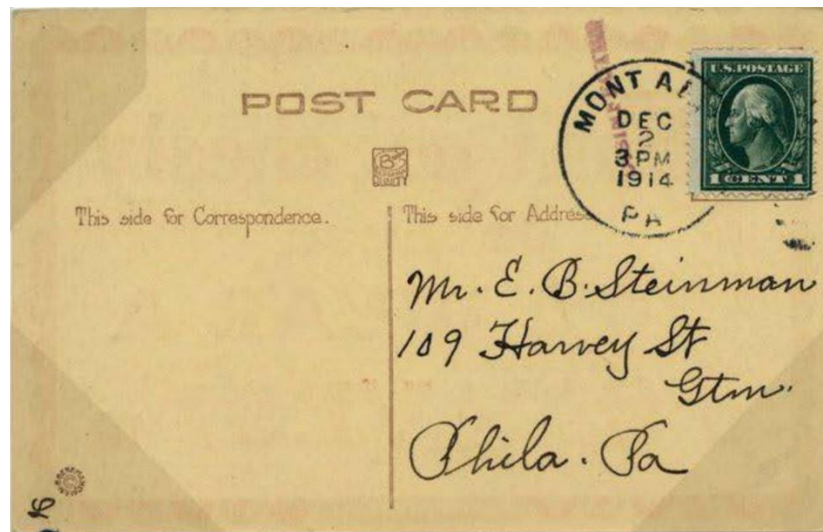Figure 15. 'Tall' Mont Alto marking in red.

Medium Marking

Figure 16. A postcard from Sandrik's exhibit with the 'medium' marking.

This marking is 2¾ mm × 26 mm and is found on mail pieces postmarked between May 1913 and December 1914. There are 13 examples recorded. Unfortunately, I do not have an example in my collection; the postcard in Figure 16 comes from Sandrik's exhibit.
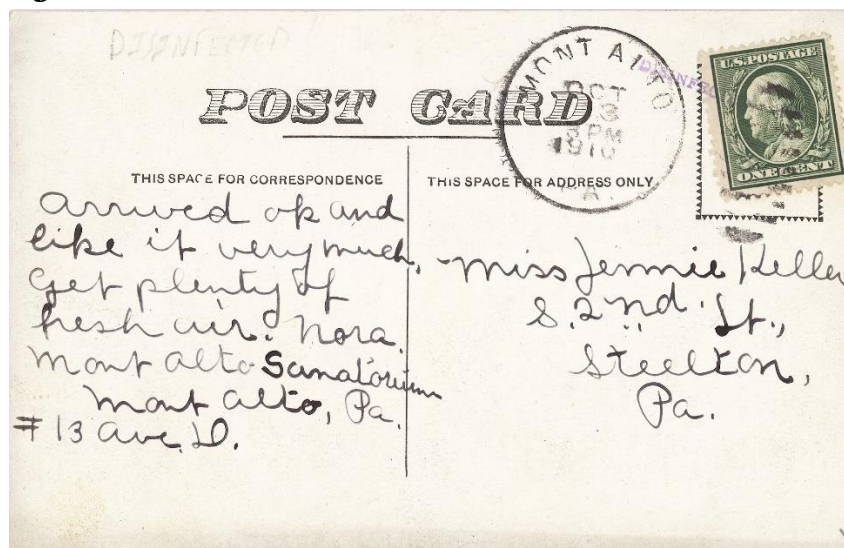
Short markings

Figure 17. An example of the 'short' Mont Alto marking on a postcard postmarked October 13, 1910.

These markings, 1½ mm × 21 or 22 mm, are made with a *tiny* font. See Figure 17 for an example. They can be found in two fonts, serif and sans serif, and with disinfected spelled incorrectly ('dis*e*nfected') and correctly. The chronology of the markings suggests that the incorrectly-spelled handstamps were made first and corrected later.

The correctly spelled serif marking can be found with and without a period. As noted elsewhere, I suspect that the period and no-period examples came from the same handstamp. These markings are uncommon, with between four and eight reported examples of each.

