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AUXILIARY MARKINGS

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Retour

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

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President's Message

by John M. Hotchner

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THE PRIMARY purpose of our club centers on the idea that we serve as a central point for gathering and making available to our members a wide range of information. That helps us, the Members, to appreciate our collections. The next most important purpose we have is to serve as a meeting place where our Members connect to share information and exchange material.

Certainly a third purpose is to represent and present to the larger collecting community the positives of collecting auxiliary markings; inviting more people to try this specialty so as to grow interest and grow the club as well.

The two most obvious ways we work toward fulfilling these purposes are through our quarterly journal, and our website. The journal has been a spectacular success thanks to the work of our retiring Editor, Tony Wawrukiewicz; but also to the many Members who have contributed articles and other content over the twenty years since we were formed. I will be delighted if we can maintain the level of quality that Tony established. Our new Editor Andrew Kelley has made a fine start with this issue, but he can't do it alone. We need Members to continue and even expand your reporting of research findings, new discoveries, favorite covers in your collections, and ways you have found to organize and research your material.

The website has been more of a one man operation, for which we owe a round of applause to Doug Quine. While I don't want to pile more onto Doug's plate, I'd like to see the website grow as a resource for all of us. For example, does anyone have a complete run of the columns in *Linn's* that Richard Graham wrote over the course of many years? A high percentage of those columns contained information relevant to our interests. Wouldn't it be nice to have that available?!

As the new group of officers takes up its duties, we will be working to put together a set of short term and long term goals to accomplish during our term. The object is to make certain that we are fulfilling our purposes as outlined above. I would like to invite you to participate in this effort by telling me what you would like the club to be and to do in support of your interests. Please respond to one of the addresses above. I will share your responses with the rest of the Board so that we can keep in mind your thoughts and requests as we do our goal setting.

With thanks to the retiring Board members for their efforts on behalf of the club, and a special shout-out to Mary Wawrukiewicz for stepping into the Secretary-Treasurer role on very short notice when Jerry Johnson was sidelined by health issues, wishing you all a happy, healthy, prosperous New Year! - JMH

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Mail Chutes and Postal Markings

by John M. Hotchner

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FOLLOWING UP ON Tony W's "Stuck in Building Mail Chute" cover on page nine of the October issue, I thought I'd share my accumulation of these and related covers gathered over forty years of looking.

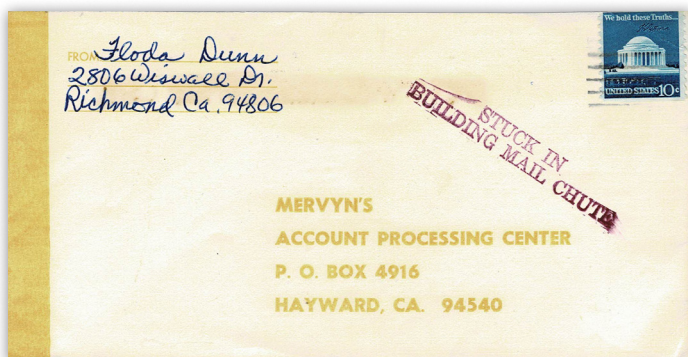


Figure 1

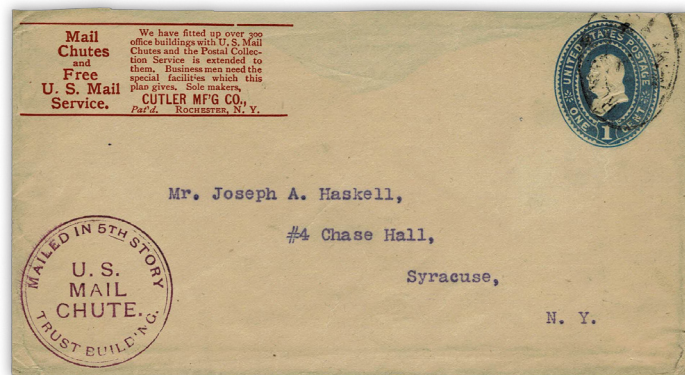


Figure 3

"One reason for the closures was that mail could get clogged up in the chutes, so much so that the post office had hand stamps made to explain the delay. Two examples are shown in Figures 1 and 2. I have seen such markings as late as 1975.

"The original patent for the mail chute was granted to James G. Cutler on September 11, 1883. The first one was installed in 1884 in the Elwood Building in Rochester, N.Y.



Figure 2



Figure 4

aggravation by posting mail on your floor via a short walk to the elevator. That's where the mail chute was usually located.

"Buildings I worked in starting in the 1960s had them, but as time passed, most of these chutes were closed with a sign saying, 'no longer in operation.'



Figure 5

"The 1887 cover from Rochester to Syracuse, N.Y. shown in Figure 3, notes that it was mailed in the 5th story mail chute, and has an advertising message from the Cutler Manufacturing Co. as noted in the corner card.

"The tiny print reads: 'We have fitted up over 300 office buildings with U.S. Mail chutes and the Postal Collection Service is extended to them. Business men need the special facilities which this plan gives. Sole makers, Cutler Mfg Co., Pat'd, Rochester, N.Y.'

