

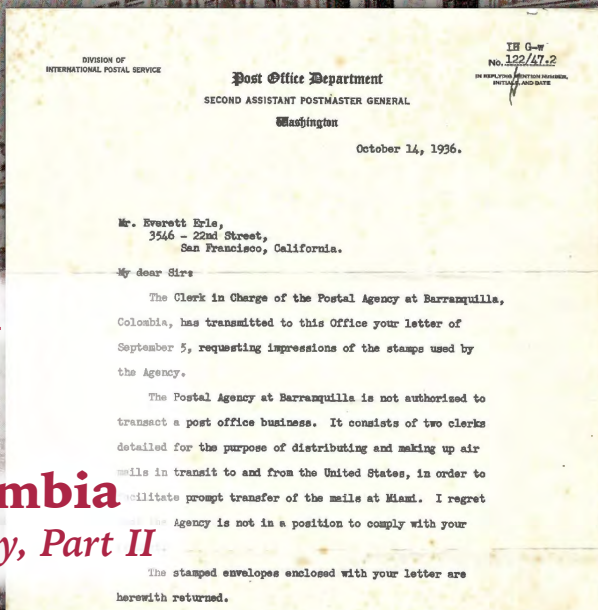


The United States SPECIALIST

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

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plus



FDR and the 3¢ Win the War Stamp

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Society News

Fiset and Robinson Take the Literature Grand at Sarasota

Congratulations to Louis Fiset and James Robinson for winning the Grand Award for Literature in the Sarasota National Stamp Expo. Their chapter “Gum Breakers” in the Society’s newest book, *The United States Fourth Bureau Issue 1922-1938*, earned Large Gold and was further recognized with the competition’s Grand Award. Both Fiset and Robinson are prolific and accomplished philatelic authors with work frequently appearing in *The United States Specialist*, *The Prexie Era* and numerous other journals and books.

James Robinson Wins the 2022 Hopkinson Memorial Literature Award

Congratulations to James Robinson for being selected to receive the Walter W. Hopkinson Memorial Literature Award for the best article or series of articles published in *The United States Specialist* during 2022. The award is presented annually and consists of an engraved plaque and honorarium.

Robinson’s paper, “A New Earliest Date of Use? The 1923 Fourth Bureau 2¢ Flat Plate Booklet Pane” was published in the May issue of *The Specialist*, and represents the culmination of an extremely detailed study that established a new EDU for this booklet pane. The paper spanned 17 journal pages, and was divided into six major parts, each of which carefully delineated the research needed to establish the EDU. Perhaps the most significant of these was Section III, which summarized the long history of past reports and their origins. The depth of this study demonstrates to the philatelic community the scope of what one must investigate in order to establish an authentic EDU, especially for an issue that surfaced as long ago as 1923. But the clarity of the writing, and the clear roadmap developed by the author, makes his deduction completely supported by the historical record.

The Hopkinson Memorial Literature Award selection committee normally consists of the winners of the award for the past three years. Serving as chairman this year was Harry G. Brittain, the 2019 winner for “Kaolin Content in the Paper Used by the Bureau of Engraving and Printing to Produce the 1¢ and 2¢ Stamps Between 1894 and 1908.”

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Also serving on the committee was Steven Altman, 2020 winner for “Al Fluegel and the Missing ‘68s” and “‘Expertizing’ a Unique Fluegel First Day Cover.” Other members of the committee were Greg Ajamian, Robert Rufe and Harry G. Brittain, the 2021 winners for their six-part papers “Scott #C23c – The Whole Story.”

The award has been presented since 1954 in honor of Walter W. Hopkinson, a long-time supporter of the Society and specialist in plate numbers. His wife, Mrs. Constance B. Hopkinson, established the award based on his appreciation of philatelic scholarship.

A list of previous winners of the award is posted on the Society’s website.



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Postal History



FDR and the 3¢ Win the War Stamp

by **Paul M. Holland**

USSS #16849 | Santa Barbara, CA 93111

✉ pholland.thorleaf@gmail.com

This stamp was issued to commemorate the effort being made by all of us to the end that victory may be ours and peace restored throughout the world.

As the President so aptly stated a short time ago, "The eagle flies high and strikes hard," and this stamp symbolizes the majesty of the United States and its power to achieve the aims and ends of democratic processes of government. The stars, of course, represent the thirteen original colonies, the first real unity of strength in building our Republic.

— From a signed July 4, 1942 letter sent with a favor first day cover of the 3¢ Win the War stamp addressed to Marvin McIntyre at the White House by the Deputy Third Assistant Postmaster General, Roy M. North.

This signed letter is especially intriguing since Marvin McIntyre was a long-time member of FDR's inner circle and one of his closest aides. In fact, McIntyre was on duty at the White House on December 7, 1941, while FDR was receiving news concerning the Pearl Harbor attack, then attended the emergency meeting that FDR called that afternoon with top White House aides and key cabinet officials, including the Secretaries of War and the Navy, before war was declared on Japan the next day. On December 11, 1941, both Germany and Italy declared war on the United States, and World War II became a truly global conflict.

The war presented a very challenging situation, with the German army just outside Moscow and the Japanese advancing everywhere in the Pacific. Hong Kong fell on Christmas Day and Singapore on February 15, 1942. In the Philippines, the Japanese captured Manila on January 2, 1942, had trapped American forces on Bataan, and were besieging Corregidor.

On April 16, 1942, FDR's Postmaster General Frank C. Walker revealed that the Post Office Department had received numerous requests for a series of postage stamps related to the war effort, similar to the National Defense stamps issued in October 1940.¹

FDR's design preference for a Win the War stamp was in sharp contrast with the warlike stamp designs employed by other belligerent powers during World War II. Because I maintain a representative worldwide stamp collection from 1840-1945, I have many examples, including the semipostal "charity" stamps from Germany and Japan shown in Figure 1. The first shows Stuka dive bombers in action (Scott B226), and the second shows the Japanese raid on Pearl Harbor based on an actual photograph taken from a Japanese airplane during the attack (Scott B7).



Figure 1. The warlike designs of these German and Japanese semipostal "charity" stamps are in marked contrast to the Win the War stamp design chosen by FDR.



Figure 2. The Win the War stamp was based on a "Ships for Victory" design by Mark O'Dea of the United States Maritime Commission (image courtesy American Philatelic Research Library).



Figure 3. Initial design (not used) for the Win the War stamp (photo essay courtesy APRL).

Instead, the design for a Win the War stamp was inspired by the "V eagle" design by Harold Wescott of the US Maritime Commission, where the wings of the eagle form a V for victory. This was incorporated into a "Ships for Victory" design by Mark O'Dea, which became the stamp's basis, as shown in Figure 2.¹

PMG Frank Walker submitted several designs for FDR's consideration on May 7, 1942, including an initial 3¢ Win the War design that closely resembles the "Ships for Victory" design but with the words "WIN THE WAR" spanning the eagle's breast and a bundle of arrows clasped in its talons. This design shown in Figure 3 also has larger stars representing the thirteen colonies, along with the usual information required for a postage stamp below. FDR responded in a memo of May 11 that he liked the design but wanted it shorter as "it is too big for ordinary use," wanted it in "a rich deep purple," and said he thought that "a single three-cent stamp is better than a series of three stamps," indicating that FDR thought the other stamp designs were "too fussy."² Although it should be pointed out that 2¢ and 1¢ values in such a series (Allied Nations and Four Freedoms stamps, respectively) were later issued in January and February 1943.


<p><i>Final</i> MODEL OF 3¢ <i>for</i></p> <p><i>"Win The War"</i></p> <p>POSTAGE STAMP</p> <p><i>PT 3155.01</i></p>	<p>Comments of Postmaster General:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p><i>made until May 26, 1942</i> <i>in change is noted.</i></p>
<p>Model prepared from <i>Photograph</i> <i>Furnished by the Post</i> <i>Office Dept.</i></p> <p>Model designed by: _____</p> <p>Model sketched by: <i>M.A. Roache</i></p> <p>Date model completed <i>May 19, 1942</i></p> <p>Date model submitted <i>May 19, 1942</i></p> <p>Date model approved _____</p> <p>Engraved by: _____</p> <p>Engraving completed _____</p> <p>Date die hardened _____</p> <p>Date first plate completed _____</p>	<p><i>No. 2</i></p> <p></p> <p><i>A little longer but not as long as the other full</i></p> <p>Approved: _____</p> <p>Postmaster General</p> <p>Date: _____</p> <p>(See reverse side for additional data)</p>

Figure 4. FDR's initialed final approval of the Win the War stamp
 (image courtesy National Postal Museum).

Details of the procedure used in FDR's approval of the Win the War stamp are revealed by a small card with an attached coversheet from the collection at the National Postal Museum. Shown in Figure 4, the coversheet shows this is for a model of the 3¢ "Win the War" stamp with "Final OK FDR" written on it in FDR's distinctive handwriting. I have similar scribbled notations by FDR in my collection of other FDR-era documents. On the back of the coversheet, under "Comments of the Postmaster General," there is a penciled note "Model ret'd May 26, 1942 for changes as noted." A small postage stamp-sized photograph of the approved Win the War stamp is affixed to the card with a penned note "A little longer but not as long as the other FDR" that has been crossed out, as apparently, on reflection, the model was approved. The back of the card shows that the model was completed and submitted by W. A. Roach on May 19, 1942.

Following FDR's approval of the Win the War stamp's design by Mark O'Dea and W. A. Roach (shown in Figure 5), J. S. Edmondson engraved the die. The stamps were printed in sheets of 400 on a rotary press, producing four panes of 100 stamps each for distribution. This became a workhorse stamp during World War II, with over 20.6 billion produced from 86 printing plates. The fact that the eagle faced to the left on the Win the War stamp while the arrows were pointed to the right drew criticism from some as being an insufficiently warlike posture, but the stamp itself proved to be popular with the public.²

It was decided to issue the new Win the War stamp in Washington, DC, on July 4, 1942. Although the choice was for a patriotic holiday, it was not a particularly auspicious time in the war. The Philippines had recently fallen, and the Japanese had rapidly expanded their conquests and were threatening India. This was offset to a degree by the decisive victory of the United States Navy at Midway in early June. The situation was also grim elsewhere as a major German summer offensive was rapidly advancing across southern Russia in a bold attempt to seize the oil fields of the Caucasus, and Rommel was in Egypt, threatening the Suez Canal. Nonetheless, the Win the War stamp was issued on July 4, 1942. A favor first day cover for the stamp with a signed letter from Deputy Third Assistant PMG Roy North that was sent to Marvin McIntyre at the White House is shown in Figure 6.



Figure 5. Final approved design for the Win the War stamp (photo essay courtesy APRL).

Among the more intriguing Win the War stamp items in my collection is the November 18, 1943 cover on official stationery sent by the wealthy financier Bernard M. Baruch from the Office of War Mobilization at the White House, shown in Figure 7. Baruch had previously managed wartime mobilization in World War I and advised President Woodrow Wilson during the Paris Peace Conference. The cover is franked with a single Win the War stamp and was sent to Dr. Richard M. Brickner, MD, a professor

THE DEPUTY THIRD ASSISTANT POSTMASTER GENERAL
WASHINGTON

July 4, 1942.

Hon. Marvin McIntyre,
Secretary to the President,
The White House,
Washington, D. C.

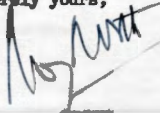
Dear Mr. McIntyre:

It is a pleasure to send you this first-day cover carrying the new "WIN THE WAR" stamp which is placed on sale for the first time at Washington, D. C., on the anniversary of our Independence.

