

A journal that reports about and studies the myriad markings  
added to a letter that explain how it reached its final destination  
Publication of The Auxiliary Markings Club  
www.postal-markings.org

Retour



## ADVD 1Ct.

*Way*



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### 'returned to N.Y.P.O. by "care" as unclaimed' by Tony Wawrukiewicz

In the October, 2015 issue of *Auxiliary Markings*, a mysterious pair of U.S. domestic covers mailed to New York City were discussed. Figure 1 shows one of the two covers with its handstamp shown below. I was unable to understand its meaning.

However, I just acquired the cover in Figure 2, and I believe I now understand the marking. This 1936 cover, franked at the 5¢ for up-to-one ounce international UPU rate with the 5¢ Scott No. 557, was sent from Peoria, Ill. to a passenger on board the Norwegian ship Toronto. In addition, the address also included the following: "'CARE'" / Bergenske Baltic / Transport, Ltd. / P.O. Box 122.

I assume that the ship was in New York City harbor, and the other address was of a private company, CARE, in New York City. Apparently the letter was undeliverable (like the 1907 and 1925 covers), and it was 'RETURN TO WRITER.'

So, what was happening? I now believe (speculate) that CARE was a private company in New York City that handled mail that was care of someone at a non-specific address, say a worker at some generic bank or a passenger on a ship. I believe that I happen to have three examples of this company handling this mail because in each case it was returned to the writer in the U.S. The fact that I could find no reference in the *Postal Bulletins*, is, to me, consistent with CARE being a private, non-governmental entity handling these mails.

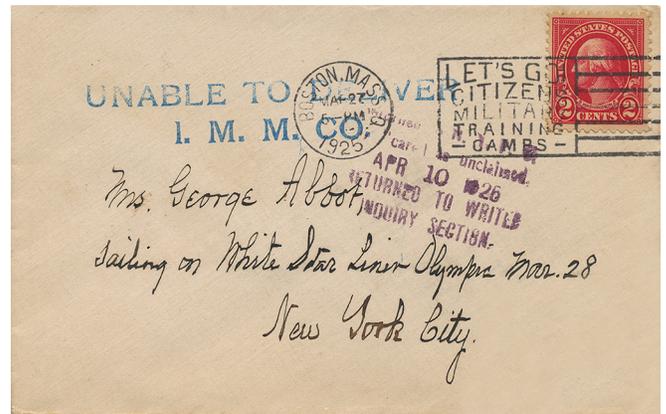


Figure 1

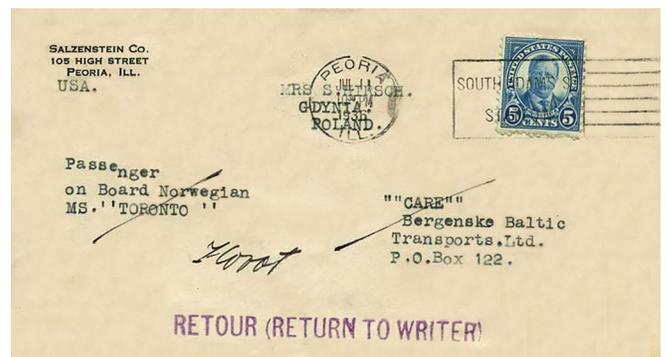
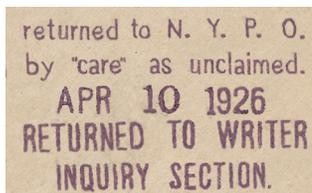


Figure 2



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## The Discontinuance of Directory Service in the U.S. by Tony Wawrukiewicz

Before April 18, 1950, when a mailed item carried an inadequate address so that it was undeliverable, post office department (POD) workers would make every reasonable effort to correct the address so that the item was deliverable. In fact, there were large directories for all the major cities that could be used to help the workers make these address corrections. These efforts were time-consuming, and finally the POD made the decision that such efforts were no longer feasible. So, in what follows, we find the development of a series of rules and regulations concerning when directory service was now to be given.

On April 18, 1950, in *Postal Bulletin 19327*, we find the following announcement: "Directory service is not generally available, but at carrier offices where a directory is available, directory service is given to registered, certified, insured, COD, special delivery and special handling mail; to perishable matter and parcels of obvious value."

This was added in *PB 19339* (June 1, 1950): "Article 101, Chapter VIII, Manual of Instructions for Postal Personnel, reads as follows: 101. All mail which fails of delivery, including circulars and other matter not entitled to directory service, should be run through first by experienced distributors, with a view to effecting delivery of the greatest number of pieces of mail possible."

Further, we find in *PB 19574* (Sept. 23, 1952): "These instructions did not contemplate or intend, under any circumstances, or at any post office, that mail matter of any class would be returned to the sender as undeliverable if the location of the addressee was known to the postal employees handling it, regardless of whether the correct address of the addressee appeared on the wrapper."

Then, in *PB 19611* (Feb. 17, 1953) is stated: "Incorrectly or incompletely addressed mail from overseas Armed Forces is given directory service and is not returned to the sender until every effort is made to deliver it."

Finally, in Post Offices Circular 1 (Oct. 18, 1954) is added: "...and to international mail, except circulars."

In Figure 1 is a Nov. 1952 ordinary letter with an inadequate address. Correctly, 'Insufficient Address / Directory Service Discontinued.'

Another, correct, 'DIRECTORY SERVICE DISCONTINUED.' handstamp (hs) was placed on the inadequately addressed ordinary 1956 letter in Figure 2. Note that if the letter had been readdressed correctly, a new envelope with new postage would have been required, and this envelope could not be reused.

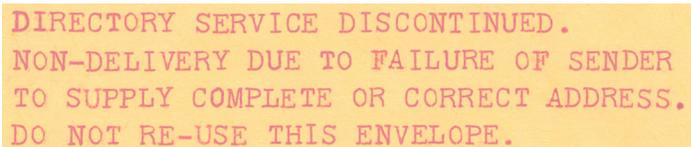
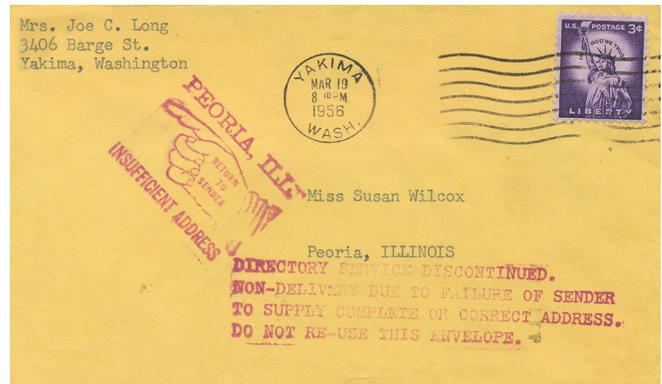


Figure 2

The hs in Figure 3 was on an inadequately addressed 1957 letter. Its message was very similar to the one in Figure 2.

