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for the Collector of Postage & Revenue Stamp Issues of the United States

WHOLE NUMBER 1115

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The United States SPECIALIST

the journal of the United States Stamp Society

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American Philatelic Society Affiliate No. 150

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Society News

The United States Fourth Bureau Issue 1922-1938 Wins at Chicagopex



The latest book release from the USSS, *The United States Fourth Bureau Issue 1922-1938*, took a large gold and the John Kevin Doyle Grand Award in the CHICAGOPEX 2022 literature competition. The award was announced November 19 at the Gala Awards Banquet. Project spearhead, Jay Stotts, emailed an impressive list of contributors thanking them for their work on the award-winning publication.



The book presents the fascinating story of the regular postage stamp issue called the Fourth Bureau Issue. Introduced under the new postal administration of President Warren G. Harding and continuing through the administrations of Coolidge and Hoover and into the Roosevelt Administration, the Issue saw the introduction and development of several production innovations at the government printing plant, the Bureau of Engraving and Printing (BEP), resulting in refining and increasing production.

The United States Fourth Bureau Issue 1922-1938 was released at the Great American Stamp Show in August 2022, marking the centennial year of the Fourth Bureau Issue. The book is available from USSS and more information is available online at: www.usstamps.org/eighty-fourth-bureau-issue-book-2/.



Thomas Schilling to Chair the Overrun Countries Series Study Group

Thomas Schilling of New Lisbon, New Jersey, has agreed to become the Chairman of the Overrun Countries Series 1943-44 Study Group.

Tom is a member of the Merchantville Stamp Club in Merchantville, New Jersey. He is also a member of both the American Philatelic Society and the United States Stamp Society. He currently has two ten frame exhibits. The first is titled *Stamps of the Overrun Country Series*, and the second is titled *Covers of the Overrun Countries Series*. They were shown at NOJEX and Sarasota pre-COVID and are now both in overhaul to reformat and add new material. Tom will be busy in 2023

and 2024, displaying his exhibits along the east coast and in Chicago.

This study group aims to connect collectors who specialize in this area and share information and resources. All have something to contribute to the study group. Also, the chance to see what other collectors have accumulated over the years and possibly trade or purchase that missing part of the puzzle is icing on the cake.

If you would like to join the study group, please contact Tom at cbtkschilling@yahoo.com. He is looking forward to hearing from you.

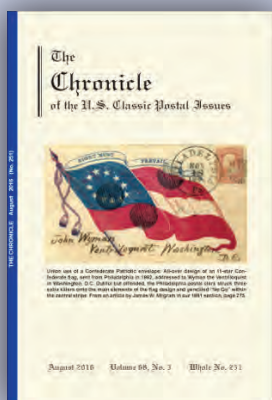
— *Nicholas Lombardi, President*

USSS Supports Boston 2026 with a Donation

The Board of Governors of the United States Stamp Society unanimously passed a motion to support Boston 2026 by becoming a Society Sponsor, donating \$25,000 to the 2026 World Expo. USSS President Nick Lombardi and Chairman Roger Brody jointly confirmed the decision to Boston 2026 President Yamil Kouri on November 23.

The USSS also plans to host a society booth throughout the eight-day international exhibition. The Society joins several other major philatelic organizations already pledging their support at various levels of Boston 2026 World Expo, now just 40 months away.

Boston 2026 World Expo takes place May 23-30, 2026, at the Boston Convention & Exhibition Center. Full show details can be found online at www.boston2026.org.



The U.S. Philatelic Classics Society is a not-for-profit collector organization exclusively devoted to 19th century United States stamps and postal history. Our quarterly Chronicle is widely recognized for presenting new scholarship and discoveries. For membership information and much more, find us at:

www.uspcs.org

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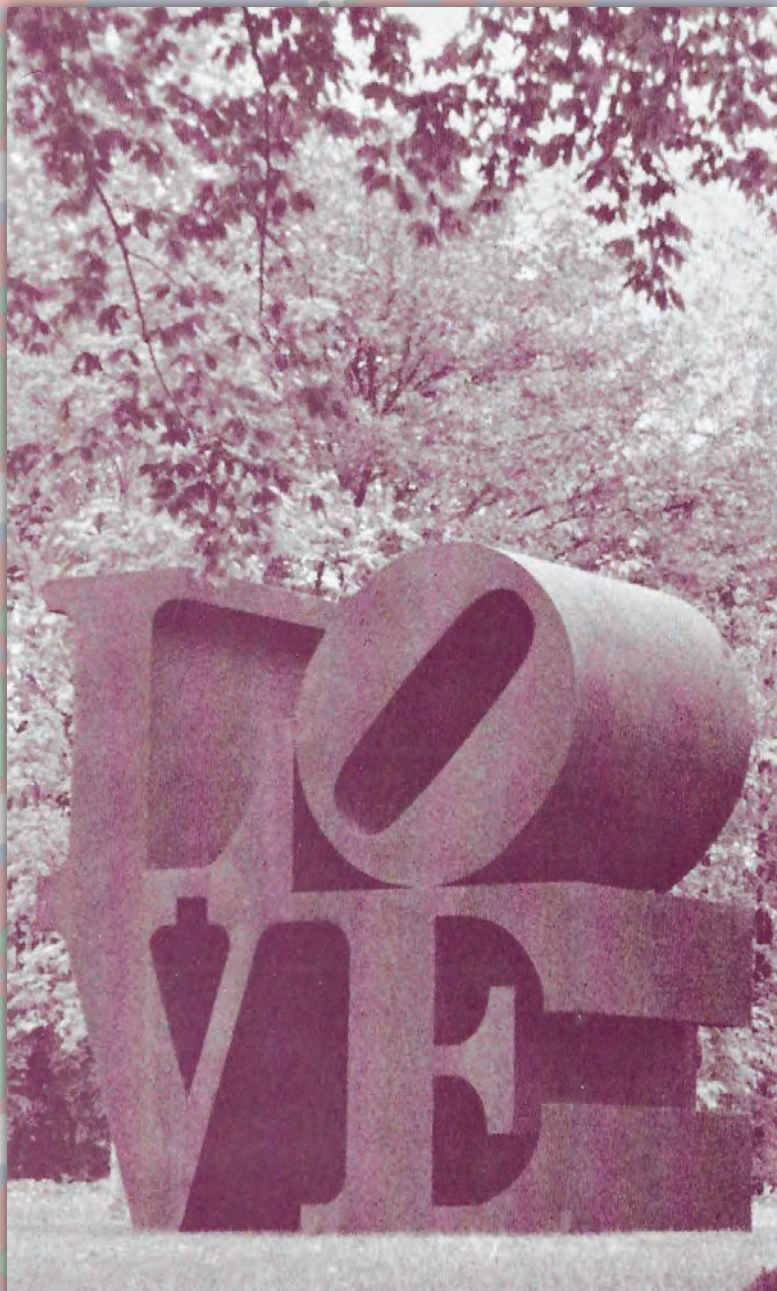


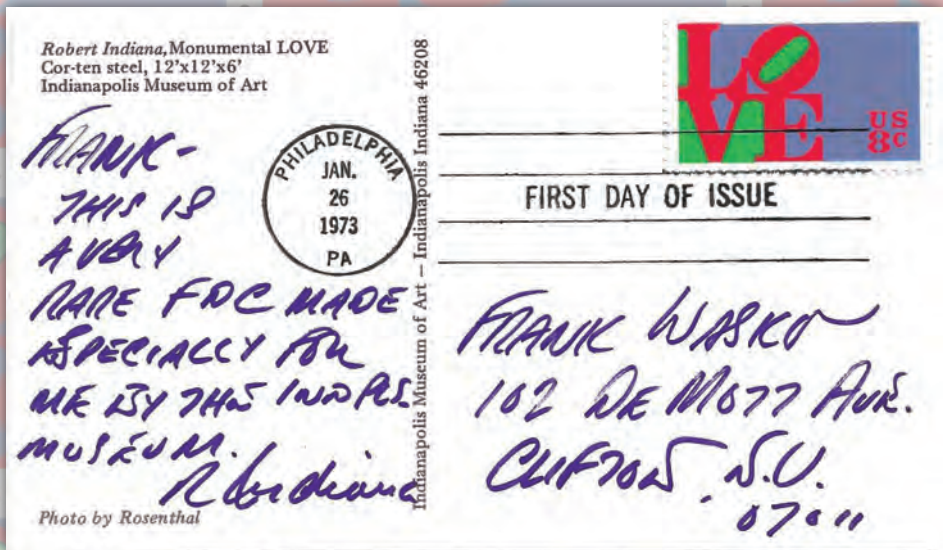
Vintage Photo of the Month

Monumental LOVE

by **Rodney A. Juell**

USSS #13852 | P.O. Box 3508, Joliet, IL 60434





This month's photo is a postcard depicting "Monumental LOVE" at the Indianapolis Museum of Art, created by Robert Indiana (1928-2018). Indiana's design was used for the very first LOVE stamp (Scott 1475), which was issued fifty years ago, on January 26, 1973.

Shown above is the reverse side of the same postcard. It is a first day cover, sent by Robert Indiana to a New Jersey collector. Indiana signed the FDC after writing, "This is a very rare FDC made especially for me by the Indpls Museum."

Before Indiana created his sculpture he painted "LOVE" in oil on canvas in 1966. Shown nearby is another FDC sent from Indiana to the same New Jersey collector. It depicts Indiana's oil painting. The artist notes on the reverse of this card that the colors on the issued stamp have "strayed" from his original work.





Letters to the Editor

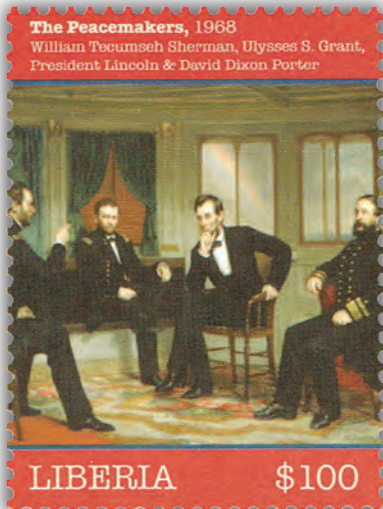
Regarding "New Hand-Altered Plate Numbers..."

I am constantly impressed by the quality of scholarship of your writers. Who knew hand-altered plate numbers existed!

Ed Silver

USSS #15095

Medford, New Jersey



Regarding "The 3¢ Navy Stamp of the Army-Navy Series"

I enjoyed reading yet another article about a stamp in the 1936-37 Army-Navy series – Paul Holland's article about the 3-cent Navy stamp in your December issue.

The illustration of George P. A. Healy's 1868 painting, *The Peacemakers*, caught my eye. *The Peacemakers* is featured on two stamps commemorating the American Civil War, both 2011 issues from Liberia (Scott 2743b), and Papua New Guinea

(Scott 1543a). It is also featured on a sheet of three stamps allegedly issued by Djibouti in 2015 marking the 150th anniversary of Lincoln's assassination, though the Scott catalog describes these as illegal.

Jay Joyce

USSS #17270

Cincinnati, Ohio



Editor's note: A portion of *The Peacemakers* is also depicted in a 2009 US issue. Scott 4383 is the fourth design in the set of four stamp honoring the 200th anniversary of the birth of Abraham Lincoln.

Paul Holland's article also drew attention from outside the USSS. The Chicago Literary Club will celebrate their 150th anniversary and Paul's article will be referenced in a paper currently being prepared for the event. More information will be shared when it is available.