This stamp was issued to commemorate the effort being made by all of us to the end that victory may be ours and peace restored throughout the world.

As the President so aptly stated a short time ago, "The eagle flies high and strikes hard," and this stamp symbolizes the majesty of the United States and its power to achieve the aims and ends of democratic processes of government. The stars, of course, represent the thirteen original colonies, the first real unity of strength in building our Republic.

Sincerely yours,



THE DEPUTY
THIRD ASSISTANT POSTMASTER GENERAL
WASHINGTON



—FIRST DAY OF ISSUE

Hon. Marvin McIntyre,
Secretary to the President,
The White House,
Washington, D. C.

Figure 6. Deputy Third Assistant PMG favor FDC for the Win the War stamp sent to Marvin McIntyre at the White House.

of Clinical Neurology at Columbia University, at his home address on Park Avenue in New York City. The contents likely concerned Brickner's psychological assessment of Adolf Hitler and the situation in Germany.

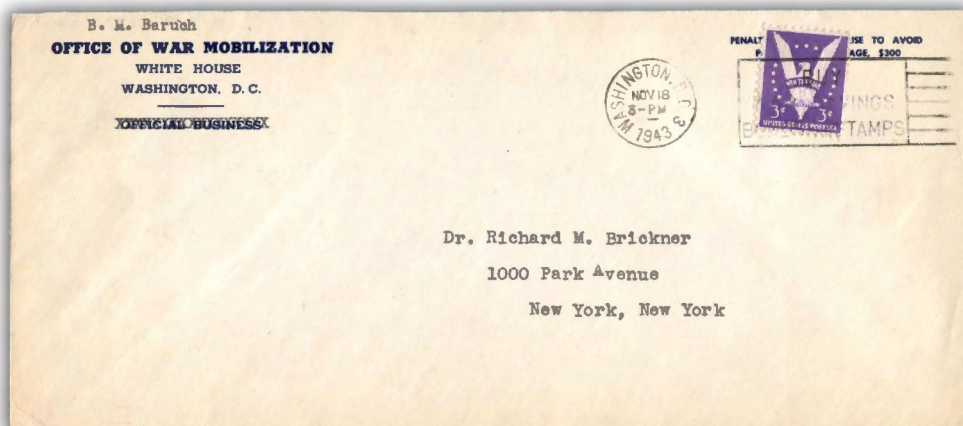


Figure 7. November 18, 1943, cover on official stationery of the Office of War Mobilization at the White House.

You see, besides academic papers, Brickner had written a book, *Is Germany Incurable?* published by Lippincott that was partially serialized in the March and April 1943 issues of *The Atlantic Magazine*. In this work, he prescribes a possible treatment for the paranoia he diagnosed as characteristic of Germany's bellicose behavior. Assuming Allied victory in World War II, Brickner saw a preferred post-war approach to be a scientific effort to check Germany's paranoid trends using behavioral methods of psychology, thereby avoiding the punitive approach employed by the Versailles treaty after World War I that is believed to be one of the underlying causes that led to World War II. It should be pointed out that at this time, other efforts to analyze Adolf Hitler were also being undertaken, famously including a secret psychological profile of Hitler that Harvard psychologist Walter Langer carried out for the Office of Strategic Services (forerunner of the CIA) in 1943.

Besides serving as a special adviser to the Office of War Mobilization, Bernard Baruch was a close FDR confidant. In early 1944, when FDR was suffering from severe health problems, he spent April 8 through May 6, 1944, at Baruch's 20,000-acre estate in coastal South Carolina recuperating. In fact, the state of FDR's health was becoming an issue in the upcoming 1944 presidential campaign, along with his running for an unprecedented fourth term. However, FDR felt it was his duty to continue as president, at least until the war was won and a framework for post-war peace had been established.

In June 1944, the Republicans nominated Thomas E. Dewey, the 42-year-old Governor of New York State. Among other things, Dewey's campaign claimed there was Communist infiltration of the government and suggested that FDR was too tired and too old. The Democrats replaced Henry Wallace with Harry Truman for Vice President, and FDR echoed Abraham Lincoln by asking Americans not to "change horses in mid-stream." Perhaps the most entertaining moment in the campaign came during FDR's after-dinner speech to the International Teamsters Union in Washington (Figure 8).

In this talk, he humorously refuted Republican charges that he had left his beloved dog Fala, a Scotch Terrier, behind in Alaska during a presidential visit to the Aleutian Islands in Alaska in 1943 after their recapture from the Japanese.



Figure 8. FDR's campaign speech to the International Teamsters Union in Washington, DC, on September 23, 1944.

These Republican leaders have not been content with attacks on me, or my wife, or my sons. No, not content with that they now include my little dog Fala. Well, of course, I don't resent attacks, and my family don't resent attacks, but Fala does resent attacks... Being a Scottie, as soon as he learned that the Republican fiction writers in Congress and out had concocted the story that I'd left him behind on an Aleutian Island and had sent a destroyer to find him at a cost to the taxpayer of two, or three, or eight, or twenty million dollars, his Scotch soul was furious. He has not been the same dog since.

—excerpt from FDR's speech

The idea of turning Republican attacks on Fala into a campaign joke is said to have come from famed actor and film director Orson Welles, a strong Roosevelt supporter. The speech was filmed for newsreels shown in movie theaters (one titled *Roosevelt Turns His Dog on Dewey*) and was broadcast nationwide on the radio. It showcased FDR at his best: funny, confident and in command. The public loved it, and the Dewey campaign never recovered. In its October 2, 1944 issue, *Time* magazine reported that "...it was plain to the newsmen on the Dewey Special that the challenger had been hit hard – as plain as when a boxer drops his gloves and his eyes glaze." Six weeks later, Franklin D. Roosevelt was elected to an unprecedented fourth term. FDR's dog Fala lived until 1952 and is now buried in the Memorial Rose Garden at Hyde Park with Franklin and Eleanor Roosevelt.

I have several other examples showing usage of the Win the War stamps in my collection. Examples from 1944 include the April 21, 1944, registered airmail special delivery cover sent to President Roosevelt with a bottom margin 3¢ Win the War stamp and vertical pair of 20¢ Garfield prexies (see Figure 9). It's addressed in pencil from a Mrs. Olson from a Rural Route in Jessup, IA, and has the poignant message on the back, "There is something good in every body." Backstamps show it was delivered on April 23, 1944.



Figure 9. April 21, 1944, registered airmail special delivery cover with a 3¢ Win the War stamp and vertical pair of 20¢ Garfield prexies.

When new thirteen- and seventeen-cent special delivery stamps were issued on October 30, 1944, it was necessary to apply an additional 3¢ postage on first day covers, and for this, Win the War stamps were often used. Shown in Figure 10 are two FDCs in my collection that were sent to Postmaster General Frank C. Walker. Interestingly Walker's engraved portrait, along with that of Benjamin Franklin, the nation's first Postmaster General, are featured on the ArtCraft cachets. It now seems likely that the cachet maker sent these to him as a favor.



Figure 10. FDCs of 13¢ and 17¢ special delivery stamps sent to PMG Walker.

Plans for Franklin D. Roosevelt's fourth inauguration were for it to be a subdued affair, foregoing the usual parades and other festivities in deference to the austerity conditions imposed during World War II. Nonetheless, invitations to prominent political figures were mailed out. I am fortunate to have covers on official stationery franked with Win

the War stamps apparently sent in reply to these inaugural invitations. Shown in Figure 11 is a January 5, 1945 example from Ellis Arnall, a liberal Democrat who was Governor of Georgia from 1943-1947. When Arnall took office, he was the youngest governor then serving in the United States. Arnall was especially noted for lowering the voting age in Georgia to 18 to allow all those serving in the military to vote.

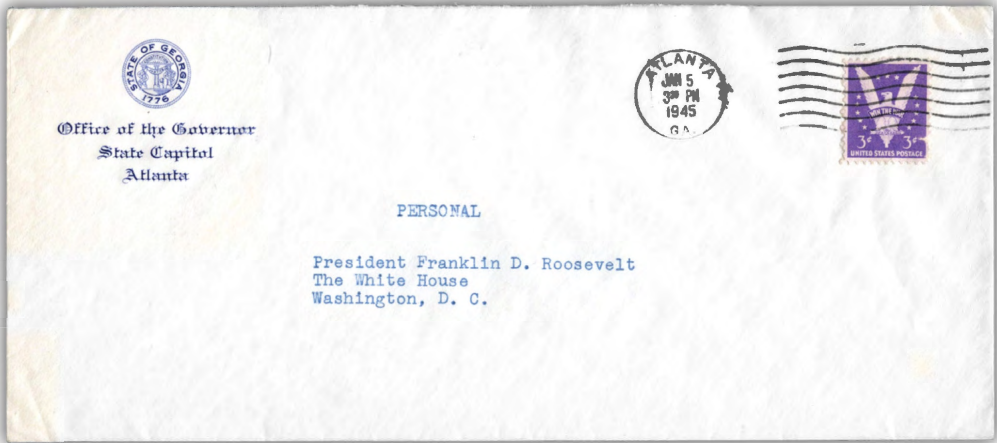


Figure 11. January 5, 1945, cover sent to FDR from Georgia Governor Ellis Arnall.



Figure 12. January 10, 1945 cover sent to FDR from Representative Wright Patman (TX) on Congressional stationery.

WRIGHT PATMAN

Another example on formal stationery from Wright Patman in the House of Representatives posted January 10, 1945, is shown in Figure 12. Note (enlarged) Patman's intaglio printed name on the back of the cover. He was a Democratic congressman from Texas who served twenty-four consecutive terms in Congress from 1929-1976. Patman

and the Congressional Committee he led are noted for their crucial role in the Watergate hearings that directly linked Nixon's White House "plumbers" and the \$100 bills found in their possession when they were arrested to CREEP, the Committee for the Re-Election of the President. This "money trail" proved key in unraveling the Watergate scandal.

Franklin D. Roosevelt's fourth inauguration was a spartan affair. Instead of being conducted at the Capitol with parades and other festivities, FDR's inauguration ceremony lasted only 15 minutes. It was held in the South Portico of the White House, as shown in Figure 13. After being sworn in by the Chief Justice of the Supreme Court, FDR gave his inaugural address (one of the shortest on record), then two days later left on a five-week journey for wartime meetings with Winston Churchill and Joseph Stalin at the Yalta Conference.

Following his return from the Yalta conference in late February 1945, a visibly tired FDR addressed a joint session of Congress on March 1, 1945. Later that month, he traveled to Warm Springs, Georgia, to recuperate. He died there on April 12, 1945.

As for FDR's Win the War stamp, it remained in use through the end of the war, continuing to be available at the Philatelic Agency until December 6, 1945, and at many post offices until well into 1946.¹ In retrospect, its simple but bold design has made it an iconic symbol of the American people working together to achieve victory in World War II.

Acknowledgment

The author would like to thank Scott Tiffney of the American Philatelic Research Library for providing the images used in Figures 2, 3 and 5.

References

1. Max G. Johl, *The United States Commemorative Postage Stamps of the Twentieth Century: Volume II 1925-1947*, H. L. Lindquist: New York, 1947, pages 206-208.
2. Brian C. Baur, *Franklin D. Roosevelt and Stamps of the United States 1933-45*, Linn's Stamp News: Sydney, OH, page 274-276.



Figure 13. FDR's fourth inauguration ceremony, South Portico of the White House, January 20, 1945.



