

# South Atlantic Airmail in World War II and Pan American Airways' Role

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Collectors Club  
via **zoom**

Gordon Eubanks  
5 May 2021



Boeing 314 Clipper

- There has been and continues to be significant research in this area.
- Special thanks to the great philatelists and researchers who have contributed to this area: Ken Lawrence, John Wilson, David Crotty, Frank Walton and many many others.
- I will provide an overview of the major components and issues ...
- North Atlantic and Pacific come up
- .... and show some nice covers.

Note: A few covers will be framed in Red because they are special – at least to me 😊





# From 1937 PAA Was Flying the Pacific

## Two short-lived rates to Africa

- Lindberg's Atlantic flight 20 May 1927
- In late 30's PAA flying the Pacific E-W and South America N-S



14 Feb 1941 Youngstown OH to  
Bloemfontein South Africa. Stamps pay  
95¢ 1/2 oz rate effective under 1 year: 6  
August 1940 through 17 July 1941.

19 November 1941 censored air mail  
letter from Baltimore MD to Cape Town  
South Africa. Stamps pay the \$1.10  
airmail rate via Hong Kong or Singapore  
and Cairo.

Rate effective less than 6 months: 18  
July 1941 through 1 Dec.  
Censored in South Africa.



# Pan American Airlines & Trans-Atlantic Travel

- By 1939 PAA was flying North Atlantic
- 3 Sept 1939 war comes to Europe
- UK starts censoring mail in Bermuda
- June 1940 Italy enters the war closing the Mediterranean



1 May 1940 New York to Elisabethville Belgian Congo. On a PAA B-314 FAM 18 trip 119 from New York to Lisbon via Horta and then onward to Marseilles by European carrier. To Elisabethville by French carrier.

Stamps pay 7x the 50¢ per half ounce airmail rate - 30¢ to Europe and 20 cent surcharge to the Belgium Congo - plus 15¢ registry fee.



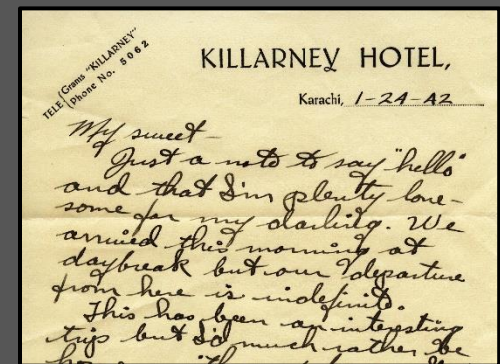


# In February 1941 PAA started operating Charters for the Army

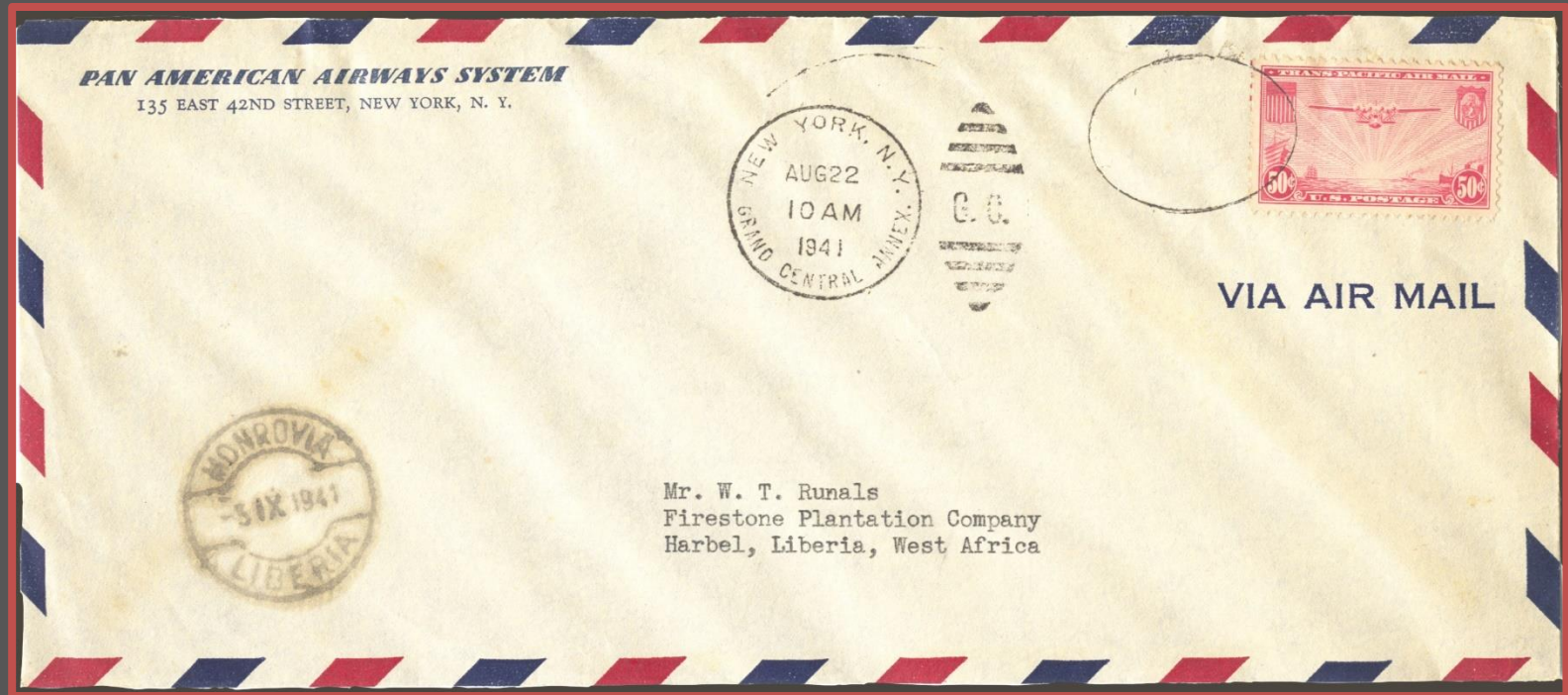
- In general these were unpublished classified trips
- Usually followed the route through Brazil to Africa
- Over time there would be almost 100 charters later called special missions (SM)
- Charters carried a significant amount of mail
- Were the 12 Miami to Leopoldville FAM 22 Clipper Flights charters/SMs?
  - It matters but it is not the core issue
  - Most of charters/SMs left from New York
- Miami remained a key departure point for South America and Africa



24 Jan 1942 air mail letter from Karachi India to New York most likely carried back on Charter 10 PAA 6004. The letter was censored in Karachi but not in Miami.



# First flight of An American Clipper across the South Atlantic



August 1941: New York – Puerto Rico – Trinidad – Belem – Natal – Bathurst  
To Liberia via British Corvette. This letter was carried by the pilot. The *Yankee Clipper*  
conducted a survey and supply flight, known, as PAA Charter 3, bringing the first members of  
the construction crew to Fisherman's Lake.



(Continued from other side)

2. Senders may address their covers to themselves or other persons at addresses in the United States or elsewhere, so they may be returned in the ordinary mails to the addressee after the first flight. The cover should be mailed in the upper left-hand corner of the envelope, the device; that is, Miami to Lagos, "Natal to Bathurst," "Leopoldville to Port of Spain," etc. Unless sufficient clear space is left on the front of the cover for the cachet, it will not be applied. In order to insure that the cover will not be lost by flight 39 cents must be placed on the reverse, no message should be contained in covers and they should not be sealed, the flap to be folded inside.

3. Appropriate consignments of covers prepared as indicated with United States postage attached and with a note requesting that they be dispatched by the first flight on FAX route 22, may be placed in outer envelopes addressed to Postmaster, San Juan, Puerto Rico, respectively. They should be sent in time to reach those offices not later than November 27. The postage required for covers from Miami to San Juan, 18 cents; from Miami to San Juan, 50 cents per half ounce, and to Leopoldville 60 cents per half ounce, or fraction. Collectors outside the United States may send their covers by the first flight in the form of money orders or certified checks payable to the postmaster for purchase of stamps. Covers in transit, (mailed at other offices) and articles mailed in the usual way will not receive the cachet.

4. Covers mailed at Port of Spain must bear Trinidad postage. The postage per half ounce for covers from Port of Spain to Bathurst or Lagos is 45 cents (equivalent to about 41 cents U. S.); and to Leopoldville 52 cents (about 45 cents U. S.). The Trinidad authorities report that they are not permitted to accept consignments of covers and attach cachets. It is assumed that the same rule applies to the other stamps attached for the three African offices that may be mailed at the Port of Spain office, would be held for the first flight if the covers are accompanied in paragraph 9 below.

5. Covers mailed at Belem and Natal must bear Brazilian postage. The postage per 10 grams (about one-third of an ounce) for covers from Belem or Natal to Lagos, 18 cents (about 15 cents U. S.); from Belem or Natal for Leopoldville 14,200 milreis (about 74 cents U. S.). The Brazilian authorities report they are not permitted to receive covers for the United States. Accordingly, senders should have their covers, with Brazilian postage attached, deposited in the Belem or Natal office, or have them handled in accordance in paragraph 9 below.

6. The Gambia postage per half ounce for covers to be mailed at Bathurst is as follows: Bathurst to Lagos, 18 pence (about 80 cents U. S.); Bathurst to Leopoldville, 21 pence (about 35 cents U. S.); Bathurst to Natal or Belem, 21 pence (about 35 cents U. S.); Bathurst to Port of Spain, 27 pence (about 45 cents U. S.); Bathurst to San Juan, 27 pence (about 45 cents U. S.); Bathurst to Miami, 27 pence (about 70 cents U. S.). See paragraph 9 below.