Send your letter to the editor via email to editor@usstamps.org. You may also mail your letter to The U.S. Specialist, 1361 W. Wade Hampton Blvd., Suite F-#102, Greer, SC 29650-1146. Please include your membership number when submitting a letter.

Corrections

In the December edition, two images in two separate articles were inadvertently replaced with incorrect illustrations.

In Figure 8 of “The 3¢ Navy Stamp of the Army-Navy Series,” on page 545, the certificate shown was in fact a “crossing the line” certificate, only not for Paul Hart. The certificate shown below is the image that should have appeared in the article.

“The Monthly Random Booklet - BK139” also contained an improperly substituted image in Figure 8 on page 553. The correct image is shown at the bottom of this page.



December 2022, page 545 - Figure 8. Paul Hart's “crossing the line” certificate signed by FDR.



December 2022, page 553 - Figure 8. Double entries Types A, B, C (light blue cover), B and C (gray blue cover).



Plate Number Committee

Bureau of Engraving and Printing Postage Stamp Plate Numbers 1-41303

by **Harold B. Nogle Jr.**

USSS #5119 | ✉ haroldnogle@sbcglobal.net

A new postage stamp resource is now available on the United States Stamp Society website (www.usstamps.org). Plate number information and data collected by the author can be found under the “Resources” dropdown menu on the website homepage by clicking on “*Plate Numbers 1-41303*.”

Background

In 1894, the Bureau of Engraving and Printing (BEP) was selected by the Post Office Department to begin printing United States postage stamps. The Bureau was already the nation’s security printer and was printing currency, revenue stamps, and other official documents.

The Bureau had a policy of putting serial numbers on its printing plates, and it decided to begin a new series of plate numbers which we can call the postage stamp plate number series. Plate number 1 in this new series was assigned to print the 2¢ Washington sheet stamp, series of 1894. The series of 1894 is also known to collectors as the First Bureau Series.

Collectors of that time were greatly interested in this new series and began to collect the plate numbers avidly as singles and strips. Collector interest in plate numbers seemed to slacken around 1900, but with the start of the 3rd Bureau series in 1908 (the Washington-Franklin series), collectors once again began saving plate numbers. More collectors were saving plate blocks, and collecting plate blocks in matched sets became popular in the 1930s and remained very popular until the 1970s. Major problems then began to surface for plate number collectors. New printing presses were being introduced, which resulted in odd size plate blocks which were not popular. The nine-color Huck press used so many printing plates and produced so many plate number combinations that many collectors gave up the plate number chase. Collectors were accustomed to accurate and timely plate number information from the BEP and the Post Office Department, and this information became sporadic, incomplete, and included many obvious errors.

The United States Postal Service (USPS) replaced the Post Office Department in 1971, and the plate number information situation worsened. Collector disenchantment grew. The USPS apparently was sensitive to collector complaints about plate block sizes, and the new plate numbering system in 1981 was the result. The new system replaced the

normal 5-digit plate number on the printed product with a code number so that, for each new stamp, printing plates would be numbered sequentially, starting with the number 1. Each one of the printing plates still had a 'real' 5-digit plate number in the plate number series. In 1985, the Bureau decided to discontinue the postage stamp plate number series since the last stamp to use the 5-digit numbers was now obsolete. Plate number 41125 on the \$1 Americana stamp was the last 5-digit plate number generally available to collectors. Plate number 41303 printed the 22¢ Seashell booklet pane with plate code number 2. If you have a copy of this plate number, you have a copy printed from plate number 41303, the last plate number in the postage stamp plate number series. Subsequent postage stamp plates were given numbers from the Bureau's miscellaneous series.

The only 'real' plate number collectors see these days are plate numbers on the annual hunting permit stamps and these plate numbers are in the BEP's miscellaneous series of plate numbers. And these real plate numbers ended with the 2001 hunting permit stamp.

Plate Numbers 1 - 41303 Project

I began collecting stamps as a teenager in 1957 and did as many collectors do by buying a single, a plate block, and a first day cover of each new US stamp. I was fascinated by the plate numbers, especially since dealers' price lists showed plate blocks being worth more than plain blocks, so I thought they had to be something special. A part-time dealer near my home introduced me to matched set collecting. I discovered the Crane matched-set plate block price list, which was widely used as a trading basis at that time. I became a member of the Bureau Issues Association (BIA) and obtained back copies of their monthly publication, *The Bureau Specialist* and *The United States Specialist*.

A series of articles in the late 1950s and early 1960s included a plate number survey to identify the scarce plate numbers in the plate number series. I discovered many collectors were interested in collecting all the different plate numbers that might exist. I gradually became interested in such an impossible project and was still chasing plate numbers 60 years later. The lack of official information starting around 1970 was discouraging, but the innovations at the Bureau added interest and still made continuing the chase fun for me. I viewed the new plate numbering system in 1981 with disappointment since I did not want the real plate numbers to disappear. Since then, I have discovered the interesting challenges with the new system, and I pursue these numbers.

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Plate number collectors owe a real debt to past and present members of the Bureau Issues Association (BIA) for their work compiling the BIA's Plate Number Checklist of plates 1-41303. They were able to ferret out much of the missing information, and today we now know the subject of each of these plate numbers. The BIA publishes the *Durland Standard Plate Number Catalog*, an indispensable reference source for the plate number collector. Many BIA members have given much time and effort to increase our knowledge about plate numbers. This work has added to the enjoyment of the hobby. I encourage anyone interested in plate numbers, or United States stamps in general, to join the USSS. Appendix A lists the plate number publications I have used and their sources.

As a collector of the plate number series, I am curious about what is available to the collector. Of these 41,303 plate numbers, how many are available to collectors? I wanted the answer to that question, and I decided to use a computer to digest information from the BIA checklists, the Durland catalog, and back issues of *The United States Specialist*, the BIA's (now the United States Stamp Society) monthly journal.

What I discovered has been detailed in chapters (Table 1) and can be downloaded from the USSS website. Each chapter examines groups of 1000 plate numbers and provides charts detailing, for each stamp, the number of plate numbers assigned, plates sent to press, plates available to collectors, and plates unreported (Table 2). Each chapter discusses some of the plates I find most interesting. Additionally, I detail major subject areas such as the regular issues, commemoratives, and other groups of stamps that were printed in the postage stamp plate number series. Charts for these groups are also provided so that plate number collectors can see what is available in each category. Following each chapter of 1000 plate numbers, there are pictures in plate number order of as many of the 1000 plate numbers as I was able to accumulate. Figure 2 illustrates stamps from the Fifth Bureau Series in Chapter 32. Readers might find it fun to check their holdings to see how many of these plate numbers they own.

Obviously, since this narrative covers such an extensive period, large groups of stamps, and 41,303 plate numbers, only the surface can be skimmed. The intent is to provide the reader with a taste of information and collecting possibilities available in these 41,303 plate numbers. These last 60 years spent searching for plate numbers have been fascinating, fun, and a real adventure for me. As we tour the BEP's postage stamp plate number series, you may discover new challenges for yourself.

I hope this work might inspire collectors to consider expanding their collections to include plate numbers. It has been a wonderful journey for me. I would appreciate any feedback – especially errors, and I can be contacted at haroldnogle@sbcglobal.net. To access this document, log on to the USSS website and click on "Plate Numbers 1-41303" under the Resources menu on the home page, then click on a chapter.

Table 1 — Plate Numbers 1-41303 - Table of Contents

Chapter	Contents	Chapter	Contents
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17	Plate Numbers 11000-11999	50	Plate Numbers 38000-38999
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19	Plate Numbers 13000-13999	52	The Americana Series
20	Plate Numbers 14000-14999	53	Plate Numbers 39000-39999
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22	Plate Numbers 15000-15999	55	Plate Numbers 41000-41303
23	Plate Numbers 16000-16999	56	The Great Americans Series
24	Plate Numbers 17000-17999	57	The Transportation Coils
25	Plate Numbers 18000-18999	58	The Flags Definitives
26	Plate Numbers 19000-19999	59	Special Purpose Definitives
27	Plate Numbers 20000-20999	60	The Commemoratives
28	Plate Numbers 21000-21999	61	Air Mail Stamps
29	The Fourth Bureau Series	62	Miscellaneous Stamps
30	Plate Numbers 22000-22999	63	A Look at the Plate Number Galaxy
31	Plate Numbers 23000-23999	64	A Look At Other Plate Number Galaxies
32	Plate Numbers 24000-24999	Appendix A	Plate Number Publications
33	Plate Numbers 25000-25999		

Table 2 — 1st Bureau Series Totals (from Chapter 4)

Series	Subject	Plate Type	Assigned	To Press	Available	Unreported	I Have
1894	1¢ Franklin	400F	355	349	349	0	
1894	2¢ Washington book	180F	12	12	12	0	
1894	2¢ Washington book	360F	12	8	8	0	
1894	2¢ Washington Type I	400F	41	39	39	0	
1894	2¢ Washington Type II	400F	5	5	5	0	
1894	2¢ Washington Type II, III	400F	1	1	1	0	
1894	2¢ Washington Type III	400F	210	206	206	0	
1894	2¢ Washington Type IV	400F	313	309	309	0	
1894	3¢ Jackson	200F	12	12	12	0	
1894	3¢ Jackson	400F	4	4	4	0	
1894	4¢ Lincoln	200F	32	32	32	0	
1894	4¢ Lincoln	400F	4	4	4	0	
1894	5¢ Grant	200F	60	52	52	0	
1894	5¢ Grant	400F	4	4	4	0	
1894	6¢ Garfield	200F	15	11	11	0	
1894	8¢ Sherman	200F	11	11	11	0	
1894	10¢ Webster Type I	400F	13	12	12	0	
1894	10¢ Webster Type I, II	400F	1	1	1	0	
1894	10¢ Webster Type II	400F	7	7	7	0	
1894	10¢ Webster Type II	200F	4	4	4	0	
1894	15¢ Clay	200F	2	2	2	0	
1894	50¢ Jefferson	200F	2	1	1	0	
1894	\$1 Perry	200F	2	1	1	0	
1894	\$2 Madison	200F	2	1	1	0	
1894	\$5 Marshall	200F	2	2	2	0	
	TOTALS	—	1126	1090	1090	0	



Figure 1. Chapter 32 Fifth Bureau Series Plate Numbers 24000 - 24019.

The 2020 edition of the *Durland Standard Plate Number Catalog* is available in perfect bound or spiral bound format. The member price is \$31 US postpaid and the book may be purchased online at www.usstamps.org/store or by mail to: Executive Secretary, P.O. Box 3508, Joliet, IL 60434-3508.



from the Booklets & Booklet Panes Committee

The Monthly Random Booklet BK140(A)

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Introduction

The previous article¹ dealt with the 1981 issue of the Flag stamp in booklet panes of 6 stamps, contained in BK139. This article concludes with the accompanying booklets that contain one or two panes of ten Flag stamps, BK140 and BK140A.

Getting through the grades,² one at a time

In June 1982, the USPS issued a \$2 booklet containing a single pane of 10 20¢ Flag stamps (BK140) for sale in vending machines after most of the vending machines were upgraded to accept more than \$1.30 in coins. It was followed by a \$4 booklet containing two panes of 10 stamps (BK140A). Making booklets with two panes required a switch to a new printing press, as the old Goebel booklet forming machines required plates that were four panes in width (with reduced-size stamps) for economic booklet production. The older press was only wide enough for plates that were three panes in width for the Flag stamps size, and booklets with three panes of 10 were likely considered “too much” for the customers. Making two pane booklets from those plates was technically possible, but very uneconomical.

