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Usage of the 30-Cent Winged Globe

by

Stephen L. Suffet

The United States Post Office Department (USPOD) issued the 30-cent Winged Globe airmail stamp (Scott No. C24) on May 16, 1939 in anticipation of regular trans-Atlantic service to Europe via Foreign Air Mail Route 18 (FAM-18) at a rate of 30 cents per half ounce. Although inscribed **TRANS-ATLANTIC**, the stamp was valid for postage and fees on any United States airmail route. USPOD records indicate that 63,634 first day covers were canceled in New York, the official first day city. Specialists also collect 30-cent Winged Globe covers canceled in Washington, DC, on May 17, 1939, the first day of sale at the Philatelic Agency. While these may be ten times or more scarcer than true first day covers, they invariably sell for much less.



Fig. 1: 30 cents per half ounce rate to Portugal via FAM-18. Portuguese stamps accounted for the 30 centavos Poste Restante (General Delivery) fee. 1941.

FAM-18 was actually two routes, both originating initially at New York City. Southern FAM-18 service, via the Azores and terminating at Marseilles, France, began on May 20, 1939. Northern FAM-18 service, via Newfoundland and terminating at Southampton, England, began on June 24, 1939. First flight covers from both the southern and northern routes are readily available.

Mail arriving from the United States on either FAM-18 route received onward airmail service within Europe, when available, at no additional charge (**Figs. 1, 2**).



Fig. 2: Cuba to UK via US. Cuban stamps paid 13 centavos airmail postage for service from Havana to Miami via FAM 5. The 30-cent Winged Globe, canceled in Miami, paid the US airmail postage to the UK via FAM-18. 1940.

Onward air transport was also available to many destinations in the Mideast and Africa for fees ranging from 3 to 30 cents per half ounce paid in addition to the 30-cent rate to Europe (**Fig. 3**). And a combined rate inclusive of both the trans-Atlantic rate and airmail to destinations beyond was also in effect (**Fig. 4**).



Fig. 3: 72 cents postage paid double 30-cent per half ounce FAM-18 airmail rate plus double 6-cent per half ounce air fee to Lebanon. Service was suspended while article en route, so it was returned to the US from Italy and re-dispatched via trans-Pacific airmail at no additional charge. Remnant of Italian suspension of service label is just visible beneath address. Postmarked in Kalamazoo, Michigan, on June 6, 1940. February 19, 1941, Victoria, Hong Kong, and March 12, 1941, Baghdad, Iraq, transit postmarks on reverse. Docketed by addressee upon arrival in Beirut March 18, 1941.



Fig. 4: 45 cents per half ounce combined airmail rate to Iran, including trans-Atlantic service via FAM-18 at 30-cent per half ounce and onward air transportation from Europe at 15 cents per half ounce. Initially 15 cents underpaid, article was returned to sender for additional postage and re-mailed with a 15-cent Presidential series stamp added. 1940.

During the winter months, FAM-18 flights on both routes originated from Baltimore or elsewhere rather than New York when the weather was poor. Effective 9 September 1939, the terminus of the southern route was moved from Marseilles to Lisbon, in neutral Portugal, while the terminus of the northern route became Foynes in neutral Ireland rather than Southampton. There would be additional changes as the war progressed.