Vintage Photo of the Month

Maryland Tercentenary

by **Rodney A. Juell**

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



Our photo this month shows the postmaster of St. Mary's City, Maryland, selling the first of the Maryland Tercentenary stamps (Scott 736) to the Third Assistant Postmaster General, Clinton B. Eilenberger, on March 23, 1934. The sale took place at St. Mary's Female Seminary because the St. Mary's City post office was deemed too small for the event. The Washington Star reported on March 24 that the school's principal claimed that students joined in making first day covers because they were "too excited for breakfast."



This month's second photo shows Baltimore letter carrier Harry Katz, who was the first person in line (at 5:30 a.m.) to buy stamps. However, the official delegation from Washington was allowed to go ahead of him, making Katz the first unofficial purchaser.

The block shown nearby is signed by the stamp's designer, Edwin Tunis of Baltimore, who complained that he intended his design to be reproduced in purple, not red.





Postal History

The US Postal Agencies at Barranquilla and Cali, Colombia *Expanding the History, Part II: Registered Mail (Both Agencies)*

by **James Robinson**

USSF #12386

This comprehensive update is being presented in two segments. Part I was published in the January 2023 edition. The article that follows concludes the series. For continuity, the original outline is shown below as an introduction for Part II. The figure and reference numbers are continued from Part I.

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?

Section 5: How Registered Airmail Via Foreign Destinations was Processed

(For readers familiar with POD registry system regulations and function, you may want to skip to section 6.) To reiterate the purpose leading to the creation of the Barranquilla and Cali US Postal Agencies, they only served as en route waypoints for sorting, weighing, processing, and distributing registered trans-Caribbean foreign airmail (registered FAM letters). At the simplest, registry regulations required a post office of origin to back-stamp each registered letter posted. In turn, the delivery office for a registered letter was likewise required to back-stamp a dated arrival. Easy. Many domestic US registered letters will be seen with only two registry back-stamps, one each from the origin and destination offices. When the delivery office had stations, *The Postal Laws & Regulations (PL&R)* required a station of delivery handstamp as well. But these relatively straightforward requirements belie the fact that registry processing became far more complicated while in transit.

Registered letters were often jacketed together into sealed packets (Registered Package Envelopes). If at least one record and handling of at least three articles intended for distribution by the same post office could be saved, jackets were *recommended* by the *PL&R*. In the case of five or more individual articles, jackets were required.¹⁷ To summarize, the sealed jacket contained several articles pre-sorted to the same office of delivery or, in the case of foreign registered airmail, the same national exchange office. A sealed jacket needed only one registry handstamp placed on the exterior to acknowledge processing at each waypoint transit. The individual letters within the jacket received no new marking. This was the easy case.

For foreign airmail in the Americas, the “last resort” routing offices were generally designated as “Official Airmail Ports of Entry” for foreign airmail by the US Chamber of Commerce. Daily volume through these limited offices might entail hundreds of such letters in dozens of sealed jackets funneling through one “port of entry” post office to a given nation. Jacketing regulations similar to the USPOD regulations were apparently followed by clerks serving the Pan-Am FAM system outside the USA.

Fortunately for cover collectors today, the “minimum of 3” quantity regulation for jacketing sometimes created extra work for registry clerks. If less than three letters to a destination country (or even an individual large foreign city) were available, the registered letters either traveled individually, or a jacket for that destination was left “open” (unsealed). The idea was to allow more registers to the same destination to be added into the jacket by post offices farther along the flight route. Only when the minimum of three letters was reached was the jacket then permissible to be sealed.

Until sealing, whenever a registry transfer clerk at any office en route opened the registry bag for any reason, he was required to individually process (verify, record and back-stamp) each registered letter traveling individually or in any unsealed jacket. These extra back-stamp registry markings on ungrouped registered letters are the means by which transit via any individual post office is proven. In other words, when registry back-stamps from more than two post offices appear on the back of a registered letter, this indicates that the letter required individual waypoint processing in transit.

In the United States, excluding the limited small-plane volumes of early foreign airmail through Albany, NY (FAM 1), Seattle, WA (FAM 2), Pilottown, LA (FAM 3), Buffalo, NY (Canada), and Detroit, MI (Canada), there were only two early large-volume

mainland “airmail ports of entry.”¹⁸ The first was originally located at Laredo, TX serving Mexico in late 1928, and the second at Miami, FL, serving the new trans-Caribbean FAM routes 5 and 6 in 1929. By mid-1929, however, Brownsville, TX, functionally replaced Laredo to serve all of FAM route 8 to Mexico and the northern nations of Central America. As the FAM system continued to expand, this meant that during the Agency era, essentially all foreign airmail in both directions on FAM 5-9 and FAM 6-10 between the USA and South America, South Central America, and the Caribbean Islands was routed through Miami (see reference 19 explanatory notes).

This was further exacerbated because Pan Am, as a FAM carrier, had no contract to carry domestic US airmail. Thus, all air routes from those many FAM 5-9 and FAM 6-10 nations were funneled through Pan Am’s Miami route terminus for immediate hand-off with US domestic contract airmail carriers. Processing and sorting of registers needed to be done as soon as possible upon entry to, or exit from, the US postal system at Miami. The heavy load of registered international airmail processing for two entire continents and the Caribbean was often more than Miami clerks could handle. The short “on the ground” intervals between tightly scheduled US domestic and international airmail flight connections in both directions, inbound and outbound, allowed little time for last-minute registry processing.

As an example, domestically, in the early FAM era until circa 1933, clerks in Atlanta, GA, “backstopped” Miami as a secondary southerly registry hub to help process any *inbound* overload. Atlanta was the southernmost junction, or hub, for several principal air traffic routes crisscrossing the nation. The routes were contracted to several different competing major airlines. When mail arrived at Atlanta from Miami, the Atlanta Air Mail Field (AMF) registry clerks were ultimately responsible for confirming the correct distribution forward and for ascertaining that the correct FAM registry pouches were placed on the right airlines and routes.

Similarly, outside the mainland United States, the same functions were performed. Regarding both *inbound* and *outbound* (Southbound) registers during the entire Agency era, the authorized “offshore” US airmail handling points at Cristobal, Canal Zone, San Juan, Puerto Rico, and each Colombian US Postal Agency, in turn helped reduce the Miami processing loads.¹⁹ Via these additional processing points, lengthy delays at Miami could be avoided.

Summarizing the application of markings by the US Postal Agencies at Barranquilla and Cali, when sealed registry jackets of letters already pre-sorted for the same delivery office, exchange office, or country were received (both northbound and southbound), the *PL&R* required the application of registry transit markings only to the outside of the sealed jacket. Thus most registered airmail letters to and from South America never received or required an Agency transit backstamp marking. Per regulations, only *individual* letters (not yet grouped and sealed) would have received separate processing.

Due to the unpredictability of the number of registers for any given nation on any given flight, the need for separate registry processing occurred purely by chance. It could not be planned by a mailer. This likely accounts for the scarcity of Agency markings. A vastly larger number of airmail registers passed through the Agencies already pre-sorted, grouped and sealed; thus, the outer jacket would have received the Agency registry marking.

Stamp collectors at the time expressed frustration in the philatelic press regarding their failed attempts to secure Agency markings. Application of "special request" registry markings was expressly barred by the Postmaster General's office (Figure 6). A collector's only hope was to dispatch numerous expensive registered FAM airmail letters back and forth with someone in South America on the slim chance that a letter would, by sheer happenstance, travel individually through the Agency. If many collectors attempted, extremely few were successful.

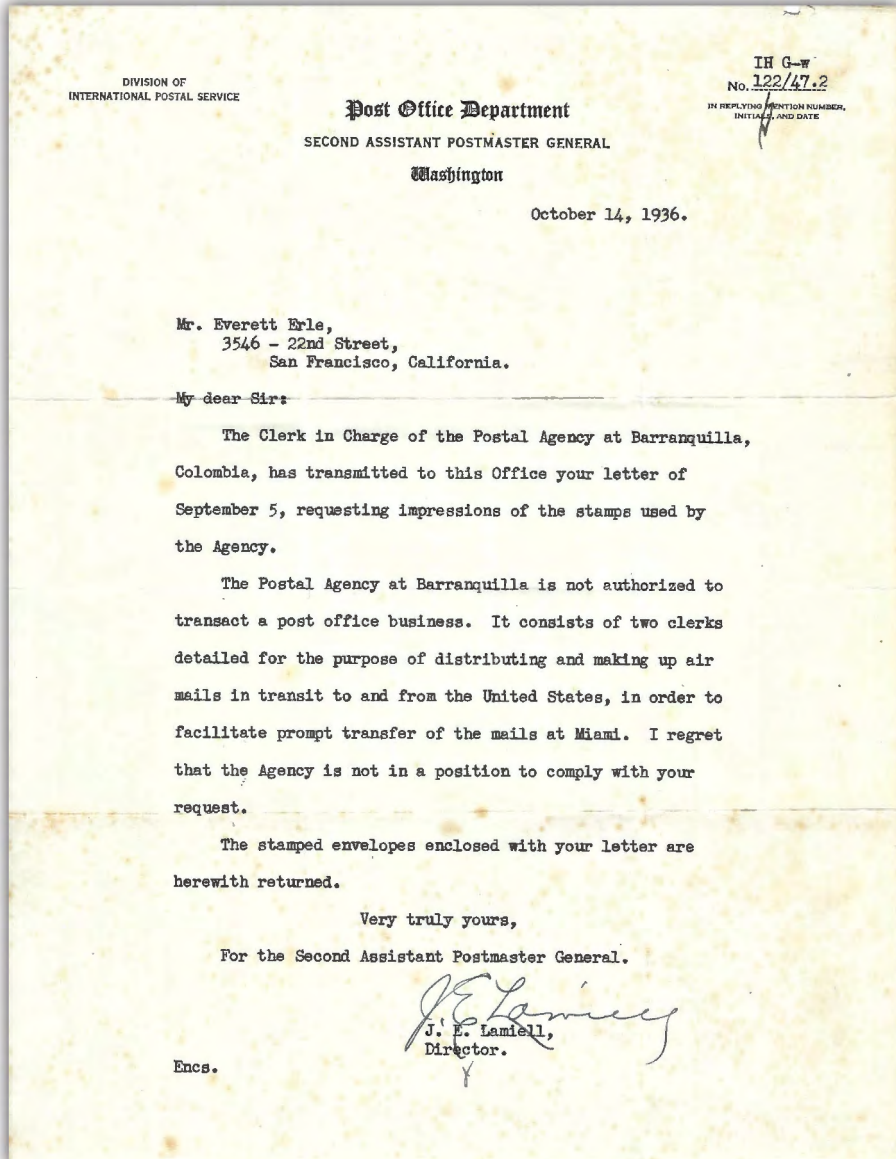


Figure 6. Letter to a collector from Director J. E. Lamiell in the second Assistant PMG's office regarding the barring of Barranquilla Agency "special request" covers and markings.

Section 6: A Cali Agency First Flight Cover (First Report)

The *American Air Mail Catalogue* does not recognize First Flight Covers from either of the US Postal Agencies in Colombia.²⁰ Barranquilla in 1936 and Cali in 1940 were already stops on FAM routes 5 and 9, respectively. No “new route” changes were involved. With regard to flights, the changes incurred were only scheduling revisions.

As “non-post offices” from which mail could not originate, neither Agency prepared special cachets nor were authorized to do so, and even the announcements in the Postal Bulletins of their establishment were muted in both cases. Nonetheless, today we have record of four examples of first flight covers from the Barranquilla Agency dated July 19, 1936, marking the first northbound flight (see Table 1, page 36, January 2023). All four covers bear markings from the personal handstamps of one or both clerks, which were the only devices available on that day.