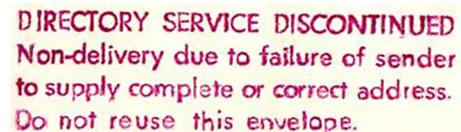


Figure 3

The hs in Figure 4 was on an inadequately addressed 1952 registered letter. As such, it was correctly given 'Directory' assistance, but still was undeliverable.

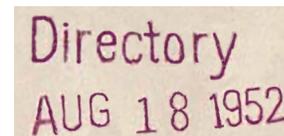


Figure 4

I have also seen a number of late-1950s examples of incoming foreign letters that were correctly given directory service.

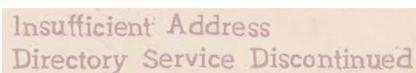


Figure 1

## Postage Due Stamps on Registered Mail by Tony Wawrukiewicz

In the author's experience and opinion, examples of short paid registered mail are rarely seen because (a) the penalties for postmasters allowing this were severe or, (b) the author assumes that it's so unlikely that a Postmaster handling registered mail would allow it to not be fully paid.

From the 1879 *PL&R* until the 1887 *PL&R* one can not find any reference to due stamps on short or unpaid registered mail. However, there was a major change in the process for handling short and unpaid registered mail starting with the 1887 *PL&R*:

**Sec. 1114.** Any registered matter on which a fee is chargeable that shall, by inadvertence or neglect of the mailing postmaster, or from any cause, be dispatched without full prepayment of postage and registry fee, the postmaster at the office of destination shall collect from the party addressed, when the matter is delivered, the amount of postage that may be due. The amount due as deficiency in the registry fee will be collected by the Department from the delinquent postmaster as a penalty for his neglect, upon receipt of report from the postmaster at the office of destination. Such reports should be made weekly to the Third Assistant Postmaster-General, and should state the number of the letter or parcel, the date of mailing, the post-office of origin, and the amount of the deficiency in each case. The following rules will render the postmaster's duty plain in such cases:

1. If the letter or parcel should arrive at destination bearing no stamps whatever, the postmaster will rate up the postage at double rates, and collect the same from the party addressed before delivering the matter. The case will be reported by the postmaster in his weekly report to the Third Assistant Postmaster-General, who will require payment of the registry fee by the sending postmaster.

2. If the letter or parcel should arrive at destination partially prepaid, the postmaster will rate up the deficiency in postage (not at double rates, however) and collect the same from the party addressed. The deficiency in fee will be collected by the Third Assistant Postmaster General, as in the preceding case, upon report of the facts by the postmaster in his weekly report,

3. In ascertaining the amount of deficiency on a registered letter or parcel arriving at destination partially prepaid, the postmaster must regard the stamps which he finds attached to the matter as having been intended by the sender, first, to pay the postage, and then, if there be any surplus, to go to the payment of the registry fee. The following illustrations will render the application of this rule easy: If the matter on which the deficiency exists be a single-rate letter bearing five cents in stamps, two cents first be credited to postage and three cents to registry fee, leaving a deficiency of seven cents in the fee to be collected by the Department from the

sending postmaster when report of the case is received. If the letter be a double-rate letter, four cents must be credited to postage and one cent to registry fee, leaving a deficiency of nine cents in fee. If the letter require three rates, the whole five cents must be credited to postage, leaving a deficiency of one cent in postage to be collected by the postmaster from the party addressed, and ten cents deficiency in fee, to be collected by the Department from the sending postmaster.

4. In collecting deficient postage in any case from the party addressed, the postmaster must make use of postage-due stamps, requiring payment of the deficiency in money.

This precise wording was also found in the 1893 *PL&R*. Although the rules just stated remained in place until at least the 1948 *PL&R*, they became more and more abbreviated.

I recently was able to purchase two examples of this type of use, uses that are basically different. The first example, in Figure 1, is a one ounce 1930 registered letter, return receipt requested, where only the 2¢ domestic surface postage was paid. Correctly, the 15¢ registry fee and the 3¢ return receipt requested fee were due from the addressee, and the 18¢ in due stamps indicated that these fees were collected from the addressee company.

In Figure 2, is a doubleweight two ounce 1950 registered letter where only one 3¢ domestic surface rate was paid. Therefore, the second 3¢ rate and the 25¢ registry fee were due from the addressee. Again, the 28¢ that were due and collected from the addressee, is indicated by the 28¢ in due stamps that were placed on the envelope.



Figure 1



Figure 2

# U.S. Domestic and International 'Insufficiently Prepaid for Airmail' Markings

by Bas Kee and Tony Wawrukiewicz

## Introduction

In the Jan. 2018 *Auxiliary Markings* newsletter, I (TW) presented an article on African auxiliary markings, "Auxiliary Markings and Auxiliary-Related Markings on African Mail." Among these markings were examples of the following type of marking, 'INSUFFICIENTLY PAID/ FOR AIRMAIL.' It refers to the fact that the postage was adequate for surface service to the U.S. but was not adequately franked for airmail service. Therefore, it was given only surface service.

Following this up, in the Jan. 2019 newsletter, Bas Kee presented a large grouping of similar markings for numerous African countries. Bas Kee also has a large group of U.S. domestic and International short paid airmail uses, uses that will be shown in this article. I also have a few examples of my own to show.

As we began writing up these examples, I wondered what were the rules and regulations that drove the use of these markings, both in the U.S. and elsewhere? So I researched both the U.S. domestic and international rules and regulations concerning short paid airmail of both types. As the reader will see as they are presented here, these rules and regulations are frustratingly incomplete in that there are examples of short paid uses that we have that are not encompassed by them.

We will first discuss U.S. domestic short paid airmail items, then international examples. Any covers shown are reduced in size, but the auxiliary markings are shown actual size. Unfortunately, as such knowledge in references we have located is limited, unless the location is stated in the hs, we are unable to say at which U.S. exchange office the hs were placed. We use the word airmail, not air mail, throughout, unless on a letter or hs, as this is the proper spelling at present.

## U.S. Domestic Airmail 'Insufficiently Prepaid for Airmail'

The following reference is the earliest I have found that refers to handling short paid domestic airmail. In *Postal Bulletin (PB) 16989* (Aug. 5, 1936), it states:

"It has come to attention that letters prepaid at the regular 3-cent rate only, but enclosed in air-mail envelopes, or envelopes bearing air-mail stickers, or otherwise endorsed to indicate that they are to be dispatched by air mail, are in some instances being accepted and dispatched by air mail. This is not the proper action and may result in loss of postal revenue due to the failure, through inadvertence or oversight, to collect the deficient postage at the office of address.