7. The Nigeria postage per half ounce for covers to be mailed at Bathurst is as follows: Lagos to Bathurst, 15 pence (about 15 cents U. S.); Lagos to Bathurst, 15 pence (about 25 cents U. S.); Lagos to Natal and Belem, 18 pence (about 30 cents U. S.); Lagos to Port of Spain, 21 pence (about 35 cents U. S.); Lagos to San Juan, 21 pence (about 50 cents U. S.); and Lagos to Miami, 36 pence (about 60 cents U. S.). See paragraph 9 below.

8. The Belgian postage per 10 grams for covers to be mailed at Leopoldville is as follows: Leopoldville to Lagos, 11.75 francs (about 27 cents U. S.); Leopoldville to Bathurst, 15.75 francs (about 36 cents U. S.); Leopoldville to Natal or Belem, 15.75 francs (about 36 cents U. S.); Leopoldville to Port of Spain, 22.25 francs (about 51 cents U. S.); Leopoldville to San Juan, 23.75 francs (about 55 cents U. S.); Leopoldville to Miami, 31.75 francs (about 73 cents U. S.). See paragraph 9 below.

9. There is no apparent means for the sending of consignments of covers by air to Miami, Bathurst, Belem, or Natal, or to Leopoldville, except as indicated below. However, the authorities of the Belgian Congo state that the Leopoldville office will accept consignments of covers with remittances in the form of money orders or certified checks payable to Bathurst offices will not accept similar consignments. If collectors so desire, they may secure covers through Pan American Airways. Consignments of covers to be sent by air to the United States may be endorsed to show the points between which carriage is desired, may be sent to Pan American Airways, 135 East 42d Street, New York, N. Y., and the member of the committee to whom the covers are to be sent remittances in the form of money orders or certified checks payable to Pan American Airways. The total charges by the company for covers sent by air to Bathurst, Belem, Lagos, 85 cents; to Leopoldville, 75 cents; San Juan to Bathurst or Lagos, 65 cents, and to Leopoldville, 75 cents; Port of Spain to Bathurst or Lagos, 65 cents, and to Leopoldville, 75 cents; Natal or Belem, 50 cents; to Port of Spain, 60 cents, and to Leopoldville, 70 cents, and to Miami, 80 cents; to Bathurst, 40 cents, to Natal or Belem, 45 cents, to Port of Spain, 55 cents, to San Juan, 65 cents, and to Miami, 75 cents; and Lagos to Lagos, 42 cents, to Bathurst, 45 cents, to Natal or Belem, 44 cents, to Port of Spain, 66 cents, to San Juan, 70 cents, and to Miami, 88 cents.

SMITH W. PURDUM,  
Second Assistant Postmaster General.

EPO 200123

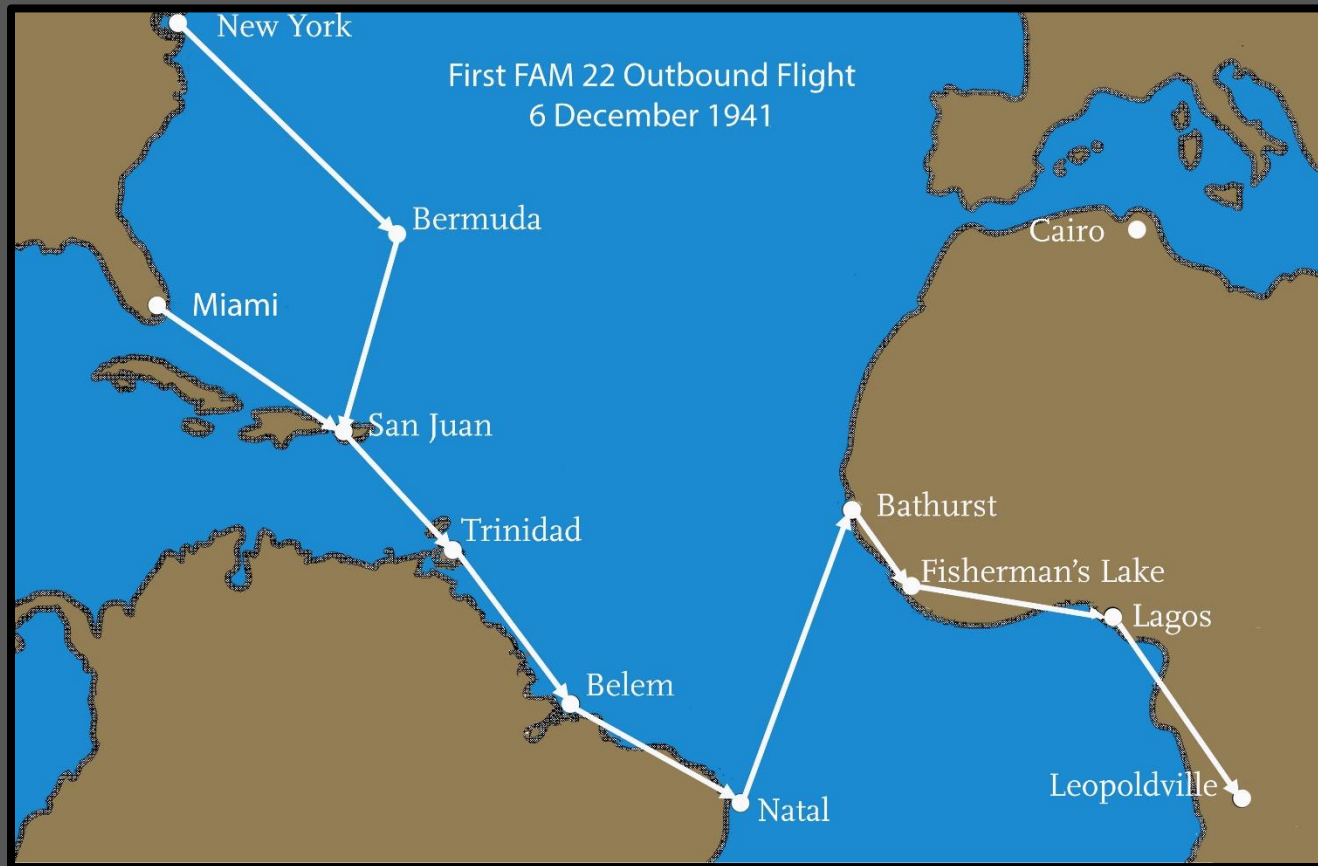
## Postcard Explaining First Flight Processing

Reverse of postcard

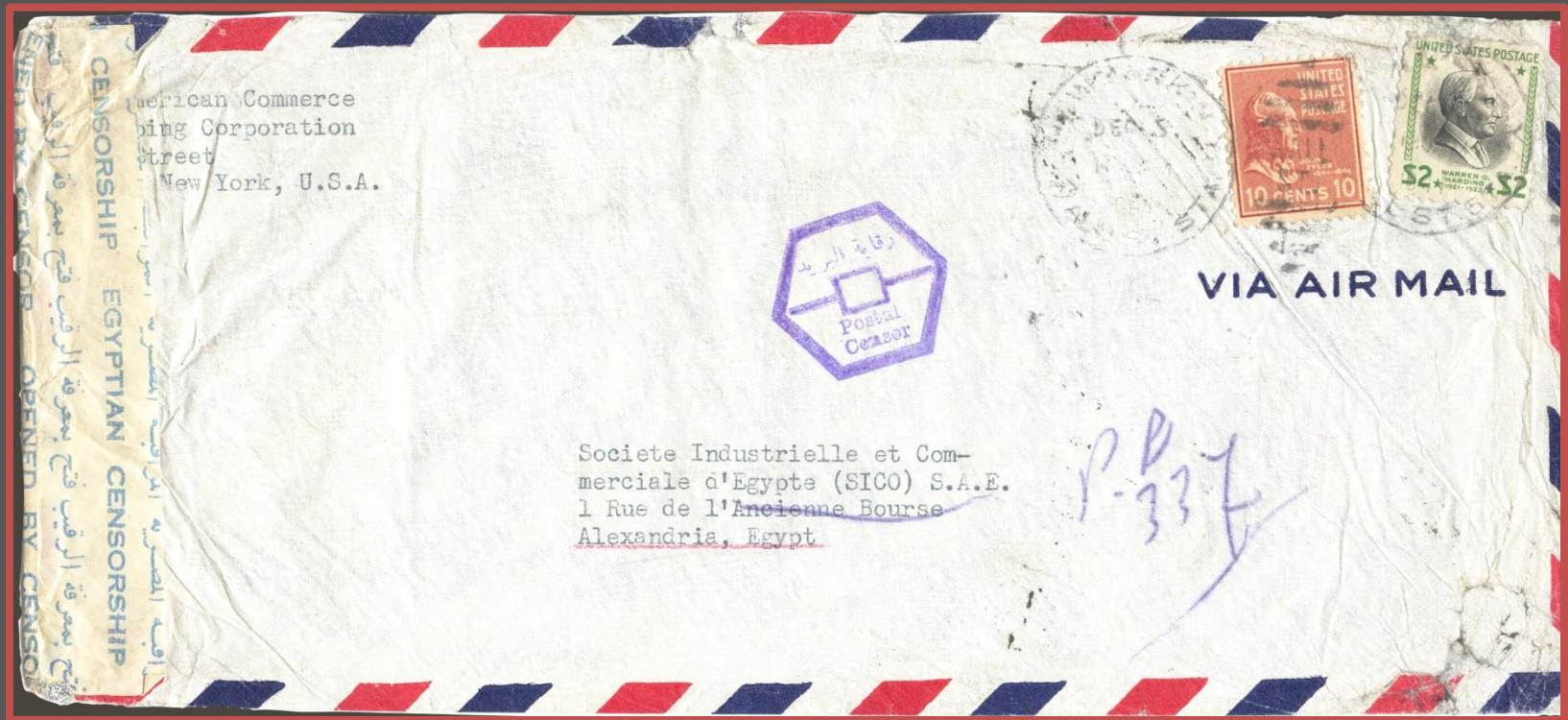


# Outbound FAM 22 First Flight

Boeing B-314 *Capetown Clipper* flying boat with William M. Maslund piloting



# Commercial FAM 22 First Flight Cover Originating in New York Most Covers Joined the *Capetown* in San Juan



5 December 1941 letter from New York to Alexandria Egypt. This letter flew on the *Capetown Clipper* departing from New York to Bathurst Gambia. From Bathurst across Africa by BA or SABENA to Khartoum connecting with the BA Horseshoe route to Cairo. The letter arrived 14 February 1942 where it was censored. The stamps pay three times the 70 cent per 1/2 ounce cent airmail rate.