The “first flight” situation with the Cali Agency is nearly as obscure and apparently more scarce. The official announcement of the formation of the Agency appeared in *Postal Bulletin* #18021 August 30, 1940.²¹ The POD intent in Washington was for official operation beginning only two days later on September 1, 1940, in conjunction with new air schedules on FAM 9, which also became effective that day. But much like Barranquilla in 1936, with the opening day approaching, problems had arisen.

Per Brett, the plan in Washington was for the processing of registered airmail off the “...first plane stopping Monday night September 2 northbound.”²² However, due to space constraints for the new office in Cali, Colombia, at the airport, the Canal Zone Director of Posts, who was coordinating with the Colombians, informed the POD by letter that there would be insufficient space, “...for proper handling of northbound mails during the first few weeks.”²³ Then, a subsequent letter from a Colombian government official named Zimmerman, dated September 14, 1940, stated that space, in fact, had been procured quickly, and the initial delay was minimal. He explained, “on 9/2 suitable space was not available at Cali for distribution and protection of the mails therefore northbound mails were worked at Cristobal on 9/3.”²⁴ Zimmerman added that by the date of his letter, September 14, mails were now regularly being worked at Cali and had been for some time. These two letters are the only official documentary record discovered to date to suggest when the first mails were actually processed at the new Cali Postal Agency. Determining the precise date of the first processing at Cali requires some investigation.

A comparison of the old and new air schedules demonstrates how the schedule changes were implemented. Figure 7A shows the extant schedule in place since April 5, 1939. Flights departed Buenos Aires at 9:00 a.m. Wednesdays and Saturdays, overnighting on those nights at Santiago, Chile. On Thursdays and Sundays, the continuing flights overnighted at Arica, Chile. Mondays and Fridays, the overnight was at Talara, Peru. The flights reached Cali mid-day on Tuesdays and Saturdays. The flight leaving Wednesday, August 28, 1940, arrived at Cali mid-day Saturday, August 31, 1940, and was never intended to be processed by the new Agency.

The last flight to depart Buenos Aires following the old schedule departed Saturday, August 31, 1940, and overnighted at Santiago, Chile, as usual. However, the new flight schedules (Figure 7B) were implemented the following morning, Sunday, September 1. The schedule change that day was as follows: instead of departing Santiago at 8:30 a.m.

THE POSTAL BULLETIN, WASHINGTON, AUGUST 27, 1940—Page 5

F. A. M. 5-9, Miami, Fla., to Buenos Aires, Argentina
[Contractors: Pan American Airways, Inc., Pan American Grace Airways, Inc.]
[Local standard time]

		Tue., Thur., Sat. ¹	Effective Sept. 1, 1940	Sun.	Tue., ¹ Thur. ¹
		6:45 a.m.	Lv...Miami, Fla.....Ar	6:30 p.m.	8:15 p.m.
		1:15 p.m.	Ar...Cristobal, C. Z.....Lv	12 noon	1:45 p.m.
		1:35 p.m.	Lv...Cristobal, C. Z.....Lv	10:15 a.m.	10:15 a.m.
		5:10 p.m.	Ar...Cali, Colombia.....Lv	7:00 a.m.	7:00 a.m.
	Wed., Fri., Sun.			Sat., Mon., Wed.	
		7:00 a.m.	Lv...Cali, Colombia.....Ar	4:15 p.m.	
		9:10 a.m.	Ar...Quito, Ecuador.....Lv	2:15 p.m.	
		10:35 a.m.	Ar...Guayaquil, Ecuador.....Lv	12:30 p.m.	
		12:55 p.m.	Ar...Talara, Peru.....Lv	11:15 a.m.	
		1:35 p.m.	Ar...Chilayo, Peru.....Lv	9:45 a.m.	
		4:20 p.m.	Ar...Lima, Peru.....Lv	7:00 a.m.	
	Thur., Sat., Mon.			Fri., Sun., Tue.	
		8:45 a.m.	Lv...Lima, Peru.....Ar	5:55 p.m.	
		8:45 a.m.	Ar...Arequipe, Peru.....Lv	2:35 p.m.	
		11:10 a.m.	Ar...Arica, Chile.....Lv	2:05 p.m.	
Sat. ¹	Thur., Mon.	11:35 a.m.	Lv...Arica, Chile.....Ar	1:55 p.m.	1:15 p.m.
1:10 p.m.		1:10 p.m.	Ar...La Paz, Bolivia.....Lv		11:50 a.m.
		2:20 p.m.	Ar...Oruro, Bolivia.....Lv		10:40 a.m.
		3:35 p.m.	Ar...Uyuni, Bolivia.....Lv		9:20 a.m.
		5:40 p.m.	Ar...Salta, Argentina.....Lv		7:00 a.m.
	Fri., Tue.			Fri., Sun.	Tue., Fri.
		7:00 a.m.	Lv...Salta, Argentina.....Ar		Mon., Thur.
		8:00 a.m.	Ar...Tucuman, Argentina.....Lv		3:35 p.m.
			Ar...Antofagasta, Chile.....Lv		4:30 p.m.
		1:40 p.m.	Ar...Santiago, Chile.....Lv		11:30 a.m.
		5:55 p.m.		Thurs., Sat.	
	Sun., Tue.				
		8:15 a.m.	Lv...Santiago, Chile.....Ar		
		9:30 a.m.	Ar...Mendoza, Argentina.....Lv		
		10:10 a.m.	Ar...Cordoba, Argentina.....Lv		
		12:50 p.m.	Ar...Buenos Aires, Argentina.....Lv		

¹ Voluntary flights.

Figure 7A.
Extant FAM
5-9 flight and
route schedules
effective April
5, 1939 (Image
courtesy USPOD,
PB #17657).

		F. A. M. 9, Cristobal, C. Z., to Buenos Aires, Argentina, 4,415.5 miles [Contractor, Pan American Grace Airways, Inc.]		
		Effective Apr. 5, 1939		
Wednesday	Sunday	Effective Apr. 5, 1939	Tuesday	Saturday
6:30 a.m.	6:30 a.m.	Lv...Cristobal, Canal Zone (E.T.).....Ar	3:40 p.m.	3:40 p.m.
11:05 a.m.	11:05 a.m.	Ar...Cali, Colombia.....Lv	11:25 a.m.	11:25 a.m.
1:20 p.m.	1:20 p.m.	Ar...Quito, Ecuador.....Lv	9:05 a.m.	8:05 a.m.
2:40 p.m.	2:40 p.m.	Ar...Guayaquil, Ecuador.....Lv	7:30 a.m.	7:30 a.m.
Thursday	Monday		Monday	Friday
6:00 a.m.	6:00 a.m.	Lv...Talara, Peru.....Ar	8:3 p.m.	5:35 p.m.
7:35 a.m.	7:35 a.m.	Ar...Trujillo, Peru.....Lv	4:10 p.m.	4:10 p.m.
9:55 a.m.	9:55 a.m.	Ar...Lima, Peru.....Lv	1:45 p.m.	1:45 p.m.
12:45 p.m.	12:45 p.m.	Ar...Arequipa, Peru.....Lv	11:20 a.m.	11:20 a.m.
3:40 p.m.	3:40 p.m.	Ar...Arica, Chile.....Lv	7:30 a.m.	7:30 a.m.
4:05 p.m.	4:05 p.m.	Ar...Antofagasta, Chile.....Lv	7:15 a.m.	7:15 a.m.
5:25 p.m.	5:25 p.m.	Ar...Santiago, Chile.....Lv	6:00 a.m.	6:00 a.m.
Friday	Tuesday		Sunday	Thursday
7:00 a.m.	7:00 a.m.	Lv...Arica, Chile.....Ar	3:45 p.m.	3:45 p.m.
9:35 a.m.	9:35 a.m.	Ar...Antofagasta, Chile.....Lv	1:20 p.m.	1:20 p.m.
1:50 p.m.	1:50 p.m.	Ar...Santiago, Chile.....Lv	8:30 a.m.	8:30 a.m.
Monday	Saturday		Saturday	Wednesday
7:15 a.m.	7:15 a.m.	Lv...Mendoza, Argentina.....Ar	2:15 p.m.	2:15 p.m.
8:35 a.m.	8:35 a.m.	Ar...Cordoba, Argentina.....Lv	1:00 p.m.	1:00 p.m.
	Wednesday		Wednesday	
9:00 a.m.	9:00 a.m.	Lv...Buenos Aires, Argentina 60°.....Lv	12:40 p.m.	12:40 p.m.
10:55 a.m.	10:55 a.m.	Ar...Cordoba, Argentina.....Lv	10:45 a.m.	10:45 a.m.
11:10 a.m.	11:10 a.m.	Ar...Buenos Aires, Argentina 60°.....Lv	10:35 a.m.	10:35 a.m.
2:45 p.m.	2:45 p.m.	Ar...Salta, Argentina.....Lv	9:00 a.m.	9:00 a.m.
Friday	Tuesday	Effective Dec. 20, 1938	Thursday	Sunday
8:45 a.m.	8:45 a.m.	Lv...Arica, Chile (E.T.).....Ar	1:55 p.m.	1:55 p.m.
10:10 a.m.	10:10 a.m.	Ar...La Paz, Bolivia.....Lv	12:35 p.m.	12:35 p.m.
10:30 a.m.	10:30 a.m.	Ar...Oruro, Bolivia.....Lv	12:15 p.m.	
11:30 a.m.	11:30 a.m.	Ar...Uyuni, Bolivia.....Lv	11:05 a.m.	
1:35 p.m.	1:35 p.m.	Ar...Jujuy, Argentina.....Lv	9:30 a.m.	
4:05 p.m.	4:05 p.m.	Ar...Salta, Argentina.....Lv	7:10 a.m.	
4:25 p.m.	4:25 p.m.	Ar...Tucuman, Argentina.....Lv	6:30 a.m.	
Wednesday	Wednesday		Wednesday	
6:00 a.m.	6:00 a.m.	Ar...Tucuman, Argentina.....Lv	4:00 p.m.	
7:20 a.m.	7:20 a.m.	Ar...Cordoba, Argentina.....Lv	2:50 p.m.	
9:50 a.m.	9:50 a.m.	Ar...Buenos Aires, Argentina 60°.....Lv	12:40 p.m.	
9:30 a.m.	9:30 a.m.	Ar...Buenos Aires, Argentina 60°.....Lv	12:30 p.m.	

¹ Voluntary flights.

W. W. HOWES,
First Assistant Postmaster General.

Figure 7B. New FAM 5-9 flight and route schedules effective September 1, 1940 (Image courtesy USPOD, PB #18018).

and stopping at 3:45 p.m. to overnight at Arica, Chile (old schedule), the flight departed much earlier from Santiago at 6:45 a.m., allowing it to continue past the old overnight at Talara and onward to Lima, Peru, arriving at 5:35 p.m. for the overnight stop (new schedule). Most of these routes were unlit. Flying and arriving during daylight hours was crucial to South American long-distance air scheduling. This was a far superior use of daylight.

Now following the new schedule, the plane departed Lima at 7:00 a.m. on Monday, September 2, and arrived at Cali at 4:15 p.m. for the overnight. However, the Zimmerman letter asserts that on

September 2, the Cali Agency was not yet operating. That mail load was not processed until the next day, Tuesday, September 3 at Cristobal between the 10:15 a.m. - 12:00 layover. Cristobal still maintained facilities and staff to process registered airmail for the

northern routes to Central American destinations. After processing at Cristobal, the mail load arrived at Miami that evening and at NYC on Wednesday, September 4, 1940.