"When a letter is deposited for mailing in a distinctive air-mail envelope, or a plain envelope prominently endorsed "Via Air Mail" with only 3 cents postage prepaid and the sender is known and can be readily located without undue delay, the letter should be returned to the sender for the collection of postage at the air-mail rate.

"This contemplates that the mailer will be a patron of the office where the matter is mailed. When the return card shows the mailer to be located in another place, the delay involved in notifying the sender would, of course, preclude such treatment. When a letter bearing the return card of the sender at another post office is deposited in the mails with only 3 cents in stamps affixed, or in case the sender be unknown or cannot be located without unduly delaying the matter, the words "Via Air Mail" should be obliterated and the matter promptly dispatched to the addressee by ordinary mail.

"A short-paid letter intended for air mail and so endorsed weighing in excess of 1 ounce, but which is prepaid at least one full rate, that is, 6 cents, unless it is addressed to a place (Hawaii, Puerto Rico, etc.) requiring a higher rate, should be charged with the deficient postage at the air mail rate and dispatched via air mail."

This is the earliest and only reference that I have located, and (a) we have examples used before it, (b) and long after it. There-

fore, as usual, the Post Office Department often did not always announce how it handled various types of mail. Therefore, we believe that these rules and regulations were enforced as early as 1932 and may still be in force (certainly, at least until the 1960s).

In Figure 1 is a June 16, 1932 domestic letter that was apparently meant to be sent as an airmail item (it was probably placed in an airmail mail box). The 2¢ placed short paid the 5¢ for up-to-one ounce airmail rate. There was no return address so the letter was sent on via surface mail to its destination ('Not in Air Mail - Insufficient postage'). Even though this was a 1932 letter, the handling was just as the 1936 *PB* reference just stated.



Figure 1

In Figure 2 is a handstamp (hs) placed on a domestic Oct. 30, 1932 (with an 'AIR MAIL' etiquette) letter franked with 3¢ in postage and thus short paid the 8¢ for up-to-one ounce airmail rate. There was no return address so the letter was sent on via surface mail to its destination ('INSUFFICIENT POSTAGE / For AIR MAIL').



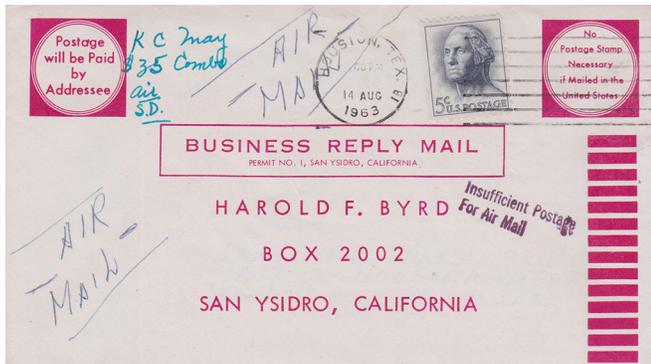
Figure 2

In Figure 3 is March 1945 'VIA AIR MAIL' in a domestic airmail envelope letter franked with a 6¢ airmail stamp, thus short paid the 8¢ for the up-to-one ounce airmail rate. The return address was such that that it was inconvenient to return the letter for the 2¢ postage that was due so the letter was sent on via surface mail to its destination ('Insufficiently paid for Air Mail / dispatch, forwarded by mail').



Figure 3

As indicated before, the 1936 reference continued in effect at least until the 1960s. In Figure 4 is an domestic Aug. 1963 business reply mail (BRM) envelope that was intended to be returned 'AIR MAIL' since a \$35 check was enclosed. However, the 5¢ stamp short paid the 8¢ for up-to-one ounce airmail rate, there was no return address, so the letter was mailed on via surface mail to the destination ('Insufficient Postage / For Air Mail'). This envelope was not on the top of a stack of returned items so does not indicate the BRM return payment by the sender. Incorrectly, the 'AIR MAIL' etiquette was not obliterated.



Insufficient Postage For Air Mail

Figure 4

In Figure 5 is a Nov. 1964 domestic 'PAR AVION' letter in an airmail envelope. However, the 5¢ stamp short paid the 8¢ for up-to-one ounce airmail rate, there was no return address, so the letter was mailed on via surface mail to the destination ('NOT IN THE AIR MAIL'). Incorrectly, the 'PAR AVION' etiquette was not obliterated.



NOT IN THE AIR MAIL

Figure 5

Finally, the hs in Figure 6 was on a domestic 1965 BRM envelope franked with a 5¢ stamp that short paid the 8¢ for up-to-one ounce airmail rate. As there was no return address, the letter was mailed on via surface mail to the destination ('Not in Air Mail because / of insufficient postage').

Not in Air Mail because of insufficient postage

Figure 6

**U.S. International Airmail 'Insufficiently Prepaid for Air-mail'**

The first reference to the handling of U.S international short paid airmail was in the *PB 14925* of Feb. 21, 1929. In it is found: "proper fees for International Air Mail Service were to be

prepaid." Specifically, it said that postmasters were to issue instructions at their offices to assure that articles on which the air mail fee was not fully prepaid as set forth in that notice, before dispatch (by ordinary, surface means), have every notation thereon relative to the air transportation stricken out and be marked 'Not in air mail.'

That is, if short paid, they were to be sent on to their destination by surface service. The July 1932 *Postal Guide* added that short paid international airmail items, if short paid at the mailing office, should be returned to sender for short paid amount, otherwise to be dispatched as surface mail (i.e., if could not be returned to sender, instead sent via surface mail as per the *PB 14925* reference).

Although there were varied, often contradictory statements over the years, this basic approach remained in place until the May 26, 1949 *PB 19235* where we find: "If the office of mailing observes an unregistered air-mail Postal Union article to be insufficiently prepaid and the return address on the article is at the office of mailing, or if it bears a return address other than at the office of mailing and it weighs 4 ounces or less, it shall be returned to the sender (by air if practicable) for the necessary postage. If the article bears a return address other than at the office of mailing and weighs over 4 ounces, it shall be sent by air to the United States exchange office of dispatch. If the article bears no return address, it shall be sent by air to the United States exchange office of dispatch, regardless of its weight, provided it bears at least 25 percent of the required air mail postage; otherwise the air-mail markings shall be canceled and the article endorsed 'Not in Air Mail' and forwarded by surface means."

