

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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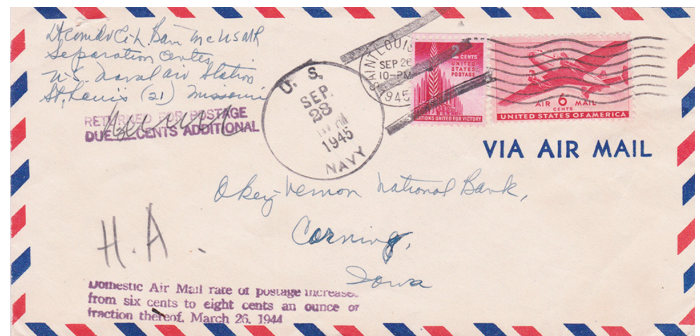
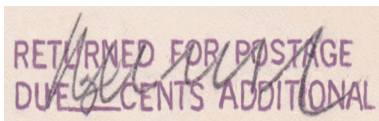
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'Returned for Postage...' as There Was a Rate Change by Tony Wawrukiewicz

This airmail letter was mailed on Sept. 28, 1945 well after the March 26, 1944 domestic airmail rate change from 6¢ to 8¢ per ounce (see handstamp (hs) (shown actual size) showing this rate change). Since the 2¢ due was paid by the Naval writer, the hs indicating that the letter was 'RETURNED FOR POSTAGE / DUE 2¢ CENTS ADDITIONAL.' Because the 2¢ due was sent, the one hs was obliterated. I would guess that the hs indicating the rate change may have been applied because the writer was military, and the postal worker might have thought that the writer might have been unaware of this rate change fact.

Domestic Air Mail rate of postage increase from six cents to eight cents an ounce or fraction thereof. March 26, 1944



Editorial by Tony Wawrukiewicz

In this newsletter Tom Breske and I are presenting a number of areas in the section of undeliverable mail where we have significant gaps in our examples of New York City auxiliary markings. In doing this, we are hoping that there are readers out there who have the material that can be used to fill in the gaps. We do not need the actual covers but rather would appreciate the opportunity to borrow images of the covers.

In an attempt to make what we need more obvious, we have actually shown what we have and where our gaps are. We're doing this because we made a similar request to the readers of

the *U.S. Specialist*, and our only response was where we had actually shown what we have and what we need. We have done this for NYC 'Refused,' 'Cannot be Found,' 'Removed,' 'No Such Street/Number,' 'Unknown,' and 'Not at Address Given' undeliverable mail. In the article, we indicate exactly where we have shortcomings. Please look closely at this information as it is quite easy to misunderstand where we are short on examples. In the final analysis, where these gaps exist, and if we are unable to address them, we'll still publish as even somewhat limited information is better than none.

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General Delivery, an Introduction by Tony Wawrukiewicz

The basic information excerpted here is from the General Delivery Chapter 37 of Len Piskiewicz's monograph *Chicago Postal Markings and Postal History* and from various articles that were in our Auxiliary Markings newsletter.

"In the earliest days of our postal system, mail delivery was by what we now call 'General Delivery.' That is, postal patrons went to the post office to pick up their mail from a postal clerk. This old system was reduced considerably with the introduction of free city delivery (and later rural free delivery) and by the use of boxes in in the post office. Nowadays, general delivery is left for use primarily by transient patrons on an occasional basis."

Mail sent to individuals in care of the General Delivery section at a post office was held to be called for by the addressee for a limited period of time. The General Delivery section was responsible both for delivering this mail when called for, and returning it to the sender (RTW). In the *Postal Law and Regulations* for 1913, we find the following:

Sec. 633. Undelivered mail of the first-class (except single postal cards and post cards), bearing the name and address of the sender without a request specifying a number of days shall not be advertised, but shall be returned to the sender at the expiration of:

Five days if intended for general-delivery by city or rural carrier.

Ten days if intended for general-delivery service at an office having city-carrier service.

Fifteen days from offices not having city-carrier service, unless intended for delivery by rural carrier.

In order to keep track of which letters were to be returned on a specific day, some post offices used a datestamp to mark when they were received; others used a datestamp to identify when they were to be pulled from the General Delivery section and returned, and some used both. In some cases, when the item was removed from General Delivery, a hs 'OUT' with an associated date was placed, indicating the date on which the removal took place, and this was the date in which the letter was RTW or sent to the Dead Letter Office. In Figure 1 is a 1902 letter addressed only to the city of Denver, so placed into General Delivery. The Denver General Delivery receiving cancel indicates placement there on July 17.

When the letter was not picked up by the addressee, it was taken 'Out' on July 28, and RTW since there was a return address.

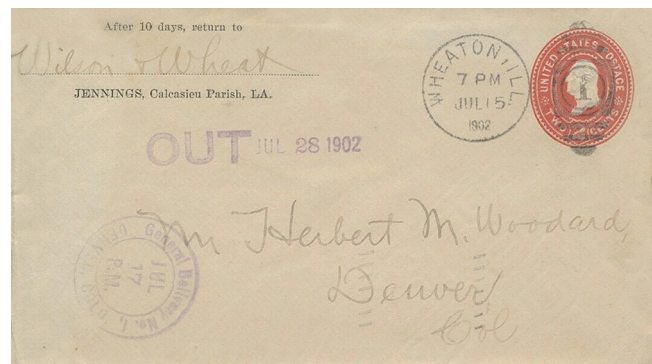


Figure 1. (1902, nas)

Sometimes a letter was not addressed to a General Delivery address but rather it was misdirected to a nonexistent address, the person addressed was no longer at the address and there was no forwarding address, or it was undeliverable ('unclaimed,' etc.). In each case, the letter was sent to the General Delivery department.