	Marking	Description	Dates Reported	Quantity Reported	Sandrik Type
Tall	**DISINFECTED.** 3½ mm × 29 or 30 mm	Reported with and without a period (from the same handstamp). Found in black and red.	April 1909 – Dec. 1912	62	1 & 1A
Medium	**DISINFECTED** 2¾ mm × 26 mm	Only reported without a period.	Dec. 1910 – Dec. 1915	13	4 (mistakenly listed as Type 2 in one article)
Short	**DISENFECTED.** San Serif Font 2 mm × 21 mm	Misspelled "Dis*e*nfected." Only reported with a period.	Nov. 1910 – Oct. 1911	5	2A
	DISINFECTED San Serif Font 2 mm × 21½ mm	Correctly spelled. Only reported without a period.	Nov. 1912 and ??	4	3
	DISENFECTED. Serif Font 2 mm × 21 mm	Misspelled 'Dis*e*nfected'. Only reported with a period.	Dec. 1911 – April 1912	4	2
	DISINFECTED. Serif Font 2 mm × 21½ or 22 mm	Correctly Spelled. Reported with and without a period.	May 1913 – Dec. 1914	8	3A & 3B

The number documented and type come from Sandrik's exhibit,[xxv] and the illustrations come from Sandrik's articles.[xxvi]
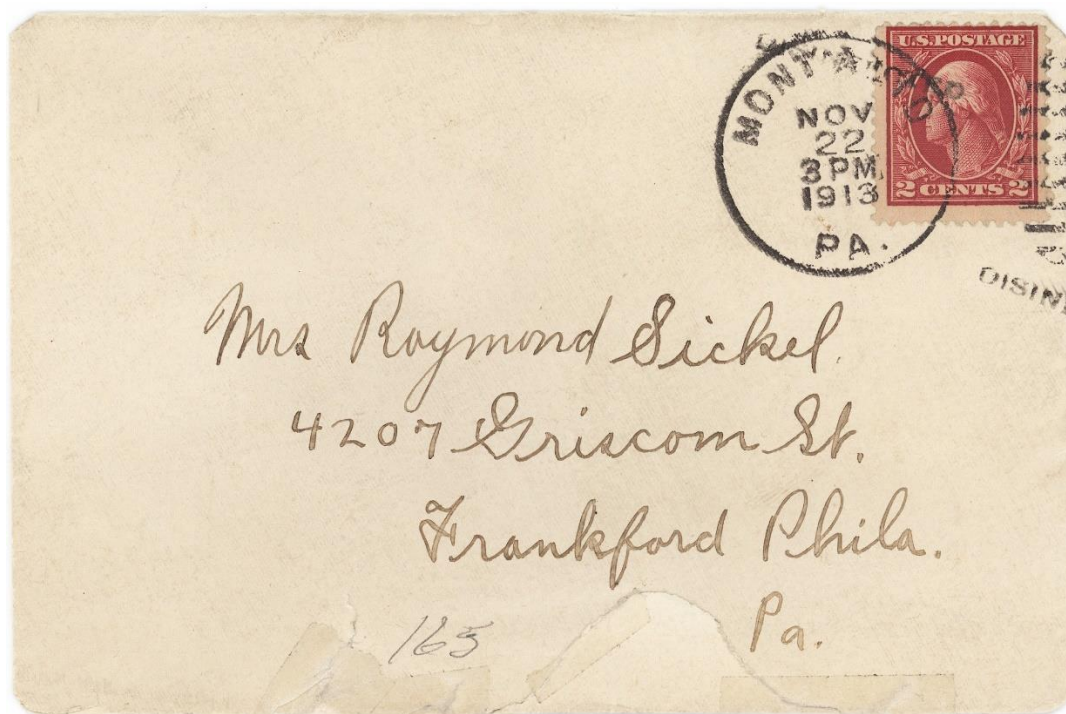
Figure 18. One of two or three disinfected envelopes from Mont Alto. Note the two strikes of the short, correctly spelled marking with the serif font. The marking has no period.

Virtually all Mont Alto markings are found on postcards; only two or three disinfected envelopes are documented. See Figure 18 for an example. I speculate that sanatorium residents were encouraged to use postcards because they were more easily disinfected than letters.