# Return of First FAM 22 Flight

## Eliminated Bathurst from the Return

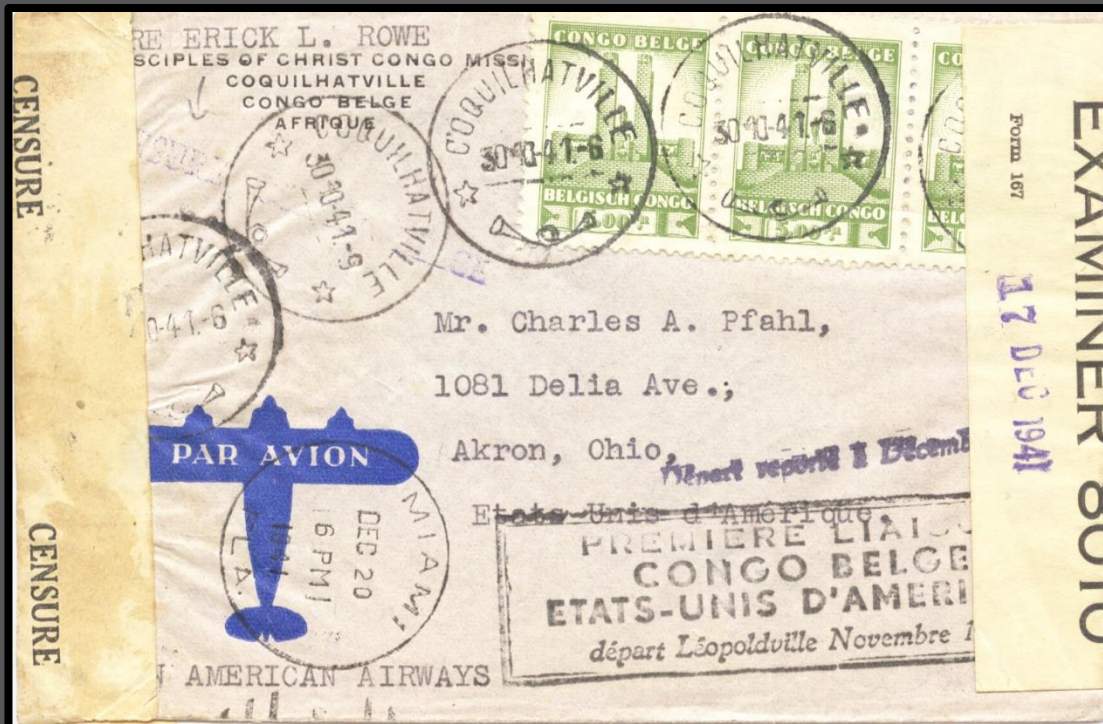


Move from Bathurst  
To avoid French Territory





# FAM 22 First Flight Return



Départ reporté à Décembre 1941

There was a belief in the Belgium Congo that the flights would return in Nov. The 4 line cachet was prepared for the Nov date. When the date slipped to early Dec a single line handstamp was applied.

30 Oct 1941 airmail letter from Coquilhatville Belgian Congo to Akron OH. Censored at Leopoldville on 30 Oct. The letter flew on the 12 Dec return flight of the *Capetown Clipper*. It was also censored at Trinidad and arrived in Miami 20 December. Stamps paid the 17 franc 75 centimes surface postage and airmail surcharge.



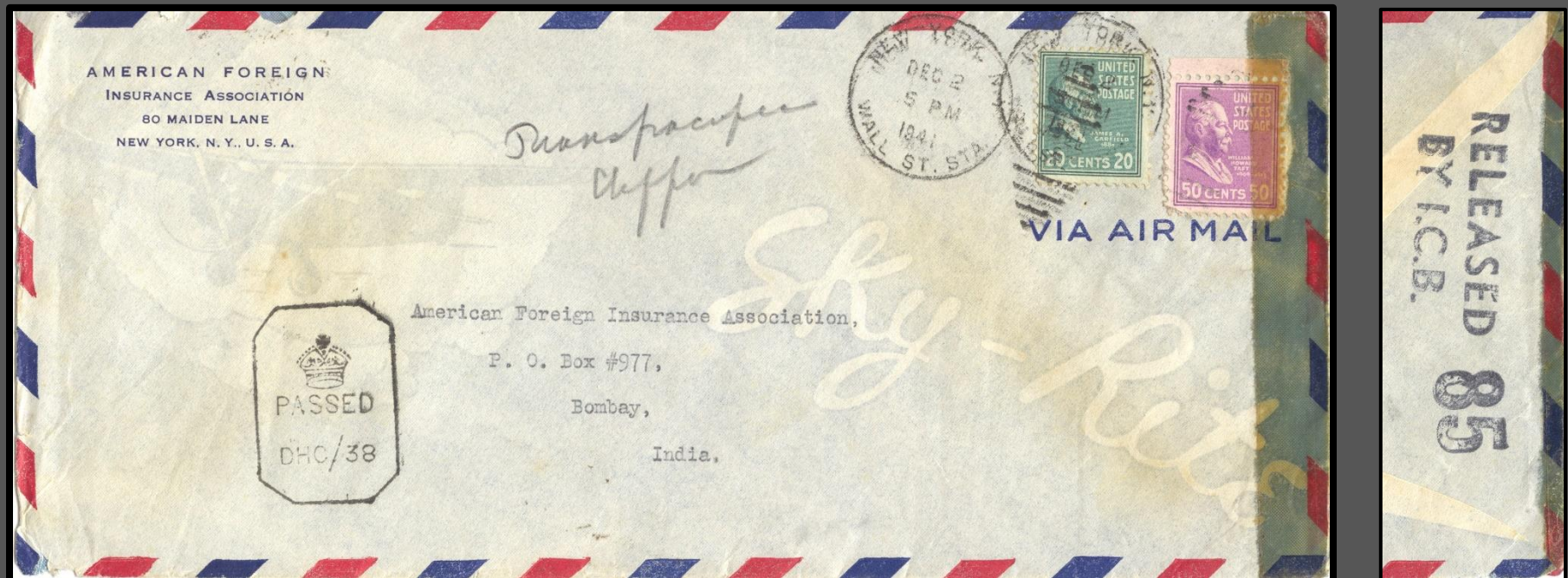
# Everything Was About To Change As the United States Enters the War





## Case 7 Condition A – The Attack on Pearl Harbor

The December 6-7 Anzac Clipper flight from San Francisco to Hawaii, piloted by Captain Turner was less than one hour from Honolulu Hawaii, when the Japanese attack on Pearl Harbor began. PAA's prearranged secret plan was to reroute to the island-based of Hawaii.

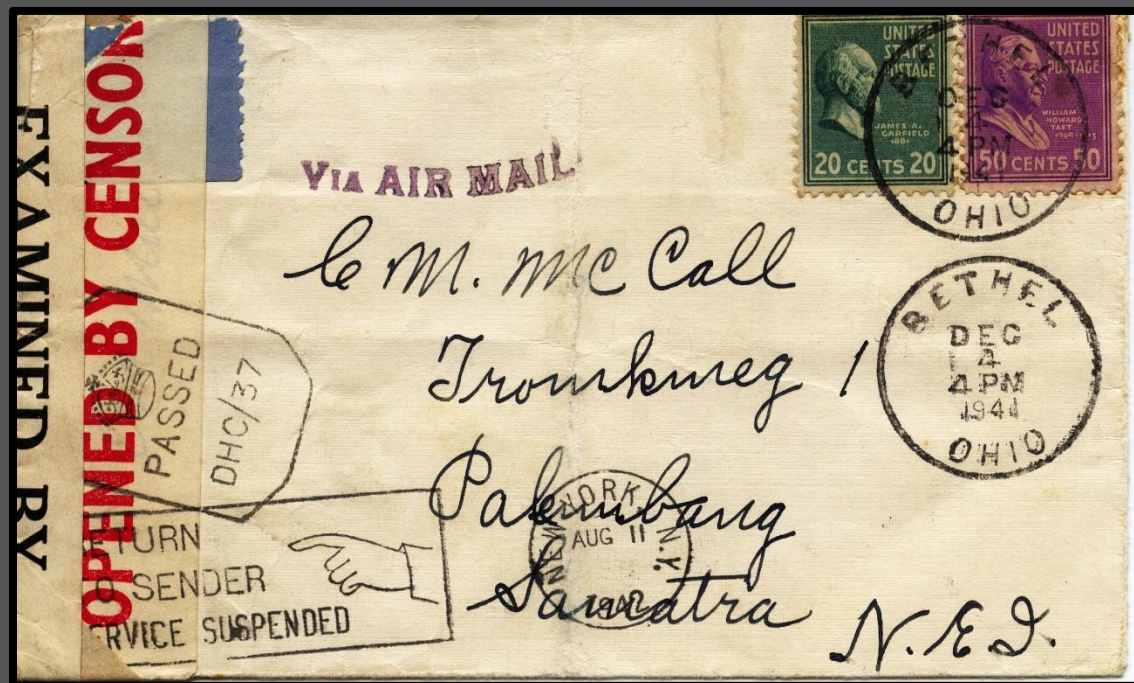


2 Dec 1941 censored air mail letter from New York to Bombay India. The letter was sent to San Francisco and then to Honolulu onboard the *Anzac Clipper*. Returned to San Francisco, forwarded to Miami and sent on a South Atlantic flight to West Africa and Bombay India arriving 24 March. Censored in Honolulu and in Bombay by British (handstamp on front). Stamps pay the 70 ¢ 1/2 ounce rate to India.