The panes were printed with four different plate numbers, but not all numbers were used in either booklets BK140 or BK140A.

The single pane booklet BK140 saw several changes in the back cover layout, on the outside as well as once on the inside. Table 1 lists the four combinations that exist:

Table 1. Grade 1 Level of Collecting BK140

Back cover souvenir page, text writing	Back Inside	BK140
Desert Plants page and text	Desert Plants order form	<input type="checkbox"/>
Desert Plants page and text	Physical Fitness order form	<input type="checkbox"/>
Physical Fitness page, Desert Plants text	Physical Fitness order form	<input type="checkbox"/>
Physical Fitness page and text (\$1.00 cost)	Physical Fitness order form	<input type="checkbox"/>

Like the BK139, the cover color changed from a light blue/orange red combination to a gray blue/cerise combination to match the colors of BK140A.



Figure 1. Light blue/orange red (top) and gray blue/ceise covers (bottom).

Figure 1 shows the two covers with Desert Plant Souvenir Page back. The light blue cover at top left also shows the “Broken Pole” variety, an unprinted area on the pole at left of the Flag that leaves the Flag “hanging in the air.” Figure 2 shows the two revised back cover versions.



Figure 2. Revised outside back covers with Physical Fitness hybrid text and Fitness text.

Table 2. Grade 2 Level of Collecting BK140

Back cover souvenir page, text writing	Back Inside	Light Blue	Gray Blue
Desert Plants page and text	Desert Plants order form	<input type="checkbox"/>	<input type="checkbox"/>
Desert Plants page and text	Physical Fitness order form	<input type="checkbox"/>	<input type="checkbox"/>
Physical Fitness page, Desert Plants text	Physical Fitness order form	<input type="checkbox"/>	<input type="checkbox"/>
Physical Fitness page and text (\$1.00 cost)	Physical Fitness order form	<input type="checkbox"/>	<input type="checkbox"/>

As with the booklet BK139 (containing a single pane of 6 stamps), BK140 can have cover joint lines. However, these lines are rare and often can be detected as partial streaks only (see Figure 1 for blue joint lines at the left of the back covers).

Early covers were printed with cardboard that was unresponsive to UV light. Some of the “dead” cover stock reacts to short-wave UV light and appears slightly brighter than

the unresponsive cardboard stock. Comparing the two “dead” covers shows that the latter stock is slightly whiter, there seems to be a minimal amount of whitener present. This might have been some small contamination that happened when the cardboard was produced. Later covers changed to cardboard that brightly glows bluish-white when exposed to fluorescent or UV light.



Figure 3. BK140 Three cover glow varieties under UVC light.

Figure 3 shows the three cover brightnesses under UVC light. While the difference between a high-bright cover and a dead cover is quite striking, the difference between a dead and an “almost-dead” cover is sometimes difficult to see.

If we add plate numbers and cover joint lines to Table 2, we get the next collecting grade shown in Table 3:

Table 3. Grade 3 Level of Collecting BK140

Back cover page, text writing	Back Inside	Plate	Light Blue		Gray Blue			
			Dead* Only		Dead*		High-Bright	
			Plain	Joint	Plain	Joint	Plain	Joint
Desert Plants page and text	Desert Plants	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not Reported	
Desert Plants page and text	Physical Fitness	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fitness page, Desert text	Physical Fitness	1	Not Reported		Not Reported		<input type="checkbox"/>	<input type="checkbox"/>
Fitness page, Desert text	Physical Fitness	4	Not Reported		Not Reported		<input type="checkbox"/>	<input type="checkbox"/>
Fitness page and text (\$1.00)	Physical Fitness	1	Not Reported		<input type="checkbox"/>	<input type="checkbox"/>	Not Reported	

*May show minimal glow under short wave UV light.

Now for the “flyspeck” booklet specialist on grade level 4, things do not get too complex, fortunately. Only plate number 1 is reported to have either scored or unscored panes. Scoring is difficult to detect where the pane is folded in the booklet, as the fold often obfuscates the scoring slits (if there are any). If a pane has scored perforation rows,

not all of the five rows might actually be scored. The placing of the scoring slits and of the horizontal perforation holes had some placement margin, so the perforation holes could actually punch out the slits.

Table 4. Grade 4 Level of Collecting BK140

Back cover page, text writing	Back Inside	Plate	Light Blue		Gray Blue			
			Dead* Only		Dead*		High-Bright	
			Plain	Joint	Plain	Joint	Plain	Joint
Desert Plants page and text	Desert Plants	1 unscored	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not Reported	
Desert Plants page and text	Physical Fitness	1 unscored	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		1 scored	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fitness page, Desert text	Physical Fitness	1 scored	Not Reported		Not Reported		<input type="checkbox"/>	<input type="checkbox"/>
Fitness page, Desert text	Physical Fitness	4 scored	Not Reported		Not Reported		<input type="checkbox"/>	<input type="checkbox"/>
Fitness page and text (\$1.00)	Physical Fitness	1 unscored	Not Reported		<input type="checkbox"/>	<input type="checkbox"/>	Not Reported	

*May show minimal glow under short wave UV light.

The author owns one BK140 (gray blue cover, Fitness/Desert combination) that contains two panes with plate 1. The panes are scored horizontally as usual, but also have a scored vertical perforation column.

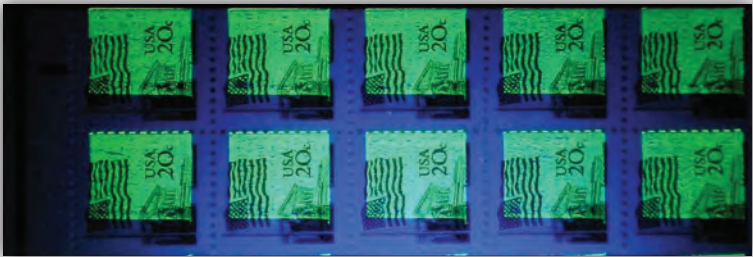


Figure 4. 1896b pane with tagging blocks shifted to the right by several mm.

Varieties

Many tagging varieties shown for the single pane booklet BK139 exist for BK140 as well. Misregistered tagging blocks, shifted up, down, left or right, are known. The tagging blocks are approximately 16mm x 19mm in size.

Other mishaps include misperforated panes as shown in Figure 5.



Figure 5. Misperforated pane in a booklet BK140.

Double Entries

The 1896b Flag panes of 10 stamps have some of the rarest varieties found on modern booklet panes, so called "double entries." Double entries are plate markings that were entered at the wrong place on a plate, then removed and reentered at the right place. The removal of the wrong entries were sometimes incompletely executed and can show up on the final panes.

In the case of the 1896b issue, a large plate number 1 was originally entered at the place of the regular small plate number 1. The large plate number was not completely erased on some pane(s) and partly shows up below the regular small plate number 1. The problem with large plate numbers will be discussed in another article about BK137.



Figure 6. Traces of a large plate number 1 under the regular small plate number 1.



Figure 7. Engraving of the length register marks (LRMs) on plates 1 at (left) to 4 (at right).

These double entries were found on panes in booklets with Desert Plants and Physical Fitness back covers (both with Physical Fitness inside back cover).

It is not clear whether the BEP experimented with the LRM detection circuitry using this stamp issue. What we generally observe is that plates 2 to 4 (heavy on plate 4 panes) show a uniform cross-hatched LRM, while plate 1 panes show light cross hatching in the left half, and strong cross-hatching on the right half of the LRM. It is known that on the Bighorn Sheep booklet (BK142), the BEP experimented with this different LRM layout on plates 16 and 17 to improve LRM detection (with the goal to decrease the number of misperforated panes).

BK140A

The two pane booklet BK140A covers were printed in gray blue and cerise colors only and gave rise to the change of the cover colors of BK139 and BK140. Only one



Figure 8. Front and back cover of BK140A.

cover layout was used for the entire print run. The blue color can vary from light gray blue to dark gray blue.

The booklet panes were printed from three plates and can show plate numbers 2 and 3 (new Goebel machine) or 4 (old Goebel machine). Figure 8 shows the front and back cover of BK140A, Table 5 lists the collectible varieties:

Table 5. Grade 1 Level of Collecting BK140A

Back cover	Plate 2	Plate 3	Plate 4
Brooklyn Bridge Souvenir Panel	☐	☐	☐

Despite higher costs, two pane booklets with plate number 4 were made on the old Goebel booklet forming machine, from sheets three panes wide. No records exist, but most likely two of three panes went into a double pane BK140A and the remaining pane went into a single pane BK140. From plate printing data, we can roughly estimate that 55% of all BK140A contain plate number 2, 38% contain plate number 3, and 7% contain plate number 4.

For the next collecting grade 2, we add pane scoring and cover brightness to Table 5. Booklet cover stock exists in two different varieties. The cardboard either doesn't react to long or short wave UV light, or it glows in a bright bluish hue. In addition, cardboard stock that glows under UV light exists with strongly whitened paper, as shown in Figure 9. The whitened stock is clearly noticeable by simply looking at the cover.



Figure 9. High-Bright and Dead front covers of BK140A under UVC light.

Panes with and without scoring exist with plate 2, panes with plates 3 and 4 are scored. Some scoring slits are so weak that they can only be detected under high magnification and optimal light conditions. In some examples, the scoring slits can actually be positioned right inside the perforation holes and can completely disappear.

Table 6. Grade 2 Level of Collecting BK140A

Pane plate	Dead cover stock	High-Bright, whitened paper
Plate 2 unscored	☐	Not Reported
Plate 2 scored	☐	☐
Plate 3 scored	☐	☐
Plate 4 scored	Not Reported	☐

As with single pane booklets BK139 and BK140, two pane booklets can have cover joint lines. However, these lines are extremely rare and often can be detected as partial streaks only, like the short blue joint line streak at the bottom right in Figure 1.

Table 7. Grade 3 Level of Collecting BK140A

Pane plate	Dead cover stock		High-Bright, whitened paper	
	Plain	Joint	Plain	Joint
Plate 2 unscored	<input type="checkbox"/>	<input type="checkbox"/>	Not Reported	
Plate 2 scored	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plate 3 scored	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plate 4 scored	Not Reported		<input type="checkbox"/>	<input type="checkbox"/>

Now for the “flyspeck” booklet specialist on grade level 4, the varieties are not too complex. Tagging varieties shown for the single pane booklets BK139 and BK140 also exist for BK140A. Misregistered tagging blocks shifted up, down, left or right, are known. No double entry errors are known for BK140A.



Figure 10. Large and small tagging blocks, top plate 3 slightly shifted up, bottom plate 4, slightly shifted right, both inside high-bright covers.

The tagging block size is approximately 18mm x 21mm for plates 2 and 3, and approximately 16mm x 19mm for plate 4. Degradation of the tagging mats lead to deformed rectangles and size variations over time.

A major error occurred when the gray blue ink was not applied in the cover printing process. In general, the Scott catalog does not list cover errors on any issue.

In conclusion, for “flyspeckers,” collecting grade 4 level would only have to additionally search for random EFOs like the cover shown in Figure 11.