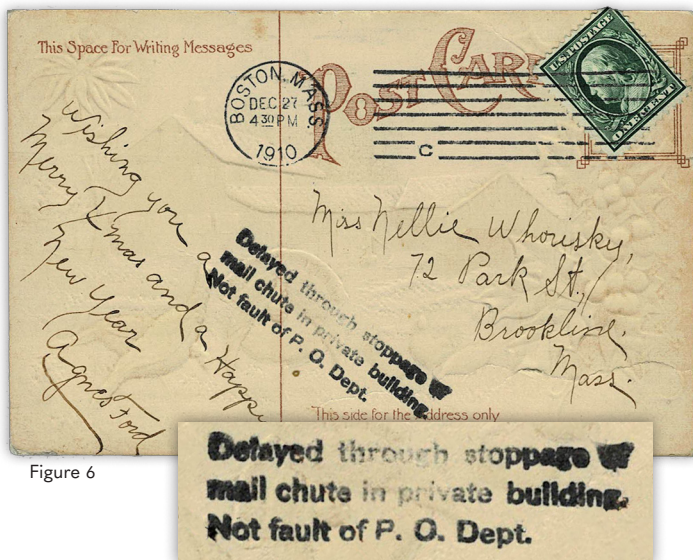


Figure 6

"More than 1600 mail chutes were installed in the first 20 years the company was in operation.

Additional examples, presented chronologically, begin with Figure 5. But before that, the 1909 cover in Figure 4 is from another

manufacturer; this one in New York City. It is from the Fairfax United States Mail Chute System, 150 Fifth Ave., NYC., and is addressed in the hand of the inventor to his wife, Mrs. Edwin Fairfax Naulty in Philadelphia, Pa.

Shown front and back in Figure 5 is an 1898 cover mailed in Boston to West Newton, Mass. It looks to have been deposited in a Mass. State Government building but is hand stamped on the back "Delayed through stoppage of Mail Chute in Private Building. Not fault of P.O. Department". In this era the Post Office was especially conscious of delays in the mail, and it is not unusual to find them shifting the blame for delays if they could.



Figure 7

Another such example is the Figure 6 twelve-years-later post card, sent December 27, 1910, from Boston to Brookline, Mass. The message is identical, but in a different font and size.



Figure 8



Figure 9

Continued on page 4

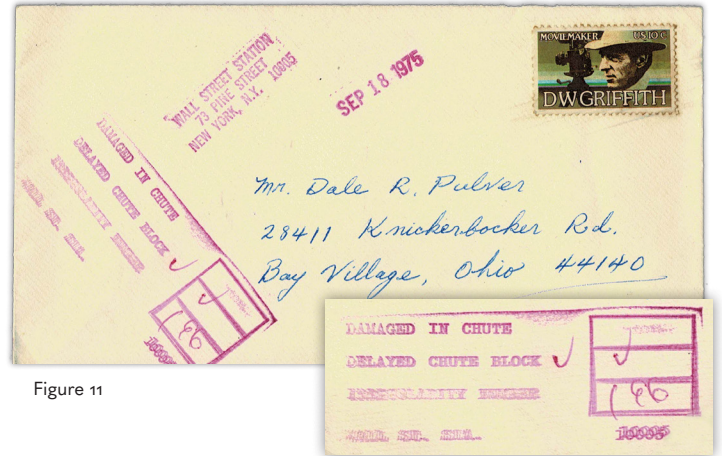
In Figure 7 we have a cover with a marking that may or may not be a Postal Service hand stamp on the front of the December 15, 1928 cover, mailed at the Jung Hotel in New Orleans. The hand stamp reads, "Delayed in Hotel Chute".

Some covers seem to have bad luck, and the Air Mail cover from Los Angeles to the Belgian Congo (Figure 8) is one of them. Mailed in a Los Angeles building in 1948, it was “Damaged by Mail Chute, Los Angeles, Calif.,” but when it reached the post office, it was returned as it was deficient in postage to pay the Air Mail rate of \$1.75 (3½ ounces at twenty-five cents per).

We skip to 1963 and a cover from a stamp dealer in Boston, who mailed the Figure 9 envelope on May 6, 1963. The hand stamp says “Delayed thru Stoppage of Mail Chute. No fault of P.O. Dept.”

The only multiple-reason mail chute marking I've seen is shown in Figure 11. Dated September 18, 1975, and sent from New York City, the reason checked is "Delayed Chute Block"; not the clearest of messages.

We can take away from this accumulation that there was ample need for many post offices in major cities to need mail chute hand stamps. No doubt there are more “out there” to be found. Members with examples are encouraged to report them to me or our editor so they can be presented in a future issue.



A Well Traveled Cover

by **Jerry Johnson**

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HERE IS A cover that was sent to multiple destinations and in the process incurred some auxiliary markings. First, I will go over the destinations and then will discuss the markings.