Virginia—Portsmouth Naval Hospital

In 1918, the Portsmouth Naval Hospital in Portsmouth, Virginia, sterilized some outgoing correspondence and marked it accordingly. This marking and the reason for the same is poorly documented.[xxvii] However, the Hospital was probably combating the spread of measles and possibly mumps. The author of the postcard in Figure 19 reports that "now am over measles again and feeling fine." A philatelic writer reports a cover that was disinfected for mumps but does not state how he made that determination.[xxviii] And about one-half of the Hospital's wartime cases were devoted to measles and mumps.[xxix] Note that the card was not fumigated due to the flu: the Spanish Flu pandemic did not start until March 1918, two months after the card was sent.
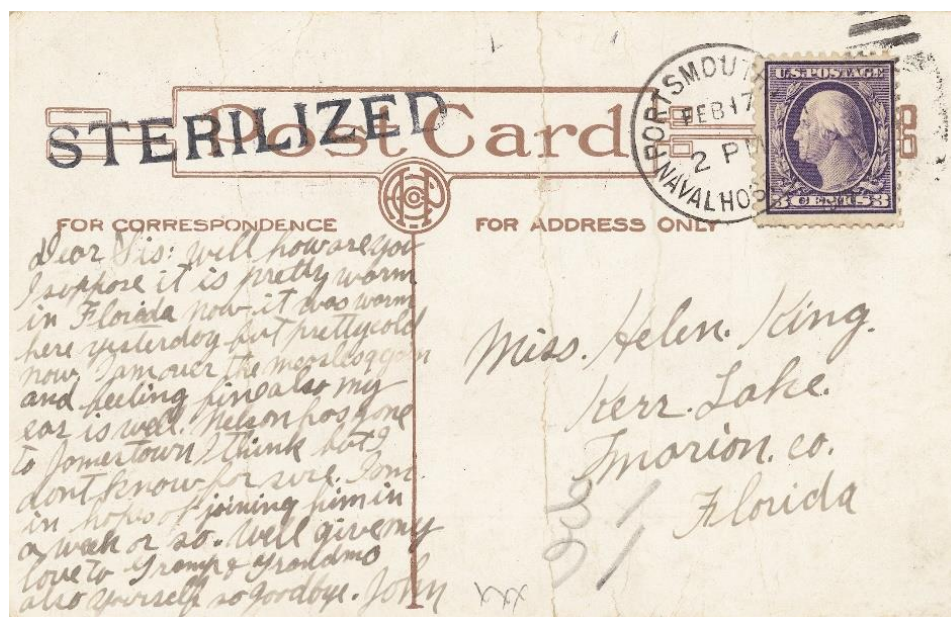
Figure 19. One of four reported 'Sterilized' markings applied at the Portsmouth Naval Hospital. Note the Naval Hospital cancel.

The marking is approximately 7 mm × 58 mm and appears to have been applied with a rubber handstamp using black ink. I am aware of four examples of this marking, though one source reports there may be as many as five:[xxx]

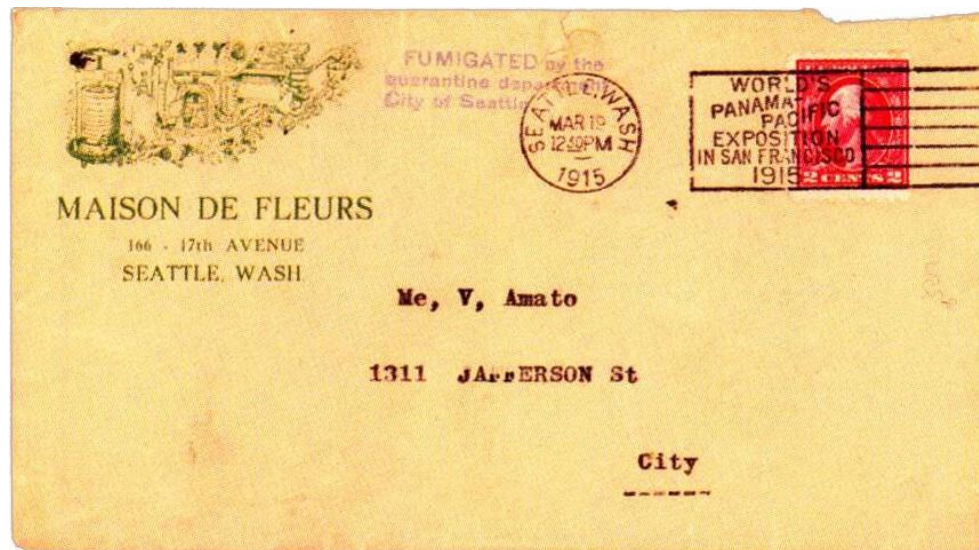| Date	Description
February 17, 1918	Postcard (Figure 19)
February 17, 1918	Same card and author as above.[xxxi]
February 25, 1918	Cover, reportedly fumigated against mumps.[xxxii]
1919	Reportedly mentions measles.[xxxiii]

Figure 20. Seattle 'fumigated' marking on March 19, 1915, cover.

A single cover is reported with a handstamp reading: 'FUMIGATED by the / quarantine department / City of Seattle.'[xxxiv] Postmarked March 19, 1915, the card was reportedly disinfected to mitigate a mumps outbreak.[xxxv] Unfortunately, given the scarcity of this marking, the only example I've seen is from the cited auction catalog. A (poor) image is Figure 20.