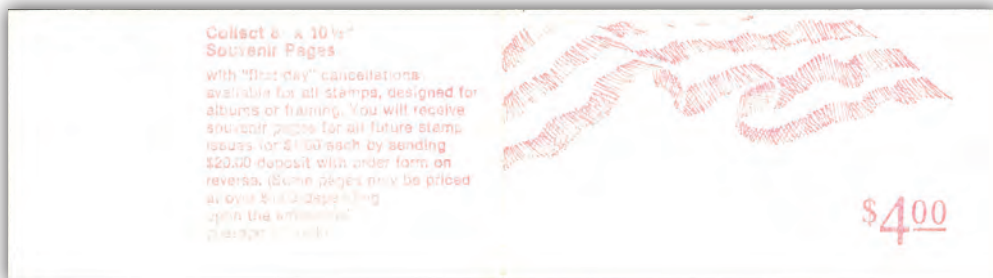
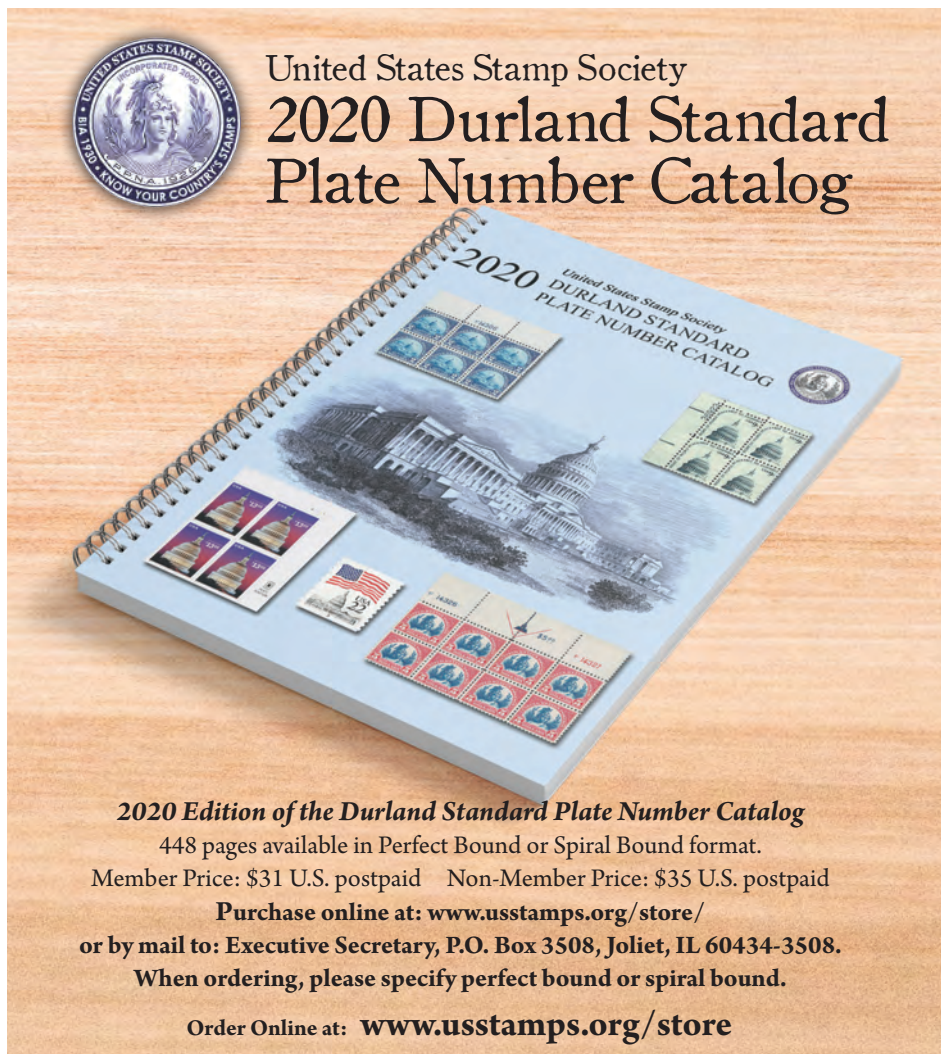


Figure 11. BK140A cover with missing gray blue ink.

References

1. Dieter R. Kohler, The Monthly Random Booklet: BK139, *The U.S. Specialist*, Vol 93 No 3, December 2022.
2. For the grades, see the introduction in Dieter R. Kohler, The Monthly Random Booklet, *The U.S. Specialist*, Vol 93 No 10, Oct. 2022.





from the Farley Era Committee



The 25th Anniversary of the Panama Canal Stamp

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The 3-cent stamp affixed to this letter is being placed on sale today exclusively at the Navy Mail Post Office on the U. S. S. Charleston, in the Canal Zone.

This stamp has been issued to commemorate the twenty-fifth anniversary of the opening of the Panama Canal, which shortened the sailing distance from New York to San Francisco by 7,800 miles. The central subject includes portraits of former President Theodore Roosevelt and General George W. Goethals, with a reproduction of a steamship passing through the famous Gaillard Cut.

— From a signed August 15, 1939 letter sent with a Favor First Day Cover of the 3¢ Canal Zone stamp by Postmaster General James A. Farley.



The stamp issued for the 25th anniversary of the opening of the Panama Canal might be said to have its origins in a meeting between President Franklin D. Roosevelt and a Canal Zone postal official during his 1938 Presidential Cruise aboard the USS *Houston*. Here, FDR proposed that the Canal Zone issue a special series of stamps using before and after images of the construction of the Panama Canal to celebrate its 25th anniversary. Once these Canal Zone stamps were planned, it seemed obvious that a 3¢ US commemorative stamp should also be issued.¹

Work began on the stamp's design shortly after Postmaster General James A. Farley announced it on November 22, 1938. William A. Roach's original design drawing shows portraits of President Theodore Roosevelt and General George W. Goethals, Chief Engineer for the construction of the Panama Canal, flanking a central vignette showing a steamer passing through the canal's Gaillard Cut. This design was submitted on December 30, 1938, and after minor changes, it was approved on May 22, 1939. W. O. Marks engraved the portraits and vignette, with W. B. Wells the frame and lettering.¹ The plate proof was approved on June 28, 1939.

Where the stamp was to be issued presented a problem since the Canal Zone had its own postage stamps, and US stamps were technically not valid for franking. Finally, it was decided to issue the 3¢ Panama Canal stamp aboard a United States Navy ship in the Canal Zone on the planned August 15, 1939 issue date. As a result, the Navy Mail Post Office aboard the USS *Charleston*, a naval patrol gunboat stationed in the Canal Zone for training and combat exercises, was selected using a special "first day of issue" machine cancel. This cancellation can be seen on the favor FDC with signed Farley letter in Figure 1. It might be noted that the recipient of this favor FDC was William V. Burke, one of the sons of the postmaster of Washington, DC.

The Canal Zone stamp was also used on mail sent to FDR. An example on official stationery of the Postmaster of Baltimore, Maryland, can be seen in Figure 2. This August 18, 1939, cover was sent to FDR from the Precancel Stamp Society's convention in Baltimore, as shown by the special cancellation.

The story of the Panama Canal is a complex and fascinating one, with some interesting philatelic connections. Following the Spanish-American War and the annexation of Hawaii, the United States gained a significant overseas "empire." The only missing piece in this expansionist vision was a Central American canal connecting the Atlantic and Pacific oceans. President Theodore Roosevelt, sometimes described as "a steam engine in trousers," tackled this problem with gusto.





THE POSTMASTER GENERAL
WASHINGTON

August 15, 1939.

Mr. William V. Burke,
2900 Connecticut Avenue, N.W.,
Washington, D. C.

Dear William:

The 3-cent stamp affixed to this letter is being placed on sale today exclusively at the Navy Mail Post Office on the U. S. S. Charleston, in the Canal Zone.

This stamp has been issued to commemorate the twenty-fifth anniversary of the opening of the Panama Canal, which shortened the sailing distance from New York to San Francisco by 7,800 miles. The central subject includes portraits of former President Theodore Roosevelt and General George W. Goethals, with a reproduction of a steamship passing through the famous Gaillard Cut.

I trust that this first-day cover will be an interesting addition to your collection.

Very truly yours,

James A. Farley

THE POSTMASTER GENERAL
WASHINGTON
OFFICIAL BUSINESS



Mr. William V. Burke,
2900 Connecticut Avenue, N. W.,
Washington, D. C.

Figure 1. August 15, 1939, favor FDC with a letter signed by PMG James A. Farley mailed from USS Charleston in the Canal Zone.

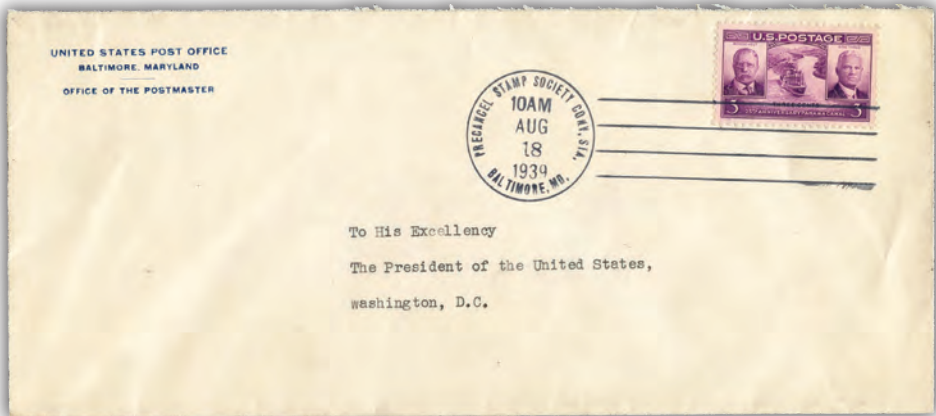


Figure 2. August 18, 1939, cover with Panama Canal stamp sent to FDR on official stationery of the Postmaster of Baltimore, Maryland.

The concept of digging a canal across the Isthmus of Panama dates as far back as the early 16th century, when in 1534, Emperor Charles V and the King of Spain ordered the regional governor of Panama to survey a possible route for such a canal. Interestingly, the route surveyed more or less followed that of the current canal, but the feat was considered impossible at the time. When Ulysses S. Grant was inaugurated president in 1869, survey expeditions to Central America were conducted to explore possible routes for a trans-ocean canal across both Panama and Nicaragua, with the commission recommending the Nicaraguan route in 1876.

Following the successful construction of the Suez Canal in 1869 by the French and the enormous profits generated by this large-scale engineering project, a sea-level canal across the Isthmus of Panama was attempted beginning in 1881. However, it became an expensive disaster plagued by landslides, disease and the climate, with the French company bankrupting in 1889. A second French company took over the project in 1894 to maintain the existing assets in the hope of selling them while at the same time developing alternative plans employing a series of locks and a large artificial lake to reduce the amount of digging required.

By 1902 when Theodore Roosevelt was president, the United States was seriously debating the building of a canal across the isthmus, with some favoring a route through Nicaragua and others advocating buying out the earlier French canal interests in Panama. The question led to intense lobbying on both sides and curiously recalls a philatelic episode of some historical consequence. You see, when the engraved series of Nicaraguan stamps depicting Mount Momotombo were being designed at the American Banknote Company, it was thought that adding a plume of smoke to the apparently extinct volcano would make it more visually appealing. An example of these stamps (Scott 127) used on piece from official government mail of July 11, 1900, is shown in Figure 3. This item, "On Her Britannic Majesty's Service," was sent to the Foreign Office in London from Nicaragua.

