

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



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Editorial (my new book query) and Renewal Reminder by Tony Wawrukiewicz

Of the 130 members, 90 have renewed for 2021, and we thank you. All members will receive this newsletter, but those who have not renewed by April, will receive this reminder with this January newsletter but will not receive the April newsletter (note red dot on address label as a reminder to renew).

Tom Breske has been very helpful with locating NYC Registration, Special Delivery, and Held for Postage markings, but, together, we have not been as successful in finding many examples of other NYC auxiliary markings.

For instance, it is a fact that we have located relatively few damaged-related NYC hs in our searches. I believe that this is for two reasons: (1) many of these markings are on substations, so that I expect to find many more in the future, and (2), I have

found large date gaps between uses.

In addition, among others, neither of us have located many examples of the following NYC auxiliary marking types: those on missent and misdirected mail, Too Late markings, No Such Street markings, No Such Number markings, No Such Post Office markings, Returned for Better Direction markings, Returned for Better Address markings, 20th Century domestic Postage Due markings, 20th Century International Postage Due markings, 20th Century Advertised markings, and Refused markings.

Therefore, if anyone has some of these NYC auxiliary-marking hs where we have been able to locate few examples, we would appreciate receiving scans for our book .

President’s Message by K. David Steidley

The Nov. 12 “Show and Tell” ZOOM meeting was attended by about 25 members. While I caused some technical mix-ups, the covers and commentary were spot on. Our next “Show and Tell” will allow non-members to join, and I have invited some like-minded societies to come. Invite your close and trusted friends by sharing the ZOOM link. This will be in the Spring. Watch for

your ZOOM invite via email.

Another ZOOM event will be Jerry Johnson’s (Membership Secretary) talk “U. S. Mail Delivery Problems” on Feb. 15, 2021, at 7 PM EST. You will not want to miss this! Watch for your email announcement with a ZOOM link.

Happy Holidays and good hunting.

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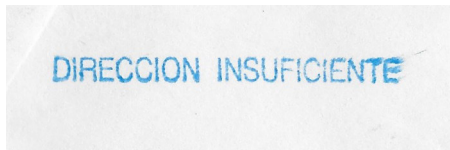
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Undeliverable ‘DEVUELVASE’ Letter to Mexico by Dennis Ladd

In Figure 1 is a 1995 returned letter from Mexico. The pointing hand translates as ‘Returned,’ and the reason for the return was an inadequate (insufficient) address.



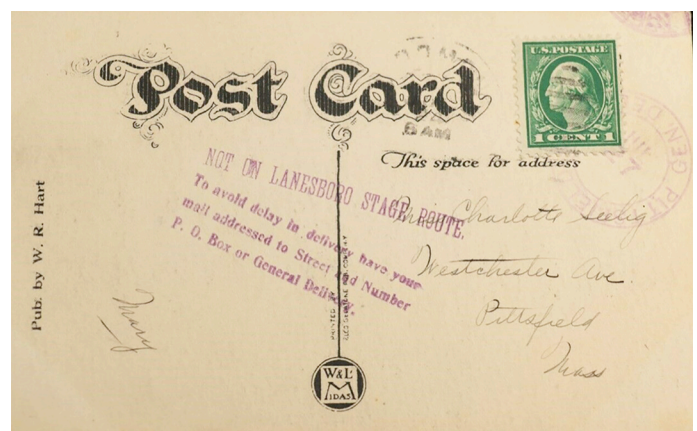
‘NOT IN LANESBORO STAGE ROUTE’ by Tony Wawrukiewicz

The undated post card illustrated is to an inadequate address in Pittsfield, Mass. The long handstamp message is the typical one requesting that the addressee communicate their street and number of address or P.O. Box or general delivery address to those mailing her.

Apparently, the postal worker even tried a stage route as an address, before placing the card in the general delivery.

With no return address, either it was delivered via general delivery or eventually sold as waste.

NOT ON LANESBORO STAGE ROUTE.



Registered Items 'Found in the Ordinary Mail'

by Andrew S. Kelley

Registered mail typically starts its journey when a customer hands it over the counter to a postal clerk in exchange for a receipt. The notion of registered mail implies that the article is registered when it enters the mails. Judging from the 1913 *Postal Laws and Regulations (PL&R)* however, people deposited items for registration in the ordinary mail with some frequency. This article illustrates two ways that the Post Office handled such material.

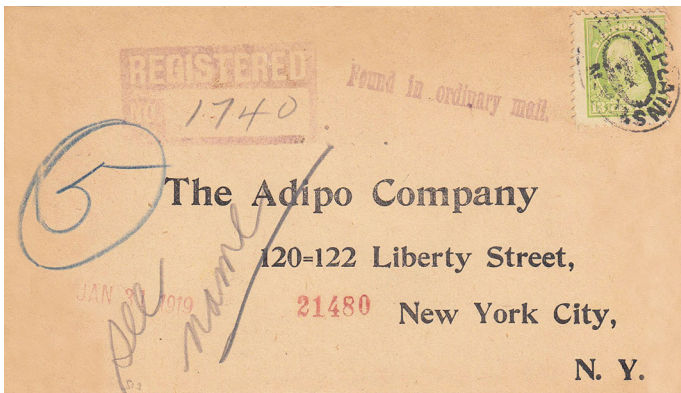
The *PL&R* instructed that in general, items found in the ordinary mail that were intended for registration should be retrieved from the mail and registered: "An article acceptable for registration, found in the ordinary mail drop, marked to show that it is intended for registration, shall be taken from the ordinary mail at the office of origin and registered." 1913 *PL&R*, section 884 para. 1. The same section directs that the employee should send a receipt to the sender, along with an admonishment not to deposit registered items in the ordinary mail: "The employee who registers the article shall receipt [sic] for it to the mailing branch of the office and mail a registration receipt to the sender, with a notice cautioning him against mailing matter for registration in the ordinary mail drops."

Figures 1 and 2 illustrate this provision in action. Figure 1 (sent in December 1921) was intended for registration as indicated by the postage paid (ten cents registration and five cents for the one ounce UPU rate) and the request for a return receipt. The post office stamped it "Found in ordinary mail and registered," registered it, and sent it on its way. Presumably, the post office also admonished the sender to properly register his mail the next time around.



Found in ordinary mail and registered.