As we'll now see, in Figure 2, when the letter was misaddressed (no street address given), there was a form that was sent to the writer that asked them to correct the address so that delivery was possible. The letter would remain in the General Delivery department, until, if, or when a correct address was sent. We do not have the form sent with the misaddressed 1922 letter, but the 1894 example of the form is an example of the form that would have been sent with the letter. Note that the 1922 letter carries the appropriate hs, 'Placed in General Delivery / Because address incorrect.' This combination of form, letter, and hs is unique to me.

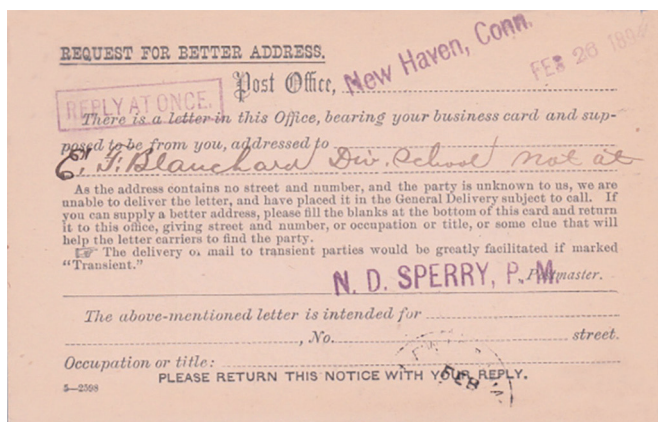
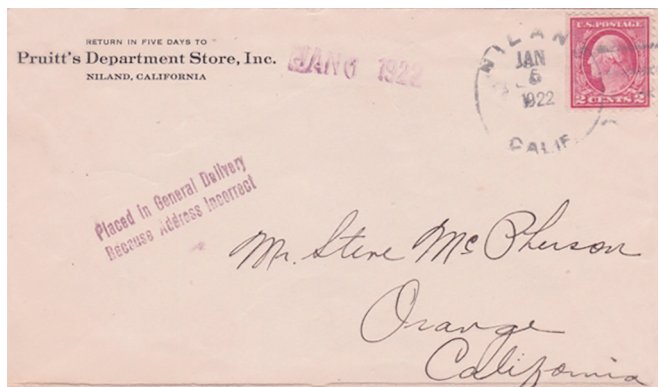


Figure 2. (1894/1922, nas)

Piszkiwicz's General Delivery chapter has a number of hand-stamps (hs) used from 1885 to 1931, and a number of meters used from 1905 until 1963. Finally, he had a few rarely-seen hs used when an item was unclaimed and then sent to General Delivery. Clarke illustrated no such markings from Philadelphia.

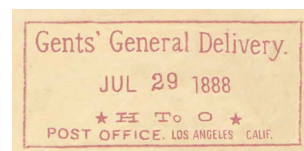
It is my experience that even with the caveats listed by Piszkiwicz, well into the 20th century there were many transient patrons who found this service to be invaluable.

Now presented are a series on non-NYC General Delivery auxiliary markings, used from 1884 until 1942. In Figure 3 is a hs that was on a letter addressed only to Pittsburg with no return address or street number given. I presume that it was misaddressed but with no return address, the Pittsburg post office could not return the letter to the writer for a better direction, so they had no choice but to place it in the General Delivery department. The letter was not taken out so it is assumed that it was delivered.



(Figure 3. 1884, nas)

Los Angeles, Calif. and some other cities separated General Delivery at the post office into Ladies' and Gents' pick up windows. 19th Century Los Angeles had, perhaps, a higher percentage of rough-hewn males roaming the streets than it does now. So that ladies did not have to stand in line with tobacco-chewing men, whose language might also offend, the postmaster established separate pick-up windows. In Figure 4 is a hs that was placed on an 1888 letter addressed only to Los Angeles with no return address or street number given. I presume that it was misaddressed but with no return address, the Los Angeles post office could not return the letter to the writer for a better direction, so they had no choice but to place it in the Gentlemen's General Delivery department. From the letters placed in the hs, it would appear that there were at least three Gentlemen's General Delivery windows. The letter was not taken out so it is assumed that it was delivered.



(Figure 4. 1888, nas)

In Figure 5 is a hs that was on a Feb. 19, 1898 local Madison, Wisconsin letter. There was no street address given, but since it was not returned for better direction, it is assumed that for Madison, at this time, this was enough of an address such that it could be placed in General Delivery. It was placed in General Delivery on Feb. 19. The letter was undeliverable ('UNCLAIMED'). There was no 'OUT' (takeout) marking placed, but there was a second Madison March 7 cancel that must be the takeout date, the date where it was RTW.



(Figure 5. 1898, nas)

In Figure 6 is a hs from a 1904 letter to Alva, Oklahoma. There was no street address in the address, a fact that was consistent with its population of about 2500. That is, delivery via General Delivery would have been the norm. Without a 'Takeout' hs, delivery is assumed.



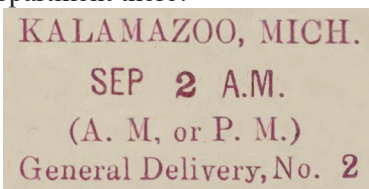
(Figure 6. 1904, nas)

In Figure 7 is a hs that was on a July 1907 post card to Muskogee, Indian Territory, on a date before Oklahoma became a state. At the time its population was about 17,000, so the address without a street address logically caused it to be sent to the General Delivery department. As there was no takeout hs, the card was apparently delivered, because, at the time, if it had not been deliverable, by rules and regulations, it would have been destroyed.