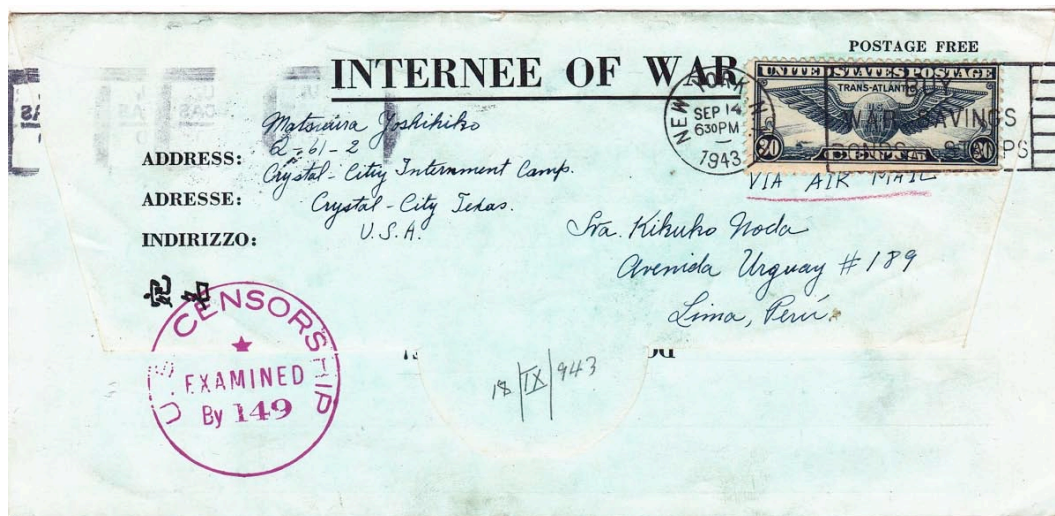


Fig. 5: 30 cents per half ounce airmail rate to Peru. Internee of War lettersheet from a Japanese national held in Crystal City, Texas, was sent to New York City where it was examined by a censor. Postage would have been free had the internee sent the lettersheet by surface means. Air mail postage, however, had to be paid. 1943.

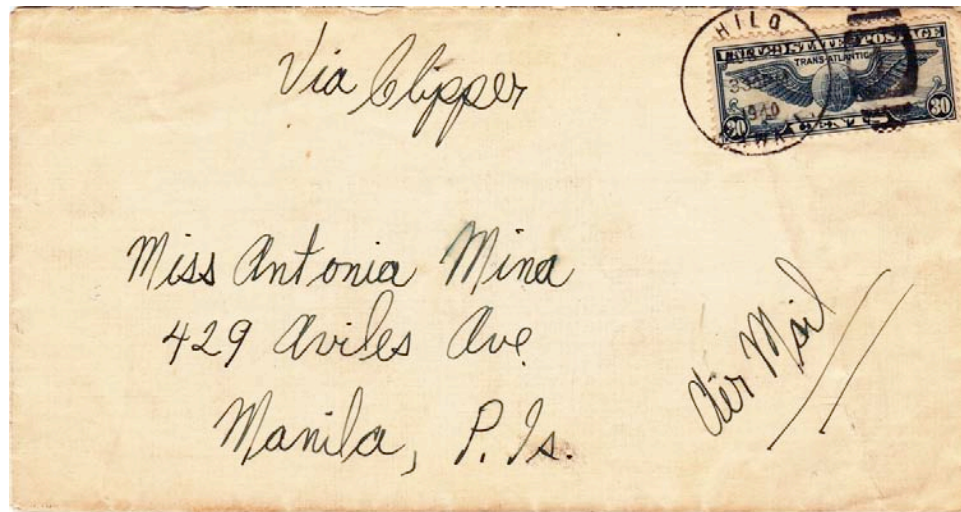


Fig. 6: 30 cents per half ounce air mail rate from Hawaii to the Philippine Islands via FAM 14, 1940.

The FAM-18 rate to Europe was not the only airmail rate that could be paid by a solo 30-cent Winged Globe stamp. An interconnecting network of FAMs developed in the 1920s and 1930s provided service to the Western Hemisphere south of the United States. At the time of issue in 1939, the airmail rate to British Guiana, Ecuador, or Peru via that network was 30 cents per half ounce. So was the rate from Hawaii to the Philippine Islands, or from Guam to the Asian mainland, via trans-Pacific FAM 14 (**Figs. 5, 6**).



Fig. 7: Unpublished 30 cents per half ounce airmail rate from Midway Island to Canada. Sent from a US Marine Corps postal facility, the 30-cent Winged Globe stamp paid for service to the US mainland via FAM 14, with additional onward air transportation to Canada at no additional charge. 1941.