Figure 1



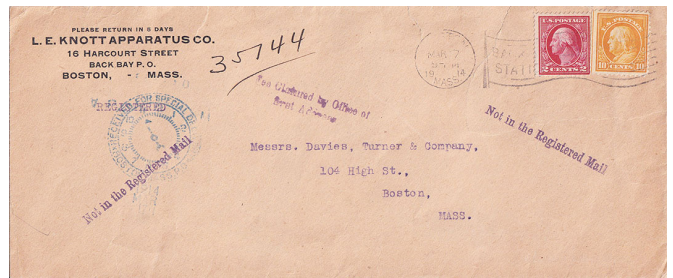
Found in ordinary mail.

Figure 2

Figure 2 (sent in January 1919) is a slightly more interesting case. It stretches the *PL&R* requirement that an article be "marked to show that it is intended for registration." The only indication that the sender intended registration was the

use of a thirteen-cent stamp, which exactly paid the ten cent registry fee and the three cent one ounce first-class war tax rate. Nonetheless, the post office treated it similarly as Figure 1. (Notably, the sender's address is on the back; without a return address, the item would not have been acceptable for registration per section 881 of the *PL&R*. In that case, the *PL&R* instructs that the item should be stamped "Not in the registered mail" and sent on its way. See *PL&R* Sect. 884 para. 2.) Presumably the sender of this letter also received an admonishment to properly register his mail in the future.

What about mailers who disregarded the admonishment to properly register their mail? In that case, the *PL&R* prescribed a different treatment: "When any sender, after due notice, continues to use the mail drops for articles intended for registration, the articles so deposited shall be indorsed "Not in the registered mail," and dispatched with the ordinary mail, and the matter reported to the Third Assistant Postmaster General." *PL&R*, Section 884 para. 3.



Not in the Registered Mail

Figure 3

Figure 3 shows the application of this provision. Judging by the treatment of this cover, the L.E. Knott Apparatus Company was a frequent "registered" offender. When it posted the cover late on a Tuesday evening, (March 17, 1914, at nine PM), the Boston post office refused to register it, notwithstanding the typewritten "REGISTERED" notation, and notwithstanding that the item met the requirements for registration. Instead, the post office stamped the cover "Not in the Registered Mail." Remarkably, however, the post office treated the cover as special delivery instead. (The special delivery rate was the same as the registry fee: ten cents.) Indeed, the post office attempted delivery the night the cover was mailed, as indicated by the circular blue special delivery marking on the front of the cover, and by a handwritten notation on the reverse indicating that the recipient was closed when the courier attempted delivery at 10:37 PM. Impressive service for a postal miscreant.

The author welcomes reports of similar items. (Editor's note: This is a most interesting article. Interestingly, as reported in my *Further Insights* book, as of Sept. 1, 1923, even though it did not bear the name and address of the sender or postage, and the registry fee was only partially or wholly unpaid, like treatment was also to be accorded such an article found in ordinary mail. In such a case, the postmaster was to collect any deficiency on delivery (using postage due stamps to indicate this collection). The cover in Figure 4 shows such a usage (the 10¢ registration fee was not paid).)

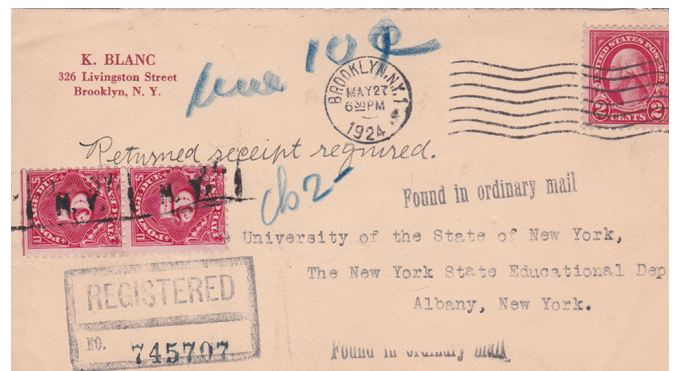
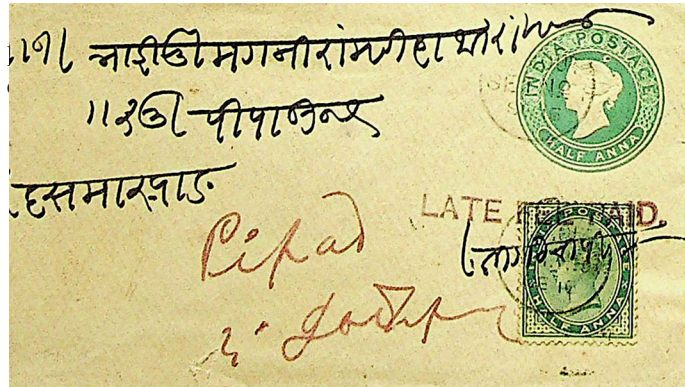


Figure 4

India 'LATE FEE PAID' and 'LATE FEE NOT PAID' Markings by Tony Wawrukiewicz

I have recently discussed the 'Late Fee' and 'Late Fee Not Paid' markings for Great Britain and New York City. Today I illustrate such markings for India. Every marking but one has been found on domestic items, items that I assume were too late for transport on a train, while the last handstamp (hs) indicated that the item was too late for an airplane flight (aerogramme).

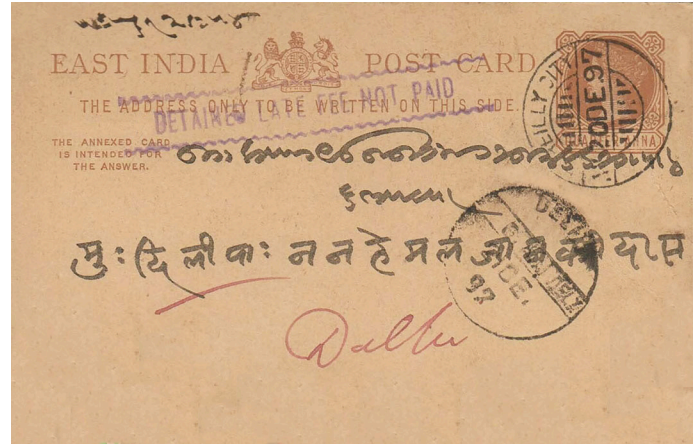
I only have one 'LATE FEE PAID' example for this country, shown on the Figure 1 1915 domestic India cover where I presume that the 1/2 Anna stamp paid the late fee while the 1/2 Anna indicium paid the surface domestic postage.