Thus, a significant question left unanswered by the documentary record, and air schedules is, “When was the first load processed at Cali?” Note that the September 1 schedule switch also changed the days of departure at the southernmost end of the route. The old long-route “through-schedule” departed Buenos Aires only two days per week on Wednesdays and Saturdays. The new schedule had three northbound flights departing Thursdays, Saturdays and Mondays. As outlined above, the Saturday, August 31 flight technically departed per the old schedule but changed to the new schedule on Sunday, September 1, en route.

The cover in Figure 8 shows a northbound cover posted in Buenos Aires, Argentina, on Friday, August 30, 1940. Per the new schedules about to be implemented, Saturday flights from Buenos Aires followed a “long-route” with an early departure schedule. Monday flights followed an “express branch route” schedule with fewer intermediate stops and a later departure schedule from Buenos Aires. On Thursdays, there were two Buenos Aires departures, one following each of the two schedules, with the later express branch flight departing two hours after the early flight.

Table 2. The First Two Flights Via the Cali Agency — Processing the Mail

Day	City	Depart	Arrive	City	Note
Flight # 1					
Saturday 8/31/40	Buenos Aires	9:00 am	2:15 pm	Santiago, Chile	Old Schedule
Sunday 9/1/40	Santiago, Chile	6:45 am	5:35 pm	Lima, Peru	New Schedule
Monday 9/2/40	Lima, Peru	7:00 am	4:15 pm	Cali, Colombia	Planned Processing
Tuesday 9/3/40*	Cali, Colombia	7:00 am	8:15 pm	Miami	*Processed at Cristobal
Tuesday 9/3/40	Miami	9:30 pm	6:40 am	NYC	US Airmail arrived 9/4/40
Flight # 2					
Monday 9/2/40	Buenos Aires	11:00 am	5:30 pm	Salta, Argentina	Express Branch Route
Tuesday 9/3/40	Salta, Argentina	7:00 am	5:35 pm	Lima, Peru	-
Wednesday 9/4/40	Lima, Peru	7:00 am	4:15 pm	Cali, Colombia	Overnight Processing
Thursday 9/5/40	Cali, Colombia	7:00 am	8:15 pm	Miami	-
Thursday 9/5/40	Miami	9:30 pm	6:40 am	NYC	US Airmail arrived 9/6/40

Table 2 outlines the first two flights to overnight at Cali. Flight #1 shows the Saturday, August 31 flight from Buenos Aires that arrived at Cali on Monday, September 2. Flight #2 was the next flight scheduled. It did not depart Buenos Aires until Monday, September 2, and arrived at Cali Wednesday, September 4, at 4:15 p.m. for overnight processing.



Figure 8. USPA Cali, Colombia, First Flight Cover with Agency registry back stamp dated 9-4-1940.

This is the first northbound FAM 9 flight that possibly could have been processed at Cali, and the Agency registry back-stamp dated that day (Figure 8) demonstrates that this took place. The cover is thus verified as a Cali Agency first flight cover from the earliest load ever serviced by the Agency clerks.

A puzzling question remains as to why the cover postmarked Friday, August 30, missed the 9:00 a.m. morning flight the next day on Saturday, August 31. Unfortunately, the precise time of mailing on Friday and the closing time for Argentinian morning FAM mails have yet to be determined. But missing that Saturday flight for whatever reasons, the cover departed two days later on Monday, passing via the Cali Agency on September 4 and arriving in NYC on September 6, as verified by the “New York Foreign” back stamp. The serendipity of circumstances that combined for this delayed cover to receive a “First Day” Agency marking further indicates the highly unpredictable success rate of attempts by collectors to obtain Agency markings. Regardless of the sender, the application of a marking was pure chance.

In that regard, we may also ask why the cover received an Agency back stamp at all, indicating it was traveling as a single register? We can surmise the reason was that this was FAM 5-9 mail bound initially for the USA but transiting to England via recently established FAM 18. It is an expensive and unusual route combination. It only would have been jacketed with other such transit covers paying for both registry and multiple route FAM service (postage for multiple FAMs was additive). Buenos Aires clerks pre-sorting FAM registers for US destinations may have had very few covers transiting NYC for England and other destinations beyond NYC by air. Thus, the register traveled either individually or in an unsealed jacket departing Buenos Aires.

However, the fact that the New York back stamp is the next marking after Cali tells us that the Cali clerks sorted this cover “direct bag” for New York. In other words, by the time it left Cali, the cover now had obtained new companions added from other South American origins, enough to allow the sorted group to travel north from Cali in a sealed registry jacket perhaps docketed as “NYC Foreign Air.” The lack of a Miami or Atlanta transit marking offers proof of this likelihood.

As a side note, the “PC 90” censor tape on the cover is a fairly early example of censorship of US FAM 18 mail. In early September 1940, the USA was still a neutral country, and this cover was carried by a US Clipper via Bermuda. Earlier, friction had arisen regarding the censorship of US mail by the British, but by August 1940, the US acquiesced. The recently increased staff of British censors in Bermuda elected to open this letter.

Section 7: Agency Registry Processing of Southbound Mail

Study of Agency covers reveals that for both Agencies, reports of northbound covers to the United States franked with foreign stamps greatly outnumber southbound covers franked with US stamps. A postscript to the 2016 Brett article on the Cali Agency includes commentary from Leonard Piszkiwicz, at the time the editor of *The United States Specialist*. He writes, “No Cali Agency marking has yet been found on southbound mail,” and he concludes with a question, “Does any cover exist from the US to a South American country with a Cali backstamp?”²⁵ When written, the same situation applied to the earlier Barranquilla Agency. No “commercial” southbound transit showing an Agency marking was yet known.

The probable reason for the greater scarcity of southbound covers showing markings versus northbounds springs from Section 5 above concerning how and where registered airmail was processed. Specifically, during this era, virtually *all* registered airmail from all

over the United States bound for South American countries funneled through Miami. The potentially large number of southbound covers collected for any foreign country on any given FAM 5 flight south was much more likely to fill registry jackets before reaching Miami. Already pre-sorted by San Francisco, NYC, Chicago, Atlanta, etc., to each foreign country's main airmail-port-of-entry exchange office, southbound ungrouped registers were thus less likely to occur. The vast majority of southbound markings at Miami and beyond would be applied to the exteriors of the sealed registry jackets.

Furthermore, for southbound mail, Miami acted as the exit "airmail port of entry" from the continental US to South America, the Caribbean, and parts of Central America. In that capacity, Miami acted as a "last resort" *domestic* processing office when necessary. For example, even the very latest registers mailed in New York or Chicago on the night before yet still arriving in time for the Miami early-morning FAM plane departure the next day could in theory be processed at Miami. Though a cover from NYC might arrive traveling individually, odds were good that it might be grouped with other last-minute arrivals from other major cities off different domestic air routes at Miami. Cover evidence suggests that limited numbers of US registers traveling individually made it beyond the continental United States.

But the "domestic air to FAM flight" connecting time at Miami early in the morning was extremely short. Weather and mechanical issues perpetually threatened the timeliness of these flight schedules, especially during the annual 5-month south Florida hurricane season. The Agencies in Colombia "backstopped" Miami southbound. Due to political division rather than geographic division, they were also a "last resort" processing point, in this case, before a cover left the administrative authority of the United States POD for turnover to a foreign post office administration. Infrequent individual southbound registers requiring southbound processing beyond Miami were possible for both Agencies and did occur (see Figures 9, 11, 13 and 15).

Section 7A: Barranquilla Southbounds Franked With US Stamps (First Report)

The only two known southbound covers that transited the Barranquilla Agency are reported here for the first time. For completeness, a third southbound that did not transit but received an Agency marking (reported by Brett) is also discussed below. Figure 9 shows the earliest of the three examples, mailed July 27, 1936, in Cleveland, OH. House of Farnam was a mass-producer of First Day Covers. Although this is philatelic mail with a pretty mix of stamps, it was also registered business airmail. Backstamps show the cover reached Miami the next day, July 28, transited the Barranquilla Agency on July 29, and reached San Jose, Costa Rica, the same day. The total transit time of 48 hours demonstrates the dramatic impact of FAM carriage and illustrates the incredible knowledge and expertise of post office clerks at the time.

This cover is once again also a demonstration of the unusual confluence of circumstances often required to receive an Agency marking. Per Pan-American Airlines and the USPOD, Costa Rica was a FAM route 5 destination. However, *southbound* routing to the destination was indicated as a FAM route 8-5 connection via Brownsville, TX, Mexico City, and the southern FAM 8 terminus at El Salvador. For example, a cover departing Brownsville on a Monday would reach Costa Rica Tuesday at noon. But the day of the week of mailing was of critical importance in the routing decision.



Figure 9. The earliest Barranquilla Agency southbound transit reported; Agency marking dated 7-29-1936.

July 27, the date of mailing at Cleveland, was a Monday. The cover could have left Texas on Tuesday the 28th on the daily FAM 8 flight. But the problem was the southbound connection. Flights beyond Mexico City departed only two days per week on Monday and Friday (see Figure 10). The cover was mailed too late to meet the Monday connection at Mexico City. If sent by that route, the cover would sit at Mexico City until Friday, July 31st and would not reach Costa Rica until Saturday, August 1.

Instead, with expediting the mail being a clerk's foremost directive, the alert staff at Cleveland jacketed the register for Miami and FAM 5 southbound. FAM 5 flights for continuation beyond Havana departed Miami two days a week on Tuesdays and Saturdays, reaching the Barranquilla Agency late in the afternoon for the overnight layover. This cover reached Miami early in the morning of Tuesday the 28th (per backstamp) by overnight express flight. In theory, processed individually by the Miami registry clerks at the last minute that morning as a "hurry up" register, it continued to Barranquilla arriving that same afternoon.

Wednesday the 29th (sometime after midnight on the 28th) at Barranquilla, the cover received an Agency transit marking as a single register. Now, however, it was likely jacketed and sealed along with a smaller volume of registers all separated for the FAM 5 *northbound* extension nations beyond Cristobal, CZ, to Central America. In other words, because this mail was *not* destined for FAM 9 southbound to the West Coast of South

America like the vast majority of Barranquilla FAM 5-9 mail, by necessity, it required separation and sorting into a different mail pouch to meet a *different connecting plane* at Cristobal.

The cover departed Barranquilla at 6:00 a.m. Wednesday, July 29, and was received at Cristobal, CZ, at 8:30 a.m. In less than an hour, the many normal sacks of airmail for FAM 9 were transferred to a southbound plane for South America departing at 9:30 a.m. But the transfer *northbound* to the FAM 5 Central America plane took less than 40 minutes. That plane departed Cristobal first at 9:10 a.m. heading northbound and making stops at Ancon and David before arriving at San Jose, Costa Rica, between 11:20 and 11:45 a.m. At San Jose, the cover received a July 29 Costa Rica destination back-stamp. The fact that no transit marking was applied at Cristobal tells us that by then, there were enough registers already in the Costa Rica jacket to allow the jacket to have been sealed upon processing at Barranquilla.

It is important that by this routing the cover arrived three days earlier than if it had been sent via FAM 8. But for example, if it had been mailed at Cleveland on a Thursday, FAM 8-5 southbound was the faster route. Much like the RPO clerks of old, modern airmail and registry clerks knew these high-speed route variations and the fastest routings from their own cities on any given day of the week. This cover is the only reported example of a FAM 5 southbound-to-northbound (Central America) transit cover showing a marking from either Agency.

