

May 23-30, 2026

Boston Convention & Exhibition Center

BULLETIN #1



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Boston 2026 World Expo

BULLETIN #1

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Stay Up-to-Date on All the Show News, by visting:

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Contact us at: Boston 2026 World Stamp Show, Inc. P.O. Box 904, Sudbury, MA 01776

See You in Boston!

Organized by: Boston 2026 World Stamp Show, Inc.

Event's Official Name: Boston 2026 World Expo

In Partnership With:

United States Postal Service American Philatelic Society Smithsonian National Postal Museum Spellman Museum of Stamps and Postal History

And With:

Dozens of Contributing Philatelic Organizations (see page 47)

With the Sanctioning of:

Fédération Internationale de Philatélie (FIP) Federación Interamericana de Filatelia(FIAF)

And With the Generous Support of: Hundreds of Donors and Volunteers (see page 47)

"A Collector-Supported Exhibition"



Plans are well underway to turn Boston into the world's center of philately for eight days in 2026, as the twelfth international philatelic exhibition of the United States gathers at the Boston Convention & Exhibition Center (BCEC). To be held during Memorial Day week (May 23–30, 2026) in the Seaport section of the city, Boston 2026 World Expo will be a significant part of the country's 250th anniversary festivities.

In a 352,000 - "square foot" contiguous exhibition area, Boston 2026 will be hosting a large dealer bourse, as well as a sizable postal administration bourse, and society presence. There will be a competitive exhibition of approximately 3,500 frames, plus other special/court of honor exhibits, as well as a large literature competition.

We plan on hosting hundreds of meetings and will provide 40 meeting rooms of various sizes for this purpose. A large opening ceremony and closing awards dinner will be staged using the BCEC's banquet room facilities. Travelers from out of town will appreciate that both Boston's Logan Airport and Amtrak's South Station are less than 15 minutes away from the BCEC, and that all show hotels will be within walking distance.

Boston 2026 World Stamp Show is a 501(c)(3) Public Charity, recognized by the Internal Revenue Service. Continue to visit our website (Boston2026.org) for current news.

Boston 2026 organizers are pleased to announce that the Polar Salon will be supported in part by a generous \$25,000 donation from Jiří Kraus, a prominent polar philatelist from Liberec, Czech Republic.

Visititing Boston

Boston, one of the earliest English settlements in North America, has a unique blend of history and cutting edge scientific and technological advances. This walkable city offers its visitors endless opportunities to experience history, culture, arts, sports, architecture, education, science exploration, nature, theater, concerts, world-class cuisine, breweries, green spaces, sailing, and outdoor recreation (meetboston.com). All these amenities are in very close proximity to the show's venue, the Boston Convention and Exhibition Center (BCEC).

The immediate surrounding communities include numerous quaint colonial towns easily accessible for day visits. Many of these places are served by public transportation in and out of Boston.

The City of Boston occupies a relatively small geographic footprint and enjoys an excellent transportation system with an extensive network of subways, trolleys, and buses (mbta.com/schedules). To reach other nearby historic locations beyond the city's immediate periphery there are also commuter trains and a ferry service (also: mbta.com/schedules).

Surrounded by water, Boston has numerous riverfront parks, waterways, and canals. A visit to the popular historic wharf is essential (bostonharbornow.org). The city also has several colorful neighborhoods with their own distinct flavors and attractions, such as historic Beacon Hill, Chinatown, and the Italian North End, to name a few.

Boston in the Spring

Springtime is one of the best times to enjoy Boston outdoors. The average high temperatures in late-May range in the high 60s F to the low 70s F (17-22 C) with mostly sunny days. The city's parks will be in full bloom, including Boston Common, the oldest public park in the nation (boston.gov/parks/boston-common).

Walking around Boston

Boston was made for walking! The famous Freedom Trail (thefreedomtrail.org/tours) is a 2.5-mile loop that passes through the key Revolutionary War sites downtown. Not far from the BCEC and the wharf lies the Rose Kennedy Greenway, a contemporary park replete with street art and performances.



Universities

Museums

The complete list is too long to include here, but we must mention the Museum of Fine Arts, Museum of Science, Isabella Stewart Gardner Museum, USS *Constitution* Museum, and the many Harvard museums (a short ride across the Charles River on the T's Red Line). The New England Aquarium, Boston Children's Museum and Institute of Contemporary Art are all within a short walk from the BCEC (museumsofboston.org).

The Boston area is renowned for its institutions of higher learning, with no less than 60 colleges and universities. The campuses of several of them, like Boston University, Northeastern and Berklee School of Music are interspersed within the city. Two of the most famous educational institutions in the world, Harvard University and the Massachusetts Institute of Technology, are just across the Charles River in Cambridge. They are great places to explore.

Architecture

Boston is blessed with marvelous buildings scattered through the city. Several noteworthy institutional buildings surround Copley Square, such as Trinity Church, the Boston Public Library, and the Christian Science Church. The best way to discover them is to get lost in the city's old streets.

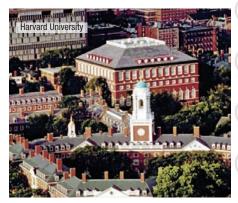
Performance Arts

Again, there are just too many options available to list here, but the Wang Theater, Symphony Hall and the Opera House come



to mind (calendar.artsboston.org). There are also many outdoor concerts and performances, including at the Hatch Memorial Shell, beginning in May.



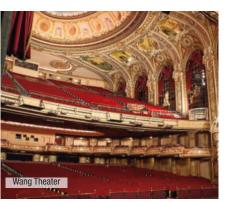




Sports

Bostonians are spoiled with so many successful professional sports teams. During Boston 2026 World Expo the Red Sox will likely be playing at Fenway Park.

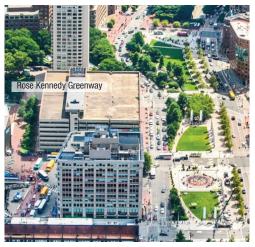




The Seaport District

The BCEC is in the popular Seaport District, an area that has dozens of restaurants, bars, shops, and other attractions, all within a short walk from the venue and show hotels.

A visit to Boston will be most memorable. The city has something to offer to every type of philatelist and their families. *See you in Boston in May 2026!*





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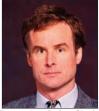
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In Memoriam Nancy B. Clark President Emerita

In Memoriam: Gordon Morison Michael Mead Nancy B. Clark Michael Dixon







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The Boston Post Office: The Road to the Revolution by Mark S. Schwartz and Timothy P. O'Connor, M.D.

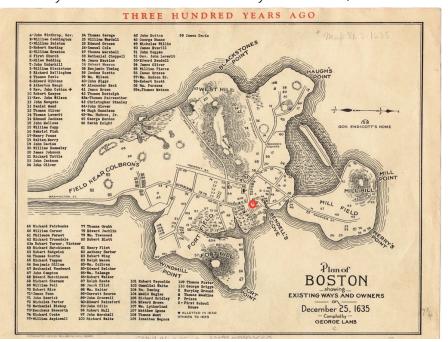


Figure 1. Boston, from a map created in 1635. The city was surrounded by water, accessed by one narrow spit of land, the Boston Neck. The site of Richard Fairbanks' tavern, where the first Boston post office was established in 1639, is circled in red.