LATE FEE PAID.

Figure 1

In Figure 2 is an 1897 domestic 1/4 Anna card where the card was 'DETAINED LATE FEE NOT PAID.' That is, the marking indicates that the card was delayed ('DETAINED') in delivery because the late fee wasn't paid.



DETAINED LATE FEE NOT PAID

Figure 2

In Figure 3 is another 1902 domestic 1/4 Anna card marking where the 'DETAINED: LATE FEE NOT PAID' handstamp was also placed.

DETAINED: LATE FEE NOT PAID

Figure 3

The next 'LATE FEE NOT PAID' Figure 4 India hs was found on multiple domestic and one aerogramme item during the long time period from 1924 until 1958.



Figure 4

Short Paid 'DUPLIKAAT' Letter to Panama, Forwarded to South Africa by Tony Wawrukiewicz

Illustrated is a 1928 letter, initially from the United States to Panama. It was short paid the 5¢ Universal Postal Union surface rate with a 2¢ stamp.

Since it was first addressed to Panama, twice the 3¢ short paid amount should have been due, not 3¢. Perhaps, since the letter was forwarded from Panama, the South African postal worker incorrectly assumed that only the forwarding postage was due.

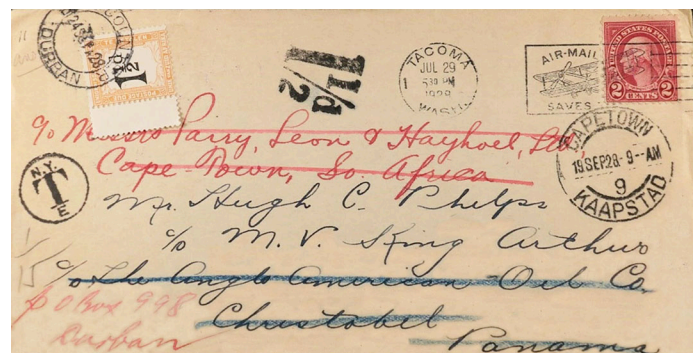
It was then forwarded to an address in Cape Town, South Africa, then further to a P.O. Box in Durban, South Africa, all the time 1 1/2 pence incorrectly due.

The 1 1/2 pence stamp cancelled in Durban indicated that the addressee paid the incorrect due amount.

What makes this letter especially interesting is the 'DUPLICATE / 18 SEP 1928 / DUPLIKAAT' marking on the letter's reverse. This indicated that a duplicate copy of the letter was sent. The Sept. 18 date indicates that this bilingual hs was placed in the U.S. by an Africaans speaking person.

DUPLICATE
18 SEP 1928
DUPLIKAAT

1 1/2

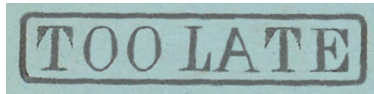


Two Ceylon Late Fee Markings by Tony Wawrukiewicz

These are two examples of 'Late Fee' type markings for the country of Ceylon (also known as Sri Lanka). The first was on a domestic 1896 Ceylonese letter card from Rakwana to the capital of Sri Lanka, Colombo. The card was presumably 'TOO LATE' for some mode of transportation

(train, or some other mode).

The second item was a 1924 airmail letter from Ceylon to England. For this item, a late fee was paid, one that apparently enabled the letter to reach an airplane flight that it would otherwise have missed.



A French Too Late 'APRÈS LE DÉPART' Marking by Tony Wawrukiewicz

This difficult-to-date letter is, I believe, a domestic French letter that was too late to catch some mode of transportation.

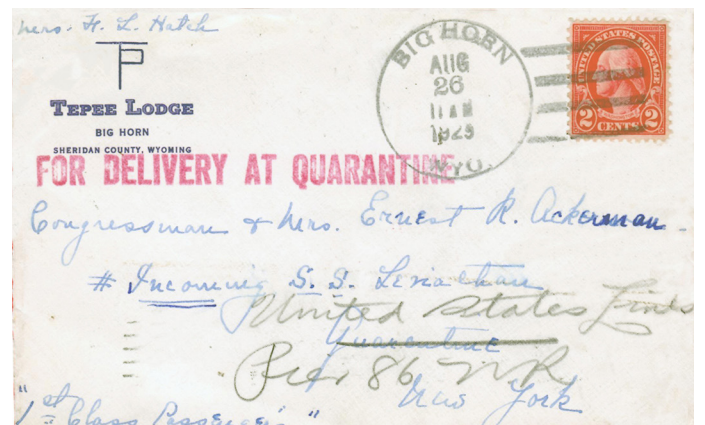
Thus the handstamp (hs) 'APRÈS / LE / DÉPART.' I would translate this hs as "After Departure," indicating to me that the mode of transportation had already departed.



'FOR DELIVERY AT QUARANTINE' by Jerry Johnson

This is a letter addressed to a congressman and his wife aboard a ship where the people on the ship were apparently under quarantine, where the letter was 'FOR DELIVERY AT QUARANTINE.' I assume this means that originally the delivery was to be made to a ship where a quarantine was still in place.

However, the word quarantine and the old address was then obliterated and a new "Pier" address was placed. So, I assume that the quarantine was lifted, and the addressees were at a new location to which their mail was forwarded.



The UPU Surface Mail Surtax from 1880 to 1894

by Tony Wawrukiewicz

From the inception of Treaty of Berne, effective July 1, 1875, there were provisions for insufficiently or short paid international correspondence. Unpaid or insufficiently paid correspondence was impressed with the stamp "T" (tax to be paid). The charge on unpaid letters was double the rate levied in the country of destination on prepaid letters. Therefore, for a letter entering the US fully paid, the equivalent of 25 centimes or 5¢ was paid, but if the letter arrived unpaid, double the UPU rate was due (that is, the equivalent of 50 centimes, or 10¢, were due). "A letter part paid was charged as unpaid, after deducting the value of the stamped envelope and/or postage stamps employed." To my mind this is an ambiguous statement which is fortunately clarified by how the various postal services handled part paid foreign letter mail. Specifically, a short paid letter was first charged at double the rate levied in the country of destination, and then the value of the stamped envelope and/or postage stamps employed was subtracted. The prepayment of post cards was compulsory, with the postage to be charged upon them fixed at one half of that on paid letters, with power to drop the fractions. In the U.S. half the letter rate was 2 1/2¢, which was rounded off to 2¢ as the foreign post card rate. Every Registry item had to be prepaid, and the postage payable was the same as that on articles not registered.