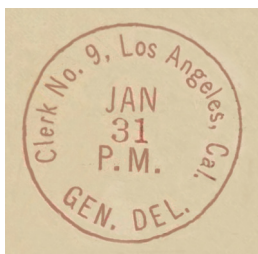
(Figure 7. 1907, nas)

In Figure 8 is a hs that was on a 1908 post card to Kalamazoo, Mich., addressed to the General Delivery department there. As there was no takeout hs, the card was apparently delivered because, like the prior post card, if it had not been deliverable, it would have been destroyed. The 'General Delivery, No. 2' signifies the clerk number in the General Delivery department there.



(Figure 8. 1908, nas)

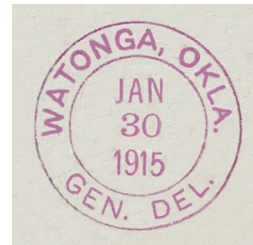
In Figure 9 is a hs that was on a very interesting 1909 post card initially addressed to the Riverside, Calif. General Delivery department. There was a Jan. 31 A.M. Riverside cancel and a Jan. 31 P.M. (shown) Los Angeles Gen. Del. cancel, the latter placed after the postal worker, probably in Riverside, realized that the addressee was receiving mail at the Los Angeles General Delivery department and forwarded it there. There it was apparently delivered, as, like the two prior post cards, it would have otherwise been destroyed. That 'Clerk No. 9' handled the card is much more obvious than on the prior post card. Also note that there were apparently no longer special General Delivery Los Angeles windows for each sex.



(Figure 9. 1909, nas)

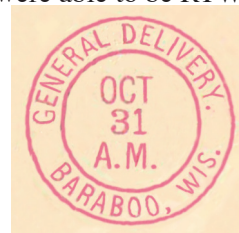
In Figure 10 there is another interesting General Delivery situation. The hs shown was on a post card, in this case addressed to only the city, as well as to Rural Free Deliv-

ery Route #2 in Watonga, Okla. At the time, Watonga was tiny, with a population of around 500. It is not clear why the R.F.D.#2 designation as well as the General Delivery cancel. The card was delivered. By the way, by 1913, if undeliverable, both local post cards and reply-paid postal cards could now be RTW (and not destroyed).



(Figure 10. 1915, nas)

The hs in Figure 11 was on a 1919 local Baraboo, Wis. post card that was placed in General Delivery because at that time the population was only 5500, and presumably there wasn't free carrier delivery there. At the time, undeliverable local post cards were able to be RTW.



(Figure 11. 1919, nas)

The hs in Figure 12 was on an undeliverable ('UNCLAIMED' meter) Jan. 19, 1942 local Tulsa, Okla. letter. The letter was addressed to General Delivery and placed there on Jan. 20. It was taken out on Feb. 2 (the meter date), and RTW.



(Figure 12. 1942, nas)

I have presented what I would consider to be a representative and interesting series of U.S. domestic general delivery items. These varied items illustrate different aspects of this process.

New York City 'Found in Package Box Collection' Revisited by Tom Breske and Tony Wawrukiewicz

Found in Package Box Collection - introduction

There have been two Auxiliary Marking Club newsletter articles concerning this type of marking. After careful reading of the *Postal Bulletin* (PB) citations found, a somewhat different interpretation of these markings is now felt to be necessary.

First, what are letter and package collection boxes? These were official collection boxes of the Post Office Department (POD) where letters and packages were collected for handling by it.

Interestingly, with one exception, even though only New York City (NYC) markings of the type to be discussed are known (Piszkwicz and Clarke had none, and only one Philadelphia machine machine cancel of this type is known to the authors), it is clear from the PB citations, that many, if not most, cities had both letter and package collection boxes. After careful reading of a number of PB citations, it appears that it was common, and officially allowed by the POD, for both letters and packages to be placed in package collection boxes. This was especially true if a bundle of Christmas cards was being mailed. Eventually, *Postal Bulletin* comments were made that only packages up to 8 ounces could be placed in them.

So, why were these markings placed in NYC? The authors speculate that these various messages were to protect the POD because the placing of letters in package collection boxes probably delayed their handling. So, like it does with third-class mail, a type of mail that does not get priority handling by the POD and where the POD hides this fact by using undated cancels, perhaps the POD was protecting its reputation, because mail handling was also delayed by using these markings.

However, why only, with the one exception, apparently, in NYC? We do not know the answer to this question.

As there is only one such marking from a non-NYC city known, the beginning discussion here is limited. In Figure 1 is a circa late-1920 local NYC first-class letter that was placed in a package collection box. When it was discovered there, the hs shown was placed. It is the only one the authors have seen with the 'First-class' designation in it.

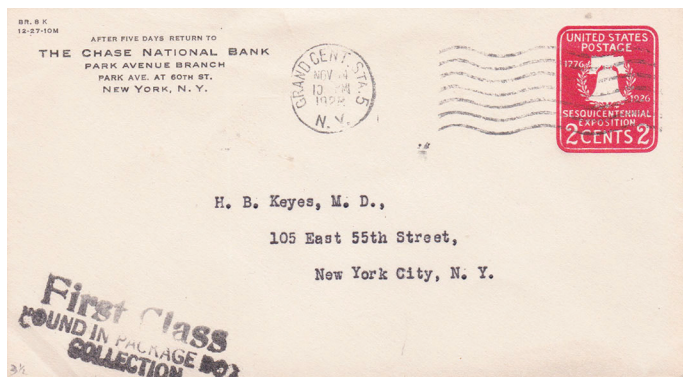


Figure 1

In Figure 2 is the only non-NYC package box marking known to the authors. The Philadelphia "marking" is really a machine cancel rather than a handstamp (hs) but it serves the same purpose as a hs.