# Anzac Clipper Letter Returned to Sender

## The Pacific Was Closed as Well as the Mediterranean

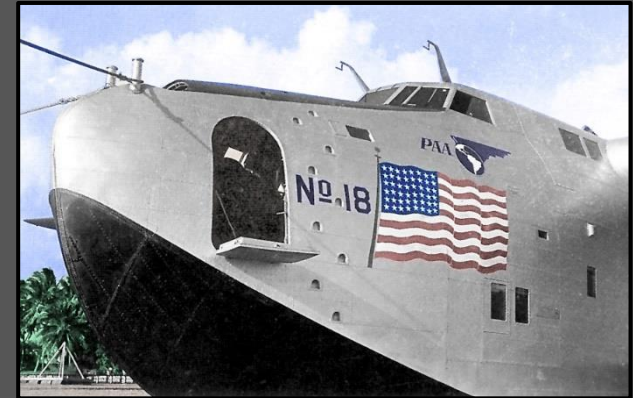


4 Dec 1941 censored airmail letter from Bethel OH to Palembang, Sumatra N. E. I. R to San Francisco on 14 December, and to Miami, Belgian Congo, Calcutta and Singapore where the censor applied "PASSED DHC/37". By this time, Sumatra was occupied by Japan. The letter was returned to Bethel OH via New York. Stamps pay the 70 ¢ air mail rate. Most likely delayed along the return route because of high priority war requirements.

# The Long Way Home



## Captain Robert Ford



## Pacific Clipper



On 7 Dec '41 the *Pacific Clipper*, piloted by Robert Ford, was 3 days out of Pearl Harbor. Traveling Westward Ford, stayed ahead of the Japanese advancement, crossed Asia to the West Coast of Africa returning to New York.

The *Pacific Clipper* was the first commercial plane to circle the earth.

No mail was carried beyond New Zealand.



# Why the Atlantic Is Important?

## What Was PAA's Role?

- Critical Need for a Lifeline to Africa and Asia
- Communications between Europe and Americas
- Building bases to support clipper and land-based aircraft
- Moving material, men, mail to battlefields far from resolved

An unimagined supply chain over 7,000 miles





# PAA In the South Atlantic

- About 14 routes in the Atlantic plus PAA Africa and PAA Orient
- Navy 'managed' FAM 18 routes
- Army Air 'managed' FAM 22



# Building Bases to Support Land-bases As Well As Clippers

The United States was planning for the infrastructure that would be needed to support moving troops, equipment and mail to Africa and Asia. This investment started early and ended with an air network that dwarfed what had been seen before.



While Clippers were the first planes to Africa, PAA vision was to build an infrastructure for land-based planes. At Fisherman's Lake Liberia PAA built a seaplane base and expanded the Firestone Rubber Company landing strip into the airdrome Roberts Field. This allowed war supplies, troops and mail to get to Africa and into the Mediterranean with the Pacific routes closed and Europe at war. PAA, under the guise of expanding its commercial route, was building the infrastructure and flying capability to meet the military requirements across Africa and Asia to China.

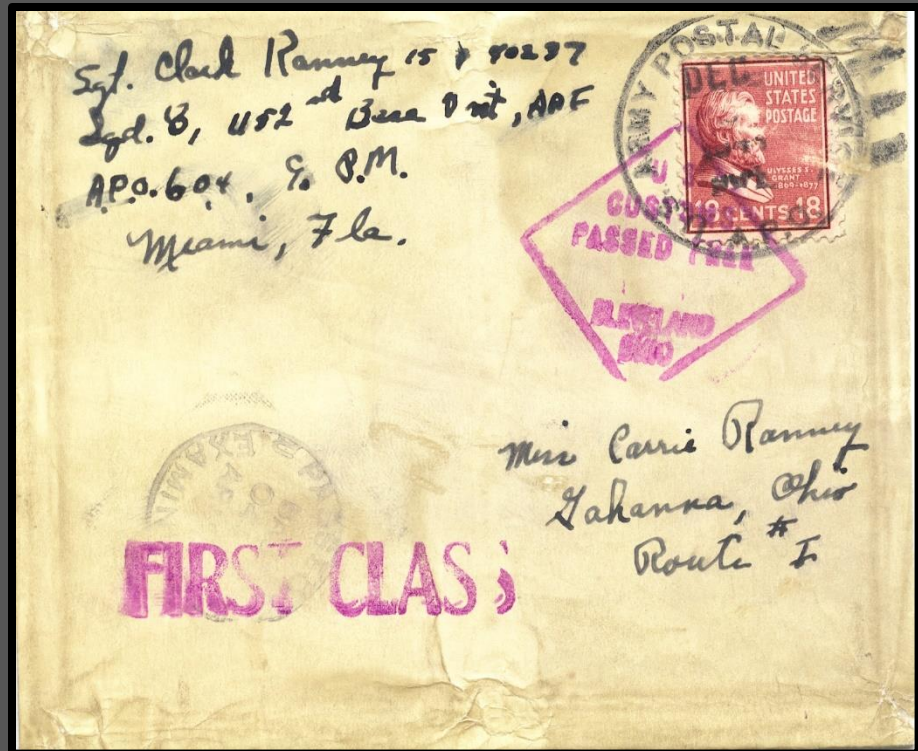
In September 1940 the US agreed to lease military bases in British territories along the Eastern Atlantic for 99 years (signed 27 March 1941) in turn for 50 destroyers. In November 1940 PAA signed a secret contract to build airfields in the Caribbean, Central and South America. The bases supported commercial and military planes.

## Trinidad



23 May 1941 air mail letter from Port-of -Spain to Chappaqua NY. Censored by the Army in Trinidad.  
APO 803 established 31 March 1941.

## Natal



3 December 1942 package from APO 604  
Natal Brazil to Gahanna OH.



# Let's Look At Some Covers

# Mail to Africa



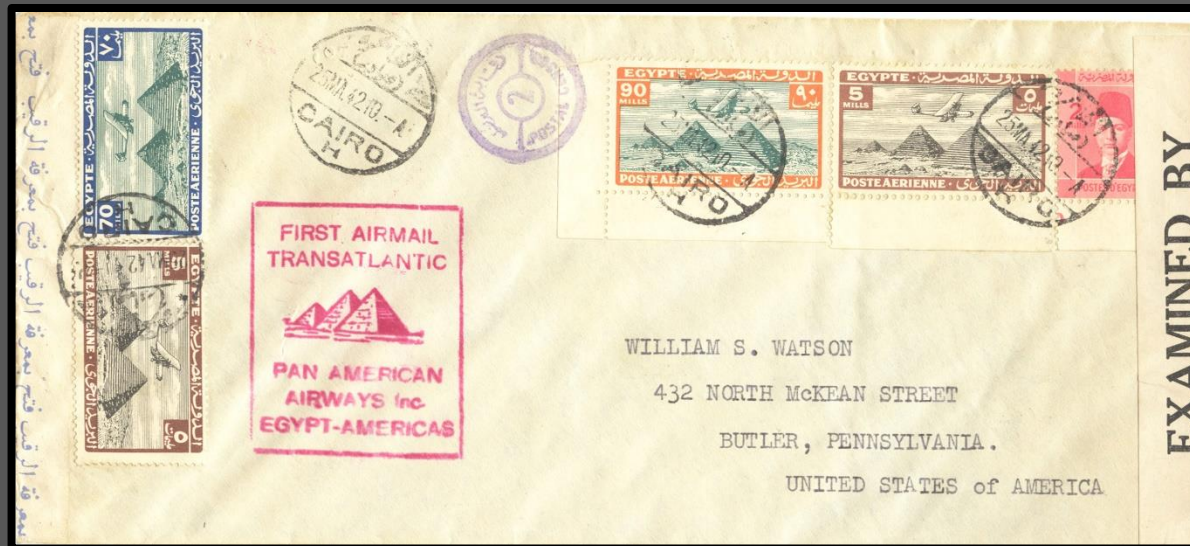
The South Atlantic route to the Belgium Congo allowed access to the many strategic minerals found in West Africa. The Shinkolobwe mine, operated by Union Minière du Haut Katanga, produced extremely high-grade uranium for the atomic bomb. Besides uranium, metals like Columbium and Tantalum were mined in the Belgium Congo.



20 July 1943 letter from Stanleyville Belgian Congo to New York City. Stamps paid airmail rate to New York.  
The letter was censored at Stanleyville and Miami.

# Mail From Egypt

Service to Egypt was provided by TWA and Air Corps Ferrying Command. With some political maneuvering, on 25 May 1942 Pan Am Africa started service from Cairo to Fisherman's Lake connecting West. Souvenir covers were forbidden by the Post Office but PAA Africa's Cairo staff prepared around 100 souvenir covers.



25 May 1942 censored air mail letter from Cairo Egypt to Butler PA. From Cairo to Fisherman's Lake by air then onward to Miami by land based aircraft from Lagos. The cover was censored at Cairo and Miami. Stamps pay the 22 millimes surface postage and double the 75 millimes air surcharge.