So, over the years, in the right circumstances, a short paid letter for which airmail service was requested would receive that service, while in other situations it would be endorsed 'Not in Air Mail' or similarly, and then be forwarded by surface means.

The message in Part II of the July 1953 *U.S. Postal Guide* added only the phrase "at least 75 percent of the" to the *PB 19235* message. So, again, in the right, but different circumstances, a short paid letter for which airmail service was requested would receive that service, while in other situations it would be endorsed 'Not in Air Mail' or similarly, and then be forwarded by surface means. This approach is/was also true for the mails of other UPU countries, and remains true through present times.

The examples now shown encompass the entire period of rules and regulations just discussed, so they were handled differently, depending on when they were mailed.

In Figure 7 is an up-to-one ounce Sept. 1930 U.S. to Venezuela intended-for-airmail letter. The rate was 30¢ for up-to-1/2 ounce so the letter was short paid 20¢. Therefore, correctly, it wasn't returned for the short paid postage and placed in the ordinary (surface) mails ('Insufficient postage for air mail'). Correctly the 'Air Mail' etiquette was stricken out with two parallel purple lines.



Insufficient postage for air mail

Figure 7

In Figure 8 is an up-to-1/2 ounce April 1930 intended-for-air-mail service (15¢ airmail stamps placed that could only be used for airmail, plus in an airmail envelope) U.S. to Argentina letter. It was thus 40¢ short paid the 55¢ for up-to-1/2 ounce rate. Therefore, as there was no return address, the letter could not be returned for the 40¢ that was due, so the letter was sent on to the destination via surface mail ('NOT IN THE AIR MAILS / SHORT PAID').



Figure 8

In Figure 9 is a Aug. 1932 intended-for-airmail service (5¢ airmail stamp could only be used for airmail) U.S. to Colombia, South America letter. For Foreign Airmail Route 5, the rate to Columbia was 35¢ for up-to-1/2 ounce, so the letter was short paid 27¢ for airmail service. Therefore, as there was no return address, the letter was sent on to the destination via surface mail ('Insufficient postage for Intern'l / Air Mail on Route 5').



Figure 9

The hs in Figure 10 was on a 1935 intended-for-airmail service ('Air Mail' etiquette, and 6¢ airmail stamp only allowed on airmail) letter, U.S. to Mexico. The 6¢ airmail stamp underpaid the 10¢ for up-to-1/2 ounce airmail rate. Therefore, as there was no return address, the letter was sent on to the destination via surface mail ('Insufficient postage for / International Air Mail.').

Insufficient postage for International Air Mail.

Figure 10

The hs in Figure 11 was on an up-to-one ounce 1943 intended-for-airmail service ('By Air Mail' etiquette) letter, U.S. to

Sweden. The 30¢ stamp on the letter underpaid the 60¢ for up-to-1/2 ounce airmail rate. Therefore, as the return address was not adequate for returning the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficiently Prepaid For / Trans-Atlantic Air Mail Service').

Insufficiently Prepaid For TransAtlantic Air Mail Service

Figure 11

The hs in Figure 12 was on an up-to-1/2 ounce March 21, 1944 8¢ airmail stamp first day cover intended-for-airmail service (air-mail stamp could only be used on airmail) letter, U.S. to Iceland. The 8¢ stamp underpaid the 30¢ for up-to-1/2 ounce airmail rate. Therefore, as there was no return address for returning the letter for the due postage, the letter was sent on to the destination via surface mail ('INSUFFICIENTLY / PREPAID / AIR MAIL SERVICE').

INSUFFICIENTLY PREPAID AIR MAIL SERVICE

Figure 12

The hs in Figure 13 was on an up-to-1 1/2 ounce 1947 intended-for-airmail service ('VIA AIR MAIL' etiquette) letter, U.S. to France. The 30¢ stamp on the letter underpaid the 15¢ for up-to-1/2 ounce airmail rate (for an 1 1/2 ounce letter). Therefore, as it was apparently inconvenient to return the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficient Postage / for further Air Mail / Service from New York').

Insufficient Postage for further Air Mail Service from New York

Figure 13

The hs in Figure 14 was on a 1947 intended-for-airmail service (the airmail stamp on the letter could only be used on airmail) post card, U.S. to the Netherlands. The 5¢ airmail stamp on the card underpaid the 15¢ airmail rate. Therefore, as there was no return address for returning the card for the due postage, it was sent on to the destination via surface mail ('INSUFFICIENT POSTAGE / FOR AIR MAIL.').

INSUFFICIENT POSTAGE FOR AIR MAIL.

Figure 14

The hs in Figure 15 was on an up-to 1/2 ounce 1947 intended airmail service (airmail stamp on the letter could only be used on airmail) letter, U.S. to the Netherlands. The 5¢ airmail stamp on the letter underpaid the 15¢ for up-to-1/2 ounce airmail rate. Therefore, as there was no return address for returning the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficient Postage for Air Mail').

Insufficient Postage for Air Mail

Figure 15

The hs in Figure 16 was on an up-to-1/2 ounce 1947 intended airmail service ('VIA AIR MAIL' etiquette) letter, U.S. to France. The 7¢ in stamps on the letter underpaid the 15¢ for up-to-1/2 ounce airmail rate. Therefore, as it was apparently inconvenient to return the letter for the due postage, the letter was sent on to the destina-

tion via surface mail ('Insufficiently Prepaid / for Trans-Atlantic Air / Mail Service').



Figure 16

The hs in Figure 17 was on an up-to-1/2 ounce 1948 intended-for-airmail service ('Air Mail' etiquette) letter, U.S. to the Netherlands. The 10¢ in stamps on the letter underpaid the 15¢ for up-to-1/2 ounce airmail rate. Therefore, as the return address was inadequate for returning the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficiently / Prepaid for / Air Mail Service').

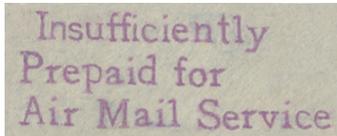


Figure 17

The post card in Figure 18 was a 1950 Kansas City, Missouri via Chicago card to Belgium. As it carried a 7¢ airmail stamp, the post card was supposed to be in the airmail. The 7¢ in stamps on the letter underpaid the 15¢ international airmail rate. However, at this time, if over 25% of the airmail rate was paid, the item was to be sent on via airmail. Therefore, once the card reached the exchange office, the card presumably was sent on to the destination via airmail. However, before it reached the exchange office, at the Midway Air Mail Field it was erroneously thought to be underpaid for domestic airmail service. ('Postage Insufficient / for Air Mail Dispatch / Forwarded by Train / Air Mail Field, Midway, Ill.'). This was not true as the domestic airmail rate was 6¢. Again, it may be true that the international airmail service was given. The only difficulty with this assumption, as we'll see for later examples, then there should have been postage due in Belgium.