Cover sent from Chicago, IL on February 26, 1901

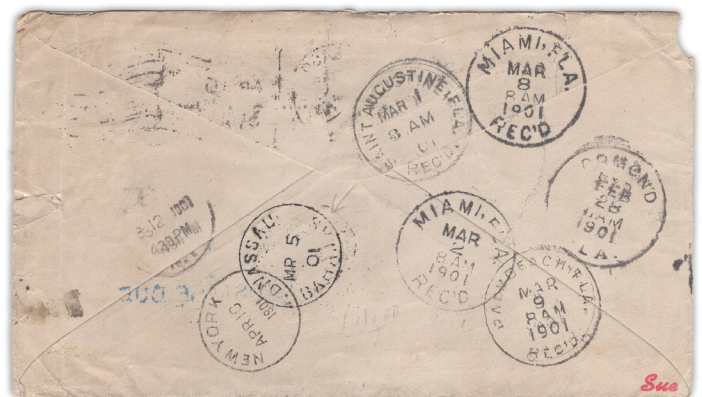


The original destination was St. Augustine, Florida; it arrived on March 1, 1901, but first going to Orlando, Florida on February 28. The cover was forwarded to the Bahamas, via Miami on March 2, arriving in Nassau on March 5. It went back to Miami on March 8, then to Miami Beach on March 9, and then to New York arriving

on March 14. It was advertised on March 25. The last date stamp was for April 10 in New York.

The first auxiliary marking is the blue T ¹/₁₅. The UPU rate for foreign bound covers was five cents. Since the cover had two cents in postage it was underpaid by three cents, noted in blue, which is the conversion from the centimes notation. The cover was charged double the deficiency and the amount due was noted "Postage Due 6 cents", again in blue. The fee for the advertising in New York was one cent, which is given at the bottom of the large oval marking.

Since there are no postage due stamps on this cover, the fees were not collected. The item would have most likely have been sent to the Dead Letter Office since there was no return address.



Back side showing receiving dates

Auxiliary Markings of Pittsburgh's St. Patrick's Day Flood

by Regis Hoffman

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ONE OF THE largest natural disasters to ever hit Pittsburgh, Pennsylvania was the St. Patrick's Day Flood of 1936. The previous winter had produced significant snowfall which swelled the Allegheny and Monongahela Rivers (which merge at the Point in downtown Pittsburgh to form the Ohio River).

On March 16, 1936 nearly two inches of rain fell on Pittsburgh, exacerbating the already high river waters. On St. Patrick's Day the rising waters flooded the North Side and Downtown Pittsburgh.

River levels reached a peak of forty-six feet at the Point, more than twenty feet over flood stage, leaving more than half of Downtown businesses underwater.

By the time the waters receded a week later, the destruction and devastation were almost unfathomable—sixty-two dead in the region, over 500 injured, 135,000 homeless, and monetary damages estimated at \$250 million.

Although the waters began to drop during the evening hours of March 18, river levels in Pittsburgh remained above flood stage

for another three days. The level dropped to thirty-two feet on March 19, and did not drop below flood stage until the 21st.

Fear of epidemics and looting caused the downtown section to be placed under martial law. The National Guard and the State Police worked hard to keep order. Refugee centers were set up around the city and the Red Cross was on hand to give aid to those who had lost their homes.

I recently purchased a philatelic reminder of this disaster. The cover shown was mailed from Sharpsburg, Pennsylvania (a town along the Allegheny River about three miles from Pittsburgh) to the North Side of Pittsburgh. It is moderately water-damaged and bears no postage.

The auxiliary marking explains that:

POSTAGE O.K.

FLOOD DAMAGED

The cover must have been mailed just prior to the flood, and before it could be delivered it was damaged and the postage stamp floated off. The cancel of March 21, 1936 was applied on the day the waters dropped below flood stage.

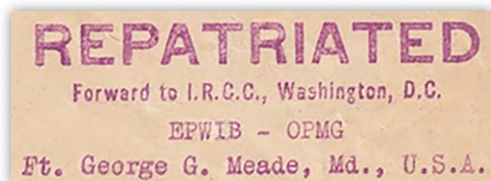
This is the first example of this mark I have seen.

Repatriated

by Tony Wawrukiewicz

tonywawruk@gmail.com

THIS COVER was sent to "Oberzahlmeister" (chief purser) Yosef Blank, a German prisoner of war held in the United States. By the end of World War II, the U.S. held more than 425,000 German prisoners at 700 camps. Evidently Blank was repatriated before the cover reached him. In that he may have been lucky. The majority of German POWs were not repatriated until 1946. [Thanks to Tony for contributing this cover for write up -Ed.]



Defunct

by Tony Wawrukiewicz

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EVIDENTLY shuttered businesses are sufficiently common to warrant an axillary marking. This cover is addressed to the Write Flower Company, but was returned to sender with a "DEFUNCT" axillary marking and a "RETURNED TO WRITER" pointing hand. [Thanks to Tony for contributing this cover for write up -Ed.]

DEFUNCT



by **Andrew S. Kelley**
stamps@andrewkelley.net

Figure 2 illustrates the earliest such marking in my collection. Posted in July 1909, the card bearing the mark is addressed to a sailor on the Ishpeming, a Great Lakes bulk freighter.² In order to readily identify the ship to which the postcard was addressed, someone hand-wrote the name of the ship at the top of the card in black ink.

