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Volume 58 Number 3
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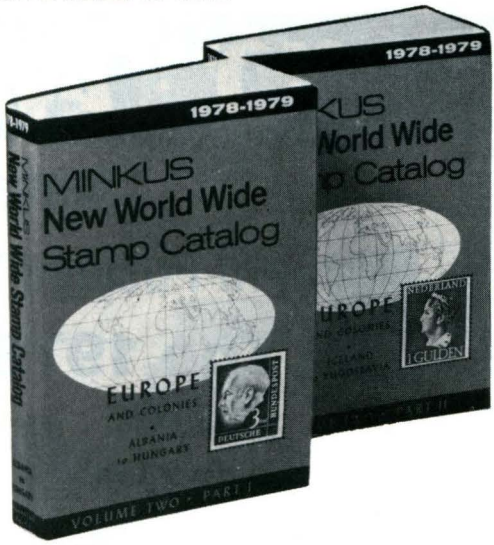
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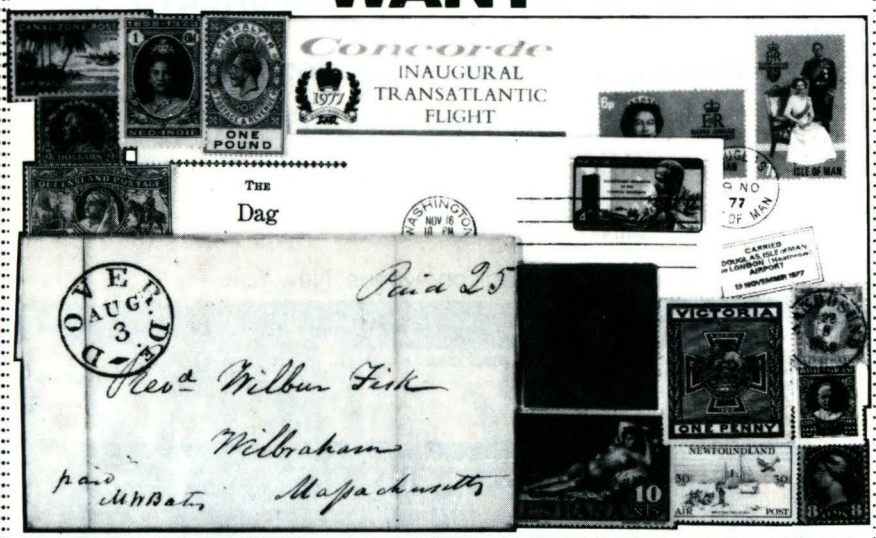
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The Collectors Club PHILATELIST

Volume 58, Number 3 **May 1979**

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Editorial

THE PHILATELIC PRESS

One of the more disturbing conditions on stampdom's scene is the disappointingly low level to which today's general circulation "literature" has fallen. The very wordage to which non-collectors and neophites are exposed seems hardly effective as a proselytizing instrument to develop tomorrow's philatelic leaders.

Eminently conspicuous for their failings in accomplishing what should be the direction and guidance of the mere "space filler" towards the more rewarding and satisfying pleasures of specialization, study and research are:

1. The pulp papers produced each week or 10 days on a wide-ranging subscription basis. With one notable exception, these are pitifully devoid of wordage that can be called helpful or informative. Their editorial columns are filled with verbatim or superficially rehashed press releases distributed by vested interests.

Given most space are publicity blurbs for the torrent of new issues, exploitative issues, cachets, first-day covers, Cinderellas and similar material that is anything but genuinely or purely philatelic. Because editors and/or publishers have little, if any personal, philatelic knowledge and expertise, they will accept almost anything that is readable and neatly submitted to be printed along with such errors and misstatements as the author made.

Instead of blue penciling copy before it is sent to the composing room (or into computer terminals) to eliminate mistakes, it runs as-is, leaving other readers who have knowledge to make corrections through "Letters to the Editor."

Gone are the Severns, Wylies, Bartels, Linns, Burns and others of yesteryear's distinguished leaders who rarely hesitated to take strong positive stands in their editorials to steer newcomers away from the reefs and shoals of philatelic waters.

Nowadays we find front pages and headlines devoted to ballyhoo and touting of issues that have minimal if any postal significance. Emphasis normally is given to material that has utterly no future and which is spurned by the cognoscenti. Such items as have some measure of permanent reference value usually are relegated to brief mentions buried on inside pages if they are used at all.

Most readers to whom we have spoken in recent months (or years) frankly admit that they subscribe not for the "news," but rather to scan the advertising to find a dealer who will charge a dime less for wanted material than his competitors. Because they know the price of everything and the value of very little, they are interested only in costs or additions to their albums.

This increasing trend towards viewing periodicals as market guides rather than information sources may well be a contributing factor in seeing stamps as dollar substitutes and not examples of graphic attractiveness or postal purpose.

2. The stamp news(?) columns that appear in the metropolitan newspapers around the country are in the same category. Of the hundreds carried on a regular basis, there aren't more than about a dozen produced by those of us who insist

on originality. Most authors of such columns don't realize their missionary responsibilities. Wordage in the lay press has two types of readers: the stamp collector who seeks *news* about his avocation and the person who, while waiting for a train or speeding through the atmosphere, reads those newspaper features he otherwise would never scan. If the latter chances to find a stamp news column interesting, he might well be tempted to try collecting and perhaps be converted. We never cease to be surprised—and flattered—upon meeting at a club or show, someone who admits to having gotten his feet wet in the stamp collecting surf because of an article we wrote 10, 20 or more years before.

If more of our writers could appreciate this, they might begin using originally composed grammer insteead of being content to lazily reprint press releases.

More than half of the daily and weekly newspapers in the United States and Canada use the boiler plate columns distributed to subscribers without additional charge by the leading wire service. This one is "written" by a man who never himself collected stamps nor never once was encountered at any philatelic event, no matter how newsworthy it may have been. He relies solely on blurbs mailed to him by postal services and agents. The same goes for the columnist whose byline appears on a Sunday column in one of New York's major papers. Such hacking is a disgrace to journalism and a disservice to stamp collecting.

3. Also worth consideration are several books produced in recent years and publicized as media to promote philately. Most of these are the works of authors who may have an entertaining writing style, but who haven't too much personal knowledge, who haven't done their homework, or have relied on faulty memories and got second-hand information mixed up.

The uninformed may be intrigued by the texts, but how much confidence can they retain for the author once they learn that mistakes abound?

When one error is spotted, the careful reader has a right to question other statements or stories in a book.

Let's cite an example of one of many bloopers in a volume published a couple of decades ago and still frequently quoted. In an early chapter, the author recalls a visit of a delegation of German dealers. During this meeting, he states that news of the Hindenburg crash in Lakehurst was received—a few days before the opening of TIPEX, to which the group had come. The fact is that the famous airship exploded and burned so tragically 13 months after the 1936 international exhibition closed its doors at the old Grand Central Palace in New York!

Among a number of other factual mistakes found in the pages of a more recent book advertised as the ne plus ultra guide for new collectors, is one that may not please a couple of our distinguished dealer members.

In describing the British Guiana one-cent "magenta," the author reports on the sale at the Waldorf Astoria Hotel (on March 24, 1970, ed.) and says, ". . . the bidding contest was between (Irwin) Weinberg and the famous Raymond Weill of New Orleans. . . ." The latter is quoted as having told the author, "I get a special warmth from it. You might say it turns me on." As was the case during the Ferrary sales in Paris, when King George V instead of Maurice Burrus was reported to have been the under-bidder against Arthur Hind, fantasy rather than fact has been used to give the last auction more glamour.

This commentator sat with both Raymond and Roger Weill that evening when Robert A. Siegel put the highly publicized error on the block. At no time, from the suspenseful moment Andrew Levitt opened the bidding at $100,000 until Weinberg topped a "V's" $260,000 did either of the Weill's make an offer.

The willingness of enthusiastic persons to turn out wordage they hope will make new converts to our wonderful avocation, is laudatory. Yet it would be hoped that more of them would be more careful in

(continued on page 179)

MAIL STEAMER SERVICES TO THE BAHAMAS — 1842-1882

Carrying mail to and from the Bahamas was slow and unreliable until the advent of the steamship service in 1842.

by M. H. Ludington

From 1842 the Royal Mail steam Packet Company, under various contracts with the G.P.O., London, held a monopoly in the transmission of Packet Mails to and from the Bahamas. Their first 14 "large" steamers, named after British rivers, were of approximately 1,800 tons each, and were wooden paddle steamers with sails which were used whenever possible to conserve coal. All of them called at one time or another at Nassau, though two of them were lost in 1842, a third in 1843, a fourth in 1847 and a fifth in 1849. The monthly mails from England for the Bahamas came first via Barbados, St. Thomas and Turks Island, but after October 1842 arrived via St. Thomas, Kingston, Jamaica, and Havana. The mails to England went via Bermuda, in other words by the continuation of these routes. After October 1842 another monthly service, St. Thomas, Bermuda, Nassau, Havana, Kingston and back to St. Thomas, provided communications with the Caribbean area. From 1848 to 1850 a direct route from England, via Bermuda, brought the English mails to Nassau, Havana and the Gulf of Mexico, while a branch route between Bermuda and New York afforded communications with the United States and British North America, previously, and later, dependent upon chance sailing vessels. Both of these routes were also monthly. A short-lived branch route, which had lasted only from January to September 1842, ran from Havana to Nassau, Savannah, Charleston, New York and Halifax, but was given up as uneconomical.

