✚ A STUDY OF IMPERIAL CENSORSHIP IN BERMUDA ✚
THE EXAMINATION OF TRANSIT MAIL DURING WORLD WAR II

EXHIBIT PURPOSE: Present the evolution, nature, scope, and consequences of transatlantic transit mail examination in Bermuda by ***British Imperial Censorship of Posts and Telegraph***, including pertinent data about the movement of international mails during WW II. With two minor exceptions, the exhibit does not present covers to, from or within Bermuda itself, or covers examined by the five military censorship organizations in Bermuda. Selected rates and the consequences of war as reflected in mail routes are included.

BACKGROUND, WAR BEGINS AND EVERYTHING CHANGES: Britain's pre-WW II plan for a sea-power based censorship ring to control German sea mail at Liverpool and Gibraltar was nullified by the German conquest of Western Europe and Scandinavia and by Italy's entry into the war. It was compounded by Pan Am's transatlantic air service, begun May 1939, bypassing British sea power and carrying rapidly growing volumes of mail. Bermuda, located close to or on established transatlantic sea and air routes in the Western Atlantic, was an ideal choice for a new Censorship ring. Bermuda, Imperial Censorship Western Regional Headquarters, became **WW II's largest transit censorship operation** with a peak strength of about 700 examiners in July 1941.

RECENT RESEARCH YIELDS NEW INFORMATION: The exhibit presents the results of extensive original study based on: 1). data from 7800 Bermuda censored covers in a collector survey, 2). recently declassified Official WW II Censorship documents, and 3). formation of a personal 2200 cover collection, extending knowledge of Bermuda Imperial Censorship well beyond previous studies.

EXHIBIT ORGANIZATION

SECTION 1. CENSORSHIP MOVES WESTWARD. With the start of WW II, *Pan Am's* Boeing B-314 Clippers on the FAM 18 Southern route began using the existing sea-plane base at Darrell's Island, Bermuda as a stop on 6 Sept 1939. This section presents the earliest days of the Bermuda Station, its evolution into a major activity, and the immediate consequences of its activities reflected in postal service of the time.

SECTION 2. DETERMINING BERMUDA CENSORSHIP. A study or exhibit of censorship critically depends on correctly identifying the labels, handstamps, and manuscript markings associated with the process in Bermuda, as well as eliminating similar devices used at other stations. A range of Bermuda devices are found on transit mail.

SECTION 3. BERMUDA EXAMINERS AT OTHER WESTERN ATLANTIC STATIONS. Bermuda exercised administrative and intelligence control over the other Western Atlantic Imperial Stations, providing staff to them on a temporary or permanent basis. Only a few of these examiners have been positively identified. Uncertainty about examiner location may present problems in attributing covers.

SECTION 4. ORGANIZATION OF EXAMINERS IN SPECIALIZED GROUPS. Groups of 15 - 20 examiners were organized under a Deputy Assistant Censor **(DAC)** into **'Tables'**, each with specialized knowledge of subjects such as banking, languages, commerce, or geopolitics.

SECTION 5. ORIGINS AND DESTINATIONS OF BERMUDA-CENSORED COVERS. The major countries of Europe and the Americas are the most commonly seen sources of covers. **126 countries of origin and 82 countries of destination** have been reported; many are rare and, in fact, **34 origins and destinations,** respectively, are known only from a **single** cover. Numbers of reported covers are in **bold type** and indicate the scarcity of individual covers. Air mail routes are presented here only when new information is given.

SECTION 6. TURMOIL AND TRAVAIL. The mails of the era reflect all the various disruptions war inevitably brings: lives lost, people displaced, air, sea, and land mail routes are interrupted and diverted, and contents of normally inviolate mail read and often seized. The war caused mail to transit Bermuda which would not normally have done so.

SECTION 7. POST-WAR RELEASE OF CONDEMNED AND PRIZE COURT MAIL. Closure of the Bermuda Station on 1 May 1944 and the end of WW II on 2 Sep 1945 did not end the postal effects of censorship. Examined mail seized either for national security or contraband control purposes was, with a few exceptions, released and dispatched to it's original destination. Such covers bear additional interesting markings and are avidly collected.

The beginning of each section is highlighted in red

25 particularly significant covers of the 325 in the exhibit , exemplifying important points in the evolution/application of Imperial censorship in Bermuda, are framed in red.

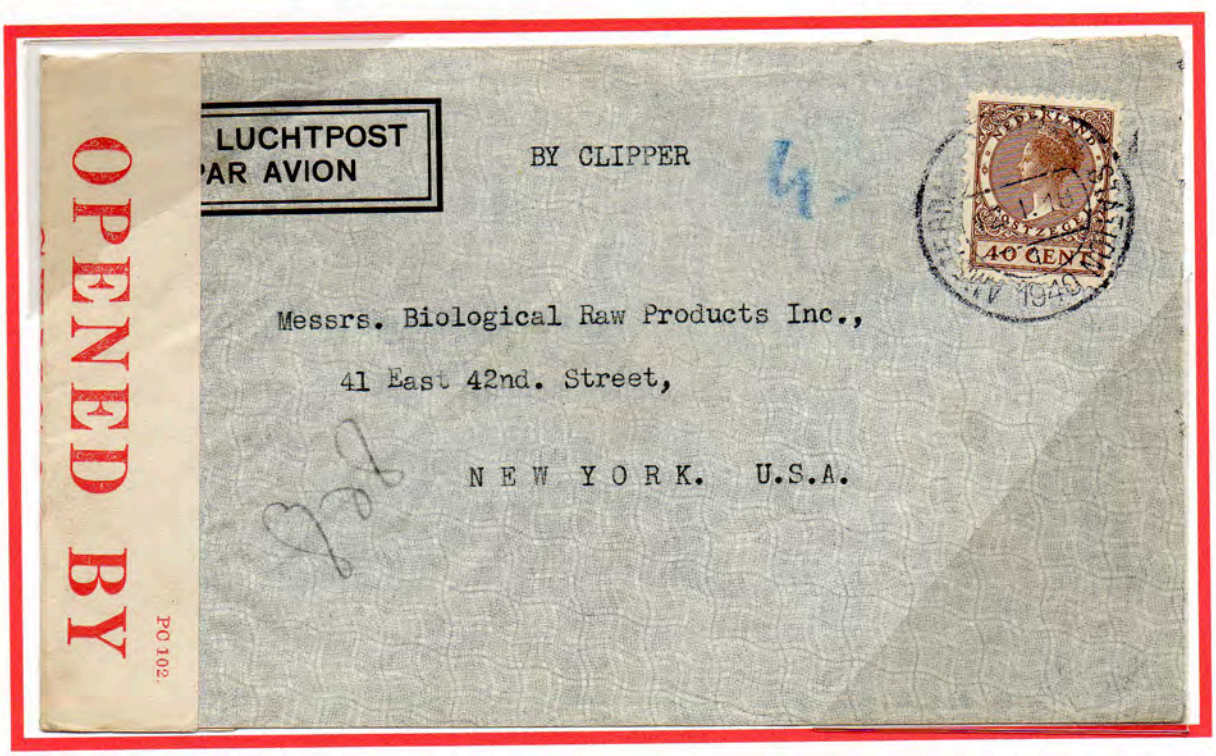
SECTION 1 - CENSORSHIP MOVES WESTWARD

SECTION 1A, CENSORSHIP BEGINS With the start of WW II *PAA's* B-314 Clippers, on the FAM 18 transatlantic route, began stopping at the existing Darrell's Island, Bermuda sea plane base on 6 Sept 1939. Two Imperial censors 1st examined mail 18 Jan 1940 from the outbound & inbound flights of the *American Clipper*

3 eastbound covers recorded - Baltimore b/s 16/1/40. CM21 h/s (a terminal device) and plain tape used for this one flight only.

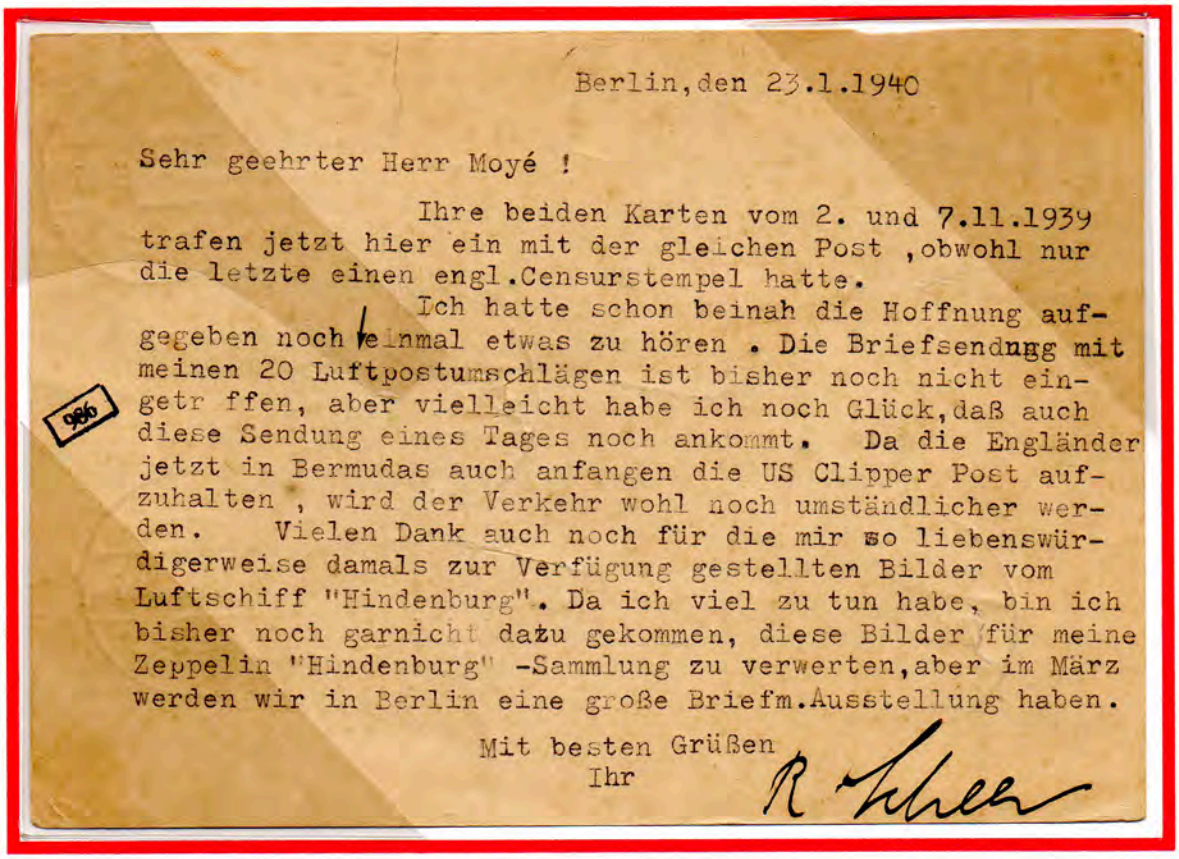


7 westbound covers recorded - Amsterdam CDS 12 Jan 40, Lisbon transit b/s 27 Jan 40; in Bermuda 28 Jan 40 The PC 102 label was used exclusively after 18 Jan until Summer 1940.



SECTION 1B, IMMEDIATE IMPACT





Berlin, den 23.1.1940

Sehr geehrter Herr Moyé !

Ihre beiden Karten vom 2. und 7.11.1939 trafen jetzt hier ein mit der gleichen Post ,obwohl nur die letzte einen engl.Censurstempel hatte.

Ich hatte schon beinah die Hoffnung aufgegeben noch einmal etwas zu hören . Die Briefsendung mit meinen 20 Luftpostumschlägen ist bisher noch nicht eingetr ffen, aber vielleicht habe ich noch Glück, daß auch diese Sendung eines Tages noch ankommt. Da die Engländer jetzt in Bermudas auch anfangen die US Clipper Post aufzuhalten , wird der Verkehr wohl noch umständlicher werden. Vielen Dank auch noch für die mir so liebenswürdigerweise damals zur Verfügung gestellten Bilder vom Luftschiff "Hindenburg". Da ich viel zu tun habe, bin ich bisher noch garnicht dazu gekommen, diese Bilder für meine Zeppelin "Hindenburg" -Sammlung zu verwerten, aber im März werden wir in Berlin eine große Briefm.Ausstellung haben.

Mit besten Grüßen
Ihr

R Scheer

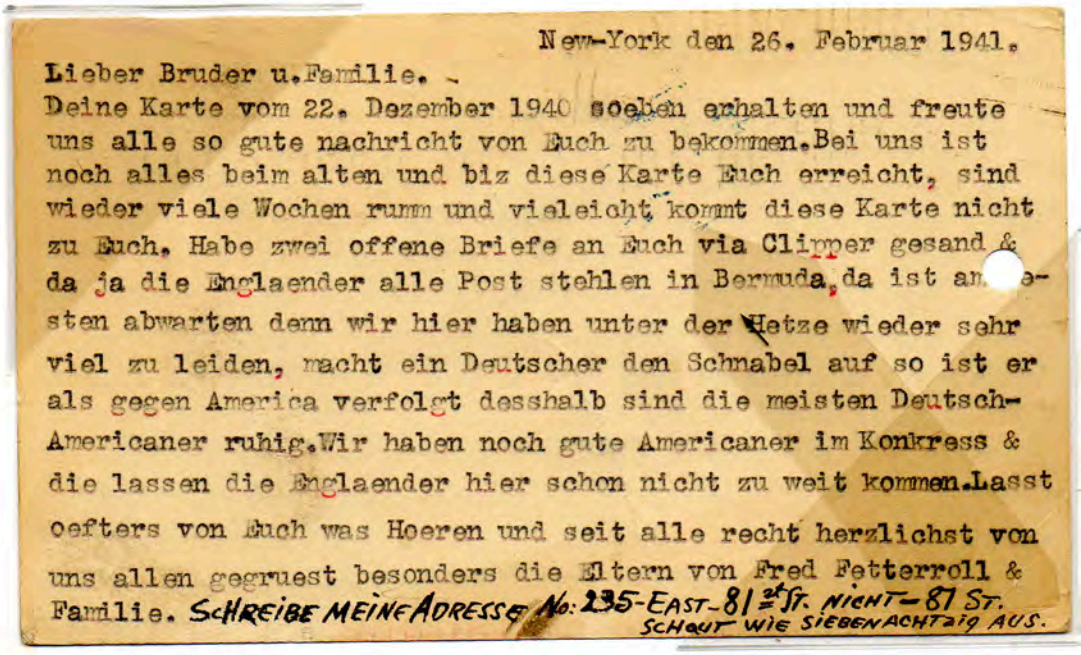
The impact of censorship was immediate. This postal card, sent just 9 days after the 1st Imperial Censors arrived in Bermuda, emphasizes the perils of wartime for the stamp trade. It reads:

"Dear Mr Moye! Both your cards of 2. And 7. November arrived here in the same mail, although only the latter contained an English Censor cancel.

I had almost given up hope of hearing anything again. The dispatch with my 20 airmail covers has still not arrived, but perhaps I will be lucky and it will come some day. **Since the British are also beginning to detain the Clipper mail in Bermuda, communication will probably be more troublesome.** Many thanks also for the pictures of the airship "Hindenburg" which you so kindly made available to me. Since I have much to do, I have until now never gotten around of making use of these pictures for my "Hindenburg" collection, but in March we will have a large stamp exhibition in Berlin."

R. Scheer

After 50+ years much evidence of espionage/intelligence remains classified. But, the message on this postal return card boasts openly about German influence in the halls of Congress. The UK was a great pains to blunt this - thus the necessity for censorship.



New-York den 26. Februar 1941.

Lieber Bruder u.Familie. -
Deine Karte vom 22. Dezember 1940 soeben erhalten und freute uns alle so gute nachricht von Euch zu bekommen.Bei uns ist noch alles beim alten und biz diese Karte Euch erreicht, sind wieder viele Wochen rumm und vieleicht kommt diese Karte nicht zu Euch. Habe zwei offene Briefe an Euch via Clipper gesand & da ja die Englaender alle Post stehlen in Bermuda, da ist am be-sten abwarten denn wir hier haben unter der Hetze wieder sehr viel zu leiden, macht ein Deutscher den Schnabel auf so ist er als gegen America verfolgt desshalb sind die meisten Deutsch-Americaner ruhig.Wir haben noch gute Americaner im Konkress & die lassen die Englaender hier schon nicht zu weit kommen.Lasst oefters von Euch was Hoeren und seit alle recht herzlichst von uns allen gegruest besonders die Eltern von Fred Fetterroll & Familie. SCHREIBE MEINE ADRESSE NO: 235-EAST-81 ST. NICHT-87 ST. SCHAUT WIE SIEBENACHTzig AUS.



FROM: FRED FETTERROLL 235. EAST 81 ST. NEW-YORK CITY U. S. A.
UNIVERSAL POSTAL UNION
UNION POSTALE UNIVERSELLE
UNITED STATES OF AMERICA
ETATS-UNIS D'AMERIQUE
THIS SIDE OF CARD IS FOR ADDRESS ONLY
THREE CENTS
240
HERRN JOSEF FETTERROLL
ARCHITEKT SCHÜTZENSTRASSE: 26A
LUDWIGSHAFEN AM RHEIN
305
GERMANY.

"New York, 26. February 1941

Dear Brother and Family:

Your card of 22. December 1940 has just now been received: all of us are delighted to receive such good news from you. Everything is the same with us and until this card reaches you many weeks will have passed: perhaps you will not even get it. I have sent two open letters to you via clipper, and since **the British steal all the mail in Bermuda**, it is best to wait because we still have much to suffer here under the hunt. If a German opens his mouth, he is persecuted as anti-American; therefore most German-Americans remain quiet. **We still have good Americans in Congress who do not allow the British here to go too far.....**"

SECTION 1C, STATION ENLARGED, GIBRALTAR TRANSFERS The Gibraltar Imperial station was closed 15/6/40 after Italy declared war on Britain. The Imperial Censorship staff was repatriated to England, many of whom were then transferred to Bermuda as its first major staffing increment. Examiners kept their numbers; Examiner 6063 serving at both Gibraltar and Bermuda.



16/2/40 Famous American 1¢ FDC (5¢ surface mail rate) examined in Gibraltar

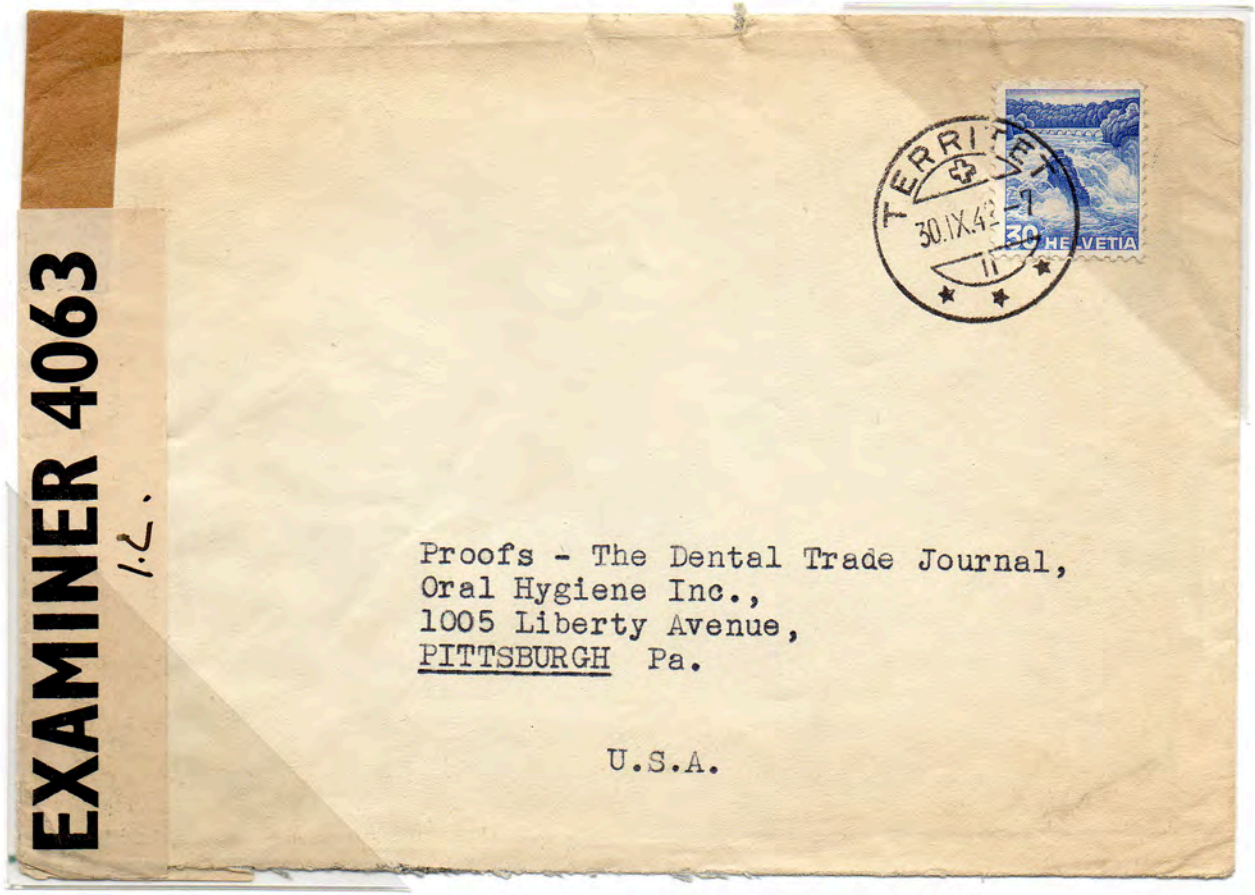


Cover to Warner Brothers from its Swiss subsidiary posted 30/9/42. Examiner 6063 in Bermuda 9/40 to 10/43.

SECTION 1C STATION ENLARGED (CONT), UK TRANSFERS In addition to the initial contingent from Gibraltar, examiners were sent from the UK itself. These covers show the UK and Bermuda assignments of Examiner 4063

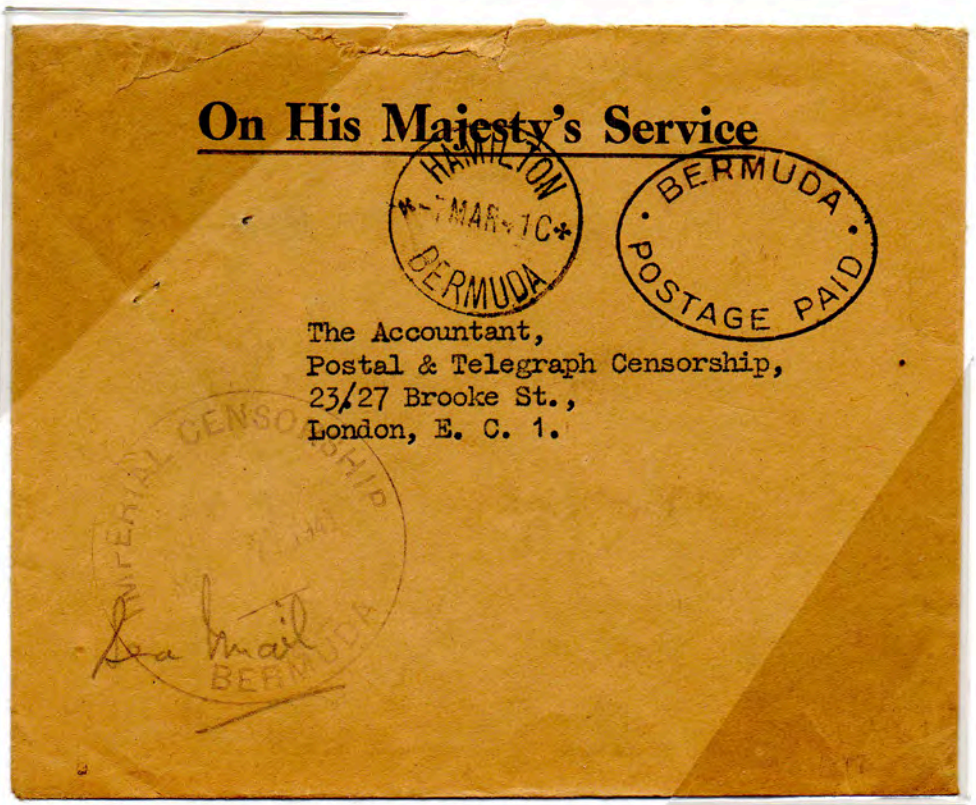


Single rate surface cover from Huddersfield dated 6/6/40; examined in the UK by 4063.

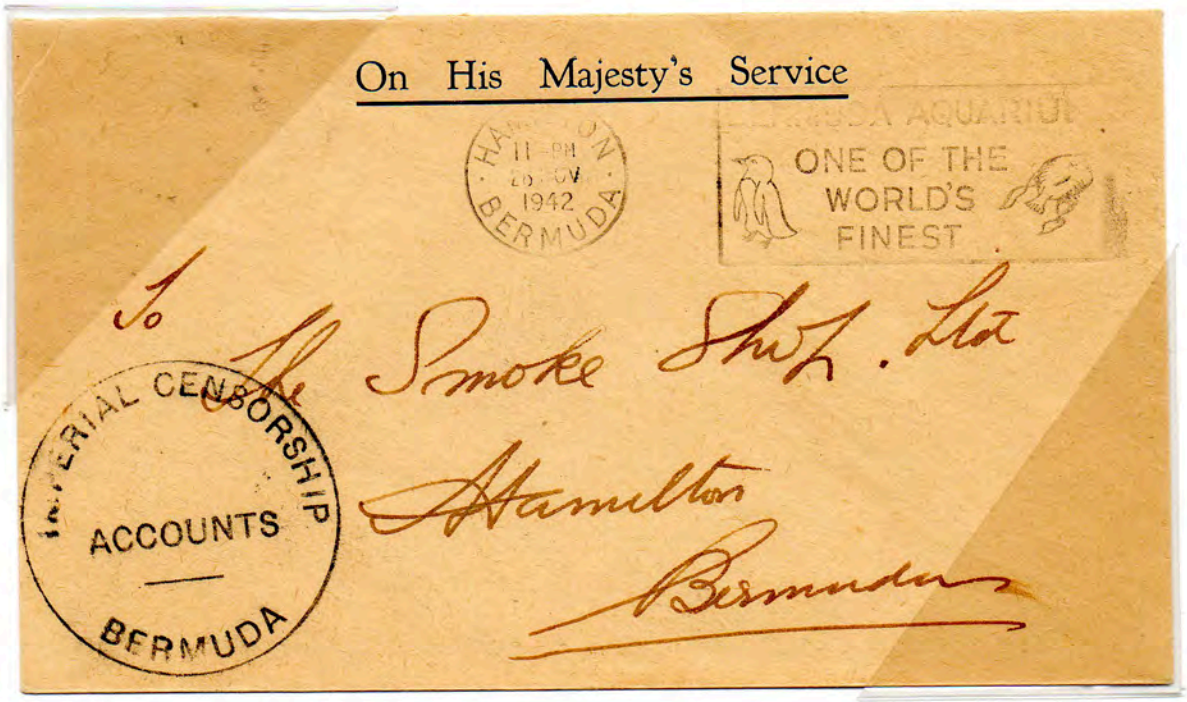


Single rate surface cover from Territet posted 30/9/42; Examiner 4063 in Bermuda 9/40 to 12/42.

SECTION 1D, AN ORGANIZATION DEVELOPS Starting with two examiners in January 1940, the Bermuda Station grew to an organization of more than a 1000 examiners and support staff, **the largest in the world**, yet covers from the Imperial Censorship Organization itself are **rarely** seen.



Cover from Imperial Censorship on 7 March 1941 to the 'home office'. Apparently Censorship did not have any stationery of its own, but used generic OHMS envelopes with an appropriate h/s.



This cover is unusual, the "On His Majesty's Service" is **printed in very dark blue** rather than the usual black.

SECTION 1D, AN ORGANIZATION DEVELOPS (CONT.) Censorship leased two war-emptied resort hotels in late 1940, providing a large and growing Censorship staff a place to live and work. Covers from examiners living at *Bermudiana* and *Princess Hotels* **(See return addresses on the flaps)** are censored, even though sent by Imperial examiners. To avoid morale problems of examiners reading each others' mail, the 1st letter was read by a Terminal Censor and the 2nd by a UK examiner. Obverses shown @50%.



Cover mailed 11/2/41 (3d surface rate <1oz + 3d registration = 6d), arriving in Finland (via Liverpool) 11/5/41. Sender was likely a Finnish & other Scandinavian languages expert. Cover also censored in Finland - the label and purple h/s over Bermuda Terminal PC 102 label of Examiner 77.



Hamilton, Bermuda letter posted to Middlesex, England on 15 /7/41. Letter air mail rate <½ oz = 2/-.

SECTION 1E, EVADING CENSORSHIP The start of censorship caused an immediate US diplomatic and busines outcry, resulting in Pan Am bypassing Bermuda for many flights from March to August 1940. The German took advantage of this air mail censorship gap; sea mail was still examined.



German correspondents on both sides of the Atlantic were equally determined to avoid Bermuda.



Pan Am FAM 18 was to avoid a Bermuda stop from March to August 1940, but circumstances occasionally made it necessary. This cover, posted in Rome 13/6/40 and carried on PAA trip #140, *Dixie Clipper*, was in Bermuda on 17/6/40, getting an unexpected Censorship exam. It was in NYC by 20/6/40 (b/s).

Exprès / Special Delivery covers transiting Bermuda are rarely encountered.

Franking (90 g letter)

2.50 L - o'seas exprès
3.00 L - surface rate
24.75 L - a/m surcharge
30.25 L = Total



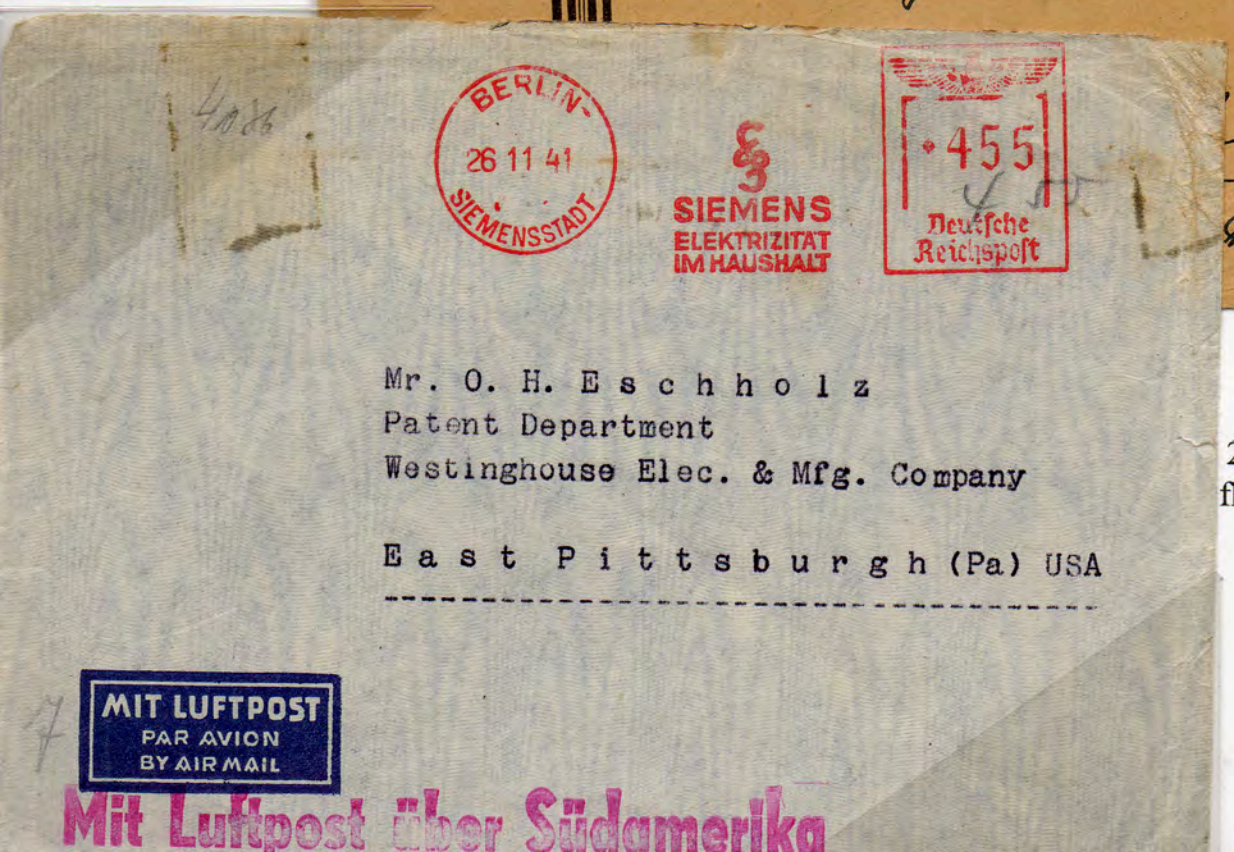
to S. America. With all *Pan Am* flights stopping at Bermuda/Trinidad, the *LATI* route was used to avoid British Censorship. Additionally, a land/air route across Russia provided another alternative route until 22/6/41.