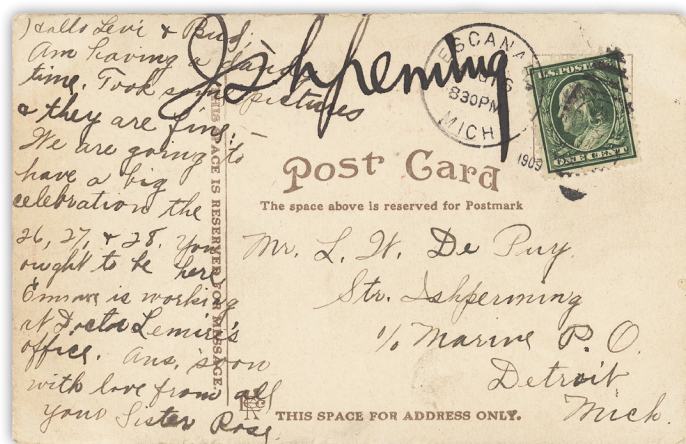


Figure 3, mailed in September, 1910, is addressed to the “Bge Uranus”.³ (“Bge” stands for Barge.) The card is notable in that it is addressed to a female sailor on the ship. (Note the “Mother” salutation.)

The final example in my collection is depicted in Figure 4. It was mailed in August 2014, addressed to the Great Lakes freighter Byers.⁴

These marks are notable in that they were consistently applied over a period of at least five years. They were probably made by the same person, as all three appear in the same hand.

Mother X Bge Mamma
 * **Post Card** *
 COPR. E. KASH 1910
 The Address to be written -
 on this side

 SEP 1910
 MICH
 I layd Spooner
 Detroit Mamma Co.
 much.
 "Sister Mamma"
 horn on we like him

I have Cousin leave you leave
more glad to hear from you yet
from you and for
the picture of the boat
this is very nice sand lake
C. W. is now back at home
and spell book is lots
better and is a very
summer school
then are you going to
that married school which
will get them together

POST OFFICE BOX 107
DETROIT MICH.

U.S. POSTAGE

ONE CENT

SAM
JUN 5
1914
OHIO

RAY FRANKFOTHER
MARINE P.O.
DETROIT MICH.

To St. A. M. Byers

Notes

¹ Kevin G. Lowther, "Little-Known Detroit Marine Post Office Has Served Great Lakes Ships Since 1895," *The United States Specialist* 92, no. 5 (May 2021): 204–5. For more information, see D R Heath, *Mail Boat of the Detroit River* (Grosse Pointe, Michigan: D.R. Heath, 1947), <https://scholar.uwindsor.ca/cgi/viewcontent.cgi?article=1050&context=swoda-windsor-region>.

² "ISHPEMING - Historical Collections of the Great Lakes," accessed December 11, 2022, <https://greatlakes.bgsu.edu/item/435955>.

³ “URANUS - Historical Collections of the Great Lakes,” accessed December 11, 2022, <https://greatlakes.bgsu.edu/item/440384>.

⁴ “Byers, A.M. - Great Lakes Vessel HistoryGreat Lakes Vessel History,” accessed December 11, 2022, <https://www.greatlakesvesselhistory.com/histories-by-name/b/byers-a-m>.

Newsletter Index Available: Dennis Ladd has completed the AMC Newsletter Index for 2004–2022, which has been posted on the AMC website at <https://www.postal-markings.org/auxiliary-markings-index-latest.pdf>. This is a wonderful tool for members and research. Thanks, Dennis!

Mysterious “TEST” Mail, Explained

by Douglas B. Quine, PhD

drquine@gmail.com

IN 2015, I taught a summer course on postal automation at the American Philatelic Society headquarters in Bellefonte, PA. During my free time I scoured the APS boxes of covers for sale seeking Modern Postal History treasures. One item that caught my eye was a cover addressed to Mr. C. Brooks in Marshall MI and endorsed “TEST”.

Over a period of several days, I ultimately found (and purchased) seven such covers spanning thirty-six years between 1907 and 1943. The 1907 and 1911 covers were endorsed “TEST” in script. The remaining covers were rubber stamped with “TEST” in:

dark red ink 11 mm tall (1912 cover)

green ink 5 mm tall (1918, 1923, 1943 covers)

black ink 10 mm tall (1928 cover).

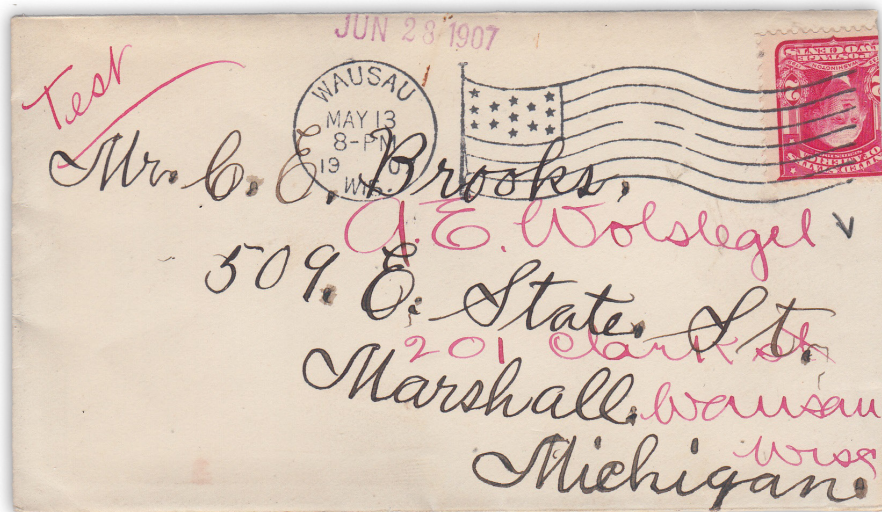


Figure 2. 1907 “TEST” cover including senders address added in red ink for business reference by recipient



Figure 1. 1928 “TEST” cover.