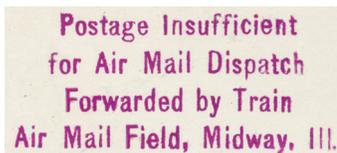
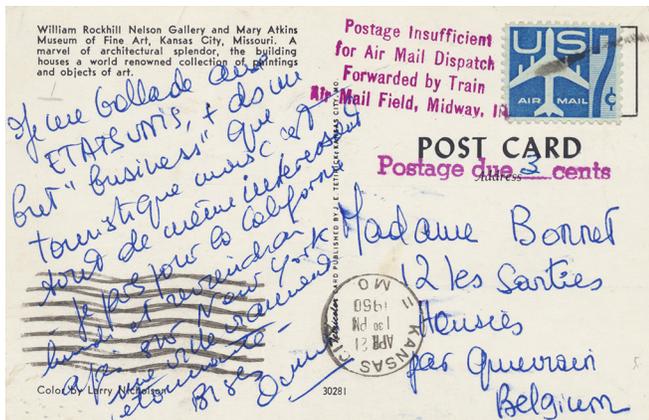


Figure 18

The hs in Figure 19 was on an Aug. 1953 intended-for-airmail service (the airmail stamp on the card could only be used on airmail, and 'BY AIR MAIL' etiquette) post card, U.S. to England. The 6¢ airmail stamp on the card underpaid the 15¢ airmail rate, and,

for there to be airmail service in Aug. 1953, 75% of the rate, not 40%, was to be prepaid. Therefore, as there was no return address for returning the card for the due postage, it was sent on to the destination via surface mail ('INSUFFICIENT POSTAGE / For Air Mail Service / G.P.O. N.Y. (M.D.)'). This is an example where the exchange office (NYC) is known. The initials M.D. stand for Mailing Department.



Figure 19

The hs in Figure 20 was on a 1955 intended-for-airmail service (the airmail stamp on the card could only be used on airmail) post card from Honolulu to Belgium. The 4¢ airmail stamp on the card underpaid the 10¢ airmail rate. Therefore, since less than 75% of the airmail rate was paid, and as there was no return address for returning the card for the due postage, it was sent on to the destination via surface mail ('Not Air Mail / Insufficient Postage Paid').



Figure 20

The hs in Figure 21 was on a 1956 intended-for-airmail service (airmail stamp could only be used on airmail) post card, U.S. to Austria. The 6¢ airmail stamp on the card underpaid the 10¢ airmail rate. Therefore, since less than 75% of the airmail rate was paid, and as there was no return address for returning the card for the due postage, it was sent on to the destination via surface mail ('NOT IN AIR MAIL SERVICE / INSUFFICIENT POSTAGE').



Figure 21

The hs in Figure 22 was on a 1956 intended-for-airmail service (6¢ airmail stamp could only be used on airmail) post card, U.S. to Italy. The 8¢ in stamps on the card underpaid the 10¢ airmail rate. However, since more than 75% of the airmail rate was paid, the card should have been sent forward via airmail, postage due the short paid amount, rather than via surface mail, i.e., incorrectly 'INSUFFICIENT POSTAGE / FOR AIR MAIL.'

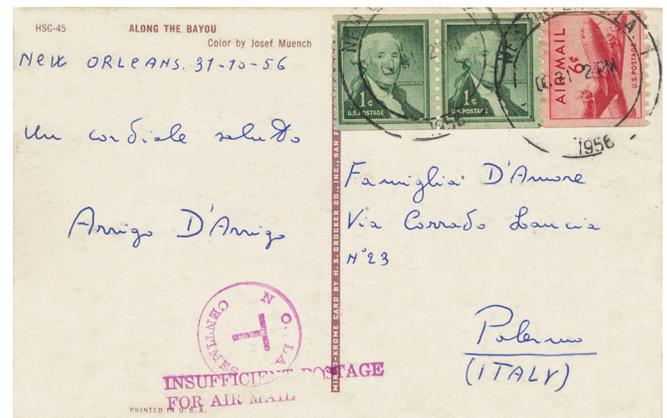


Figure 22

The hs in Figure 23 was on an up-to-one ounce Dec. 1958 intended-for-airmail service ('Air Mail' etiquette and an airmail stamp that could only be used on airmail) letter, U.S. to England. The 15¢ airmail stamp on the letter underpaid by 15¢ the 15¢ for up-to-1/2 ounce airmail rate. Therefore, since less than 75% of the airmail rate was paid, and as there was no return address for returning the card for the due postage, the letter was sent on to the destination via surface mail ('Insufficient Postage / For Air Mail Service / G.P.O. N.Y. (M.D.)'). The initials M.D. stand for Mailing Department.

Insufficient Postage  
For Air Mail Service  
G.P.O. N.Y. (M.D.)

Figure 23

The hs in Figure 24 was on an up-to-1/2 ounce 1959 intended-for-airmail service ('Air Mail' etiquette) letter, U.S. to Belgium. The 10¢ in stamps on the letter underpaid by 5¢ the 15¢ for up-to-1/2 ounce airmail rate. Therefore, since less than 75% of the airmail rate was paid, and, as it was apparently inconvenient to return the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficient Postage / For Airmail Service').

Insufficient Postage  
For Airmail Service

Figure 24

The hs in Figure 25 was on an up-to-1/2 ounce 1959 intended-for-airmail service (airmail envelope) letter, U.S. to Germany. The 4¢ in stamps on the letter underpaid by 11¢ the 15¢ for up-to-1/2 ounce airmail rate. Therefore, since less than 75% of the airmail rate was paid, and, as there was no return address with which to return the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficient postage / for Air Mail. Forwarded / by regular mail').

Insufficient postage  
for Air Mail. Forwarded  
by regular mail

Figure 25

The hs in Figure 26 was on a 1960 intended airmail service ('Air Mail' etiquette) post card, U.S. to Sweden. The 5¢ in stamps on the card underpaid by 6¢ the 11¢ airmail card rate. Therefore, since less than 75% of the airmail rate was paid, and as it was apparently inconvenient to return the letter for the due postage, the letter was sent on to the destination via surface mail ('Insufficient postage / for air mail').