Philippe Bunau-Varilla, who was lobbying for a canal through Panama on behalf of French canal interests, visited a local stamp dealer and bought some 500 of these Nicaraguan stamps depicting the smoking Mount Momotombo. He then sent a letter, prom-



Figure 3. Nicaraguan stamps depicting a smoking Mount Momotombo.

inently featuring the stamp with a note reading “An official witness to volcanic activity in Nicaragua,” to every US senator and member of the House of Representatives. When voting took place the next day, a majority of politicians voted for the Panama route, and the Hay-Herrán Treaty with Columbia for rights to build the canal across the Isthmus of Panama was soon signed.

However, the Senate of Columbia refused to ratify the treaty, whereupon Bunau-Varilla informed President Theodore Roosevelt and Hay of a possible revolt by Panamanian rebels who aimed to separate from Colombia, hoping that the United States would support the rebels. Action was taken immediately, with Theodore Roosevelt employing both the army and navy to this end. On November 6, 1903, Bunau-Varilla, now the ambassador of the newly independent Panama, signed a very similar treaty that allowed the US to begin construction work on the canal in 1904.

Theodore Roosevelt’s robust support for building



Figure 4. President Roosevelt on a steam-shovel at Culebra Cut, Panama Canal in November 1906.

the Panama Canal is perhaps best illustrated in the photograph of him seated in a steam shovel at the Culebra Cut, shown in Figure 4. The image was captured during his November 1906 visit to Puerto Rico and Panama. This trip made Roosevelt the first president to make an official diplomatic tour outside the continental United States. The detailed story of the building of the canal itself is beyond the scope of this short article, so I'll simply note that Panama Canal was completed two years ahead of schedule, opening on August 15, 1914.

President Franklin D. Roosevelt himself used the Panama Canal on his Presidential Cruises. The one I find especially intriguing was his cruise aboard the USS *Houston* in 1935. The trip came at a time when two of his top aides, his ever-irascible Secretary of the Interior Harold L. Ickes and Harry Hopkins, had been feuding. The arguments were over their competition to run two major New Deal programs, the Public Works Administration (PWA) and the Works Progress Administration (WPA), respectively. The three-week cruise was designed partly to get them to spend some time together on a "fishing trip" and thereby repair the fissure. It began with a Navy Fleet Review in San Diego on October 2, 1935, followed by a leisurely voyage off the coast of Mexico with stops for fishing at places such as Magdalena Bay. The Perlas Islands in Panamanian waters were reached on October 11, with the eventual arrival of the USS *Houston* at Balboa in the Canal Zone on October 16. The 1935 Presidential Cruise ended in Charleston, South Carolina, on October 23 after transiting the Panama Canal and some additional fishing. A narrative account of the cruise is available in Harold Ickes's diary.² Despite his physical handicap, FDR was an avid fisherman and is shown aboard the *Houston* with the 135 lb. sailfish he landed during the cruise in Figure 5.



Figure 5. FDR posing with the 135 lb. sailfish he caught during his 1935 Presidential cruise.

Mail aboard the USS *Houston* was canceled using a standard rubber handstamp, with the letters "USS" at the top of the dial and the ship's name at the bottom. Besides date slugs, rubber letters and symbols were fitted into slots on the canceling device to indicate the ship's location or any special events. An example hand addressed to the "Hon F. D. Roosevelt" and franked using an imperforate, top margin copy of a 3¢ stamp from a Century of Progress sheet (either Scott 731 or 767) is shown in Figure 6. This cover was canceled October 4, 1935, at Magdalena Bay and bears an additional handstamp, "1935 Presidential Cruise." There is a printed Crosby cachet with strongly raised lines, created using his special heat printing process known as "thermography," and there is a small handstamp on the back, "Courtesy of the Original Crosby Cover Album... San

Pedro, Calif.” That it reached FDR is confirmed by an additional authenticating Harmer auction backstamp showing that it came from FDR’s personal stamp collection, sold in the February 1946 sale. An examination of the sale catalog suggests that it came from lot #407.



Figure 6. October 4, 1935 Presidential cruise cover sent to FDR.

The other avid stamp collector in the FDR administration was Harold L. Ickes. I’m fortunate to have a number of items from his personal stamp collection, including a full set of ten unsealed self-addressed (autographed) covers from FDR’s 1935 Presidential cruise on USS *Houston*. One of these, postmarked October 16, 1935, at Balboa, Canal Zone, is shown in Figure 7. This cover is franked with a vertical pair of 2¢ Fourth Bureau stamps (Scott 634). It is clear from these covers that Ickes did not prepare them

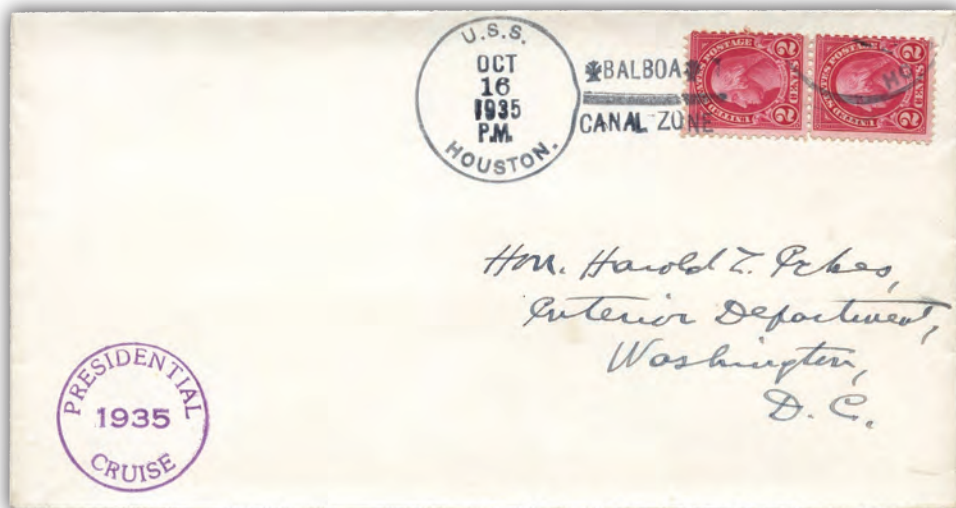


Figure 7. Harold Ickes’ self-addressed 1935 Presidential cruise cover from Balboa, Canal Zone.

in advance and that they were simply improvised on the spot using various stamps and stationery that was available on the USS *Houston*.

Besides fishing, FDR also apparently exercised his sense of humor. During the 1935 Presidential cruise, a story appeared in the ship's newspaper, *The Blue Bonnet*, under the title "Buried at Sea." According to Robert A. Sherwood, this was clearly written by the President himself.³ Besides serving as one of FDR's speechwriters and being a close friend and confidant of Harry Hopkins, Sherwood was a remarkable talent who won four Pulitzer Prizes and an Academy Award for screenwriting. This piece reads:

Buried at Sea

The feud between Hopkins and Ickes was given a decent burial today. With flags at half mast... the President officiated at the solemn ceremony which we trust will take these babies off the front page for all time.

Hopkins, as usual, was dressed in his immaculate blues, browns and whites, his fine figure making a pretty sight with the moon-drifted sea in the foreground.

Ickes wore his traditional faded grays, Mona Lisa smile and carried his stamp collection...

Hopkins expressed regret at the unkind things Ickes had said about him and Ickes on his part promised to make it stronger – only more so – as soon as he could get a stenographer who would take it down hot...

The President gave them a hardy slap on the back – pushing them both into the sea. "Full speed ahead," the President ordered.

An earlier example front page from *The Blue Bonnet* announcing FDR's upcoming Presidential Cruise is shown in Figure 8. Several years later, while passing through the Panama Canal during his 1938 Presidential Cruise on the USS *Houston*, a group of "Old Timers" presented FDR with an album of photographs of the canal that contrasted pictures taken during the canal's construction with contemporary photos at the same location.⁴ When meeting with a Canal Zone Post Office official later that same day, FDR proposed that a special series of stamps be issued for the 25th anniversary of the 1914 opening of the canal, showing various "before and after" scenes on consecutive stamps. This was done, and a complete set of these sixteen Canal Zone stamps (Scott 120-135) scanned directly from an album page in my representative worldwide stamp collection



Figure 8. *The Blue Bonnet*, the newsletter of the USS *Houston*.



Figure 9. 1939 set of Canal Zone stamps commemorating the 25th anniversary of the canal.



Figure 10. August 15, 1939, favor first day on official stationery from Canal Zone Postmaster.

that covers the 1840-1945 era is shown in Figure 9. The engraved stamps, all printed by the United States Bureau of Engraving and Printing, show before and after images of Balboa, the Gaillard Cut, Bas Obispo, the Gatun Locks, the Canal's Channel, Gamboa, the Pedro Miguel Locks, and the Gatun Spillway, respectively.

The first day of issue for this series corresponds with that for the 3¢ Canal Zone commemorative stamp and an August 15, 1939 favor first day with the first ten stamps on official stationery of the Postmaster at Balboa Heights, Canal Zone is shown in Figure 10. Note that the lightly penciled notation “.65” at the lower right shows the total face value of the stamps used on this cover.



Figure 11. Stamp showing USS Houston passing through Panama Canal with FDR on board.

Interestingly, the “after” image on the 7¢ stamp for Bas Obispo was taken from a photograph of the USS *Houston* as it passed through the canal during the 1935 Presidential Cruise with Franklin D. Roosevelt on board.⁴ This image must have been especially appealing to FDR as a memento of an enjoyable visit to the Canal Zone. A detailed closeup of this stamp is shown in Figure 10.

The 1939 stamps commemorating the opening of the Panama Canal in 1914 provide a philatelic link between Presidents Theodore Roosevelt, who was instrumental in building the canal, and his cousin Franklin D. Roosevelt, who often used it on his Presidential Cruises. Both men believed in maintaining a powerful United States Navy. The Panama Canal, one of the largest and most challenging engineering projects ever, provided a key part of this strategic posture.

References

1. Max G. Johl, *The United States Commemorative Postage Stamps of the Twentieth Century: Volume II 1935-1947*, H. L. Lindquist: New York, 1947, pages 109-112.
2. Harold L. Ickes, *The Secret Diary of Harold L. Ickes: The First Thousand Days*, Simon and Schuster, New York, 1953, pages 446-461.
3. Robert A. Sherwood, *Roosevelt and Hopkins*, Harper & Brothers, New York, 1948, pages 78-79.
4. Richard Spielberg, “FDR and Canal Zone Philately,” *The Canal Zone Specialist*, Vol. 32, Fourth Quarter, 1996 (Whole No. 121) pages 37-39.



**Postal History**

The US Postal Agencies at Barranquilla and Cali, Colombia *Expanding the History, Part I*

by **James Robinson**

USSS #12386

This comprehensive update is being presented in two segments. Part I as outlined below is included on the following pages. Part II will be published in the February 2023 edition.