Brooks Building which suggested a possible business connection. In 1923, the one preprinted return envelope addressed C. E. Brooks as “secretary” at the Brooks Building. In 1928, C Brooks was addressed as “manager” at the Brooks Building, and in 1943 the envelope was addressed simply to Brooks Appliance Co.

Fortunately, the covers all still included their original contents and the secret of the “TEST” mail was revealed through the enclosed correspondence. Every enclosed letter from a customer spoke highly of the beneficial effects of the Brooks Rupture Appliance devices purchased for treatment of their hernias. Carbon copies of the reply correspondence indicated that Brooks hoped the correspondents would “speak a good word for us when the opportunity presents” and welcomed news of any cures experienced in the future.

These were not postal “TEST” markings but rather corporate TESTIMONIAL markings of fan mail ... “likes” from a century ago!

Except for the 1907 cover, the covers had identification numbers handwritten adjacent to the “TEST” endorsement: 3864 for the 1911 cover, 4493 for the 1912 cover, 8477 for the 1918 cover, 15633 for the 1923 cover, 22212 for the 1928 cover, and 42596 for the 1943 cover. Six of the covers had rubber stamped receiving date stamps applied by the recipient (only the third cover did not).

Neither I nor any of the other philatelists I encountered could explain the “TEST” markings. The covers originated in California, Iowa (2x), Massachusetts, Pennsylvania, and Wisconsin (2x). All the covers were addressed to Brooks in Marshall, MI. The 1912 letter was addressed to C. E. Brooks in the



Figure 3. 1943 “TEST” cover.

Pre-philatelic *Port Payé* Auxiliary Marking on Belgian Mail

by Gregg Redner, PhD

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I HAVE BEEN collecting Belgian philatelic material for over thirty years. I began by attempting, as many of us do, to fill an album and acquire one copy of each stamp issued by my collecting interest. When I had gotten as close to my goal as was possible for me, I was left with the question, what now? After considerable thought I began focusing on Belgian Parcel Post stamps, building a collection around the City of Ghent. After this I moved on to specializing in the stamps of post-World War I period in Belgium, those stamps issued as the country and its postal system were looking to recover from the effects of a devastating occupation. This is a fascinating period and one that has been overlooked by many Belgian philatelists.

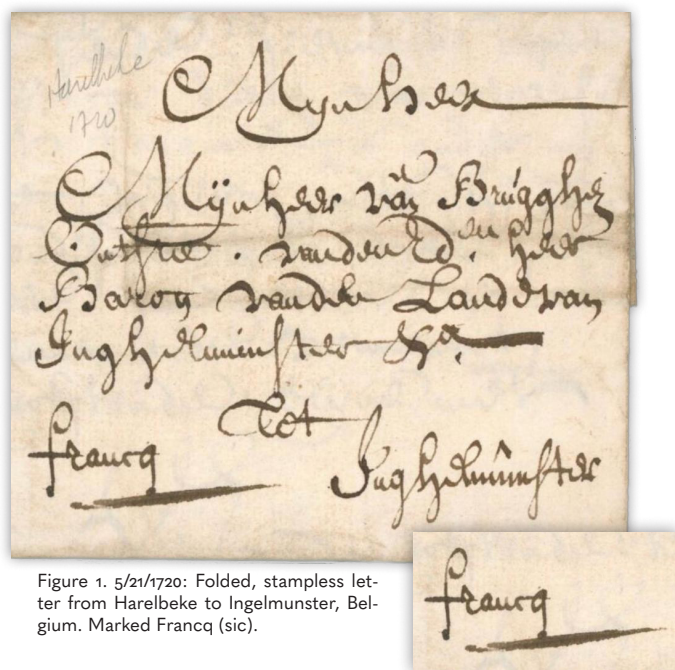


Figure 1. 5/21/1720: Folded, stampless letter from Harelbeke to Ingelmunster, Belgium. Marked *Francq* (sic).

One of the stamps that I studied was the final stamp issued in the historic King Albert I issued of 1915. This ugly little 3-centime, stamp was put on sale on December 31, 1920 and was designed to be used for the *imprimé* rate increase, which would go from 2¢ to 3¢ on January 1, 1921. As I examined this stamp, I became

fascinated with the various machinations of the *imprimé* rate, eventually building very extensive collections on this subject.



Figure 3. ?/?/ca. 1795: Folded, stampless letter from Liege, Belgium to Rochefort, France. Marked with a very early *Port Payé* auxiliary marking combined with Liege 96, postal district indication.

One day my research on *imprimé* mail diverted into the area of the pre-philatelic, and I came across an auxiliary marking on a very early folded letter which indicated *Port Payé*. These auxiliary marks—also abbreviated as “P.P.”—can be found in a remarkable variety of forms dating back to the mid-eighteenth century. The rabbit hole was opened and I dove into it gleefully. Since doing so I have found a mind-boggling array and variety of these auxiliary markings and I continue to discover new forms with great frequency.