Insufficient postage  
for air mail

Figure 26

The hs in Figure 27 was on a 1961 intended-for-airmail service ('AIR MAIL' etiquette) post card, U.S. to Sweden. The 8¢ in stamps on the card underpaid by 3¢ the 11¢ airmail card rate. Therefore, since less than 75% of the airmail rate was paid, and as there was no return address to which to return the letter for the due postage, the letter was sent on to the destination via surface mail ('Not In Air Mail / Insufficient Postage / Dispatched by Ordinary / Means to Expedite Delivery'). Correctly, the 'AIR MAIL' etiquette was obliterated.

Not In Air Mail  
Insufficient Postage  
Dispatched by Ordinary  
Means to Expedite Delivery

Figure 27

As we have presented these multiple examples where, correctly, international items intended to be in the airmails were sent by ordinary or surface mail, there have been circumstances presented where this did not have to be so.

For instance, there were probably many cases where there was a return address on the item, and it could be returned for the short paid amount, and then be sent onward via airmail service. In addition, after July of 1953, if an item was franked with enough postage, over 75%, of the airmail postage, it was to be sent on to the destination via the airmails, and the short paid postage due was then collected in the destination country. Examples of both these situations will be shown now and later in this article.

In Figure 28 is a 1963 intended-for-airmail service ('AIR MAIL' etiquette) post card, from the U.S. to Belgium. The 10¢ on the card short paid the 11¢ UPU card rate, so over 75% of the airmail postage was paid. The card was thus correctly sent on to Belgium, due 6 gold centimes, equivalent to 2¢. The 1 Franc Belgium due stamp indicated collection of the postage due from the addressee.



Figure 28

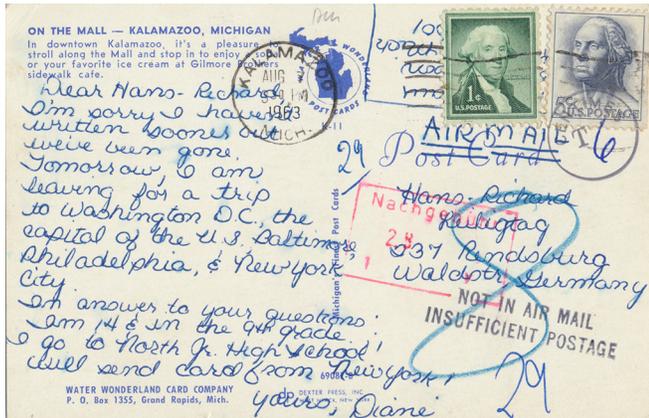
In Figure 29 is a 1959 intended-for-airmail service ('Air Mail' etiquette) letter, U.S. to Switzerland. The 4¢ in stamps on the letter underpaid by 4¢ the 8¢ per ounce UPU surface letter rate and by 11¢ the 15¢ per 1/2 ounce airmail letter rate. Therefore, since less than 75% of the airmail rate was paid, and there was no return address, the letter could not be returned for the due postage, and so the letter was sent on to the destination via surface mail ("Not In Air Mail" etc.). Also, since short paid for even surface mail, due T24 (the equivalent of two times 4¢), collected in Switzerland from the addressee (as indicated by the Swiss stamp).



"Not In Air Mail."  
Foreign Air Mail must be fully prepaid.  
-----per 1/2 oz. weighs-----oz.

Figure 29

The hs in Figure 30 was on a 1963 intended-for-airmail service ('AIR MAIL' etiquette) post card, U.S. to Germany. The 6¢ in stamps on the card underpaid by 5¢ the 11¢ airmail card rate, and 1¢ the UPU surface post card rate. Therefore, since less than 75% of the airmail rate was paid, and there was no return address, the letter could not be returned for the due postage, and so the letter was sent on to the destination via surface mail ('NOT IN THE AIR MAIL / INSUFFICIENT POSTAGE'). Also, since short paid for even surface mail, due T6 (the equivalent of two times 1¢), collected in Germany from the addressee. Incorrectly, the 'AIR MAIL' etiquette was not obliterated. The word 'Nachgebühr' means postage due in German.



NOT IN AIR MAIL  
INSUFFICIENT POSTAGE

Figure 30

In Figure 31 is another very instructional example of how a short paid item intended-for-airmail service is/was handled. It is an up-to-one ounce 1956 intended for airmail (note the very instructional 'This Stamp for Air Mail Only,' thus requiring the item to be intended for airmail service) letter from the U.S. to England. As it was mailed at the 15¢ for up-to-1/2 ounce rate, as the second hs indicates, the 8¢ on the letter short paid the letter for airmail service by a total of 22¢. Since there was an appropriate return address the letter was 'Returned for 22¢ Additional Postage.' This postage was not sent by the sender, so presumably the letter was sent on to the addressee by surface mail.



This Stamp for  
Air Mail Only

Returned For Additional Postage  
Foreign Airmail Must Be Fully Prepaid  
Weight of Letter 1 Oz. Rate 15 Per 1/2 oz.  
Postage Due 22.¢

Figure 31

In Figure 32 is another example of how a short paid item intended-for-airmail service was handled. It is an April 1968 intended

airmail ('AIR MAIL' etiquette) letter, U.S. to England. It was short paid 5¢ of the 20¢ for up-to-1/2 ounce airmail rate. Since there was an appropriate return address on the envelope's reverse, the letter was 'Returned for 5¢ Additional Postage.' This postage was sent by the sender, was placed on the envelope, and the letter was sent on to the addressee via airmail. This handling illustrates the manner in which much international short paid mail, intended-for-airmail service letters, was handled.

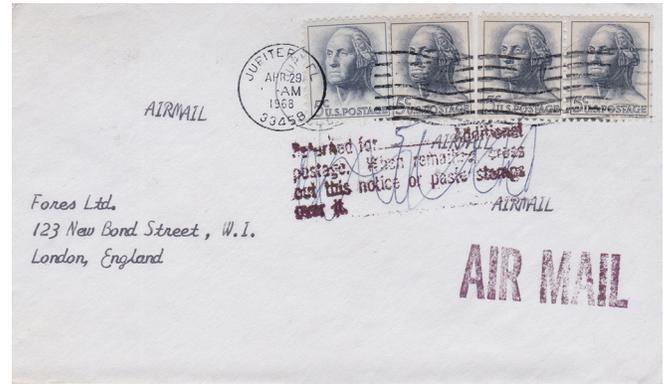


Figure 32

The next item, that carried the hs in Figure 33 makes no sense in terms of what we know. The hs in Figure 30 was on a 1971 intended-for-airmail service ('AIR MAIL' etiquette) post card, U.S. to Sweden. The 15¢ in stamps on the card exactly pays the post card UPU airmail rate. Therefore, it seems incorrect that the letter was sent on to the destination via surface mail ('INSUFFICIENT POSTAGE / FOR AIR MAIL SERVICE / GPO N.Y. (OM)').