New discoveries and reports discussed herein increase our knowledge of these briefly operated and obscure US Postal Agencies located on foreign soil. Due to the wide diversity of subjects covered, the organization of this article is outlined here to allow readers a quick reference to focused subjects specific to their collecting interests, if desired:

Part I: Agency Non-registry Markings

- Section 1: The Census of Agency Markings Applied with Non-registry Devices
- Section 2A: First Flight Airmail Covers with Clerk's Markings (A New Report)
- Section 2B: First Flight Cover Registry Processing Using the Clerk's Personal Handstamps
- Section 3: The "Hindenburg" Cover (First report of an Odd Non-registry Usage)
- Section 4: End Notes and New Questions Pertaining to the Non-registry Markings

Part II: Registered Mail (Both Agencies)

- Section 5: How Registered Airmail Via Foreign Destinations was Processed
- Section 6: A Cali Agency First Flight Cover (First Report)
- Section 7: Agency Registry Processing of Southbound Mail
- Section 7A: Barranquilla Southbounds franked with US stamps (First Report)
- Section 7B: Cali Southbounds franked with US stamps (First Report)
- Section 8: The Census of Barranquilla Agency Official Registry Markings (Update and Analysis)
- Section 9: Does a Cali Agency Census of Registers Exist?

A brief historical review of the Colombia Agencies and the Barranquilla markings census

In 1936 and 1937, the US Post Office Department (POD) operated an official United States Postal Agency (USPA) in Barranquilla, Colombia. Schedule revisions to the US Foreign Air Mail (FAM) routes serving the Caribbean and Central and South America necessitated the relocation of en route airmail-registry processing operations from the prior official location at Cristobal, Canal Zone. The USPA Barranquilla was thus established.

The Barranquilla Agency differed from earlier US Postal Agencies located on foreign soil in Shanghai, China (1867-1922) and Russian Siberia (1918-1920) because it was *not* a post office. The new Agency's sole function was as a waypoint for processing registered airmail on the trans-Caribbean FAM routes. The clerks were bound by strict POD regulations barring the Agency from selling stamps, transacting a post office business, or acting as an office of origin for mailing.

The Agency's operating lifetime spanned 362 days, from July 18, 1936, through July 14, 1937. Less than a year after the Agency's creation, the continually evolving FAM route and schedule changes eliminated the need for the Barranquilla Agency, and registry processing operations moved back to the previous location in Cristobal. The Barranquilla Agency immediately ceased to exist.

The "adventure story" behind the hasty creation of this foreign Agency was related by the clerks themselves, first published by George Brett in *The Congress Book* in 1955¹ and then resurrected in the June 2016 issue of *The United States Specialist*.² In addition, the June 2016 article added the first full census of reported uses of Barranquilla Agency registry and non-registry markings. That original census is now divided into two separate sections, which are updated with tables in sections 1 below and 8 in the next segment. However, the termination of the Barranquilla Agency operations in mid-1937 was not the end of this tale.

Only three years later, in September 1940, further evolution of flight routes and schedules re-established a need for waypoint foreign registered airmail processing beyond Miami and Panama. This time, the location selected was Cali, Colombia. As with Barranquilla, the "operational life" of the Cali Agency was abbreviated, officially encompassing only 17 months from September 1, 1940, to January 31, 1942. The story behind the creation of this latter related Agency, written by George Brett in 1954 but unpublished during his lifetime, appeared in the December 2016 issue of *The United States Specialist*.³ For readers interested in greater detail, the complete histories of both Agencies' creations and early operations can be found in the three articles cited above.

The scope of this article focuses on answering questions that were posed by the earlier studies. New cover-usage discoveries, reports by other USSS members, and further research outlined in the sections below provide an expanded understanding of how and to what extent these Agencies operated. The narrative is divided into two parts. Part I focuses on the non-registry agency markings. These are markings other than the official registry handstamp devices used for the vast majority of mail processing by the Agency clerks. Part II examines the expected registry markings and the registered mail processing operations.

Table 1. Census of Reported Agency Markings by Non-Registry Devices

#	Date	Marking	Usage	Notes
B-1	7/19/36	H.V. Steinhart & U.H. Parrish handstamp	Origin postmark	FAM 5 airmail Barranquilla to Miami. Two strikes of Steinhart's stamp; one of Parrish's. Only known on-cover use of Steinhart's stamp and only known complete strikes. One of four known examples of Parrish's stamp. US postage illegally posted and canceled. First flight cover.
B-2*	7/19/36	U.H. Parrish handstamp	Origin postmark	FAM 5 airmail Barranquilla to Miami. Three strikes of Parrish's handstamp. One of four known examples of Parrish's stamp. US postage illegally posted and cancelled. First flight cover.
B-3	Undated	H.V. Steinhart handstamp	Memento strike	Incomplete marking on Steinhart's non-postal memento of Agency. Name & Agency lines opposite standard. Date line removed.
B-4	7/19/36	U.H. Parrish handstamp	Emergency registry backstamp	Registered airmail Quito, Ecuador to Maywood, Illinois. First flight cover.
B-5*	7/19/36	U.H. Parrish handstamp	Emergency registry backstamp	Registered airmail Arequipa, Peru origin northbound. First flight cover.
B-6*	8/10/36	U.H. Parrish handstamp	Re-route backstamp	"Hindenburg" zeppelin airmail London - Germany - Columbia, South Carolina, USA. Missent to Colombia (Barranquilla).
B-7	Backdated 7/19/36	Official steel CDS numeral "1" killer	Memento strike	Non-postal memento of Agency by Steinhart. Only example known.
B-8	8/9/36	Official steel CDS numeral "2" killer	Origin postmark	Letter from Steinhart to wife in Miami, Florida. Columbian postage w/ US special delivery stamp. Illegal usage. Only example known.
C-1*	5/11/41	Cali Agency Air Mail CDS	Memento	Letter sheet with short pencil note and 18 proof strikes
C-2*	1/31/42	Cali Agency Air Mail CDS	Memento Cover	Last day of Agency souvenir cover
C-3*	Unreported	MISSENT TO...	Unreported	Mentioned by Rendon, 1988
* - indicates a new report or census addition				

Part I. Agency Non-registry Agency Markings

Section 1: The Census of Agency Markings Applied with Non-registry Devices

The “emergency” uses of personal handstamps belonging to the two Agency clerks, H. V. Steinhart and U. H. Parrish, are a special aspect of Barranquilla markings research. When Agency processing operations began on July 19, 1936, official USPOD marking devices were still en route by ship to the hastily created Agency. During the earliest days of operation, in order to backstamp the registered covers as per regulations, the two clerks were forced to employ personal handstamps they had purchased and carried with them to Colombia. The personal handstamps were all they had. But other covers exist from this period that also received Agency clerk markings even though they were not registered mail.

Table 1 records all known uses of non-registry markings from the two Colombia Agencies. George Brett’s original 1955 work cited only four known Barranquilla examples. One of those strikes was an off-cover “memento” or souvenir strike made by the senior Agency clerk for his personal use (census item B-3). The second was a registered transit cover that received the junior clerk’s personal marking due to the lack of receipt of official devices (B-4). The third and fourth showed uses of the Agency’s two official steel CDS postmarking devices (standard non-registry types) that were finally received. One of those two CDS markings was yet another souvenir (B-7). The other was an illegal face cancel on an unregistered letter sent home to the USA during the earliest weeks of operation (B-8).

Newly reported in 2016 (B-1), the H. V. Steinhart personal handstamp airmail cover (Figure 1, top cover) brought the total to five. Three new reports of the U. H. Parrish handstamp (discussed below) result in a current tally of eight known examples from the Barranquilla Agency (see Table 1; items B-2, B-5, B-6). In addition, the Brett 2016 Cali article and new findings from recent literature searches account for three “non-registry marking” items from the later Cali Agency (see Section 4) which now appear in the census for the first time.

To fully appreciate the rarity of these non-registry markings, it is important to recount the conditions regarding how and why covers with Barranquilla markers were created. The Agencies could not originate mail. Thus, face-dated postmarks should not exist: the creation of such was a direct violation of US postal regulations. Only three face-dated examples are reported, and all were produced during the first few weeks of the Barranquilla Agency operation in 1936 when Agency regulations were not yet fully clarified. Two are inaugural first flight covers hand-stamped with the clerks’ personal devices (Figure 1, discussed in Section 2A below). Per Brett, the third cover was the special delivery letter (B-8) from Chief Clerk H. V. Steinhart to his wife in Miami, Florida.⁴ Dated August 9, 1936, it is the last known “origination” mail from either Agency.

The only other non-registry letter reported for the Barranquilla Agency is a misrouted “Hindenburg” cover that reached the Agency in error on August 9, 1936. It is discussed in Section 3. As noted above, Section 4 describes the three examples of non-registry markings from the Cali Agency, previously reported elsewhere, which are now included in the census of Agency Non-registry markings (Table 1; items C-1, C-2, C-3).



Figure 1. Two very similar covers illegally mailed from the Agency as an office of origin, expressly forbidden by the Agency's duty mandate. Markings on the top cover are U.H. Parrish's personal handstamp. The bottom cover shows the only reported markings on cover of H.V. Steinhart's personal device. Both dated July 19, 1936, the pair marked the first northbound EAM flight carrying airmail processed by the Agency (top cover image and new report were provided by Alfred Kugel).

Section 2A: First Flight Airmail Covers With Clerk's Markings (A New Report)

To date, there are four known Barranquilla first flight covers, two of which (Figure 1) appear to be souvenirs created by the postal clerks and are not registry covers. The remaining two are bonified commercial registry covers and are discussed in Section 2B. None of these covers received official registry markings. Instead, they were processed using clerk handstamps.

Late USSS member Al Kugel reported a previously unrecorded personal handstamp usage showing the marking of clerk U.H. Parrish. This cover, (Figure 1; top cover) has the

Parrish marking stamped twice and employed as an illegal face cancel. It is nearly identical to a cover first reported in the 2016 census⁵ bearing both a Parrish marking and the only known complete markings from Senior Clerk H.V. Steinhart's device (Figure 1; bottom).

Regarding these two covers, questions remained as to whether these were intended as souvenirs of the Agency's creation or the first flight. However, new information about the addressee, M. E. Phillips, has come to light which may provide insight. As reported in 2016, M. E. Phillips was the Superintendent of Mails for the Miami, Florida post office,⁶ through which the majority of US outbound foreign airmail letters to South America were routed in 1936. As the FAM system developed, supervision of FAM handling became a principal part of his duties.

The Barranquilla Postal Agency fell under the jurisdiction of the Miami office, and Phillips traveled to Barranquilla in the company of the clerks Steinhart and Parrish to oversee the establishment of the new facility. And in fact, he was present for the processing of the first airmail at the Agency for the northbound flight on July 19, 1936. He left soon



Figure 2. May 14, 1929, postmark on "First Flight Cover" cacheted envelope to mark the commencement of FAM 9 service to the west coast of South America. The return addressee is M. E. Phillips, Supt of Mails, Miami, FL. Note Cristobal, C.Z. backstamp May 16 and Santiago, Chile BS dated May 20. (The Southern terminus of this flight was Mollendo, Peru.)

afterward. A personal souvenir or two to mark the postal adventure and the occasion seems reasonable, even if slightly ill-advised due to the “skirting the rules” illegality of the two covers’ creation.

Lending evidence to the supposition that the covers pictured in Figure 1 are souvenirs, the cover shown in Figure 2 demonstrates that Phillips’ airmail cover interest encompassed more than the Barranquilla Agency. Dated 1929, this cover pre-dates the Barranquilla Agency by seven years. In this case, we have proof that Phillips created a “courtesy flight cover” for the 1929 FAM 9 extension that is slightly out of the ordinary.