Boston may have been destined to become the seat of the American Revolution. The town was settled by colonists who had moved from the neighboring town of Charlestown in search of fresh water, and on September 7, 1630, Boston was named after the English city in Lincolnshire. At this time, it consisted of only the Shawmut peninsula, surrounded by Massachusetts Bay and the Charles River, and connected to the mainland by a narrow isthmus, as shown in Figure 1. This geography would play an important role during the Siege of Boston by rebel colonists.

There is little doubt that the battles of Lexington and Concord, which led directly to that Siege, were the beginning of armed conflict between the Americans and the British. But there were several important preceding events that created increasing friction between the colonists and the British who administered those colonies and led to Lexington and Concord.

One of these events was the Seven Years' War (1756-1763), also known in North America as the French and Indian War, which created a substantial debt for the British, and they sought tax revenue - from the Colonies - to repay that debt.

The Stamp Act of 1765

The Stamp Act was an early effort towards paying off that debt. It required that many printed documents be produced on paper from London that included an embossed

revenue stamp. These embossed stamps were tangible examples of the Colonies' lack of power in regulating their daily lives and commerce. The Stamp Act was passed by Parliament on March 22, 1765, and was repealed on March 18, 1766. The embossed shilling stamp, whose central detail is shown in Figure 2, is on a legal document from Jamaica to St. Augustine (East Florida) via Savannah (Georgia), which contains an inventory of James Moultrie's holdings at the time of his death. His brother, John, Lieutenant Governor of East Florida, and a Tax Stamp agent, was to inherit the estate. He placed the tax stamp on the document (and received a commission to do so). One other tax stamp applied in West

Figure 2. Central details of a one Florida is known. shilling embossed stamp on a legal St. Augustine via Savannah.



document sent from Jamaica to The year between was filled with protests, some violent, and a great reduction in profits for British merchants. The repeal of the Act and reduction in postal rates (viewed as a form of taxation) were the two greatest successes of Benjamin Franklin in dealing with the Crown, when he appeared at the House of Commons on behalf of the Colonies. The Colonies' victories were celebrated widely; they had learned to push back.

Parliament believed that the Stamp Act of 1765 and the Townshend Duties of 1767-68 (discussed further below) were legitimate means of having the Colonies pay their fair share of the costs of maintaining the British Empire.

Postal rates were also important in paying off debt and had been starting with the Queen Anne rates of 1711. At that time, high postal rates were intended to help pay for military expenses

associated with the Spanish War of Succession. Those expenses were expected to be paid off by 1743. However, new wars, such as the French and Indian War, created new debts, and the implementation of a new postal law with reduced rates was delayed well past 1743. The new postal rates of the King George act of 1765 were noted in a public announcement on June 8, and printed in the Boston Evening

Post of August 5. They were effective on October 10.

New Rates Bring New Postal Markings

Around the time the King George III postal rates were enacted, we begin to see new straight line postal markings used in the Colonies. New York had used a two-line hand stamp "NEW / YORK" for several years⁽¹⁾, but in 1764, we see a two-line 53x16mm "PHILA / DELPHIA"; in 1765, a 51x6mm "SAVANNA"; and in 1766, a 28x12mm two-line "HART / FORD."

An example of the first handstamp used at the Boston Post Office, in Figure 3, is on a single letter posted on March 13, 1769, and sent to New York. It was rated 2dwt as a single sheet letter sent 60-100 miles to Newport, R.I.

This 43¹/₂x7¹/₂ mm. handstamp is first known used in February 1769. During the first 6 months

(1) The first two-line NEW / YORK hand stamp - the earliest on North American mail was used on Bristol Packet covers in 1710-1712; it remains unclear where the marking was applied. Various other two-line "NEW / YORK" hand stamps are known used in 1756-60; 1758-69; and 1770-1773.

Figure 3. The first handstamp used at the Boston Post Office, here struck in violet on a single rate letter posted March 13, 1769 and rated 2dwt for the 60-100 miles distance between Boston and Newport, R.I.

9. M, Claron, Nerchan In Newf

of its use, it was struck in a violet shade of ink. In these authors' experience, these are often seen faded or less than well struck. Whether because the marking did not show up well, or for some other reason, this violet ink was changed to red by August or September, and by April 1770, both red and magenta inks were being used.

An example of the Boston handstamp in magenta is seen on a letter in Figure 4. It was posted in Boston on December 13, 1773, rated 4 dwt⁽²⁾, 16gn as single sheet ship letter originating in England and upon arrival, sent 300-400 miles to Philadelphia. When it arrived at Philadelphia, the rating in coined silver was converted to 2sh, 2d in local Pennsylvania currency.

In 1775, a new, smaller handstamp began being used in Boston (and in other colonial towns). It was in use for only 3½ months, from February 20 – June 4. An example shown from March 2, sent to New York at an official rate of 3dwt, 8gn, and a local New York currency rate of 1sh, 8d, appears in Figure 5.

Fig. 5. The smaller BOSTON handstamp on this cover was used only 3½ months in 1775. Posted in Boston on March 2, it was rated 3sh, 9d as a single sheet letter sent a distance of 200-300 miles. At New York it was also rated 1sh, 8p in local New York currency.



(2)Currency abbreviations used in this article: dwt = pennyweights gn = grains; sh = shillings; and d = penny/pence.

4.16 march lphia J.SOS

Fig. 4. Struck with the first Boston handstamp in magenta, this cover was posted on December 13, 1773 and rated 4dwt, 16gr as a single sheet ship letter originating in England, and upon arrival, sent the 300-400 mile distance to Philadelphia. The addressee paid 2sh, 2d in Pennsylvania currency.

New Acts and Actions Bring More Friction Protests led to the repeal of these Acts, but in the Declaratory Act of 1766, Parliament stated that it "had hath, and of right ought to have, full power and authority to make laws and statutes of sufficient force and validity to bind the colonies and people of America ... in all cases whatsoever."

Whether Parliament had the right to tax the Colonies was firmly established by the Townshend Duties, a series of Acts passed in 1767-68 that included taxes and regulations to fund the administration of the British colonies in America. In October of 1768, British troops landed in Boston to enforce the Townshend Duties and to clamp down on local radicals. Colonists were very unhappy with this "occupation" and violence ensued. In March 1770, a clash between soldiers and a mob left five dead, shown in Figure 6. Radicals called it the Boston Massacre while the British called it the incident on King Street.

In the spring of 1772, Committees of Correspondence were established throughout the colonies to coordinate the Fig. 6: The Bloody Massacre, a 1770 engraving by Paul Revere of the Boston Massacre.



American response to British colonial policy. The Boston Committee of Correspondence was formed at the Boston Town Meeting of November 2, 1772, in response to the British government's decision to pay the governor and Superior Court judges of Massachusetts with Crown stipends, thereby making them dependent on the Crown rather than the people in assembly.

Of course, the event in Boston that best demonstrated the friction between the Colonists and Parliament was the Boston Tea Party, a result of the Tea Act of May 1773 which, in essence, allowed the British East India Tea Company a monopoly over Chinese tea in the Colonies. It occurred on December 16, 1773, when the Sons of Liberty, some disguised as Native Americans, destroyed

an entire shipment of East India Company tea in Boston harbor, depicted in Fig. 7. The Intolerable Acts were a series of five punitive laws passed by the British Parliament



Figure 7. The Destruction of Tea at Boston Harbor. An 1846 lithograph by Nathaniel Currier of the events of December 16, 1773. - 17 -



Fig. 8. This map clearly shows the narrowness of the spit of land connecting Boston and Roxbury, and how easy it was for rebel militias to establish a blockade.