The second international Congress, of 1878, changed how short paid mail was handled. Then, "in the case of insufficient prepayment, articles of correspondence of all kinds were liable to a charge equal to double the amount of the deficiency, to be paid by the addressee." That is, the amount prepaid was first subtracted from the surface letter rate, and the short paid amount was then doubled. Circulation was not to be given to articles other than letters which were not prepaid at least partly, or to samples of merchandise which had a resalable value, or which exceeded 250 grams in weight, or measured more than 20 centimeters in length, 10 in breadth, and 5 in depth. Lastly, circulation was not to be given to packets of commercial papers and printed matter of all kinds, the weight of which exceeded 2 kilograms. Insufficiently prepaid matter which was allowed circulation was to be marked "T" (tax to be paid) with the insufficiency marked in black figures at the side of the postage stamps, the amount expressed in francs and centimes. The country of destination charged the article with twice the insufficiency.

Returning to the discussion of the Treaty of Berne: The Treaty of Berne, October 9, 1874, establishing the General Postal Union, was a complex and lengthy document. Because it was breaking new ground in international cooperation, and because of its complexity, some points received only temporary solutions. One difficult point involved the costs and payment for mail going very long distances by sea or otherwise requiring unusual expense. Article X of the Treaty included the sentence:

Whenever a transit shall take place by sea over a distance exceeding 300 nautical miles within the district of the Union, the Office by or at the expense of which this sea service is performed shall have the

right to a payment of the expenses attending this transport.

The treaty recognized that countries carrying mail to distant territories were entitled to compensation for this service. But the questions arose of who would pay this compensation, and how much should it be? Postal fees were fixed by Article III. After setting the standard rate at 5¢ per half ounce, Article III included the sentence:

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for a paid letter.

The phrase "additional charge" in the Postmaster General's translation had been "une surtaxe" in the original French. So, we shall call this charge a surtax, a U. P. U.-authorized surtax. The authorization in Article III was for a surtax of 50% or 2 1/2¢ per half ounce. Some countries quickly adopted this optional surtax as a legitimate way of meeting the costs of lengthy sea transport. Great Britain adopted the maximum surtax for much of its far-flung mail service network. The United States declined to impose this optional surtax and held to the regular 5¢ per half ounce U. P. U. rate. This optional surtax was revised by the Convention of Paris, June 1878, effective April 1, 1879. The relevant section of Article 5 of the 1878 Convention stated:

In addition to the rates and minima fixed by the preceding paragraphs, there may be levied;

1. For every article subjected to the sea transit rates of 15 francs per kilogramme of letters or post-cards and 1 franc per kilogramme of other articles, an additional charge, which may not exceed 25 centimes (5¢) per single rate for letter, 5 centimes per post-card, and 5 centimes per 50 grammes or fraction of 50 grammes for other articles.

Here was authorization for a surtax on letters of up to 5¢ per half ounce making the total postal rate a maximum of 10¢ per half ounce. This authorization was tied to the shipping rate of 15 francs per kilogram of letter or post card mail. This translates to \$ 1.30 per pound. The geographical connection is that nations such as Great Britain were permitted to charge rates such as this for conveying mail for overseas distances greater than 300 nautical miles.

The policy of the United States was set out by Postmaster General David M. Key in his 1879 Report of the Postmaster General, p. 30:

Article 5 of the Paris Convention establishes general rates of postage throughout the entire extent of the Universal Postal Union, with authority, however, to levy additional charges for the correspondence subjected to sea-transit rates of 15 francs per

kilogram of letters and postcards, and 1 franc per kilogram of other articles; but as the correspondence sent from the United States to distant countries and colonies of the union to which these sea-transit rates are applicable, constitute a very inconsiderable part of the mail matter sent to postal union destinations, I deem it expedient, in view of the desirability of fixing uniform postage rates, to waive the right to levy additional charges upon the correspondence addressed to such countries and colonies; and accordingly issued an order directing the regular rates of union postage to be levied and collected in the United States on all correspondence exchanged within the Universal Postal Union (Canada excepted), without regard to distance or routes of transmission; thus realizing at once in our postal union relations uniformity of postal charges, the chief result which the system of the Universal Postal Union is designed ultimately to accomplish throughout the world.

In the 1881 *Postal Guide*, the United States began to tabulate the countries that opted for the U. P. U. surtax and the amount of surtax they levied. This information was included in the Foreign Mail section of the annual (January) postal guides. The 1881 table, "Statement of Surtaxes," contained 27 entries. The number rose to 61 by 1884 and stayed close to this number through 1892. Then, the number of countries and colonies levying a surtax declined and dropped to 36 by 1894. The early first table below (Table 1) is useful as it contains both the basic UPU rates as well as the surtaxes.

Table 1. Surtaxes Imposed on Letters to the United States

Country	Dates	5¢ Basic U. P. U. Rate	Surtax per 1/2 oz.	Surtax in centimes
Argentina	1881	8 centavos	8 centavos	25 ctm
	1882 - 1890	"	4 centavos	10 ctm
	1893 -	"	"	10 ctm
Brazil	1882 -	100 réis	100 réis	25 ctm
British India	1881 - 1888	2 annas	1 anna	12-1/2 ctm
via Brindisi	1881 - 1888	"	2-1/2 annas	30 ctm
Chile, via Panama	1882 - 1883	5 centavos	6 centavos	30 ctm
	1884 -	"	5 centavos	25 ctm
Straits of Magellan	1882 -	"	5 centavos	25 ctm
Columbia	1882 -	5 centavos	5 centavos	25 ctm
Costa Rica	1884 -	5 centavos	5 centavos	25 ctm
Ecuador	1884 -	5 centavos	5 centavos	25 ctm
El Salvador, via Panama	1883 -	5 centavos	6 centavos	30 ctm
	1883 -	"	5 centavos	25 ctm
other routes	1882 -	"	5 centavos	25 ctm
Guatemala	1883 -	5 centavos	5 centavos	25 ctm
Haiti	1882 -	5 ctm de g.	5 ctm de g.	25 ctm
Hawaii	1883 -	5 cents	5 cents	25 ctm
Honduras	1881 -	5 centavos	5 centavos	25 ctm
Hong Kong	1881 -	5 cents	5 cents	25 ctm
Jamaica	1882 - 1890	2-1/2 pence	1-1/2 pence	15 ctm
Newfoundland	1883 - 1892	5 cents	3 cents	15 ctm
Nicaragua	1883 -	5 centavos	5 centavos	25 ctm
Norway	1882 - 1893	20 øre	5 øre	5 ctm
Peru, via San Francisco	1881	5 centavos	6 centavos	29 ctm
	1882 -	"	5 centavos	25 ctm
via Panama	1881	"	7 centavos	34 ctm
	1882 -	"	6 centavos	30 ctm
Siam	1887 -	7-1/2 atts	4-1/2 atts	15 ctm
Uruguay	1882 -	5 centavos	5 centavos	25 ctm
Venezuela	1882 - 1883	0.25 Bollvar	0.25 Bollvar	25 ctm

Note: The dates are the dates of listing in the U. S. postal guides.