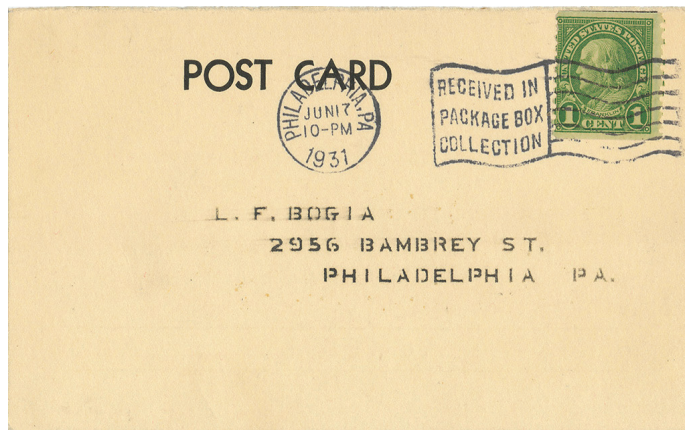


Figure 2

Found in Package Box Collection - NYC markings

Here are the package box markings from NYC. The earliest known (to the authors) such marking is a circa mid-1900s (by the cards' appearance and the stamps on the cards) marking that makes no sense to us. It is the marking in Figure 3. It makes no sense to us because it is different from all others we have found and what it means is unclear to us. It was found on two different post cards, one addressed from NYC to a Penn. address, the other to England.

Package Box Route

Figure 3. (circa 1905, as, Courtesy Breske)

By at least 1910, the markings are more conventional. That is, the statement in the Figure 4 marking, in light of our discussion on the previous page, makes some sense. This marking was on two 1910 cards addressed to a non-NYC address. The origin was Grand Central Station. This origin explains the initials G and C on the marking. As indicated in the illustration (we have two copies of it) the last part of the marking is not decipherable by us.



Figure 4. (1910, as, Courtesy Breske)

In Figure 5 is a 1910 NYC machine cancel that was on a local post card where the machine cancel was placed at the Grand Central Station.

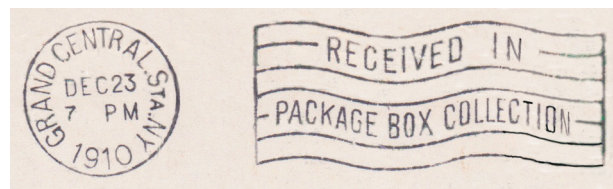


Figure 5. (1910, as, Courtesy Breske)

The 'STATION H' marking in Figure 6 was on a circa early 1910s (by stamp), from NYC to Colorado.

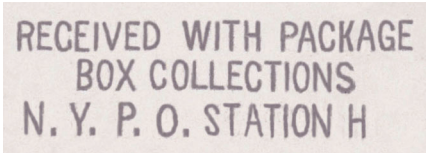


Figure 6. (Circa early-1910s, as, Courtesy Breske)

The marking in Figure 7 was already illustrated at the beginning of the chapter but is repeated here for completeness. To repeat, it is the only one where the words first-class were part of the marking.



Figure 7. (Late 1920s, as, Courtesy Breske)

The fancy marking in Figure 8 was on a 1940 letter from the Church Street NYC station to a prison in Lewisburg, Penn.



Figure 8. (1940, as, Courtesy Hohertz)

The marking in Figure 9 was on a 1942 airmail letter to Sweden.



Figure 9. (1942, as, Courtesy Breske)

The marking in Figure 10 was on a 1948 letter and also on a 1951 letter. In both situations, the addressee was unknown.



Figure 10. (1948-51, as, Courtesy Breske)

As is true of all markings that we have for NYC, our tabulation is almost certainly incomplete. Therefore, even though the examples we have end here, at this date, there is no way of knowing whether this type of marking was used later, or for that matter, earlier.

Some International 'Refused' Items, Mainly Short Paid by Tony Wawrukiewicz

Presented are a series of mainly international uses where the item was 'REFUSED.' For the items illustrated, this almost invariably occurred because the item was short paid. For instance, the circa 1900 post card in Figure 1 was mailed from Argentina to Italy, was short paid, and was 'Refused' and returned to the writer in Bunnis (sic) Aires.

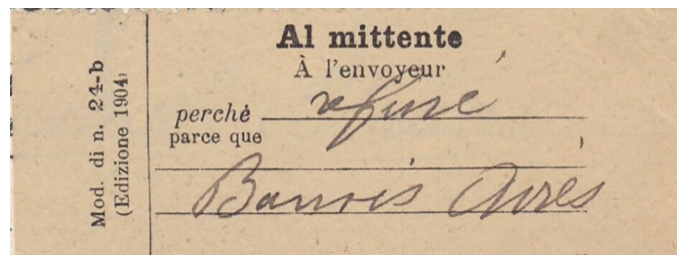
Similarly, in Figure 2 is a 1910 Germany to Switzerland post card that was short paid, as indicated by the Swiss postage dues. It was refused, as the attached label indicates. As best I can tell, the words 'Annahme' and 'verweigert' both mean refused. The first word is definitely German (it is a capitalized noun) while, the second word, if German, why isn't it capitalized? The third word, 'Refuse,' is the Universal Postal Union (UPU) French word for refused.