Between August 1850 and October 1852, and again from October 1853 to February-March 1859, the Bahamas were relegated to a minor branch route from St. Thomas, maintained chiefly by small chartered schooners, a slow service which was naturally unpopular, (Fig. 1). From November 1852 to September 1853 an experimental service by small steamers running between Chagres, Kingston, Inagua, Nassau and Savannah carried the English mails to and from the Bahamas via Kingston. The route lasted only ten trips before being abandoned, (Fig 2).

The R.M.S.P. contract was due to expire with the English monthly mail of February 1859, which arrived in Nassau on 12 March. Instead of renewing it, the G. P. O. in London arranged with the

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An authority on mail service between the United States and the Bahamas, M. H. Ludington has written widely on that subject. He is also the author of "The Postal History and Stamps of Bermuda."

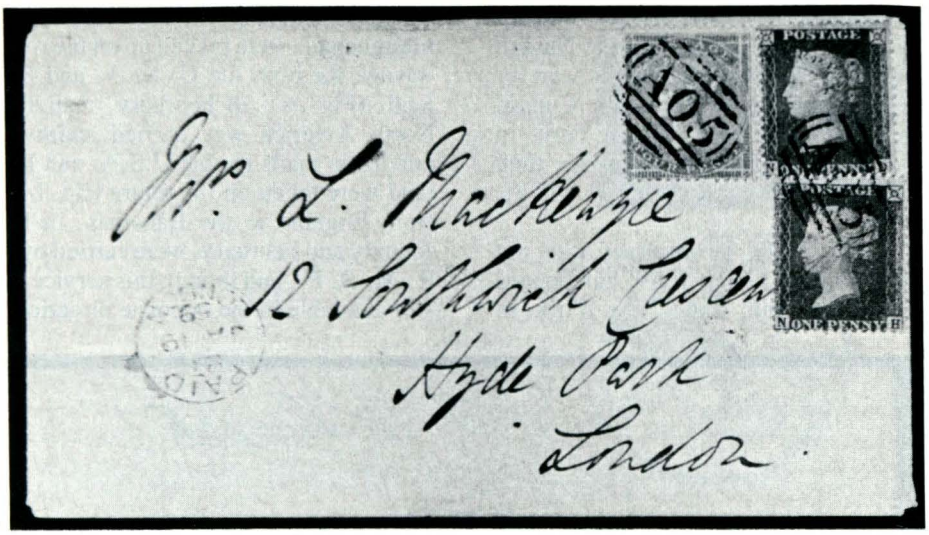


Fig. 1. Cover from Nassau, d/s of DE 14 1858 on back, to London. Carried on the R.M.S.P. chartered schooner "Australia" to St. Thomas. Prepaid by a British 4d and two 1d stamps. One of only two recorded covers with British 1d stamps.

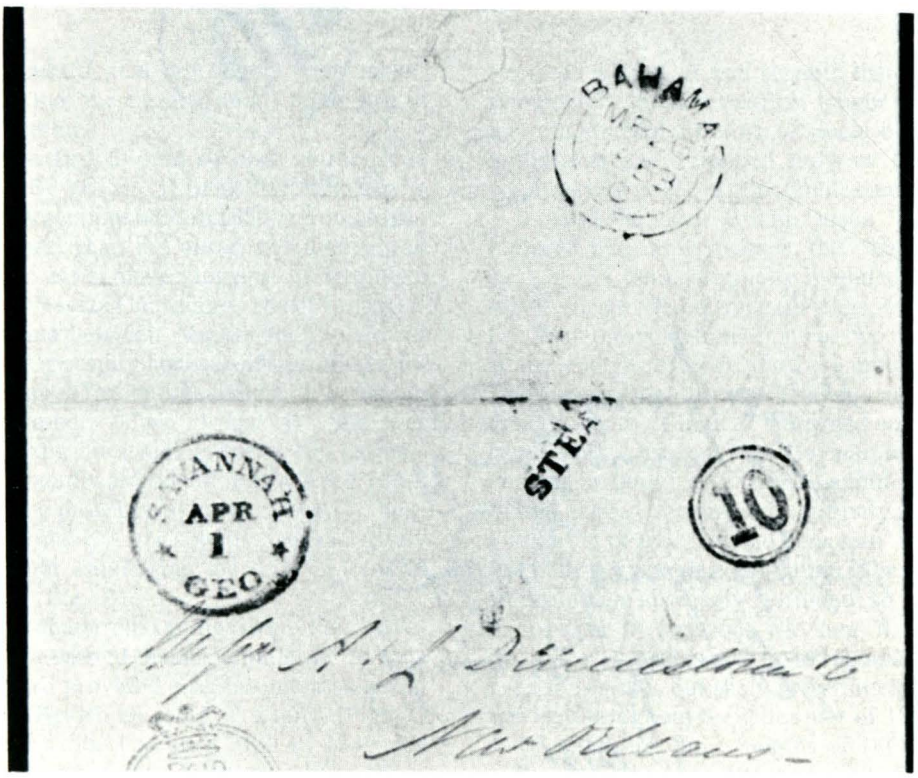


Fig. 2. Letter from Nassau, 26 March 1853, prepaid 1s to New Orleans via Savannah. Carried on R.M.S.P. Co. steamer "Conway" on the short-lived branch route Chagres-Kingston-Inagua-Nassau-Savannah. First recorded cover.

Cunard Steamship Company for a branch service to run between New York, Nassau and Havana monthly. The mails were to be transferred to or from the Cunard Transatlantic steamers at New York, in sealed bags, a much faster service than was provided by the R. M. S. P. via St. Thomas.

The R. M. S. P. contract was not completed until March 1859, but Cunard made a trial run from New York in January, carrying no mail southward, though mails were picked up on the return voyage for both the U. S. A. and England, (Fig. A). In February, mail from North America was carried southward and again mails for the U.S.A. and England were taken on the return trip. Mails from England to the Bahamas, in both January and February, were carried by the R. M. S. P., and though this service was still available in the opposite direction, it

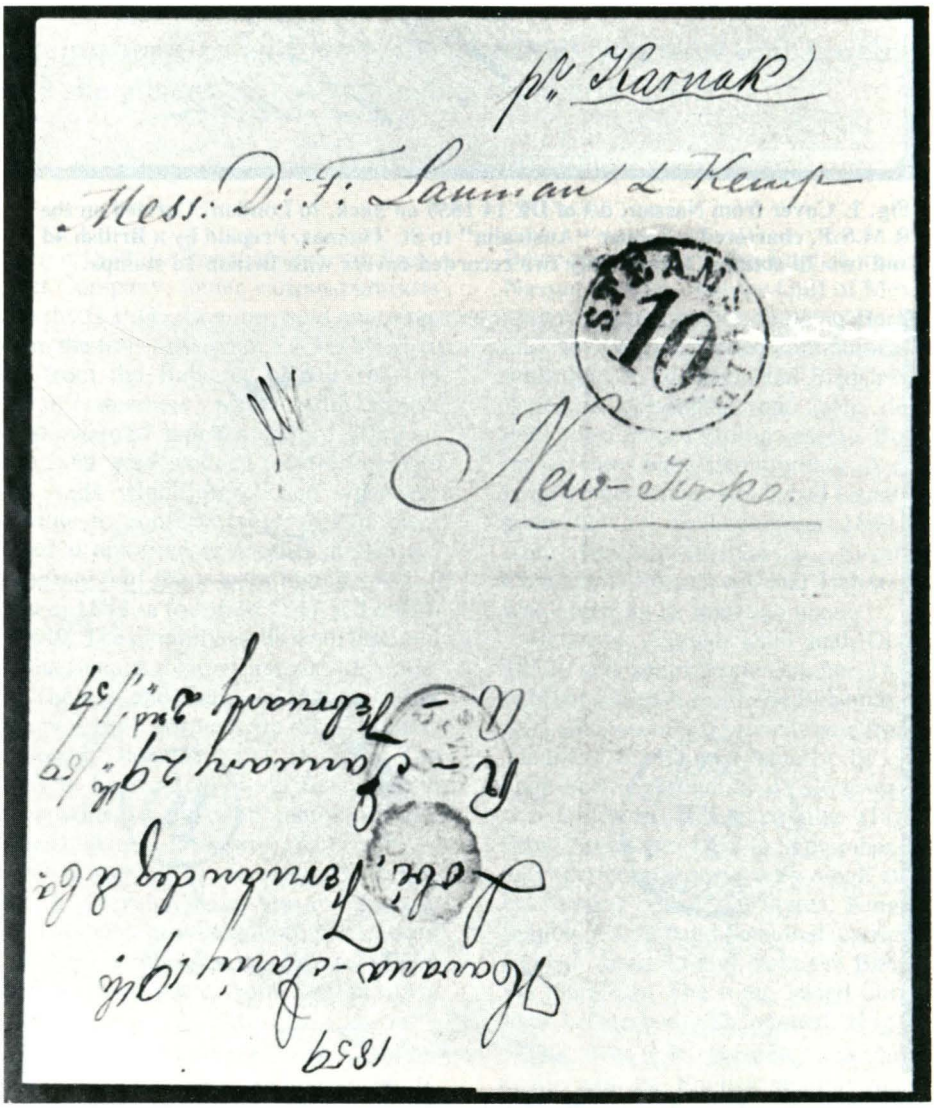


Fig. A. Letter from Havana, 19 January 1859, to New York via the first northward voyage of the Cunard R.M.S. "Karnak."



