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Editor's Notes
2011 Subscriptions Payable Now

The Fall 2010 issue is the last in the quartet of *The Prexie Era* for 2010. This means it is time for readers to renew your subscriptions. Rates for 2011 remain the same as for last year: \$5 for the electronic version, \$10 for the color “snail-mail” version and, if you subscribe to both versions, well, you do the math. Unless prior arrangements have been made, please send payments and/or questions to Jeff Shapiro directly:

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Treatment of Mail Carried On Last Pre-War Flight of *Anzac Clipper*

by

Albert “Chip” Briggs

The cover illustrated in Issue No. 50 and discussed by Louis Fiset is interesting from several viewpoints. Bearing seven copies of the 10-cent Tyler Prexie issue to pay the airmail rate to China, it was undoubtedly carried on the last pre-war flight of Pan-American Airways *Anzac Clipper* from San Francisco with ultimate destination of Singapore. Mail on this particular flight is historic as it represents some of the first mainland-generated mail diverted and interrupted due to the U.S. entry into World War II. Diverted, because the mail was unloaded at Hilo, Hawaii instead of Honolulu due to the plane's arrival during the Japanese attack; interrupted, because all mail addressed to points west of Hawaii was returned to the continental United States as Pan-Am cancelled all west bound flights on December 8, 1941.

The cover bears the common **RETURN TO SENDER/SERVICE SUSPENDED.** violet handstamp and on the reverse a Honolulu, July 10, 1942 machine cancel. Curiously, evidence of censorship is lacking. The Honolulu postal censorship station opened on December 13, 1941 in the Federal Building located next to the main post office. The stated goal was to examine 100% of airmail leaving and transiting Hawaii. Mail processed by this office typically was opened, stamped **RELEASED/BY I.C.B.** on the reverse, and resealed with cellophane tape. The initials stand for Information Control Branch. Clearly, such treatment on this piece of mail was not given. And why it was not processed by the Honolulu post office until July 1942 also remains unclear.

This article shows four additional covers carried on the December 6, 1941 *Anzac Clipper* flight that were handled in slightly different ways.



Figure 1: Front and back of a cover mailed December 4, 1941 from New York to Hong Kong, China. It was censored by I.C.B. and stamped return to sender. This cover was processed by the Honolulu post office on July 10, 1942, the same date as the previously mentioned cover.



Figure 2: Airmail, New York to Hong Kong, December 3rd. This letter shows I.C.B. censorship, but was processed in the Honolulu post office on February 25, 1942. Unusual Return to Sender marking.



Figure 3: San Francisco to Manila on December 4th. This cover shows I.C.B. censorship, but no other postal markings exist to indicate when it was returned to the mainland by the Honolulu post office.



Figure 4: Civilian airmail letter from Portland, Oregon on December 4th to a sailor on the U.S.S Nevada moored at Pearl Harbor. Forwarded to U.S.S. Phoenix. This letter, instead of receiving Information Control Branch censorship, was censored by naval authorities.

From examples presented here, it appears that mail carried on the last pre-war flight of the *Anzac Clipper* and addressed to points west of Hawaii received return to sender/service suspended handstamps, Information Control Branch censorship, and Honolulu post office machine cancels on the delayed dates processed. Based on currently available information mail appears to have been processed on at least two different dates, February 25 and July 10, 1942. Mail addressed to military personnel received military censorship.

Excelsior!

By

Bob Hohertz



This cover, apparently containing a Christmas card, was mailed on December 17, 1945 at the third class rate for unsealed cards. It was addressed to a Miss Helen Crawley in New York City with the instruction to “please forward.” Upon receipt at the Lexington Avenue address, the correspondence was sealed, re-franked at the full foreign surface rate of five cents, and re-mailed to Miss Crawley at Prague, Czechoslovakia, on December 20th.