The FAM 9 extension departed on May 17, 1929, from the Canal Zone toward Mollendo, Peru. However, describing the flight and cachet, the American Air Mail Catalog states, “The Miami cachet is inscribed CANAL ZONE-CHILE in error as it was believed that the first flight would extend to Chile at the time the cachet was prepared.”⁷ That is, the original flight extension was planned for travel *beyond* Peru to Santiago, Chile. However, the extension of the flight route to Santiago, Chile did not actually occur until July 16, 1929.

Nonetheless, Phillips was undaunted, and his cover addressed for Chile did reach Santiago, arriving May 20, 1929, weeks earlier than if mailed by surface transport from Miami. Phillips clearly was already aware on May 14 (the day the cover was postmarked) that the actual flight would only extend to Mollendo, Peru, so Phillips enclosed a personal letter to the Postmaster at Santiago, Chile (Figure 3). The text reads, “I am mailing from here this day a “first flight” cover to go air mail from here to Cristobal Canal Zone and from there air mail over the new route to Mollendo Peru and from Mollendo to your city by ordinary means. Will you please use the inclosed (sic) envelope and reply coupon to return this cover to me. I shall be grateful if you will autograph the cover for me.”

Although the cover did not receive a Chilean Postmaster autograph, it did reach Santiago, where its receipt was officially backstamped. Nothing illegal here, just unusual. The extent of Phillips’ pursuit of any other such covers is unknown to this author. Still, this example establishes a precedent that could explain the motivation for the two covers shown in Figure 1.

Was Phillips a “stamp collector,” a “flight cover collector,” or simply a senior postal executive interested in documenting the expansion of the international airmail system, an exciting new service connecting global communications at high speed? By 1946, Mallory E. Phillips had relocated to Washington, DC, in the office of the Deputy Second Postmaster General in Charge of Air Postal Transport. As one of two Directors under the Deputy Second Assistant P.M.G., Phillips’s new title was Director of Domestic Air Postal Transport.⁸ Collector or not, airmail was his life’s work, and his covers provide a tangible record of historic achievements.

Section 2B: First Flight Cover Registry Processing Using the Personal Handstamps

George Brett illustrated a registered cover originating in Quito, Ecuador⁹ that passed through the Agency on the first northbound flight processed. US Postal regulations required that the registered cover was to receive a backstamp when individually handled. Out of necessity, the cover received the U.H. Parrish personal marking dated July 19,

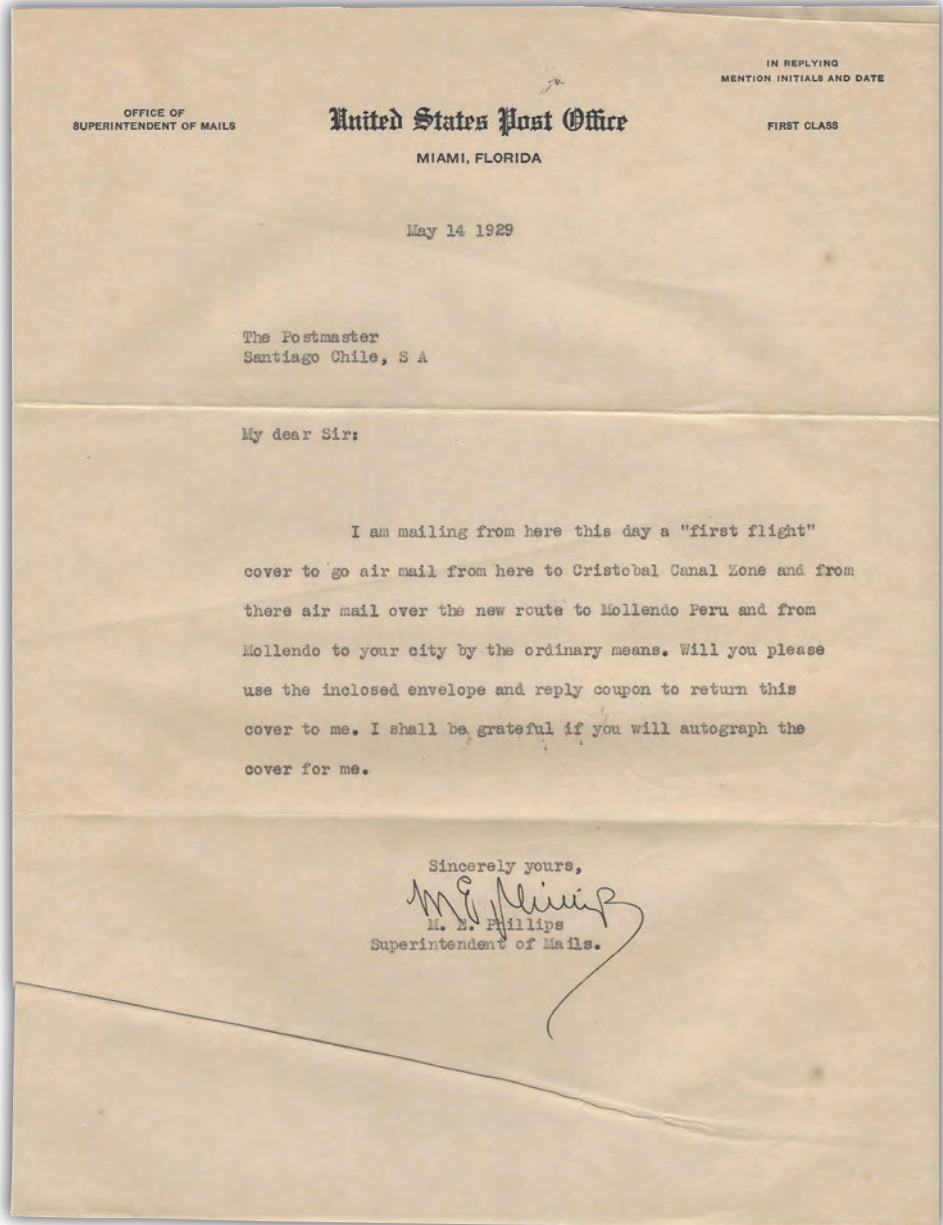


Figure 3. US POD Letterhead Stationery; Miami Supt. of Mails M. E. Phillips' letter dated May 14, 1929, enclosed in the First Flight cover shown in Figure 2.

1936. Although it happened to see use on a registered cover in this case, by definition this marking is included in the census of Barranquilla Agency "non-registry" markings.

The literature search for this updated article revealed another similar usage, reported by Alex Rendon in the journal *Copacarta* in 1988 (Figure 4).¹⁰ The cover reported by Rendon originated at Arequipa, Peru and received the Parrish marking with the same processing date as the Quito, Ecuador, example. The Kugel and Rendon reports result in



Figure 4. U.H. Parrish's handstamp applied as a registry backstamp on the first flight processed by Barranquilla Agency clerks (report and image courtesy Alex Rendon, Copacarta, 1988).

a current total of four first flight covers reported showing Barranquilla Agency markings. Likewise, these two covers are the third and fourth recorded usages of the U.H. Parrish personal handstamp.

Section 3: The “Hindenburg” Cover (First Report of an Odd Non-registry Usage)

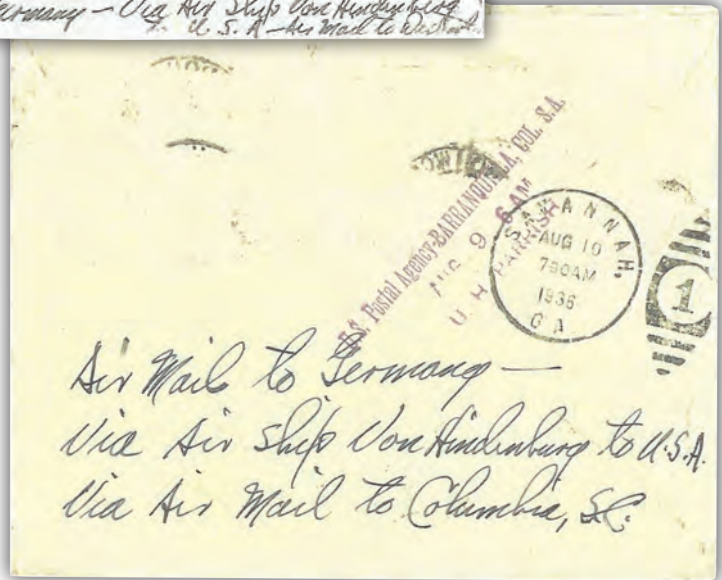
The late USSS member Alfred Kugel is credited again for reporting this item, a fifth usage example of a clerk's personal handstamp. As shown in Figure 5, the circumstances surrounding the creation of this non-registry cover are one in a million. It is almost certainly a unique usage. Note that the face marking is an undated partial marking. The reverse handstamp is dated and complete.

Per manuscript instructions on both the face and reverse, the sender's intent for this cover was airmail from London to Germany and “Hindenburg” zeppelin carriage to the USA, with continuing US domestic airmail to Columbia, SC. The cover was misrouted to the nation of Colombia, where it landed in the hands of the Barranquilla Agency clerks. How did this happen?

The 17-day interval between the July 20 London origin postmarks and arrival in Barranquilla, Colombia, on August 6 requires comment. In theory, this wayward cover was mailed in London for dispatch to Germany to board a Hindenburg flight. But to modern scholars, it is often apparent with “non-commercial” zeppelin and catapult covers that the novelty of the means of carriage was of greater impact on the mode of travel selected than was the actual speed or importance of the letter carried. In other words, a letter was to be sent, what fun to send it by zeppelin! The point is that many non-commercial mailers using these services were not necessarily well-schooled in rates, flight schedules, routes, etc.



Figure 5. Cover intended for Hindenburg zeppelin carriage to the USA. SCADTA Barranquilla receiver on face and two U.H. Parrish Barranquilla Agency handstamps, a partial on face and full on reverse (Report and images provided by Alfred Kugel).



For the record, the London postmark dated July 20, 1936, does not coincide with a Hindenburg flight to the USA that would allow arrival at the SCADTA office in Barranquilla by August 6 (per dated SCADTA receiver on face).¹¹ But the Colombian SCADTA was a well-recognized German-founded company. The Graf Zeppelin made her 7th South American flight of 1936, departing on July 30.¹² It is not out of the realm of possibility that when this cover arrived in Germany, paid with adequate postage for zeppelin carriage, the sender's detailed route instructions written in English may have been questioned. A German clerk who misunderstood the Columbia, South Carolina, destination may have placed the cover in the Graf Zeppelin outbound bag for South America. A July 30 departure to South America meshes well with the Colombian SCADTA August 6 date.

The long duration between the dates also allows an alternative possibility that this letter simply traveled by surface means to New York errantly pre-sorted for South America and bearing enough extra British postage to pay the 35¢ FAM 9 postage to Colombia. If so, this letter received US FAM service to Barranquilla as regular airmail. But again, 17 days transit seems overlong.

Regardless of the mode and route of travel, at some point along its journey, a clerk misread the large hand-written looping letter “C” of the South Carolina state designation “SC” as “SA,” for “South America,” and also ignored the prominent “USA.” The clerk may have been unaware that the nation of Colombia is spelled differently than the city in South Carolina. What is certain is that the SCADTA receiving mark on the face proves that it arrived in Barranquilla, Colombia, as airmail on August 6.