Fig. 3. Cover from Nassau, d/s of AU 10 1859 on back, to Hoboken, N.J. Carried on Cunard R.M.S. "Karnak" to N.Y. Prepaid by a pair of British 2d stamps. 5¢ due on arrival.

is doubtful that any letters were taken, now that the faster Cunard route was in operation.

The first Cunard steamer on the route was R. M. S. "Karnak", 1,116 tons, a screw steamer built in 1855 and employed for three years in Cunrad's Mediterranean trade, as her name suggests. According to the "Nassau Guardian", she did not go to Havana between August and November 1859, possibly because of unsettled conditions there, but resumed full service in December, (Figs. 3 and 4). She was wrecked on a reef entering Nassau harbor, southward bound, on 14 April 1862. All the passengers, crew and cargo, and, presumably, the mails, were safely brought ashore, but the ship was a total loss, (Fig. B).

A chartered sailing ship, the "Evelina", carried the May mails and in June Cunard provided a replacement steamer, the "British Queen", 772 tons, (Figs. C and 5). She had been built in 1849 and was purchased by Cunard early in 1851. She was the Company's first iron-hulled screw steamer and was also their first ship to serve in the Mediterranean. She proved to be so well built and reliable that she remained in the Cunard fleet longer than any other steamer before or since, being withdrawn and scrapped only in 1898 when 49 years old, - a remarkable career.

In April 1863 the "British Queen" was replaced by a new steamer, the "Corsica", 1,134 tons, originally intended for service in the Mediterranean, (Figs, 6 and D). With the exception of one or two trips at the end of 1863 or the beginning of 1864, when the "British Queen" again took over, the "Corsica" remained on the New York, Nassau and Havana route until the contract with Cunard expired in March 1868. Unfortunately, the only surviving file of the "Nassau Guardian" for this period, in the Nassau Public Library, is incomplete and badly mutilated, so it is impossible to find out for sure if the "Corsica" ran on every trip to Havana, or even to Nassau, but she was definitely in service throughout the latter part of 1867 and for the first three months of 1868.

By 1868 it had become the policy of the British Post Office to allow the Colonies more freedom in making their own arrangements for mail communications and

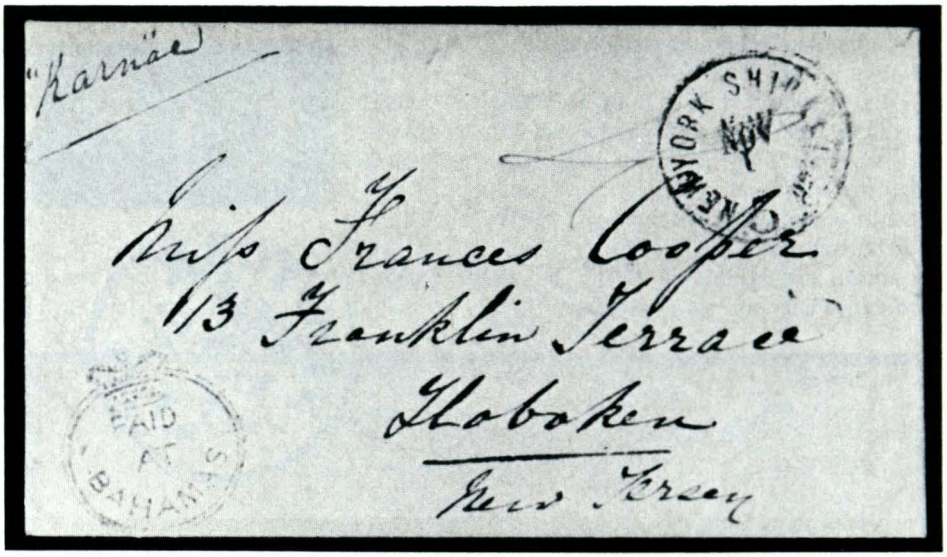


Fig. 4. Cover from Nassau, d/s of OC 26 1860 on back, to Hoboken, N.J. Carried on Cunard R.M.S. "Karnak" to N.Y. British stamps were no longer available. The Bahamas Crowned Circle was used to indicate prepayment. 5¢ due on arrival.

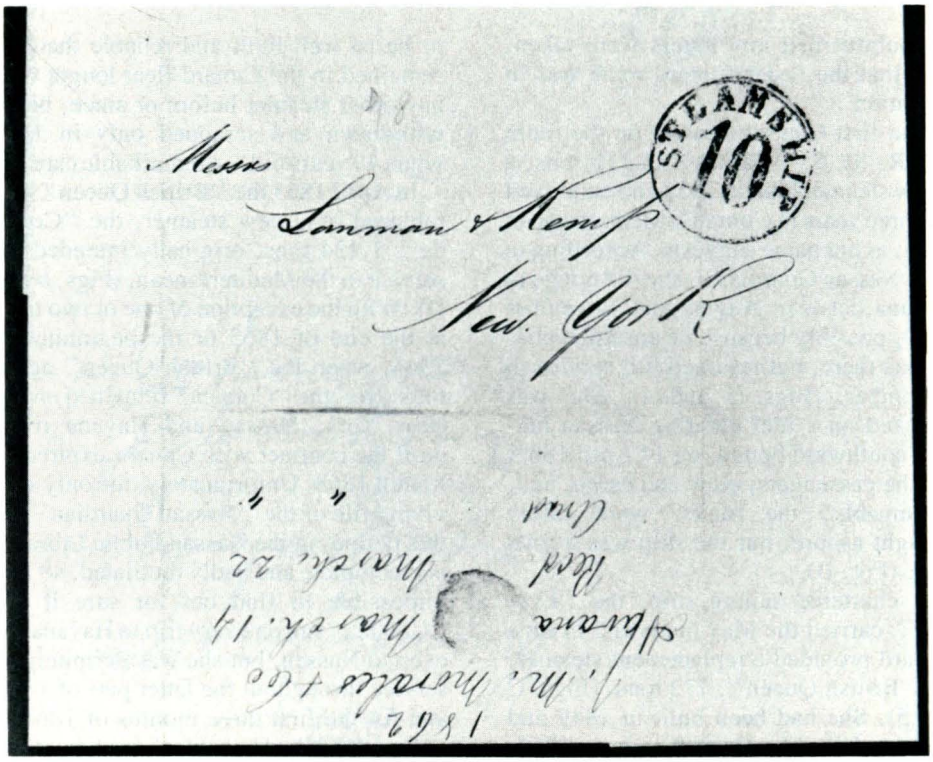


Fig. B. Letter from Havana, 14 March 1862, to New York via last northward voyage of the "Karnak." It was wrecked off Nassau the 14th of April on her next trip southward.

to oblige them to share, as far as they were able, in the expenses of the subsidies to the steamship companies. The subsidy paid to Cunard for their Nassau and Havana service was quite large, and the Bahamas Government found that they could get better terms from American shipowners who were, since the end of the Civil War, expanding their trade with the entire Caribbean area. The impoverishment of the Bahamas after the end of the blockade-running trade and the devastating hurricane of October 1866, which destroyed many buildings and ruined agriculture throughout the entire chain of islands for a number of years, must have strongly influenced the Government to economize, if possible, in the cost of the mail contract. Fortunately, visitors were just beginning to come to Nassau during the winter months, particularly from the north-eastern United States, and gradually over the next decades the tourist trade became one of the chief mainstays of the economy of the Islands.