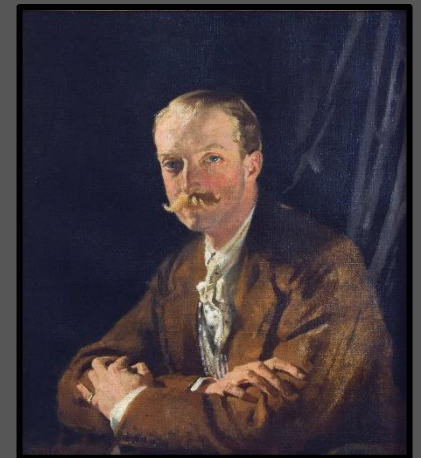
# Mail To Egypt



18 April 1942 censored air mail letter from Evanston IL to Cairo Egypt. Domestic air to Miami and FM 22 route to Lagos.

Military censorship Cairo. Mute civilian censorship from Miami or Trinidad.

Addressed to Wace at Inter-Services Liaison Department, British General Headquarters Cairo Egypt. Wace was a prominent British archaeologist who was attached to MI-6 to evaluate intelligence from the field and probably to forge documents in support of counter-espionage efforts. During WW I, Wace was a British spy in Turkey working with T. E. Lawrence.



Professor Alan J. B. Wace

# To Syria



Censored at Miami and Syria  
by the Free French military  
and Egyptian censors.

Beyrouth transit marking.

12 Nov 1942 air mail New York to  
Beirut Syria. Censored in Miami  
through Brazil to West Africa.  
Stamps pay the 70 cent airmail rate.





# Led by General Władysław Albert Anders of Free Polish forces 2nd Corps under British Command fighting in the Middle East representing the Polish Government-in-Exile

Boxed LOTNICZA  
Polish 'Air Mail'.

Censored by Polish military, at Egypt and  
at Miami. The Polish forces operated their  
own FPO, Poczta Polowa (field mail)  
118, within the British FPO.



Anders seated



13 May 1943 registered airmail letter from Polish forces stationed  
in Iraq to Chicago IL. India stamps with Polish cancels. Transited  
British field post 18 May, transited Miami 24 June. Probably PAA-  
Africa to Accra Gold Coast then South Atlantic to Miami.



# FAM 22 Route Continued After Clippers

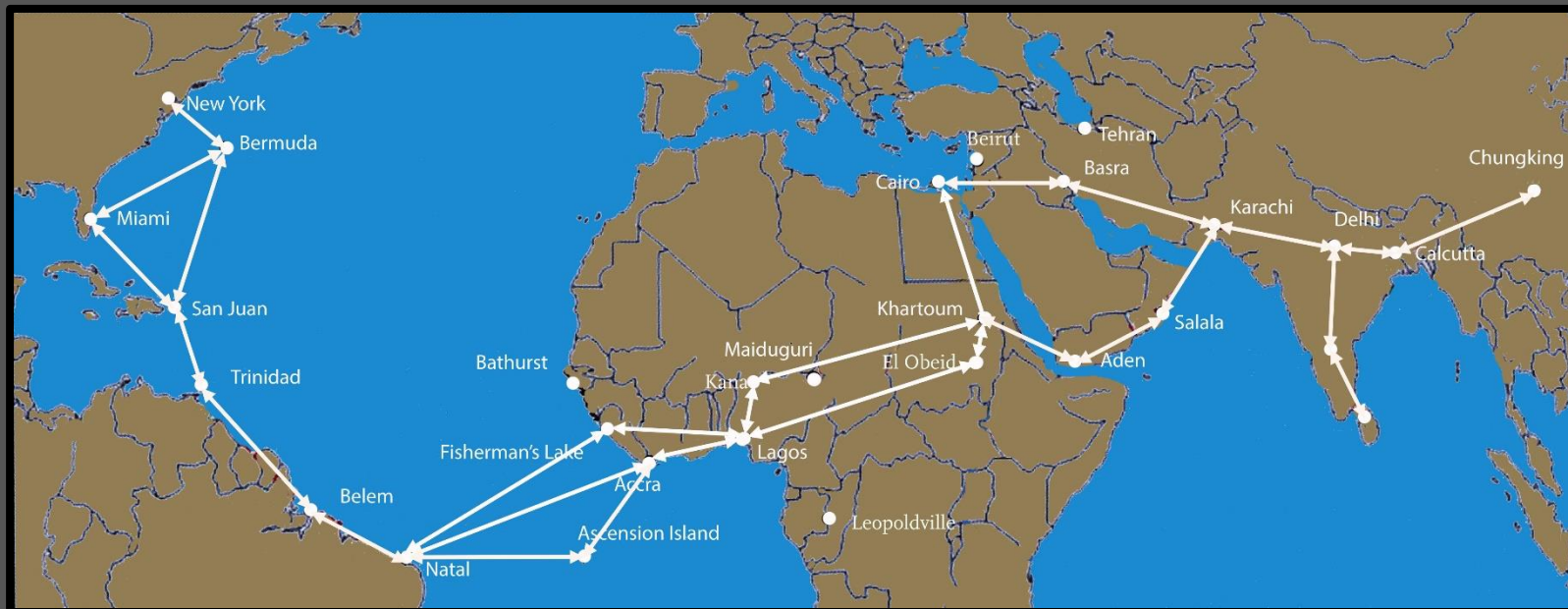
- FAM 18 continued to use Clippers, FAM 22 mail was carried on land-based planes



Nov 1943 registered letter RRR from Los Angeles to Ivory Coast. Sent to Miami for FAM 22 route to Africa but returned New York since there was no route to Upper Ivory Coast from Miami. Sent back to New York and then to Lisbon and on to Africa. Censored in Bermuda. 50 cent stamp under tape. 80 cents overpays the 65 cent rate.

# Airlift Over the Himalaya “Hump” to China

- China – Burma – India Theater
- After Burma Road Blocked Only Way to Supply the Chinese Army was by Air
- Flights started Early 1942 Operating Until June 1946
- A Continuous Airlift to Keep China in the War
- PAA Orient Flights Used Over 100 Airports – Many Routes
- China National Airways Corporation (CNAC) Flew Calcutta Chungking



# Over the Himalaya "Hump" to China



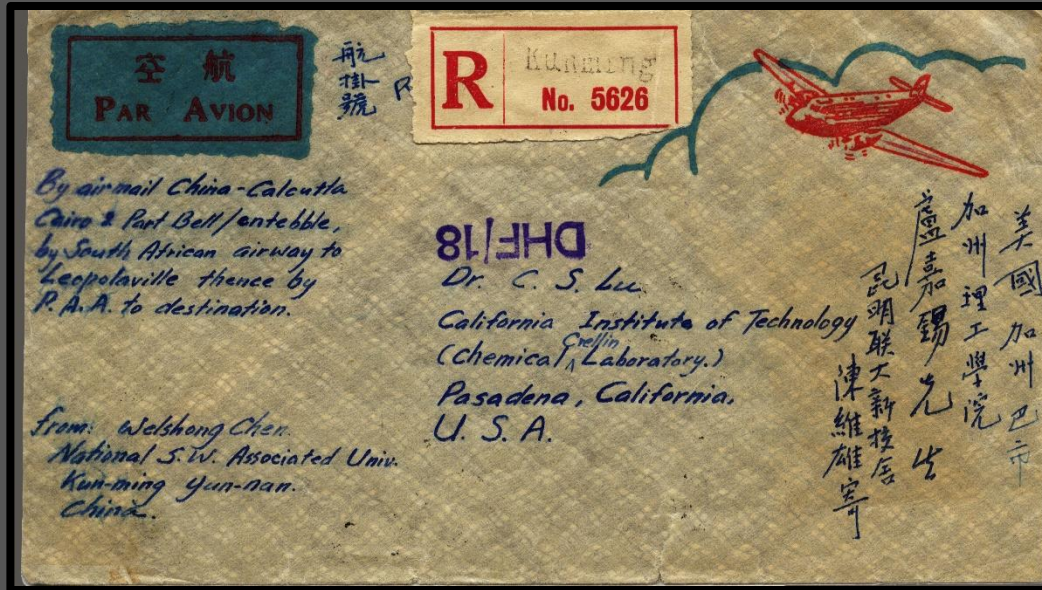
17 May 1942 registered airmail letter from Chungking China to New York. Over the hump to Calcutta, India. BOAC Horseshoe Route to Cairo, Egypt, Port Bell, Uganda to Leopoldville. From Leopoldville FAM 22 transiting Miami 23 June then to New York City and forwarded to Silver Bay NY arriving 26 June, The \$20 stamp overpays the surface rate, airmail surcharge and registry fee by 60 cents.

2 June 1943 letter from South Palisades CA to Fukien China. Stamps pay the 1/2 ounce 70 cent airmail rate. Censored at San Francisco. Sent to Miami for air mail to Africa by PAA. Carried over Cannonball route.





# Kunming China to Caltech Pasadena CA

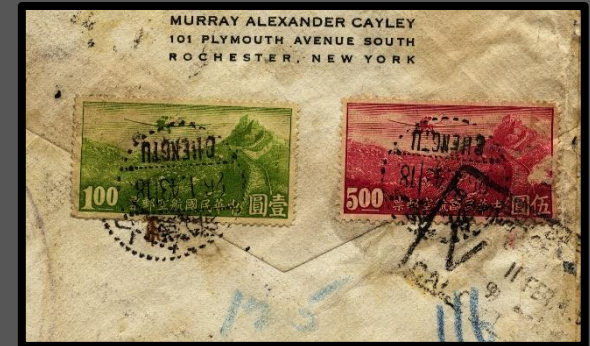


2 December 1942 registered air mail letter from Kunming China to Pasadena CA. Over the hump to India and to Leopoldville. South Atlantic route through Miami to Pasadena.