23/11/41 *LATI* flight from South America



16/5/41 transit of Russian from Berlin to California.



26/11/41 *LATI* flight from Italy to S. America





Note the Routing instructions on this (from **Graz, Austria**) and the next two covers as writers sought to avoid Censorship in Bermuda and Trinidad.. There was variation in mail routing as it traveled up the west coast of the Americas. This cover has an uncommon backstamp from the **US Postal Agency, Cali Columbia.**





An **Official** cover from the Italian Ministry of Culture has a transit b/s from **Lima, Peru**. The m/s "Linea Speciale" inscription specifies the South American west coast route. Double air mail rate to US via LATI required 34.75 L franking.

on this cover, yet it bears a **Balboa, Canal Zone** backstamp. **The air mail rate for these covers was 4.5X that of the PanAm FAM 18 route to New York** (see below).



Franking:		
	.30 Rm	registration
	1.00 Rm	surface fee ≥ 100 g (105 g)
	45.15 Rm	air mail fee (21 X 2.15Rm / 5 g)
	46.45 Rm	**Total**

Special delivery specified but not paid.

SECTION 1F, MAIL EXEMPT FROM CENSORSHIP

As a matter of policy/practice, mail from major religious organizations, diplomats, or which had already been examined by an Imperial Censorship Station was not re-examined in Bermuda. These covers, **both unique**, fall into this category. **Cover 1**: a letter from the Argentinian Diplomatic Mission to the Vatican; **Cover 2:** a cover from Palestine (examined on departure) following a Jewish refugee from Portugal to New York, to Cuba, and back to New York. The covers' transit through Bermuda is confirmed by the red Bermuda registry number on the reverse (See section 2E for more information on registry numbers).

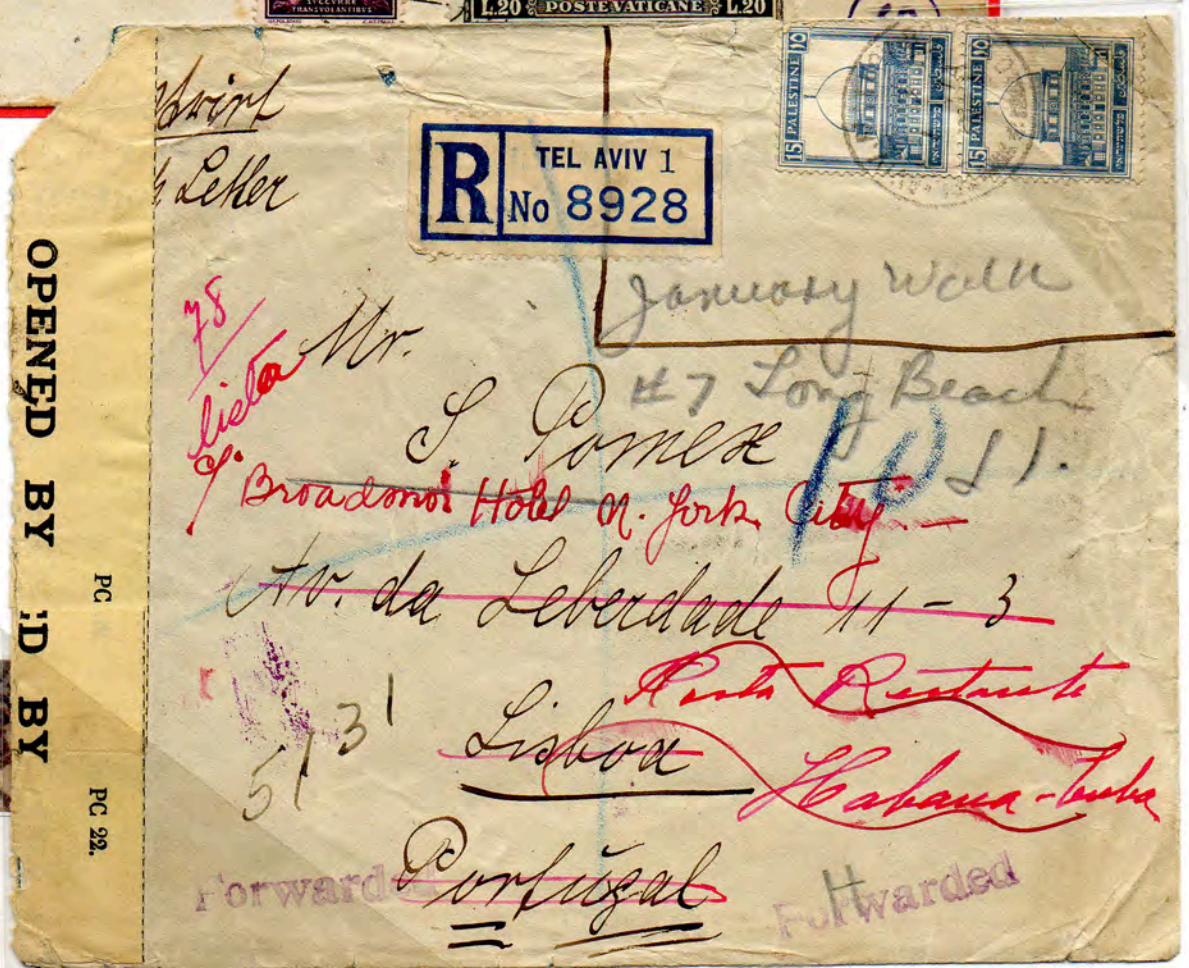
Cover 1





Cover 2





✚ SECTION 2 - ORGANIZATION OF EXAMINERS ✚

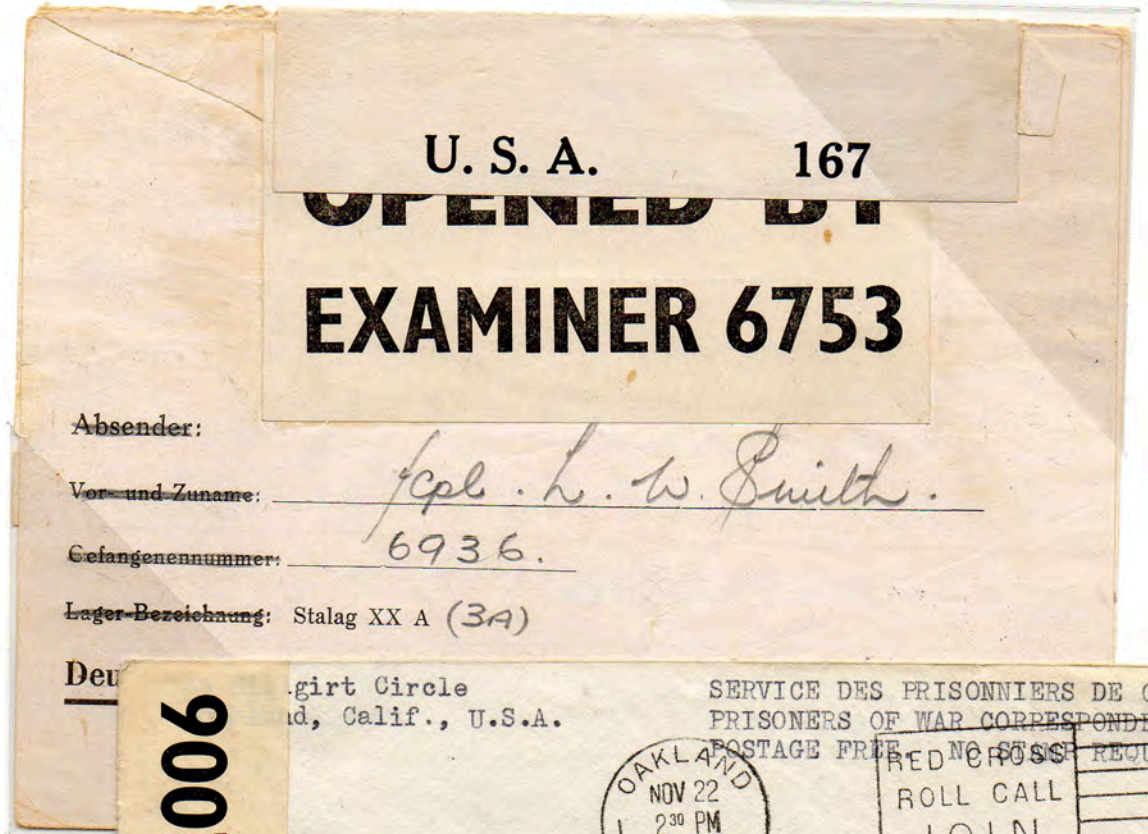
'**Tables**' of 15 - 20 examiners were organized under a Deputy Assistant Censor, **DAC**, each with specialized knowledge of subjects such as: banking, languages, commerce, raw materials, or geopolitics.

SECTION 2A, INTERNEE/PRISONER OF WAR Letters to and from Camp Des Milles, Vichy, France. Note that the 1st addressee had escaped, m/s "Evadé". The letter was returned by the Chief Postal Officer (Le Vaguemestre).

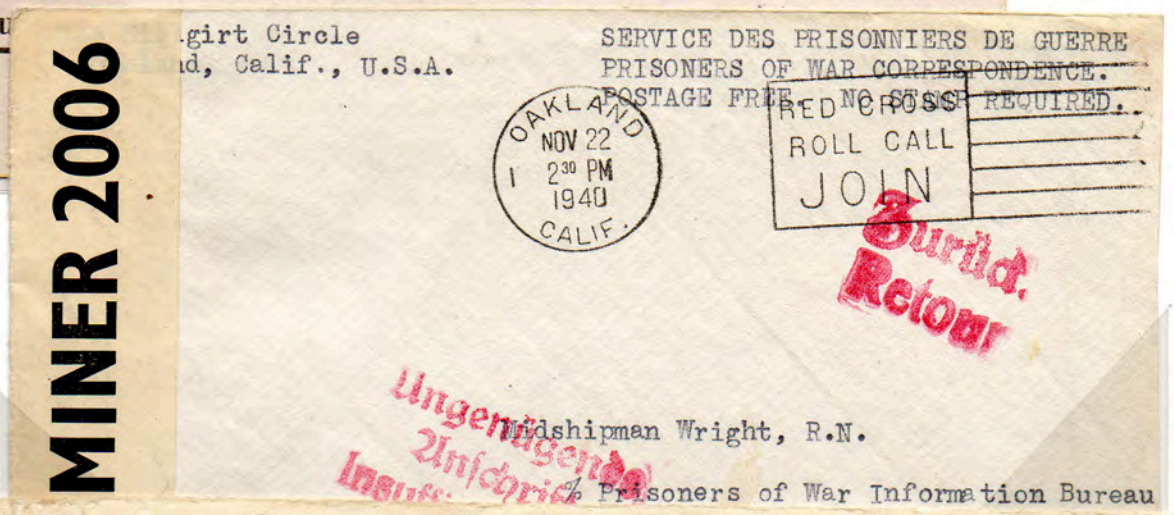




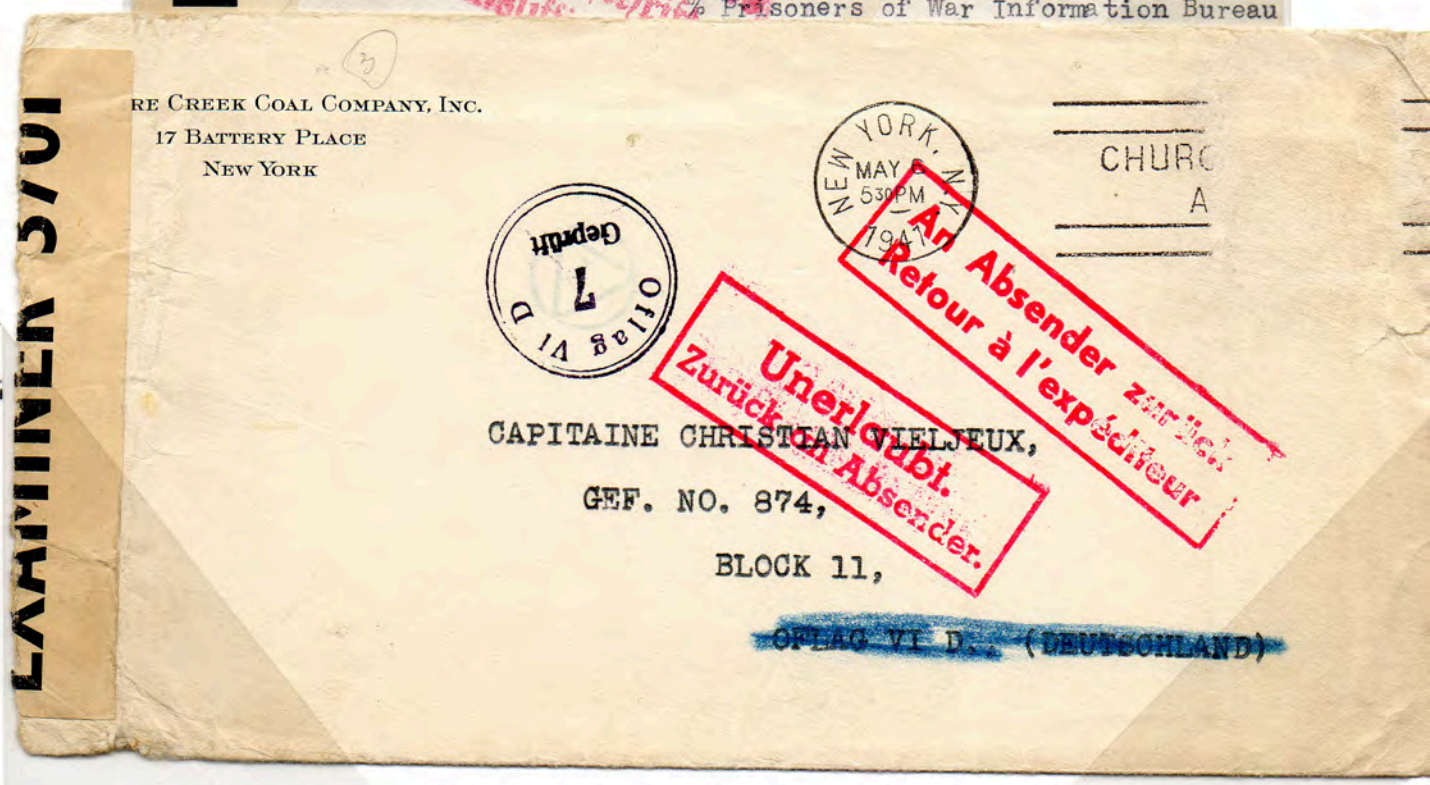
1.



2



3



Cover 1. English POW, 1 Dec 41, in German *Stalag XX A* to US with early US label. Returned US covers: **Cover 2** to Royal Naval Officer via German POW Bureau and **Cover 3** to French POW in *Oflag VI D* Surface POW mail was postage free, so censors removed commemorative stamp.



Letter from Italy 15/7/42 to Italian POW in US Camp at Danbury CT. Only single rate a/m surcharge of 2.70 L paid (actually .05 L underpaid) as POW surface rate was free.



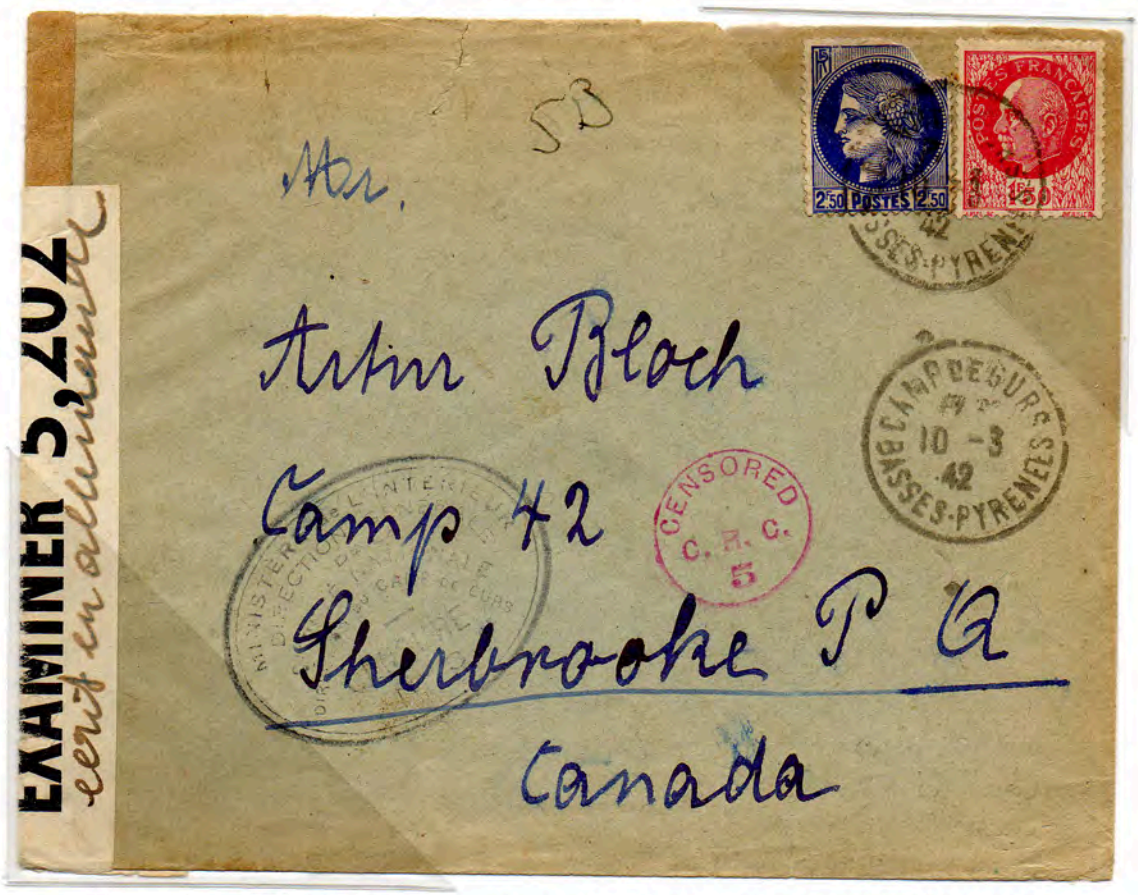
Letter from German Internee on Bonaire, **Curaçao, NWI - 4 reported** to Germany - 17/7/41. Full 60c single a/m rate paid.

SECTION 2A, INTERNEE/PRISONER OF WAR (CONT.)

There were many French internment camps, two others were **Camp de Noe,** Haute Garonne and **Camp de Gurs,** Basses Pyrenees. They are tangible evidence of the Holocaust.

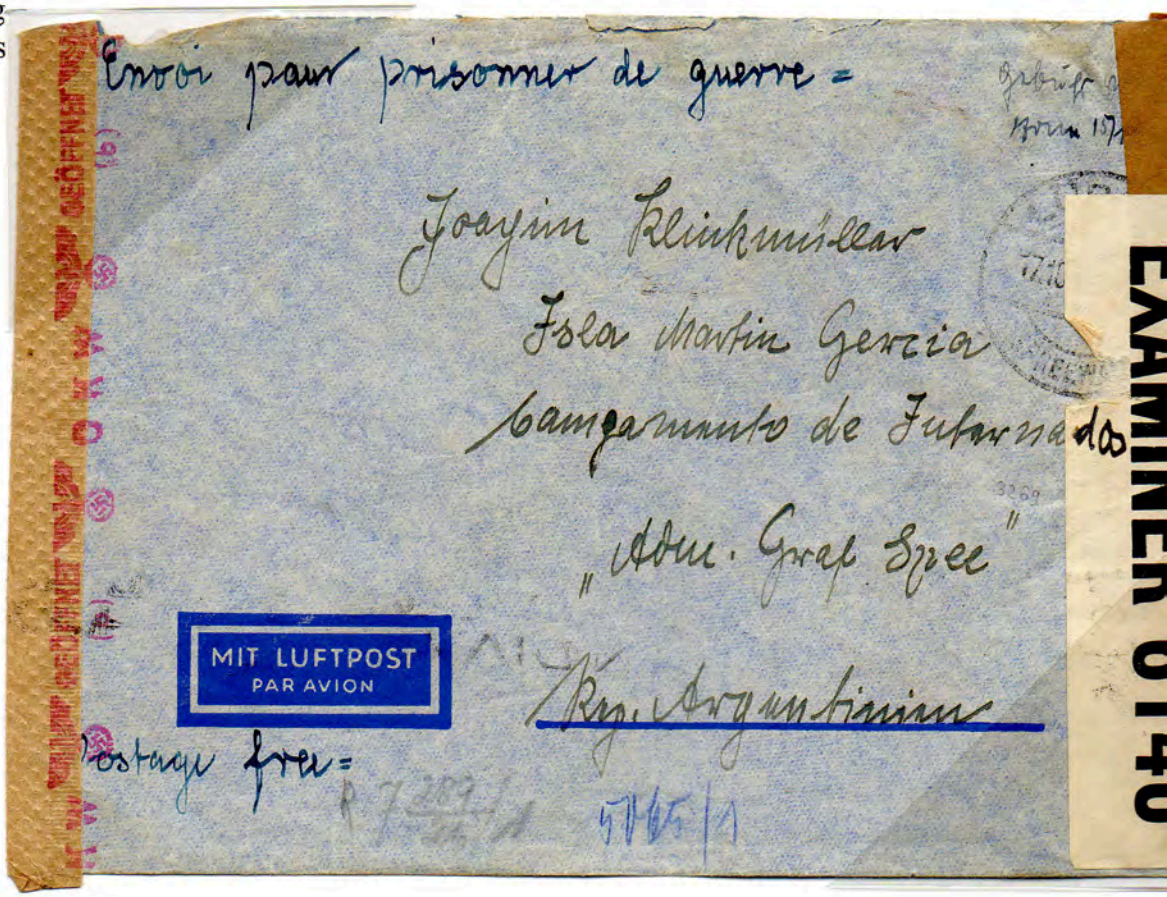


Torreon, **Mexico**, 1 Jul 42, franked with Guadalajara Quadricentennial to **Camp de Noe**, Haute Garonne, Unoccupied France. All stamps and previous markings obliterated with censor h/s: "Retour / a L'envoyeur / 2664". M/s notation "Parti sans adresse", a euphemism for transport to a German death camp. Returned by surface.

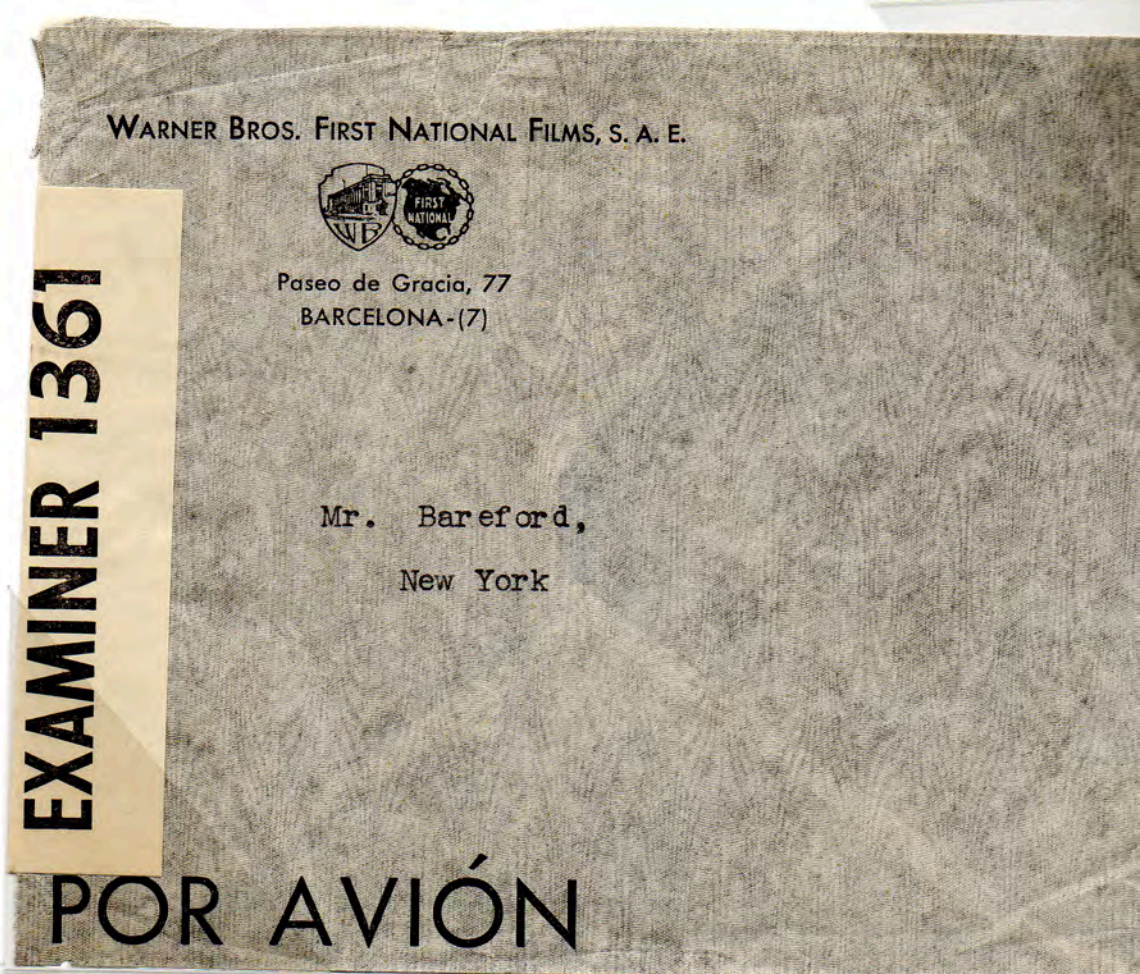


Bottom cover is unusual, going to another detainee in **Canadian Camp 42.**

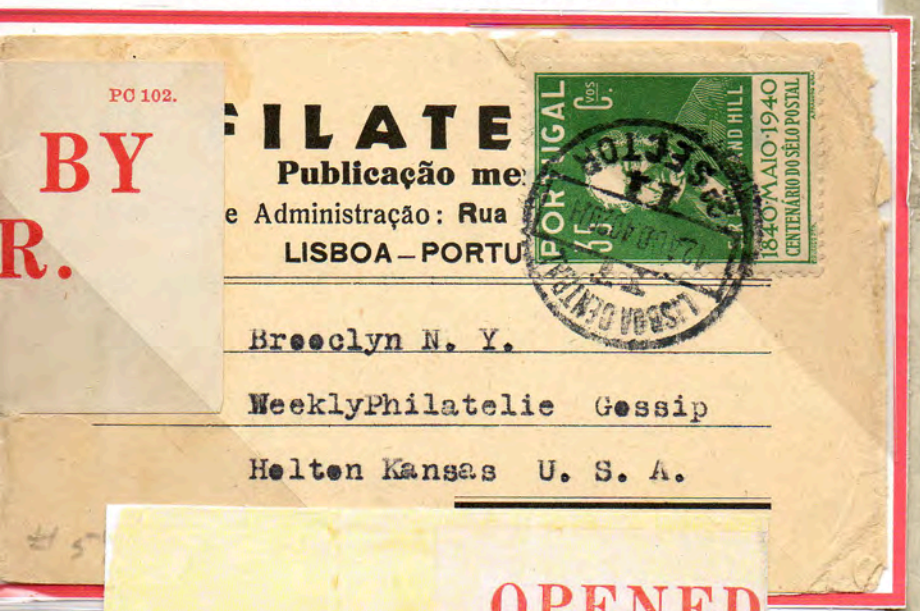
Special expedited handling of post-free POW mail was provided by both sides to avert retaliation against their own POWs. Cover from Germany to a crew member of the scuttled German ship, *Graf Spee*, who was interned on Isla San Martin, Argentina. 20/12/42 Buenos Aires b/s.



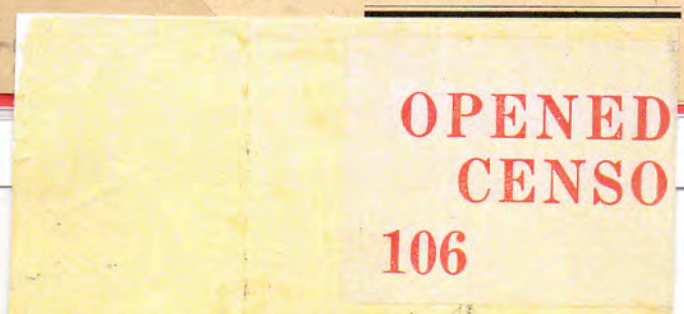
SECTION 2B,
TRAVELERS CENSORSHIP
A stand-alone Travelers Unit of 6 - 7 examiners at Darrell's Island Seaplane Base, examined letters being hand carried by passengers on Pan Am flights or ships, as well as interrogating passengers and crew. This cover has no franking, postmarks, or complete mailing address. **Four reported.**



SECTION 2C, PRESS An independent section (later merged with the Private Section) which examined press, photographic and published materials: examples here of 1). a press release to Spain, 2), Swedish photos for the NY Times Sunday Roto-gravure section, and 3). a stamp publication from Portugal. **This is the only censored wrapper of any kind recorded.**









SECTION 2D, PRIVATE This was another large unit of Censorship, examining solely mail between individual



The envelope lining has been stripped out as a part of the examination process.