The *Postal Guides* did not include the surtaxes levied by Great Britain, probably because they were so complex (as we'll see) as the amounts levied were quite varied, de-

pending on the distance items traveled from Great Britain.

Jamie Gough, in a private communication, has given me the Great Britain surtax information. According to him, the surtaxes for Great Britain for mail out of that country existed beginning in 1875, with the Treaty of Berne.

However, it was effective Feb. 1, 1880 that the transitional surtaxes ended, and I will discuss the Great Britain surtaxes, and show examples of their use as of that date.

In Figure 1 is an 1882 Great Britain to India letter with a 5 pence stamp paying the 2 1/2 pence UPU surface rate and the 2 1/2 pence India and Far East surtax.

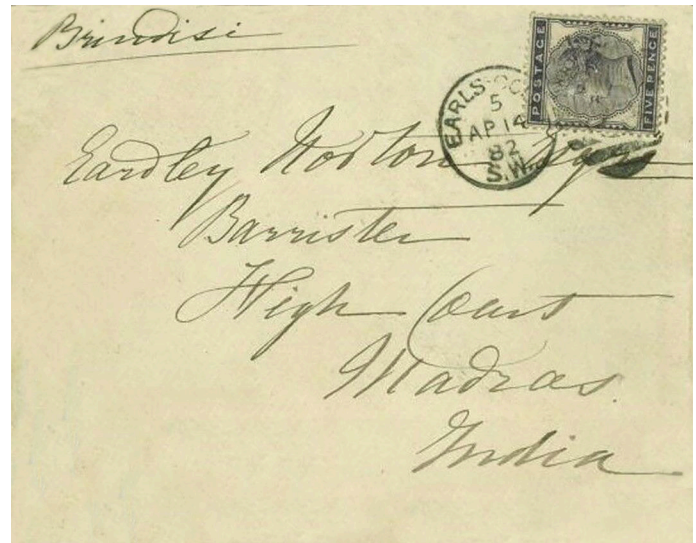


Figure 1

The envelope in Figure 2 shows an 1886 letter from Great Britain, franked with a 4 pence stamp, paying the 2 1/2 pence UPU surface rate and the 1 1/2 pence surtax of the time, to the West Indies.

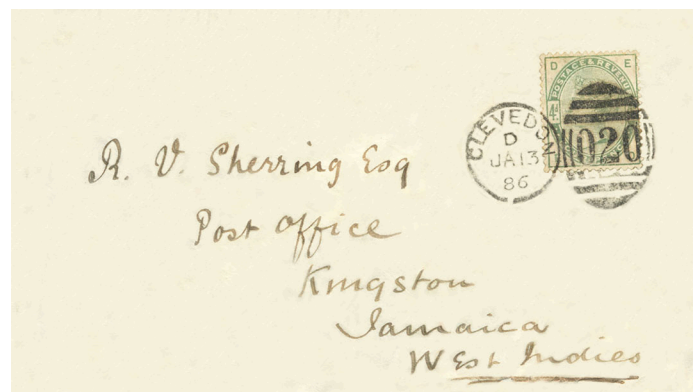


Figure 2

In Figure 3 is the last of the three examples of surtaxed letters, all shown to illustrate examples of the surtax being charged and fully paid. In this Figure is an 1885 letter from Chile to Rochester, New York where on the reverse of the cover is found the 'PAID ALL' handstamp illustrated below the cover. This hs indicates that the surtax of 5 centavos was paid. That is, the 10 centavos stamp on the letter paid the 5 centavos UPU surface rate and the 5 centavos surtax of the time.



Figure 3

The three covers that follow are extremely rare examples of letters to the U.S. where the surtax was not paid at all or only partly paid, and so the short paid or unpaid amount was collected from the U.S. addressee (as indicated by the postage due stamps placed on delivery). These examples are so rare that most U.S. dealers were not aware that they existed! Therefore, I am very pleased to have acquired them. By the way, they were expensive, but worth it.

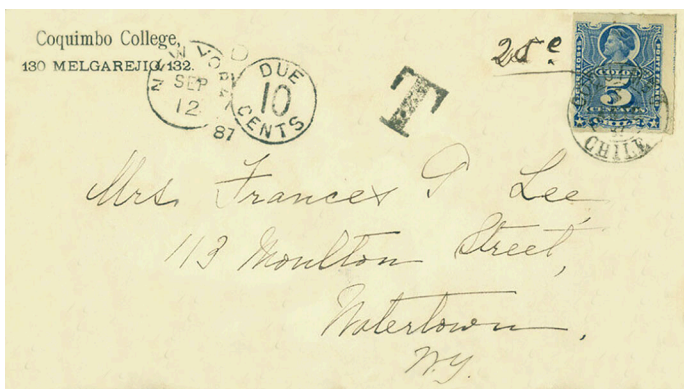


Figure 4

In Figure 4 is an 1887 Chile to Watertown N.Y. letter short paid with the 5 centavos stamp that paid only the UPU 5 centavos rate due, but not the 5 centavos surtax charge. Thus the letter was short paid 25 centimes (in manuscript on the letter), and twice that amount was due. This was paid by the addressee, as indicated by the 10¢ in Watertown postage due stamps placed on the reverse of the cover.

Next, in Figure 5, is an 1889 Peru to New York City (NYC) via Panama letter short paid with a 10 centavos stamp. This short paid the 5 centavos UPU postage and the 6 centavos via Panama surtax by 1 cent (note the 5/100 manuscript notation). Therefore, twice this short paid amount or 2¢ was due from the addressee, where payment by the addressee was indicated by the 2¢ NYC due stamp.