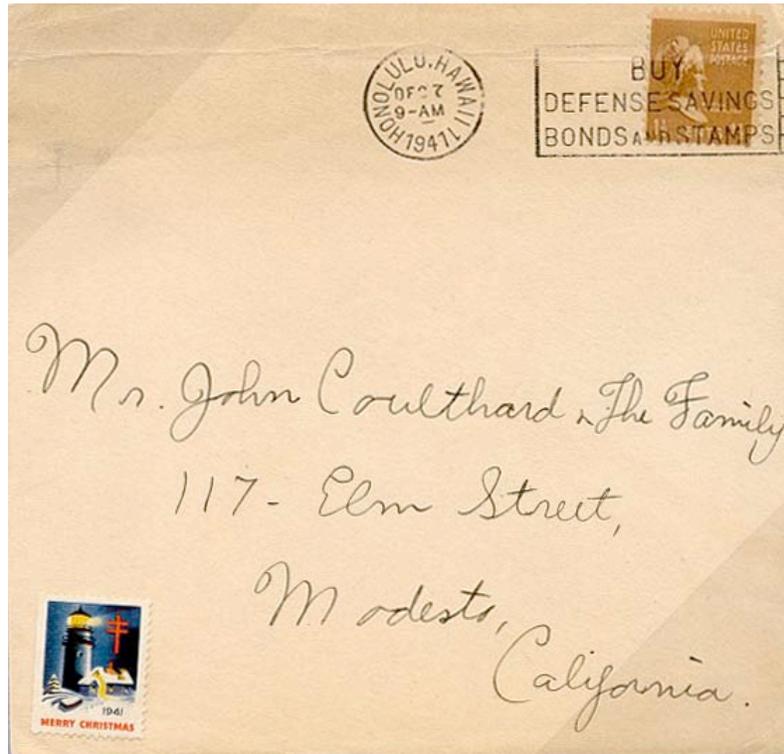
By the time the card reached Prague, apparently Miss Crawley had moved on to Paris. Ever onward and upward, the card was franked with Czechoslovakia stamps to pay the 5.50Kcs within-Europe airmail rate (**LETADLEM** etiquette) and re-mailed on January 11, 1946.

It appears airmail service was not fast enough to catch Miss Crawley in Paris, as the card was again forwarded, to Brussels. The cover provides no indication that additional postage was required for this last journey.

December 7, 1941 Honolulu Covers, A Follow-Up

by

Lucien Klein
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In the article on 8:00 A.M., December 7, 1941, Honolulu covers, in the spring 2009 issue (Whole No. 45) of *The Prexie Era*, I requested scans and descriptions of other covers processed at the Honolulu post office on December 7, 1941, with the hope of compiling a census of such covers. Bob Hohertz promptly sent a scan of his one-and-one-half-cent Prexie cover, which is shown herewith. It apparently held a Christmas card. The cover is from his one frame exhibit of intended uses of the one-and-one-half-cent Prexie. There were no other responses in the year since the article. That leaves the current verified count of December 7, 1941, Honolulu covers as follows:

- 1) The 8:00 A.M. double rate cover in the National Postal Museum shown in the previous article;
- 2) My 8:00 A.M. surface mail to the U.S. and air mail in the continental U.S. rate cover shown in the previous article;
- 3) The Bob Hohertz 9:00 A.M. one-and-one-half-cent rate cover shown herewith;
- 4) The 9:00 A.M. Mason Shoe Mfg. Co. 3 cents/first oz. first class rate cover formerly owned by Randy Neal;
- 5) The 11:00 A.M. 3 cents/first oz. first class rate cover shown in the Randy Kimes article in *La Posta*, Vol.34, No. 5.

Note that the first three above covers are each (so far) unique in rate usage for a December 7, 1941, Honolulu cover. Only the Hohertz cover bears no visible signs of censorship. Though the

other two covers are each three cents/first oz. first class rate, the Neal cover is franked with a three cent Prexie, and the Kimes cover is franked with a three cent National Defense issue stamp.

Are there other covers out there? In an email to me in 2004, Randy Kimes wrote that all then known December 7, Honolulu postmarks were time-stamped 11A.M. So, there should be more covers bearing that time of day. In his email to me with the scan of his 9:00 A.M. cover, Bob Hohertz stated: “It stands to reason that the sender mailed more than one Christmas card, so there were probably more. If they survive is another matter.” At Westpex this year, two dealers told me that a person was trying to sell a December 7, 1941, Honolulu cover. They could not confirm the time of the postmark, or the stamps on the cover. One of the dealers later told me that the person subsequently told the dealer that he thought he had the cover sold.