Starting in April 1868, the Atlantic Mail Steamship Company of New York ran a twice-monthly service between New York, Nassau and Havana, employing the steamers "Columbia", "Eagle", "Missouri" and "Morro Castle". Three years later the contract was revised as a monthly service for seven months of the year and twice monthly between November and March. The "Missouri" was the victim of a disastrous fire at sea in 1872 while on

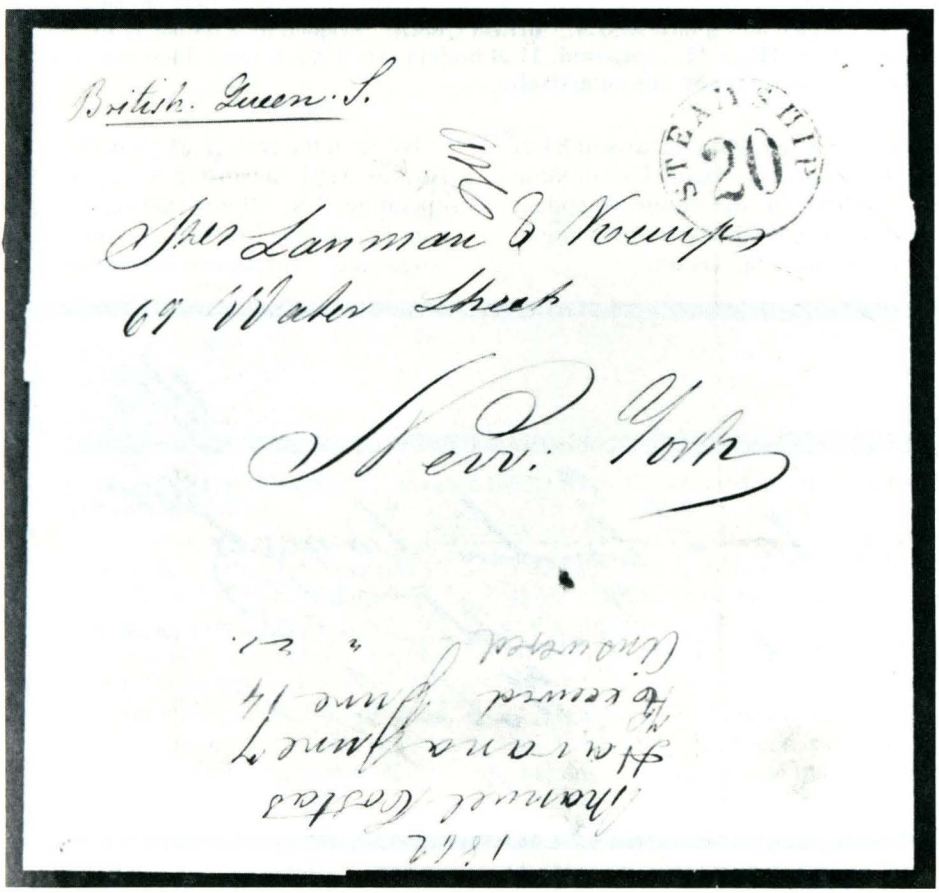


Fig. C. Letter from Havana, 7 June 1862, to New York carried on the first northward voyage of the Cunard R.M.S. "British Queen."

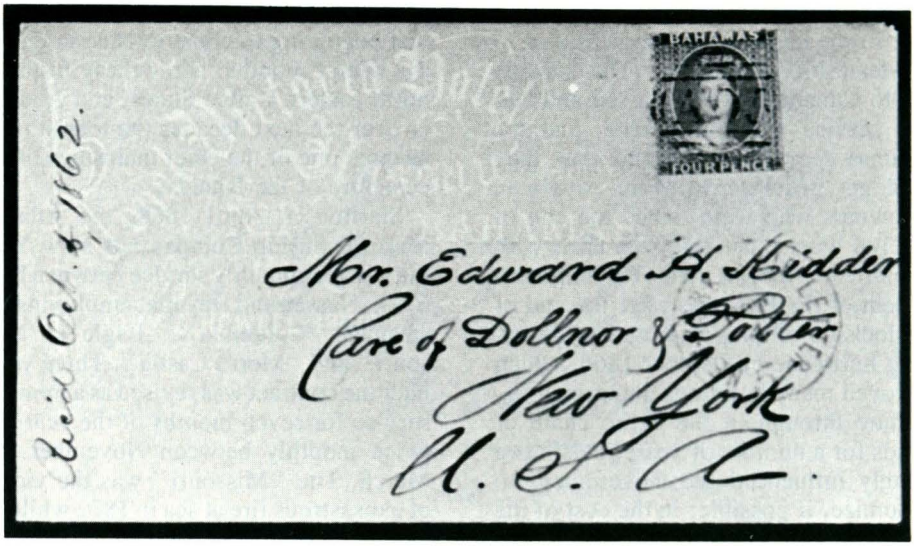


Fig. 5. Cover from the Royal Victoria Hotel, Nassau d/s of SP 27 1862 on back, to N.Y. Carried on Cunard R.M.S. "British Queen." Prepaid by a Bahamas 4d. No wmk., perf. 11½ x 12, compound, 11 at bottom (Scott No. 6 var.). First example recorded on cover. 5¢ due on arrival.

her way to Nassau, with the loss of 84 of the 96 passengers on board. Two of these were brothers of the future President Cleveland, one of whom was planning to open a new hotel in Nassau.

By 1876 the New York, Savannah and Nassau Mail Steamship Company was operating S.S. "Leo" between Savannah, Fernandina (for Jacksonville and St. Augustine), Nassau and Havana until the

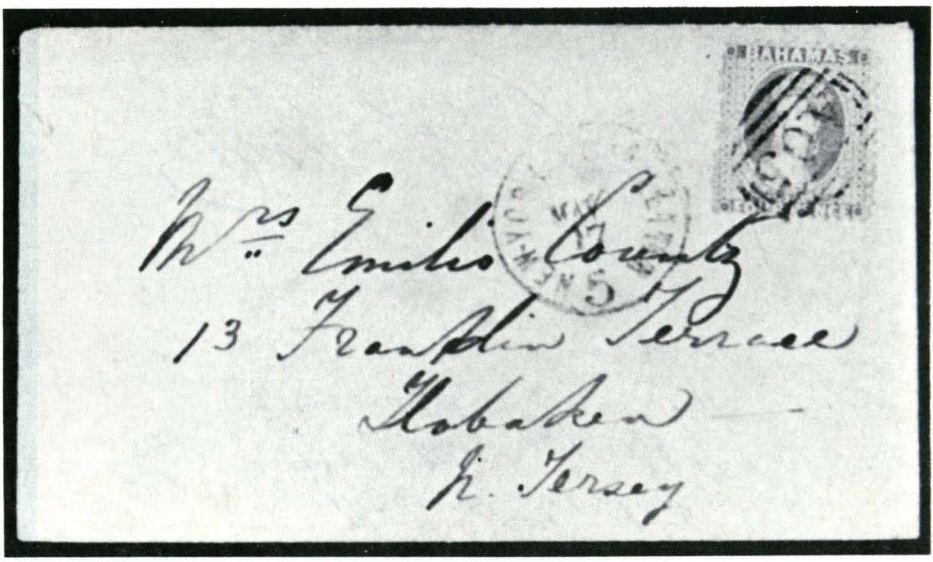


Fig. 6. Cover from Nassau, d/s of MY 11 1863 on back, to Hoboken, N.J. Carried on Cunard R.M.S. "Corsica" on her 2nd northward voyage. Prepaid by a Bahamas 4d dull rose, Wmk. Crown and CC, perf. 12½ (Scott No. 13). Earliest recorded date of use of this stamp. (Has Miss Frances Cooper now become Mrs. Emilio Countz?)

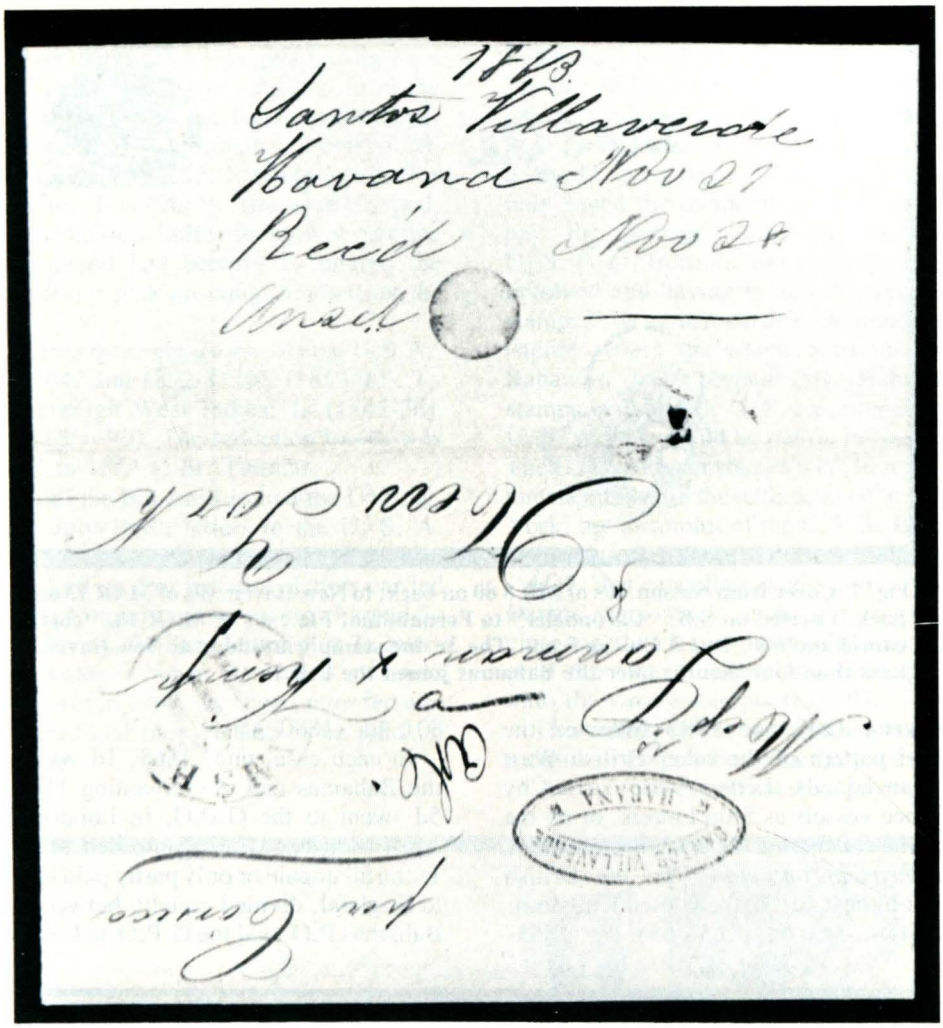


Fig. D. Letter from Havana, 21 November 1863, to New York carried on the Cunard R.M.S. "Corsica."

steamer was lost in the following year. She was replaced by S.S. "Carondelet" in the winter seasons, while S.S. "Jacinto" ran monthly throughout the year from New York to Nassau and Cuba. By 1879 four steamers, the "Carondelet", "City of San Antonio", "State of Texas" and "Western Texas" were in service, (Figs. 7 and 8).