From the mid-1700s until 1849, the Belgian auxiliary marking *Port Payé* or one of its early manifestations, such as *Franco* or *Francq* meant that a letter had been fully paid internally, or to the Belgian border for international mail. By the mid-nineteenth century, the same auxiliary marking, “P.P.” indicated that postage had been paid in full for an internal letter. However, if the letter was to cross an international border the marking “P.D.” was employed, which showed that postage had been paid to the border of Belgium. Pre-stamp mail needed to provide an indication of whether the sender had, or the receiver would pay the postage. Eighteenth century letters often indicated the payment with the auxiliary marking *Francq*, (sic) which can be seen on Figure 1, written in the lower left corner. By 1783, the use of the term *Francq* had become established to indicate payment, yet there was still no hand stamp to mark it as so, as this very rare 1783 letter from Willebroeck to Humbeek shows (See Figure 2).

The term *Port Payé* begins to take precedent over the use of the marking *Francq*/*Franco* at the turn of the Seventeenth and Eighteenth centuries. Hand stamped version of *Franco* or *Franco tout* can be found into the 1840s, but they never appear without the inclusion of the “P.P.” marking.

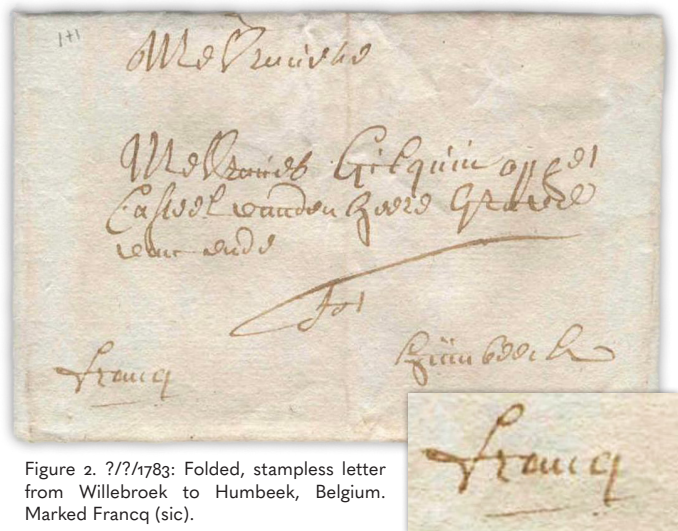


Figure 2. ?/?/1783: Folded, stampless letter from Willebroeck to Humbeek, Belgium. Marked *Francq* (sic).

This very interesting and rare cover sent from Liege to Rochefort, France (See Figure 3) shows the marking “P.96.P” with the Liege below it. This early “P.P.” marking shows that Liege was in the 96th postal Department, designated so under French rule, which lasted from 1794-1814. For this reason, this unique cover must date from prior to 1814, but is more likely from the period 1795-1800. The other marking on the cover, “R.P.P.P”, which stands for *rappel de port payee* and was a postage paid reminder to the post office at Rochefort.



Figure 4. 11/?/1814: Folded, stampless letter from Mons, Belgium to Valenciennes, France. Marked with “PP/ Mons” auxiliary marking

By the nineteenth century it was regular practice to see the P.P. auxiliary mark on letters from Belgium. However, there was very little consistency in the style/format of these markings. This letter (See Figure 4) sent from Mons to Valenciennes in France—remember that Belgium remained under French control until 1814, thus French postal regulations applied and the “P.P.” marking was used for all prepaid mail—is very unusual in that PP appears without periods and has a second line on the hand stamp which in

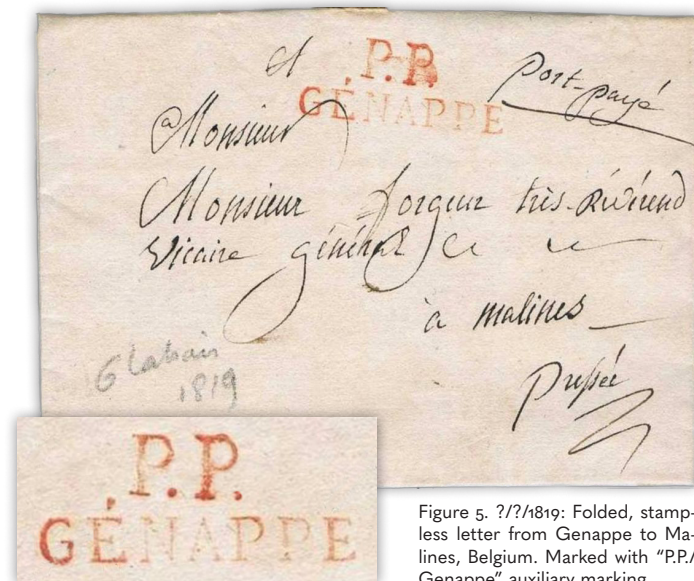


Figure 5. ?/?/1819: Folded, stampless letter from Genappe to Malines, Belgium. Marked with “P.P./ Genappe” auxiliary marking.

indicates Mons as the city of induction. A similar example of this practice can be seen in Figure 5, a very rare 1819 example of the P.P. GÉNAPPE Port Payé auxiliary marking. Note the inclusion of periods on the P.P. and the use of red ink. It seems apparent because of the lack of consistency, even between districts, that each Post Office was required to secure their own hand stamps.