At Barranquilla, the SCADTA clerks recognized the error and apparently handed the letter to the US Agency clerks. The Agency office was located within the SCADTA airmail facilities in Barranquilla, so this may have involved little more than literally “walking it next door.” Perhaps all the clerks shared a good laugh about it? However, we know the Agency clerks’ duty assignment was to process *registered* airmail only, theoretically meant to sort, weigh, process and distribute. The misrouted cover was not registered. Thus, per US postal regulations, it should never have been handled by the Barranquilla Agency. Regulations dictated a return to the United States under the auspices of the Colombian post office department.

But the Barranquilla Agency had been open only three weeks. This odd new arrival was just one more hitch among the many that occurred in the earliest days of operation. As per the H.V. Steinhart special delivery letter to his wife discussed above, on August 9, it was not yet entirely clear to the clerks that they were barred from the origination of any mail and from all handling of non-registered mail.

Thus, when an utterly out-of-place mail item showed up, this “non-post office” may not yet have received a full array of the usual auxiliary handstamps. We can only surmise, but this item suggests that once again the two clerks were forced to improvise “on the fly,” as they had done from their first day in Colombia. Clerk Parrish took it in stride and back-stamped the cover on August 9, 1936, using his personal device as an airmail router or “receiver,” and dropped it into the outgoing FAM 5 mailbag. Via FAM 5 northbound to Miami and continuing US domestic airmail, the cover was received in Savannah, Georgia, the next day on August 10, 1936. From there, Columbia, South Carolina, was only another 165 miles away. Neither rain, nor sleet, nor the wrong zeppelin, nor the wrong continent, nor lack of official postal equipment deterred delivery.

Section 4: End Notes and New Questions Pertaining to The Non-registry Markings

To conclude, regarding non-registry Agency markings, three new questions regarding such markings emerged from research for this update. Rendon in his 1988 article writes, “Both agencies were issued ‘MISSENT TO...’ handstamps. This marking is known used in Cali, but not in Barranquilla.”¹³ In addition, a 2015 *Schuyler Rumsey Philatelic Auctions* lot description of a specialized Cali Agency cover collection notes the inclusion of 13 “...U.S. Postal Agency Barranquilla Colombia, proof strikes of the exceedingly rare ‘Air

Mail' CDS."¹⁴ However, a photo with the description shows an item instead bearing 18 proof strikes of an "air mail" CDS from the Cali, Agency. In the Brett 2016 article, the same Cali "air mail" marking was shown applied to a souvenir cover dated the closing day of the Agency (Census item C-2).¹⁵ It is unclear whether the written auction description reference to "13 Barranquilla strikes" contained typos and was actually describing the 18-strike proof item from the Cali Agency, which was illustrated. The latter seems likely. If so, these two reports do not impact the census of Barranquilla Agency non-registry markings. However, the "Missent to..." and "airmail CDS" marking have been added to the census for Cali (Census items C-1, C-3).

Regarding the Barranquilla Agency, Brett, in 1955, specifically noted neither a "mis-sent to..." auxiliary hand stamp or an "air mail" CDS among known Agency devices. But he notes that upon closing of the Agency on July 14, 1937, "...among supplies returned were the two metal handstamps together with two sets of assorted steel type; the three rubber registry stamps originally sent down, and 36 other assorted stamps."¹⁶ The "assorted" stamps offer a possibility of unreported non-registry marking uses. If readers can fully document and provide illustrations of the usages of miscellaneous non-registry devices for either Agency, the census will be updated accordingly in a future update.

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17400	Dale Hayward, Rockland, ME
17417	Jim Margolies, Philadelphia, PA
17418	Sean Crane, Clarksville, TN
17419	Dennis Cook, Houston TX
17420	Dr. Eugene Bruder, Hardeeville, SC
17421	Charles E. Emmett, Lutz, FL
17422	Juzar Noorbhai, Orleans, Ontario, Canada
17423	Julia Cohen, Crockett, CA
17424	Tim Fahlberg, Monona, WI

APPLICATIONS PENDING

17405-17413, 17415-17416

NEW MEMBERS

17396-17399, 17401-17404

REINSTATED

11335 Donald Sundman

RESIGNED

10327	Peter Mosiondz, Jr.
10913	Tassilo Wunike
11764	Karen Weigt
14742	Richard D. Kelly
14889	Robert A. Brenan
16085	George Galloway
16325	Michael Baadke
16384	William Bergstrom
16497	Harold B. Gill

16771	Deborah Hoskins
16920	Ralph Trimble
17175	Curtis Gidding
17207	Tom Newman

DECEASED

11155	Michael D. Milam
12028	William Kimbel
15894	Michael H. Lampert

TOTAL MEMBERSHIP

October 31, 2022 **1487**

ADDITIONS:

New members	8
Reinstated	1
Total	9

SUBTRACTIONS:

Resigned	13
Deceased	3
Total	16

NET CHANGE **-7**

TOTAL MEMBERSHIP

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Timothy Fahlberg

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WANTED – PAYING TOP DOLLAR FOR C-13, C-14 and C-15 singles, both mint/used. Also interested in multiples, flight covers, Zeppelin-related posters, advertisements, etc. GrafZeppelin specialist. Rob Lehmann email: diecasttoys@yahoo.com or call: 240-422-0118. [1150]

WANTED: EFOS, WIN THE WAR STAMP, U.S. Scott 905. Send email scans plus asking price to larrysherman@san.rr.com. [1115]

CHAUTAUQUA LAKE AIRMAIL 1914 wanted. Send scans or photocopies to StephenReinhard42@gmail.com. Stephen Reinhard, P.O. Box 110, Mineola, NY 11501. [1115]

WANTED: STAMPS AND INFORMATION ON Scott 1874a (color-omitted error, Dirksen issue of 1981). Contact Paul Schumacher, 1724 Lark Lane, Cherry Hill, NJ 08003 or pschumac1@verizon.net. [1116]

WANTED: US LIBERTY SERIES (1030-1059). Any denomination on forms, die proofs, pre-production items, artwork. Plate varieties, inspection marks, original packaging material. Also 3¢ purple postal card (UX46/S63) to Mexico, printed on dark paper, unusual destinations/eastern bloc countries. Send scans Tom at pershinginterests@gmail.com. [1115]

FOR BUILDING EXHIBITS – C22 AND C32 usages, 1934-35-39 Christmas Seals, AMG material, Korean War postal history, Bureau rejection markings and repairs, Spanish-American War flag covers, U.S. postal counterfeits. Will buy or trade. John Hotchner, PO Box 1125, Falls Church, VA 22041-0125 jmhstamp@verizon.net. [1116]

WANTED: THMA CENSORED HAWAII MAIL, 1945. Special usages, foreign destinations, and April 1945 postmarks all highly desired. Send email scans, asking price to larrysherman@san.rr.com. [1115]

FAM 5 OR FAM 8 COVERS WANTED TO, from, or through Mexico thru 1939. Send scans to StephenReinhard42@gmail.com or photocopies to Stephen Reinhard, P.O. Box 110, Mineola, NY 11501. [1115]

WANTED W-F PLATE NUMBERS WITH extra plate numbers i.e. ghost numbers, double impressions, etc. Desire singles, strips or blocks from offset or flat plate issues. Send description for offer to EEC, 3024 Marwick Ave, Long Beach, CA 90808-3710. [1116]

NEED COVERS RATED 6½ CENTS – SEND scans for consideration to Bill Schultz, 235 Chatham Way, West Chester, PA 19380 or email at bill@patriciaschultz.com. [1115]

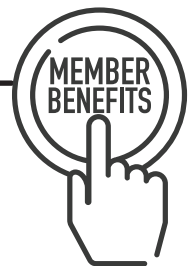
WANTED: THE UGLIEST SHIRT ON THE planet for R. Rufe of DE. His family will not be really pleased. Send the shirt via scan for consideration to bill@patriciaschultz.com. [1115]

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CANAL ZONE, RYUKYUS, MINT, USED, covers, errors, proofs, postal stationery, etc. Bruce Hecht, P.O. Box 474, New Hyde Park, New York 11040. [1116]

WANTED: WEST POINT, NEW YORK Precancels. Will pay over catalog value. Send photos to Jay Joyce at joyce062274@gmail.com. [1116]

WANTED: SCOTT #C3 PLATE BLOCK OF 12 with two plate numbers, arrow, but only one blue "TOP". Contact Irv Miller 860-908-6200, email stamps@millerstamps.com. [1115]

WANTED: SCOTT #242-245 MINT NH VF+, prefer cert, but not necessary. Contact Irv Miller 860-908-6200, email stamps@millerstamps.com. [1115]

INTERESTED IN ATLANTA TRIAL COLOR proofs, State Department dollar value bicolored - 068TC4, 069TC4, 070TC4, and 071TC4. Missing 10 of 28. Contact hsolly@msu.edu. Will pay catalog or higher. [1116]

BUYING PHILATELIC ITEMS PRODUCED via stamp clubs in prisons/jails/asylums/institutions, etc. Either established clubs or individuals. Complete confidentiality guaranteed! Could make for interesting article and/or 1 frame exhibit. Cinderella's, stamp-like artwork invited. Mark B. Sommer, 1266 Teaneck Road, Apt. 10A, Teaneck, NJ 07666. [1115]

COLLECTOR WANTS TO PURCHASE A MINT or used example of U.S. Scott # 535a. Keith Palevsky, home: (503)753.4336, or by e-mail: kapalevs@yahoo.com. [1115]

WANTED BK228 \$6.40 FLAG/PORCH PLATE 13111 with 16656 UPC code back cover, BK244 cherub plate 7644 with and without red diagonal. dougiams@comcast.net - Doug Iams, c/o DCA, 4115 Concord Pike, Wilmington, DE 19803. [1115]

WANTED BK233D MIDNIGHT ANGEL bottom pane 4-6-6 fold missing stamp position 14, 6-6-4 fold missing positions 2, 3 or 6. dougiams@comcast.net - Doug Iams, c/o DCA, 4115 Concord Pike, Wilmington, DE 19803. [1115]

FOR SALE

WILL SELL MY SINGLES OR COMPLETE collection of USA plate blocks. For inventory and prices, send request to Reed Roholt, P.O. Box 1006, Beaver, Utah 84713. [1117]

IF YOU LIKE TO BUY US STAMPS (PLATE Blocks, Booklets, Sheets) at face value, please visit: www.USatFACE.com. You will be surprised and will definitely enjoy. Armen Hovsepian, APS 150170 for 30+ years. [1117]

EARLY TO THE LATEST PLATE BLOCKS sent on approval. Positions filled. Send me your want list today. John Robie, P.O. Box 2-B, Linden, CA 95236. [1119]

SELLING MY COLLECTION OF HIGHER quality MNH USA stamps at fair prices. For a list and prices, send request to Reed Roholt, P.O. Box 1006, Beaver Utah 84713. [1126]

BOOKLETS/BOOKLET PANES PRICE LISTS by plate # & varieties: choose 1) conventional, 2) makeshift, 3) self-adhesive. dougiams@comcast.net - Doug Iams, c/o DCA, 4115 Concord Pike, Wilmington, DE 19803. [1117]

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TRADE PLATE BLOCKS BY NUMBER AND position for better mint and used US singles including back of the book. Durland values for Scott values. What do you need? James Wear, 5104 Randolph Road, North Little Rock, AR 72116 james.wear@gmail.com. [1115]

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PLATE BLOCKS TO TRADE. HAVE DUPLICATES from years 1936 to 1971. Contact Mark Ittner, mark.ittner@gmail.com. APS member. [1116]

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