Fig. 9: Letter of August 7, 1775 sent to Maj. General Charles Lee, third-incommand of the American Army. He had recently joined the rebels and was outside of Boston. He would be sent further south within a few months. (Courtesy of Philip 'Chip' Ahrens).

1774 after the Boston in Tea Party. Designed to punish the Massachusetts Colony, they were a key development leading to the outbreak of the American Revolutionary War in April 1775. The Boston Port Act closed trade until the East India Company was reimbursed for the cost of the destroyed tea. The Suffolk Resolves of September 1774 were enacted by the colonists after Parliament passed the Massachusetts Government Act. The latter had substantially weakened the original Massachusetts Bay Charter

of 1691 and the rights of its citizens in favor of a governor appointed by the King. The Suffolk Resolves led to a boycott on imported British goods in an attempt to get the Intolerable Acts repealed.

The Massachusetts Independent Post and the Seige of Boston

The last of the Intolerable Acts repealed the provincial charter and the independence of the provincial government. Governor Thomas Gage dissolved the provincial assembly in October 1774. However, the assembly refused to accept this dissolution, reconvened at Concord as a Provincial Congress, and set up the first autonomous government in the Colonies. Considered traitors subject to arrest by the British, this Congress moved from town to town to avoid the British troops searching for them.

In April 1775, British soldiers were given orders to capture and destroy rebel supplies stored at Concord, about 20 miles west of Boston. The supplies had already been moved and on April 19, the Massachusetts militia was waiting for the British at Lexington. Outnumbered at Lexington, the rebels fell back. The British regulars proceeded on to Concord, where a group of rebels defeated three British companies.

Additional rebel militia caused further British casualties as they were making their way back to Boston. Thus began the siege of Boston which lasted nearly one year. At that time Boston was for all purposes an island, connected to the mainland by only a narrow isthmus from Roxbury, as can be appreciated in the map in Figure 8. The Siege was essentially a blockade preventing supplies and materiel from reaching Boston proper. The rebel militias blockaded the narrow strip of land leading to Charlestown and Boston, beginning the Siege of Boston.

During the Siege, some of the most respected American military leaders were not native-born. Charles Lee (1731-1783) was born into wealth in Great Britain. He initially served in an infantry regiment in the British army. He was sent to America in 1754 with that regiment to serve in the French and Indian War. He later returned to Europe to fight in Portugal and Poland and in the Russia-Turkish War. Returning once more to England, he realized he was sympathetic to the American colonists' cause. Finally, when he was in his early 40s, he bought an estate in Virginia, and two years later, decided to serve with rebel forces.

His experience and capability made him a strong candidate for command of the Continental Army. But because he was not native-born, that role was given to George Washington. He was disappointed further when Artemis Ward became secondin-command, but Lee took over for Ward in 1776, because of the latter's poor health.

Now a Major General, Lee would eventually become commander of the Southern - 19 -

In Provincial Congress Waterleron, may 12" 1775. wolved, as the Opinion of this long to that Port-Redens be immediately established to go from fam Endge, and to side the following Roads, To George Soun, in the fourty of director So Have hile _ So Providen Wood Pock by Morcester, and from Dorces to great Barrington by Spring P. and " mowth in the townky of Barn Malle. - 2 la Gal. and that Port. Office be kept as follow at (ambridge - one at Valem - one a me at Newsbury Port Have hell marbeer the in Welles, me at George Jour, in the Vincola, some at lo orces he - oresal Oping as great The arring ton, one at Plyme _ me Vandwich , and one at Galm? in the for of the flable. And it is Justher Resolved That M. James Min. ingo be appointed Portmaster for the Cour of You Valen, Mr. Somer hortes for Inverich, M. Verin Grinnigh, for Waveshill, Mr. Bulley respe, for newbury Post, M. noth? Himball or Flow actionsky in the Gown of Wells, Mr. Samt. bremin for Salm? in the for of fund nde, Ar Isaich The :0 Mr. John Mood, for Goorge In worcester, Mr. more Church for pring hiling for 9 Mi seach Non the 3 Olym? a: lor Salm? in 10.91 an mosis

Figure 10. The only manuscript copy in private hands of the Act establishing an independent Provisional Post in Massachusetts on May 13, 1775, with the main post office at Cambridge.

Department, but by late summer at least, was camped outside of Boston. The letter in Figure 9 was sent to him on August 7, 1775. We do not know the contents, but the postmark indicates it passed through the New York Constitutional post office.

The following month, the Massachusetts Provincial Congress moved to Watertown, and on May 12 passed an Act setting up a Provisional Post. The main post office was established at Cambridge, substituting for the one at Boston still under the control of the British. Thirteen additional post offices were established in places like Salem, Ipswich,

Fig. 12 Nort 1 11/6 The Knox Trail As Laid Out in 1926/27 hy the States of New York and Massachusetts cynells & logites Mar? In philadelphia Fig. 11

Fig. 11. A rare letter rated under the terms of the Massachusetts Provisional Post. Datelined October 10, 1775 at Newburyport and rated 1sh, 6½d for a single letter sent 400-500 miles. At Philadelphia it was rated 4dwt, 16g in coined silver and 2sh, 2d in Pennsylvania currency. Fig. 12. This is the route that 25-year-old Colonel Henry Knox took to transport 60 tons of desperately needed cannons and mortar from Fort Ticonderoga to Boston from December 1775 to February 1776.

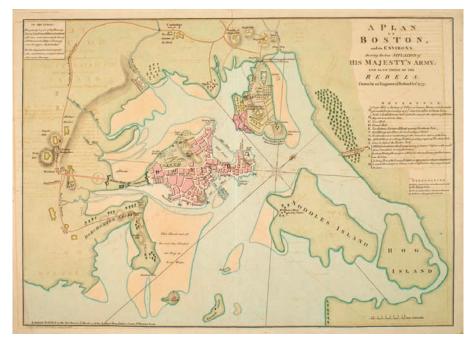


Fig. 13. Map of Boston drawn by a British engineer in 1775 and published in London in 1776. This shows the strategic vulnerability of Boston, surrounded by water (at least at high tide), commanded by Dorchester Heights, and connected to the mainland at Roxbury by the narrow spit known as Boston Neck.

Newburyport and Haverhill, and new rates were created. The document in Figure 10 is the only known manuscript copy of this Act in private hands; a second copy was reported by ter Braake⁽³⁾ to be in the Rhode Island Archives.

A rare letter rated per this Act is shown in Figure 11. It was sent from Newburyport, Massachusetts, rated 1sh, 6½ d in Massachusetts's currency as a single letter sent 400-500 miles to Philadelphia. At Philadelphia, it was rated 4dwt, 16gn per the Resolution of (3) A. L. ter Braake, ed., The Posted Letter in Colonial and Revolutionary America 1628-1790, APRL, 1975

The gon bee Mann NoYORKel

Fig. 14. April 10, 1776 letter sent to John Hancock with a post script noting that the Americans had taken Dorchester Heights, an important position above Boston from which they could shell the town.