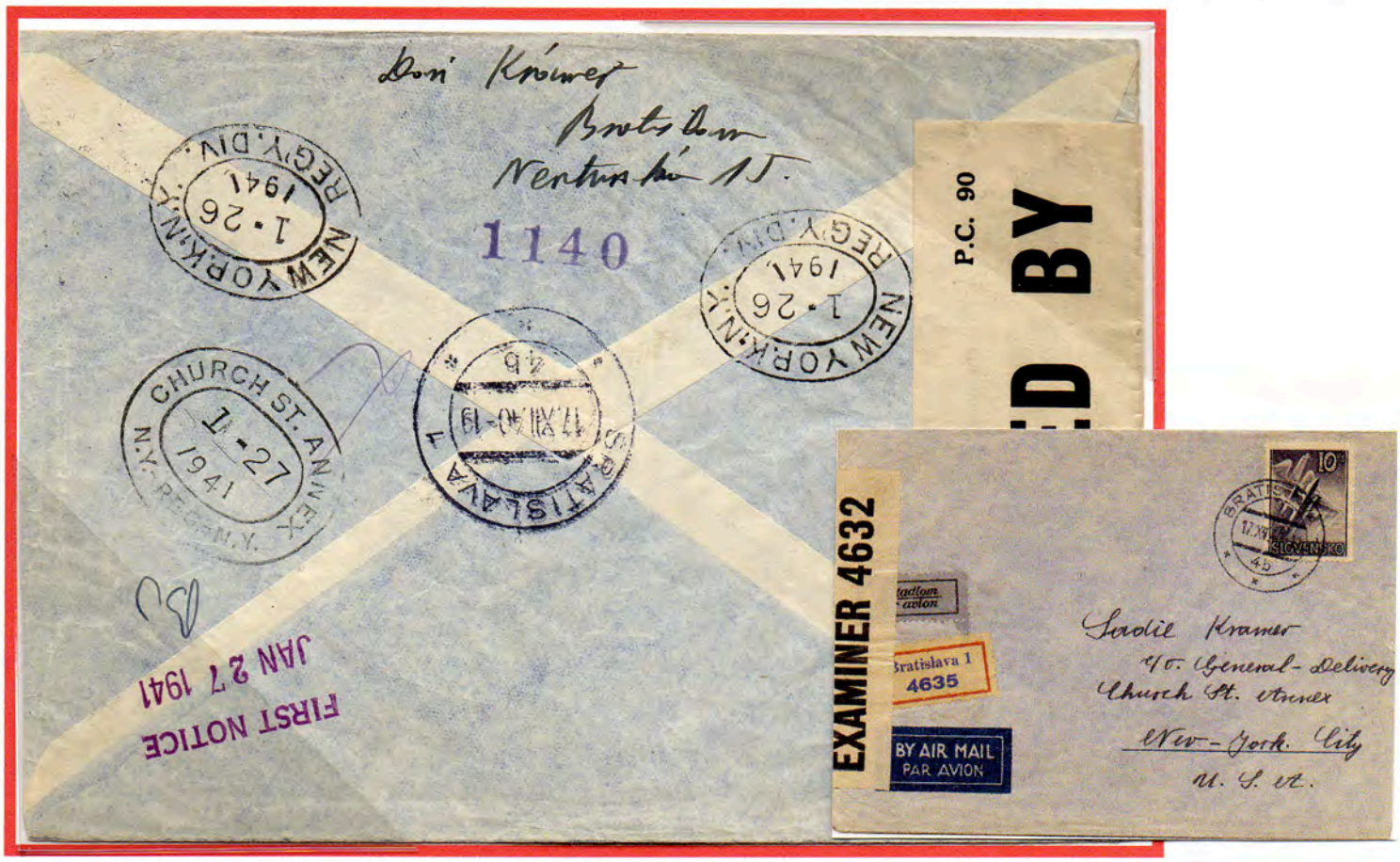


Cover from an extended correspondence between US and Switzerland. Since Spain, Portugal, Sweden, and Switzerland were neutral more covers to and from them are seen.

SECTION 2E, RED CROSS & HUMANITARIAN ORGANIZATIONS A section handling mail to or from organizations serving prisoners of war, refugees, internees, and others dispossessed by the war. The covers show one examiner, #4078, using two styles of label, examining mail from three such organizations between 8/5/42 and 19/5/43.



SECTION 2F, REGISTERED MAIL The Registry Section, located in a secure area, assured contraband was identified, seized, and protected and that legitimate valuables reached their destination. Starting in **mid-Jan. 1941** a 4 or 5 digit h/s number (between 1000 and 99,999) was applied to the back center of each envelope. Mail from a given flight or ship was kept together until it continued its journey. These next 3 covers show numbers at the extremes **(earliest reported use)** of reported numbers. The number 1st appeared in deep grey-purple, **six reported**, but by the end of January the h/s was in red and would remain so for general registered mail. **This is the lowest reported red number.**







Cover with high Bermuda registry number. Also shows US registry numbering system begun in mid-1943 using a purple, four digit h/s in a slightly different typeface, with a "¢" suffix added to distinguish the US number, 7272¢, from the Bermuda number, 92319.



Franking:

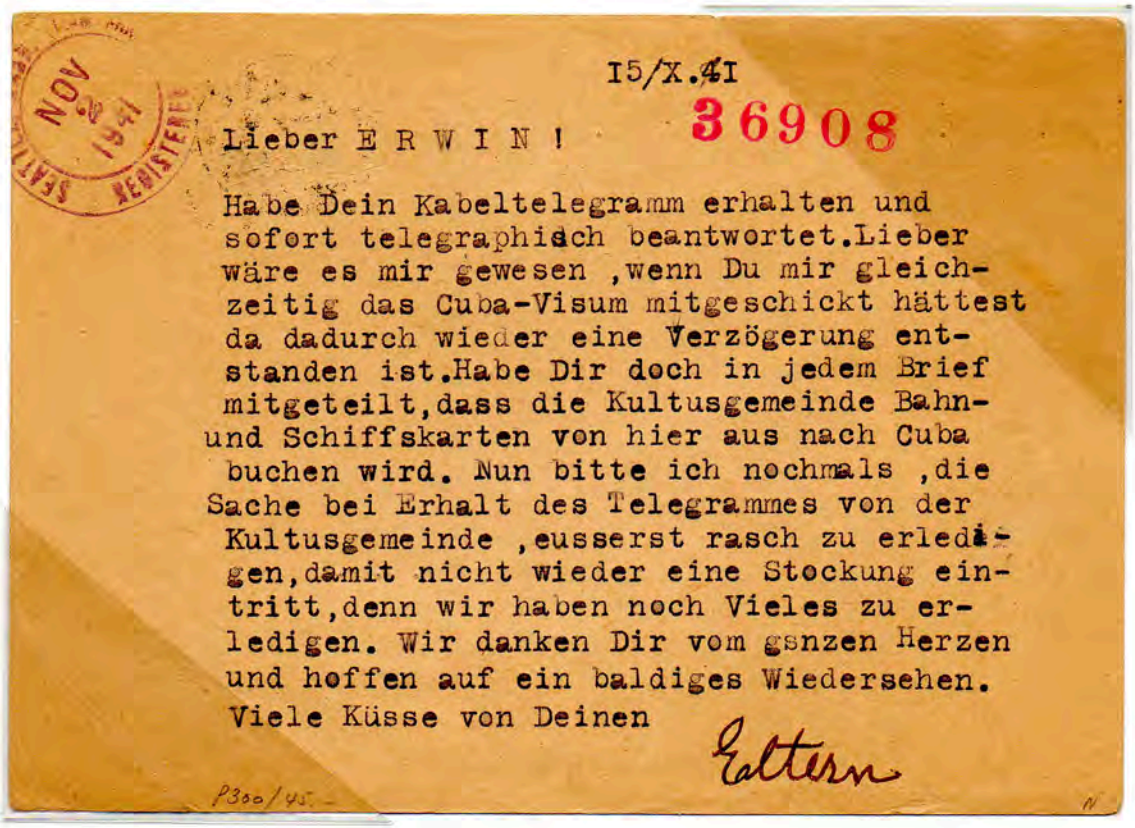
9.40 P = 2 X 4.70 P/5 g a/m rate
.60 P = registry fee
10.00 P = Total

The presence of the registry number is very helpful in collecting and studying censored covers, as it confirm Bermuda censorship. Not all examined mail was closed by a label if it was not opened, or rather if it wa opened surreptitiously with no traces of the examination, or was a postal card.

Cover 1, Breslau 27 Jan 41, reg. cover from Jewish sender **("Israel" middle name)** to US Immigration authorities. German censorship in Frankfort ("e" tape & h/s), (50%). **Cover 2,** Shanghai, China, 10 Sep 41 **'Two-Ocean'** reg., **Exprès** cover to Vienna, **Austria** (b/s 12 Nov 41), (75%).



SECTION 2F, REGISTERED MAIL (CONT.) Registered postal card (5/10/41) from Jewish sender ("Sara" added to name) in Vienna, Austria seeking son's assistance with emigration through Cuba. NYC arrival 31/10/41. German censorship in Frankfort.



15/X.41

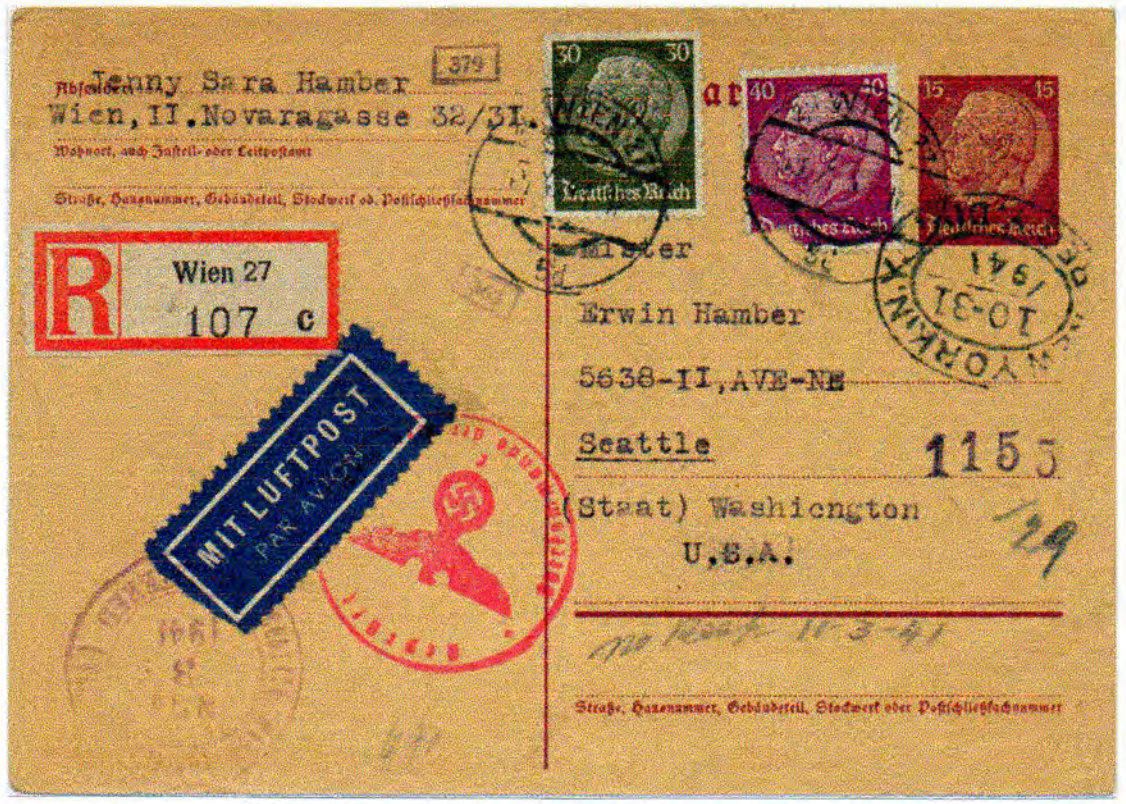
36908

Lieber E R W I N !

Habe Dein Kabeltelegramm erhalten und sofort telegraphisch beantwortet.Lieber wäre es mir gewesen ,wenn Du mir gleichzeitig das Cuba-Visum mitgeschickt hättest da dadurch wieder eine Verzögerung entstanden ist.Habe Dir doch in jedem Brief mitgeteilt,dass die Kultusgemeinde Bahn- und Schiffskarten von hier aus nach Cuba buchen wird. Nun bitte ich nochmals ,die Sache bei Erhalt des Telegrammes von der Kultusgemeinde ,eusserst rasch zu erledigen,damit nicht wieder eine Stockung eintritt,denn wir haben noch Vieles zu erledigen. Wir danken Dir vom ganzen Herzen und hoffen auf ein baldiges Wiedersehen.
Viele Küsse von Deinen

Eltern

P300/45



Jenny Sara Hamber
Wien, II. Novaragasse 32/31.

Wien 27
107 c

MIT LUFTPOST
PAR AVION

Mister
Erwin Hamber
5638-II,AVE-NE
Seattle 1153
(Staat) Washington
U.S.A.

(Scan 100%!)

Franking:
0.15 Rm - postal card surface
0.30 Rm - registration fee
0.40 Rm - a/m surcharge
0.85 Rm - Total



Cover, 1st examined by Germans (secret ink testing smear on face and blacked out text). The British were capable of and took great pains to read the crossed out text to see what the Germans wished to conceal.

Cover posted 16/12/42 at Gordola, reposted Locarno 24/1/43. Mail interruption due to German seizure of Vichy France (crossed out "Retour-Zuruck" h/s).



Portuguese cover with multiple impressions of Bermuda "Securities" handstamp - **Discovery copy**. **Unique Bermuda green registry number, 63003,** (100% inset) rather than the usual red! A UK-US special handling system referred

SECTION 2I, STAMPS An important aspect of German foreign exchange. Bermuda strangled the trade, and individual collectors were trampled. These covers, one in each direction, were intercepted and seized, only reaching their destinations post-war. **Exhibit Section 7** expands on the marks from the condemnation process. **Only condemned cover to Denmark**. Probably from last big pre-war US stamp show + **official USPOD notice**.





New 50¢ transport air mail FDC. Over franked by 5¢ (30¢ a/m + 15¢ reg.). Copenhagen b/s 9/2/46!!



Properly franked 95 pf reg. a/m single-rate cover (5/7/41) to US plastered with semi-postals (? a numeric code). Cover received in NYC 5/3/46. Transition Labels, Section 3b, shows 2nd #1604 label.

SECTION 21, STAMPS (CONT.)

Philatelic mail was not always condemned, as it was in the case of the previous two covers which had a belligerent/occupied nation at one terminus or the other. This unusual and very philatelic dual franked cover was examined, but allowed to pass between the US and Switzerland and return.

.





SECTION 2K, TRADE Business mail was one of the largest divisions of Imperial Censorship which was vitally interested in detecting and interrupting any trade which might benefit the Axis powers.



Correspondence between the Italian National Institute of Exchange and an American Bank.



Correspondence between commercial petrochemical firms in Lisbon and Philadelphia.

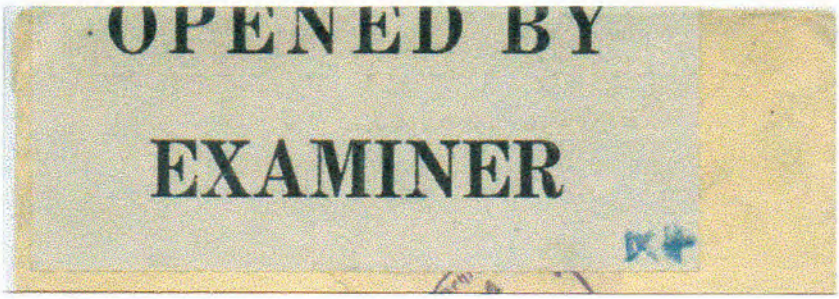




Trade was important between US companies and their foreign subsidiaries. The US was concerned the UK would learn US trade secrets. Heated Diplomatic exchanges on the subject led Pan Am to bypass Bermuda for portions of 1940. US concerns never fully abated.

SECTION 2K, TRADE (CONT.) A key aim of Censorship was to eliminate German trade in strategic materiels, such as platinum! Such letters would have been examined by a Trade Table for information about precious metals and strategic elements such as tungsten.





(Copy 100%)

Poland (Occupied), 21/10/40, cover from Warsaw to Newark, NJ. Closed with Local Bermuda CL 10 unnumbered label, examiner's m/s initials "DCH" added in blue pencil - **only such cover reported.** *Carried by Deutsch Luft Hansa (DLH) to Frankfort then to Lisbon and PAA FAM 18.* Franking: 60 groszy surface rate <20g + 2 X a/m surcharge 75 groszy/5 g= **2 Zloty 10 groszy**

Trade/business correspondence often used oversize envelopes with very high franking of these overweight items. Two such covers are on the next page. Very few of these have survived. →→→→→→→→→→

EXAMINER 6750

I.C.

EXAMINER 6750

I.C.

When possible trade mail from common sender was routed to single examiner.

Franking:

French Cover (30/4/42)

Surface rate <100g	=	13.6 Fr
a/m surcharge, 4Fr/g x 27	=	108.0
Total		**121.6FR**

Finnish Cover (7/2/42)

Surface rate < 80g	=	13.5MK
a/m surcharge 8MK/5g x 15	=	100.0
Total		**113.5MK**

Par avion
Ilmaposti - Luftpost

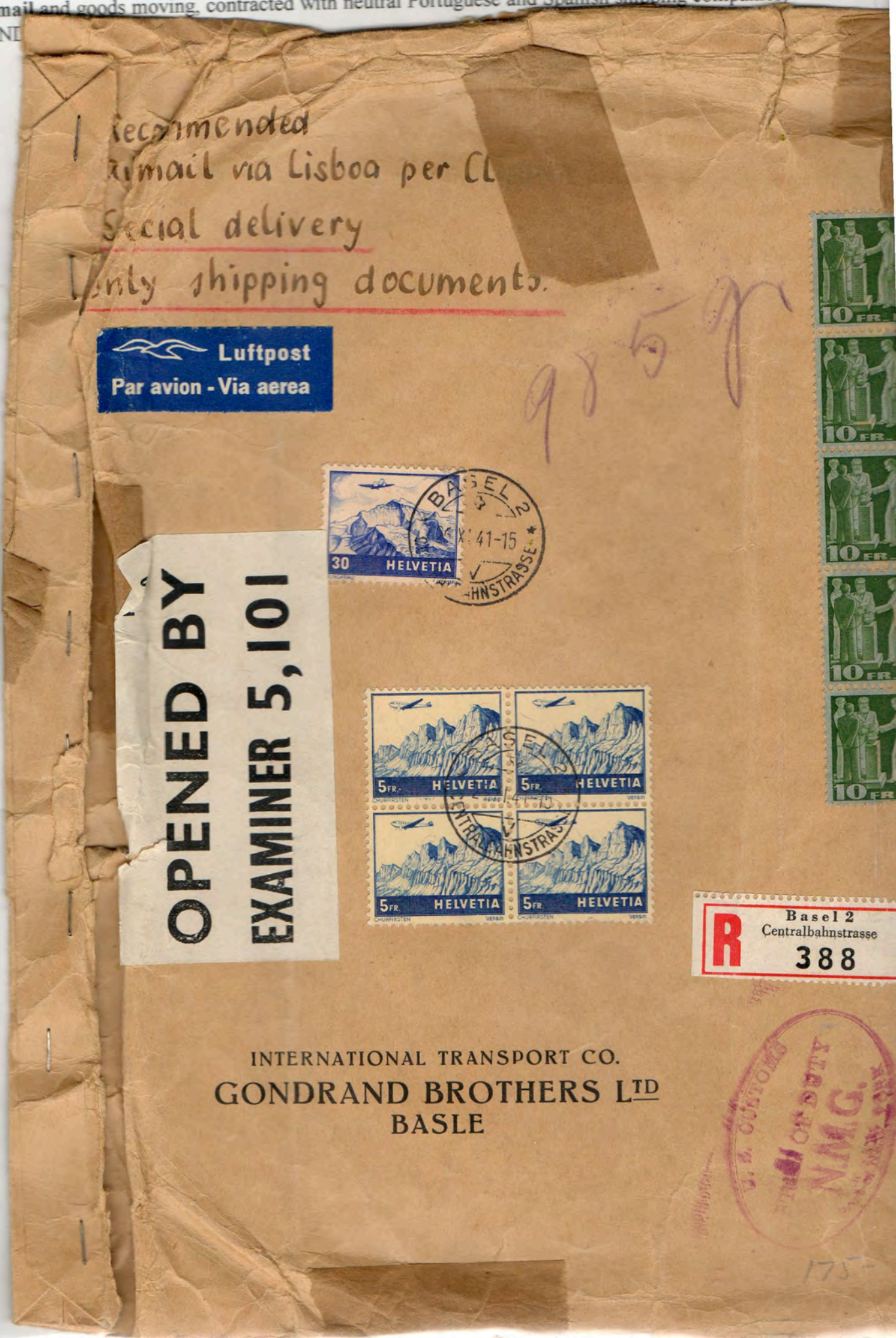
BY ATLANTIC CLIPPER.

Warner Bros.

15, Boulevard Longchamp, 15
MARSEILLE

WARNER BROS. PICTURES, INC.,
Foreign Dept.,
321 West 44th Street,
NEW YORK CITY.
U.S.A.

Upon US entry into the war, all Allied (and Axis) shipping left the scene. The Swiss Government, in order to keep its mail and goods moving, contracted with neutral Portuguese and Spanish shipping companies, such as GOND



It was expensive sending shipping documents by air!. This 985 g. Swiss cover (34.7 oz) is franked with148.30 SFr, the 2003 equivalent of **$435.00 U.S.!!**



Terminal

EXAMINER 1042 C.

~~Reverend G.J.Parkes~~
Lyncliff" - St. George's
BERMUDA



L. A. DAVENPORT,
230 LONSMOUNT DRIVE,
TORONTO 10,

Transit

EXAMINER 1042 I.C.

Mit Luftpost
Par avion
Per via aerea











Mr. José Brandeis

Travelers

EXAMINER 1042 I.C.

Mit Luftpost
Par avion
Per via aerea

To Examiner
Please close this letter again. Thank you.

Please hand over to Mr. José Brandeis

Mr. Walter P. Brandenburger
c/o Swiss Mills Inc.
66 Worth Street
N e w Y o r k City

On occasion transit censors helped examine terminal mail leaving Bermuda, using transit PC90/CL5 labels, which are not otherwise recorded being used by terminal censorship in Bermuda. Here, the examiner added an m/s "C' rather than the usual transit "I.C." - **25 such covers have been recorded**. Examiner 1042, a general *factotun*, also assisted at Travelers Censorship as well as performing his/her usual transit duties.



Special linguist examiners were skilled in over 30 languages, many were fluent in several languages with one knowing seven languages! Examiner 5175 was skilled in Eastern European languages.

SECTION 2M, UNCOMMON LANGUAGES DEPARTMENT(CONT.)

Just as west-bound letters from several countries sharing a common language group were seen by a single examiner, so were east-bound covers from a variety of countries which shared a common language - in this case Czechoslovakian.

Cover 1 - Ecuador to UK, "Written in Czech."
Cover 2 - Peru to Brno, Bohemia & Moravia
Covers 3 & 4, Ecuador and US to Prague, B & M.



SECTION 3, THE LABELS

A wide range of resealing labels were used on examined letters. For clarity, most labels are scanned at 100%, entires are scanned at 75%. The label numbering system, not elsewhere available, fuses the alphanumeric syste Ludington and Torrance & Morenweiser.

SECTION 3A, EARLY LABELS This distinctive label, in shades of red, was the only one used until Summer and then along side new labels until November 1940. 65 PC 102 examiner numbers reported (51 // 201). It is uncor due to its brief period of use, the low volume of mail at the time, and *PAA* frequently bypassing Bermuda from 4 8/1940.

CL2 (PC102) label
Local
207 reported
1/40 - 11/40



Posted 19 Aug 1940, *carried by land to St. Gallen, Switzerland, by land/rail to Rome via Chiasso, by Ala Littoria to Lisbon, by FAM 18 to NYC, arriving 3 Sep 1940.* **It is the only reported cover from Liechtenstein with a PC 102 label.**

Franking

30 Rp - surface
30 Rp - registry
240 Rp - a/m surch.
(4X 60 Rp/5 g)
300 Rp - Total

1 of 2 reported PC 102 covers from Greece.
Franking: 8 Drachma (reg) +26 D (a/m)+1D postal tax =35 D(18 D on reverse).



French and US 'Return to Sender' marks, post German suspension of mail service to Occupied France.
17 PC 102 are US.



Highest and lowest reported PC 102 numbers.



SECTION 3B, TRANSITION LABELS Rapid Station growth, beginning 6/40, exceeded label supplies. A mix of local, early, makeshift, and new UK labels were used to meet demand. **The following five transition labeled covers, excepting the CL10 label with 3 known, are the sole examples thus far reported.**



PC 22 (CL 1) label, an unnumbered style normally used for terminal mail, with added m/s "160" on a transit cover from Lisbon, p/m 16/8/40. Also a PC 102 labeled cover for same examiner before the supply ran out. Obverses @ 50%. **Note similarity of ink and type face for both labels.**





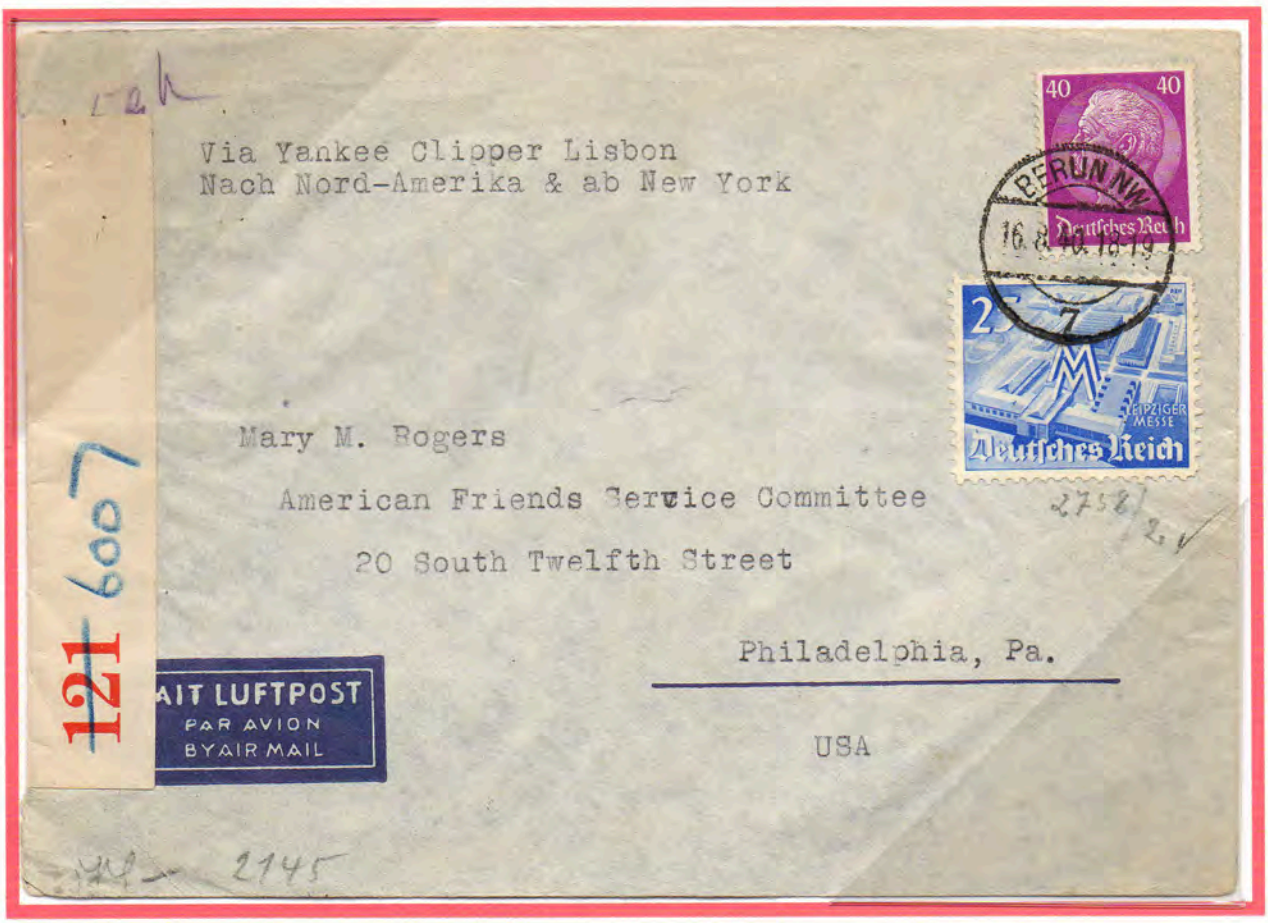
SECTION 3A , EARLY LABELS, local PC116 "Detain" label used only 20 Sep. - 9 Nov. 40, **6 reported** .20 Sept 40, Angmagssalik (FDC for this P.O.), **Greenland - 1 reported.** Philadelphia b/s 4 Nov 40; NYC b/s 12 Nov 40, Bermuda - 20 Nov 40.

Legend for info on label

1). "SM 16E" = 16th eastbound ship's mail examined at Bermuda.
2). "3619" = Bermuda Examiner;
3). "By 52" = PC 102 number of DAC,
4). "R.040" = mail bag #,
5). "N. York - Koln",
6). "Information" = nature of contents and reason for detention,
7). "5338" = Bermuda examiner,
8). "Listed EJR" = initials of registry file clerk;
9). "20 Nov 40" = date of Bermuda detention.



↑Portion of discontinued "Detain" label used to close envelope - **Unique**





Air mail cover from "The Society of Friends", a Quaker humanitarian agency in Berlin posted 16 Aug 1940, bearing a local PC 102 label, the printed "121" crossed out, and an m/s 'Imperial' number 6007 of a former Gibraltar examiner added.. Generic German OKW (Oberkommando der Wehrmacht) label on the reverse. Pan Am had just resumed the Bermuda stop.

2Fr50 Surface rate cover <20g from Cannes, France, posted 26 /8/40, California b/s 1010/40.

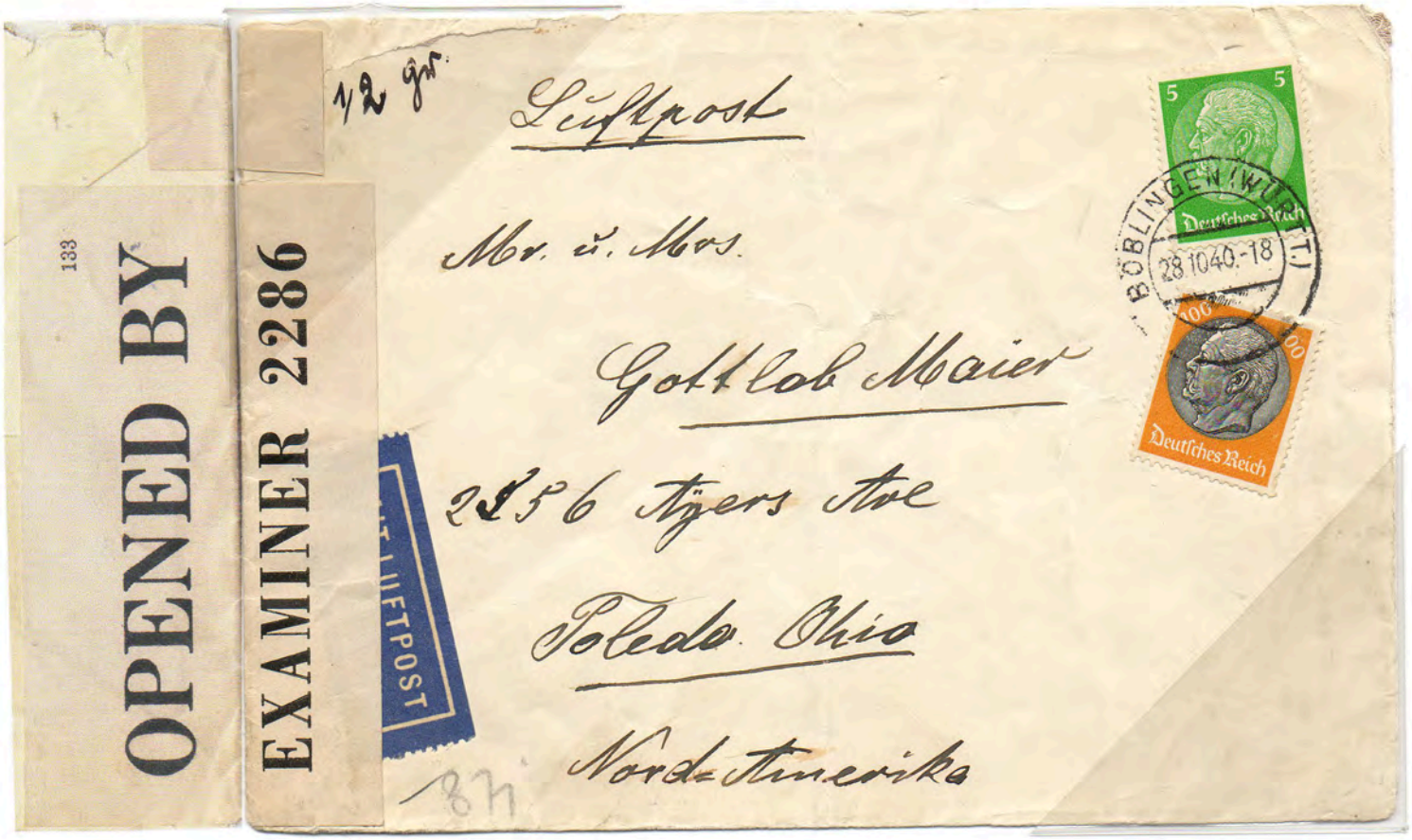
Examiner 599, without his/her own labels, used Examiner 836's CL5-1F label, crossing out the number and adding an m/s "599". Both are known Bermuda Nos.