Figure 6. 12/20/1832: Folded, stampless letter from Namur, Belgium to Munster, Germany. Marked with both a boxed, italic “P.P.” and a “Franco tout” auxiliary marking.

Figure 6 shows our first example of the boxed “P.P.” auxiliary marking on an 1832 cover from Namur, Belgium to Munster, Germany. While the boxed “P.P.” marking would become the norm from this period onward, there was still inconsistency in formatting, with the “PP” appearing both with periods and without and in italic and non-italic lettering. Sizes also varied, as did ink color, which was most often black, but could also appear in red, blue and green. This particular cover is interesting because it also is stamped with a “Franco tout” auxiliary marking to show that the letter had been fully paid to Germany. The international destination may have been the reason for the inclusion of this auxiliary marking, as partial payment was still the norm for international letters coming from Belgium, where payment was most often made only to the border.



Figure 7. 5/4/1838: Folded, stampless letter from Anvers to Anserement (Namur), Belgium. Marked with a boxed, italic “P.P.”.

Continued on page 10

The 1838 folded letter to Anserement, Belgium (Figure 7), demonstrates that by the end of the 1830s the auxiliary marking *Port Payé* or P.P., had become the standard marking on all fully paid internal Belgian mail. It is at this point, that the use of other ancillary auxiliary marks, such as the ones we have seen above largely disappear.

Our final example of a *Port Payé* auxiliary making comes from 1845 and is found on a letter posted from Anvers to Verviers, Belgium. This letter is stamped with a boxless, non-italicized “P.P.” marking, which appears to be an interesting relict, having first appeared on mail from this post office as early as 1839. An interesting secondary auxiliary marking can be found on this cover. The marking *Après le Depart*, indicates that the letter was received to late in the day to be sent out and was delayed until the following day.

The introduction of postage stamps in Belgium in 1849 did not spell the end of the use of the *Port Payé* auxiliary marking in the country. Instead, the “P.P.” marking was codified to indicate internal mail and a new auxiliary marking, “P.D.” or *Port Destination*



Figure 8. 8/25/1845: Folded, stampless letter from Anvers to Verviers, Belgium.

was used to indicate mail to be sent to foreign destination. It is my hope that we will be able to explore this fascinating auxiliary marking in a future issue of this newsletter.

Received without Request for Special Delivery or Registration

by Andrew S. Kelley

stamps@andrewkelley.net

IN THE January 2020 and January 2021 *Auxiliary Markings*, I discussed mail that was intended for registration but which was deposited in the ordinary mails. The cover shown here is another variation on this theme. It was mailed with twelve cents postage, sufficient to cover the first-class rate plus ten cents for registry or special delivery. However, other than the postage, it bears no indication of which special service the sender intended.

According to Section 884 of the 1913 Postal Laws and Regulations, the cover should have been registered if it was marked for registration: “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.”

Evidently, the Atlanta Post Office—unlike the post offices that handled the covers in my earlier articles—judged that mere payment of sufficient postage for registration did not “mark” the cover for that service. Therefore, it stamped the cover “Received without request for special delivery or registration. Atlanta Ga.” and sent it on its way. The sender received no special services.

Editorial: We Want Your Articles

by Andrew S. Kelley

stamps@andrewkelley.net

WITH THIS month’s newsletter I am undertaking the daunting task of succeeding Tony Wawrukiewicz as editor of *Auxiliary Markings*. I have some hope, in time, of matching the quality of Tony’s work with Photoshop and InDesign. However, it is impossible to replicate the awesome quantity and quality of articles that he contributed over the two decades. To do that, we need your help. Please, please contribute articles. If you’ve never written an article, this is a great place to start; I am happy to help you

refine your draft. If you have an interesting auxiliary marking, send me a scan and the basic facts, and I can take it from there. If you don’t have a scanner, we can figure that out too. I look forward to hearing from you.



Isle of Man Postage Due Markings

by Douglas B. Quine, PhD

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THE ISLE OF MAN is a small island between Great Britain and Ireland with a parliament, “Tynwald,” dating back to the year 979, which manages Manx (Isle of Man) internal affairs. International affairs are managed through the United Kingdom. Our Quine family ancestors originated there, and I was named after the capitol, Douglas. My wife and I visited the island on our honeymoon in 1979 and were pleasantly surprised to find ourselves in the midst of the millennium celebrations. Indeed, as we visited Tynwald, the King and Queen of Norway walked past us as they came to celebrate 1,000 years of self-government started by the Vikings. As a philatelist, naturally I started collecting Isle of Man stamps and have built an ongoing complete collection.

Here I discuss two Isle of Man postage due markings. Figure 1 is postmarked with the millennium celebrations postmark from Douglas and carries a stamp showing the triskelion (three legs) Manx emblem which dates back about 600 years. Being short paid, it was marked as “Insufficiently Prepaid” with four pence “To Pay” which was paid with a four pence postage due stamp. Although both the postmark on the original stamp and on the postage due stamp are July 6, 1979 at 8:15 am, two different cancelers were used and the offset cancellations on the back suggest it did pass through the mail.