On Board the James and William Trons. Dear Chaundy. 10th march 177 6. King how -On the 2. Instant at 1/2 past 11. oflock at night the Revelles began alannonade on the Jown from come new works that they had throwin up on the Cambridge side and at the same time they apend allamit Ballary and throw's several Shells into the Town, Shappend to be on the Sine Guard lading to char borough 1-and at the same time they began to Cannonade us, and like wise Opend another Bam Battery and which they continued to play upon us all night without doing us any hind of hurt, except a few thouses in the Touch disfigured by the Shot and Shells, this sort of work they continued from time to time, but on the Munday Connanade began on all sides, and shells thrown from all Scarters this continued the whole night but to our great surprise on the Juesday thorning the enterny had throwen up queh works on torches of every body (with less than Jen Thousand men we then found our selves so Infeladed all round, that Disposition was made for attaching those Hills on the Just day evening, four theg. Ambar to asthe William in order to land fill down

Fig. 15. The first page of letter sent on March 18, 1776 from British Captain George Eliot while on the James and William transport as it evacuates British soldiers and loyalists from Boston to Halifax. On the previous day, which is now known in Boston as Evacuation Day, American shelling from Dorchester Heights forced the British to abandon the town.

Congress, September 30, 1775, and also 2sh, 22d in local Philadelphia currency. After the Battle of Bunker Hill, where on June 17, 1775, the British took both Breeds' Hill and Bunker Hill but suffered significant casualties, the Siege of Boston saw little action for several months. This was in part due to the lack of heavy weaponry among the rebel forces. But events were unfolding far away which would have a major effect on the Siege and on the newly unfolding Revolutionary War.

Fort Ticonderoga was originally built by the French at the south end of Lake Champlain. While only a small British garrison protected the Fort in 1775, it was strategically placed and provided a means for the British to supply New York. On May 10, rebels from Vermont, New Hampshire, Massachusetts, and Connecticut, led by Ethan Allen and Benedict Arnold, surprised the garrison and captured the Fort, along with over 60 tons of cannon, mortar and other arms.

In November 1775, George Washington, now commander of the rebel troops outside Boston, sent Henry Knox to Fort Ticonderoga to bring the captured cannon back to Boston. The 25-year-old Knox had been a Boston bookseller with an academic interest in military matters. He put his academic interests into practice building fortifications around Boston and was given a commission as an artillery colonel.

Knox reached Ticonderoga in early December. He and his men carried the 60 tons of cannon and other arms overland from the fort to the northern end of Lake George, and then by ship to its southern end. On its way, the boat carrying the cannon foundered and

Fig 16. Letter datelined May 16, 1776 sent to John Langdon, in Portsmouth, N.H., rate 2dwt as a single sheet letter going 60-100 miles. The BOSTON postmark and Franklin marks were struck in a brilliant yellow-gold ink.

sank, but it was refloated. Lake George, From the cannon traveled by sled over snow-covered roads towards Albany, but ran into problems at the Hudson River, which was covered by ice too thin to travel over. Knox devised a plan to drill holes in the ice to let water rise over it and refreeze, making it thick enough to bear the weight of the cannon. This was only partly successful, as cannons did break through into the river. However, the cannons were recovered and while the details of the remaining trip are sketchy, it was an enormous task to carry, drag and push them the more than 200 miles from Lake George, down Albany and to Kinderhook. west into Massachusetts and across the entire state to Boston, as shown in Figure 12. And all this over terrible roads in the middle of winter, completing

Fig. 17. The Rising Sun Armchair, made by John in 1779. George Washington used this chair for nearly three months in 1787 during the Federal Convention's continuous sessions.



in one historian's opinion "one of the most stupendous feats of logistics of the war."⁽⁴⁾

Knox's achievement was the beginning of the end of the Siege of Boston. On the night of March 2, Washington used some of the captured cannon to shell the British in Boston from the Cambridge side of the town. The map in Figure 13 was drawn by a British engineer in October 1775, showing the relationship between Boston, Cambridge and Dorchester Heights. On the night of March 4, while the British were distracted by this barrage which inflicted few casualties approximately 2,000 American soldiers proceeded to haul the cannon up Dorchester Heights.

There are two letters that are related to the taking of Dorchester Hill and the eviction of the British from Boston. The first one, in Figure 14, was docketed March 9, 1776 – but not posted until April 10 – and sent to John Hancock from Daniel Davis, a selectman, assessor, town clerk, and treasurer for Barnstable and representative to the

Massachusetts House of Representatives and Council. His letter, which unfortunately did not reach Hancock until after the conclusion of the Siege and the British had been expelled from Boston, ended with the postscript:

"Last Thursday we had certain accounts from Head Quarters that our army had taken position of Dorchester [sic] Hill with the loss only of two men."

The second one is a much longer letter written by British Captain George Eliot in Boston to a friend, Bartholomew Chaudry, in Devon, United Kingdom.

He wrote on the morning of March 18, 1776, aboard one of the transport ships leaving Boston on its way to Halifax. The first page of the letter is shown in Figure 15 and his statements provide a first-hand account of the end of the Siege of Boston.

"To our great surprise... the enemy had throwen up such works on the Dorchester Hill as could not probably have been done... with less than ten thousand men."

The British obviously continued to underestimate the energy and commitment of Washington's troops. "We then found ourselves so insuladed all round, that a disposition was made for attacking those hills." The British sent three regiments to attack the hills by land and by sea but were unsuccessful in taking Dorchester Heights.

"From the badness of the weather... the scheme was abolished," forcing "the General to abandon the town."

(4) Brooks, Victor. The Boston Campaign. Conshohocken, PA: Combined Publishing, 1999.

Reopening of the Boston Post Office

The expulsion of the British from Boston allowed the rebels to re-open the Boston Post Office in April. The earliest known letter from that post office is shown in Figure 16. It was sent on May 16, 1776 to Captain John Langdon in Portsmouth, N.H., and rated 2dwt as a single sheet letter going 60-100 miles. Langdon was a New Hampshire politician who served in the Second Continental Congress in 1775-76. He left in June 1776 to become an agent for the rebels and supervised the construction of several warships. The most striking aspect of this letter is the brilliant yellow-gold ink in which the postmark and date (Franklin mark) were struck. The "BOSTON" handstamp appears to be the same one that was used by the British in early 1775. There are only two known examples of the Boston handstamp in this yellow-gold ink and this is the earlier of the two.

The color of this Boston handstamp brings to mind a story told of Benjamin Franklin at the Constitutional Convention in Philadelphia, thirteen years later, in 1789. During that convention, George Washington sat in a chair, which had a carving on its back, shown in Figure 17. The carving was of the top half of the sun, complete with rays. Franklin is quoted by Madison as having said:

"I have often looked at that behind the president without being able to tell whether it was rising or setting. But now I know that it is a rising sun."

These authors would like to think that the rebels who recaptured Boston were thinking the same thing when they chose that sunny, optimistic color with which to postmark their first letters from the re-opened Boston Post Office – that the sun was indeed rising on a new nation.

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4) Element Boston Seaport District: \$279/night (rooms with small kitchens; breakfast included) Across the street from the BCEC



5) Hampton Inn Boston Seaport: \$248/night (breakfast included) / Three blocks away from the BCEC

6) Homewood Suites Boston Seaport: \$280/night (suites with full kitchens; breakfast included) Same building with Hampton Inn

7) Hyatt Place Boston/Seaport District: \$276/night (breakfast included) / Three blocks away from the BCEC

8) Yotel Boston: \$249/night Four blocks away from the BCEC

Because the number of special rate rooms in each hotel is limited, early reservations are advised.