\$11.70 in stamps pay \$1.50  
20g surface, 8.70 5g air and  
registration fee \$1.50.



# “Double Hump Letter” – US to China and Back to India



Stamps paying forwarding to Calcutta

22 December 1942 censored air mail letter from Rochester NY to Chengtu China. The letter transferred by the PAA Africa-Orient Division better known as the Cannonball Express. South Atlantic route to Africa and across Africa to India. Land based aircraft from China National Airways Corp. flight over the Himalaya Mountains via Kunming to Chungking. Surface to Chengtu. From Chengtu the letter was forwarded to Thomas Cook in Calcutta back over the hump. US stamps pay the single 70 cent 1/2 ounce single air mail rate. \$6.00 paid to send the letter by air from Chengtu to Calcutta. The letter was censored in Miami on outbound flight and in Calcutta where the tape was put over the tape from Miami. Addressee was head of Department of Pathology, Histology and Bacteriology West China Union University.



# Two Oceans 18,000 Miles to Honolulu

## No Frequent Flier Miles



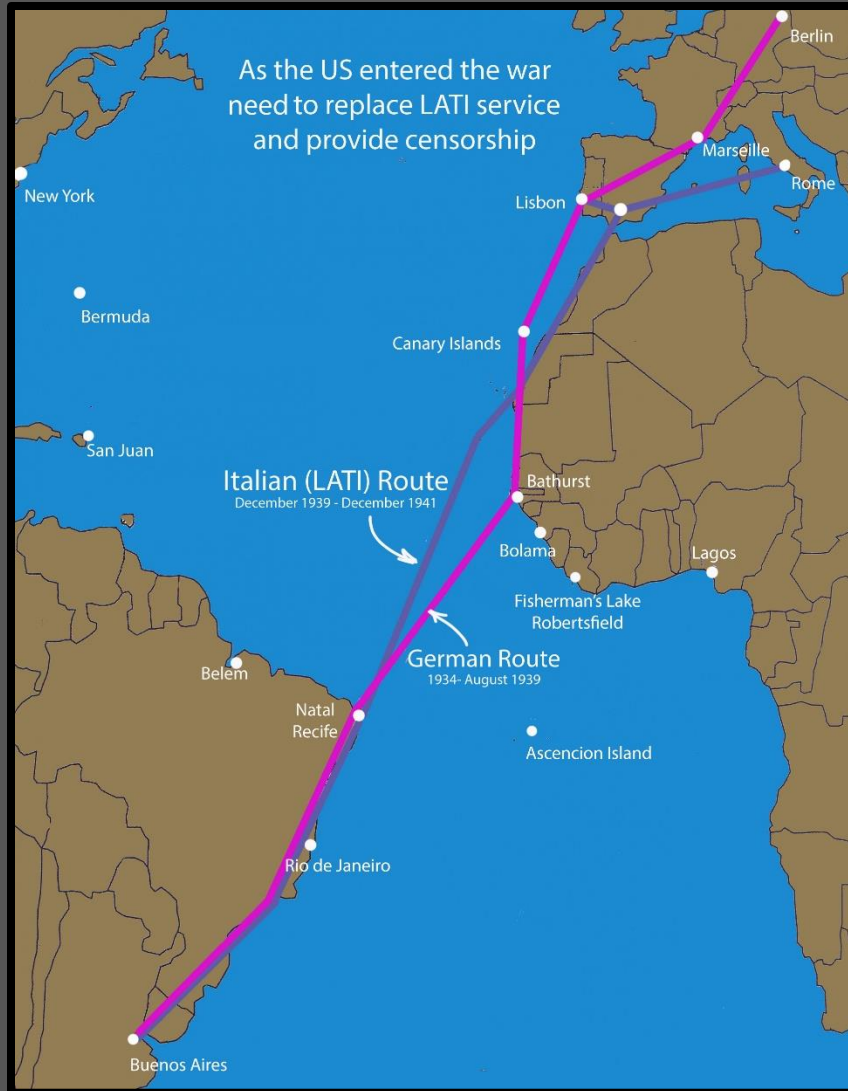
1944 registered and censored air mail letter traveled over 18,000 miles from Lanchow (Lanzhou) China to Honolulu Hawaii. Before the War the letter would have traveled across the Pacific, a distance of about 3,200 miles.

Over the Hump to India. Across Africa to Lagos and South Atlantic route to Miami. Domestic air to West Coast and air to Hawaii. \$46.00 in stamps paying 20g for surface, 2x 18g for air and 6g for registration.





# Axis Mail to South America



Immigration to South America Especially from Italy but also Germany

LATI route from Rome Replaces German Route  
Started Dec 1939 Ended Dec 1941

Mail to the US avoiding Censorship

# PAA Routes Between North and South America



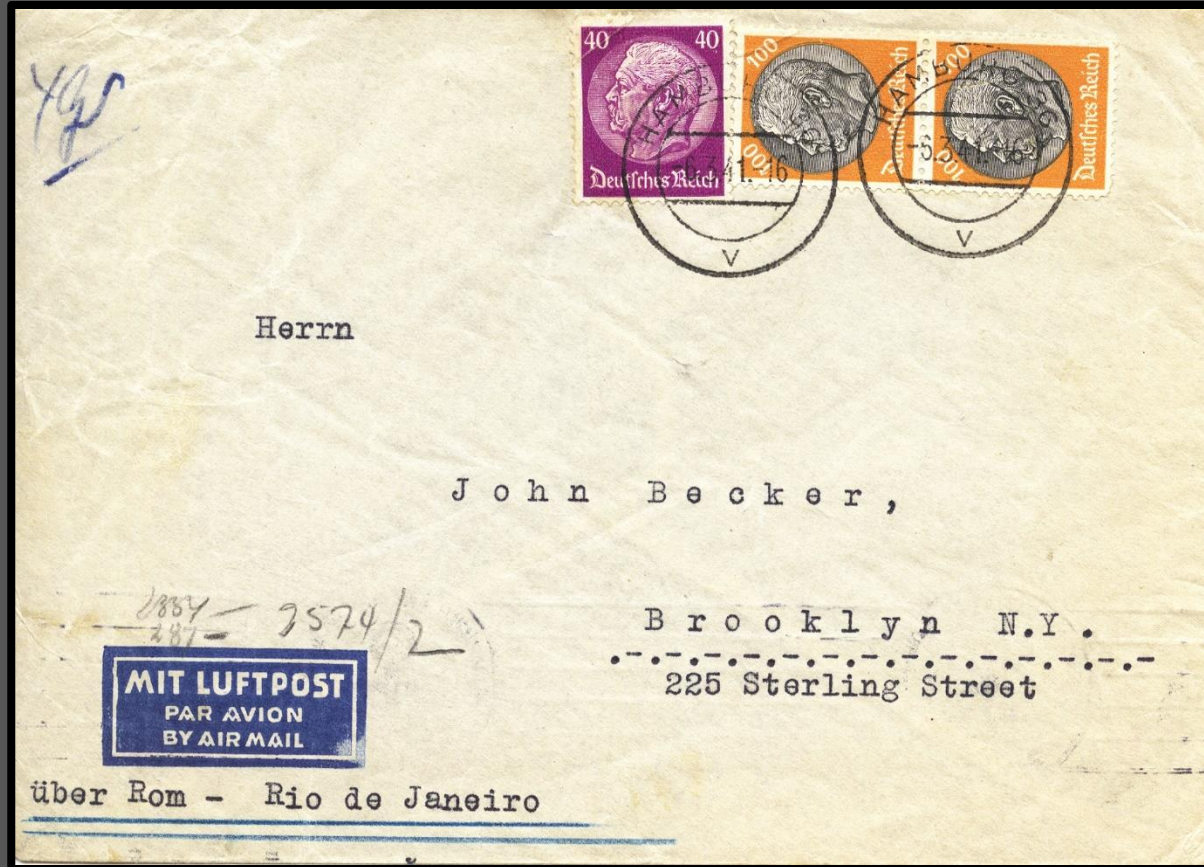
FAM 9 West Coast Route  
PANAGRA



FAM 5, 6 East Coast Route  
PANAM



# The Problem With LATI Flights – Not Intercepted by the Allies



Germany to Rome. Via LATI from Rome to Rio de Janeiro. PAA route 6 to United. Reich Mark stamps pay 0.25 RM surface, 2.15 RM Air.