Also in 1879 the New York and Cuba Mail Steamship Company, better known as the Ward Line, started calling at Nassau on their various routes between New York and Cuban ports, and continued these services until World War I. In 1882 three steamers were employed, the "Cienfuegos", lost off Harbour Island in 1895, the "Rio Grande" and the "Santiago".

Though the Bahamas were well served by mail and passenger steamers, the opening of new hotels on the Florida East Coast south of St. Augustine in the 1880s and 1890s considerably slowed the expansion of Nassau as a winter resort, though many tourists enjoyed the sea voyages to and from the Island.

In general, the Bahamas postal rates

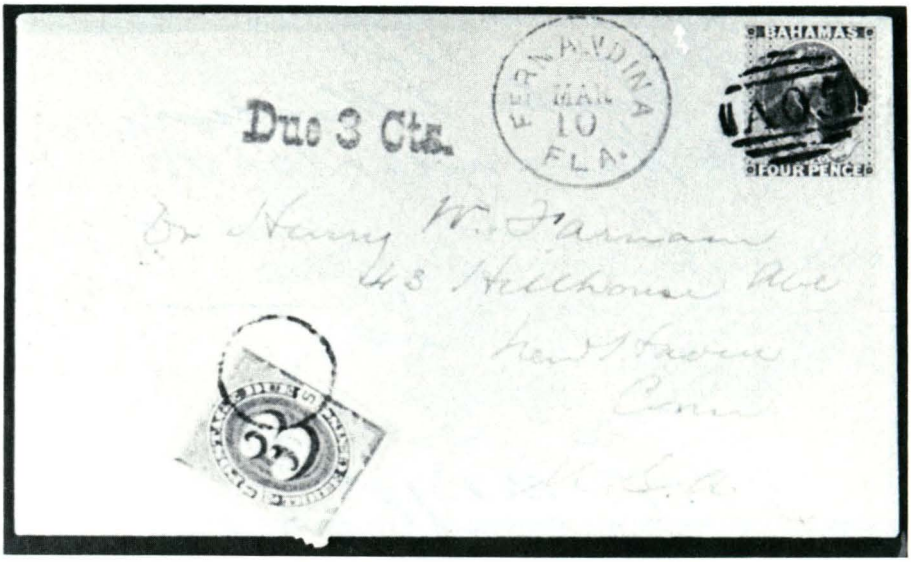


Fig. 7. Cover from Nassau, d/s of MR 8 80 on back, to New Haven, d/s of MAR 13 on back. Carried on S.S. "Carondelet" to Fernandina, Fla., d/s of MAR 10, "cork cancel and h/s "Due 3 Cts. on front. The 3c due stamp was added at New Haven. Less than four months later the Bahamas joined the U.P.U.

between 1842 and 1882 followed the usual pattern of the other British West Indian Islands. Letters were carried by chance vessels as Ship Letters, or by the regular steamers at the usual Packet rates: *Prepayment optional:* To the British West Indies: 4d. To the United Kingdom: 1s. (1842-54); 6d. (1854-63); 1s. (1863-80); 4d. (1880-90).

In each case, until 1868, 1d. went to the Bahamas and the remaining 11d. or 5d. went to the G.P.O. in London. In April 1863 a new ruling imposed a fine of 1s. on all unpaid or only partly paid letters to England, divided equally between the Bahamas P.O. and the G.P.O.in London.

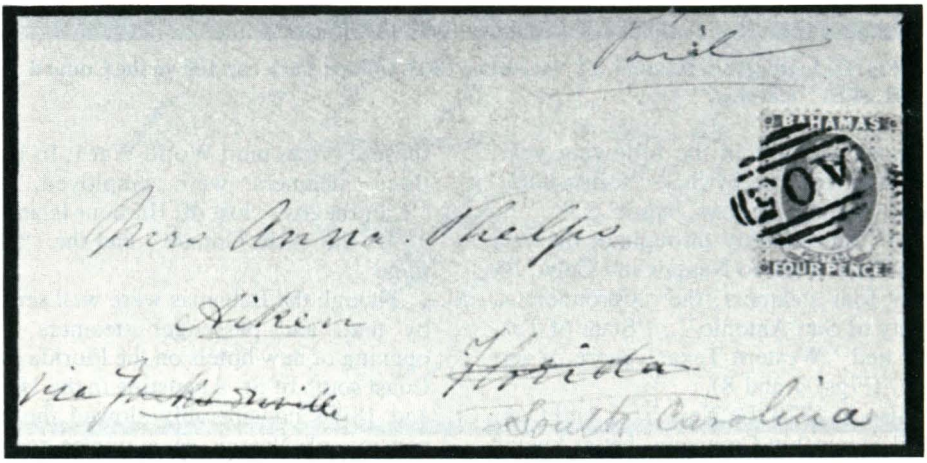


Fig. 8. Cover from Nassau, d/s of AP 27 82 on back, to Aiken, S.C., marked Jacksonville." Carried on S.S. "Carondelot" to Fernandina, Fla., d/s of APR 30 1882 on back. No arrival d/s. Note, no U.S. postage collected.

Thus a letter prepaid only 6d. would be charged 6d. postage due plus 1s. fine for a total of 1s. 6d. to be collected from the recipient. Out of the full amount of 2s. postage and fine Bahamas received 7d. and England 1s. 5d. It is not known for sure how long the 1s. fine was charged, for by the mid-1870s the normal practise in England had become to charge the deficiency plus an equal amount as the fine.

Prepayment compulsory: To the U.S.A.: Is. (1842 and 1852-3); 4d. (1859-90). To the Foreign West Indies: 1s (1842-56); 4d. (1856-90). The reduction to 4d. was made in 1854 to St. Thomas.

Until the Bahamas joined the U. P. U. on 1 July 1880, letters to the U. S. A. were treated on arrival in New York as Ship Letters. For instance, letters carried by the Cunard steamers were charged 5c on delivery, 2c Ship Letter plus 3c internal postage. When American steamers took over in 1868, the Ship Letter fee was dropped and only 3c had to be paid on delivery.

An agreement between the U. S. and Bahamas Post Offices was made on 1 January 1879, whereby 3c U. S. stamps, sold by the hotels and perhaps even by the P. O. in Nassau, could be added to letters to the U. S.A. before mailing. This not only saved the recipient from having to pay the postage due, but also the U. S. P. O. from the extra bookkeeping involved and having to add postage due stamps. The agreement also included registered letters on which both the 2d. Bahamas fee, prepaid by Bahamas stamps, and the 10c U. S. fee, prepaid by U. S. stamps, could be put on in Nassau. The U. S. stamp or stamps were to remain uncancelled until the letter arrived in New York, but examples of the U.S. 3c Banknote issues are known cancelled by the "AO5" bar cancellation of Nassau. If the stamps were stuck on to the envelope close together, it was practically unavoidable that the cancellations overlapped onto the wrong stamps, (Fig. 9).

This arrangement only lasted for 18 months, for when the Bahamas joined the

(Continued on page 179)



Fig. 9. Cover from Royal Victoria Hotel, Nassau d/s of DE 1 79 on back, to Baltimore, d/s of DEC 8 on back. Prepaid 4d plus 4d Late Fee (Supplementary Mail) both rose-lake, Wmk. Crown and CC, perf. 14 (Scott No. 18a). The 3¢ U.S. was put on in Nassau and is tied by a Bahamas "A05" cancel. Both Bahamas stamps are also tied by a N.Y. duplex of DEC 7. First recorded combination cover and first recorded Late Fee Letter.

A PHILATELIC ENIGMA

Counterfeit or genuine? Real or hoax? The 9 kreuzer of the first issue of Thurn and Taxis on rose paper is a puzzlement

By Irve Tunick

Sometimes the determination of the authenticity of a stamp becomes as elusive and confounding as the ancient enigma of squaring a circle.