Figure 11 is another new report showing the second known example of a southbound Barranquilla transit. This time, the date is very late in the life of the Agency, approximately two weeks before its permanent closure. It is a standard FAM 5-9 routing, typical of the majority of registered airmail processed by both Agencies. Note that in this case, Miami did not process the cover upon receipt from NYC. When incoming volumes at Miami were too great, or flight delays occurred, Miami did not open the registry pouches in the airmail sacks and thus avoided the need for processing. "Backstopping" Miami was one of the two principal functions that gave rise to the Agencies' existences. But the occurrence southbound in actual practice was a rarity. This cover is the only reported example of a

SCHEDULES					
Southbound		Route 5		North und	
<i>Daily except Tuesday and Saturday</i>	<i>Tuesday Saturday</i>	Lv... Miami, Fla.....	Ar.....	<i>Wednesday and Sunday</i>	<i>Daily except Wednesday and Sunday</i>
8:00 a.m.	8:00 a.m.	Ar... Havana, Cuba.....	Lv.....	4:50 p.m.	5:15 p.m.
10:30 a.m.	8:30 a.m.	Lv... Havana, Cuba.....	Ar.....	3:50 p.m.	8:00 p.m.
	10:00 a.m.	Ar... Kingston, Jamaica.....	Lv.....	2:15 p.m.	
	2:00 p.m.	Ar... Barranquilla, Colombia.....	Lv.....	10:45 a.m.	
	6:45 p.m.			7:00 a.m.	
<i>Wednesday Sunday</i>	<i>Wednesday Sunday</i>	Lv... Barranquilla, Colombia.....	Ar.....	<i>Tuesday Saturday</i>	
6:00 a.m.	6:00 a.m.	Ar... Cristobal, Canal Zone.....	Lv.....	8:15 p.m.	
8:30 a.m.	8:30 a.m.	Route 9		2:15 p.m.	
	9:30 a.m.	Lv... Cristobal, Canal Zone.....	Ar.....	2:00 p.m.	
	12:45 a.m.	Ar... Buenaventura, Colombia.....	Lv.....	10:45 a.m.	
	2:55 p.m.	Ar... Tumaco, Colombia.....	Lv.....	8:55 a.m.	
	6:50 p.m.	Ar... Guayaquil, Ecuador.....	Lv.....	6:40 a.m.	
<i>Thursday Monday</i>	<i>Thursday Monday</i>	Lv... Guayaquil, Ecuador.....	Ar.....	<i>Monday Friday</i>	
6:00 a.m.	6:00 a.m.	Ar... Talara, Peru.....	Lv.....	5:35 p.m.	
7:20 a.m.	7:20 a.m.	Ar... Trujillo, Peru.....	Lv.....	4:10 p.m.	
10:15 a.m.	10:15 a.m.	Ar... Lima, Peru.....	Lv.....	1:40 p.m.	
12:40 p.m.	12:40 p.m.	Ar... Arequipa, Peru.....	Lv.....	11:20 a.m.	
4:20 p.m.	4:20 p.m.	Ar... Arica, Chile.....	Lv.....	7:30 a.m.	
6:50 p.m.	6:50 p.m.	(Authorized to June 30, 1937, only)		6:00 a.m.	
<i>Friday</i>	<i>Friday</i>	Lv... Arica, Chile.....	Ar.....	<i>Tuesday</i>	
7:00 a.m.	7:00 a.m.	Ar... La Paz, Bolivia.....	Lv.....	8:35 a.m.	
8:15 a.m.	8:15 a.m.			8:15 a.m.	
<i>Friday</i>	<i>Friday</i>	Lv... Arica, Chile.....	Ar.....	<i>Sunday</i>	
9:00 a.m.	9:00 a.m.	Ar... Antofagasta, Chile.....	Lv.....	<i>Thursday</i>	
11:20 a.m.	11:20 a.m.	Ar... Santiago, Chile.....	Lv.....	3:15 p.m.	
3:30 p.m.	3:30 p.m.			12:50 p.m.	
<i>Saturday Wednesday</i>	<i>Saturday Wednesday</i>	Lv... Santiago, Chile.....	Ar.....	8:00 a.m.	
7:30 a.m.	7:30 a.m.	Ar... Mendoza, Argentina.....	Lv.....	<i>Saturday Wednesday</i>	
8:40 a.m.	8:40 a.m.	Ar... Buenos Aires, Argentina.....	Lv.....	2:15 p.m.	
12:45 p.m.	12:45 p.m.	Lv... Buenos Aires, Argentina.....	Ar.....	12:55 p.m.	
<i>Wednesday</i>	<i>Wednesday</i>	Ar... Montevideo, Uruguay.....	Lv.....	8:30 a.m.	
1:15 p.m.	1:15 p.m.			8:00 a.m.	
2:45 p.m.	2:45 p.m.			6:30 a.m.	

Southbound		Route 8		Northbound	
<i>Daily</i>	<i>Daily</i>	Lv... Brownsville, Tex.....	Ar.....	<i>Daily</i>	<i>Daily</i>
9:05 a.m.	9:05 a.m.	Ar... Tampico, Mexico.....	Lv.....	4:40 p.m.	4:40 p.m.
10:30 a.m.	10:30 a.m.	Ar... Mexico, Mexico.....	Lv.....	3:50 p.m.	3:50 p.m.
12:35 p.m.	12:35 p.m.			1:25 p.m.	1:25 p.m.
<i>Monday Friday</i>	<i>Monday Friday</i>	Lv... Mexico, Mexico.....	Ar.....	<i>Monday Thursday</i>	<i>Monday Thursday</i>
12:55 p.m.	12:55 p.m.	Ar... Tapachula, Mexico.....	Lv.....	1:35 p.m.	1:35 p.m.
4:15 p.m.	4:15 p.m.	Ar... Guatemala, Guatemala.....	Lv.....	9:45 a.m.	9:45 a.m.
6:30 p.m.	6:30 p.m.			8:23 a.m.	8:23 a.m.
<i>Tuesday Saturday</i>	<i>Tuesday Saturday</i>	Lv... Guatemala, Guatemala.....	Ar.....	<i>Sunday</i>	<i>Sunday</i>
7:00 a.m.	7:00 a.m.	Ar... San Salvador, El Salvador.....	Lv.....	4:45 p.m.	4:45 p.m.
7:45 a.m.	7:45 a.m.	Ar... San Salvador, El Salvador.....	Lv.....	3:30 p.m.	3:30 p.m.
		Route 6			
8:00 a.m.	8:00 a.m.	Lv... Tegucigalpa, Honduras.....	Ar.....	3:35 p.m.	3:35 p.m.
9:00 a.m.	9:00 a.m.	Ar... Managua, Nicaragua.....	Lv.....	2:40 p.m.	2:40 p.m.
10:15 a.m.	10:15 a.m.	Ar... San José, Costa Rica.....	Lv.....	1:25 p.m.	1:25 p.m.
12:00 p.m.	12:00 p.m.	Ar... David, Panama.....	Lv.....	11:45 a.m.	11:45 a.m.
2:30 p.m.	2:30 p.m.	Ar... Panama, Panama.....	Lv.....	11:20 a.m.	11:20 a.m.
4:15 p.m.	4:15 p.m.	Ar... Ancon, Canal Zone.....	Lv.....	9:40 a.m.	9:40 a.m.
4:30 p.m.	4:30 p.m.	Ar... Cristobal, Canal Zone.....	Lv.....	9:10 a.m.	9:10 a.m.

Figure 10. FAM 5 and FAM 8 routes, 7-8-1936 (Image courtesy USPOD, PB #16969).



Figure 11. Commercial registered airmail southbound FAM 5-9 to Chile. Agency marking dated 6-27-37. southbound Barranquilla Agency FAM route 5-9 transit. For reference, the flight schedule was as follows:

- Origination NYC 6/25/37 (Friday) in time for overnight express to Miami.
- Depart Miami 6/26/37 (Saturday) arrive Barranquilla 5:15 p.m. for overnight stop.
- Backstamped after midnight 6/26, receiving 6/27/37 Agency transit marking (Sunday).
- Arrive Guayaquil, Ecuador for overnight (Sunday night).

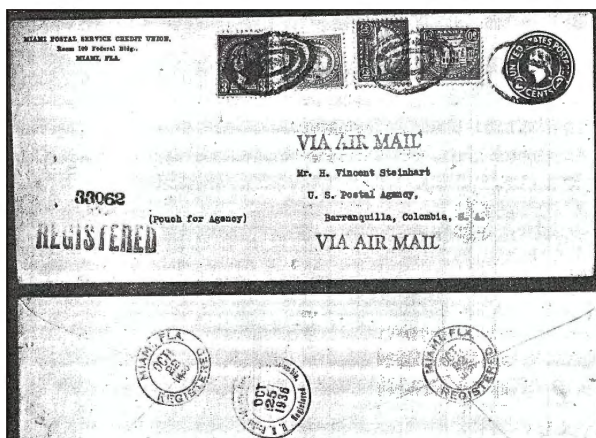


Figure 12. Registered southbound to Barranquilla Agency as route terminus (image courtesy George Brett).

- (Monday) 6/28 Arrive Arica, Chile, 5:26 p.m. for overnight.
- (Tuesday) 6/29 letter is removed from sealed jacket for regional distribution, receives 9:00 a.m. destination registry back-stamp as per regulations. Arica is the closest stop on the FAM 9 route to Iquique, Chile, approximately 100 miles farther south.

Added for completeness and inclusion in the census of Agency registry markings, Figure 12 shows a southbound registered airmail illustrated by George Brett in 1955.²⁶ It is now the third of the three known covers showing markings on southbound mail. In this case, Senior Agency Clerk H. Vincent Steinhart received official USPOD mail with the Agency as the route terminus. Per registry regulations, a destination back-stamp was required upon receipt. While not a transit cover, it does bear a correctly applied regulation registry marking as incoming registered airmail.

Section 7B: Cali Southbounds Franked With US Stamps (First Report)

For the first time, we report seven examples of southbound transit markings applied at the Cali, Agency. Six of these are from a single correspondence mailed by “H. M. Mack, philatelist” of Cornish, New Hampshire (see Figure 13). All six envelopes are the same pre-printed yellow stationery, and all were sent to the same recipient. Five are franked with various combinations of commemoratives and Prexie definitive stamps. The Figure 13 cover is the only double-rate example and the only example franked with Fourth Bureau definitive stamps.



Figure 13. First report of a Cali Agency transit marking on southbound registered airmail, one of six from one sender's correspondence. It is the earliest example, dated 9-12-1940.

Beginning with the Figure 13 mailing on September 10, 1940, only a week after the Cali Agency opened, the series of letters to Mr. P. H. Smith of the WR Grace Company in Pereira, Colombia, spans scattered dates through June 11, 1941. Origin registry back-stamps showing “Cornish Flat” markings represent an unincorporated community within the small town of Cornish.

Notable on the Figure 13 example are registry markings from six different post offices. In order following the Cornish Flat origin, they are: New York City transit, Miami transit, the Cali Agency transit, and airmail routers from Cali, Colombia, and Pereira, Colombia. It is unclear whether Cali, Colombia, was the only airmail port of entry for the nation of Colombia at the time. Barranquilla in the north on FAM 5 seems another likely candidate. However, the US Cali Agency was inarguably the nearest FAM 9 route stop to the city of Cali.