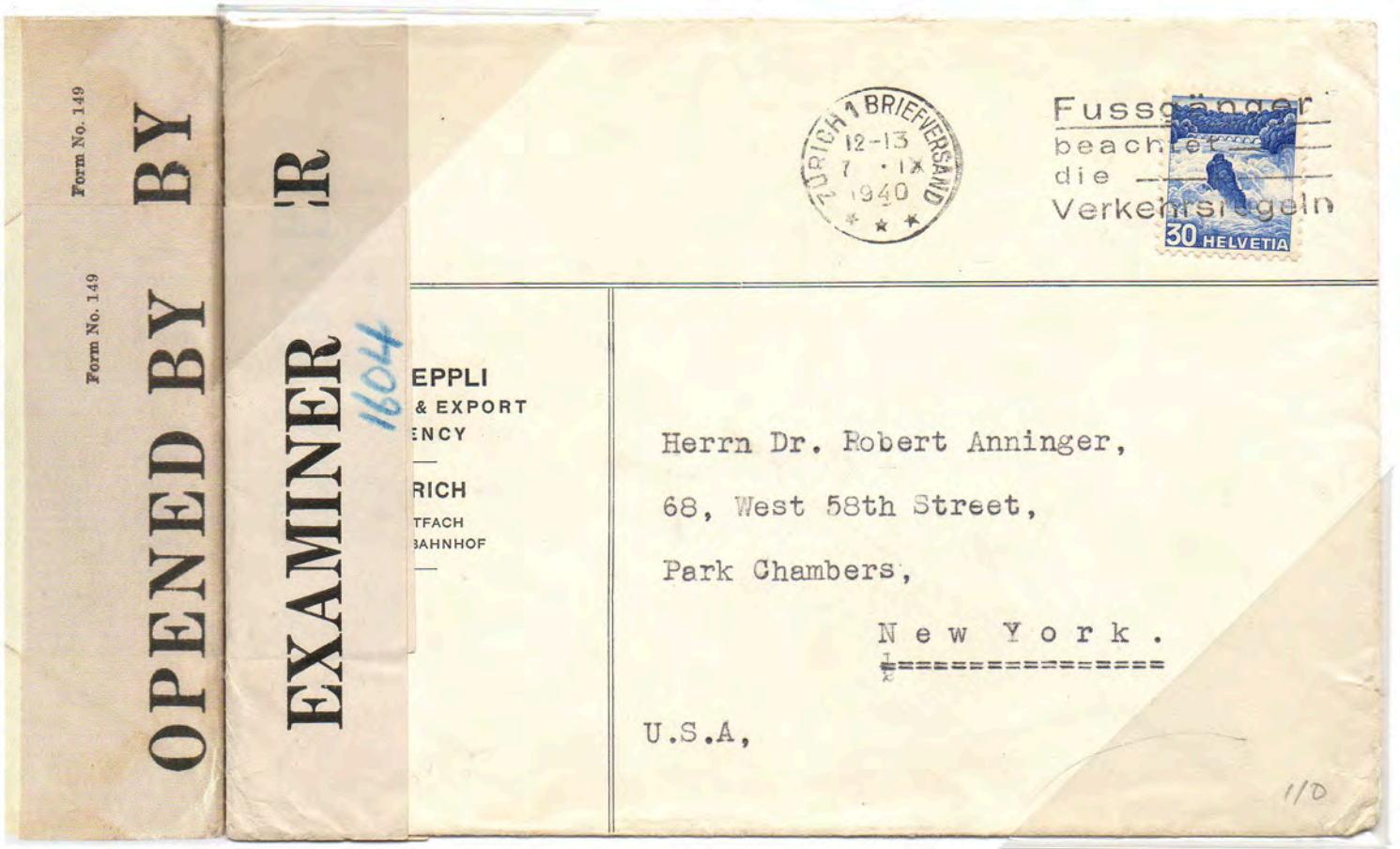




Examiner 993 (Bermuda, 17/7/40 - 11/2/44), out of labels, so m/s "Passed 993" added directly to cover. Second cover shows usual label for 993.



Label CL8, Local, "133" appears in place of "PC 90", 4 Reported, 28/10/40 - 1/6/41.



Label CL 10, Local, 4 Reported, 7/9/40 - 21/10/40. Said to have been used for Travelers Censorship, but no philatelic evidence has emerged to support this.

SECTION 3C, PERMANENT LABELS There are three general categories of Bermuda labels: 1.) **Imperial** labels from Britain; 2.) **Regional** labels used elsewhere in the Caribbean, likely printed in Bermuda; and 3.) **Local** Bermuda labels originating in and used only in Bermuda. The **Imperial** CL5-1"x" label numbering system used here combines Ludington's CL5 category for PC 90 labels with Torrence & Morenweiser's PC 90 numbering system. The Bermuda Station operated for 23 months before the world-wide Imperial Station coding system was begun in December 1941, so labels may be seen with or without the Bermuda "IC" code.

Label CL5-1A,
Imperial
3177 reported,
30/6/40 - 11/4/44.

Label CL5-1B,
Imperial,
Comma only,
123 reported,
31/12/40 - 6/3/44.



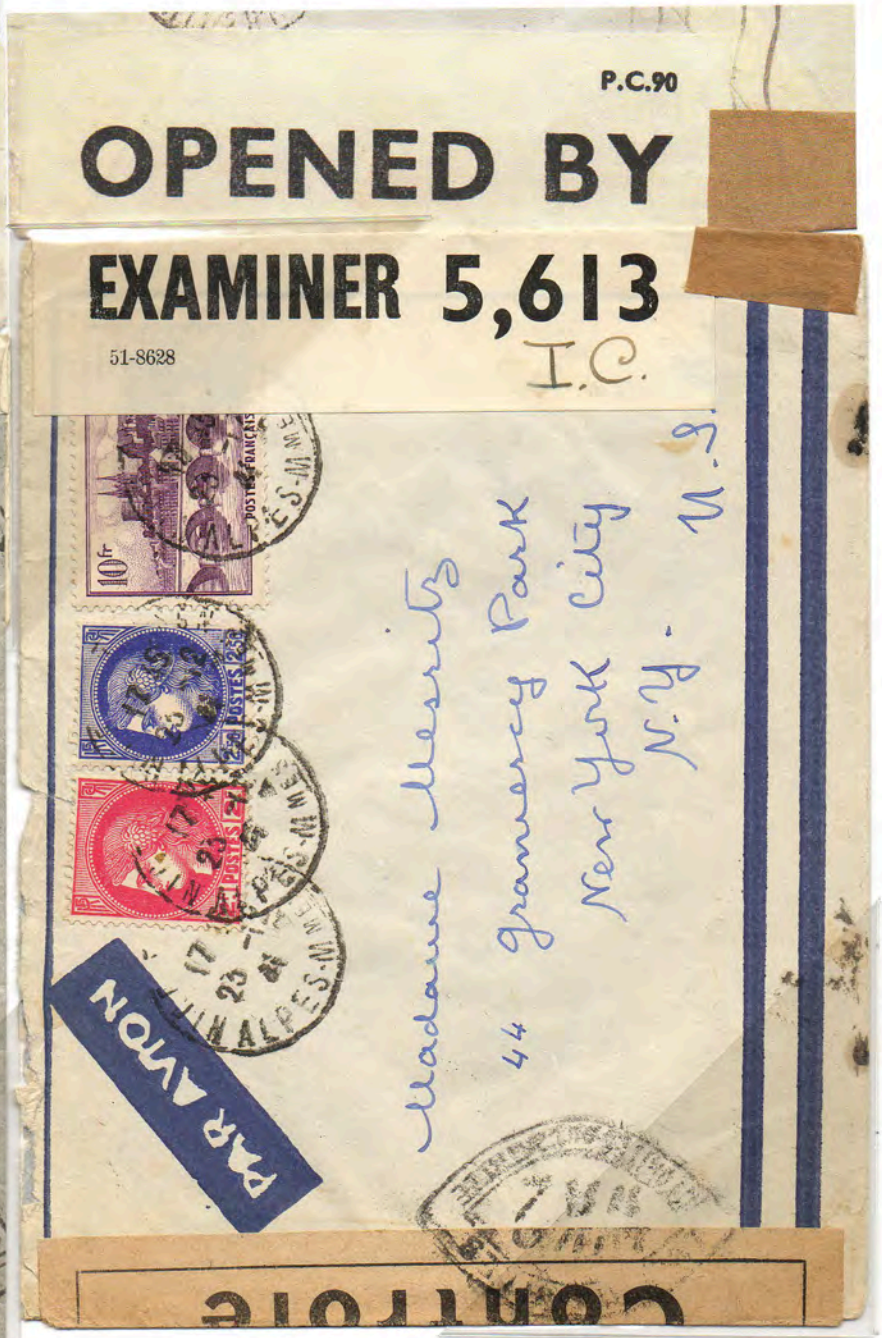


SECTION 3C, PERMANENT LABELS (CONT.)

Label CL5-1B2,
No comma, printer's code.
Imperial,
48 reported,
5/10/40 - 29/2/44.

Label CL5-1B3,
Comma and printer's code.
Imperial,
5 reported,
23/12/41 to 16/3/44.



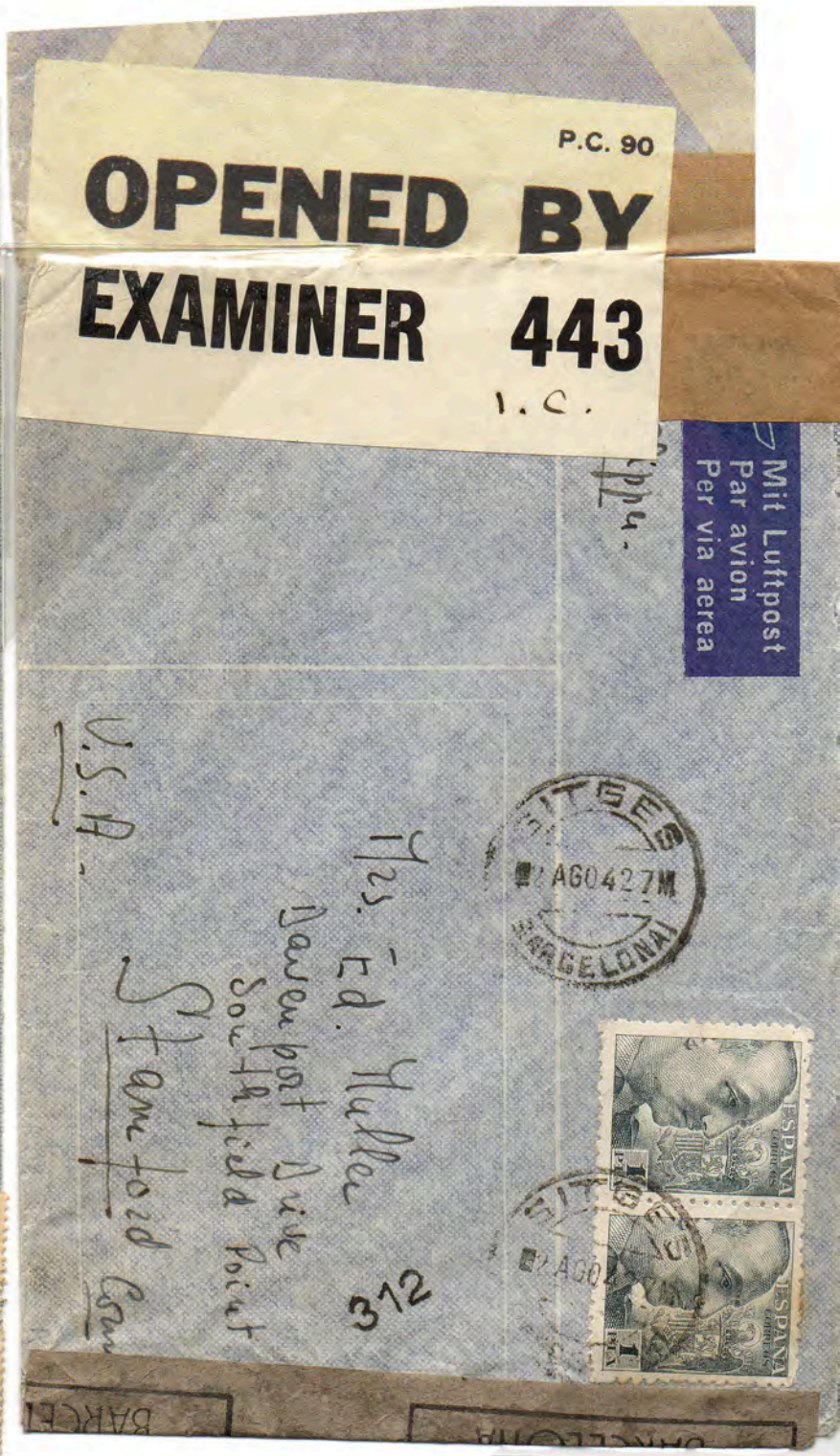


SECTION 3C, PERMANENT LABELS (CONT.)

Label CL5-1Ba (var),
Square comma, tall numbers.
Imperial,
7 Reported,
21/11/41 - 13/2/42.

Label CL5-1C,
Oval "O" of "Opened"
Imperial,
10 reported,





SECTION 3C, PERMANENT LABELS (CONT.)

Label CL5-1D,
Imperial,
Tall "O" of "Opened"
1711 reported,
3/5/40 - 10/4/44.



Label CL5-1F,
Imperial,
Splayed legs on "M"
928 reported,
8/6/40 - 8/4/44.



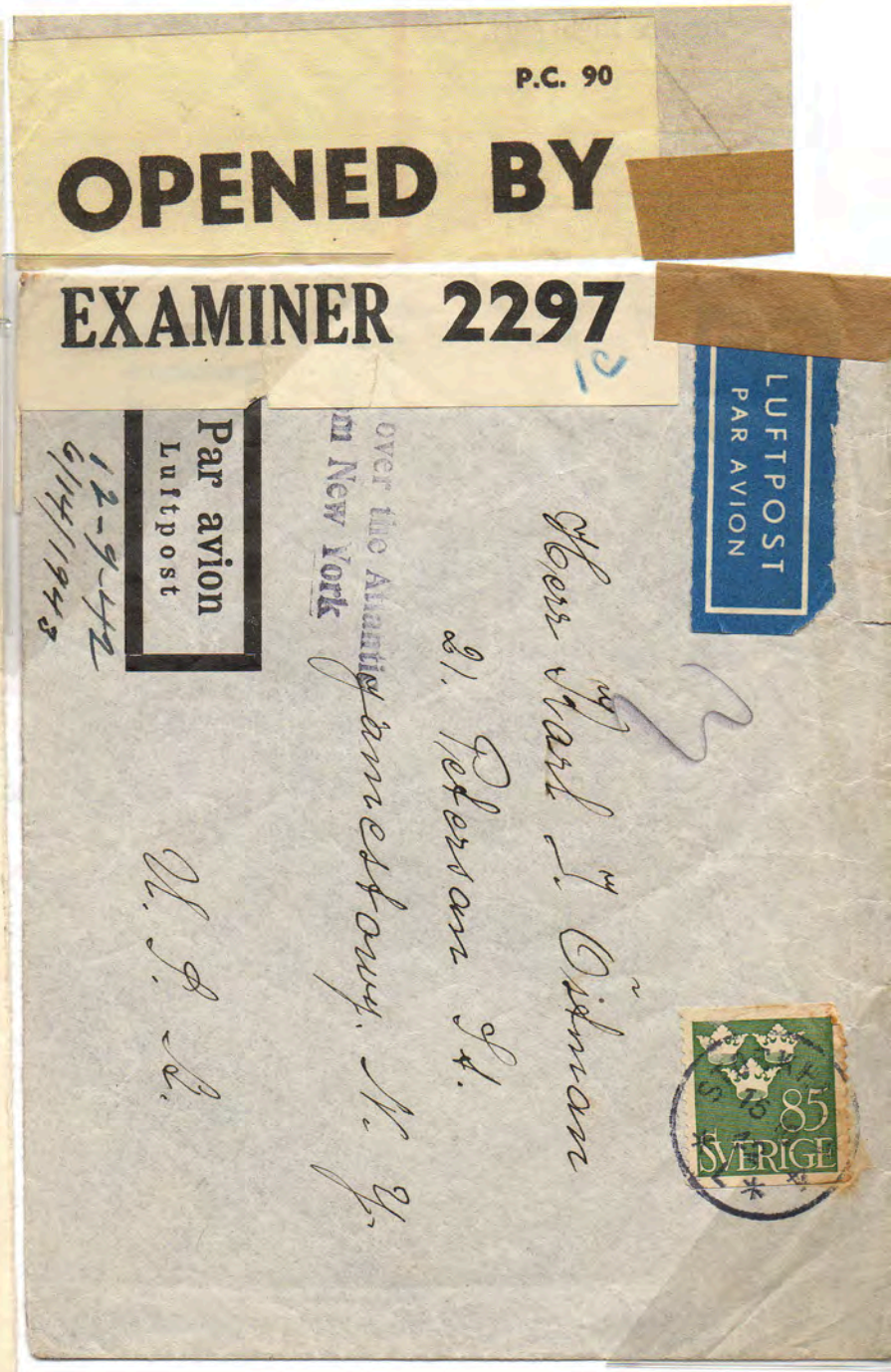
SECTION 3C, PERMANENT LABELS (CONT.)

Label CL5-1G,
Imperial,
Small "Examiner" & splayed "M"
411 reported,
4/7/40 - 4/4/44.

Label CL5-1N
Imperial
"Examiner" in serifs
1 reported
15/10/42



Rare destination - South Africa - 2 reported





Label CL5-1S, Imperial, Very tall & slender typeface, 3 reported, 1/11/40 - 10/12/40, **Discovery copy.**

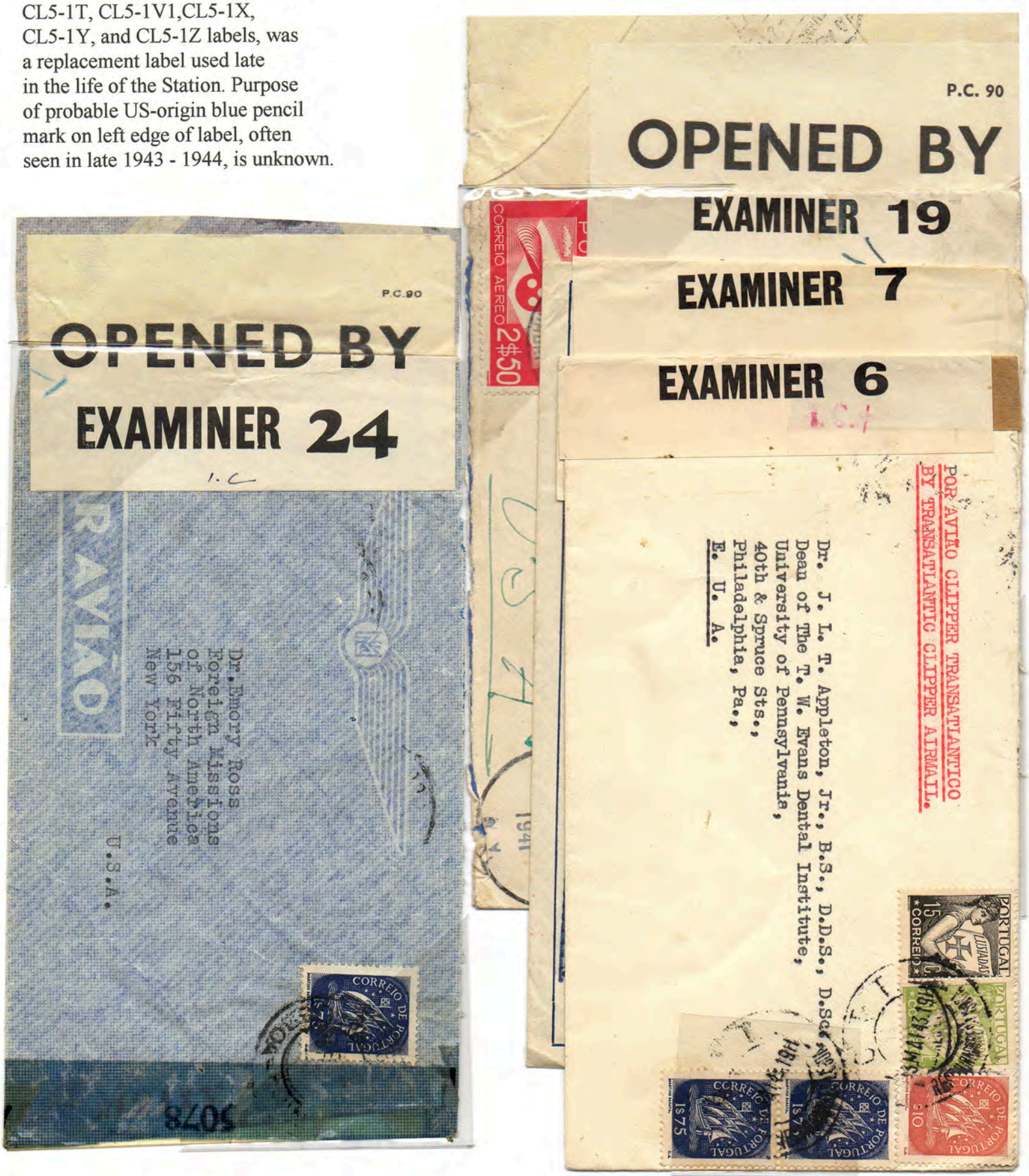


Label CL5-1T, Imperial, 1 reported, 1943, **Discovery copy**

Label CL5-1U, Distinctive numeral, Imperial, 1 reported, 28/2/44, **Discovery Copy.**

Label CL5-1X
Small "examiner"& numeral
Imperial,
11 reported
1/6/41 - 22/11/41.

It, like many of the rare CL5-1S, CL5-1T, CL5-1V1,CL5-1X, CL5-1Y, and CL5-1Z labels, was a replacement label used late in the life of the Station. Purpose of probable US-origin blue pencil mark on left edge of label, often seen in late 1943 - 1944, is unknown.



SECTION 3C, PERMANENT LABELS (CONT.)

Label CL5-1Y, Imperial, top row of the CL5-1A label combined with bottom row of the CL5-1G label, 3 reported, 1/8/41 - 22/11/4, **Discovery copy**.

Label CL5-1Z, Imperial, similar to CL5-1A, but examiner number numerals are **1 mm taller and 7-8 mm wider** than CL5-1A's numerals, (see 100% B&W scan). 3 reported, 12/11/41 - 20/6/43,. **Discovery copy**.







SECTION 3C, PERMANENT LABELS (CONT.) The CL7 family of Bermuda-produced replacement labels. Individual labels generally in use for a period of only a few months. Very similar to the terminal censorship CL6 family of labels.

Label CL7a,
Local,
125 reported,
12/10/40 - 1/3/44.

Distinctive typeface and "Opened By Examiner " in one line.

A/m cover from Sao Bento, Portugal (24/9/43) to Washington, DC. Lisbon air post b/s 25/9/43. **This is the lowest reported Bermuda Examiner number**.

A/m cover from British Tangier (22/5/42). Lisbon transit b/s 23 May 1942.

By surface transport to Tetuan, by air with Portuguese TAE to Seville, and on to Lisbon..



SECTION 3C, PE
See next page fo
more details.

**Label CL7b,
Local,
5 reported,
1/5/43 -
30/12/43.**

Distinguished by placement of slash between 'I' and 'C' and the lack of a period after 'I' and 'C'.

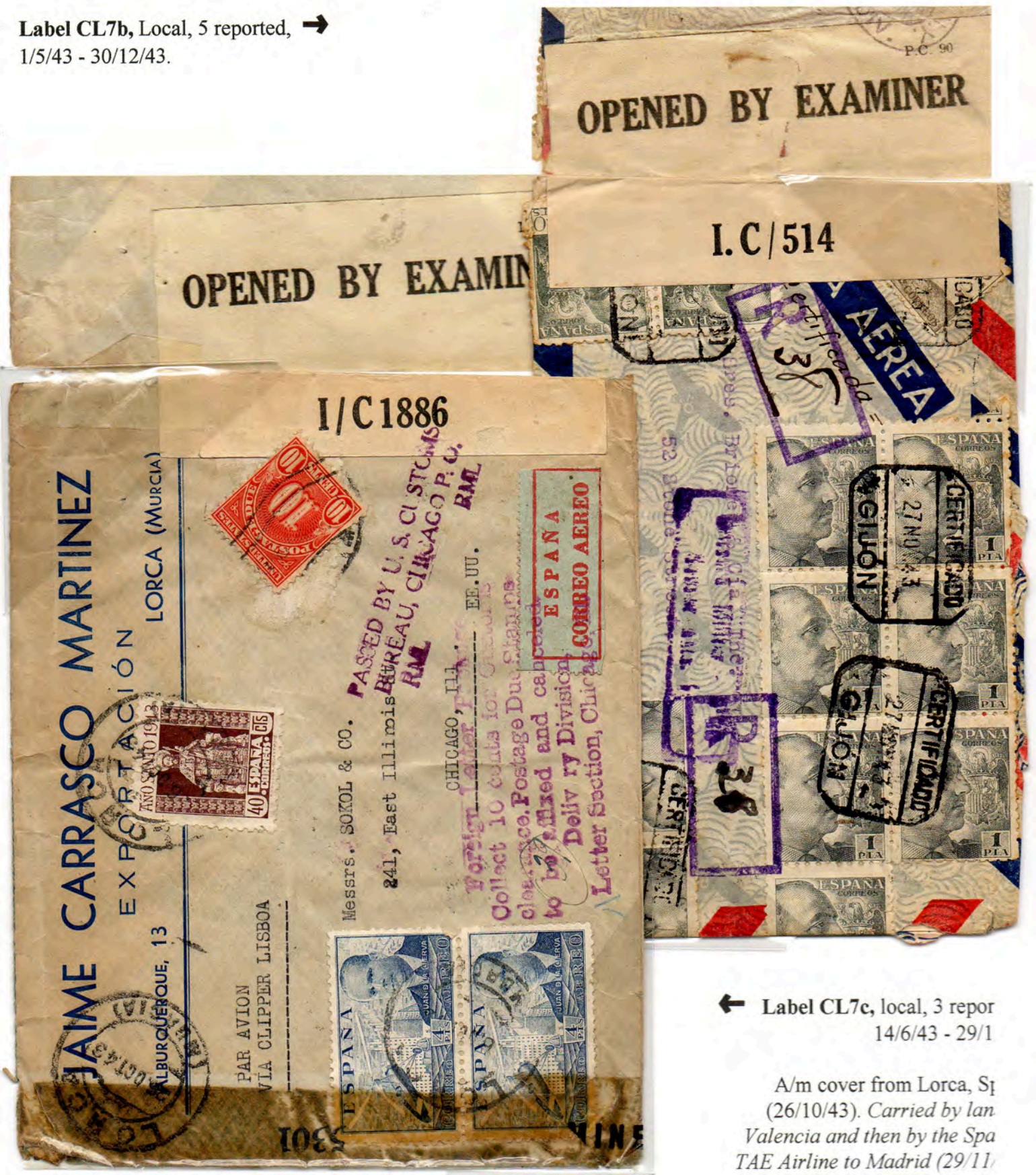
A/m cover from St Gallen, Switzerland, (4/1/44). Also has German and US censorship.

Sent via Basel to Berlin and then vi DLH to Lisbon.



SECTION 3C, PERMANENT LABELS (CONT.) On at least two occasions Bermuda printers prepared CL7 labels v **misplaced or absent characters**, creating two of the rarest and most sought after Bermuda label varieties. The C label had both stops omitted and the "/"'was misplaced so that the label reads "I/C 1886" rather than I.C./1886. On CL7c labels, the stop after the "C" was omitted so that it reads "I.C/782" rather than I.C.782.

Label CL7b, Local, 5 reported, ➜
1/5/43 - 30/12/43.



← **Label CL7c,** local, 3 repor
14/6/43 - 29/1

A/m cover from Lorca, Sp
(26/10/43). *Carried by lan*
Valencia and then by the Spa
TAE Airline to Madrid (29/11

 Bermuda-produced label, in similar font to other local labels used for transit and terminal censorship in 1940, was a replacement for Imperial labels.

Label CL9a,
Local,
125 reported,
1/7/41 - 28/11/42.