INSUFFICIENT POSTAGE  
FOR AIR MAIL SERVICE  
GPO N.Y. (OM)

Figure 33

In Figure 34 is another example of how a short paid item intended-for-airmail service was handled, by the item being returned for postage. It is an up-to-1 1/2 ounce May 1997 intended airmail ('AIR MAIL' etiquette) letter, U.S. to the Netherlands. It was short paid 79¢ as it was mailed at the \$1.00 for up-to-1/2 ounce rate for the first 1/2 ounce and at the 40¢ for up-to-1/2 ounce rate for each of two added 1/2 ounces. The letter was returned for the added 79¢ that was due ('INSUFFICIENT POSTAGE FOR / AIR MAIL DUE 79 CENTS'). Since the 79¢ that was due was not paid, the letter was presumably sent on by surface mail, and, incorrectly, the 'AIR MAIL' etiquette was not obliterated.



INSUFFICIENT POSTAGE FOR  
AIR MAIL DUE 79 CENTS

Figure 34

This group of short paid intended-for-airmail items nicely presents the whole spectrum of ways in which such matter is handled. By the way, Bas Kee has a the Netherlands philatelic friend who has over 120 more examples of U.S. origin items that I am about to purchase and present in my latest monograph.

# U.S. Military Exempt from Censorship by Jerry Johnson

Recently I came upon some covers from the World War II period that did not have any censorship. One such cover is shown in Figure 1.

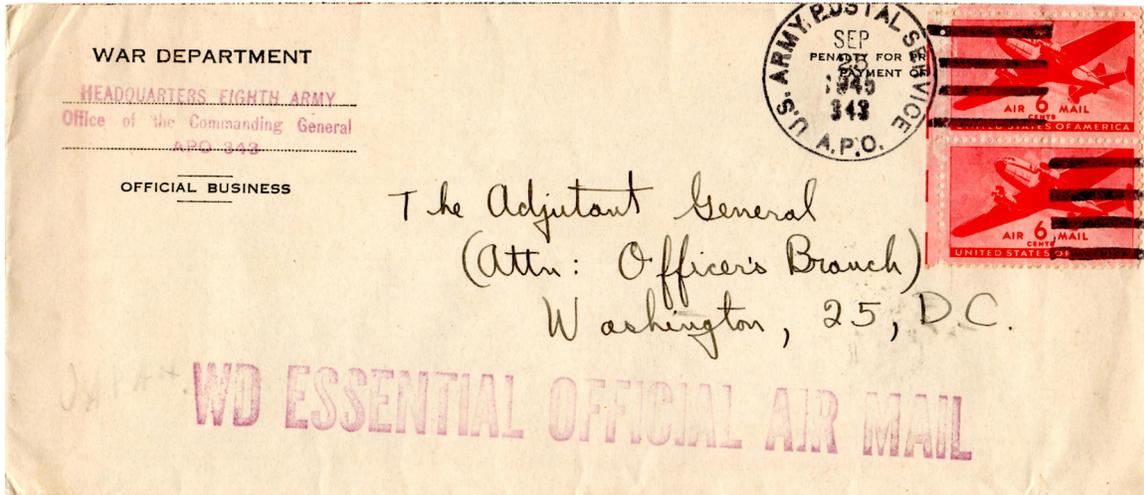


Figure 1

The marking at the bottom of the cover reads: "WD ESSENTIAL OFFICIAL AIR MAIL." The WD stands for WAR DEPARTMENT. The only reference that I have located for this marking comes from Lawrence Sherman's book "The United States Post Office in World War II" (Ref. 1). The notation was used to avoid censorship. Many letters from various departments were being delayed simply because they were diverted to Censorship Stations with other international mail. In some cases, such covers carried the signature of an officer as shown in Figure 2.

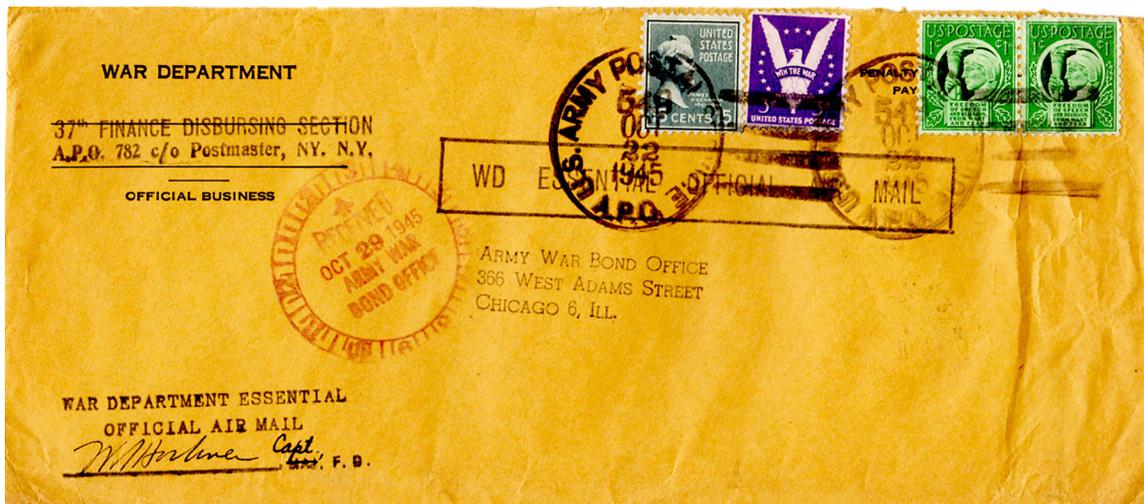


Figure 2

I have found a number of varieties of this WD ESSENTIAL OFFICIAL AIR MAIL marking. Some were applied with a handstamp and some were typewritten. Figure 3 shows the variety of markings. The earliest example I found was for December 1944. Most of the covers were from 1945. The marking does appear after WWII, and I found one for 1948 and one for 1952.



Figure 3

At some point the government created a special “penalty” envelope for this type of mail (Figure 4).