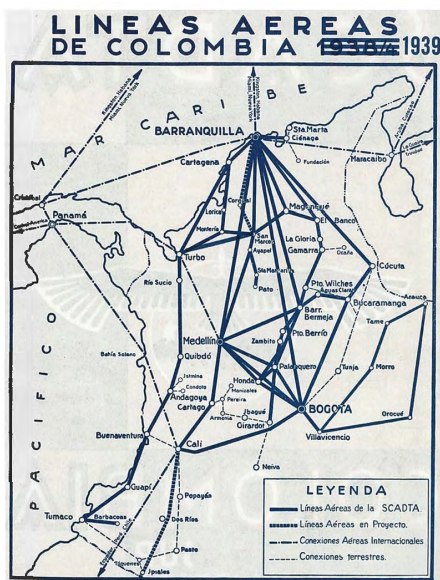


Figure 14. Colombian SCADTA route map from brochure dated 5-1-1939 (image courtesy www.timetableimages.com).

registry pouches for further detailed separation of the load of letters into individual city destinations. This would be necessary because the processed mails needed to depart on different planes of different airlines. This is offered as one explanation to account for how this extended correspondence by a single sender managed to receive Agency markings so often, especially when every one of these covers also bears a Miami transit. An unusually consistent abnormality of some kind was occurring, and the destination seems linked to the cause. The FAM /SCADTA international/domestic airmail connection with both airlines operating under the “umbrella authority” of Pan-Am was unique to Colombia.

Figure 15 shows the seventh new report of a southbound Cali Agency transit. Mailed by the Chilean Embassy in Washington, DC, on Monday, August 4, 1941, it was received in Cali the next day, August 5. The rapid advance of this cover is similar to the Barranquilla Agency southbound example in Figure 11. Echoing earlier remarks, this appears to be an

When the Agency clerks removed the airmail pouched for Colombia from the FAM plane, it appears they became the de facto registry distribution office for registered airmail continuing inland on the Colombian domestic airmail SCADTA system, which by then was a Pan-Am subsidiary (see SCADTA system route map Figure 14). Within Colombia domestically, Bogotá, the national capital, likely was its own sorting and jacketing destination, as were probably Medellín, Turbo, Buenaventura, Cartagena, and Barranquilla. Referring to the air route map, Cali was a “route hub” airport, with flights on different Colombian planes departing north, south, east and west.

Since only two of those connecting routes were operated under the auspices of SCADTA/Pan-Am, we might surmise that the Agency clerks needed to open the inbound FAM



Figure 15. Southbound registered airmail showing transit marking of Cali Agency dated 8-5-1941 (image credit eBay.com).

overnight express arrival from Washington that Miami clerks did not have time to process between the express flight's arrival and departure of the FAM plane. The registry pouch was unopened and, therefore, not processed. Like Figure 11 (Barranquilla Agency), this example demonstrates the Cali Agency's "backstop" registry function. As a sidebar note, Chilean foreign diplomatic mail was free within the United States, but special services such as the 15¢ registry fee and 40¢ FAM surcharge for foreign airmail to Chile required pre-payment in US stamps.

Section 8: The Census of Barranquilla Agency Back-stamped Official Registry Markings (Update and analysis)

For nearly 80 years after the opening of the Agency, only three registered covers processed by the Barranquilla Agency and marked with the official Agency registry device had been reported in the philatelic press. Our 2016 census added eight new reports, raising the total number of reported registers to eleven. Herein, we update the census with an additional twenty-eight new reports, for a total of thirty-nine reported examples, more than tripling the previous total (Table 3).

Table 3. Census of Barranquilla Agency Registry Markings

#	Date	Origin	Destination	Report Source
1*	7/29/36	Cleveland, OH, USA	San Jose, Costa Rica	J. Robinson
2	8/2/36	La Paz, Bolivia	Euclid, OH	J. Robinson
3*	8/2/36	Lima, Peru	Melbourne, Australia	A. Kugel
4*	8/19/36	Lima, Peru	New York, NY	A. Kugel
5*	8/19/36	Santiago, Chile	New York, NY	J. Robinson
6*	8/18/36	Talara, Peru	New York, NY	L. Piskiewicz
7*	8/23/36	Willemstad, Curacao	Brooklyn, NY	L. Piskiewicz
8*	9/2/36	Santiago, Chile	New York, NY	J. Robinson
9	9/13/36	La Paz, Bolivia	Salem, OH	L. Piskiewicz
10*	9/13/36	Santiago, Chile	Milford, DE	J. Robinson
11*	10/7/36	Mollendo, Peru	Tacoma, WA	J. Robinson
12*	10/11/36	Lima, Peru	Chicago, IL	J. Robinson
13*	10/14/36	Iquitos, Peru	New York, NY	J. Robinson
14*	10/14/36	Santiago, Chile	New York, NY	J. Robinson
15*	10/14/36	Santiago, Chile	New York, NY	J. Robinson
16	10/18/36	Caracas, Venezuela	Rochester, NY	L. Piskiewicz
17*	10/18/36	Potosi, Bolivia	New York, NY	J. Robinson
18	10/25/36	Miami, FL	USPA Barranquilla	G. Brett
19*	10/28/36	Santiago, Chile	New York, NY	J. Robinson
20*	11/15/36	La Paz, Bolivia	Germany	A. Kugel
21*	12/6/36	Peru	Zurich, Switzerland	J. Robinson
22	12/20/36 ^c	Caracas, Venezuela	New York, NY	L. Piskiewicz
23*	1/10/37	Comodoro Rivadavia, Argentina	Glen Rock, NJ	L. Piskiewicz
24*	1/10/37	Bank Hall, Bridgetown, Barbados	Chicago, IL	J. Robinson
25*	1/20/37	Iquitos, Peru	New York, NY	J. Robinson
26	1/24/37	Buenos Aires, Argentina	Los Angeles, CA	J. Robinson
27	1/31/37	La Paz, Bolivia	East Orange, NJ	Brett/Gordon
28*	1/31/37	Potosi, Bolivia	New York, NY	J. Robinson
29*	2/21/37	Unknown	Unknown	A. Rendon 1988
30	2/23/37	Quito, Ecuador	Philadelphia, PA	J. Robinson
31	3/7/37	Caracas, Venezuela	New York, NY	L. Piskiewicz
32*	3/7/37	La Paz, Bolivia	Cleveland, OH	A. Kugel
33	3/24/37	Caracas, Venezuela	New York, NY	L. Piskiewicz
34*	4/7/37	Medellin, Colombia	Kalamazoo, MI	J. Robinson
35*	4/18/37	La Paz, Bolivia	New York, NY	J. Robinson
36*	5/24/37	Willemstad, Curacao	Chicago, IL	J. Robinson
37*	6/27/37	New York, NY	Iquique, Chile	J. Robinson
38*	7/7/37	Montevideo, Uruguay	Kansas City, MO	A. Kugel
39	Unknown	"Airmail, U.S."	"South America"	Ardiff/Gordon

* (highlighted in yellow) = New report

^c = Date incorrect in original census (was listed as 12/21/36).

Red text indicates southbound transit

Data is now comprehensive enough to allow further analysis. From the Agency inception date of July 18, 1936, until the close of July 14, 1937, all months are represented by usages. The earliest use of the official registry marking was July 19, 1936. The latest was July 7, 1937 (Wednesday), within a week of the final flight on the schedule.

The number of FAM route foreign nation origins and non-USA final destinations are as follows:

- FAM 9 west coast – Colombia (1); Ecuador (1); Peru (8); Bolivia (8); Chile (6)
- FAM 9 southeast connector to east coast — Argentina (2); Uruguay (1)
- FAM 5 eastbound connector to Trinidad — Venezuela (4); Curacao (2); Trinidad/Barbados (1)
- FAM 5 northbound to Central America — Costa Rica [via Cristobal, CZ] (1)
- Unreported destinations — British Guiana; Dutch Guiana (Suriname); French Guiana; Brazil; Paraguay.

In general, most of the FAM 5-9 route as it applied to South and South-Central American destinations is represented, including all extensions. The most unusual is the Barbados origin (#24 in Table 3 census). The cover shows a Trinidad registry transit marking dated two days earlier than the Barranquilla Agency transit. The island of Barbados was not a stop on a FAM route; thus, “airmail” originating there and bound for the USA first traveled surface by boat in the *wrong* direction, south. Trinidad was the nearest entry point to the FAM system, an evening route terminus for the FAM 5-east route in both directions. 5-east continued beyond Trinidad to Georgetown, British Guiana and Paramaribo, Dutch Guiana, as a final terminus where it intersected FAM 10.

Under normal circumstances, from Trinidad, the registered airmail from Barbados traveled north by FAM 6 via San Juan and Miami. But the fact that Trinidad was a junction for two distinct FAM routes (5-east and 6-10) allowed flexibility. This is yet another “confluence of circumstances” cover where the days of the week for mailing and various FAM plane arrivals and departures dictated a departure from the standard. The most expeditious route to the USA on that specific day at that specific time was via the westward return of the “FAM 5-east route” plane, on its way heading back to the Barranquilla Agency.

Non-Agency covers also mailed during the life of the Barranquilla Agency have been noted documenting similar routing and expediting choices by clerks. For example, a British Guiana origin is reported routed via San Juan, PR and Miami to Richmond, VA on August 3, 1936. This is clearly a FAM 6 routing for a FAM 5-east destination. The point is to demonstrate further that where major FAM route junctions and the “end of the line” extensions allowed alternative routing choices on different days of the week, expediting governed the route selection. In other words, it is important to understand that regarding the complex, circuitous, and interlinked FAM system within the Americas, clerks were not bound strictly to “FAM route designations” as listed by the POD schedules. A cover from some “FAM 5 nations” could transit FAM 6 and vice versa.

Similarly, it was shown above that southbound from the USA, FAM 5 and FAM 8 could be interchangeable (see Section 7A). Likewise, by November 1937, a few months after the close of the Barranquilla Agency, the “bottom of route” FAM 9 nations Para-

guay and Uruguay were re-designated. Note that listing #37 in the census originated in Montevideo, Uruguay and transited the Agency on July 7, 1937. But a few months later, *Postal Bulletin* #17321, dated November 26, includes several cities in Argentina on FAM 9 with Buenos Aires as the final terminus. Paraguay and Uruguay are now removed from that route. Uruguay and Paraguay became FAM 10 destinations fed by Porto Alegre and Sao Paulo Brazil respectively, with Buenos Aires last in line as the FAM 10 terminus. Postal clerks in Buenos Aires, and perhaps the other nations as well, still clearly had routing options.

That said, Brazil and French Guiana, as unreported nations listed above, represent the early FAM 6-10 “mid” route from which Barranquilla likely received no airmail. Registered airmail from these nations is instead found with backstamps from San Juan, Puerto Rico, in addition to Miami and points north. As a permanent stop and fully-operated post office on the FAM 6 route, San Juan performed registry “backstop” and “authorized airmail port of entry” functions similar to the Agencies.

Paraguay, however, as last among the unreported, may represent another anomaly. When introduced as a FAM 9 nation with the route extension to Argentina in 1929, Paraguay was a “connection by ordinary means” beyond the Argentina FAM 9 route terminus. Uruguay shared the same “connection by ordinary means” caveat. Thus the Uruguay Agency-transit cover presents a question, “did Paraguayan covers also transit the Agency?”

Figure 16 shows a cover from the American Consulate in Asuncion to Chicago. The faint marking in the center of the reverse face is a Cristobal, CZ registry transit dated June 9, 1936. This is proof that only five weeks before the Barranquilla Agency opened, this Paraguayan registered airmail cover traveled on FAM 5-9 and transited Cristobal.

Likewise, Figure 17 shows a Paraguayan registered airmail cover posted on August 11, 1937, less than 30 days after the Barranquilla Agency ceased to exist. The cover shows a Cristobal, CZ registry transit marking dated August 19, 1937. Again, this cover transited FAM 5-9. The two covers traveling northbound ultimately via FAM 5 through Cristobal, bearing dates that narrowly bracket the inception and end dates of the Barranquilla Agency, suggest that Paraguayan transit covers are possible. Nonetheless, none are yet reported.