Perhaps the most sought after solo use of the 30-cent Winged Globe is one paying the unpublished air mail rate between Midway Island and the US mainland on FAM 14. Although the trans-Pacific Pan American clippers stopped there, there was no post office on Midway until a Marine Corps postal facility opened on November 1, 1940. Prior to that time, mail originating on Midway received either a US Engineers or a Pan American Airways cachet and was postmarked at Honolulu. At least one cover is known from Midway Island to Canada with a 30-cent Winged Globe stamp paying the airmail rate, which was the same as to the U.S. mainland (**Fig. 7**).

With the opening of southern trans-Pacific FAM 19 in July 1940, two additional 30-cent per half ounce airmail rates came into existence. One was for service between Canton Island and the US mainland, and the other was for service from Hawaii to New Zealand. Solo 30-cent Winged Globes are known paying both rates on first flight covers, and such solo uses may exist on non-philatelic covers as well (Fig. 8).



Fig. 8: 30 cents per half ounce air mail rate from Canton Island to the US mainland via FAM 19. First flight cover from Canton Island to Los Angeles. July 22, 1940. Non-philatelic covers with the 30-cent Winged Globe stamp paying this rate presumably exist.

The 30-cent stamp from the Twin Motor Transport airmail series, issued on September 25, 1941, superseded the 30-cent Winged Globe definitive. While it is possible to find many non-philatelic uses of the 30-cent Winged Globe well into 1942, the stamp all but disappears in 1943. The effective life of the stamp was thus only three to four years. During that time, one of the scarcest uses of all was on airmail within North America. The rate within the continental United States (including Alaska) and the rate from the US to Canada, were both 6 cents per ounce. A solo 30-cent Winged Globe stamp, therefore, could have been used to pay five times either of those rates. Good luck trying to find an example!

FIRST ASSISTANT POSTMASTER GENERAL, Washington, May 29, 1939.			
AIR MAIL SERVICE F. A. M. 18			
The schedule for regular trans-Atlantic service which was issued on May 19, 1939, in mimeographed form was published in the POSTAL BULLETIN of May 23, 1939, but appeared in a very inconspicuous place. It is being republished below with a change of trip numbers.			
It is desired that postmasters give wide publicity to this schedule through the medium of their local newspapers, if possible. The notices should also furnish the most advantageous schedule from the local post office to New York which would be in time to make connection with trips on the trans-Atlantic route. Patrons, however, should be urged to dispatch their mail promptly and not hold it for the last plane on the domestic line which will make the connection, because weather and other providential causes might delay the domestic plane enough to miss the trans-Atlantic plane which operates only once a week at the present time.			
Properly used this new service should be of material advantage to individuals and business concerns of this country in the prompt transmission of both personal and business correspondence, not only with business concerns in Europe but in all other parts of the world by means of connections with foreign lines.			
F. A. M. 18, Trans-Atlantic Air Mail Route, 4,708 miles ¹			
[Contractor, Pan American Airways Co.]			
Effective May 20, 1939			
Trip 2			Trip 1
Saturday 7:00 p.m.	Lv. New York, N. Y. (E. S. T.)	Ar. (Port Washington)	7:00 a.m. Saturday.
Sunday 7:00 a.m.	Ar. Horta, Azores (L. C. T.) ²	Lv.	2:00 p.m.
8:00 a.m.	Lv. Lisbon, Portugal (L. C. T.)	Ar.	1:00 p.m.
4:00 p.m.	Ar. Marseilles, France (L. C. T.)	Lv.	8:00 a.m. Friday.
Monday 7:00 a.m.	Lv. Marseilles, France (L. C. T.)	Ar.	3:00 p.m.
2:00 p.m.	Ar. Marseilles, France (L. C. T.)	Lv.	7:00 a.m. Thursday.

¹ Approximate mileage. ² On May 20 only, the date of inauguration of service, departure from Port Washington will be at 12 noon; subsequent departures are scheduled for each Saturday at 2 p. m. (E. S. T.). ³ Local civil time.

Corrected for office purposes only to change trip number designations.