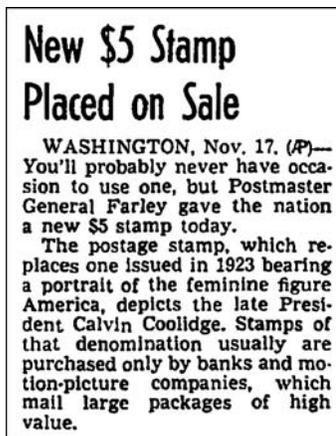
If you have any information that would be helpful on the subject, of Honolulu, December 7, 1941 covers or the operation of the Honolulu post office that day, please email me.

New \$5 Prexie

by

Leonard Piszkiwicz

Recently, while searching for something else, I came across the following short article on page one of the *Los Angeles Times* of November 18, 1938:



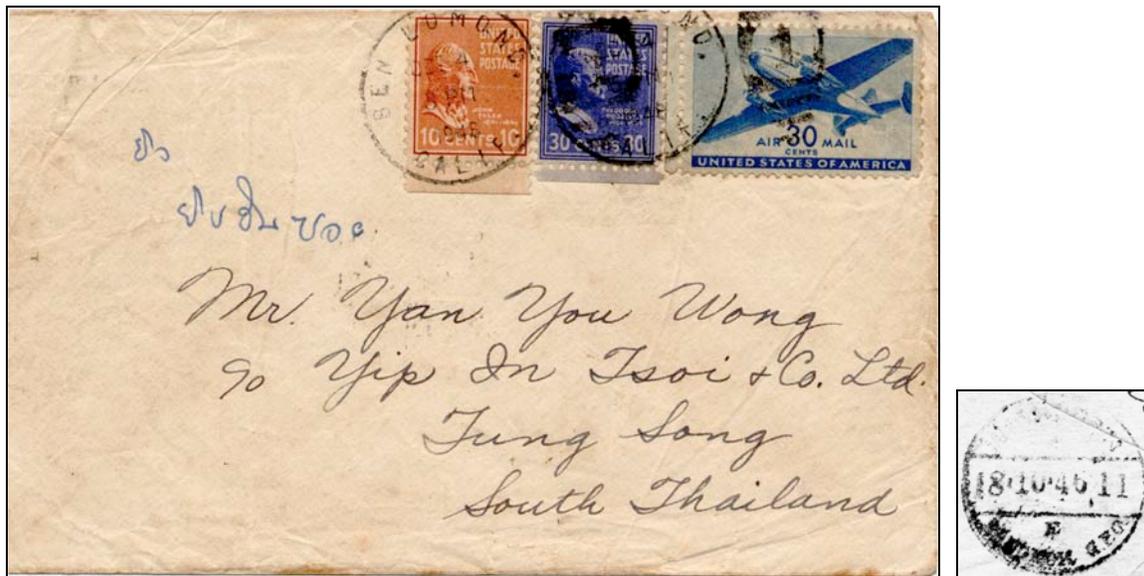
The article states that “Stamps of that denomination usually are purchased only by banks and motion-picture companies, which mail large packages of high value.” We’ve all seen bank covers with large multiples of \$5 Prexies (such as the cover illustrated in Rustad’s *The Prexies*, p. 331), but has anyone ever seen Prexies on a heavy, high value package from a motion picture company?

The census of \$2 and \$5 Prexie covers compiled a few years ago by Steve Roth contains a few bank covers but none have been recorded from mailers of motion picture film. I recall seeing one or two covers or pieces from the late 1920s with large amounts of postage used to mail newsreel film by airmail, but what about during the Prexie era?

Resumption of Mail Service – Airmail to Thailand

by

Louis Fiset



Collectors of resumed mail service at the end of World War II and beyond have become aware of the difficulty finding this material, especially postal cards, surface letters, and airmail to Asia. Shown here is an example of resumed airmail service to Thailand, the first I have seen.