To obtain the special show rates, reservations must be made through the Boston 2026 hotel reservation system operated by onPeak. This system can be reached online through a web link at www.Boston2026.org starting in Spring 2025.

The hotel rates given are for single or double occupancy. They are subject to applicable tax. Subject to room availability these special rates will be available beginning Monday, May 18 to Monday, June 1, 2026, for those who wish to arrive prior to the opening, or stay after the closing, of the show.

Negotiations continue with additional hotels in the greater Boston area (on Route 128 and Route 495) at lower rates. Note that parking is available at the BCEC (\$25/day at time of publication). Any added show hotels will be listed on the website as they become available.

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Laurence Gibson started in the stamp business professionally in the early '80s with Earl P.L. Apfelbaum. During his 15 years tenure, Laurence co-conducted the APS Stamp Camp seminars for "The Financial Side of Stamps." For 4-5 years, each year, the course was sold.

He remarks, "I started studying Asian philately then... taking several trips to China in the early 1990s. I was the U.S. correspondent for China Philately, the official Chinese government publication in the mid-80s, and was invited to attend the Beijing show for the 100th anniversary of Chairman Mao's birth in 1993. I even

had dinner in the Great Hall of the People... it was a real experience back in those earlier days! I also wrote articles on Far Eastern philately for Linn's and Scott Stamp Monthly for their Passage to Asia columns. I did a ton of original research on China, Japan, and other Asian stamps and had many articles published."

Laurence then went to Michael Rogers, the Far Eastern specialist, in the mid-'90s. With Laurence's help, Michael dynamically increased his market share and revenue. He oversaw many important "One Owner" sales and brokered the famous "Sun" collection of Red Revenues for \$2.5 million to a collector who eventually sold it through another auction firm. Laurence spent over five valuable years with the Rogers business in Winter Park, Florida, before joining the Greg Manning firm in 2003. Six months later, he became the Chief operating officer for Manning's entire philatelic division. After Greg left, Laurence became CEO of the division. In 2003, he acquired John Bull Public Auctions in Hong Kong for the group and held the title of Managing Director until June 2010, subsequently, he joined Daniel F. Kelleher Auctions as Co-Chairman.





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Boston and Polar Expeditions by Hal Vogel

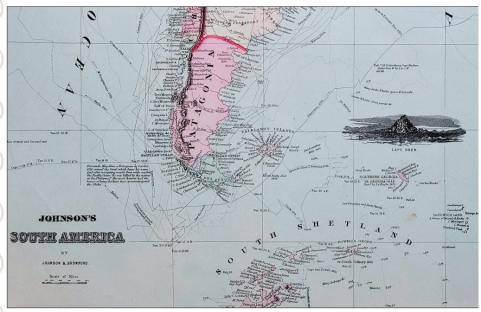


Fig. 1: 19th century map of the South Shetlands Islands, Antarctica.

Boston's unparalleled rich heritage is not just limited to the military, economic and political history of the United States. Important aspects of POLAR history, both Arctic and Antarctic, and its participants, also have a strong Boston connection.

One of the most important pieces of polar philatelic history has Boston roots. It is the earliest mail known from the Antarctic, which will be exhibited at Boston 2026 World Expos Polar Salon.

The earliest of three successive folded letters mailed in the same month from the newly discovered South Shetlands, above the Antarctic Peninsula, is from a sealing captain to his ship's owner in Boston, Massachusetts. See the map in Figure 1.

These three letters were dated variously in February 1821, with manuscript origin notations from places in the South Shetlands. All three were addressed to the same person, Abiel Winship, the owner of the *O'Cain*, by his son, Charles S. Winship, the ship's captain.

It was typical of that time for apprehensive travelers far afield to send multiple pieces of mail to the same addressee. Some even contained identical messages for carrying by different sources and/or at different times to ensure at least one of them arrived safely.

That appears to be the case here, even though their contents are not identical, since all three were deposited either at different post offices or had different arrival dates in the United States. There were no post offices then in or even close to the Antarctic. So, this sort of mail would have been posted en route to its addressees or hand-delivered to their destination.

Whalers and sealers, leaving earlier than others from their hunting grounds, often cooperated to carry outbound mail. This applied even if it was from crew members of different sailing companies.

Fig. 2: February 2, 1821 annotated mailing from a whale ship captain in the South Shetlands, Antarctica, to Boston, Massachusetts. It is the earliest in a group of the three earliest mailings from Antarctica.

Caft Charly. The ship Ocani July 1821 State abie Winsh mire hant Boston

The earliest letter, in Figure 2, written on February 7, 1821, entered the mail at Stonington, Connecticut, on May 17, 1821. It was rated for a distance between 81-150 miles within the United States, 12½ cents, to be paid by the addressee. On the lower left corner, it has the endorsement "Mr. Christian," the person who carried the letter to the United States.

These three folded letters are the earliest Antarctic postings in existence. No earlier mailings can be found in any major reference work on sealing or Antarctic history. They all were mailed from a Bostonian to a Boston address.

A century later, another Boston resident would be making polar history - and polar postal history.

Richard E. Byrd came from a "first family" of Virginia that was influential in U.S. affairs back to the colonial period. He moved to 9 Brimmer Street, Beacon Hill, Boston, nine years after marrying Marie Donaldson Ames in 1915. Later, he would also occupy its

adjacent structure, which became his office as he evolved into the United States' paramount polar affairs and expeditions personality.

The future Rear Admiral Byrd's seven polar expeditions to the Arctic and Antarctic would be made while he lived on Brimmer Street. He also made non-polar aviation history while there. But more about that later. Figure 3 bridges his Arctic and non-polar events with the first of his famous Antarctic expeditions.

BYRD ANTARCTIC EXPEDITION 9 Brimmer Street Boston, Mass. Mrs. Charles Whiting Baker, Fern Hill, Montelair, N. J.

Fig. 3: Byrd makes a mailing using his First Antarctic Expedition "Brimmer Street" stationery from a lecture stop at Cleveland, Ohio, on November 17, 1927. While preparing for departure of his first Antarctic expedition, he was earning money and enhancing his fame, giving invited lectures related to his recent (first) flight over the North Pole in 1926 and his Trans-Atlantic mail first flight (the following year).



Fig. 4: Byrd used his Antarctic expedition first wintering to write appreciations to those who supported this undertaking. Here he uses one of the about 200 pieces of mail carried on his (first) flight over the South Pole on November 28, 1929 to enhance his note to the influential Rockefeller Foundation Trustee, Raymond Fosdick, in New York City. It was later canceled aboard one of the expedition's two ship post offices (S.S. *City of New York*). On a "New Zealand" version of the expedition printed stationery, it bears the "South Pole Air Mail" stamp-dated cachet used on flight mail along with Byrd's initials. "REB."

Byrd's first two Antarctic expeditions (1928-1930 and 1933-1935) were legendary, highly significant and among the largest of their era. They both were privately funded, from solicitations by Byrd and from his own wealth. They only had token governmental support for some items he otherwise could not have obtained.

The first, led by U.S. Navy Commander Byrd, was initially organized from offices at the Boston Navy Yard. Years later, a cleaning crew would find a footlocker in an abandoned warehouse at the closed base. It turned out to have been forgotten personal articles from Byrd on his first expedition.