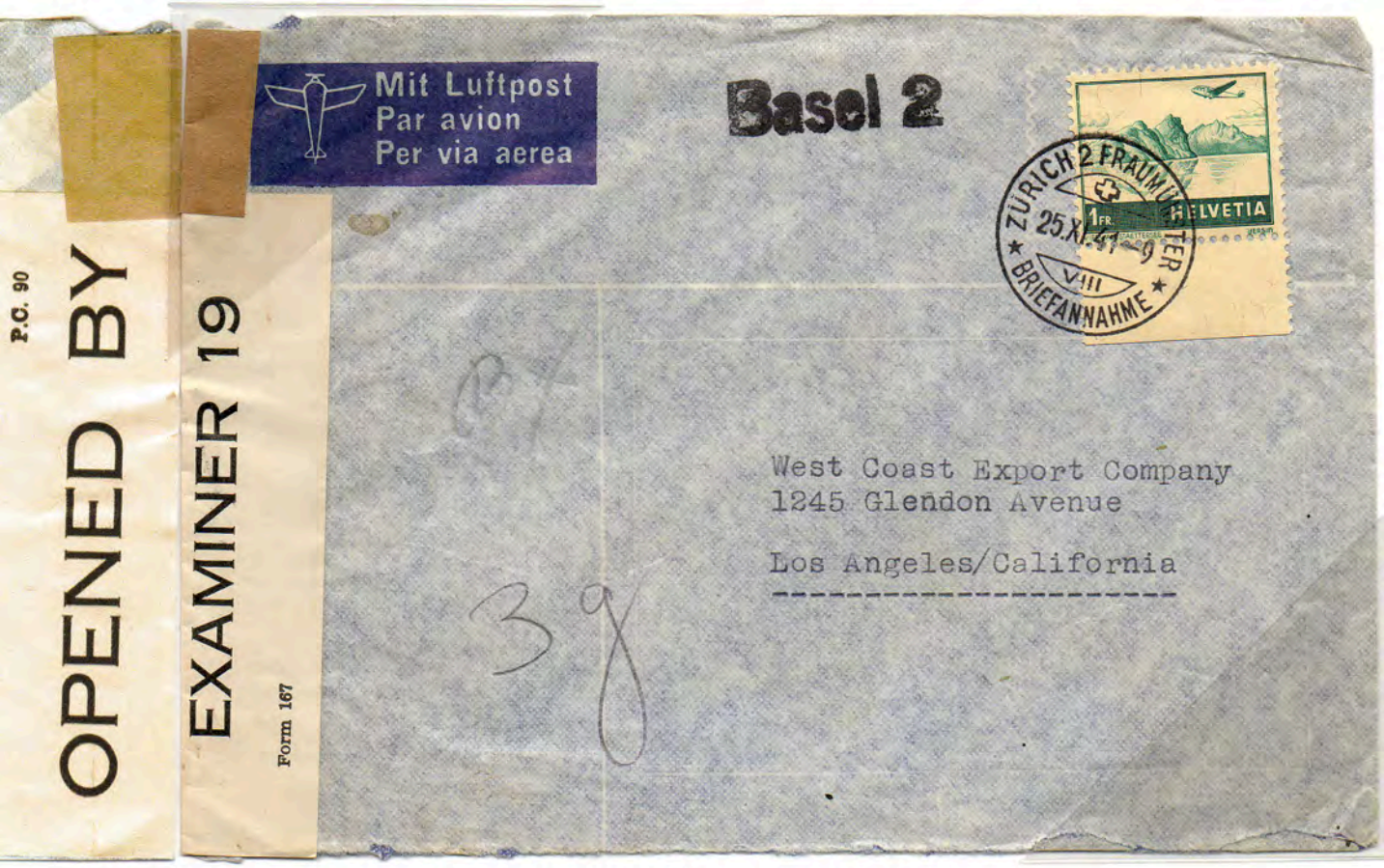
Has distinctive Bodoni typeface P.C. 90 appears in brackets. The label number, '167', has a series of suffixes ranging from a. to z. and a.a. to m.m., but the meaning of the suffixes is uncertain.

A/m cover from Helsinki Finland, 6 May 41. **(167 m.m.)**

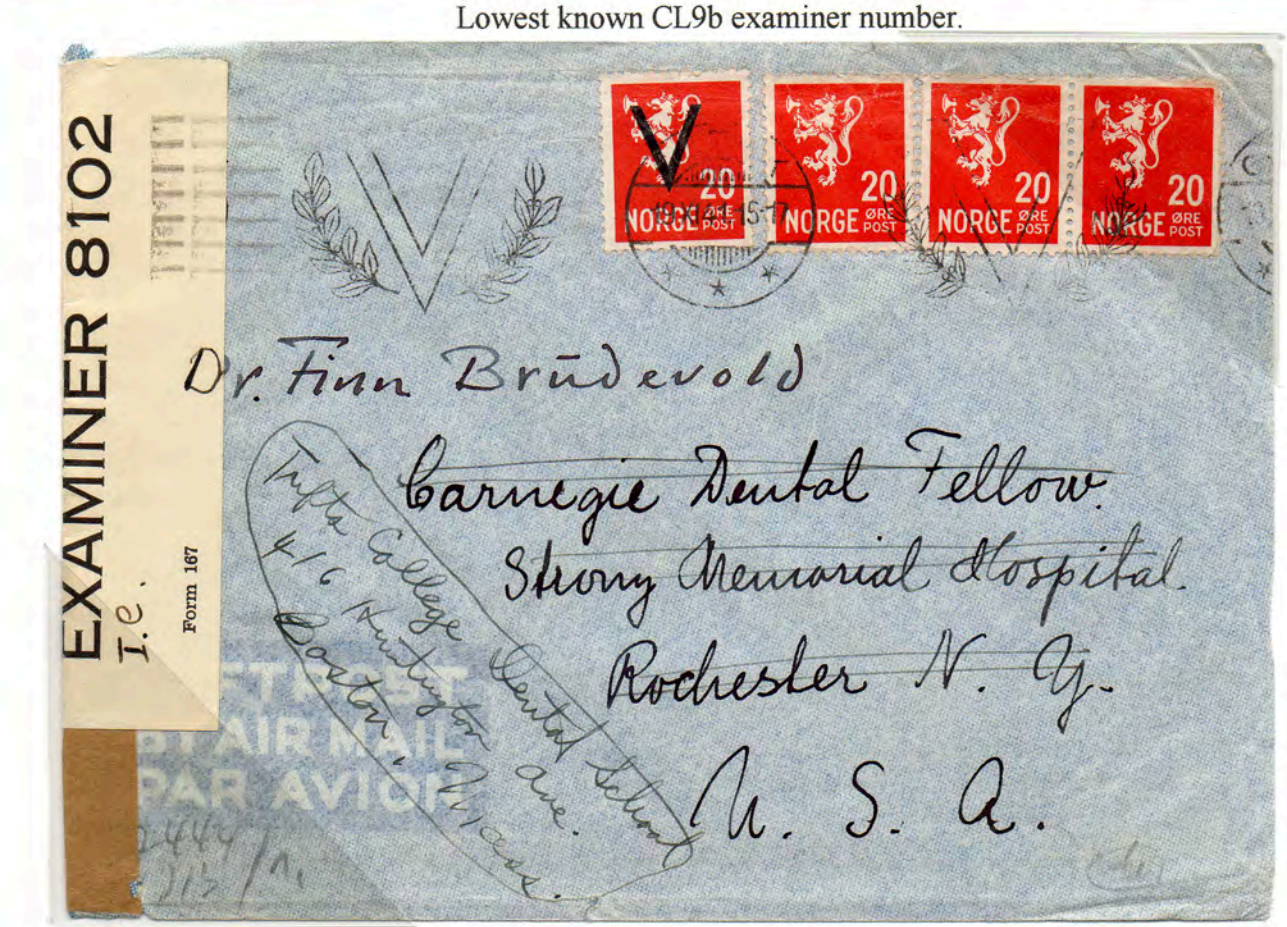
A/m cover from Athens, Greece 15 Mar 41. **(167 u.)**



Label CL9b, Regional, Form 167 LL Corner, 741 reported, 25/1/41 - 11/3/44. Bermuda-produced label with distinctive Copperplate Light Gothic #10 typeface was used throughout the Caribbean, particularly Trinidad. It was an Imperial label replacement.



Lowest known CL9b examiner number.



Highest reported CL9b examiner number, also highest known Bermuda examiner number.

SECTION 3D, IMPERIAL HANDSTAMPS AND POST(AL) CARDS

Alone among Imperial Stations, Bermuda lacked official h/s's to mark inspected mail, particularly postal cards. As a result, Imperial h/s's formerly used in Gibraltar (Type H 10, LKU there - 7/40) were pressed into service during 1941-2 **(7 reported). Of h/s #1 - 6 known in Gibraltar, #3, 5, & 6 have been identified in Bermuda and are present in this exhibit!**

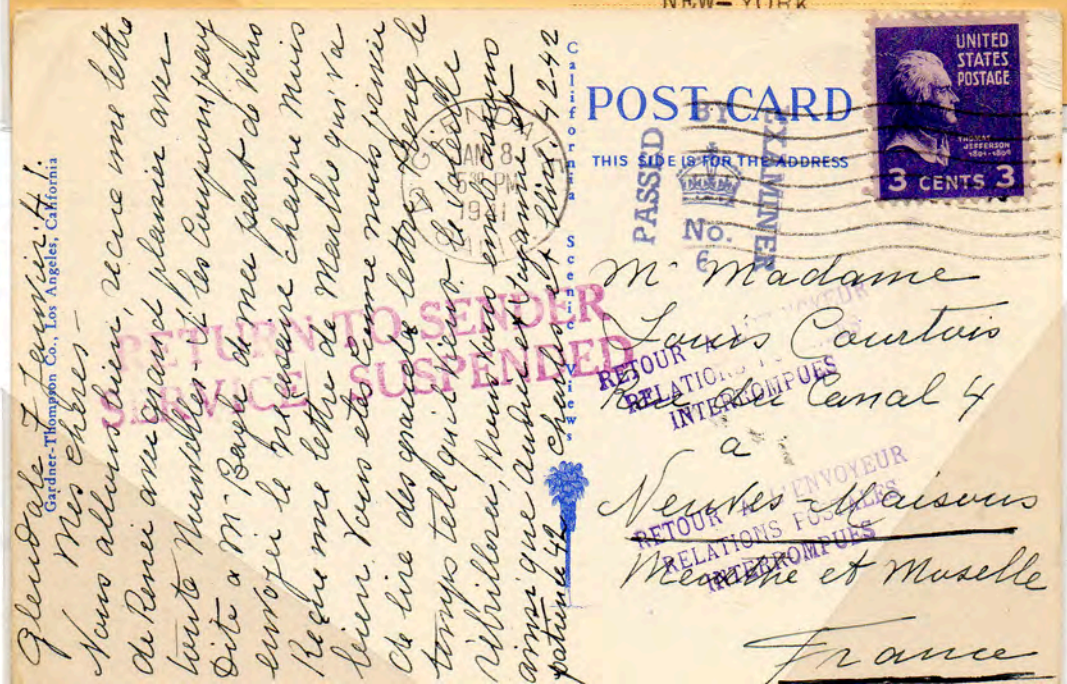
Au, Switzerland to Dayton Ohio, 24 Feb 42, US Domestic 1¢ postal card insufficiently up-rated with two ½¢ Nathan Hale stamps on an International Reply Card, usually 3¢, but no postage due assessed. Deep blue-black impression of H 10 #3 h/s. **Unusual combination!!**



Genève, Switzerland, 3 Jan 41, **IRC** postal card informs addressee that her letter had been forwarded to a POW in Oflag VIIIA, Germany. Blue-black H 10 # 5 h/s.



Glendale, CA, 8 Jan 41, returned surface post card from Occupied France. Pale blue-black H 10 #6 h/s.



Regular PC90 label use by Examiner 5517, 16 Jan 42.



BPO, Tangier 21 Nov 42 w/ Gibraltar H 10 h/s number erased and m/s Bermuda Examiner "5517" inserted. **Only such h/s modification reported.** Likely represents promotion to DAC.





Switzerland, 10 Rp domestic surface postal card uprated to 90 Rp for a/m, 26 Oct 43 fror Zurich to Brooklyn, NY w/ P 90 label of Examiner 510 (res of label stuck to message side of card). **Was seized, release and has US "HBBC" h/s upon release as well as secr ink testing. Tape not previously known on p/c -** presumably because it would cover the message.

Postal cards were also manuscript marked with a plain P. C. 90 **(card 1)** or P.C. 90 [examiner number] **(card 2)** before the 'IC' designation came into use, at which point an IC was added **(card 3)**.

Card 1



Card 2



Card 3



✚ SECTION 4. BERMUDA EXAMINERS WORKING AT OTHER W. ATLANTIC STATIONS ✚

As Western Atlantic Censorship Headquarters, Bermuda exercised administrative and intelligence control over the other Imperial Stations and provided staff to them on a temporary or permanent basis. Very few of these examiners have been identified. Uncertainty about examiner location can present problems at times in attributing covers. **(see Section 3d)**.

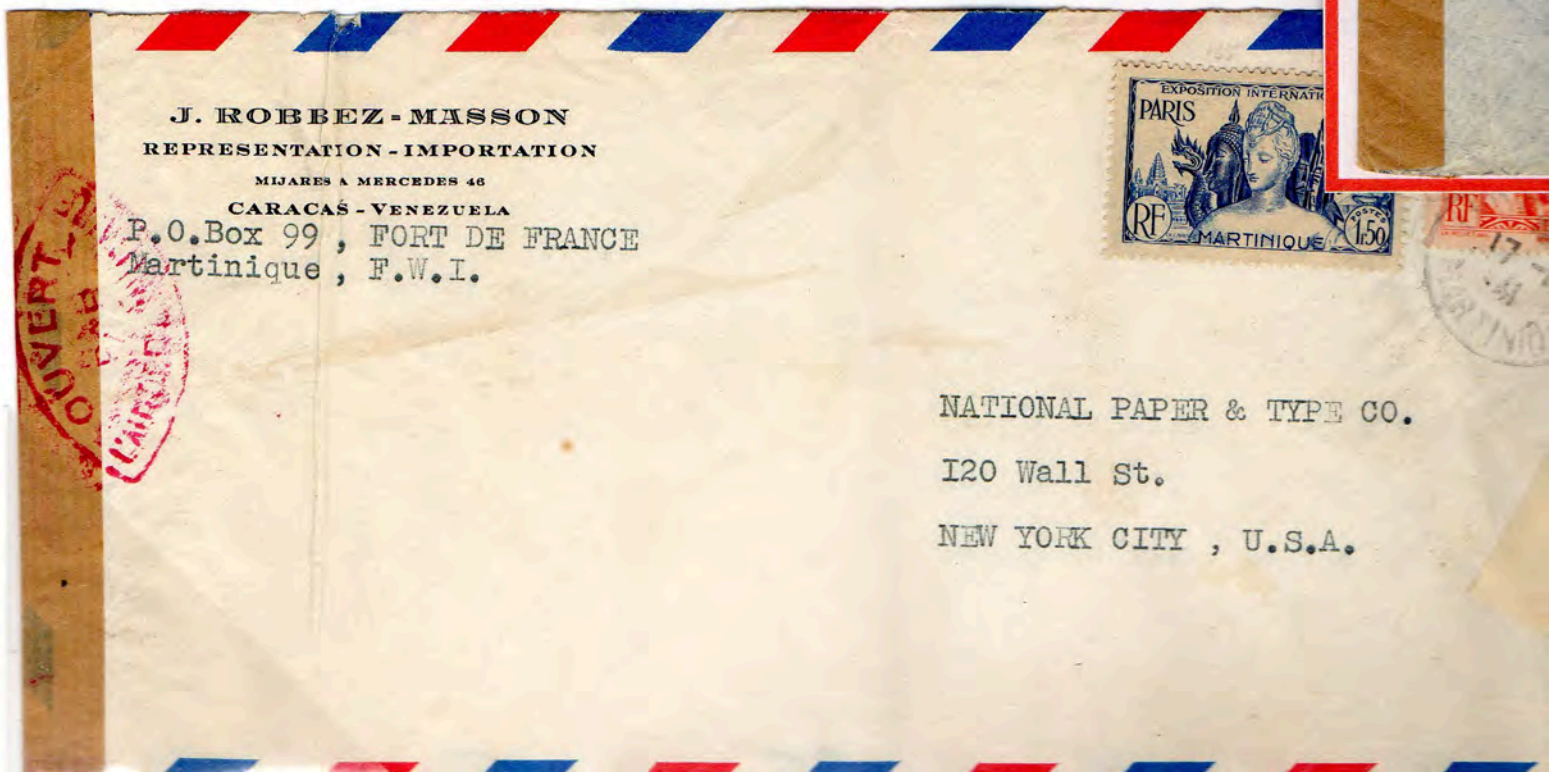
SECTION 4A, BERMUDA TO ANTIGUA

In mid-1941 seven Imperial examiners were sent to establish the Antigua Station to examine transit mail in the northern half of the Leeward Islands. They left again in the Spring of 1942 and returned to Bermuda. Examiner 6044 used an interesting series of labels in these assignments as he/she moved from station to station.

Cover 1 - 6044 in Bermuda. ➡ (6 Jun 41)

Cover 2 - 6044 moved to Antigua with Bermuda labels. (17 Nov 41) ▼

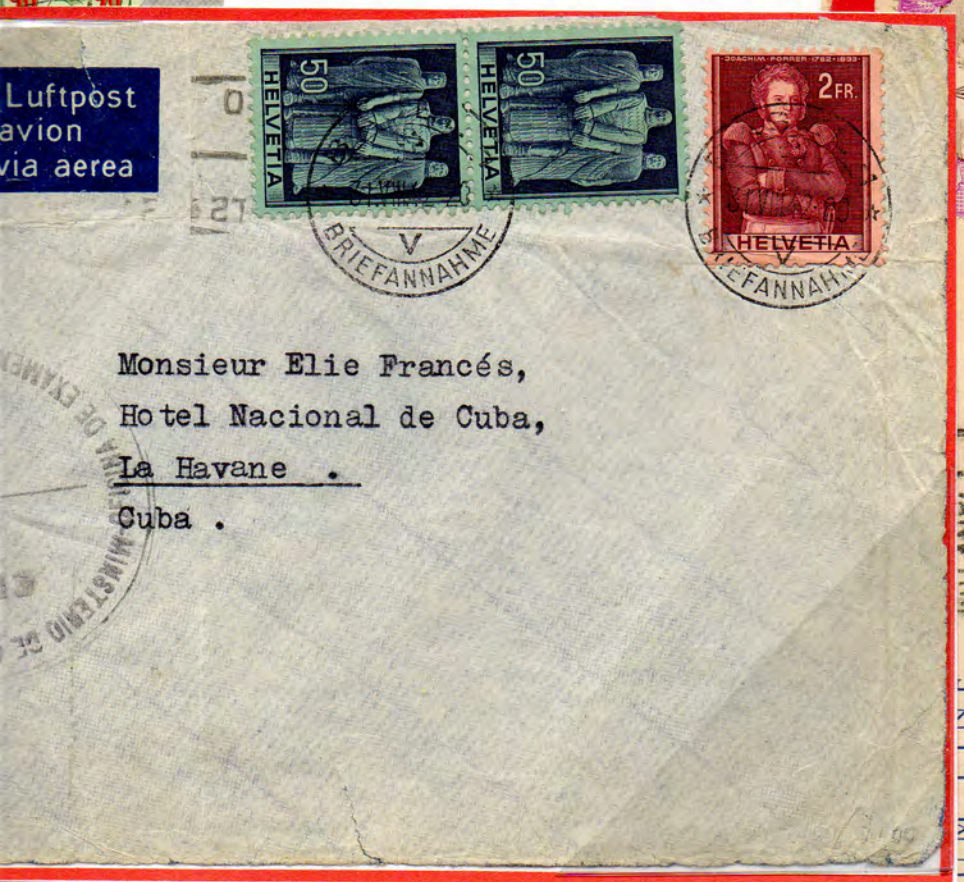


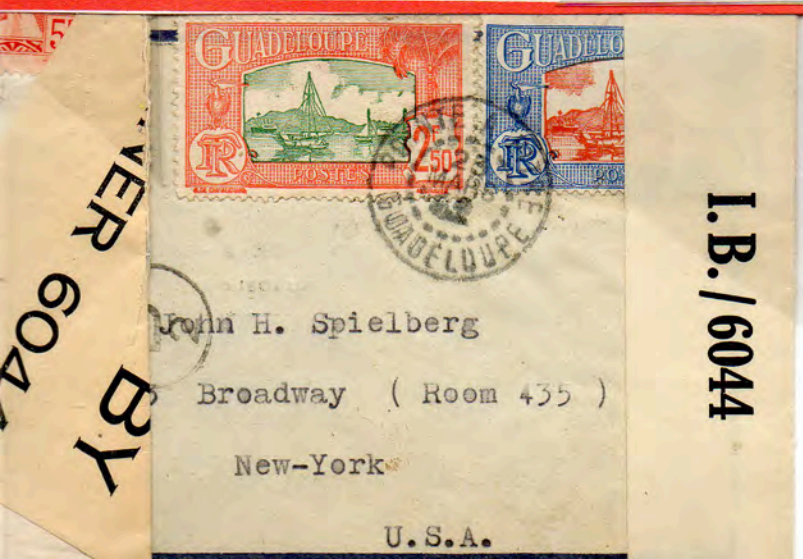


Cover 3 - Station coding implemented, hand made "IB" h/s utilized. (25 Jan 42) ➡



Cover 5 - 6044 back in Bermuda w/ Antigua label and "IB" crossed out, m/s "IC" added **(9 recorded)**. (31 Aug 42) ▼







➡ **Cover 4** - Original Bermuda labels expended, new 6044 Antigua labels printed. (28 Mar 42)

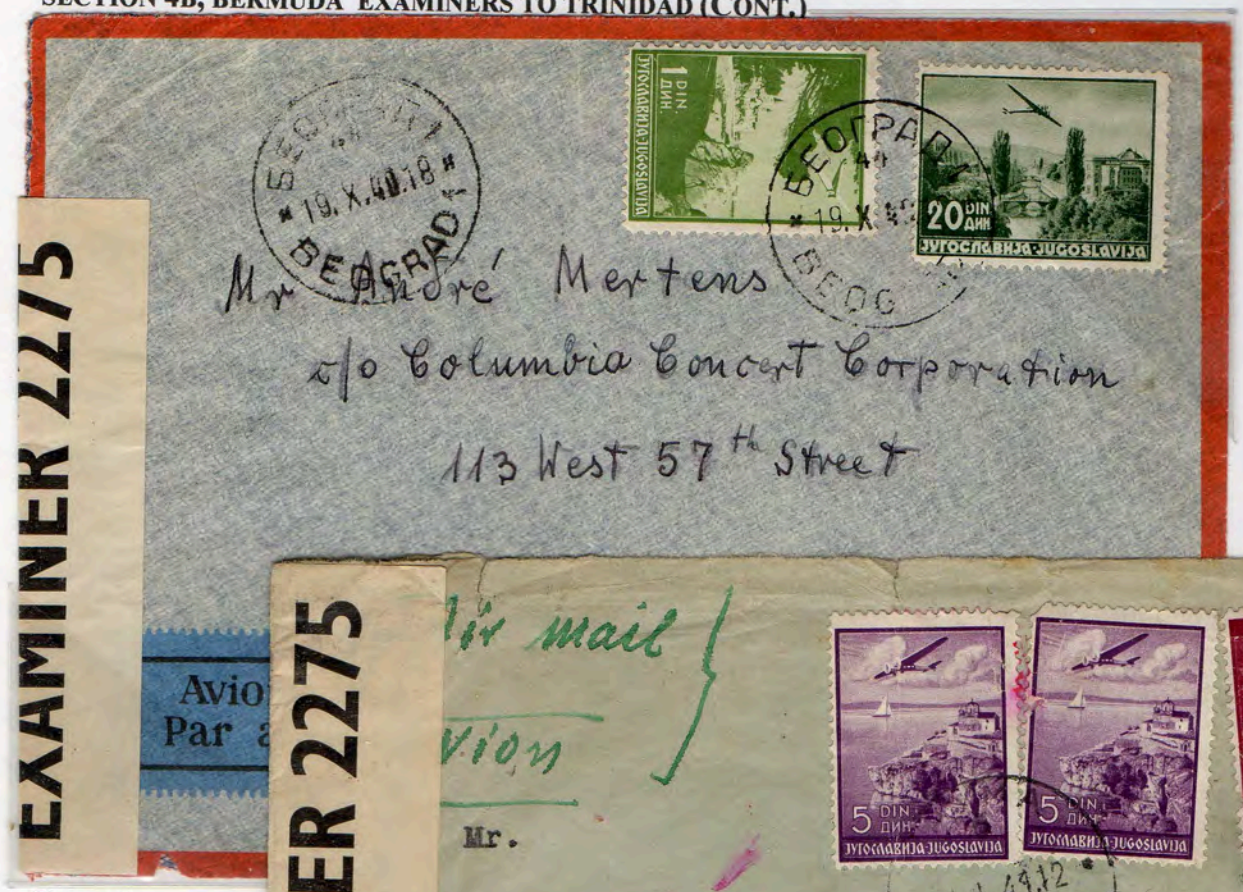
SECTION 4B. BERMUDA EXAMINERS TO TRINIDAD On 5 February 1941 *Pan American Airways* changed **only the westward portion** of its FAM 18 route for the months of February, March, and April, to go via Bolama, Portuguese Guinea and Port of Spain, Trinidad. During this time some FAM 18 planes also stopped in Bermuda, making attribution of covers problematic. Examiner 5593 was one of 50 Bermuda examiners temporarily transferred to Trinidad to help with the increased workload. He/she did not return to Bermuda at the end of the assignment. **See the cover from Sumatra in Section 5e. for a cover censored by this examiner while still in Bermuda.**



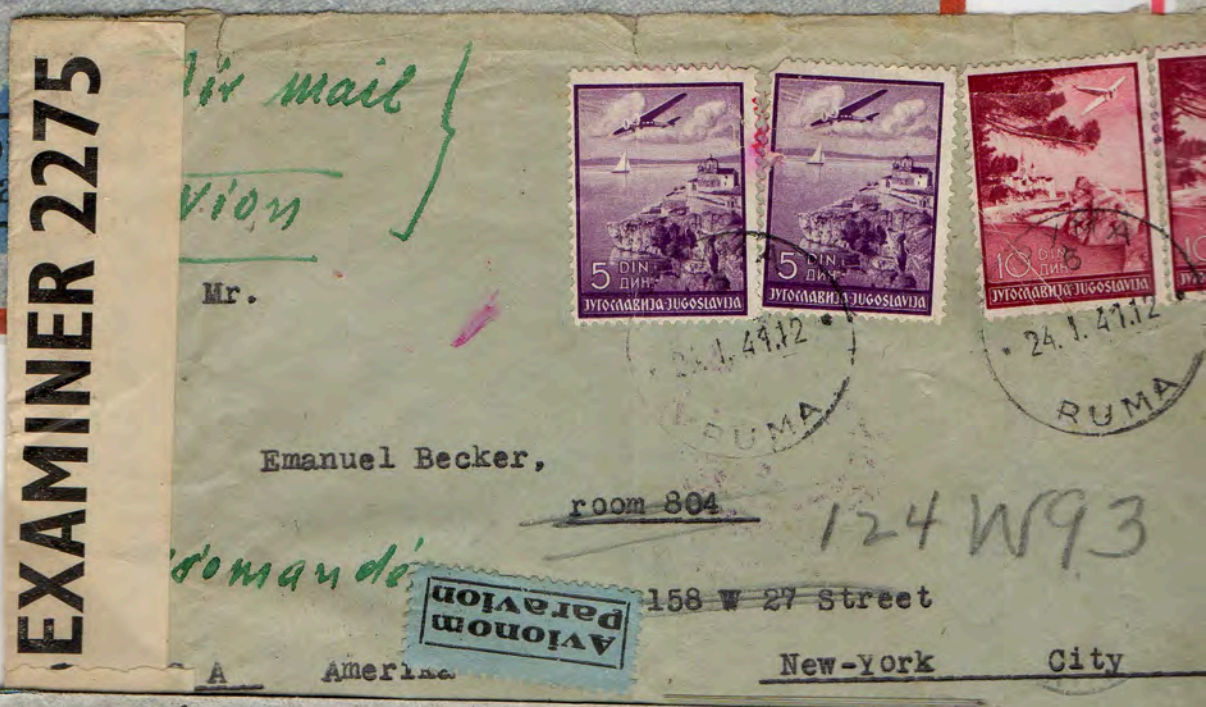
The use of a datestamp on the label began in Trinidad in April 1941, but was never used in Bermuda!



Top cover dated 15 Feb 1941 is from FAM 18 having traveled *to Frankfort, Germany by surface transport and then by DLH to Lisbon*. The bottom cover is dated 7 April 1941 and is from *FAM 10 from Brasil* which also had a terminus in Port of Spain where the covers were censored.

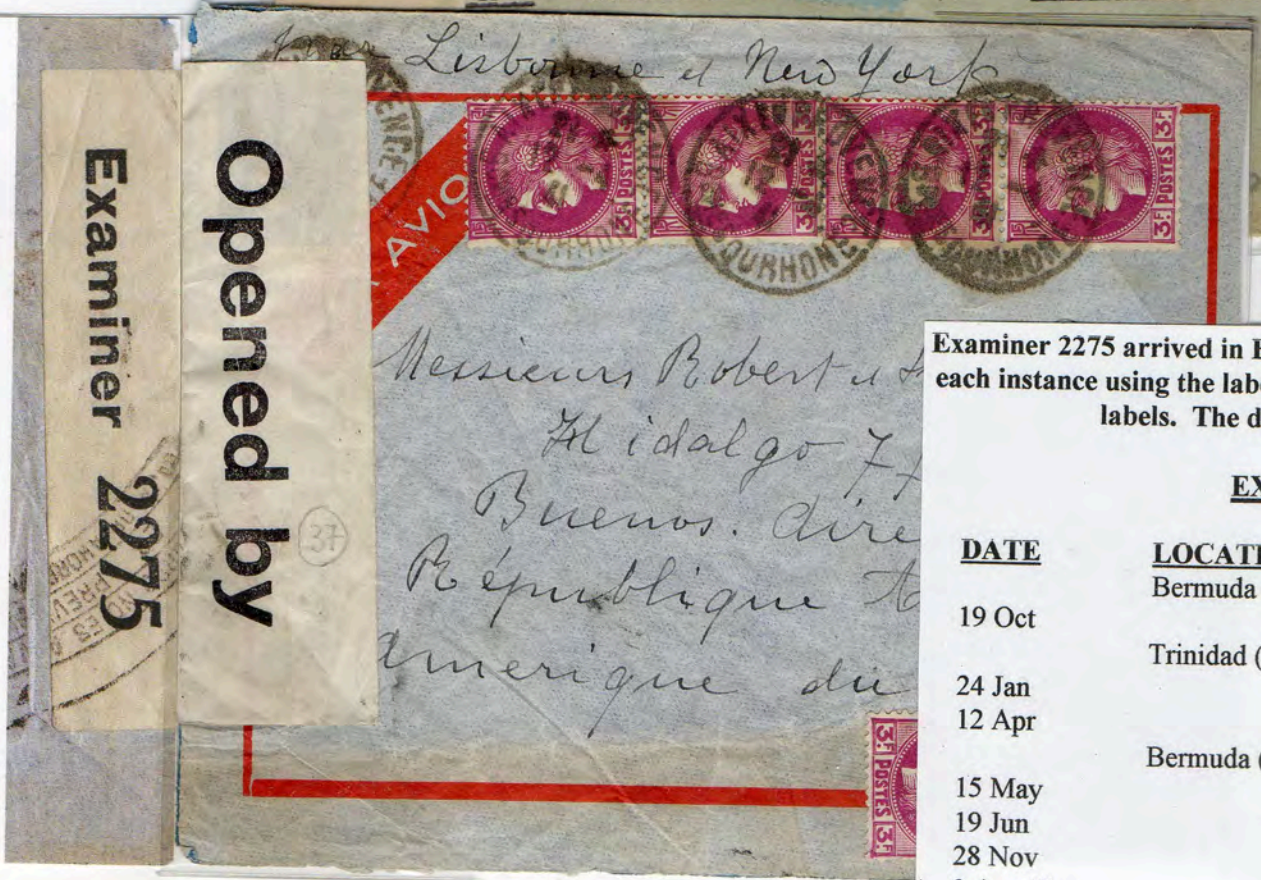


Cover 1



Cover 2

Cover 3



Examiner 2275 arrived in Bermuda 10/40, m
each instance using the labels of the former s
labels. The dates presume a 10

EXAMINER 2275 -

DATE	LOCATION/ARRIVAL
	Bermuda (10/40)
19 Oct	
	Trinidad (2/41)
24 Jan	
12 Apr	
	Bermuda (5/41)
15 May	
19 Jun	
28 Nov	
2 Apr 42	



Cover 4

Cover 5

Cover 6

Cover 7

Trinidad (1/2/41) and back (1/5/41), in
on, as well as a variety of replacement
osting to clear Bermuda

LABELS

COVER		FROM
	1	Yugoslavia
	2	Yugoslavia
D	3	France
KD	4	Switzerland
	5	Portugal
"I.C."	6	USA

SECTION 4C, BERMUDA EXAMINERS TO JAMAICA The other Imperial stations in the Americas, which were later to grow in size, were bolstered with experienced Bermuda staff. Examiner 6129, among the very first to arrive in Bermuda, (Jugoslavian registered air mail cover of 14/9/40 and Swiss surface cover of 1/10/40 - top) was transferred to Jamaica in mid 1941. The label datestamp of the FAM 5 Venezuelan cover was a Jamaican station usage never employed in Bermuda.