* * *

I welcome reports of additional disinfection markings within the scope of this article.

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[i] Guerrant Jr., "Why Are These Covers So Elusive? Twentieth-Century U.S. Disinfected Mail."

[ii] For Sandrik's work see: Sandrik, "Disinfected Mail. Covers Used in the Americas Are Scarce"; Sandrik, "Disinfected Markings from the United States"; Sandrik, "USA: The Disinfection of Mail in Pennsylvania Revisited"; Sandrik, "Disinfection Markings from Pennsylvania," May 1992; Sandrik, "Disinfection Markings from Pennsylvania," March 1993; Sandrik, "U.S.A.: Disinfection Markings of Pennsylvania, 1909-1914." His exhibit is also a useful reference. Sandrik, "Disinfected Mail."

[iii] For a (partial?) list of examples of mail disinfection in the United States, see Pearson and Miles, "Disinfection of Mail in the United States," 1980; which is similar to Pearson and Miles, "Disinfection of Mail in the United States," 1976; Other general references include Meyer, *Disinfected Mail*; Milgram and Milgram, "American Fumigation."

[iv] "Sets, Singles, Postal History & Collections of the World-Sale 3001" lot 5039.

[v] Ibid.

[vi] Ibid. lot 5037.

[vii] Ibid. lot 5040.

[viii] Sandrik, "Disinfected Markings from the United States."

[ix] Ibid., 111.

[x] Sandrik, "Disinfected Mail," 49.

[xi] Ibid.

[xii] Chamberlin, *Tuberculosis Sanatoria in the U.S* ("According to the 8th edition of the American Medical Directory for the 1923, there were 577 tuberculosis sanatoria in the United States"); Anderson et al., "Was the First Public Health Campaign Successful? The Tuberculosis Movement and Its Effect on Mortality," 8 (By 1917, there were "well over 200" sanatoriums with 19,000 beds in the US).

[xiii] Barnhart, "Disinfection of Mail in Pennsylvania, 1908-1913," 80.

[xiv] ReadingEagle, "Ron Devlin's History Book."

[xv] Ibid.

[xvi] Barnhart, "Disinfection of Mail in Pennsylvania, 1908-1913," 80.

[xvii] This cover is depicted in Sandrik's exhibit. See Sandrik, "Disinfected Mail," 43.

[xviii] Sandrik, "Disinfection Markings from Pennsylvania," May 1992, 8.

[xix] This cover is depicted in Sandrik's exhibit. See Sandrik, "Disinfected Mail," 43. Barnhart, "Disinfection of Mail in Pennsylvania, 1908-1913," 80.[xx] Sandrik, "Disinfection Markings from Pennsylvania," March 1993, 27.

[xxi] See Sandrik, "Disinfection Markings from Pennsylvania," May 1992; Sandrik, "Disinfected Markings from the United States." These articles assign two different numbers to the 2¾ mm × 26mm handstamp.

[xxii] Sandrik, "Disinfection Markings from Pennsylvania," May 1992 (describing marking as 2mm × 26mm); Sandrik, "Disinfected Mail" (describing marking as 2¾ mm × 26mm).

[xxiii] Sandrik, "Disinfection Markings from Pennsylvania," March 1993, 25.

[xxiv] Ibid.

[xxv] Sandrik, "Disinfected Mail."

[xxvi] Sandrik, "Disinfection Markings from Pennsylvania," March 1993, 27.

[xxvii] The only article I know of is a short piece I wrote for *Auxiliary Markings*. Kelley, "'Sterilized' Postcard."

[xxviii] Meyer, *Disinfected Mail*, 315, 321 (reporting and illustrating a cover that was disinfected due to mumps).

[xxix] Morens and Taubenberger, "A Forgotten Epidemic That Changed Medicine"; "Portsmouth Naval Hospital Historical Marker."

[xxx] "Sets, Singles, Postal History & Collections of the World-Sale 3001" lot 5041.

[xxxi] Ibid. lot 5041.

[xxxii] Meyer, *Disinfected Mail*, 315, 321; Guerrant Jr., "Why Are These Covers So Elusive? Twentieth-Century U.S. Disinfected Mail," 762.

[xxxiii] Guerrant Jr., "Why Are These Covers So Elusive? Twentieth-Century U.S. Disinfected Mail," 762.

xxxiv "Sets, Singles, Postal History & Collections of the World-Sale 3001", lot 5036.
xxxv Ibid.