His two ships were the City of New York and the Eleanor Bolling, the latter named after



Fig. 5: Philatelically inspired print cacheted mail canceled June 19, 1930 aboard the *City of New York* as the First Byrd Antarctic Expedition (1928-1930) ships were returning to New York at the close of the expedition. New Jersey philatelic merchant A.C. Roessler, who serviced and sold this subscription mail, may have had Byrd's permission to use his image on the printed envelope. The two already had had a commercial relationship from servicing of 1926 North Pole philatelic flight mail.

FARMERS & MERCHANT 68-139 NATIONAL BANK WINCHEST PAY TO THE ORDERO

Fig. 6: June 15 check is drawn on the Byrd Family account in Winchester, VA, to Charles Murphy in the amount of US\$1,000. Murphy ghostwrote his narrative of the first expedition that was entitled after the expedition's base (*Little America*). This large amount to the expedition unpaid official probably was a partial payment for his ghostwriting services.

his mother. They left the East Coast of the United States in the Fall of 1928. Both were authorized official seapost offices for use of the expedition.

The expeditioners and their leader would return as heroes in 1930. Byrd then embarked on a nationwide lecture trip that extended into mid-1933. He would be Rear Admiral Byrd on the lecture circuit, having been rewarded by his government for his great achievements on the First Byrd Antarctic Expedition ("Byrd I").

He always emphasized that his polar adventures had a strong scientific component. Byrd brought many scientists with him for this purpose that produced a prodigious array of scientific papers upon their return. However, Byrd is also noted for his aviation accomplishments at a time when mechanical flight was in its infancy.

During "Byrd I" he and his aviators, Byrd also was a qualified Ú.S. Navy pilot and navigator, made a number of significant discovery flights over the Antarctic Continent. Those included the very first flight over the Geographic South Pole on November 27-28, 1929. Figures 4-6 are a postal and other types of documentation sampling to record "Boston" and "Byrd" with events of "Byrd I."

His next Antarctic expedition (1933-1935) was his most challenging. There were several



Fig. 7: This December 21, 1931 mailing on early ad hoc "Byrd II" stationery, is the earliest known mail to postally document the events of Byrd's second Antarctic expedition (1933-1935). A logistics official (Victor H. Czegka, a veteran of "Byrd I"), is soliciting support of the Merriam Dictionary Company from the expedition's early offices at the Marine Barracks, Boston Navy Yard.



Fig. 8: Front and reverse of a post office parcel mailing tag, canceled at Galena, Alaska, February 29, 1932, sending a supply of custom-made fur outfits from the famous Lomen brothers' company in Alaska, to be worn by the second expedition members. Later Byrd would have to negotiate their cost in the midst of the Depression, when funds became unavailable to pay for some of them.

reasons for this. Not the least was that he had to raise its financial support during the worst Depression that the world has ever known. He left in debt (\$150,000 in 1933 dollars) but vowed to pay every lender back. And he did! He had been encouraged to declare bankruptcy, but refused to do so, and completely assumed the debt burden himself. It would not be until after World War II, in which he served as a

naval Admiral, that he finally satisfied all the debt from the Second Byrd Antarctic Expedition ("Byrd II").

Byrd II also had many flight achievements, extensive exploration, and scientific accomplishments. It also extended his earnest tradition of never having had a member die on his expeditions. This was a time when the loss of men would have been common. Figures 7-9 help to postally relate "Boston" and "Byrd" with his second Antarctic expedition.

The second expedition was his largest privately funded polar expedition. There were over 55 members in the shore party alone, who would winter at their base, "Little America II," in the Antarctic (1934-1935). More personnel manned the expedition's two support vessels that would winter in New Zealand (*Jacob Ruppert* and *Bear of Oakland*).

One of the more amazing aspects of "Byrd II" was the manning of "Bolling Advance Base." It was a meteorological observation station 123 miles inland from the coast where "Little America II" was situated. Due to the late season, not enough supplies could be sledged to provision the inland base for its intended three men. So, Byrd volunteered himself to man it alone for the long winter.



Fig. 9: There were five (out of many more) flights on "Byrd II" that were purposely postally documented. This is one of 100 to document the first flight (November 15, 1934) in this series.

9 Brinner St. Boston, Mass. UNITED STATES DEPARTMENT OF THE INTERIOR N OF TERRITORIES AND ISLAND POSSESSIONS WASHINGTON OFFICIAL BUSINESS Lt. A.J. Walter (HC) U.S.N. Norfolk Neval Hospital Portamouth, Virginia REB d

Fig. 10: Sent from his offices at 9 Brimmer Street, Admiral Byrd uses typewriter "modified" stationery of the U.S. Department of the Interior (technically in charge of USASE) to inquire about the fitness of a volunteer (a US Navy aviator) for USASE from a US Navy physician. The mailing was made August 12, 1939 as the expedition was undergoing its last preparations before departure for Antarctica. Fig. 11: Letter enclosed in the envelope in Figure 10.

This almost ended his career. As his radio transmissions during the Antarctic winter became more incoherent, it became obvious that the Admiral needed an emergency rescue. After an unsuccessful attempt, a hazardous sledging trip in the darkness, snow and extreme cold of the Antarctic winter finally reached him just in time.

He was found to be slowly dying of carbon monoxide poisoning from a snow-blocked flue on the sub-base's heating stove. The three-man rescue party had to spend some time at Bolling Advance Base in order to nurse back to health their nearly dead commander. Later it was found that Byrd knew he was dying from the fumes but did not want to risk his men trying to rescue him during the harsh winter.

His third Antarctic expedition (1939-1941) was fully government-sponsored, to which he was placed in charge (U.S. Antarctic Service Expedition or "USASE"). It too was highly successful. However, the onset of World War II (WWII) required that its long-term nature be abandoned. Two stations were established, a continent apart. The aviation events included the second flight over the South Pole, now with two companion airplanes. Figures 10-16 help to postally document "Boston" and "Byrd" aspects of "USASE."

331 " The 25+04 S. LONGITUDE 7% Miles Discairm Island Dr. Paul a. Sife 1158 West Fif VISITED BY U.S.S. "NORTH STAR" OF THE UNITED STATES ANTARCTIC SERVICE ENROUTE TO Crie, Penney THE ANTARCTIC REGIONS DEC. 13 1939 n.S.a.

Fig. 12: One of the most elusive and desirable pieces in U.S. polar philately is mail from USASE's inward to Antarctica diversion to Pitcairn Island on December 13-14, 1939. The British had requested the USA divert Byrd's expedition to resupply those on Pitcairn Island, who had not been provisioned for a long time due to the onset of WWII. An officer aboard USS *North Star*, the arriving expedition vessel, quickly made a mimeographed cachet for application to onboard stationery that the expeditioners could use during their two-day stop there. This is an example of a famous polar scientist, Dr. Paul A. Siple, on the expedition who humorously sent a mailing with this cachet from Pitcairn to himself on December 14, 1939. Surprisingly, this sort of canceled mail also revealed something that astonished many Pitcairn Island collectors. Many bore examples of the "reserve" Pitcairn Island canceler whose image bore an inner ring that rarely had been seen on mail before. The expedition mail exhausted the island's available postage stamps, so most were authorized to go unfranked.