Most especially when an item appears that has never been seen before despite prodigious research in its field by philatelists of renown and unquestioned judgment.

Inevitably it runs into a solid wall of skepticism, incredulity and downright hostility. Fakery in philately has long been an abomination. And it is only because of the untiring efforts of innumerable experts that the plague has been brought under control.

Nevertheless, now and then, a stamp makes an appearance that defies explanation and cannot be passed over with a mere shrug of the shoulder.

In this world, the unknown does become known. The impossible does happen. An open mind holds the key to all closed doors.



The above illustrated stamp was recently found among a batch of old German States. It is a 9k of the first issue of Thurn and Taxis, 1853. However, while the 9k of this issue was typographed on a vivid yellow paper, the illustrated stamp is on pink paper, the paper used for the 6k variety of the set. It is not listed in any catalog and, according to the experts, it has never been noted before.

And yet. . . .

The stamp, according to these experts, is genuine. It is not a counterfeit. The cancellation is genuine. And, as will be shown later in this article, it has been subjected to an exhaustive series of tests using the most modern technology which proved that there was no chemical alteration of the dyes used in tinting the paper.

Yet, two of the most respected special-

ists in the field who have seen the stamp, draw back from offering any opinion as to its authenticity.

They base their skepticism on two very sound principles. First, in the 126 years since the stamp was first issued, no other copy has been found. Second, their expertise does not necessarily extend to the dyes and ink that produced the paper on which the stamp is printed.

In no sense as a challenge to the experts, but rather as an attempt to unravel the puzzle presented, we must probe deeper.

There is an amazing coincidence in the famous error of the first issue of Baden. A 9k on blue-green paper (the paper actually used for the 6k) has been accepted as genuine, is listed by Scott as No. 4b, and catalogues presently at $55,000. The original discovery of this stamp, now considered among the top rarities of the world, was made in 1893. It was greeted, properly, with the usual skepticism, even hostility, by the philatelic experts of its time. But when, subsequently, two covers were found with the error properly affixed and attested to, the experts reversed their original judgment and pronounced the stamp absolutely authentic and joined in the enthusiastic welcoming of an outstanding philatelic rarity. As of the present, only 3 copies are known: the original much-maligned specimen and the two covers noted. Incidentally, it has been established that all 3 errors originated from the same correspondence.

But note that it took more than 40 years for the 9k on blue-green paper to be discovered. Since then, none other.

There is another coincidence to be noted. Both the Baden and the Thurn and Taxis were more or less of similar design: a large, well-formed figure set in a circular design, bordered by very tiny lettering around the periphery of the stamp. In both cases the "6" and the "9" are of almost identical design. In discussing the Baden stamp, *The Philatelic Record* of Sept. 1894, quotes the expert N. Lindenberg who dismissed the possibility of a cliche of the "9" having been accidentally set in a plate of the "6," stating, ". . . it is more probable that one or more sheets of the 9k stamps were inadvertently printed in green and which might easily happen when, as in this case, the manufacture of stamps was something new and those workers who controlled the work had not acquired the necessary skill to ensure exactitude. People look rather to the color of the stamps and judge of their respective value by that."

It is now 126 years since the first issue of Thurn and Taxis was printed. But in no sense does that rule out the possiblity that a misprint similar to that which occurred in the Baden stamp could not have legitimately happened to the untrained hands that produced this Thurn and Taxis stamp. After all, 30 centuries passed before King Tut was resurrected, but no one denies his authenticity. If one sheet was so misprinted, then only 150 copies were originally produced. In 126 years it is entirely possible that these few specimens might have been destroyed, passed by as counterfeits or may be nestling today among a string of 6k, just sitting upside down.

Now we must consider the possibility of a chemical changeling; the altering of yellow paper to rose.

The Philatelic Foundation has just released a book entitled "Color in Philately" dedicated to Prof. Fred W. Billmeyer, Jr. and Dr. Ivor Priess, both of the Department of chemistry of Rensselaer Polytechnic Institute of Troy, NY. This new volume describes the application of modern and advanced technology in determining the "actual" color of stamps by examining and testing the chemical composition of dyes and ink that produce colors.

A call to Prof. Billmeyer brought a

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Normal 6k on a rose and the 9k "enigma."

most cordial invitation to come to RPI where he and his staff would undertake to examine the stamp and analyze the paper for any indication that the color had been altered by chemical or other means. In other words, to make a determination whether the 9k on rose was a "changeling."

Prof. Billmeyer proved to be a delight, and the poster enlargement of the US 24-cent invert hanging on his door added much to his welcome. A confessed philatelist himself, he quickly recognized the problem presented and, together with his graduate assistant, Danny Rich, immediately set to work on the stamp.

A General Electric Recording Spectrophotometer was used to test the 9k on rose, along with 3 copies of the normal 9k on yellow and 3 copies of the normal 6k on rose to act as controls.

An area of each stamp, approximately 2 millimeters in diameter and free of ink from the design or cancellation was tested. Chart #1 illustrates the spectrophotometric measurement of the 3 normal 9k on yellow stamps (labeled 1, 2 and 3). Chart #2 measures the normal 6k on rose (labeled 1, 2 and 3) along with the 9k on rose (labeled "X"). The lower of these curves should be disregarded, as some black ink was in the field of view during the measurement. Chart #3 is the measurement obtained from testing the backs of the 3 normal 6k on rose (labeled 1, 2 and 3) along with the 9k on rose (labeled "X").

After examining the charts, Prof. Billmeyer in his hand-written appraisal states: "We conclude that the curves for the 9k stamp printed on rose paper fall within the range of the curves of the normal 6k stamps printed on rose paper. There is some variation among the curves, probably as the result of differences in the discoloration of the papers due to aging, but there is no evidence that a different dye was used in the paper from the 9k stamp."

Prof. Billmeyer's report continued: "The possibility was considered that the yellow dye had been removed from the paper of a normal 9k stamp, and that paper re-dyed to rose shade. Reference to the third chart shows that the yellow dye used leads to an abrupt change in the reflectance level. In my opinion, it would be very difficult to remove every trace of yellow dye, so that the spectrophotometric curve would show no evidence whatsoever of its having been present.

"In summary, these tests are fully consistent with the hypothesis that the 9k stamp on rose paper is printed on paper identical with that found in the normal 6k stamps."

*

So there we have the enigma.

The 9k on rose is not a counterfeit. Experts attest to its authenticity.

The cancellation is genuine.

And now, according to a recognized expert on color chemistry and after an exhaustive spectrophotometric analysis, the dye in the paper does not appear to have been tampered with.

Is there another explanation?

The writer and others who have seen the stamp would welcome comments from knowledgeable philatelists who care to contribute to this discussion.

Mail can be addressed to the editor of *The Collectors Club Philatelist* and would be most welcome.

All we can say at the present time is that

the Thurn and Taxis 9k on rose is an enigma. More investigation is needed.

We retain the privilege of an open mind.

REPORT OF PROF. FRED W. BILLMEYER, JR, RENSSELAER POLYTECHNIC INSTITUTE. APRIL 4, 1979.

We obtained the spectral reflectance curves of several stamps from the Thurn and Taxis issues of the 6 and 9 kreuzer varieties. Three of the 6k stamps on pink paper, and three of the 9k, on yellow paper were studied. Also studied was a 9k stamp printed on pink paper.

The measurements were made using a General Electric Recording Spectrophotometer. An area of each stamp, free of ink from the design or cancellation was selected. The measured areas were approximately 2 millimeters in diameter. The results are displayed in the accompanying curves.

The first set of curves represents the colors of the pink paper, taken from ink-free areas on the front of the stamps, usually within the number "6." The curves from the 6k stamps are labeled 1, 2 and 3. Two curves from the 9k stamp on pink paper are labeled "X." The lower of these curves should be disregarded, as some black ink was in the field of view during the measurement.

The second sheet contains curves from the backs of the same stamps. The labeling is the same as before.

On the third sheet are curves from ink-free areas from the front of the three 9k stamps printed on yellow paper.

We conclude that the curves for the 9k stamp printed on pink paper fall within the range of the curves from genuine 6k stamps printed on pink paper. It is not possible to distinguish the pink-dyed paper from the 9k stamp from that used for the 6k stamp by this spectrophotometric test. There is some variation among the curves, probably as a result of differences in the discoloration of the papers due to aging, but there is no evidence that a different dye was used in the paper from the 9k stamp.

The possibility was considered that the yellow dye had been removed from the paper of a genuine 9k stamp, and that paper was re-dyed to the pink shade. Reference to the third set of curves shows that the yellow dye used leads to an abrupt change in refrectance level in the wavelength region from around 500 to 540 nanometers. The curves from the pink paper, both from the genuine 6k stamps and from the 9k stamp on pink paper show no significant or unusual change in reflectance level in this wavelength range. In my opinion, it would be very difficult to remove every trace of yellow dye, so that the spectrophotometric curve shows no evidence whatsoever of its having been present.

In summary, these tests are fully consistent with the hypothesis that the 9k stamp is printed on paper identical with that found in the genuine 6k stamp.