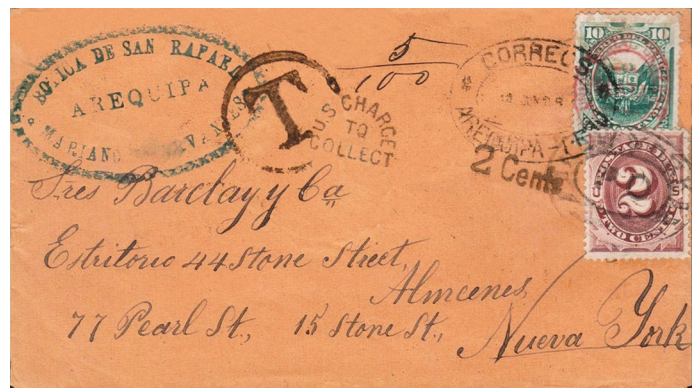


Figure 5

The final short paid example is illustrated in Figure 6, an 1890 Chile to Watertown, N.Y. letter franked with a 5 centavo indicium, so the 5 centavo surtax was not paid (as indicated by the 25 centimes manuscript marking). Therefore, twice this amount of 10¢ was due. This was paid by the addressee, as indicated by the 10¢ in Watertown due stamps placed on the cover.



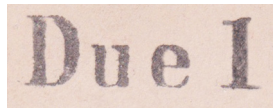
Figure 6

If one looks on eBay, a fair number of surtaxed covers can be found, many from Great Britain, and many from South America. However, in my and other collectors' experience, examples of uses where the surtax was unpaid or short paid are exceedingly rarely found. Interestingly to me, I was able to locate these uses, not by my usual search for U.S. postage due covers, but rather by searching eBay for 1880-90 South American covers, ones that were only incidentally short or unpaid.

At Time, Partially Short Paid Letter Reaching Delivery Office Only Due Single Rate by Tony Wawrukiewicz

This non-local 1899 letter was partially paid the 2¢ domestic surface rate as only 1¢ was paid. As of the August 1880 *Postal Guide Supplement*, if a non-local partially-paid letter paid less than one rate inadvertently reached the delivery office, only the single rate was due.

Therefore, only 1¢ ('Due 1') was due and paid at New York City, as indicated by the NYC due stamp on the letter.



Notice of Stamp/Postage on Reverse of a Post Card and a Letter by James Petersen and Tony Wawrukiewicz

An unusual STAMP//OVER! marking on the back of a picture post card is shown here. Between the lines are what look to be the following letters T. C. V! then S. V. P! On the front is a 1c stamp, Scott #331, and a Des Moines CDS with wavy lines tying the stamp. This CDS was used by the Des Moines post office between 30 December 1909 and 30 December 1911. This is the only example known of this marking from Des Moines. It's possible that this may be a philatelic inspired marking. The hand stamped address on back, 1504 E. Walnut St / Des Moines, Iowa, U.S.A., was the

residence of George L. Van Dyke who was an Assistant Des Moines Postmaster at this time. Whether the marking was created just for this cover or was something used by the Des Moines post office awaits the finding of a second example

In Figure 2 is one side of an up-to-four ounces 1935 Switzerland to Chicago letter package containing 'postage stamps for collections,' a cover with all kinds of neat enhanced by me auxiliary markings. As indicated on the cover's reverse (in French ('Affranchissement au verso') and German ('Frankiert Rückseite')), the postage was on the cover's other side. This 120 centimes paid 30 centimes for the first ounce, then 20 centimes for each of three added ounces, and 30 centimes for the registration fee.

So we have two examples where the postage is on the reverse side of the mailed object, and an associated hand-stamp tells us that this is so.

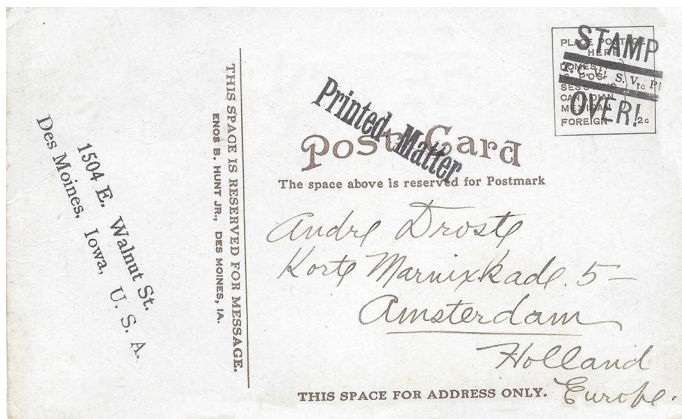


Figure 1

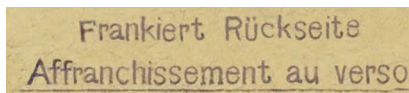


Figure 2

'navigation closes' Marking by Tony Wawrukiewicz

This is a 1906 letter from Canada to a person care of the Marine Post Office in Detroit, Mich. Apparently, the office as regards the ability to meet a passenger on a ship had closed by the time the letter reached this P.O.

Thus the handstamp (hs) 'Please give address for your / mail when navigation closes.' This hs must mean that it was no longer possible for the letter to reach the intended recipient on a ship, and was asking where else could the letter be sent.

Please give address for your
mail when navigation closes.

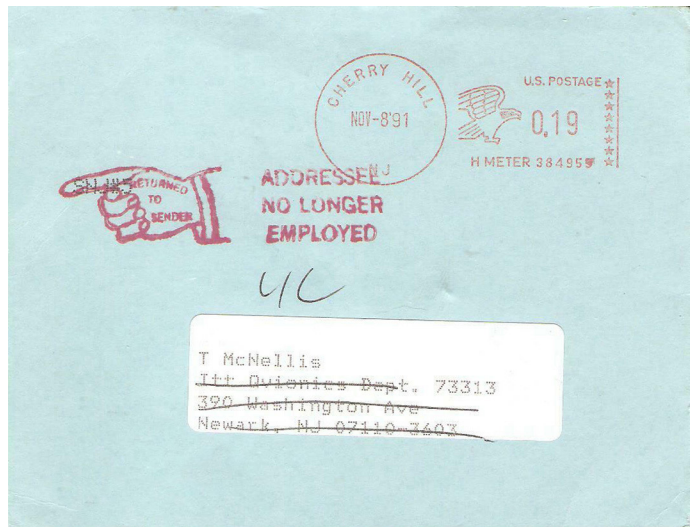


'Addressee No Longer Employed' by Tom Fortunato

This is a 1991 first-class letter to an employee of a company that was undeliverable because the 'ADDRESSEE / NO LONGER / EMPLOYED.'