Figure 1. Postage due Isle of Man “insufficiently prepaid” July 6, 1979

Figure 2 illustrates that the Isle of Man accepts only its own stamps for domestic (also international) mail even though British pounds are legal tender as currency. The letter was mailed August 21, 1976 using a British Machin three pence stamp which was not accepted “Stamps Invalid” resulting in ten pence “To Pay” which was paid with a ten pence postage due stamp. The postage due stamp and reverse of the cover have August 23, 1976 cancellations.



Figure 2. Postage due Isle of Man “stamps invalid” August 21, 1976

“Poste Restante” is the international term for what is called “General Delivery” mail in the United States so it is possible Dr. Allan Hanck was a visitor using a temporary address. Since both covers are addressed to the same individual, I suspect the covers were created intentionally. Nevertheless, they provide an opportunity to see postal markings that are not often encountered. The only previous Isle of Man cover in Auxiliary Markings¹ was a 1959 “return to writer” cover (before Manx postage commenced in 1973) with different markings and only United States voided postage due stamps.

Notes

¹ Wawrukiewicz T. 2022. “Postage Due Stamp Uses on Returned to Sender Short Paid/Unpaid UPU Mail” Auxiliary Markings XIX (3) pp 2-3 figure 5.

Discount Postage Rates for Presorting Apply Only to Domestic Mail

by Dennis W. Ladd

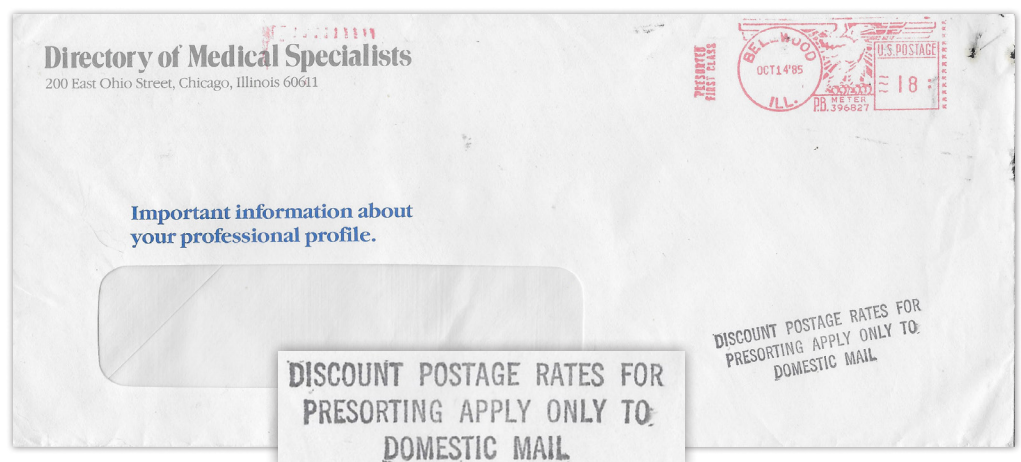
mandodennis69@comcast.net

THIS IS an overseas cover that was, apparently, included in a stack of presorted domestic mail.

From February 17, 1985 until April 3, 1988, the rate for a first class letter with basic presort and quantity discount was eighteen cents.

Assuming that this cover was addressed abroad the postage was underpaid. Presumably it was returned to sender.

[Thanks to Dennis for contributing this cover for write up -Ed.]



Mail Delivery by Hydroplane

by Jerry Johnson

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THE COVER shown in Figure 1 has the marking “VIA HYDROPLANE”. A manuscript notation reads: “Via Hydroplane Pilottown, La to N.O. La, P. M. Pilottown La”. The sender was in Baltimore, MD.

I found some information about Pilottown on the Internet. It was a very small town built on piers in swampy ground on the banks of the lower Mississippi River, about eighty-five miles downriver from New Orleans. Pilottown was providing housing for Mississippi River pilots. Ocean going vessels would pick up a river pilot when entering the Mississippi River.



Mail delivery was carried by “flying boats” called hydroplanes; this was to speed up delivery as the ocean-going vessels were quite slow in navigating the river. The cover was postmarked in Pilottown on May 12, 1926) and the receiving mark for New Orleans was dated May 24, 1926.

Again after searching the Internet, I found some postcards that were sent on the first trip of a hydroplane between New Orleans and Pilottown. An example is shown in Figure 2.

Today, Pilottown is just a very small town with a permanent population of about twenty people and is not listed in the U. S. census figures.

Covers shown here were most likely philatelic items.



“Sterilized” Postcard

by Andrew S. Kelley

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THIS POSTCARD was sterilized at the Portsmouth Naval Hospital to prevent the spread of measles. The hospital treated thousands of measles patients during World War I. Notably, the sender reports that “now am over the measles again and feeling fine”.

I am not aware of documentation of this marking in the literature. In private correspondence that I acquired with the card, William Sandrik, who authored most of the articles on Twentieth-Century U.S. disinfected mail, reported two examples of this marking. If readers are aware of other examples, or of literature discussing this marking, please let me know.



“Sterilized” postcard, sent February 17, 1918 from the Portsmouth Naval Hospital.

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