L. to R.: Normal 6k, 9k on rose, normal 9k.

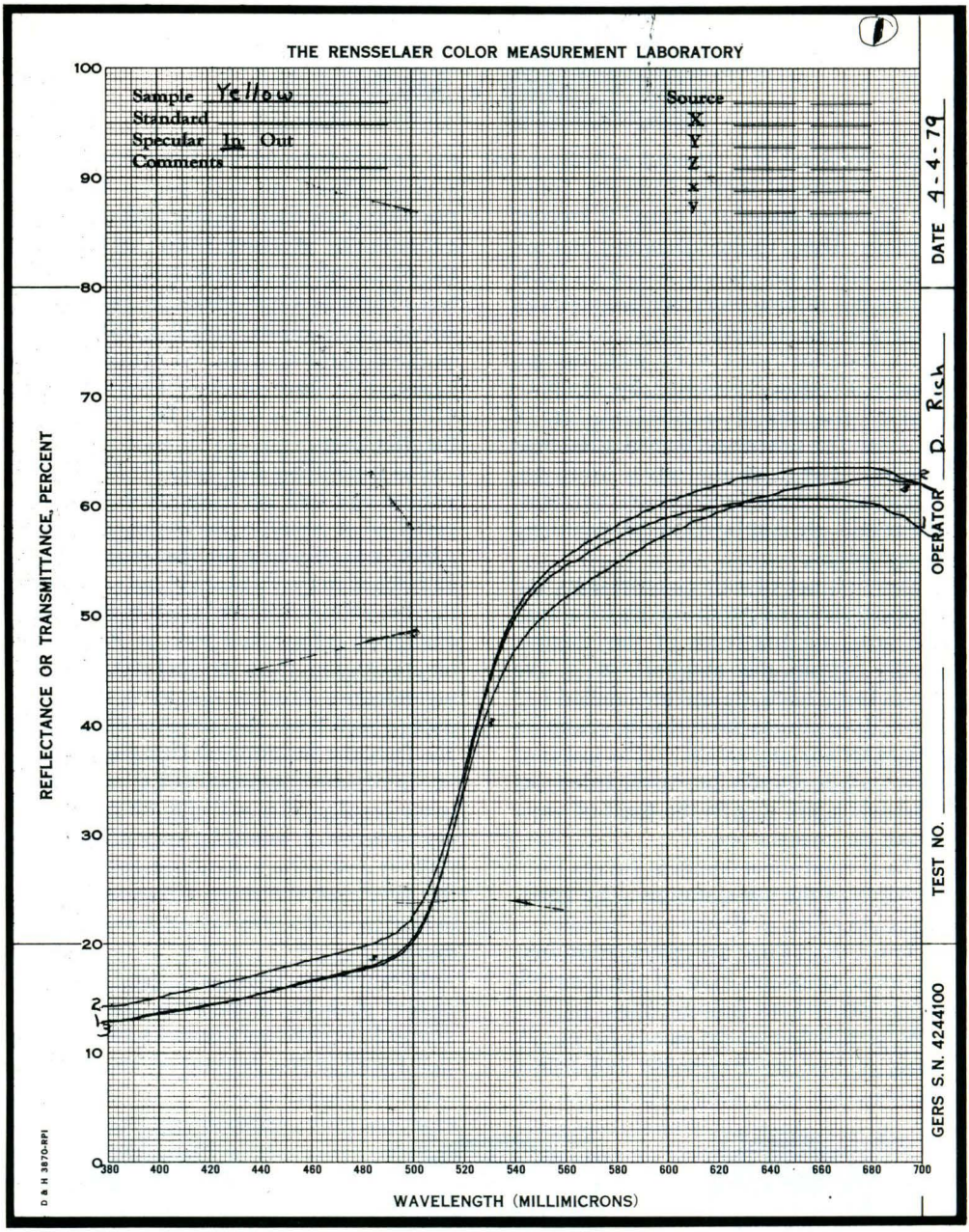


Chart #1 showing the spectrophotometric measurement of the normal 9k on yellow stamps (labeled 1, 2 and 3).

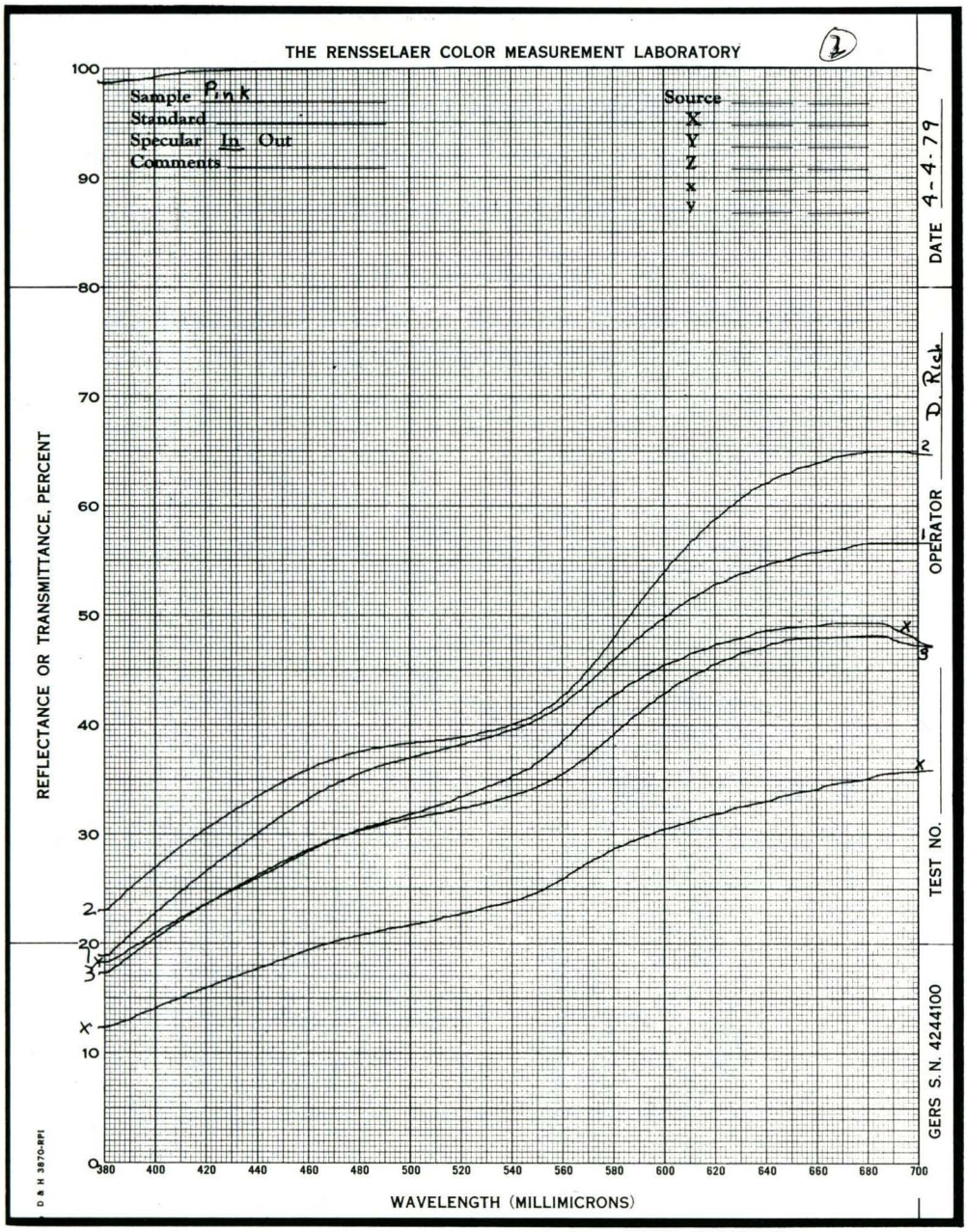


Chart #2, measuring the normal 6k on rose (labeled 1, 2 and 3) along with the 9k on rose (labeled "X").