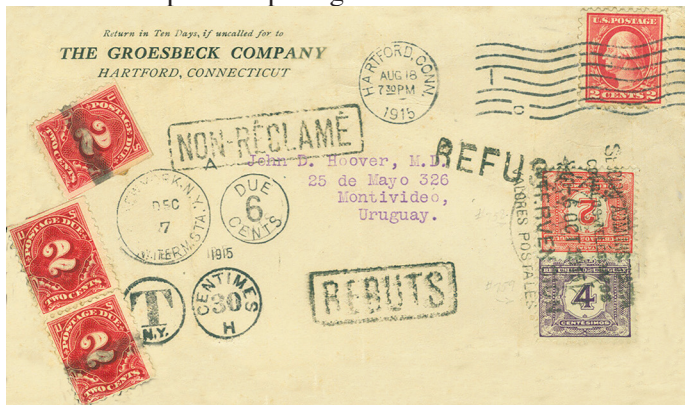
Figure 1



Figure 2



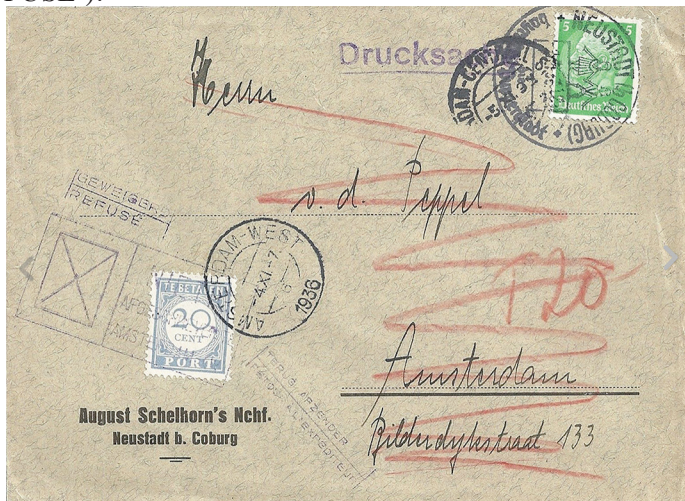
In Figure 3 is a 1915 Hartford, Conn. to Uruguay letter short paid the 5¢ UPU rate. Per the UPU regulations, twice the unpaid amount was due in Uruguay, as indicated by the ‘CENTIMOS / 30’ marking and the 6 CENTISIMOS in Uruguayan postage due stamps. However, the addressee ‘REFUSED’ to pay the postage that was due so the letter was returned to the writer. Also, per the UPU regulations, the writer was now expected to pay the due amount, and this amount due was indicated by the ‘DUE / 6 / CENTS’ New York marking. The 6¢ in U.S. due stamps indicated that the writer indeed paid the postage that was due.



REFUSÉ

Figure 3

In Figure 4 is a 1936 German to The Netherlands printed matter item that was short paid, as indicated by the ‘T20’ manuscript marking and the 20 CENT Dutch postage due stamp. The item was refused (hs ‘GEWEIGERD / REFUSE’).



GEWEIGERD
REFUSE

Figure 4

In Figure 5 is a 1970 Great Britain to Germany short paid letter (‘T8/9’ applied in England, the ‘Nachgebühr’ (postage due) applied in Germany). Germany had no postage due stamps so none were applied. Interestingly, 60 years after

the label applied to the 1910 post card, we find the same three-lined message stamped on this refused letter.



Annahme
verweigert
réfúsé

Figure 5

Our final example, a 2017 Great Britain to the U.S. letter in Figure 6, breaks the pattern, as it was not short paid. Therefore, for some other reason, as indicated by the PARS label, it was ‘REFUSED.’



Figure 6

I hope the variety of ‘Refused’ items even though most were used on short paid items, was interesting to readers, as the markings and stories were somewhat varied. None of the markings are of correct size.

Incomplete listings of Various New York City Markings on Undeliverable Mail by Thomas Breske and Tony Wawrukiewicz

Introduction

Tom Breske and I are in the process of writing a book in which we present the auxiliary markings of New York City (NYC). The source of a majority of these markings is Breske's collection, although in some cases, other collectors have been generous and made their material available to us, especially for the period before 1900.

Unfortunately, we don't expect to be complete, especially for the time period before 1900. But, we are finding that even for the post-1900 time period, there are some areas where our material is woefully lacking.

With this in mind, in this issue of the newsletter, we are showing the material we have in certain areas where there are significant gaps in the examples we have. We do this in the hope that there are readers out there who can fill some of these gaps (see the editorial).

Refused Markings

We have an early (1852) such marking and no others until 1900. If it were not from the fact that Dr. James W. Milgram had the copy of an 1852 'Refused' hs in his 2014, Vol. 66, No.4 *Chronicle* 244, we would have no pre-1900 examples. By the way, Piszkiwicz in his *Chicago Postal Markings and Postal History* book had no such Chicago markings, nor did Clarke in his Philadelphia postmark books.

In Figure 1a is this 1852 hs that was on a transcontinental San Francisco to NYC letter with 90¢ due for its postage. Not surprisingly, the addressee 'REFUSED' the letter.

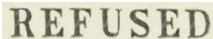


Figure 1a. (1852, nas, Courtesy Milgram)

In Figure 2a is a 'REFUSED' hs that was on a 1900 local, registered NYC letter.



Figure 2a. (1900, as, Courtesy Breske)

In Figure 3a is a 'REFUSED' hs that was on a 1901 local, NYC letter. It is very similar to the hs in the previous figure except for the period.