## Another Example of the Problem with LATI



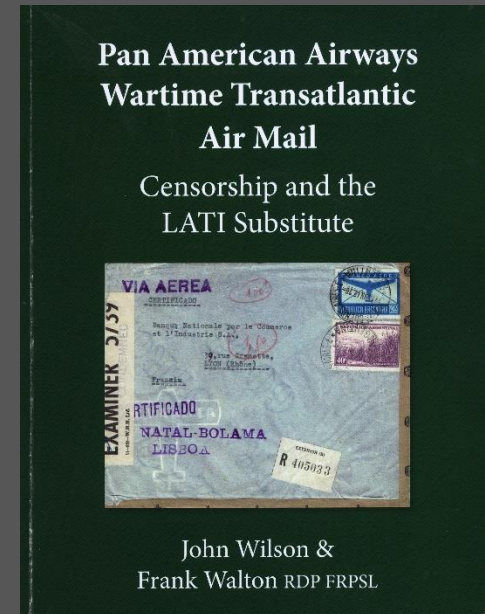
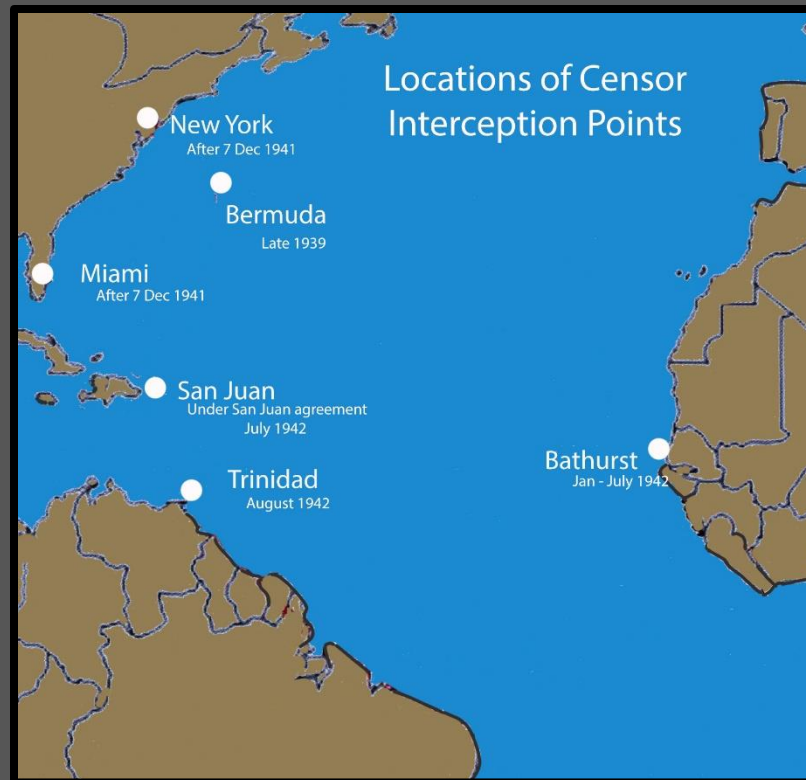
Germany to Rome. Via LATI from Rome to Rio de Janeiro. PAA route 9 to United States via Cali. Reich Mark stamps pay 0.25 RM surface, 8.60 RM Air and 0.30 RM for registration.

March 1941 registered letter from Berlin to Chicago  
Interception in Germany but not censored by either British or US.



# Replacing LATI Flights and Intercepting Axis Mail

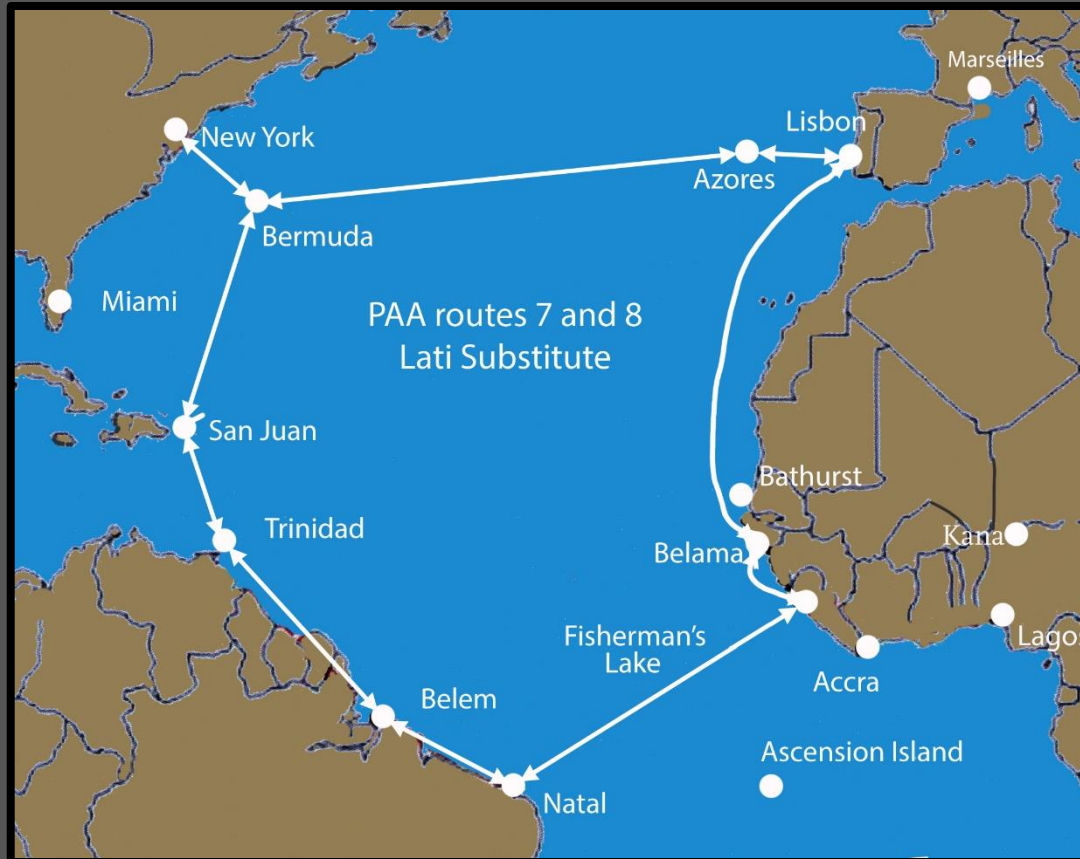
- Preventing Axis communicating with agents in the Americas
- Interception at Bathurst, Bermuda, Trinidad, San Juan



Makes LATI Substitute  
Understandable

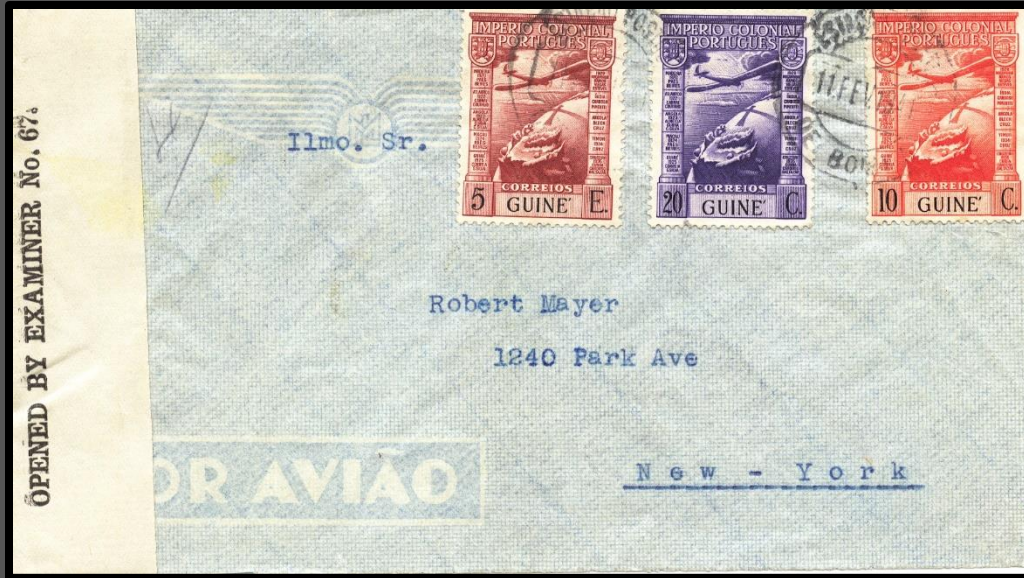
# Basic View of LATI Substitute routes 7, 8

PAA Provided Alternate Routes for Mail from Europe  
Clockwise and Counter Clockwise Routes





# Early Interception in Port-of-Spain Trinidad



11 February 1941 Bolama to NY. Clipper trip 264 Route 4. After censoring from Trinidad to New York on Trip 266.

Philatelic cover documents 2<sup>nd</sup> and 3<sup>rd</sup> Route 4 flights. Delayed for sensor caught 3<sup>rd</sup> flight home.



2 cent stamp applied in New York paying local rate showing arrival in New York.

# Bathurst Censorship February to July 1942

Operated by the British to Stop an Open Channel Axis Powers Were Using

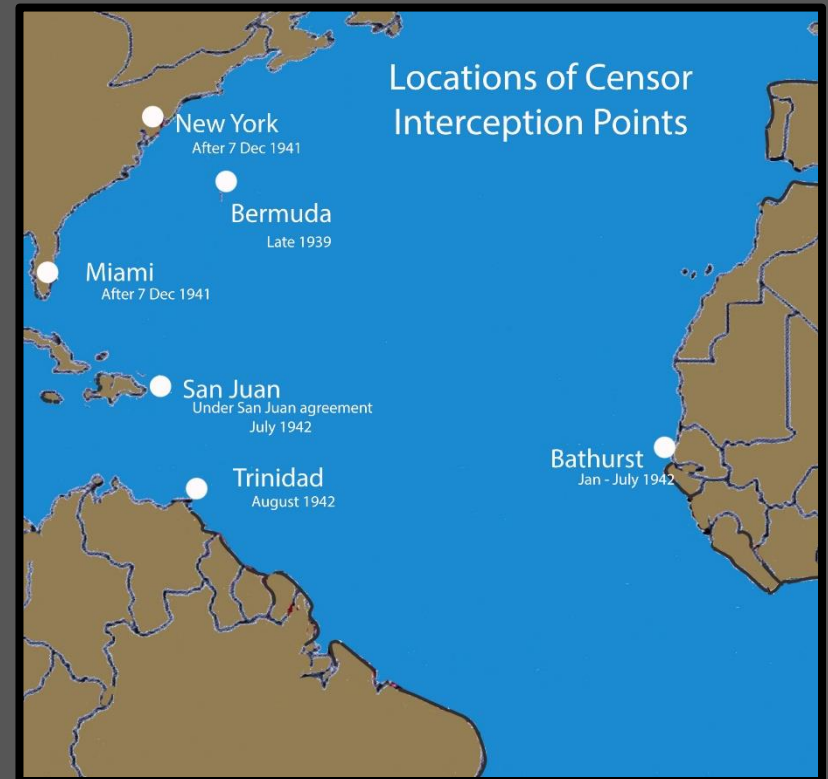


16 July 1942 Basel, Lisbon, Bathurst, Fisherman's Lake, Natal, Rio, to Buenos Aires arriving 19 October 1942. Stamps pay 30 centimes plus double 75 centimes air.