SECTION 4D, WAS THE COVER CENSORED IN BERMUDA? 80% of Bermuda-examined covers were resealed with the same Imperial labels used elsewhere in the UK and the Empire; how can one be sure that it is a Bermuda cover? There are two eras marked by the use of alphabetic codes for all Imperial Censorship Stations beginning in December 1941 establishing the **pre-IC era** and the **post-IC era**:

IN THE PRE-IC ERA there are four methods of determining that a cover transited Bermuda:

- letter followed the FAM 18 route (except some covers in Feb - Apr 1941 when FAM 18 also stopped in Trinidad **(see Section 4b)** and sea mail between the continent and the US.
- presence of an examiner number known in Bermuda from the IC era.
- presence of a red registration number on the reverse of the cover **(see Section 2f)**, and
- use of Bermuda-unique resealing labels: PC 22, PC 102, "133", and "Form 149".

IN THE POST-IC ERA, IC markings are definitive and may be: 1). handstamped (h/s) - 20%; 2). manuscript (m/s) - 77%; or 3). printed (the CL7 type PC90 family of labels with printed "IC" - <3% (see Section 3c). The h/s can be typeset or hand carved. The latter are more common as a group, since there are 36 of them, but are much scarcer individually. Examples of each major group are shown here. **The ink colors are not significant**.



US Label

SECTION 4D, HANDSTAMP VARIETIES (CONT.) **36 varieties** of handstamps have been identified. A representative sample is shown here As a group they are seen on 20% of the covers, but individually they are quite scarce.



SECTION 4D, HANDSTAMPS (CONT.) While h/s saw limited use, they were popular at some 'Tables'. The appearance of identical h/s on several different examiners' labels suggests the examiners all worked at the same Table. Since this group of covers is a mix of personal and trade mail, the common factor may be the language of the letter.



Monaco
5 Nov 42

Belgian Congo
16 Nov 42

Spain
21 Jan 43

Switzerland
1 Dec 42

✚ SECTION 5. ORIGINS AND DESTINATIONS ✚

World-wide, war-induced changes in mail transportation made the sea routes passing near Bermuda and the *P American Airways (PAA)* FAM 18 air route between Lisbon and New York through Bermuda into final comm pathways between the Americas and the Continent. The major countries of Europe and the Americas are t commonest sources of covers, with **126 countries of origin and 82 countries of destination reported. Many a not common and, in fact, 34 origins and destinations, respectively, are known only from a single cover**. T section is arranged geographically (Europe, Middle East, Africa and Atlantic Islands, North America including U. Territories, the Caribbean, Central and South America, the Pacific and Asia) and primarily alphabetically with region. The number of reported covers is in **bold type**. Air mail routes will be presented only when new informati is given and are *italicized*. France, Germany, Portugal, Spain, Sweden, and Switzerland, which are well represent in the rest of the exhibit are excluded here.

SECTION 5A, ORIGINS AND DESTINATIONS (EUROPE)



Tirana, **Albania - two reported,**
posted 19 Jul 1941, Form 167 label.
Likely by land to Belgrade, then by
Ala Littoria to Rome , Lisbon, and FAM 18



From **Andorra - 1 reported**. *By surface to Barcelona, by TAE to Lisbon, FAM 18 to US.*



From Vienna, **Austria (German Annexation) - 16 Reported**, 2 Oct 40, CL5-1A label



Prague, **Bohemia & Moravia (German Occupation of western Czechoslovakia) - 18 recorded.** To Santiago, **Chile - 4 destination covers reported**, 12 May 1941, *carried by DLH via Frankfort (censored) to Lisbon*. CL5-1A label.



From Sofia, **Bulgaria (16 covers recorded),** 27 Dec 1940, CL5-1D label.



Bardejov, **Slovakia (German Dependency) - 8 recorded**, 5 Sep 1941, CL9b Form 167 label.
By surface from Bardejov to Prague, by DLH to Berlin (censored) and Lisbon.



Copenhagen, **Denmark - 28 recorded,** 6 Jun 1940. Initialed PC 102 Examiner #52 label.



Copenhagen, to **Faroe Islands (7 recorded)** 24 Nov 1942. PC 90 CL5-1F label *By DLH to Berlin and Lisbon, FAM 18 to New York and by sea to Faroes.*



Helsinki, **Finland - 44 covers recorded.** 27 Feb 1941, PC90 CL5-1A label. Finnish purple censor # 61 h/s on face. *Carried by Aero Ø/Y (Finnish) to Stockholm, then by DLH via Berlin to Lisbon.*



E. Liverpool, Ohio, **USA - 611 recorded**, 28 Dec 1942 to Stoke-on-Kent, **England - 83 recorded**.



Athens, **Greece - 8 covers recorded,** 24 Oct 1940, CL5-1D label. *Carried by Ala Littoria to Rome and Lisbon & FAM 18 to New York*. Franking: 27 Drachma = 26 D. a/m rate <5 g+ 1 D. postal tax.



Camp de Recebedou, **Vichy France - 669 covers recorded.** 30 May 1942, PC 90 CL5-1A label This was an internment camp for Jews and political undesirables such as Gypsies. Oval purple Camp Censor h/s on face. Label placed obliquely to gain length for complete closure. *Carried by land to nearest air field and then via DLH to Lisbon via Marseille.*



Berlin, **Germany - 156 covers recorded.** 14 Sep 1940, PC90 CL5-1D label. Franking for 23 g letter is : $3^{Rm}20$ (surface rate >20 g and <40g = 40 pf + registration = 30 pf + 5 X 50 pf/5 g = 250 pf)



USA to **France (Italian Occupation) - only recorded cover.** Condemned and held in Bermuda because of valuable contents, released after the war, sent to addressee, and ultimately returned to sender



Cover from Copenhagen to Ivigtut, **Greenland (7 recorded)** location of aluminum mines, 24 Nov 1942, PC 90 CL5-1A label, # 697. *By DLH to Berlin and Lisbon, FAM 18 to New York and by sea to Greenland.*



Milan, **Italy - 65 covers recorded,** 10 Sep 1941, PC90 CL5-1A label. Italian censorship label on other end.



Riga, **Latvia - 3 recorded**, 13 June 1940, three days before Soviet occupation. *By sea to New York*, PC 90 CL5-1F label of Examiner 781, one of the **"12 Apostles",** an early group of examiners who arrived in late June 1940. Surface rate < 10 g = 35S



Riga, **Latvia (Russian Occupation) - 2 recorded**, 14 Dec 1940, PC 90 CL5-1D label Unusual mixed Russian and Latvian franking. *Carried by Aeroflot (Russia) to Berlin and then by DLH to Lisbon*. Last day of Latvian domestic rate. Franking: 2.25 Lats (surface rate <10 g = 35S + air rate <5 g =75 S X 2 + registry = 40S



Vaduz, **Liechtenstein - 16 recorded,** 7 Mar 1943, PC 90 CL5-1A label with handmade violet "I.C" h/s. *Carried by rail to Basel, Switzerland.*



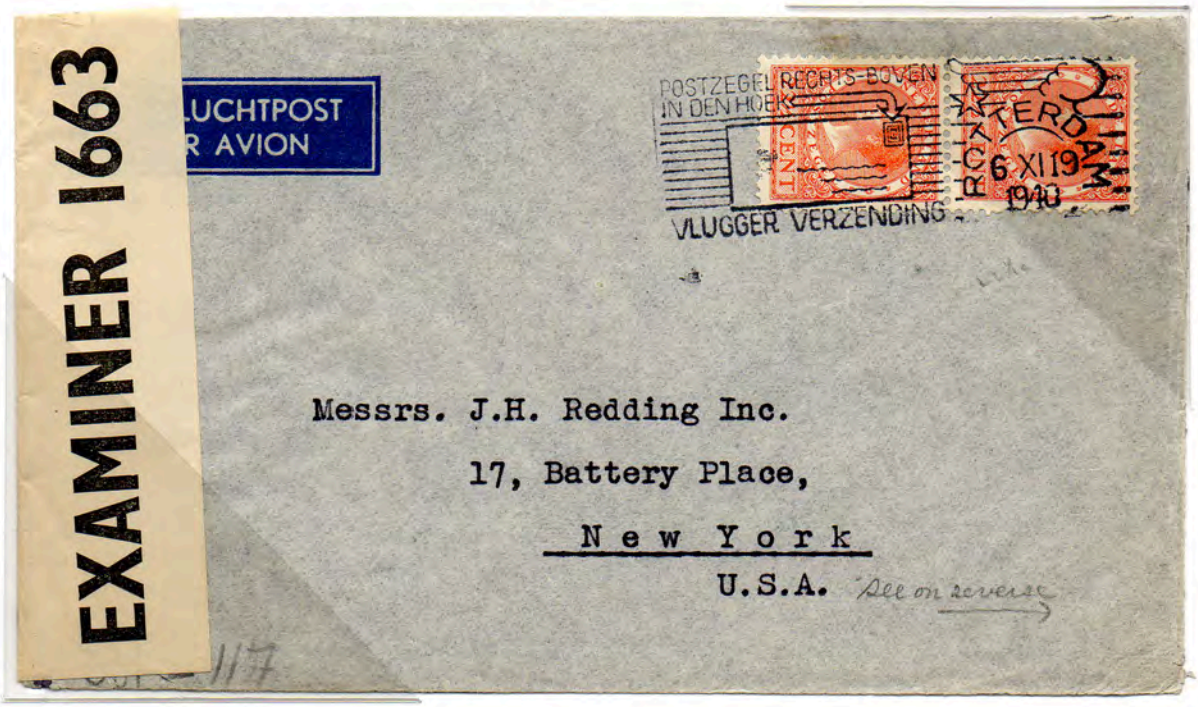
Vilnius, **Lithuania (Russian Occupation) - 1 recorded**, 3 Dec 40. PC 90 CL5-1D label. *Surface to Riga, Latvia, Finnish AERØ/Y to Berlin, and DLH to Lisbon.* Lithuanian stamps used.



Luxembourg - 3 recorded, 19 Sep 41. *By rail to Frankfurt, Germany and then regular DLH air service to Lisbon.* Same postal rates as Germany.



Monte Carlo, **Monaco - 29 recorded,** 9 Jun 1942, PC 90 CL5-1A label. *Carried by land to Marseille and then by DLH to Lisbon.*



Amsterdam, **Netherlands (German Occupation) - 59 recorded**, 6 Dec 1940, PC 90 CL5-1A label. *Surface to Frankfort (censored), by DLH to Lisbon*. Franking: 45 C <5 g; 22½ C orange stamp scarce on cover. Use of orange stamps was a gesture of Dutch (House of Orange) defiance.



Nannestad, **Norway (German Occupation) - 18 recorded,** 28 Aug 1941, PC 90 CL5-1A label. *Carried by land to Oslo, then by DLH to Berlin (censored "Ab") and to Lisbon via Frankfort (Censored "Ae").*
Franking: 85 Ö = 30 Ö surface < 20 g + 55 Ö a/m surcharge <5 g.



Rozwadow, **Poland (German Occupation) - 15 recorded**, 1 Jul 1941, PC90 CL9a (167p) label.
By land from Rozwadow to Warsaw, by DLH to Berlin and Frankfort and Lisbon.
Franking: 3.50 Zloty = .6 Zl registration fee + .6 Zl surface < 20 g + 2.4 Zl a/m surcharge < 15 g.



Arad, **Romania - 12 recorded,** 27 Sep 1941, PC 90 CL5-1A label. Romanian censor h/s on face. *Carried by LARES (Romanian) to Bucharest, then by DLH to Rome and by Ala Littoria to Lisbon.* Franking: 145 Lei = 25 Lei registration + 120 Lei a/m > 5 g <10 g.



Moscow, **Russia - 3 recorded**, 7 May 1941, PC 90 CL5-1D label. *By Aeroflot to Riga, Latvia by DLH to Lisbon via Berlin*. German invasion of Russia, 22 Jun 41, effectively cut off a/m access to Lisbon.

Société des Nations, Geneva Switzerland (League of Nations - United Nations predecessor) - 5 reported ,
10 Apr 1942 PC 90 CL5-1A label.

Franking: (Same as Switzerland proper)
Cover 1.) 4^{SFr} =50 Rp surface >20 g + 5x 70 Rp a/m surcharge / 5 g.
Cover 2.) $1^{SFr}70$ =30 Rp surface <20 g + 70 Rp X 2 a/m surch./ 5 g.



Interesting addressee - both to the US Permanent Central Opium Board. Mr. Renborg, a career diplomat, became the first Administrator of the United Nations Postal Administration. The boxed purple "OP" *SDN* Departmental h/s is very scarce.

SECTION 5A, ORIGINS AND DESTINATIONS, EUROPE. (CONT.) Early WW II saw great political and military upheaval in the Balkans, with rapidly shifting periods of occupation and independence..



Cover from **Sušak, Yugoslavia (Independent Croatia) (2 recorded),** to USA, 11 March 1941



USA to Belgrade, Yugoslavia (**German Occupied Serbia) (1 recorded)**, 16 June 1941



Zagreb, **Yugoslavia - 16 recorded**, 12 Sep 1940, PC 90 CL5-1D label. *Carried by Ala Littoria to Lisbon via Rome.*



Zagreb, **Croatia (Yugoslavia - brief period of independence - only recorded cover)**, 12 Sep 1941 with PC 90 CL5-1F label # 791.



(50% scan)

Fiume (Italian Occupied Croatia) - 1 reported, 16 Oct 1941, no Bermuda label but has Bermuda red registry number, 34638, on reverse . Sušak is a small Adriatic island within Fiume. *By sea to Fiume city (Rijeka), by land to Trieste, by Ala Littoria to Lisbon via Rome.* Opaque envelope lining stripped out.



Ljubliana, **Slovenia (Yugoslavia - Italian Occupation) - one reported**, 3 Dec 1941.PC 90 CL9b, label. US and Italian censorship (triple censored). Same 5L50 a/m rate as Fiume.



Military base, no location given, **Egypt - 7 covers recorded,** with uncertain 1941 date (received in New York 31 May 1941), PC 90 CL5-1D label. British military unit and base censorship as well as Egyptian markings. *Carried by BOAC 'Horseshoe' route from Cairo to Durban and by sea to the US via Bermuda.* Usual trans-Mediterranean route to Lisbon cut off by war.



Baghdad, **Iraq - 6 covers recorded,** 24 Mar 1943, PC 90 CL5-1D label. Iraqi censorship tape and h/s. *Carried by BOAC on two legs of 'Horseshoe' route to Cairo and Khartoum, then by BOAC land plane across sub-Saharan Africa to Lagos, and by Pan Am's FAM 22 to US via Bermuda.*



Beirut, **Lebanon - 4 recorded,** 3 Jun 1941, PC 90 CL9b label. *By sea to Cairo, by BOAC 'Horseshoe route to Durban, South Africa, by sea to Lisbon.*





Algiers, **Algeria - 36 recorded**, 28 Jan 1941, PC90 CL5-1A #4442 label. *By Réseau Aérienne Française (French) to Marseille, and by DLH to Lisbon via Madrid.*



Luanda, **Angola - 15 recorded**, 16 Aug 1940, PC 90 #846 label.



Terceira, **Azores - 21 recorded**, 9 Feb 1944, PC 90 label CL5-1F label. Also US and Portuguese censorship



Tenerife, **Canary Islands -16 recorded**, 7 Feb 1942, PC90 CL5-1B Examiner 4,148. Santa Cruz de Tenerife Spanish censor label and tape. *Carried by Iberia (Spanish) to Madrid via Seville and by DLH to Lisbon.* Same 5P25 a/m rate as Spain proper.





Leopoldville, **Belgian Congo - 42 recorded**, 31 Oct 1941, PC 90 CL5-1D label. Also has Belgian Congo censor tape. *By Sabena to Takoradi, Gold Coast, by BOAC West African Coast Route to Lisbon (21 /11/41 back cancel)* Two months later Pan Am would open the FAM 22 route from Leopoldville to the US. The mail on both routes would still be censored in Bermuda. ***(See top cover next page).***

Elisabethville, **Belgian Congo - 42 recorded**, 28 Mar 1943, PC90 CL5-1A label. Also has Belgian Congo censor tape and h/s. *By Sabena to Leopoldville, then on FAM 22 route to US via Bermuda.* ***(See previous page).***



Buenos Aires, **Argentina** to Las Palmas **Canary Islands (only cover recorded to this destination)** and then forwarded to Leopoldville, **Belgian Congo (only cover recorded to this destination)**.





Surface mail Ebolowa, **Cameroun (4 covers recorded),** 7 Jun 1941, PC 90 CL5-1A label.



St Nicholas - Fajâ de Baixo, **Cape Verde - 3 recorded,** 10 Jul 1943, PC 90 CL5-1A label, Examiner 3425. Franked 7$25 (3 stamps on reverse).



Cotonou, **Dahomey - only recorded cover,** 16 Oct 1941, PC90 CL9b Form 167 label # 5140.



Ouagadougou, **Ivory Coast - 8 recorded,** 26 Oct 1941, PC 90 CL5-1F label.
Franking: 18 Fs = 2FS50 surface < 20 g + 3FS50 W. Africa surcharge + 12Fs a/m < 5 g.

Faranah, **French Guinea - 2 recorded**, 23 Apr 1942, PC 90 CL5-1D label. *By surface to Conakry French Guinea, by Aero Maritime (French) to Bolama Portuguese Guinea, by FAM 18 (Winter route) to US via Bermuda.* Franking same as previous cover.



Rabat, **French Morocco - 73 recorded**, 3 Oct 1941, PC90 CL5-1D label. Destination Martinique **(4 covers recorded)**. Also has US and Martinique censorship. *To Algiers by R. Ae. F, (French) and on to Marseille, DLH to Lisbon, FAM 18 to US via Bermuda, US domestic air to Miami, and Pan Am FAM 6 to Fort de France.*





NYC to Bou Arfa, **French Morocco - 4 destination covers reported**, *21 Jan 41, PC 90 CL5-1D label. US to Lisbon by FAM 18, by Iberia to Madrid and Spanish Morocco, ?by Reseau Aerienne Francais to Casablanca and by surface to Bou Arfa, Morocco*, Franking: 48¢ = 15 ¢ registration + 33 ¢ a/m per ½ oz. to French Morocco. **Grey-purple Bermuda registration h/s "3270" used only last half Jan 1941.**



Detroit to Algiers, **Algeria (2 destination covers recorded)** 14 Dec 43, at same 33¢ a/m rate for N. Africa as cover above. PC 90 CL5-1A Examiner 939.



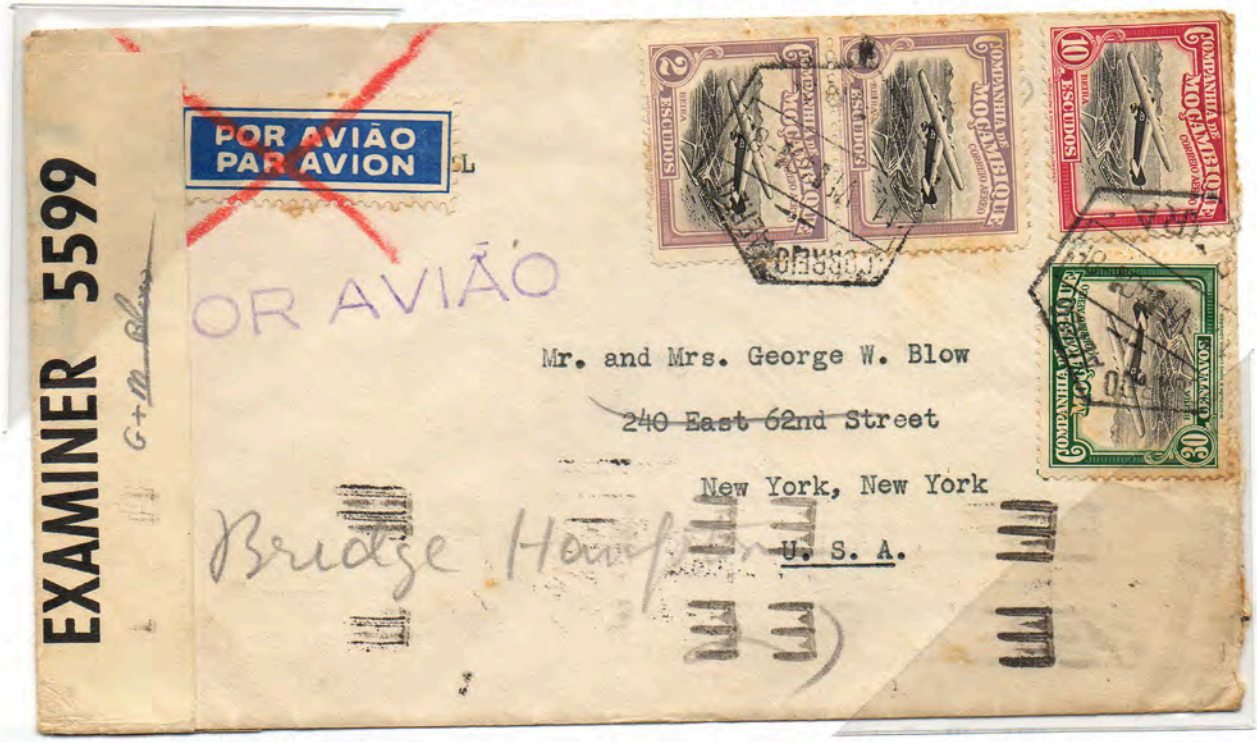
Tananarive, **Madagascar - 3 recorded**, 28 Feb 1941, CL9a [PC 90] 167g.g. label 5251. Seized and condemned in Bermuda **(see Section 7)** and released after the war.



Funchal, **Madeira - 30 recorded**, 26 Jul 1941, PC 90 CL5-1D label 4434. *By sea (?) to Azores, by FAM 18 to New York, via Bermuda.*



Tangier, **Morocco Agencies - 1 recorded**, 11 Feb 42, CL9b #6171 PC 90 label.



Beira, **Mozambique Company - 2 recorded,** 11 Jun 40, CL5-1G # 5599 label



Surface, Lourenço Marques, **Mozambique - 3 recorded,** 8 Feb 1941, with CL9a [167b.b.]PC 90 label.



Niamey, Niger - **1 recorded,** 2 Mar 1944, CL5-1A label 613. French and US censor tapes. *By Réseau Aerién Française to Marseille via Tangiers, DLH to Lisbon.* Two stamps missing.



Bolama, **Portuguese Guinea - 5 recorded,** 20 Jan 1942, PC 90 CL5-1A label. *Carried on Winter route of FAM 18 to Port of Spain, San Juan, Bermuda and New York,*

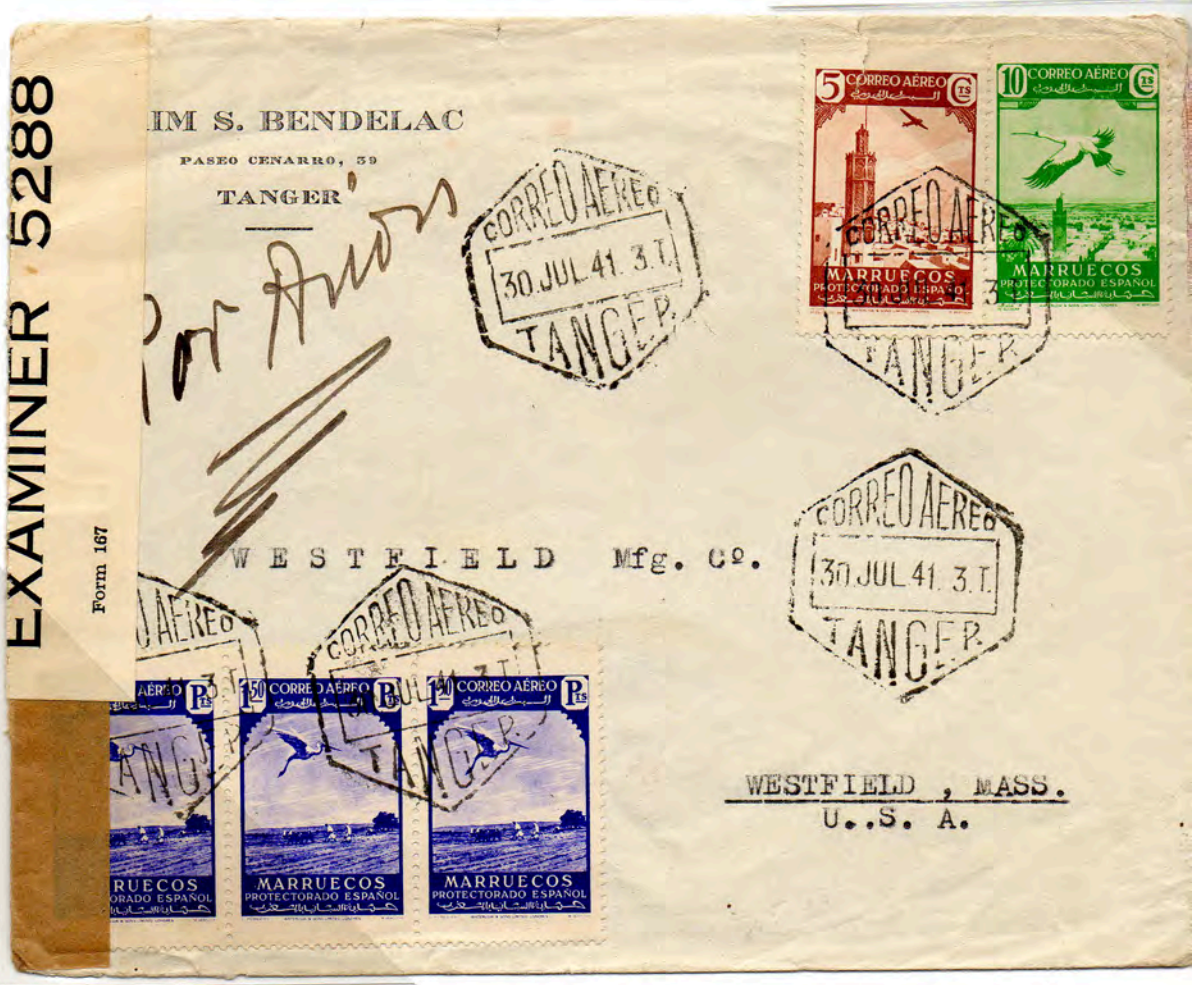


Usumbura, **Ruanda-Urundi - 2 recorded,** 13 Oct 1943, PC 90 CL9b label 2275. Leopoldville transit backstamp 24 Oct 1943. *By land/river (?) to Leopoldville, by FAM 22 to Port of Spain, by FAM 18 to San Juan and New York via Bermuda.*

Senegal - 6 recorded, date unclear, PC 90 CL5-1A label. *By R. Ae. F to Casablanca, Tangier, and Marseille, by DLH to Lisbon.* Underfranked by .5[Fs] (5[th] 2[Fs]50 stamp on reverse) for usual 18[Fs]00 W. Africa rate. No postage due assessed.



Tanger, **Spanish Morocco - 8 recorded**, 30 Jul 1941, PC 90 CL9b label. *by Trafico Aero Espanol to Madrid (31 Jul backstamp) and Lisbon.* Same 4.65 Ptas a/m rate as from Spain proper.



Germany. **Twice across the Atlantic!!**



Brazzaville, **French Middle Congo (1 recorded)**, to Switzerland. French & Bermuda censorship. **Twice acro the Atlantic!!**



British Post Office, **Tangier - 64 recorded**, 23 Apr 1942, PC 90 CL9b label. *By Trafico Aereo Espanol (Spanish) to Madrid via Seville and by DLH to Lisbon*

MOSES PARIENTE
TANGIER (MOROCCO)

written in Spanish

Per transatlantic clipper

par Avion

BRITISH POST OFFICE TANGIER 63 23 42

TANGIER

Mr. M. Abensur
c/o Hudson Worth Corporation
I, WOrth Street

New-York

U.S.A.

EXAMINER 5383

I.C.

TUNISIE POSTES 10F. TUNISIE POSTES 5F. TUNISIE RF POSTES 2F.

MAXULA-RADES 17 50 10 4 42 TUNISIE

Par Av

Received 18-5-42.

Mr. Laurence V. Benét
2101 Connecticut Avenue
Washington D. C. U. S. America
Etats Unis
d'Amerique

EXAMINER 3905

I.C.

Maxula Rades, **Tunisia - 11 covers recorded**, 10 Apr 1942, PC 90 CL5-1A label. French censor tape & h/s. *By land to Algiers, by Réseau Aérienne Française to Marseille, and by **DLH** to Lisbon.*
Franking: 17F00 = 2F50 surface rate < 20 g + 12F00 a/m surcharge < 5g = 2F50 Tunisia surcharge.



Mohlin, Switzerland to Quebec, **Canada - 30 covers recorded**,
30 Nov 1942, held because of mail suspension through France (see original Genève routing),
reposted (crossed out "Retour-Zurück" h/s) 23 Dec 1942 now via Stuttgart.
PC 90 CL9b Form 167 label. German Berlin censorship



Ste. Pierre et Miquelon - **3 recorded** ,19 Mar 42.to Geneva, Switzerland,

This and the next 4 pages presents US covers to several European destinations, many of which .are rare to uncommon!



To Biarritz, **Occupied France - 125 recorded,** returned with multiple French and US h/s. PC 90 CL5-1F label.



To Zvenice, Nasice, **Hrvatska (Independent Croatia) - 2 recorded**, 2 Dec 41. CL5-1A, PC90 label. Returned.

To Athens, **Greece - 5 recorded**, 30 Dec 40, Bermuda PC 90 CL5-1F label under Greek label.



To Braband, **Denmark 23 recorded,** 4 Dec 41 Examiner 2006, CL5-1A PC 90 label, returned





To Budapest, **Hungary - 11 recorded, only 1 with PC 102 label,** 14 Sept 1940.

Fighting in the Mediterranean area interrupted mail service to West and South Africa for well over 18 months, often causing mail to cross the Atlantic twice. Here are two such covers: **the only destination cover to Sierra Leone** (11/8/41 - Examiner 3905 in Bda 30/11/40 to 10/4/42) and **one of four to South Africa**. (19/2/43).