Figure 3a. (1901, as, Courtesy Breske)

In Figure 4a is a 'REFUSED' hs that was on another 1901 local, NYC letter. It is very similar to the hs in the previous figure except for the period being rectangular.



Figure 4a. (1901, as, Courtesy Breske)

In Figure 5a is a 'REFUSED' hs that was on a 1902 local, NYC letter.



Figure 5a. (1902, as, Courtesy Breske)

In Figure 6a is a 'REFUSED' hs that was on a 1908 local, registered NYC letter.



Figure 6a. (1908, as, Courtesy Breske)

CANNOT BE FOUND / NOT FOUND Markings

There is a huge date gap for our examples of simple, straight-lined 'CANNOT BE FOUND' markings where the marking is seen with this statement alone. However, the marking itself is also seen frequently associated with pointed hands and the 'DO NOT POST...' marking (from 1889 to 1926). Piszkiwicz in his *Chicago Postal Markings and Postal History* book had no such Chicago markings, while Clarke in his Philadelphia postmark books showed such hs used from 1863 to 1929. The fact we have relatively few and sparsely-represented such markings for NYC is almost certainly due to the fact they are many still out there to be located. Now presented are a number of solo 'Not Found / Cannot Be Found' markings found on nondeliverable covers (some are subtly different).

In Figure 1b is a 1865 NYC marking.




Figure 1b. nas (1865-6)

In Figure 2b is a NYC marking that was on a 1928 cover. The marking includes a reference to the postal worker (the number and initials in the marking).

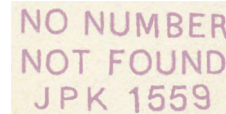


Figure 2b. nas (1928)

In Figure 3b is a NYC marking that was on a local, Brooklyn, registered 1928 cover.

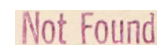


Figure 3b. (1928, as, Courtesy Breske)

In Figure 4b is a NYC marking that was on an undeliverable, local, registered, July 1932 NYC cover.



Figure 4b. (1932, as, Courtesy Breske)

In Figure 5b is a NYC marking that was on an undeliverable, local, registered, Oct. 1932 NYC cover. Note, that, like an earlier 'Not Found' marking example, the postal worker number is on the hs.



Figure 5b. (Oct. 1932, as, Courtesy Breske)

In Figure 6b is NYC marking that was on an undeliverable, local, registered, Nov. 1932 cover. It is important to

realize that many of the single-lined 'Not Found' markings presented here appear similar, but there are subtle, but real, differences between them.

CANNOT BE FOUND.

Figure 6b. (Nov. 1932, as, Courtesy Breske)

In Figure 7b is NYC marking that was on an undeliverable, local, registered, June 1933 cover.

CANNOT BE FOUND

Figure 7b. (June 1933, as, Courtesy Breske)

In Figure 8b is NYC marking that was on an undeliverable, local, registered, Aug. 1933 cover.

CANNOT BE FOUND

Figure 8b. (Aug. 1933, as, Courtesy Breske)

In Figure 9b is a NYC marking that was on a 1939 cover.

Not Found

Figure 9b. nas (1939)

In Figure 10b is a NYC marking that was on a 1949 cover.

CANNOT BE FOUND

Figure 10b. nas (1949)

REMOVED/PRESENT ADDRESS UNKNOWN Markings

Clarke, in his Philadelphia postmark book, illustrated these non-pointing-hands (PH) markings used from 1863 to 1991, while Piszkiwicz again had none from Chicago. As we'll now show, we have examples of such markings from 1889 until 1932. We also have illustrated a single such 1979 marking that is associated with a PH. Again, as with other markings, one hopes to eventually find further, intervening examples in the future.

In Figure 1c is our earliest example of this marking-type, an 1889 NYC marking that was on an undeliverable local letter. It has been seen used from at least 1889 to 1896.

REMOVED,
PRESENT ADDRESS UNKNOWN,
(N. Y.)

Figure 1c. (1889-96, as Courtesy Breske)

The next marking, in Figure 2c, was on a 1901 undeliverable, local, registered NYC letter. The addressee was 'REMOVED.'

REMOVED

Figure 2c. (1901, as, Courtesy Breske)

The next marking, in Figure 3c, was on a 1908 undeliverable, post card from Germany to NYC.

REMOVED
S. 284

Figure 3c. (1908, as, Courtesy Breske)

In Figure 4c is a NYC marking that was on an undeliverable, local, registered Feb. 1910 cover, a letter that was RTW by Station 'Y.'

REMOVED
PRESENT ADDRESS UNKNOWN,
(N. Y. P. O.-STA. Y.)

Figure 4c. (Feb. 1910, as, Courtesy Breske)

The next marking, in Figure 5c, was on a May 1910 undeliverable, local, registered NYC letter.

REMOVED

Figure 5c. (May 1910, as, Courtesy Breske)

In Figure 6c is a NYC marking that was on an undeliverable, local, registered Nov. 1910 cover.

Removed

Figure 6c. (Nov. 1910, as, Courtesy Breske)

In Figure 7c is a NYC marking that was on an undeliverable, local 1912 cover. It was noted to be on multiple covers from at least 1912 to 1915.

REMOVED,
PRESENT ADDRESS UNKNOWN
(N. Y. P. O. STA. H.)

Figure 7c. (1912-5, nas, Wawrukiewicz)

In Figure 8c is a NYC marking that was on an undeliverable, local Feb. 1919 cover. The hs is similar, but not identical to the 1889 marking shown earlier.