Postal service to Thailand resumed on October 30, 1945 with non-illustrated post cards and one-ounce surface letter. Registered mail followed on January 28, 1946. Airmail service began again on April 12, 1946.

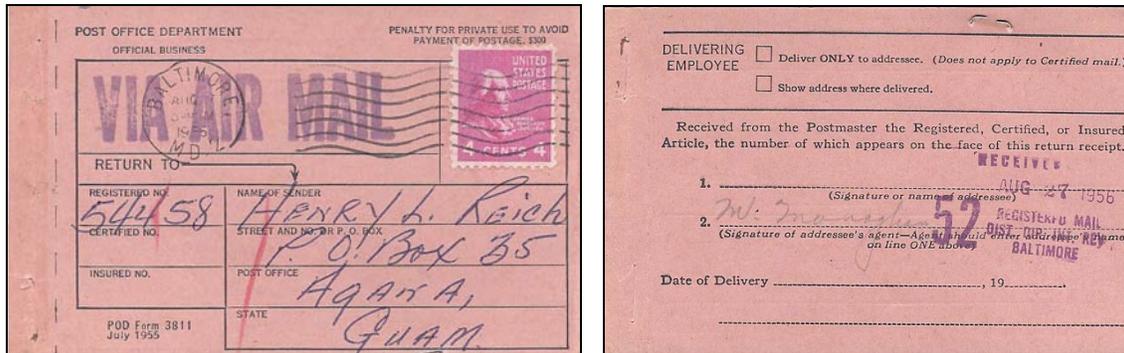
The cover shown here was postmarked Ben Lomand, California, October 4, 1946. The 70 cents airmail postage paid the prevailing rate on February 16, 1942 when service was suspended. (The rate changed to 25 cents per half-ounce on November 1st.) The letter was received at Bangkok October 18, 1946 after just two weeks in transit.

This letter, posted six months after the resumption of airmail service to Thailand, provides the earliest reported date to that country. Collectors should be on the lookout for mail to Asia beginning in 1945 and record their findings in *The Prexie Era*.

Common Rate, Great Usage

by

Robert Schlesinger
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As most Prexie collectors know, the special airmail rate for post(al) cards began on January 1, 1949. The new rate was fixed at 4 cents per piece. Prior to that time, post(al) cards could be sent via airmail, but were charged at the airmail letter rate in effect at the time of mailing, whether sent to a domestic or foreign destination. With the change in regulation, post(al) cards could now be sent by airmail, at a rate less than the letter rate.

But in one area, the subject of this article, the matter remained complicated. Was a return receipt considered a postal card that qualified for the new rate? *The Postal Bulletin* dated July 15, 1938 (No. 17482), stated that return receipts could be returned to the sender via airmail, provided that proper postage (6 cents at that time) was affixed, the phrase "Return by Air Mail" was written on the return receipt form (Postal Form 3811), and it was sent to a domestic address. This practice occurred under the 'old' system.

So far this is a simple situation; return receipts could be sent via airmail. The airmail post(al) card regulation of January 1, 1949, however, provided no indication whether the new service applied to return receipts. And Part I of the July 1949 *U.S. Official Postal Guide* contained no new information on the subject. More than ten months elapsed after the new service was introduced before *The Postal Bulletin* of November 15, 1949 (No. 19284) confirmed that, yes, return receipts could still be sent via airmail with appropriate postage affixed. The figure accompanying this article shows this usage, the return receipt having been sent airmail to Guam.

Ship Mail to Sweden Via Egypt

by

Louis Fiset



During the German invasion of Norway, April-May 1940, ship mail from the U.S. direct to Sweden was temporarily suspended. Mail was routed through the Mediterranean Sea to Cairo, then land routed north across Iran and the U.S.S.R., and sent by ship from one of the Soviet controlled Baltic ports, to Stockholm for onward domestic transport.

The cover shown here was postmarked April 30, 1940, in the midst of the invasion. Clear evidence of Egypt (Cairo) censorship may be seen here.

Surface mail service to Sweden resumed after the invasion, but in 1942 was suspended again. Airmail service to Sweden, (via England effective March 27, 1942), continued without interruption throughout the war.