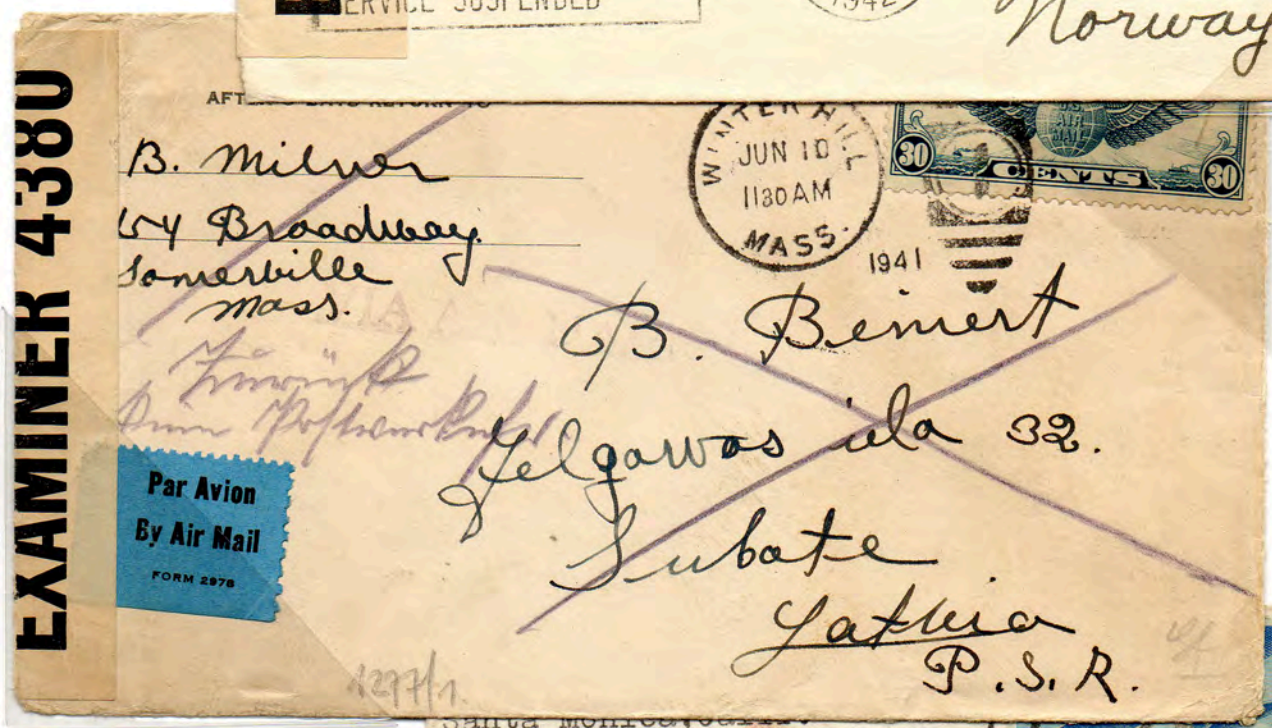




To Oslo, **Norway**
11 Known



To Subate, **Latvia**
3 Recorded



To Craiova, **Romania**
2 Recorded





Georgetown, **Cayman Islands - 1 recorded**, 3 Nov 1942 to London, England



Puerto Cortes, **Honduras - 1 recorded**, 7 Jun 1941 to Marseille, France



To **Germany - 92 recorded,** 27 Mar 1941 with PC 90 CL5-1D label.

TO US TERRITORIES



Bourg en Bresse, **France** to Hoopers Bay, **Alaska - only recorded cover,** 26 Aug 1942, PC 90 CL5-1A label. *Usual routes to Lisbon, across Atlantic and US. Pan Am FAM 20 from Seattle to Juneau, by bush plane to Mountain Village and thence by coastal steamer and/or Alaska Dog Team Post to a Jesuit Missionary in a small coastal village on the Bearing Straits.*



Horta, Azores to Cristobal, **Canal Zone, - 3 reported**, 23 Jun 41, PC 90 CL5-1D label.#4673



Barcelona, Spain to San Juan, **Puerto Rico - 2 recorded**, 3 Feb 1942, PC 90 CL5-1D label.

San Juan, **Puerto Rico 2 reported** to Switz. 23 Sept 1942, CL5-1A PC 90 label. Franking: 40¢ = 10¢ a/m ½oz Puerto Rico to US + 30¢ a/m ½oz to Switz.



Ancon, **Canal Zone 1 reported,** 9 Nov 40, CL5-1A PC 90 label, underfranked



Honolulu, **Hawaii 2 recorded,** to **Scotland (77 for UK** 17 Dec 1942, CL5-1A PC 90 label. Unique Barcelona transit censor. Note: **pale purple h/s "I.C".** Franking: 65 ¢ = 15¢ registry + 20¢/½ oz. Hawaii to US + 30¢/½ oz.US to Scotland.



Buenos Aires, **Argentina - 80 recorded**, 30 Aug 1943, PC90 CL7a label. US cello 2914. *Carried by FAM 10 to Trinidad, FAM 6 to Miami, domestic air to NY, and FAM 18 to Lisbon*



Oruro, **Bolivia - 12 recorded,** 25 Sep 1942, PC90 CL5-1A label, US tape on other end. *Carried by land to La Paz, by PANAGRA to Cristobal, Panama, by FAM 5 to Miami, by domestic air to NY, by FAM 18 to Lisbon via Bermuda, by DLH to Paris (censored) and Geneva.*





Rio de Janeiro, **Brazil - 56 recorded**, 29 Sep 43, PC90 CL5-1D label. US cello 2952. *Carried via FAM 10 to Trinidad, by FAM 6 to Miami, by domestic air to NY, by FAM 18 to Lisbon via Bermuda, by DLH to Paris (censored) and surface to Basel.*



Belize, **British Honduras - 1 recorded,** 30 Nov 42. **Mail to or from British colonies rarely re-censored, particularly when to or from the UK.** *Pan Am FAM 5 to Brownsville, Tx, domestic to NYC, Pan Am FAM 18 to Lisbon, BOAC/KLM to London;* 15 cents registration + 30 cents air ≤5 g..

Temuco, **Chile - 34 recorded**, 29 Dec 42, PC90 CL5-1A label #4952. *Carried by land to Santiago, by an internal Air Line to Rio de Janeiro, FAM 10 to Trinidad, by FAM 6 to Miami, by domestic air to NY, by FAM 18 to Lisbon, by DLH to Berlin (censored), and by land to Liegnitz, Germany.*



Bogota, **Colombia - 23 recorded**, 20 Dec 1941, Form 167 PC90 label. *By AVIANCA to Medellin, by UMCA to Cristobal, by FAM 5 to either Brownsville or New Orleans, by domestic air to NY, by FAM 18 to Lisbon via Bermuda, by DLH to Paris (censored) and Zurich*





San Jose, **Costa Rica - 6 recorded,** 14 April 1941 PC 90 CL5-1A label. *FAM 5 to Brownsville, etc.*



Willemstad, **Curaçao - 3 recorded.** Probably via Central America.



Havana, **Cuba - 22 recorded,** to Lyon, **France - 128 reported**, 25 Aug. 41, PC 90 label. Lyon, France 16 Sep 41. *Pan Am FAM 6 to Miami, domestic air to NY, FAM 18 to France via Bermuda and DLH to Marseille, land transport to Lyon.* Franking: 90 centavos = double a/m rate of 45 cent. < 5 g.



Ciudad Trujillo, **Dominican Republic - 6 recorded**, to Sibiu, **Romania - 2 reported**, 7 Mar 41, PC90 CL5-1D label. #4353.



Quito, **Ecuador - 6 recorded**, 8 Jan 41 to Geneve, Switzerland - 593 reported, PC 90 CL5-1G label. *By PANAGRA to Cristobal, Canal Zone, by FAM 5 to Miami, by domestic air to NY, FAM 18 to Lisbon, by DLH to Marseille, and Lyon, and by land to Zurich.*



Pointe à Pitre, **Guadeloupe - 2 recorded,** 4 Sep 43, PC 90 CL5-1A label. **<u>Quadruple</u> censorship (Guadeloupe, US, Bermuda, and Germany)- 14 covers recorded.** *Carried by FAM 6 to Miami, domestic air to NY, FAM 18 to Lisbon via Bermuda, DLH to Paris (censored) and by land to Genève.*



Guatemala - 11 Recorded, 21 Oct 40, CL5-1A label # 1645.



Port au Prince, **Haiti - 6 reported**, to Geneva, Switzerland 13 0ct 43, with faint typeset "I.C./" h/s.



Managua, **Nicaragua - 1 reported,** to Zurich Switzerland 15 Dec 1942



Fort de France, **Martinique - 5 recorded,** 11 Jun 43, PC 90 CL5-1D label. This cover also has **quadruple censorship: Martinique, US, Bermuda, and Germany.** Followed same routing as the cover from Guadeloupe.



Cozumel, **Mexico - 39 recorded** 8 Jul 42, PC90 CL7a label. US tape on left end. *By land to Meridia, by FAM 5 Route to Brownsville, TX, by domestic air to NY, by FAM 18 to Lisbon via Bermuda, by Ala Littoria to Marseille and then by land to Vichy.*



Rio Hato, **Panama - 11 reported**, 1 Dec 41 with CL9b PC90 label to **Denmark - 23 reported**,.



San Salvador, **el Salvador** 5 Apr 41 with CL9a(167n.n.) via air to NYC and steamer to Lisbon.



Asuncion, **Paraguay - 6 covers recorded,** 8 JAN 41, PC90 CL5-1D label to Nuernberg, Germany. Surface cover *via Grace Lines*, seized in Bermuda; released post-war; German label explains seizure.



Lima, **Peru - 46 covers recorded**, 27 Aug 41, to Stockholm, **Sweden - 26 destination covers recorded,** PC 90 CL5-1G label Examiner 5549. *By PANAGRA to Cristobal, Canal Zone, by FAM 5 to Miami, by domestic air to NYC, by FAM 18 to Lisbon, by DLH to Berlin and Stockholm.*

Solothurn, Switzerland - 13/5/42 to Port-of-Span, **Trinidad - only cover to this destination**. *By truck to Marseille, by Air France (via N. Africa to Lisbon, FAM 18 to NYC, domestic air to Miami and FAM 5 to Trinidad.*





Montevideo, **Uruguay - 11 recorded**, 28/5/43, PC90 CL5-1D label, US cello 1124 on left end. *By Pan Am FAM 10 to Port-of-Spain, Trinidad, by FAM 6 to Miami, by domestic air to NY, by FAM 18 to Lisbon, by Ala Littoria to Marseille, and by land to Geneva*



El Callao, **Venezuela - 40 recorded**, 2/6/41, PC 90 CL5-1G label. By Linea Aeropostal Venezolana to Caracas, by PAN AM FAM 5 to Miami via Port-of-Spain, Trinidad, by domestic air to NYC, by FAM 18 to Lisbon, by Ala Littoria to

Covers representing the far reaches of mail passing through Bermuda. The progress of the war interrupted the usual westward course of the mails from the western Pacific so that it now crossed the Pacific Ocean, the United States, and the Atlantic Ocean on FAM 18 via Bermuda to final destinations in Europe, becoming in the process "two ocean" mail.

Noumea, **New Caledonia - 8 recorded,** 22 Mar 43, PC90 CL5-1A label #4970. Has New Caledonian and US censorship. *Likely carried by military aircraft to Hawaii, by Pan Am FAM 14 to San Francisco, across US by domestic air, by FAM 18 to Lisbon via Bermuda, by DLH to Lyon and by land to Geneva.*





Padang, Sidempoean, Sumatra, **Netherlands East Indies (NEI) - 2 recorded** , 28 Oct 40, PC 90 CL5-1G label. Has NEI censorship. *BY KNILM to Soerabaja, Java and Tarakan, Batavia; by KNILM contract carrier to Manila; by Pan Am FAM 14 to San Francisco via Hawaii (Honolulu backstamp, 14 Nov 1940); By domestic air to New York (17 Nov 40 b/s); by FAM 18 to Lisbon via Bermuda; by DLH to Marseille; by surface transport to Zurich (Hallau backstamp 9 Dec 1940).*

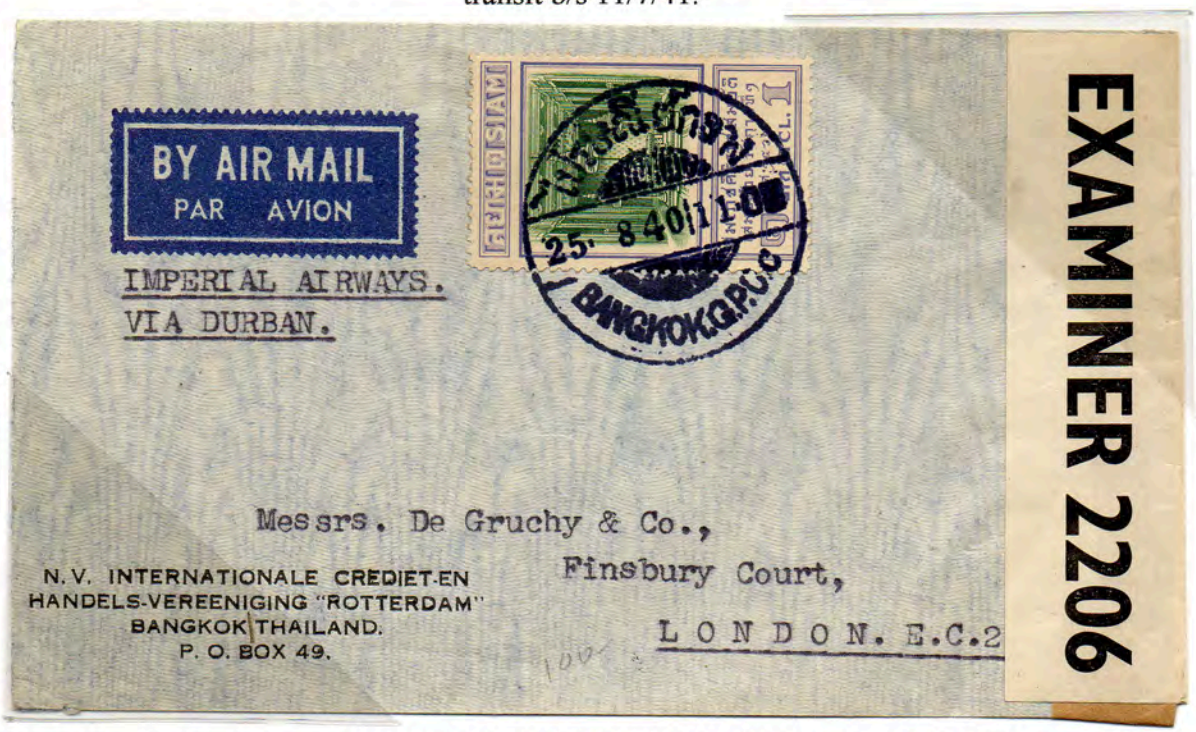
Manila, **Philippine Islands - 2 recorded**, 28 Jun 41, PC 90 CL5-1G label. *By Pan Am FAM 14 to San Francisco via Hawaii (Honolulu b/s 3/7/41), by domestic air across US to NYC, by FAM 18 to Lisbon via Bermuda (Red '20826' h/s on reverse confirms Bermuda transit on FAM 18), by DLH to Marseille, by rail to Basel (17/7/41 b/s) - a 20 day journey!!* Franking to Europe = 1.72 Pesos/15 g. + .20 P registration.







Air/Surface, Hankow, **China - 6 reported**, 7 Jul 41, PC 90 CL5-1D label. Shanghai transit b/s 9/7/41, Tokyo transit b/s 11/7/41.



Bangkok, **Thailand - 3 reported**, 25 Aug 40, PC 90 CL5-1A label. Examiner 2206 in Bermuda last half of 1940 to mid-1943. In June 1940 *Imperial Airways'* "Empire Route" to SE Asia via Mediterranean and Near East was cut by Axis advances. Letter directed to recently established *BOAC* "Horseshoe Route" appears to have gone east on the two-ocean route instead. (2 week delivery time versus 4 to 7 weeks via Durban).



Genève, Switzerland to Saigon, **French Indochina - 1 reported**, 25 Aug 41, PC 90 CL9b label (5638 in Bda 13/9/40 - 5/3/42) w/ transit b/s: Bermuda registry # 25725, NYC 9/9/41, San Francisco 11/9/41, Honolulu 21/9/41; Hanoi 9/10/41, and Saigon 11/10/41. *Surface from Genève to Lisbon, PanAm FAM 18 to NYC via Bermuda. Domestic air in US. Pan Am FAM14 to Hong Kong via Honolulu, Dai Nippon to Saigon via Hanoi.*



Zurich, Switzerland to Manila, **Philippine Islands - 1 reported**, 15 Dec 41, PC 90 CL5-1G label. Examiner 5593. Mauve US "REBUTS" and "Return to Sender / Service Suspended" h/s.



Asuncion, **Paraguay - 4 covers recorded,** 11 Feb 44 PC90 CL5-1A label. *By Pan Am FAM 10 branch line from Asuncion to Trinidad, by FAM 6 to Miami, by domestic air to NY, by FAM 18 to Lisbon via Bermuda, and probably by DLH to Stockholm, Sweden, by surface to Lidingo.*



Lima, **Peru - 46 covers recorded**, 29 Jun 41, to Prague, **Bohemia & Moravia - 5 recorded,** PC 90 CL5-1A label. *By PANAGRA to Cristobal, Canal Zone, by FAM 5 to Miami, by domestic air to NYC, by FAM 18 to Lisbon, by DLH to Berlin, and Prague*



From Mukden, **Manchukuo - 2 Reported,** 8 Aug 41, to Switzerland CL5-1F label.

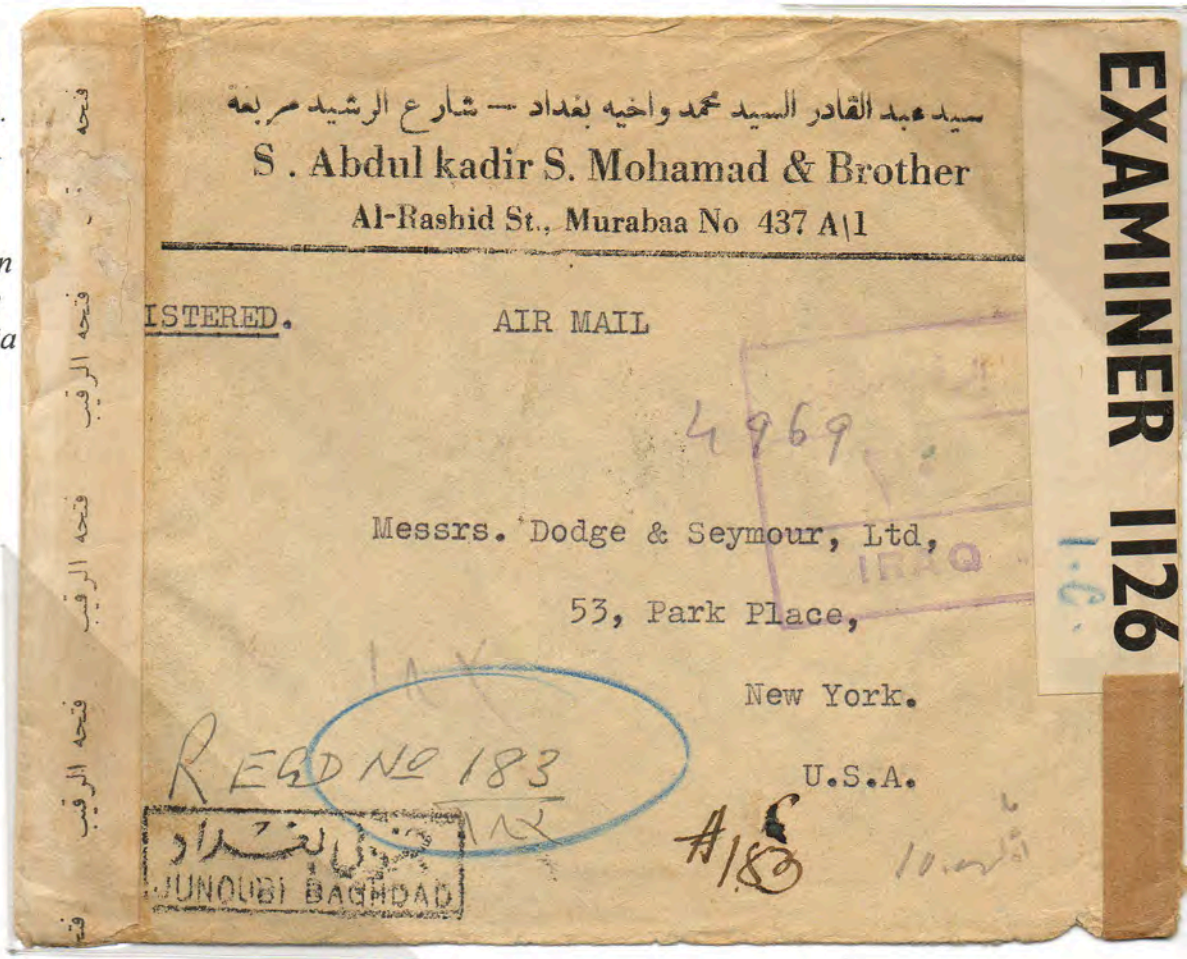
Papeete, **Tahiti - 2 Recorded**, 27 Apr, 42 to Monte Carlo, **Monaco - 1 recorded** - (redirected to France), PC 90 CL9b Examiner 4344 label - **Quadruple censorship** - Tahiti, US, Bermuda, and France.



SECTION 5G, MULTINATIONAL CENSORSHIP

Bermuda censored covers are seen with censorship of other countries of origin, transit, or destination, or all three

<u>Dual censorship</u> (Iraq and Bermuda) Baghdad, **Iraq - 6 covers recorded**. 1 May 43, PC 90 CL5-1A label. *By BOAC 'Horseshoe' route to Cairo and Khartoum, then to Lagos, Nigeria, and by Pan Am FAM 22 to US via Bermuda.*



<u>Triple</u> <u>censorship</u> (France, Bermuda, and Martinique) - 4 destination covers recorded. 14 May 41, PC 90 CL5-1A label 3594. *By land to Marseille, by DLH to Lisbon, by FAM 18 via Bermuda to New York, by domestic air to Miami, by FAM 6 to Martinique. Redirected back to US by same route.*



<u>Quadruple censorship</u> - 14 reported (French and British left end, US and Bermuda right end). Tananarive, **Madagascar (3 reported)** 22 Feb 44, PC90 CL5-1D label #4488. *Carried by Lignes Aériennes Militaires (LAM) to Khartoum, by BOAC to Lagos, by Pan Am FAM 22 to US via Bermuda.*

.



<u>Quadruple censorship</u>, Spain and US left end, Bermuda (under) and Costa Rica right end. To **Costa Rica (4 reported).**



SECTION 5G, MULTINATIONAL CENSORSHIP (CONT.)

Quintuple censorship - only cover reported: **Egypt** h/s on face and tape under at left: **Nigeria** semicircular h/s on face; **US** cello on right, **Bermuda** PC 90 CL5-1D tape at left; **German** OKW tape and h/s (x = Paris) on reverse.

Cairo, **Egypt - 7 covers reported**, 12 Nov 43. For a nominal journey of 1500 miles it crossed the Atlantic twice covering 14,680 miles en route. *Cairo to Khartoum by BOAC "Horseshoe Route", by BOAC sub-Saharan landplane route to Lagos, Nigeria, by FAM 22 to Miami, by domestic air in US to NYC, by FAM 18 to Lisbon, by DLH to Paris and Lyon, by land to Geneva!!!*







Evidence of cover referral among Bermuda Examiners is **rarely seen**. Cover from Nice, to Havana, **Cuba - 15 recorded,** 28 July 41 with Marseille customs tape & h/s **(one reported)** arriving 18 Aug 41. It has PC90 CL5-1A label #1683 with an additional m/s "4314"; both known Bermuda examiners.



Sucursal, **Mexico - 12 reported**, 17 Jun 41, PC 90 CL5-1A #1126 **and** CL5-1A #1683 labels, both known Bermuda examiners. Cover was condemned and released (see h/s) after war, Meoune b/s 2 Feb 46!!

SECTION 5G, MULTIPLE CENSORSHIP, BERMUDIAN (CONT.)

Recent evidence shows that some oversight and/or consultation (most likely within Tables or Departments) was signified by **m/s examiner numbers** (cover 1); **initials** (cover 2); or **signatures** (covers 3 & 4). The rules which governed this practice are not known, but numbers are seen on US and UK labels with some frequency. (see also Danish cover in **Section 5a** and the French cover on the previous page). These examples represent **6 of 7 reported covers**.



Madrid 31 Aug 40. **Only reported cover w/ both PC 102 and PC 90 labels**



SECTION 5H, THE STATION CLOSES

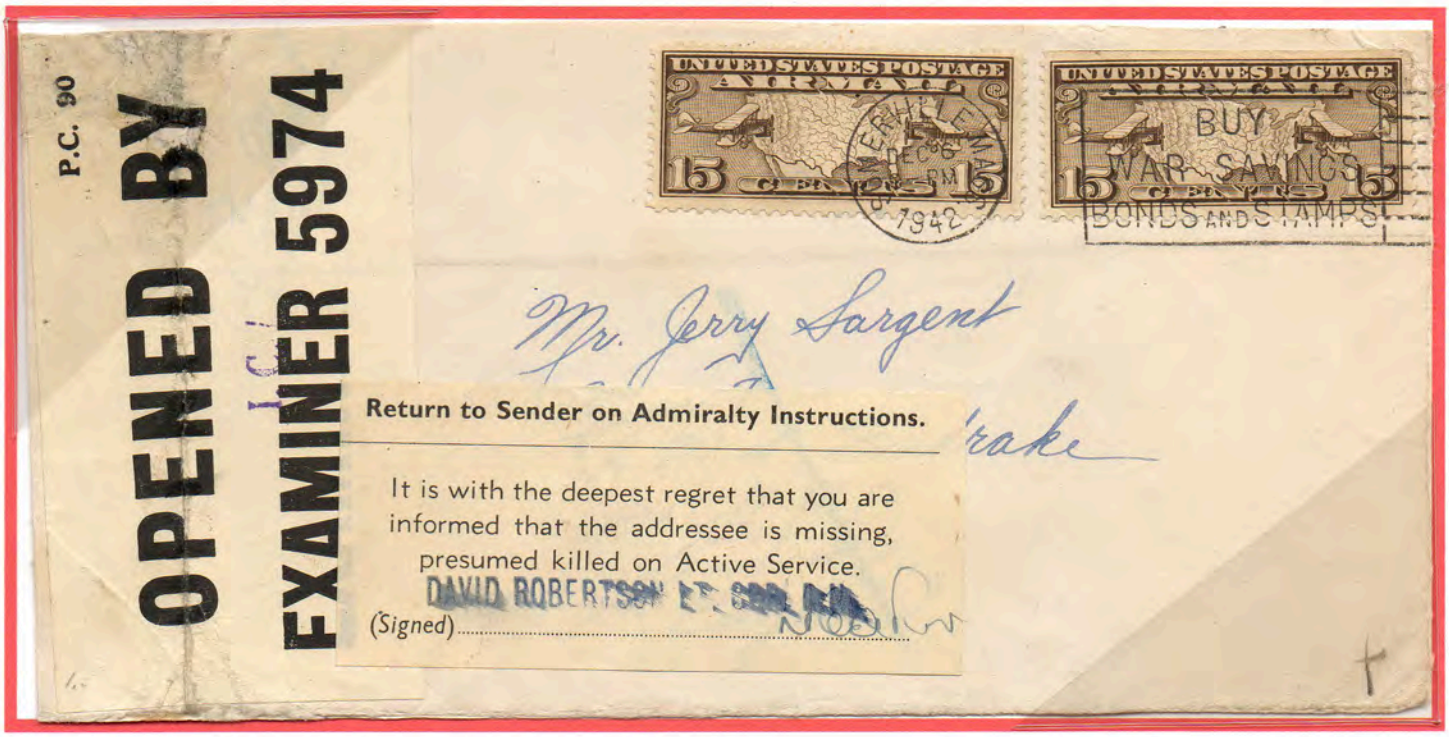
The exhibit began with the 1st air mail examined in Bermuda. Now, 4+ years later, its work successfully done, the Station closed on 1 May 44. **Cover from the last mail examined in Bermuda,** from Dakar, **Senegal - 6 recorded**, 22 Mar 44, Lisbon transit b/s 30/3/44, and Washington, DC m/s "4 May 1944 rec'd" on reverse.



However, the impact of Censorship activities would be felt for another seven years!!

✚ SECTION 6, TURMOIL AND TRAVAIL ✚

WW II mail reflects all of the various disruptions war inevitably brings: lives are ended, people displaced, air, sea and land mail routes are interrupted and diverted, and normally inviolate mail and contents are seized and held (see **Section 7**). Such events often sent mail though Bermuda which would not normally have gone there.



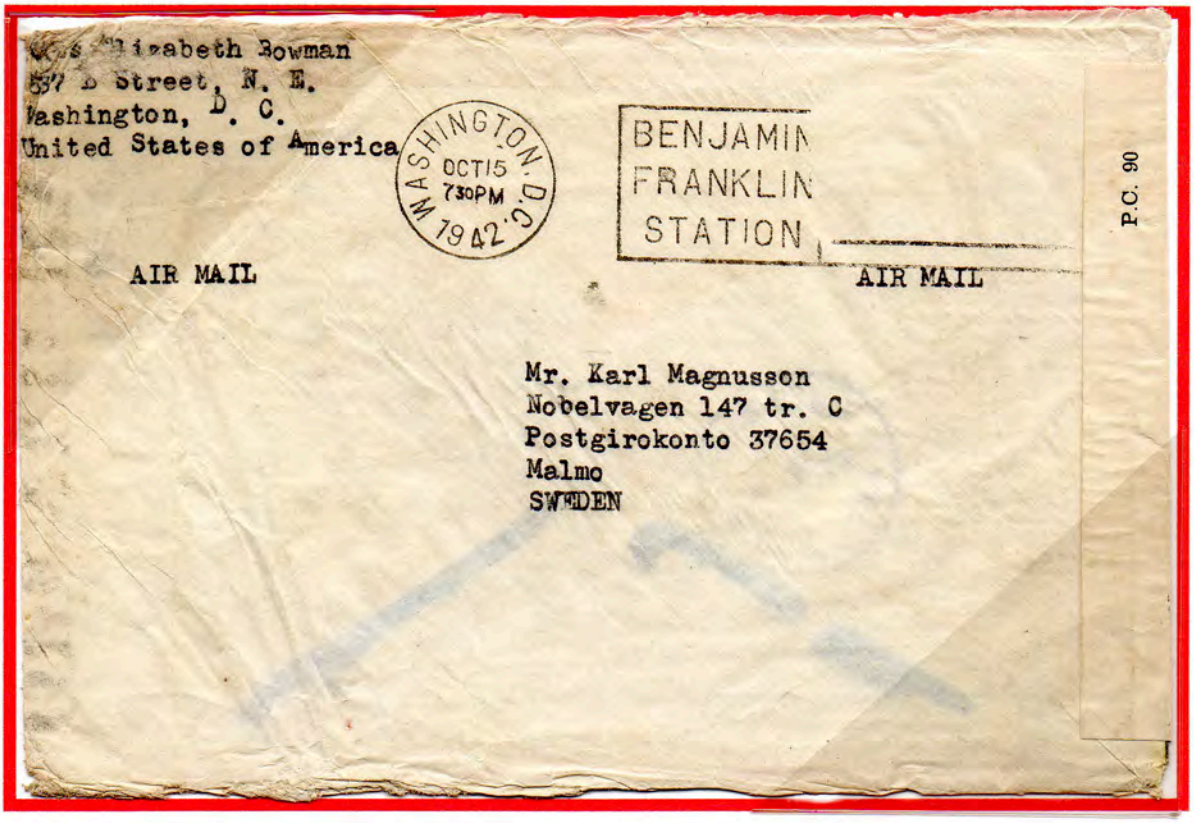
Letter from Somerville, MA to addressee killed in the sinking of *HMS Firedrake*, 16 - 17 Dec1942 - **onlysucl reported cover**. *HMS Firedrake* was a WW II Lend-Lease US Destroyer on Atlantic convoy duty which had visited Boston in late 1941.



Cover to Greece returned from Vienna by Germans during Italy's unsuccessful invasion of Greece. Bermuda PC90 label CL5-1D # 4370 under German OKW "g" tape and handstamp.