REMOVED,
PRESENT ADDRESS UNKNOWN
(N. Y.)

Figure 8c. (1919, nas, Wawrukiewicz)

In Figure 9c is a NYC marking that was on an undeliverable, New Jersey to Brooklyn third-class letter. It was dated approximately by the stamps on the letter. The 'E 41' identifies the postal worker returning the letter.

REMOVED E 41

Figure 9c. (Circa-1929, nas, Wawrukiewicz)

In Figure 10c is a NYC marking that was on an undeliverable, registered Jan. 1930 local letter.

Removed, left no address

Figure 10c. (Jan. 1930, as, Courtesy Breske)

In Figure 11c is a NYC marking that was on an undeliverable, local, 1931 cover. Note the unusual 'Moved' rather than 'Removed' used.

Moved, Left no address

Figure 11c. (1931-3, as, Courtesy Breske)

In Figure 12c is a NYC marking that was on an undeliverable, registered, local, 1932 cover.

REMOVED - NO ADDRESS
C. 2389

Figure 12c. (1932, as, Courtesy Breske)

'No Such Street / Number' Markings

This type of marking with associated pointing hands is known to us from as early as 1933 until 1976, while we have an 1888 example of the simple, linear form of this marking that we now illustrate, then one from 1932, and 1942. Presently, we have no others. That is, there is a large gap in our material of this linear marking (from 1888 to 1932).

In Figure 1d is an 1888 marking on a Washington, D.C. to NYC letter that was undeliverable because there was no such street in the city. Because there was no return address, the letter ended up in the Dead Letter Office.

NO SUCH STREET IN
NEW YORK CITY.

Figure 1d. (1888, nas, Wawrukiewicz)

The marking in Figure 2d was found on a local 1932 NYC letter. It was a multi-function marking that included both the number and street notice in it.

NO SUCH STREET
NUMBER

Figure 2d. (1932, as, Courtesy Breske)

In Figure 3d is the final example we have of this type of marking, again on a local 1942 NYC letter.

NO SUCH NUMBER 57

Figure 3d. (1942, as, Courtesy Breske)

'Unknown' Markings

This marking is only known to us used from 1943 to 1973, and that includes two bilingual uses.

In Figure 1e is a 1943 marking that is remarkably complete as regards the address of the addressee.

NOT KNOWN AT 301 E. 21st ST.

Figure 1e. (1943, as, Courtesy Breske)

In Figure 2e is a bilingual hs that was used in NYC in 1945.

INCONNU UNKNOWN

Figure 2e. (1945, as, Courtesy Breske)

In Figure 3e is another bilingual hs that was used extensively in NYC in from 1954 until 1973.

INCONNU (UNKNOWN.)

Figure 3e. (1954-73, as, Courtesy Breske)

In Figure 4e is a hs that was used in NYC in from 1961 on a letter from Princeton, New Jersey to NYC.

UNKNOWN

Figure 4e. (1954-73, as, Courtesy Breske)

In Figure 5e is a marking that was on a 1964 post card from Canada to NYC.

ADDRESSEE UNKNOWN

Figure 5e. (1964, as, Courtesy Breske)

'Not at Address Given' Markings

This marking is known with associated pointing hands (from 1932 to 1958). Here we show six examples of simple linear markings, all dated from 1959 to 1961, all on undeliverable items with 'Not at Address Given' markings. Clearly, there are other such markings still to be found.

In Figure 1f is a marking that was on a 1959 post card from Canada to NYC.

Not At Add. Given

Figure 1f. (1959, as, Courtesy Breske)

In Figure 2f is a marking that was on another 1959 post card from Canada to NYC.

Not at Address Given

Figure 2f. (1959, as, Courtesy Breske)

In Figure 3f is a marking on a circa 1959 post card from Canada to NYC.

NOT AT ADD. GIVEN

Figure 3f. (Circa-1959, as, Courtesy Breske)

In Figure 4f is a marking that was on a 1960 post card from Canada to NYC.

NOT AT ADD. GIVEN

Figure 4f (1960, as, Courtesy Breske)

In Figure 5f is a marking that was on a 1960 letter from Mexico to NYC. In this case the marking also includes the number of the worker who placed the marking.

NOT AT ADDRESS GIVEN
R 16

Figure 5f. (1960, as, Courtesy Breske)

In Figure 6f is the last of the linear markings of this type that we have. It was on a 1961 domestic letter from Princeton, N.J. to NYC. Although it appears identical to the marking in Figure 2f, this marking is slightly taller and longer than that one.

Not at Address Given

Figure 6f. (1961, as, Courtesy Breske)

Again, Tom Breske and I will be forever grateful to anyone who, from their collection, can fill in the numerous marking gaps that exist for these undeliverable in NYC markings.

‘Late Fee’ in Australia by Tony Wawrukiewicz

This introduction of the ‘Late Fee’ markings for Australia benefits from having, thanks to David McNamee, the series of rate and fee articles by Richard Breckon in *The Australian Philatelist*, “Australian Commonwealth Postal rates 1901 -1966.”

On the one hand, I believe the basic late fee process in Australia was similar in that by paying a basic fee, one could get your mail posted into the mails after the regular hours because the post office was willing to provide special handling for letters posted after hours, and so in a delayed manner get them into the regular transport. On the other hand, it is not clear to me what ‘Too Late’ markings applied in some cases meant for the Australian mails.