To me Dec 13, 1939 Hello: Dec 19, 1939 What the heck you doing writing a note " your self? Don't you know Where you are? Fig 13: Humorous note enclosed in the envelope in Figure 12.

Byrd was the officer-in-charge after WWII (1946-1947) when the Admiral headed the largest Antarctic expedition ever. It was technically referred to as the "U.S. Navy Antarctic Developments Project," but nicknamed "Operation HighJump." There were thirteen U.S. Navy ships, including a submarine and an aircraft carrier, and 4,000 individuals, mostly manning the U.S. Navy ships. Figures 17-18 help to postally relate Admiral Byrd and "Boston" to "Operation HighJump (HJ)."

He also was a principal on the next official U.S. Antarctic expedition, "Operation Deep Freeze I" (1955-1956), that began the annual U.S. Antarctic research expeditions that continue today. He would die in bed at the young age of 68 on March 11, 1957 at the conclusion of "Operation Deep Freeze II." Figures 19-20 help to postally document Admiral Byrd's association with his final polar expedition.

Admiral Richard E. Byrd is best known for the Antarctic expeditions he led. However, he also was on two more polar expeditions, but to the Arctic.



Fig. 14: The Executive Officer, Lt. Commander P. J. Neimo, of the other expedition vessel, the venerable USS *Bear*, sends a mailing to a youngster from the ship's onboard post office as it reached Antarctica. There the expedition established "Little America III." Cdr. Neimo uses unrelated commercial stationery from a factory in Boston. Somehow Admiral Byrd or an associate saw that some leftover stamps produced for use of "Byrd II" were available to on "Byrd III."



Mrs. R. E. Byrd, 9 Brimmer Street, Boston, Mass.

Fig. 15: Mail from USS *Bear's* onboard post office striking a leftover "Byrd II" stamp on January 14, 1940 while docked off "Little America III" station, Antarctica, is type-addressed (at the Admiral's orders?) to Byrd's wife at 9 Brimmer Street. His autograph crosses part of the envelope. Perhaps it was posted with its retention in mind. It was later learned the Admiral liked documenting his polar activities with mail from them. These were retained in the family archives at Brimmer Street. Fig. 16: Another "Boston" connection to USASE is this personal mailing from the Bear Post Office (February 1, 1941), as the expedition was preparing to evacuate Antarctica. It is from expedition physiologist Ernest E. Lockhart to an MIT colleague's home address in Dorchester. The multi-line, expedition-provided cachet declares USASE as "Byrd-U.S. Antarctic Expedition I." Technically this is Byrd's first leadership of a US-fully sponsored Antarctic expedition, though of course not his first Antarctic expedition (nor even his first polar expedition).

FEB liis stamp was applied on the Antarctic Continent. 1 1941 A.M. Byrd-U-S-Antarctic Expedition est Base 194 E. Lockchan hen Henny J. Russo 321 horfolk are Darchester U.S.A



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Mus. Richard S. Beyrd 9 Brinner St. Baston Mass USK

Fig.17: More than a hundred thousand pieces of mail (mostly to collectors) passed under the double ring version USS Mount Olympus handstamp used aboard the command ship on Operation "HighJump" (HJ). This one though is a bit special, since it is addressed in the distinctive handwriting of Byrd's son, Richard E. Byrd, Jr., called "Dickie," who served in the U.S. Navy as his aide on this expedition. He is sending an autographed envelope to his mother (the Admiral's wife) on January 10, 1947 from their Antarctic berth. It would find its way into the Byrd Family Archives where it is one of the pieces of mail that the Admiral and his son used to postally document "Byrd" expeditions.

Fig. 18: As common as is the broken, double ring Mount Olympus cancellation on HJ mail, among the most difficult to find used on HJ mail is what is applied to this telegram payment receipt on February 1, 1947 from Admiral Byrd. It is an unbroken double ring version, however, more importantly, there is "BR" in the lower portion of the dial. Only one such marking had this added, and it hardly ever saw usage. In this case it was applied as a receipt to Byrd's payment for the personal use of the ship's telegraph, as he sends a report about "Dickie" to his wife

in Boston.

NAVY DEPARTME WASHINGTON 25 D. C. OFFICIAL BUSINESS WER 17-7/48 MAI Richard E. Byrd, RADM, USN(Ret) 9 Brimmer Street Boston, Massachusetts

RER

Fig. 19: US Navy Captain L.C. Mathews, working on preparations for the first (ODF) Operation Deep Freeze (1955-1956), on November 3, 1955 sends a special delivery official mailing to ODF's Officer-in-Charge (Byrd) in Boston from the planning group's headquarters at the Old Post Office Building, Washington, DC. Admiral Byrd would shortly leave Boston for Antarctica and his last polar expedition.

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Fig. 20: The Admiral and his son traveled back from Antarctica on a passenger liner out of New Zealand after serving on Operation Deep Freeze I. The ship stopped en route at Pitcairn Island, where the Admiral made a nostalgic visit to those he had met during his stop there during USASE (1939). "Dickie" used this opportunity to postally document this last phase of the Admiral's career with a mailing on March 2, 1956 at Pitcairn bearing the signatures of two island dignitaries with whom the Admiral had reminisced. It is mailed to the Admiral's secretary at 9 Brimmer Street.

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SCASSET , MANDE.

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Lv.Wiscasset, Maine+5/20/25-S.S. Bowdoin.

Lv.Wincasset, Mainewo/20/20-5.5. Bowdoin, Ar.Etah, No. Greenide61 / 25-5.6. B. Bowdoin, Fly to Cape Sabine+0/8 /25-Seaplane MA2. Return to Etah, N.G+0/8 /25-Seaplane MA2. Lv.Etah, No. Greenide/02/25-5.8. Bowdoin, Ar.Wiscasset, Maine+10/12/258.5. Bowdoin.



Mus. Francis W. Hatch

Fig. 21: Someone thoughtfully privately serviced mail on August 1, 1925 from Etah, Greenland, with the 1925 expedition's circular cachet as well as a signed annotation by its leader. Donald B. MacMillan,

that records in its "typed" log

a significant flight on August 8 made by Byrd's flight

made by contingent.

9 Brimmer St.

Boston Mass. USA

Fig. 22: This is one of the 200 or so North Pole flight postal documentations on May 9, 1926 from Spitsbergen, that Byrd arranged with philatelic merchant A.C. Roessler.

Result Result Result Result E Grange My

In 1925 he led the U.S. Navy flight contingent with the MacMillan-USN Arctic Expedition to Greenland. He had been made available by the Navy. During this expedition he and his flight contingent performed important aerial discovery missions. Figure 21 is one of the few postal documentations of the MacMillan-USN Arctic Expedition.

It was the polar flight expedition the following year that would cement Byrd as a household name. On May 9, 1926, he, as navigator, and his pilot, Floyd Bennett, flew a 16-hour round-trip from Arctic Spitsbergen in a Fokker trimotor. Congress awarded both men its Medal of Honor for this triumph. Fig. 22 is the postal evidence of this polar aviation feat.

There was one flight event after this and before his continual polar expeditions that also elevated the Byrd name while the Byrd family lived in Boston. This occurred on June 27, 1927. Byrd and three crew followed Charles Lindbergh across the Atlantic to Paris, France. He became the second person to do this successfully. However, this too had a first – a postal history first!