SECTION 6, TURMOIL AND TRAVAIL

One of the remarkable records of trans-Bermuda flights by Pan Am is that only one plane crashed, with loss of some life and mail, for the duration of the war! This is a **crash cover** from the flight and loss of the *Yankee Clipper* on 22 Feb. 43. The stamp floated off the cover and was lost.



Inneliggande försändelse har skadats av vatten vid förlisningen av en Clippermaskin på Tajofloden utanför Lissabon den 22 febr. 1943

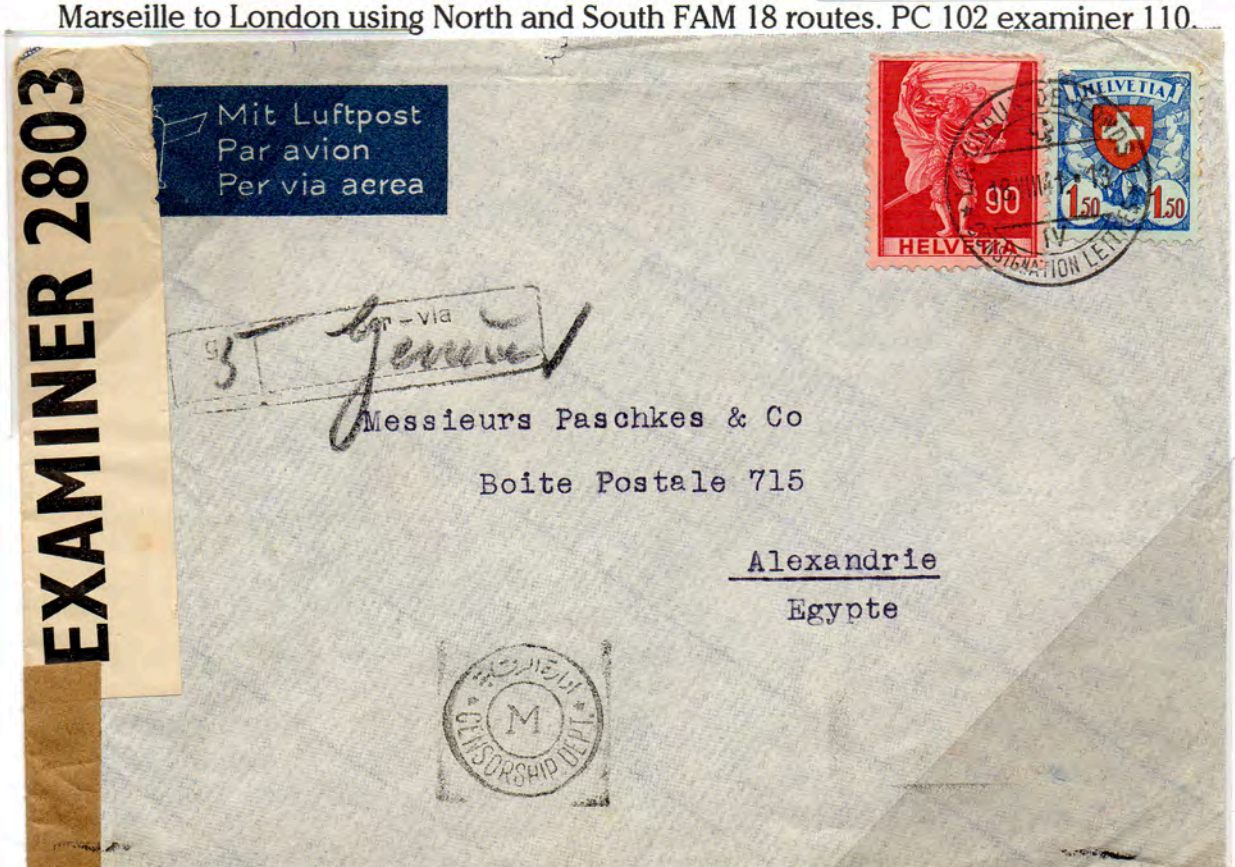
Swedish label explains the event which befell the Clipper mail. (150%)



Travel between cities only hundreds of miles apart became journeys of thousands of miles when usual air routes were unavailable due to war. Here covers **cross the Atlantic twice**!



Marseille to London using North and South FAM 18 routes. PC 102 examiner 110.



Chaux-de-Fonds, Switzerland to Alexandria, **Egypt - 1 reported,** 18 Aug 41, via FAM 18 and Bermuda. Examiner 2803 (PC 90 CL5-1A label) in Bermuda Jun 41 through Oct 42.



Bhuket, **Thailand - 2 reported,** 6 Jun 41 **to Trieste, Italy , unique combination**. Intended trans-Siberian route lost to German invasion of Russia, 22 Jun 41.Cover water-stained, stamp lost in the mails, space covered by faint Japanese h/s and Italian label. Examiner 1492 in Bermuda 2/41 to 2/43.



War in Middle East/N. Africa occasionally made 'Horseshoe' air route unreliable and slow. Two-ocean route confirmed by Honolulu b/s, and **Bermuda transit by red registry number 26667.** As Imperial examiners saw cover in Hong Kong (**note rare circular Hong Kong "air transit" h/s #5**.), it was not re-examined in Bermuda.

SECTION 6, TURMOIL AND TRAVAIL (CONT.) Despite the war people still wished to communicate with family and friends across enemy lines. There were limited official and unofficial means of doing so.

Official: International Red Cross Postal Message Scheme



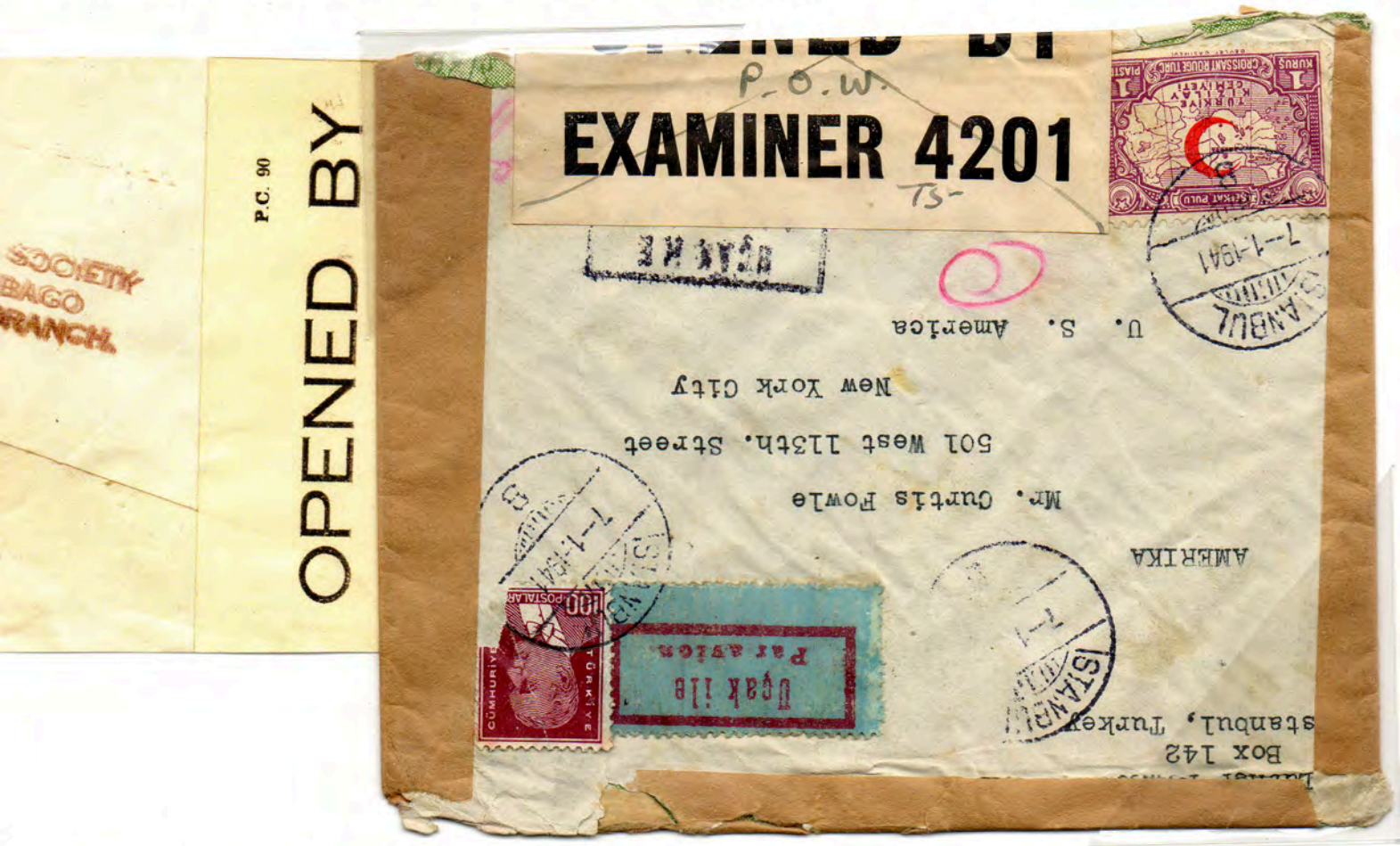
Trinidad cover, with undated 'dumb' security cancel (Wike - TR CC 1Dii).. The cover was censored in Trinidad, (TR CH 7 of Examiner No.17). The red, "Coupon.Reponse", h/s applied in Switzerland indicates return postage included. This is **the only message scheme transit cover with Bermuda censorship so far reported and only Trinidad-origin cover.**

Unofficial scheme using under-cover address.



The Thos. Cook & Son Co., with offices in UK, Portugal, and the US (among others) was the best known. Examiner 4513 notes stamp was missing upon receipt at Censorship - **Unique.**

Curious cover from Turkey - **only one reported,** apparently initially to be condemned, but noted to be from, to, or concerning a POW at Table 5 ("T5") and allowed to pass with other POW mail which was allowed across belligerent lines. **Only black ink St Andrew's Cross reported**.



Unofficial scheme using under-cover address.
USA a/m cover, 5 Apr 43, to Stockholm, Sweden, 4 Jun 43, forwarded to Lahti, Finland, 8 Jun 43, US censorship (cello #8073); Bermuda censorship (PC90 CL5-1A #4226); and Finnish censor #75 h/s. This is **the only such cover with Bermuda transit censorship so far reported**.



SECTION 6, TURMOIL AND TRAVAIL, (CONT.)

An irony of the war from the postal perspective was that, while mail service between the US and Germany was cut (except for POW/Internee mail) after Pearl Harbor, Germany could and did continue to exchange mail with neutral, and often Axis-friendly, countries in South America. This mail was allowed to pass through Bermuda and the US after censorship!!



Hamburg, Germany, 31 Oct 42 to Buenos Aires, Argentina with Bermuda PC 90 CL7a label.

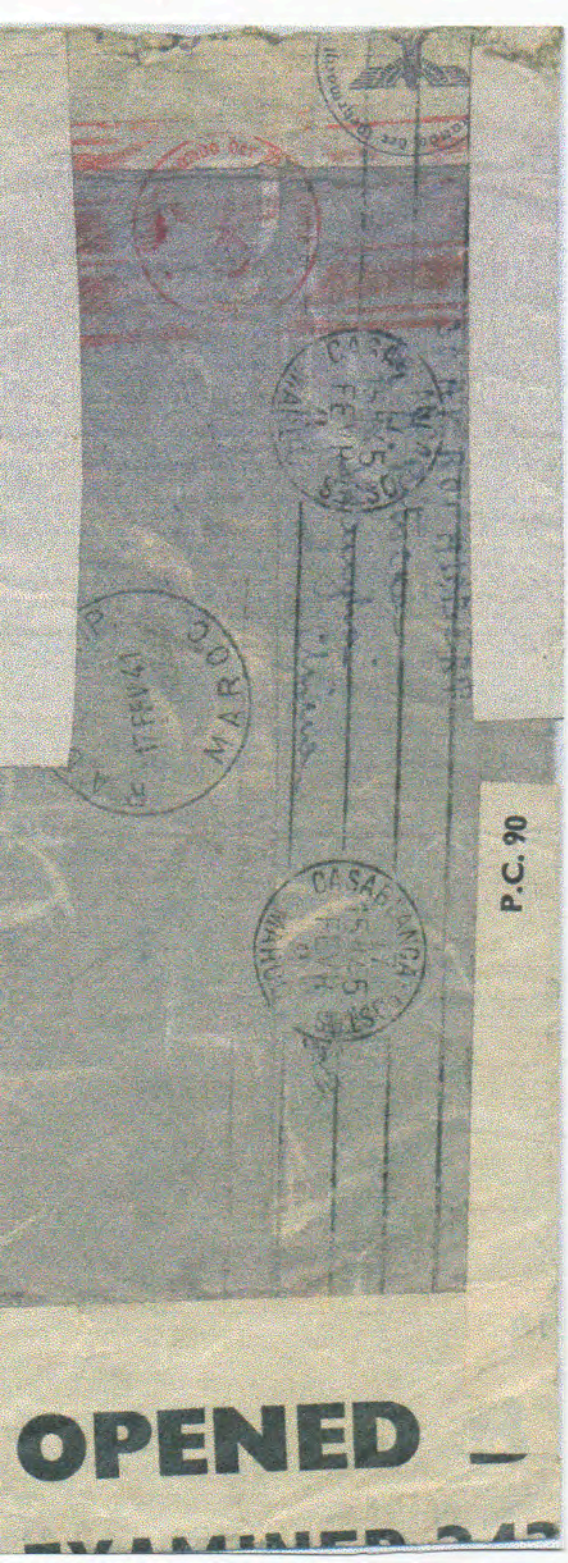


Santiago, Chile , 26 Nov 42 to Augsburg, Germany, Bermuda PC 90 CL5-1A label.

Section 6, Death, Destruction, Diversion, and Displacement (Cont.)

Despite the grim nature of censorship, and this section in particular, Censorship did, on occasion, do a good deed. This cover, misaddressed to (AFSC) American Friends Service Committee (Quakers), was intercepted on its return trip and correctly readdressed by an Assistant Censor.
Unique Cover.




P.C. 90
OPENED

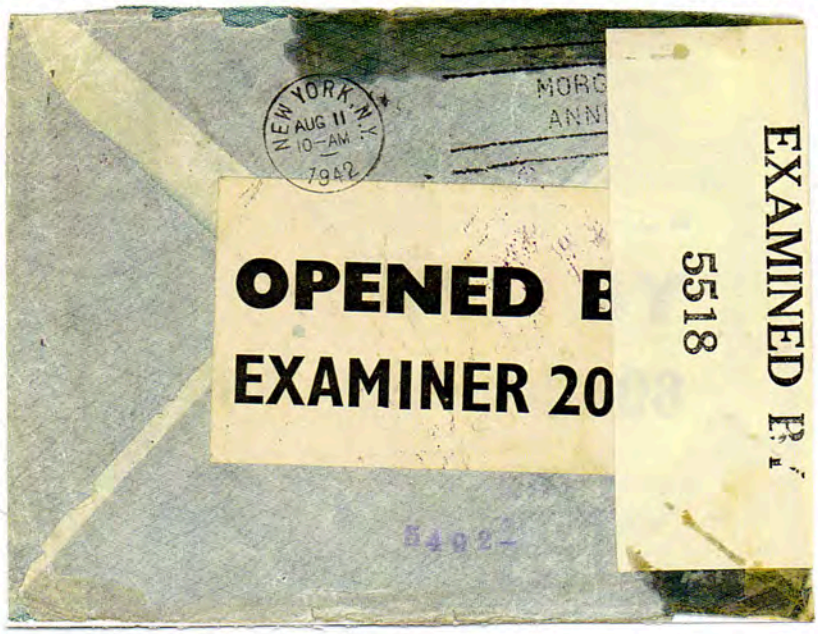

EXAMINER 343
OPENED BY

Whether following fleeing refugees, as in the previous cover, or transferring business people, the postal departments went to extraordinary lengths to deliver the mail, creating fascinating stories in the process.



Dakar, **Senegal,** 9 Jun 42 with proper 23[Fr]50 a/m franking from French West Africa to US via Casablanca (17/6/42), Lisbon (19/6/42), NY (10/7/42) to Spokane, WA (12/7/42). Bermuda censorship en route , PC 90 CL5-1A label 2302 w/ m/s "IC". Registered cover (Bermuda registry number 47781 - subsequently crossed out) was opened and contents inspected in Spokane. Addressee, a mortgage banker, had moved to England, so the cover was resealed and forwarded after re-registration, a **15 ¢ US prexy** applied to cover US registration fee, and new registration number, 1814, applied.. Spokane (20/7/42) and NYC (21/7/42). Re-censored in UK (opened out PC 90 T&M 1K1 4683 label).

As the events immediately surrounding and following Pearl Harbor unfolded, the postal systems struggled to adapt and to deliver the mail, sometimes without success, due to circumstances beyond their control.



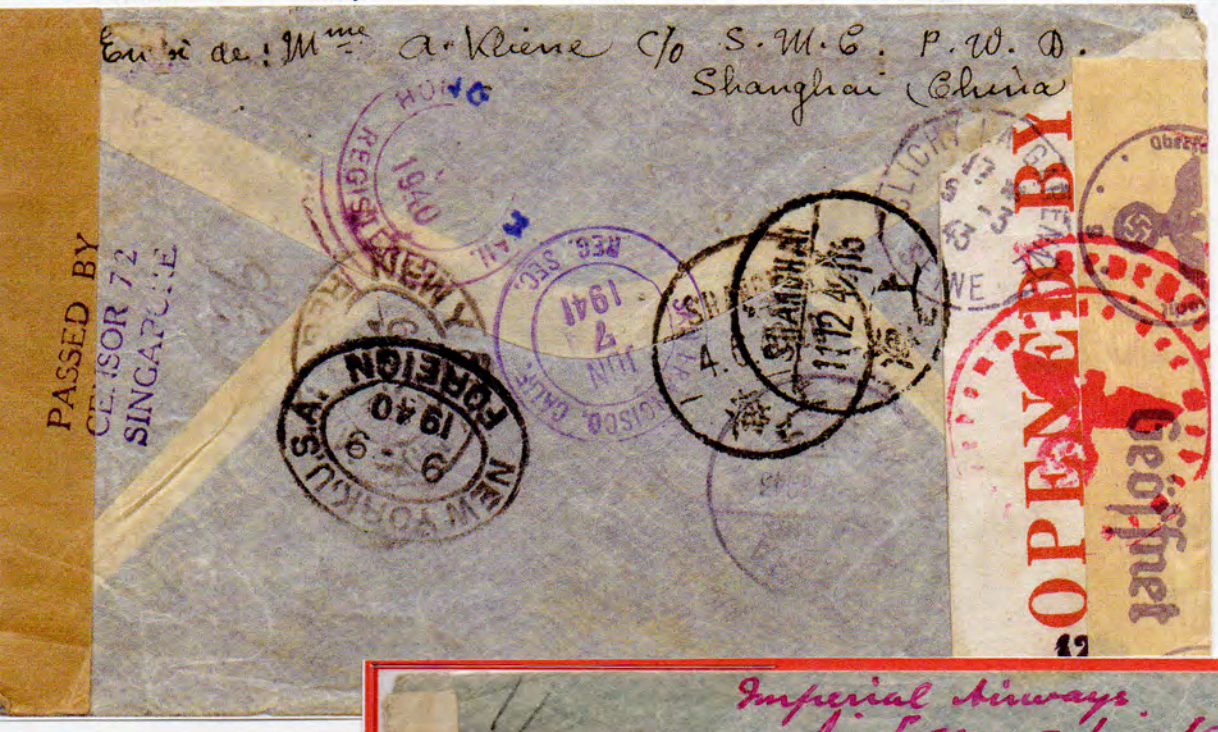


NYC to Batavia, **Dutch East Indies - 1 reported**, 6 Dec 41. Intended to go via FAM 14 transpacific route. It likely never left US west-bound as last FAM 14 flight (*Anzac Clipper*) left Treasure Island 6 Dec PM. The rest of its journey is conjectural. It may have gone out on FAM 18 to Lisbon or on a FAM 22 bimonthly flight to Africa via Bermuda and Puerto Rico, (FAM 22 Boeing B314 aircraft used NYC as home base as Miami did not have B314 maintenance facilities - mail and passengers were shuttled from Miami to San Juan). Either way, it was censored in Bermuda, PC 90 # 2008 (in Bda Oct 40 to Feb 43) just before IC marking began. It then probably went by ship to Durban, South Africa, the *BOAC* "Horseshoe Route" as far as Calcutta (DHA/21 h/s) by which time the Dutch East Indies fell to the Japanese. It was then returned to the US, 11 Aug 42, and was censored finally by US Examiner 5518.

A 37,000 MILE JOURNEY OF 1001 DAYS

Date	Location	Event
2/6/40	Shanghai	Letter posted m/s instruction - "***Air France* per steamer on June 2nd"**
4/6/40*	Shanghai	**CDS** -m/s instruction altered to steamer on **6 June**
10/6/40		*Air France* and *Imperial Airways* service suspended
?/6/40	Singapore	**Passed by / Censor 72 / Singapore**
		Diverted by air via U.S.A. owing to / suspension of *Air France* service
?/6/40	Hong Kong	To Manila on FAM 14
?/6/40	Manila	To Honolulu on FAM 14
19/6/40	Honolulu	**Registry b/s**, to San Francisco on FAM 14
20/6/40	San Francisco	Domestic air to NYC
22/6/40	NYC	**Registry b/s**, to Bermuda on FAM 18 (PAA trip #147, *Yankee Clipper*)
22/6/40	Bermuda	**PC 102 label, Examiner 103**
?/7/40	France	**"Retour a l'Envoyeur / Relations Postales / Interrompues"** h/s
?/8/40	NYC	**NYC foreign 9/9/40** b/s
7/6/41	San Francisco	**S.F. Reg. Sec 7 Jun 41** b/s
???	Singapore	**Passed by / Censor 72 / Singapore** h/s & tape
11/12/42	Shanghai	**CDS**
???	Shanghai	Surface to Nanking
???	Nanking	Air to Kunming on *CNAC*
???	Kunming	Air to Calcutta on *CNAC*
???	Calcutta	"Horseshoe route" *BOAC*
2/2/43	Ankara	**CDS**
?/2/43	Vienna	**German OKW "g" tape & h/s**
5/3/43	Clichy	**CDS**

***Bolded markings appear on the cover.**





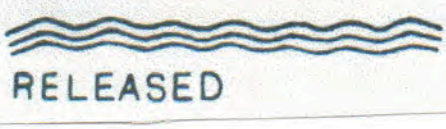
✚ SECTION 7, POST WAR RELEASE OF DETAINED MAIL ✚

Some Bermuda-examined mail was seized and held either for contraband control or national security purposes. Closure of the Bermuda Station on 1 May 1944 and the end of WW II on 2 Sep 1945 did not end the effects of censorship. The seized mail was subsequently released. These covers are eagerly sought and bear additional interesting markings.

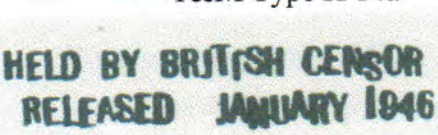
SECTION 7A, RELEASE OF CONDEMNED MAIL Bermuda-condemned mail was returned to the UK, released in early 1946 with "Released and wavy line" h/s (Torrance & Morenweiser (**T&M**) H 14 A & B), and sent to US where 4 types of hastily produced "Held by British Censor" (**HBBC**) h/s were hastily applied (good impressions are scarce) in NYC. Released covers to non-US destinations do not have these NYC h/s.







T&M Type H 14a



HBBC Type 1

Genève, Switzerland, 27/9/4, UK type H 14A "Released" h/s, US Type 1 HBBC h/s.
Note remnant of yellow "Edge of Envelope" on right side of reverse.

SECTION 7A, RELEASE OF CONDEMNED MAIL

Marseille, France, 10/8/41, with faint H 14B UK h/s near PC 90 CL5-1D label, and **US Type 2 HBBC h/s.**

Portuguese/French covers with **rare front portions** of **PC 93** label still attached. Blue St. Andrews Cross. The "S" of "CENS" was replaced inverted at some point. Note upright and properly aligned 's' in "CENS" on small cover.

The Type 2 h/s seems to have been used for un-registered mail.



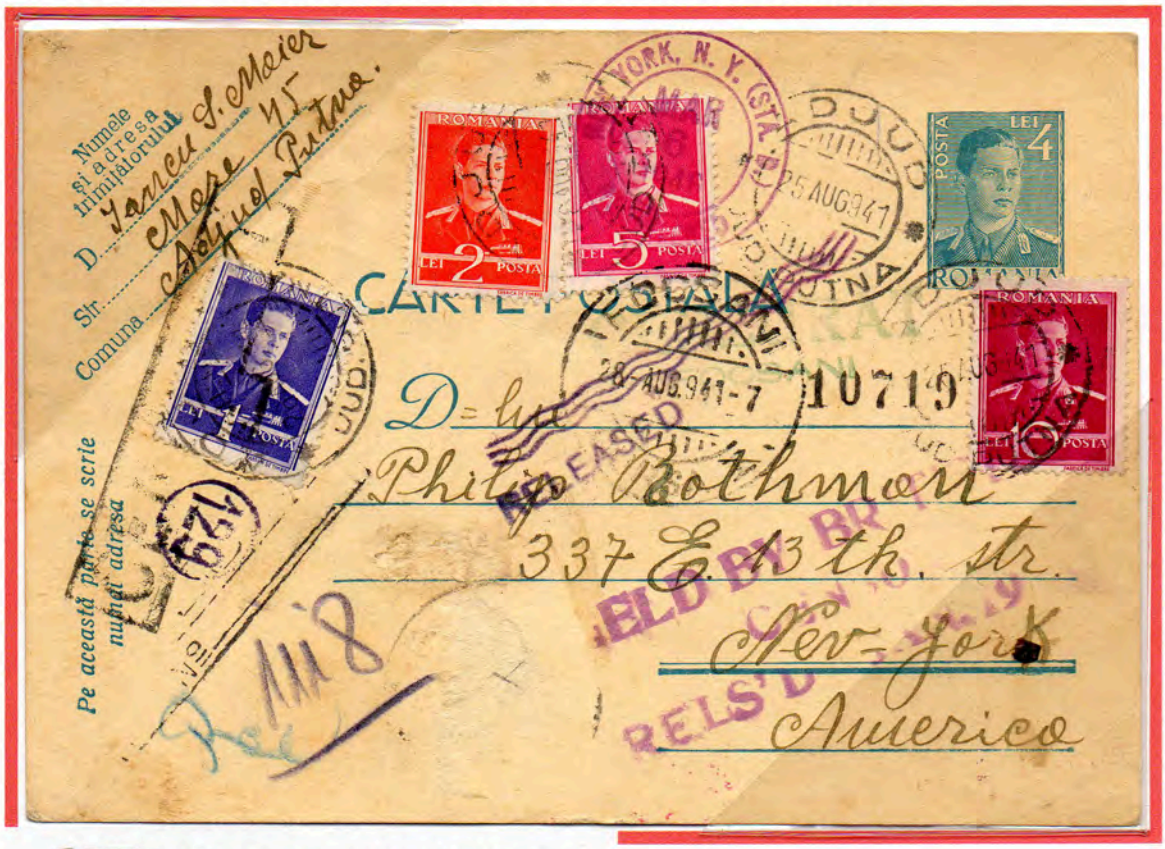




HBBC Type 2

RELEASED

Type H 14B



Romania, p/cs rarely seen!! Red reg. # 36545 on message side, proves Bermuda interception. Reason for holding not known; Romanian Embassy says letter contains ordinary family news; perhaps it was for the stamps? Has UK H14B h/s and **mauve NYC Type 3 HBBC h/s** , 25 Aug 41 to NYC. Stamp appears missing bottom left center. Domestic 4 Lei p/c rate uprated to 22 Lei for international service.

HELD BY BRITISH
CENSOR
RELS'D JAN.1946

HBBC Type 3



Berlin, Germany, 5/3/41, with **black Type 3 HBBC h/s - 4 reported,**. This is an early state of the h/s; the 4 and 6 in the date would be lost sequentially in March and not replaced. 4 Feb 41 NYC b/s.



HELD BY BRITISH
CENSOR R'LD JAN1946

Internment Camp de Recebedou, Haute Garonne, France, 13 Jul 42. Double circle camp censor h/s on reverse. PC90 CL5 1A label. UK type H 14A "Released" h/s and **Mauve US Type 4 HBBC h/s.**

HBBC Type 4



Salerno, Italy, 3 May 41, PC 90 CL5-1D #5916, condemned (RCL 28660) and released with **US Type 4 HBBC h/s in black - only recorded copy**. The Allied Italian campaign would begin with the invasion of Italy at Salerno!



Lisbon, 14 Dec 41, intercepted in Bermuda (PC 90 Label of examiner #5545 under UK label at left, marked with blue St Andrew's Cross). Red Bermuda registry #44820 on reverse. Remnant of pink PC93 EOE label. Transferred for evaluation to the UK where it was "Condemned" (**this h/s used only in the UK!**) by examiner #1806, T&M PC 90 1i1. At war's end "Released" and sent to US, arriving 11 Feb 46. **Only such cover reported.**



Cover notable for having blue St Andrew's Cross (the 'X' from corner to corner) applied when a letter was transferred to another examiner/section. Seen only on 'released' letters.

NON-US DESTINATIONS



Reg. a/m cover to France lacks NYC HBBC h/s. Has m/s "RCL 50,264" ('Registry, Condemned Letters) number and UK "released" h/s. Cover reached France 7 Jun 1946 (m/s notation on reverse)!

Valencia, Spain to Panama City, **Panama - 1 recorded,** 23 Mar 1941, Intercepted in Bermuda, PC 90 CL5-1D label, condemned and given RCL 20558. "Released", arrived in Panama 14/3/46 (!), purple h/s **"Llegó conforme está"** applied.

This and cover to Argentina below, are the only reported condemned covers to these destinations.



Lyon, France, 4 Jul 41 to Buenos Aires, PC 90 CL9b 342 condemned, reason for 2nd inspection in 1942, PC 90 CL-1A is unknown. "CCF" Perfin stamps, Credit Commercial de France. Arrived 30 Mar 46.

NON-US DESTINATIONS

Double rate a/m New York to Hamburg, condemned mail seized in Bermuda. Note 30 Aug 46 arrival - suggests German detained mail released last. On receipt in Germany, Postal Authorities affixed a label*. **3 such covers reported.** Blue St Andrew's cross.



Label translation:
"Detained mail released by the censor. Replies must correspond to the current regulations."

NOTE

The same examiner, #613, examined and condemned both this cover and the one on the previous page. He/she must have been a specialist in suspect mail.

SECTION 7B, RELEASE OF PRIZE COURT MAIL

Detained Prize Court mail was held in Bermuda until after the war and released beginning in 1948, continuing until 1951 in five separate releases. The 58 Prize Court covers recorded were primarily philatelic.

Godthab, Greenland with **red 'Prize Court' handstamp (4 reported).** From 1st release of mail in August 1948. Red Bermuda registry number 29502 on reverse.



Marseille, France, **black handstamp (51 recorded)**, 4 Nov 1940, before initiation of Bermuda registry number system. From 2nd release (Feb 1950).







Cover from Chicago to Overveen, Netherlands. Seized in Bermuda by Prize Court from the *SS Excalibur* ("42E") on 12-13/5/41. Stamps were considered currency. The cover has **violet** h/s - **3 reported in this color.** The Dutch mimeo label on reverse (also known in lower case) was placed there by COVAL, formed by the Dutch government to see this mail reached its intended destination in 1951. The label reads: "*After confiscation by the British authorities, document released through the intervention of COVAL (Commission for Confiscated Cargo) in Amsterdam.*" The significance of the numbers on the face of the cover is unknown.