Not Your Average One-Cent Drop Letter

by

Dickson Preston

On October 31, 1944 the Alaska Sportsman magazine composed a letter to one Klein Johnson suggesting he renew a gift subscription he had ordered the previous year. As an enticement, the letter offered to send a "beautiful, informative" book, *100 Events that Built Alaska*, as a Christmas gift to the person receiving the gift renewal. This offer was good for subscriptions received between November 10, 1944 and January 10, 1945. The letter is more than a form letter, being typed and signed by their representative, Alice Johnson, and is thus first class rather than third class mail. The envelope was addressed to Klein W. Johnson, U. S. C. G., City, properly franked at the 1¢ non-carrier drop letter rate, and postmarked Ketchikan Nov 8 1944. And then the fun of tracking down Klein Johnson began.



First the letter was forwarded on Nov 9 1944 (purple hand stamp) to the CG Barracks, Lake Ponchartrain, New Orleans, La (grey pencil), where it was given Directory Service on 11/16 (purple hand stamp on back) and back stamped on its way out of New Orleans on the same day. It had been readdressed to BB11 - Wing 3, Camp Lejeune, N.C. (grey pencil) where it was postmarked Nov 20 1944 (purple back stamp). On the same date it was docketed "D. C. G. O., 6th N. District, Charleston, S.C." (black ink) by the District Coast Guard Officer in the 6th Naval District. Eight weeks later it was still in Charleston, where it was postmarked by Navy Station 11028 on Jan 17 1945 (purple back stamp). Since January 10, 1945 had now passed, Klein Johnson had missed his opportunity to send his friend *100 Events that Built Alaska* as a free gift.

The next two dated markings are dockets "NC, M. 443, 15 Mar. 45" (grey ink) and "NC 241, 10 April 45" (black ink). My Glossary of U.S. Naval Abbreviations, at <http://www.history.navy.mil/books/opnav20-p1000/N.htm>, suggests North Carolina and Naval Correspondence as possibilities for "NC." Any help in interpreting these markings would be appreciated.



At this point the delivering postal service became instructive. On Apr 16 1945 the Atlantic Fleet Records Office advised "This letter is returned because it was undeliverable at the address shown or to which forwarded." (purple hand stamp, struck twice). Further the sender was told that "This letter was unclaimed at original address and address to which forwarded" (label printed in dark blue ink). Finally we have a bit of an understatement, "To avoid delay in delivery, advise your correspondents of your complete military address, showing unit." (purple hand stamp).

At an unspecified date the letter was "Returned to Writer" (purple pointing hand). On its extensive tour of the Deep South, it had traveled to three cities and had received at least eighteen manuscript and hand struck postal markings plus a label. Yet, because the letter ended up back in its original non-carrier post office, it was never charged any forwarding postage. Now that's a lot of service for one cent!

Civil and Military Censorship of the News During World War II

by

Robert Schlesinger

Censorship of outgoing and incoming mails during World War II was an important activity undertaken by many governments. The British went so far as to set up an elaborate network of censors, based in Bermuda, originally begun during World War I, with the express purpose of censoring all transatlantic mail, both east and west bound. A little known aspect of postal censorship during World War II involved news articles published both in the U.S. and abroad that passed through the mails rather than by the more common cable route.

How this censorship was handled depended on where the mail originated. The cover below shows a half ounce air mail cover originating at the University of Maine, Orono and sent to Switzerland. It was addressed to *Neue Zeuricher Zeitung*, a German language newspaper in Zurich. It may have been carried by pouch to New York City for its initial censorship. Press Censor labels had been prepared for this purpose, and censor 15004 did the initial work on this piece of mail. Censor numbers 15001 -15100 were assigned to New York as cable censors. The cover was then placed in the mail stream in New York on August 24, 1942 and routinely flown