Byrd had been given a mail pouch by the New York City Postmaster just before he took off. It contained about 200 letters, being the first official transatlantic mail. Figure 23 is an example of commercial mail from this flight.

Richard E. Byrd's name is famous in Virginia and in Boston. It also is vaunted in Antarctica and in the skies above the polar regions and the Atlantic Ocean. This fame all was earned while the transplant Virginian was a resident at 9 Brimmer Street, Beacon Hill section of Boston.

Byrd's polar exploits - and their mail - followed a long tradition of Bostonians in the polar regions.

The american ambassado My. to Paris " Dia airpeane auerica

Fig. 23: Addressed to the American Ambassador in Paris, France, it is one of the several hundred pieces of carried mail, dispatch canceled in New York and receipt stamped on July 2, 1927 in Paris, that were authorized by the U.S. Post Office to be carried on the flight.







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The Venue Boston Convention & Exhibition Center (BCEC)

BCEC Highlights

The International Association of Convention Centres (AIPC) has certified that the BCEC is the most customer-friendly and technologically advanced convention facility in the world. It's also the largest convention center in the Northeast. The BCEC is located on Boston's Seaport just minutes from thousands of hotel rooms, and the best of Boston's restaurants, city sights and landmarks.

The BCEC is closer to more major transportation systems than any other convention center in the country and is the closest major exhibit facility to a major metropolitan airport. It is directly accessible from two major interstate highways, making it fast and easy to drive to and from. Private ring roads encircle the building and give you a choice of dedicated drop-off points. Valet parking is available. The BCEC also offers direct access to the subway system with the Silver Line.

Boston 2026 will occupy 352,00 square feet of exhibit space, 42 meeting rooms including a spectacular grand ballroom, and thousands of square feet of function and registration space. All meeting rooms feature high-tech lighting control and the most advanced IT and AV capabilities for state-of-the-art presentations. The ballroom pre-function space has a 270° degree view of the Seaport District.

The BCEC features the latest technology with free wireless Internet access and complete cell phone coverage throughout the facility. Plasma screen displays are installed throughout the facility, and the impressive brand new 160 feet by 14 feet Video Wall is here to welcome you.

Navigation is easy at the pedestrian-friendly BCEC. You have access to anywhere in the building in 5 minutes or less. The BCEC features wide walkways, pedestrian skybridges spanning the exhibit halls, and an escalator and elevator system that provides you with direct access to every area of the facility. There are 10 unique entrances to the exhibit halls to give you options. The facility is ADA compliant.

The BCEC is committed to providing the best customer service of any convention city in the country. Every attendee is treated like a special guest. Our staff of Guest Services Associates, easily distinguished by their red blazers, is stationed throughout the facility

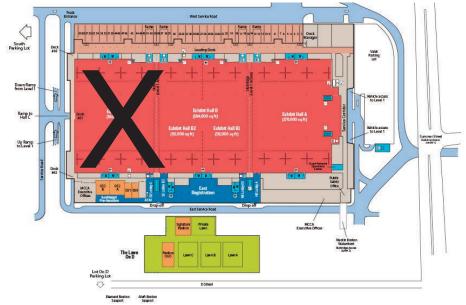
to greet you and assist you in way-finding for your event. This service is complimentary. They have extensive knowledge of the city and the facilities and are here to answer your questions.

ATM machines are conveniently located in the North Lobby, Southeast Lobby C, and Food Court. The business center is operated by FedEx Kinko's and provides a complete range of document solutions that includes: copying and digital printing, document production, supplies, computer services, electronic file submission, signage, custom printing services, document distribution, notary public services, pack-and-ship options, FedEx Express and Ground Service, fax service and desktop/word processing.

Great food service is a hallmark of the BCEC. The Wicked Good Market Food Court overlooking the exhibit halls offers multiple restaurant choices and a wide range of cuisines as well as a full bar service. The facility also provides five conveniently located concession stands including Au Bon Pain and Outtakes for quick "to-go" food items and temporary dining units available throughout the facility. In addition, the BCEC's Seaport neighborhood boasts the latest and greatest in Boston's dining scene.

The award-winning BCEC is the most customer-friendly and technologically advanced convention facility in the world!

Courtesy of Signature Boston.



More detailed maps showing the arrangement of dealers, agencies, organizations, and activities will appear here closer to the event. Boston 2026 will occupy Exhibit Halls A and B (center and right thirds in red).

BCEC Parking

The Boston Convention & Exhibition Center offers 1,340 self-parking and 600 valetparking spaces on site. Twelve-plus additional parking lots are located in the Seaport District.



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Premium Reserved Seating and Table Location at Palmares Dinner (includes entire table). Donor selects table location and the diners at the table. Table will be named for the donor. Note that diners still need to purchase Palmares tickets. Palmares Dinner will be formal (black tie). Also early admission on Opening Day, priority access to the Court of Honor (includes one guest), and access to the Minuteman Club (includes one guest).

\$10,000 and above (Boston 2026 Early Birds)

Early Admission on Opening Day. Also priority access to the Court of Honor (includes one guest) and access to the Minuteman Club (includes one guest).

\$5,000 and above (Boston 2026 Honorees)

Priority access to the Court of Honor (includes one guest). Also access to the Minuteman Club (includes one guest).

\$1,000 and above (Boston 2026 Minutemen)

Access to the Minuteman Club (includes one guest). Private bar area at BCEC shown above..

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Presently you have the option of paying by check or money order drawn in U.S. funds payable to "Boston 2026 World Stamp Show, Inc." Write a message including your full contact information, membership level, and payment and send it to our mailing address: Boston 2026 World Stamp Show, Inc.

PO Box 904, Sudbury, MA 01776 USA

You can also donate a prespecified amount online using PayPal or Venmo. The link can be found on the 'Donate' page on the Boston 2026 website."

Boston 2026 can also accept donations of securities.

For additional information on donating, contact Suzanne Kouri, Development Chair, Suzanne.Kouri@boston2026.org.

Boston 2026 World Stamp Show, Inc. has received 501(c)(3) recognition from the U.S. Internal Revenue Service, allowing contributions to be tax-deductible to the fullest extent of the law. Check with your tax preparer for details. All donations will receive an acknowledgment letter.



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Postal Administration Bourse:

Participation details will be announced in 2024.



FREQUENTLY ASKED QUESTIONS

• *About Exhibiting:* How many frames will there be? *Approximately 4,000*

Will all the material be up throughout the show? *Yes, all 8 days*

When will exhibit applications be available? *Fall of 2024*

• *About Bourse:* Can there be booth sharing? *Yes*

Is there an extra charge for sharing? *Yes*, *15%*

What other products will be sold? *There will be a section for ephemera and other dealers*

• About Societies: Will they have booths? Yes, hardwall and pipe & drape booths are available

Will there be meetings, presentations and other society events? *Yes, there will be several hundreds*

• *About Medals* Will all exhibitors get a medal? *Yes*

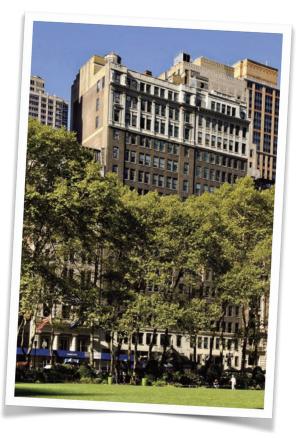
When will their design be made public? **2026**

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