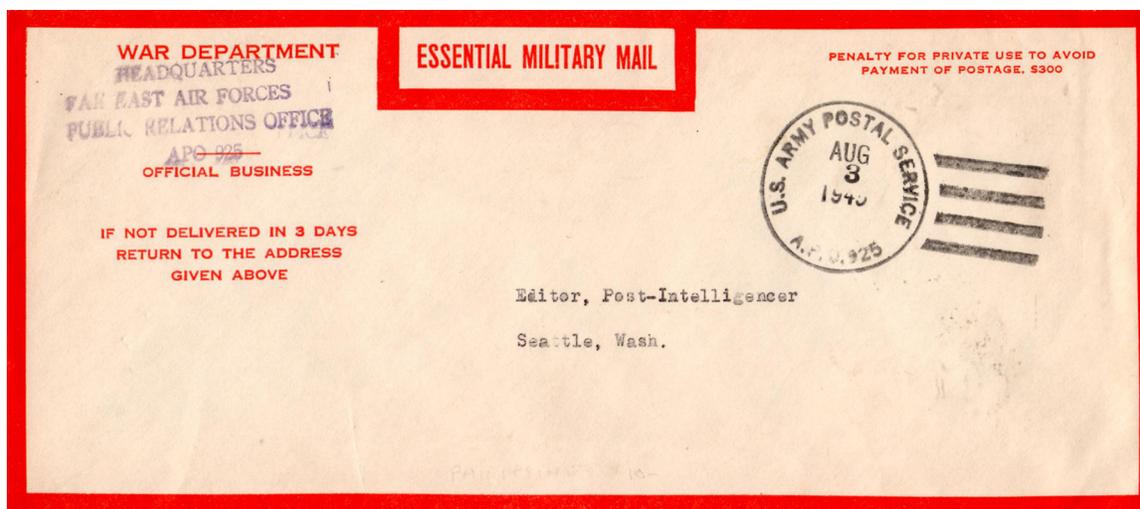


Figure 4

I did a search of the *PL&Rs* and *Postal Bulletins* to see when the post office established the basis for using these markings. I could not find any reference to them.

So part of the purpose of this article is to solicit the readers for any information about these markings. So, my questions are:

- 1) What law/notice (post office or military) created the use of these markings?
- 2) When were they first used and when were they discontinued?
- 3) When was the cover shown in Figure 4 first put into use?
- 4) Why were some items required to have an officer’s endorsement?

If you have any information to share regarding these questions, please send it to the editor.

Reference:

1. “The United States Post Office in World War II,” edited by Lawrence Sherman, The Collectors Club of Chicago, pages 85 and 271.

## 'NOT IN AIR MAIL / RECEIVED VIA STEAMER'

by Tony Wawrukiewicz

Recently, a significant number of items have been presented where the item was intended for airmail service, but, instead, correctly, often received surface or ordinary service. The article in this newsletter, by myself and Bas Kee, presents the U.S. laws and regulations that governs the manner in which these items were handled.

The 1949 Yugoslavia to Richmond Hill, N.Y. (U.S.) item is presented separately because it carried a unique marking that I wanted to present. The letter was intended for airmail service (the airmail stamp franking indicates this). However, the postage on the letter was insufficient for airmail service so it was transferred to the surface service from Yugoslavia to the U.S.

When the Foreign section of the New York general post office received the letter via surface mail, they wanted to tell the recipient of the letter why the delivery was delayed. Thus the handstamp 'NOT IN AIR MAIL / RECEIVED VIA STEAMER...'. Then, the letter was sent on via surface mail to the addressee, and was delivered.

NOT IN AIR MAIL  
RECEIVED VIA STEAMER  
G. P. O. (FOREIGN SEC.)  
NEW YORK 1, N. Y.



## "Show and Tell" at APS AmeriStampExpo/Aripex

by Ralph H. Nafziger

Another "Show and Tell" session sponsored by the Club was held during the APS AmeriStampExpo/ARIPEX show in Mesa, AZ on February 15, 2019. This show was the final APS winter show. Eleven attendees engaged in lively discussions about a variety of auxiliary markings. Among the markings discussed were 'not at this address/building demolished,' two pointing hands with 'forwarding order expired' on a form, a special delivery cover with an 'X,' which the group opined meant express, 'return to sender' in four different languages, 'stamp off/timbre disparu' sent to Barbados and returned, and a locally addressed cover from Lima, OH, which was sent via Greece and assessed 5¢ postage due upon return to Lima. In addition, a cover addressed

to Flint, MI had an address not in the Flint area, since a street was the dividing line between two post office's areas. The mysterious marking 'ETRURIA' was the name of a ship carrying the cover to Germany in 1904. A final marking stated that the cover was 'Misthrown to / Dead Letter Section / Cincinnati, Ohio.' Thanks go to Larry Fillion, Mark Koozer, Tom Lane, and Ralph Nafziger for sharing their covers.

After the session, we recruited one new member.

Our next "show and tell" sessions are scheduled for PIPEX 2019 on May 12, 2019, and at our annual meeting at COLOPEX, June 14-15, 2019 in Columbus, OH. Please bring your covers with interesting markings and join the fun!

## Editorial

by Tony Wawrukiewicz

Multiple articles in this newsletter were aided by extensive research, in *Postal Bulletins (PB)*, in various volumes of the *Postal Laws and Regulations*, in *Postal Guides*, and in copies of the 1954-5 *Postal Manuals*. As I have mentioned numerous times in the past, the first two resources are located at <http://www.uspost-bulletins.com>, while I can make the *Postal Guides* from 1874 to 1953, including the monthly supplements, available to anyone who sends me a 60 Gig flashdrive and \$3.50 return (package-rate) postage. I often do this research after someone asks me a postal history question about an unusual postal artifact. So, such questions are always welcome.

Dick Winter, Mike Ludeman, Roger Brody, and I are presently working on a project to make the *Postal Guides* available to everyone, by enabling their universal downloading. There are a number of issues that must first be worked out, but we hope to see this in place by the end of the year or early in 2020. Stay tuned.

A reminder about the *Postal Bulletin* site searches. The time-ing-out function has been extended so that a three-word search in section (1) is now possible.

By the way, updated U.S. rates (to 2014) and a copy of the

Straight-Wawrukiewicz Post Office Department Forms list are available at the *PB* website.

I am presently finishing a new book that I hope to make available sometime later this year. Topics in this book include (so far) (a) a complete history of U.S. postage due stamp use, (b) a history of the U.S. customs service, (c) the history of "Soldiers, etc." concession rates, and (d) a history of how short paid U.S. airmail was handled.

I am grateful to Bas Kee and Jerry Johnson for their input for two articles found in this month's newsletter. I am amazed at what Bas Kee has been able to collect as regards U.S. as well as foreign auxiliary markings covers from his location in the Netherlands. As was noted at the end of his artwided stampsicle in this newsletter, there are other serious collectors of U.S. auxiliary markings in the Netherlands.

A reminder. If any member has a collection of one type of auxiliary marking on covers, and makes them available to me as 300 dpi scanned covers, I can put together an article about them, with the member as a co-author. The markings can be on U.S. or foreign covers. Simple xeroxed copies will not work as well as