Presumably the return address was on the reverse of the letter so that it could be returned as undeliverable.

RETURNED TO SENDER
ADDRESSEE
NO LONGER
EMPLOYED



'RETURNED FOR BETTER DIRECTION(s)' by Tony Wawrukiewicz

This 1905 post card was unpaid in Washington, D.C. and so was 'HELD FOR POSTAGE.' However, this was a futile effort because there was no way to obtain the unpaid amount from the sender (no return address) or from the addressee (no address, either!).

Then, because there was no address for the addressee and no return address, there were two useless 'RETURNED FOR BETTER DIRECTION(s)' handstamps placed!

When one thinks about it, this was quite the conundrum, as there was no way to logically handle this unpaid post card.

RETURNED FOR BETTER
DIRECTION(S)
W.D.C.

From Washington, D. C.
MAR 7 1905
Returned for Better Directions.



Form 4416, DIRECT PACKAGE / Firm Case Mail by Dennis Ladd

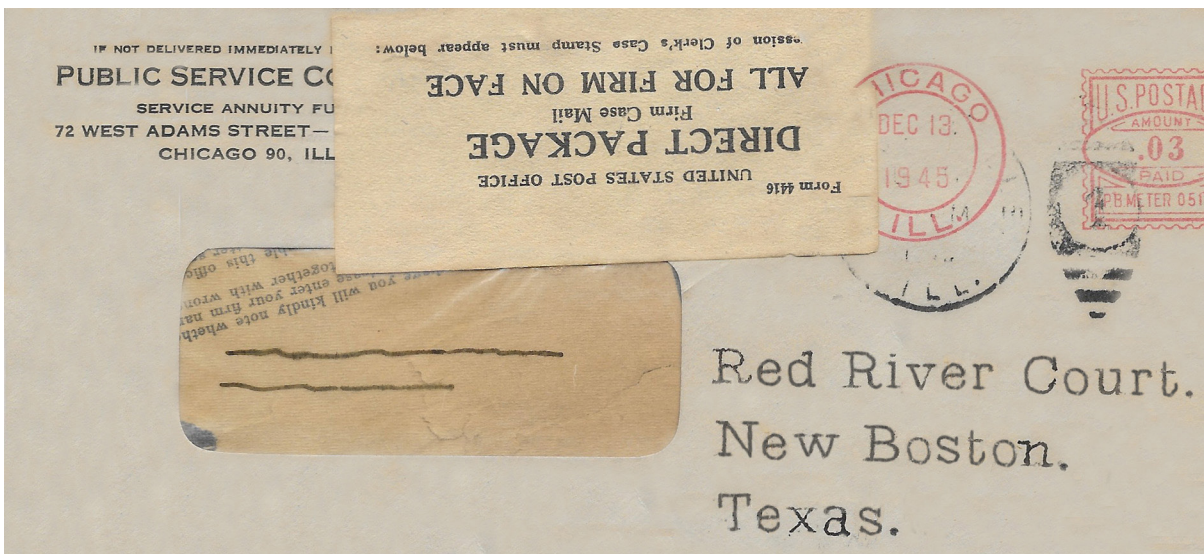
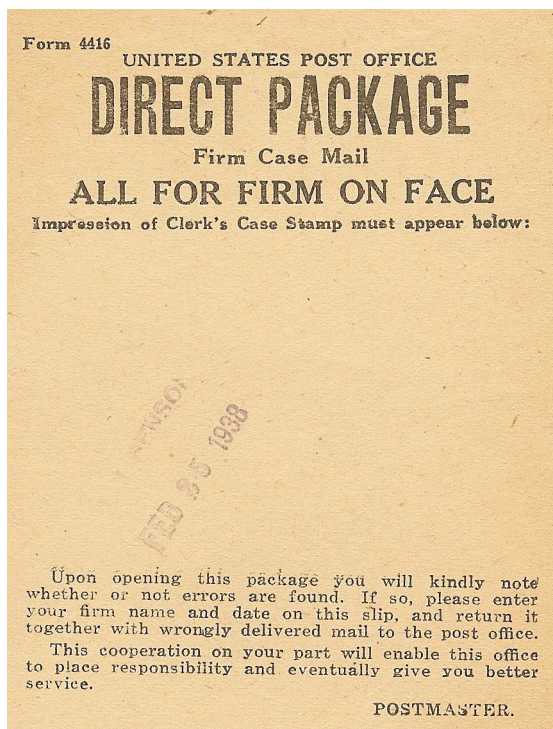
STANDARD FACING SLIPS FOR BUSINESS FIRMS.

On April 5, 1928, in *Postal Bulletin 14658*, the Post Office Department announced Form 4416, a form titled in bold above. This was the announcement concerning the form:

A standardized facing slip, Form 4416, for use in forwarding direct packages "All for firm on face," has been adopted by the department for use at offices of the first and second classes only, and will be available for distribution within the next 30 days.

Postmasters using specially printed slips should continue their use until the stock thereof becomes exhausted, when request for a supply of the standard slips should be made on the Division of Equipment and Supplies of this bureau, using for the purpose regular requisition Form 1580. Requisitions for specially printed slips will not be honored hereafter.

Illustrated is a 1945 letter that was presumably attached to a Direct Package to a firm. The letter carried a copy of the Direct package Form 4416.



The Development of Better Quality Spray/Inkjet Cancels and Their Discouraging Effects on Stamps by Tony Wawrukiewicz

Over the years, Jay Bigalke of *Linns Stamp News* has been communicating with the USPS about the quality of their Spray/Inkjet cancellations, because their earlier product has been of noticeable low quality.