Section 9: Does a Cali Agency Census of Registers Exist?

Alex Rendon was one of the small handful of philatelic writers who published information regarding the US Postal Agencies in Colombia. In a *Copacarta* article in 1988, he wrote, “In order to prepare a census of covers processed by these agencies, I would appreciate xeroxes (sic) of the front and back of any covers readers might have.”²⁷ A recent literature search revealed no published census of Cali Agency covers. We do know that *Schuyler-Rumsey Auctions Sale* 60, dated April 23-26, 2015, included a specialized “...massive collection of approximately 240 covers...”²⁸ showing Cali Agency transit backstamps. The original provenance and current status of this assemblage are unknown. An informal “image census” compiled by this author since 2016 contains 58 examples of Cali Agency registry transits in addition to the seven southbound examples discussed in Section 7B above. Whether any of these 65 covers overlap the tally in the auction lot is also unknown.



Figure 16. Paraguayan Airmail Transit Via Canal Zone FAM 5-9 June 19, 1936.

Per this anecdotal and cover evidence, it is safe to state that the Cali Agency processed heavier volumes of registered airmail and that extant transit marking examples outnumber Barranquilla Agency examples by a large multiple. The life of the Cali Agency, from its onset in September 1940, extended until January 31, 1942. In the interim, World War II impacted communications and airmail routes around the globe, and America entered the conflict. Growing international turmoil since 1939 may have spurred far more mailers to try to reach distant contacts. Of the 58 northbound Cali Agency covers accounted for by the author, 14 (24%) were transiting Cali and then the USA to final destinations across Europe.

Conclusions Regarding The US Postal Agencies in Colombia

It is astounding that 80 to 85 years after the Barranquilla and Cali Agencies ceased operations, new information may still be gleaned about the operations of these unusual and short-lived postal entities through examination of newly discovered and reported



Figure 17. Paraguayan Airmail Transit Via Canal Zone FAM 5-9 August 19, 1937.

examples of their postal history. While this article furthers our understanding of the operations of these two agencies, outstanding avenues of inquiry remain. To our knowledge, no formal census of Cali Agency transit covers exists, and none is currently being undertaken. Unreported auxiliary markings from both Agencies may exist on cover. A Barranquilla transit of Paraguayan origin remains unknown. Readers are encouraged to search for and analyze additional examples in order to further our knowledge of these interesting postal operations.

References (numbering continued from Part I, January 2023 edition)

17. *Postal Laws and Regulations of the United States of America*, Edition of 1932, Washington, D.C., U.S. Government Printing Office, Sections 1242-1244, pp. 460-461.
18. U.S. Department of Commerce "Airway Bulletin No.1," (September 1, 1931), U.S. Government Printing Office, Washington, D.C., p. 109.
19. Author Note: Beginning with the early FAM era, the *Postal Laws & Regulations*, *Postal Bulletins*, and *Postal Guides* issued from that period up to and including the Agency era contain no comprehensive detailed instructions regarding how normal registry regulations might be impacted by the new international airmail routing. The most significant addition may have been the brief mention that southbound Foreign Air Mail should be routed to Miami, as opposed to foreign surface mail which went to other coastal cities like New York and New Orleans. However, the Air Mail Field post offices (AMFs) were originally established under auspices of the Railway Mail Service, staffed with expert clerks long familiar with the vagaries of national and international registry processing and distribution. For the most part, it appears that the clerks applied their prior knowledge to improvise the extant railway Post Office (RPO) registry system regulations to suit the special needs of the new early FAM routes. The author's years of study of registered international FAM postal history from this era provides ample evidence of the "backstopping" and other various processing and distribution functions as performed at domestic hub airports like Atlanta, at the official international airmail airports of entry, and the offshore offices and Agencies in the Canal Zone, Puerto Rico, and Colombia.
20. *American Air Mail Catalog*, Fifth Edition, Vol. Four, 1981, Cinnaminson, NJ, American Air Mail Society, pp. 1755-1789; 1818-1825.
21. *The Postal Bulletin*, VOL LXI, No.18021, dtd 8-30-1940. Washington, D.C., U.S. Government Printing Office, p. 2.
22. Ref 3, p. 551.
23. Ref 3, p. 551.
24. Ref 3, p. 553.
25. Ref 3, Piskiewicz, Leonard, editor, "Cali Postscript – 2016," p. 559.
26. Ref. 1, p. 85.
27. Ref 10, p. 31.
28. Ref. 14, Lot #3231 description.

Acknowledgment

Many thanks for new reports of markings, registry backstamps, images, and information provided courtesy Leonard Piskiewicz and Alfred Kugel in correspondence with the author.



About this Article

Part I of "The US Postal Agencies at Barranquilla and Cali, Colombia - Expanding the History" is available in the January 2023 edition of *The United States Specialist*. Figure and reference numbers in this segment are a continuation of the numbers from Part I.



Plate Number Report

compiled by **Kim D. Johnson**

USSS #7335 | ✉ westhome1@aol.com



not pictured

#5037 1¢ Apple Coil
P222222

not pictured

#5657 Flag Coil
P2222

not pictured

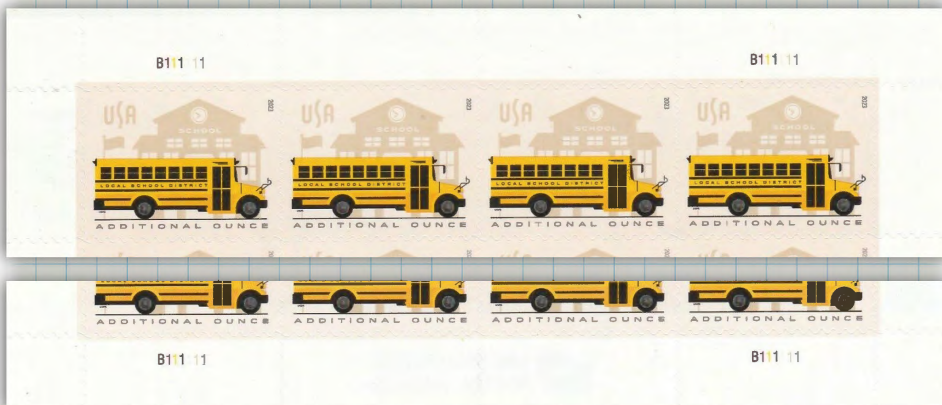
#5659a Flags Booklet
P2222

▶ #REA77c 25¢ Beer Stamp
20324



▲ #5741 24¢ School Bus Coil
Additional ounce rate
B111111

▼ #5740 24¢ School Bus
Additional ounce rate
B111111 UL UR LL LR
2r x 4c 1,2,3,4,5,6,7,8*

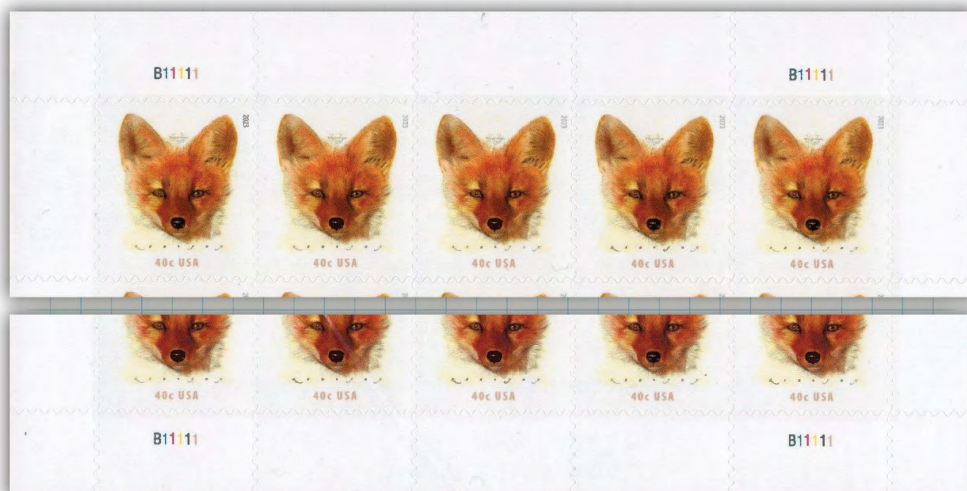




▲ #???? Love
B111111 UL UR LL LR
2r x 4c 1,2,3,4,5,6,7,8*



▲ #???? Ernest Gaines
B11111 ± ± LL LR
3r x 3c 1,2,3,4,5,6,7,8,9*



▲ #5742 40¢ Red Fox
 B11111 UL UR LL LR
 2r x 4c 1,2,3,4,5,6,7,8*

▼ #5743 40¢ Red Fox Coil
 B11111



▲ #5744 Year of the Rabbit
 B111111 ‡ ‡ LL LR
 2r x 2c 1,2,3,4*



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▲ #2222

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B1111

UL ±

3r x 5c

1,2,3,6,7,8,9,10,12,13,14,15



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\$28.75 Great Smoky Mountains

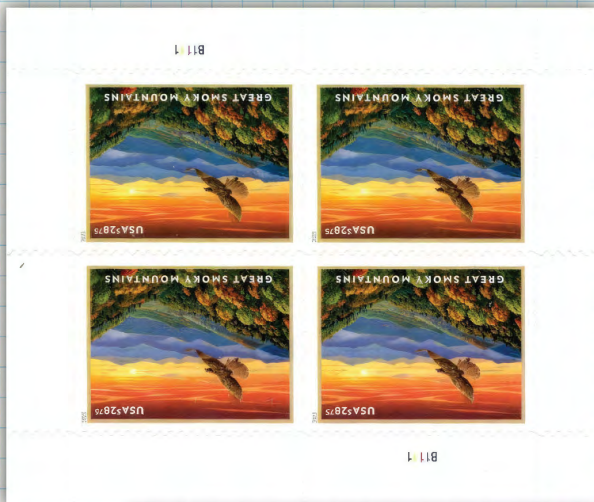
B1111

UL ±

3r x 5c

1,3,4,5,6,7,11,12

LR ±



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17437	Gary Ellis, Buffalo, NY
17438	George Guerra, Thousand Oaks, CA
17440	Anthony Knapp, Newbury, MA
17441	Michael McCollum, Rockville, MD
17442	Richard Turnage, San Antonio, TX
17443	Jeff Levan, Monroe, GA

APPLICATIONS PENDING

17427-17431

NEW MEMBERS

17400, 17417-17424

REINSTATED

15440 Ronald Bergstrom

RESIGNED

10060	Judean O. L. Benston
16764	Charles Rice
17027	Richard Taylor
17033	William Dewitt
17045	Steven Kennedy
17168	Kevin Dudley
17305	Jack Horbal

DROPPED

(non-payment of dues)

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7146	Jesse Q Mills Jr
7158	Boyd J Mudra
7542	Norman D Kubler
7596	Warren Granek DDS
9241	James Augstell
9462	Joe H Crosby
9675	Georgette P Cornio
10625	Ted Bahry
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15134	Marc Bedrin
15206	J. Charles Crabb

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	Marsalis, Jr	17167	Jerry Walls		
16557	Lloyd Hogg	17218	Harold Nichols		

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8674	T David Roper
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11776	Steaphen G. Dickinson
14258	Andrew Chotlas
14452	William R. Lauber
14757	Paul F. Ammons
15831	George W. Edman IV
16998	Lawrence Genender

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Total	9

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