Another difficulty I am having with this discussion is that, in many cases, I don’t have the actual cover, just some stamps with markings on them. This is because the earliest Australian stamp uses are really difficult to come by. Thanks to McNamee, I do have the rates so as long as I have the total franking, even if only on stamps alone, I can make an educated guess as to the postage paid and fee paid. On the other hand, the variety of markings makes this article of some value, and, since I have fewer covers, the discussion will be more centered on the markings. They are listed chronologically.

In Figure 1 is the earliest Australian late fee handstamp (hs) example I have. Even though I have only the pair of stamps with the marking, I can tell they are from a 1914 surface-rate domestic letter, mailed in Sydney, because there are a pair of KGV penny reds where one 1 pence stamp paid the domestic surface letter rate, and a second 1 pence stamp must have paid the late fee. The hs, unlike the next one, does not indicate the type of mail transport the late fee allowed the letter to reach at a late hour.



Figure 1. (1914, nas)

In Figure 2 is a 1915 late fee hs example, also on a letter mailed in Sydney. It is from another domestic letter where another 1 pence stamp paid the domestic surface letter rate, and a second 1 pence stamp paid the late fee. As one can see from the hs that was on the letter, the fee payment facilitated its late placement on a train.



Figure 2. (1915, nas)

Next, in Figure 3, is a hs that was on a domestic surface letter mailed in 1916 from the Spencer Station in Mel-

bourne. The postage on the cover was 2 pence, and since it was mailed at approximately the same time as the two prior letters, I assume the postage and fee paid was the same.



Figure 3. (1916, nas)

Most of the remaining examples are situations where late fees were paid to reach an airplane flight after regular hours. Because the cover that had the 1934 Sydney machine cancel was damaged, in Figure 4, I’ve shown the cancel from that cover along with a more attractive 1936 Sydney-origin cover where a ‘Late Fee’ of one pence was paid. It would appear that 2/- shillings was paid for the airmail service to Germany. Note the variation in slogans associated with these cancels from two covers.

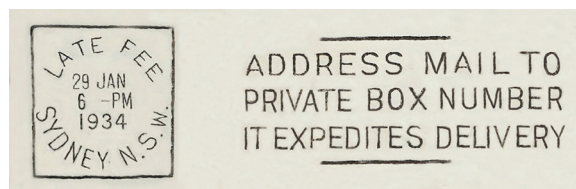


Figure 4. (1934/1936, nas)

In Figure 5 we have a 1935 hs that was on a pair of 2 pence stamps. Without the actual cover, I cannot say whether the late fee was paid on a domestic and international item, and I cannot know what the late fee was, because it was 1 pence for regular items and 2 pence for registered items. It is noteworthy that it originated from yet another Melbourne substation.



Figure 5. (1935, nas)

The hs in Figure 6 was on three foreign airmail covers dated from 1935 to 1937 and mailed from Melbourne, one to England franked with only a 1/6 shilling stamp, the second to Germany with a 4 pence stamp plus a 1/6 shilling stamp, the third to England with three 1/- shilling stamps plus a 1 pence stamp. So, I'm guessing, reasonably, that one was a doubleweight cover where the late fee was paid, the second had no stamp on it actually paying the late fee, while the third carried stamps paying the European airmail rate of 1/9 plus a 1 pence late fee.



Figure 6. (1936, nas)

The hs in Figure 7 was on three stamps that presumably were on some type of airmail cover that was mailed from Sydney in 1937. The three stamps were a 2/- shilling stamp, a 1 pence stamp and a 5 pence stamp. The stamps probably paid the 1 pence late fee and a 2/5 airmail rate to some faraway country. This hs is obviously different from the Sydney machine cancels in Figure 4.

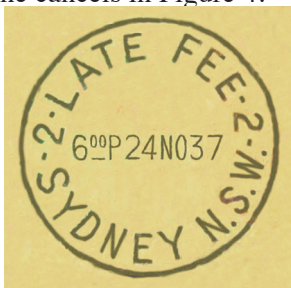


Figure 7. (1937, nas)

The 1939 hs in Figure 8 is the only one I have from Adelaide. It was on a block of six 4 pence stamps. where the rate determination is not possible.



Figure 8. (1939, nas)

The last three late fee markings are quite different in format from the other markings. The marking in Figure 9 was on a 1938 Beenleigh, Queensland, 1/6 plus 2 pence to Scotland. At the time the 2 pence fee was for a registered letter, but I can't prove that it was.

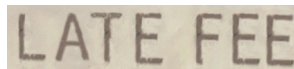


Figure 9. (1938, nas)

The two hs that follow were, respectively, on a 1940 item (1 pence fee time) and a Feb. 1950 item (2 pence fee time).



Figure 10. (1939, nas)



Figure 11. (1950, nas)

Again, I am grateful to David McNamee for making important rate and fee information available to me.

'Forwarded by ordinary mail...'

by Tony Wawrukiewicz

This 1944 domestic airmail special delivery letter from Clifton, N.J. to Stockton, Cal. was "Forwarded by ordinary mail / to avoid delay in delivery." This seems rather surprising to me because there is such a distance between the two cities, that even as expeditious as train service was at the time, that would not be quicker. On the other hand, this was wartime, and airmail service may not have been as available then. Handstamp (hs) is actual size.

Forwarded by ordinary mail
to avoid delay in delivery -



Prison Mail Censorship

by Tony Wawrukiewicz

This 1947 domestic, surface letter was mailed within New Hampshire to the New Hampshire State Prison to inmate #118. It was 'CENSORED' by the 'Warden's Office,' as indicated by the hs shown actual size.

It is interesting to me that the fact that the letter was mailed to the prison was obscured by the subtle address on the envelope.