Even though these cancellations may not be directly related to postal history, major studies of the mail associated with a particular city often enumerate the cancellations associated with the cities. Two examples of such studies includes Tom Clarke's excellent and extensive study of the markings and postal history of the city of Philadelphia, and Len Piszkiwicz's also excellent and voluminous study of the postal history

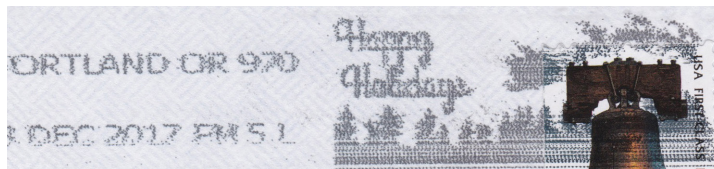


Figure 1



Figure 2

and postal markings of the city of Chicago. My point is that postal markings on a cover are vital for dating the cover and thus determining the rates. Also, keep in mind that the dumb third-class cancellations of a city by their lack of a date protect the post office using them because the time of delivery of such matter thus cannot be monitored. That is, postal markings can be part of the postal history of a city and its post offices. For this reason, I feel that this article about cancellations is not that inappropriate for our newsletter.

Returning to the discussion of Spray/Inkjet cancellations, recently, at my instigation, Jay has gotten back to me with important information about these cancels. Over the past year, he has had three articles about the innovations of the USPS and their Spray/Inkjet cancels. The last one, on Oct. 5, 2020, pointed out that the USPS has finally introduced new, improved changes in all their machines, such that all of them now produce high-quality cancellations. That is, earlier, there were only test locations producing these new cancels.

This is why, until Sept. 2020, most of the cancels, including a 2019 "Thinking of You," were of low quality. In other words, there are no quality examples of fancy or simple wavy-lined cancels before Sept. 2020.

By the way, as noted in this article, as far back as 2017, I have seen poor quality Happy Holidays fancy cancels.

Thanks, again, for all the cancellation examples various readers of this newsletter have sent me, and, from the discussion above, we can all see why no one has come up with any high-quality examples produced before Sept. 2020.

Figures 1 through 5 illustrate five different pre-high-quality Spray/Inkjet cancels. Note the poor or relative poor quality of the cancellations. Then notice the new, improved cancellations in Figures 6 through 10, where Figure 10 illustrates the new, improved 2020 'HAPPY HOLIDAYS' cancel. All the cancels are illustrated actual-size.

In some cases, before and after the introduction of the improved cancellation machines, I also show the underlying stamps because I want to illustrate how badly the cancellations obliterate the underlying stamps. This fact is and has been noted by philatelists such as John Hotchner who lament the disservice the USPS has done collectors by the introduction of this new type of cancellation, especially the fancy cancellations, but also the new, thicker wavy line-type basic cancellations.

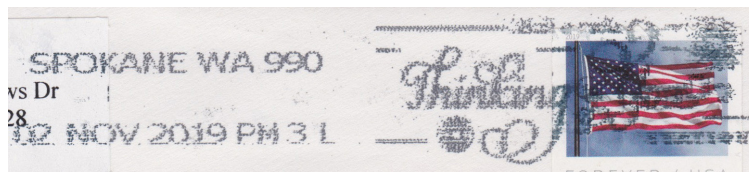


Figure 3

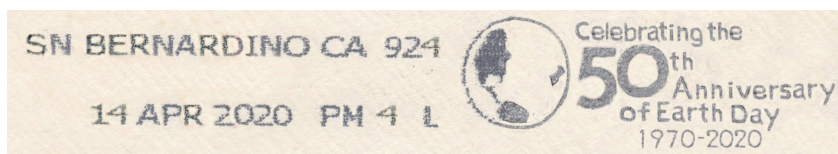


Figure 4

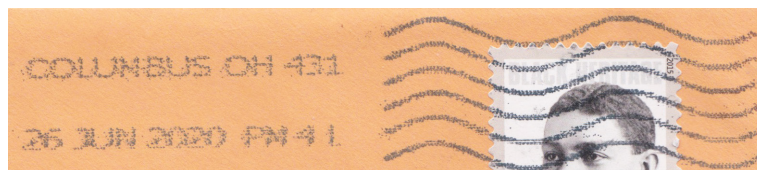


Figure 5

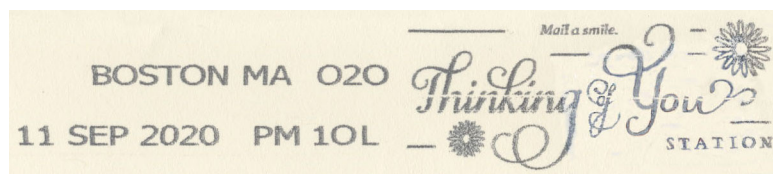


Figure 6

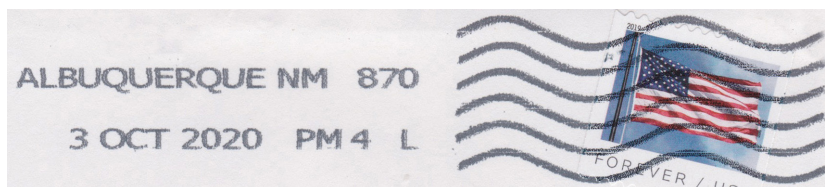


Figure 7

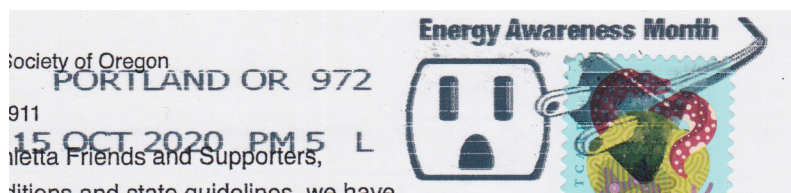


Figure 8

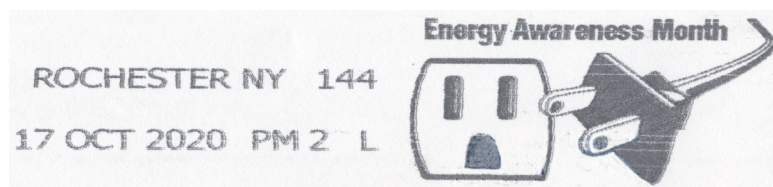


Figure 9

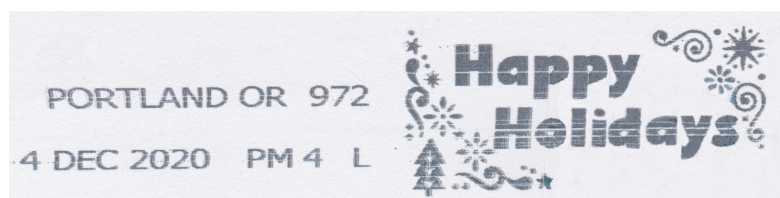


Figure 10