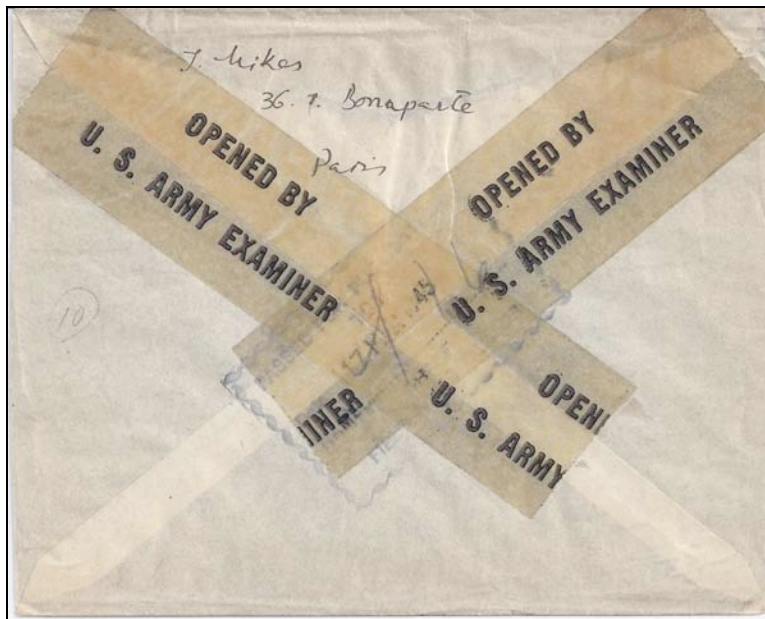
to Bermuda where it was censored (Examiner 6163). After examination there, the cover went on to its destination.



Incoming news dispatches were normally handled by military censorship. Figures 2 and 3 show the front and back of one such cover. It contained a news article for a Hungarian language newspaper in New York. The cover was opened then resealed by U.S. Army examiners. Marked "Passed for Publication" on 17 March 1945, it was carried by bomber pouch to the U.S. with airmail concession rate franking. Note the Supreme Headquarters Allied Expeditionary Force (SHAEF) 'clock dial' hand stamp in red reading Pro Air Dispatch, located under the Washington, D.C. 21 March 1945 postmark. It was applied when the cover entered the civilian mail stream for delivery to the newspaper. Because of military handling, all such mail was put into the mail stream in Washington, D.C. The manuscript ADLS marking refers to American Diplomatic Letter Service.

The type of censorship applied depended on how particular correspondence entered the mail stream. It appears from these examples that civilian mails were censored by civilian censors, while press related mails sent through military post offices were censored by the military.

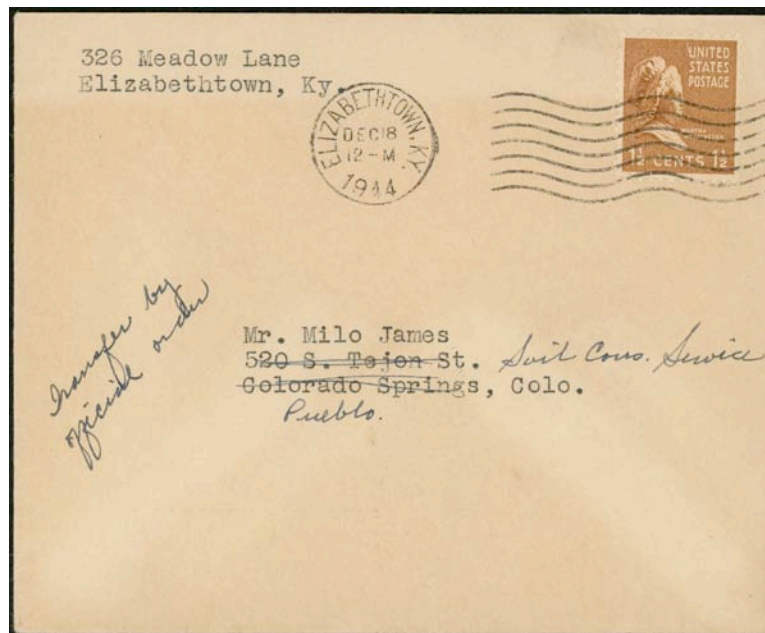




Free Forwarding

By

Bob Hohertz



In general, during the Prexie Era, most forwarded third-class mail required additional payment of full third-class postage. One exception, usually seen in connection with unsealed Christmas cards sent at third-class rates, was when the addressee had been transferred due to official orders. One such cover is shown above. The recipient had moved from Colorado Springs to Pueblo on Soil Conservation Service orders, so the card was forwarded without additional postage.