Censors numbers used on tapes: 5453, 5524, 5960, 6185, 7219

# San Juan Agreement

- Bermuda and Bathurst not working
- Classified MOST SECRET
- US and UK – San Juan Agreement
- PAA could not carry mail directly between South America and Europe or Africa
- UK and US worked together at San Juan
- Detailed how to implement
- See chapter 8 Wilson & Walton





# LATI Substitute – Censored in San Juan

## San Juan Agreement Working

4 Nov 1942, Buenos Aires to Copenhagen. Natal and Belem on Condor Airline. PAA North to Trinidad and Puerto Rico. Offloaded in San Juan where it was censored and sent to New York then across the Atlantic to Lisbon. By Lufthansa to Stuttgart and Berlin. Then to Copenhagen.



Blue bag (4 digits) and batch numbers applied in San Juan as well as censor tape 2941. The Ab in circle applied in Berlin by the OKW. (Supreme Military Command) Stamps pay 145c - surface 20c and air fee 125c. This was the LATI rate not the PAA rate.



# LATI Substitute – Censored in San Juan

## Letter Held By Censors



16 Oct 1943 registered air mail letter from Paris France to Buenos Aires Argentina. Train to Lisbon. PAA to San Juan.



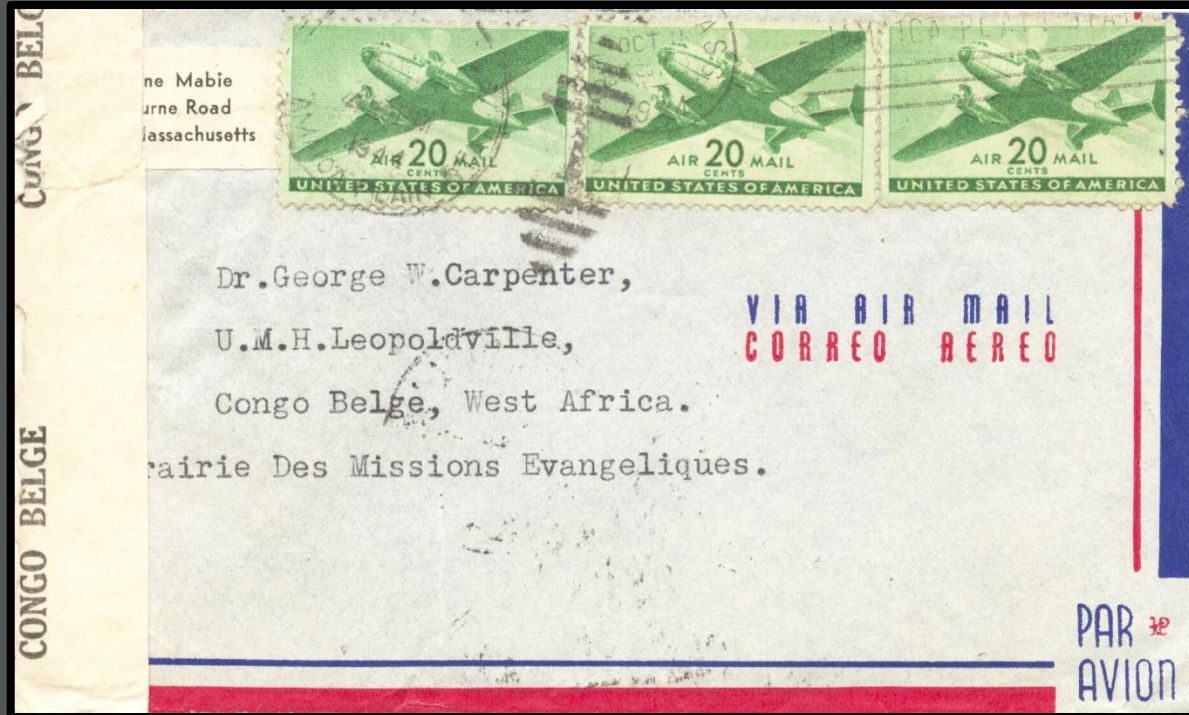
Red numbers used in San Juan in 1943. Letter held until end of the war. and returned to sender. Arrived Buenos Aires Sept 1945. The two line red handstamp applied in San Juan. 26f stamps pay letter 4f, air 18f and registration 4f rate.



September 1944 China Clipper Returns to Miami - Leopoldville Route  
Now Called Leopoldville Clipper

# September 1944 China Clipper Returns to Miami - Leopoldville Route Now Called Leopoldville Clipper Designated FAM 18

Diverted around Miami Due to Oct 18 Hurricane?



17 October 1944 letter from Boston to Leopoldville. Most likely intended for the second restored *China Clipper* trip. Plane Miami and not censored in the US. Censored at Leopoldville.  
Stamps pay the 60 cent rate to West Africa.



# From Amman Transjordan



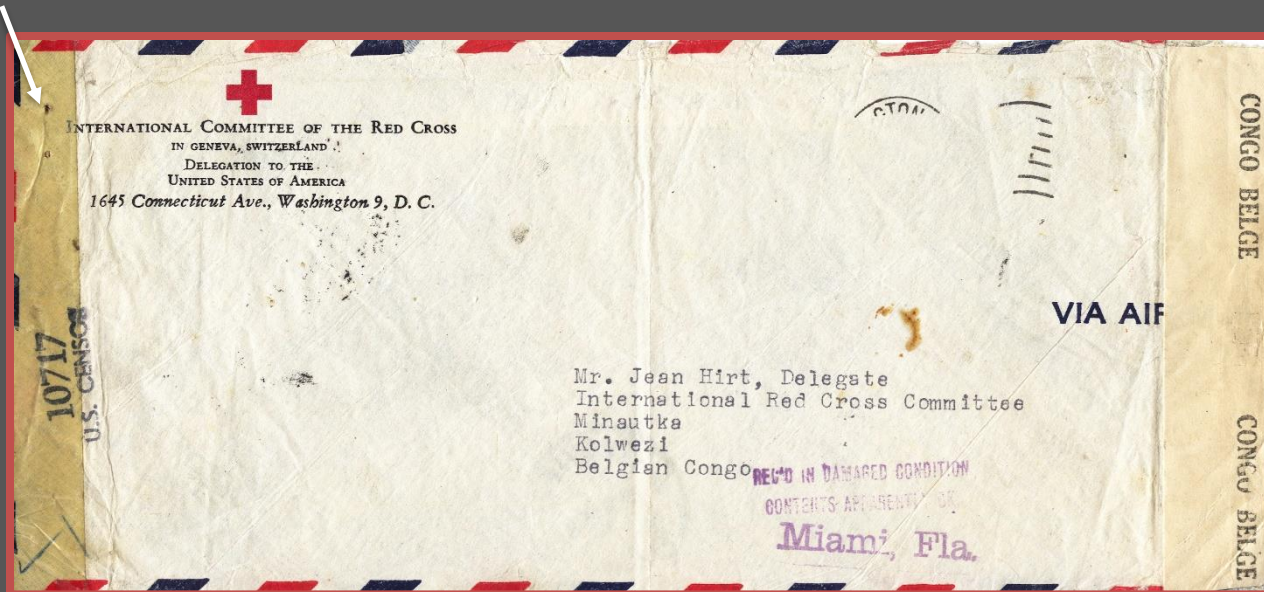
27 October 1944 registered and censored air mail letter from Amman Transjordan to New York NY. Transited Miami 19 November 1944. Censored at Amman and New York.



## 8<sup>th</sup> Trip of the *Leopoldville Clipper*

The *Leopoldville Clipper* made 7 round trips. Leaving for the 8th trip on 8 January 1945, it crashed at Port of Spain, Trinidad on 8 January 1945 at 10 pm, ending the return of Clipper flights to the South Atlantic.

Staple holes



January 1945 Letter from Washington DC to Kolwezi Belgium Congo. Stamps lost in crash when China Clipper sank.

Enveloppe probablement endommagée  
dans l'accident du Leopoldville Clipper  
à Trinidad (Port-of-Spain).  
Après l'accident 3 sacs de  
ciment destinés au C.R. ont été  
retrouvés, et endommagés.  
Les timbres ont disparu!

The note stapled  
to the envelope

With the loss of the *China Clipper* and the War ending, PAA's participation with the Air Transport Command was ending



20 June 1945 registered air mail letter from Addis Ababa Ethiopia to New York transiting Miami 7 July 1945. Censored at Khartoum Sudan. From Khartown on PAA land based ATC Route through Kana to Lagos to Miami.

## Summary

- By the end of the war PAA 314 Clippers had flown over 12 million miles during 5,000 flights.
- As the war continued Clippers were not competitive with the newer 2 and 4 engine land-based aircraft that were being produced in large numbers. These planes flew many many millions of miles.
- At a critical time in history PAA served the country by providing much needed capability to move men, material and mail across the Atlantic.
- Nothing was more critical than service to Asia and China.
- Not as well understood, is the role of censorship and mail from Europe to South and North America.





We Thank You!

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