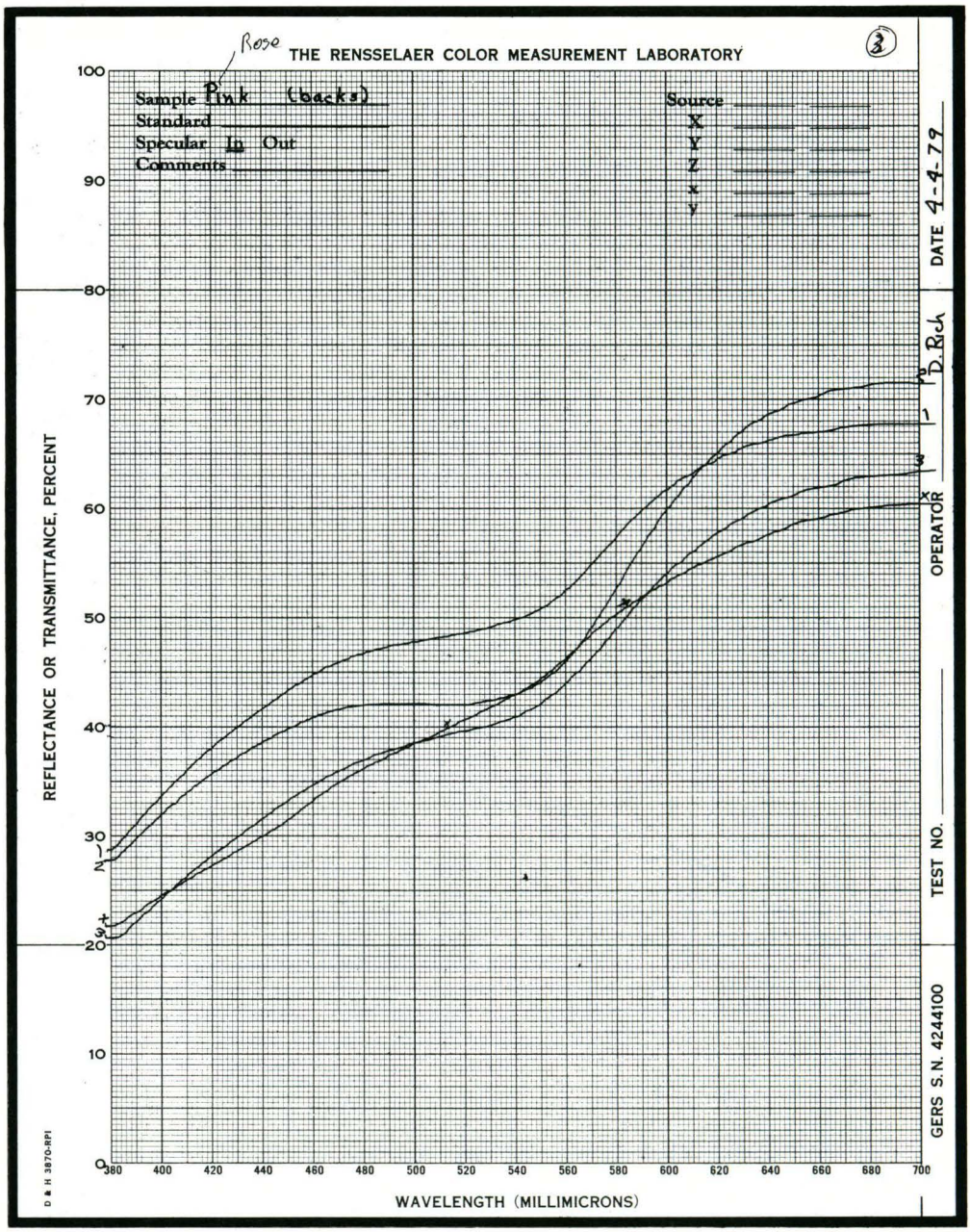


Chart #3 showing the measurement obtained from testing the backs of the 3 normal 6k on rose (labeled 1, 2 and 3) along with the 9k on rose (labeled "X").

S. H. S. OVERPRINTS ON HUNGARY
Croatia-Nov. 1918 to Jan. 1919

By Ken Palmer

Continued from page 100, Vol. 58, No. 2, March 1979

THE CATALOGUE

OVERPRINT TYPE 1

Plate details: Only one plate required. An alternative plate exists—with thicker letters. At least 43 forgeries known.

Overprint on White rough paper (both original and alternative plates exist in this state.

1913/16 Turul Issue Wmk 11.

1)	6f	Olive	36200
		Released 3rd Dec. 1918	
	a)	Inverted	300
	b)	Doubled	100
	c)	Overprint on back	100
	x)	Black-Litho	100
	y)	Blue-Litho	100
2)	50f	Lake/Blue	42000
		Released 18 Nov. 1918	
	a)	Inverted	300
	x)	Black-Litho	200
	y)	Blue-Litho	200
	s)	Overprint missing on front—printed on back	10
	sa)	Overprint missing on front—Inverted—printed on back	10

Note: 50f Double is supposed to exist—of 37 copies seen recorded and examined, all were either from alternative plate or forged.

a) 1908/12 Turul Issue Wmk 10

3)	1f	Grey Black	100
4)	2f	Olive Yellow	100
5)	3f	Orange	100
	a)	Inverted	100
6)	16f	Blue Green	50

b) 1913/16 Turul Issue Wmk 11

7)	1f	Grey Black	300
	a)	Inverted	100
8	2f	Olive Yellow	300
9)	3f	Orange	100
10)	5f	Emerald	100
11)	12f	Lilac/Yellow	100
12)	16f	Blue Green	100
13)	20f	Brown	100
14)	25f	Blue	100
15)	30f	Orange Brown	100
16)	35f	Purple	100
17)	60f	Olive Green	100
18)	70f	Brown/Green	300
19)	80f	Violet	300

c) 1915/16 War Charity Issue

20)	1f	Grey Black	300
	a)	Inverted	100
21)	2f	Olive Yellow	300
22)	3f	Orange	200
	a)	Inverted	100
23)	5f	Emerald	200
24)	6f	Drab	300
25)	10f	Red	100
26)	12f	Lilac Yellow	200
27)	16f	Blue Green	100
28)	20f	Brown	100
29)	25f	Blue	100
30)	30f	Orange Brown	100
31)	35f	Purple	100
32)	50f	Lake/Blue	100
33)	60f	Olive/Lake	100
34)	1K	Red	10
35)	2K	Grey Blue	10
36)	5K	Dull Claret	10

d) 1916/18 Harvestors Issue

37)	4f	Slate	100
	a)	Inverted	100

38) 10f Red (White background) 100
39) 15f Violet (White background) 100
a) Inverted 100

e) 1916/18 Parliament Issue

40) 80f Yellow Green 100
41) 1K Lake 100

The following group is mentioned in "Prirucnik" stating that used singles were overprinted in part sheets. The following, mint and used, are the only copies seen. There are probably other types existing. Many of these are definitely unique although quantities of 5 for each are suggested.

f) 1900/4 Turul Issue Wmk 8

42) 4f Mauve 5
43) 6f Brownish Yellow 5
44) 6f Drab 5
45) 60f Olive Green 5
46) 3K Blue Green 5

g) 1904 Turul Issue Wmk 9 (12 x 11¾)

47) 1f Grey Black 5
47a) 2f Yellow 5
48) 5f Emerald 5
49) 20f Brown 5
50) 35f Orange Brown 5
51) 50f Dark Lake 5
52) 50f Dark Lake 5
53) 1K Brown Red 5

h) 1905 Turul Issue Wmk 9 (Perf 15)

54) 1f Grey Black 5
55) 12f Lilac/Yellow 5
56) 20f Brown 5
57) 25f Blue 5
58) 35f Purple 5
59) 60f Olive Green 5

Note: The error '35f for 50f' is supposed to exist with this overprint. The only copy seen is that with the alternative plate overprint.

OVERPRINT TYPE 2

Plate details: Two plates were needed to complete this issue. A third alternative plate also exists. At least 14 forgeries are known.

Overprints on White rough paper.
Overprints on thin white card.

1916/18 Harvestors Issue

60) 2f Yellow Brown 1,888,000
Released 18th Nov. 1918
a) Inverted 400
b) Double 500
c) At angle to right 100
d) At angle to left 100
e) At angle—Inverted 100
f) Overprint on back-Inverted 100
g) Black Overprint 300
x) Litho-Black 400
a) Missing in pair —
y) Litho-Blue 200
s) Overprint missing in pair —

61) 3f Dull Claret 859,000
Release 18th Nov. 1918
a) Inverted 400
b) Double 500
c) Overprint on back 100
d) Black Overprint 300
x) Litho-Black 300
y) Litho-Blue 200
s) Overprint missing in pair —

62) 4f Slate 1,000
Release date unknown
a) Inverted 100
b) Double 200
s) Overprint missing in pair —

63) 5f Green 1,242,000
Released 18th Nov. 1918
a) Inverted 400
b) Double 400
c) Double—tetebeche 100
d) Overprint at angle—to left 100
e) Black Overprint 200
x) Litho-Black 300
y) Litho-Blue 200
s) Overprint missing in pair —

64) 6f Greenish Blue 30,600
Released 18 Nov, 1918
a) Inverted 400
b) Double 500
c) Double—Inverted 200

d) Double—Tetebeche 100
e) Overprint on back 100
f) Black Overprint 100
x) Litho-Black 300
y) Litho-Blue 200
s) Overprint missing in pair —

65) 10f Red (White background) 31,000
Released 3rd Dec. 1918
a) Inverted 300
b) Double 300
c) Sideways to left 100
d) Sideways to right 100
ds) missing in pair 10
e) Overprint on back 200
f) Overprint on back—Inverted 100
x) Litho-Black 100
y) Litho-Blue 200
s) Overprint missing in pair —

66) 10f Red (White letters) 300
Release date unknown
x) Litho-Black 200

(Note: 10f Red No. 66 is normally offered in a forged state. At least 80 to 90 percent of all copies seen have been forgeries)

67) 15f Violet (White Background) 113,000
Released 18th Nov. 1918
a) Inverted 300
b) Double 500
c) Sideways to left 100
d) Sideways to right 100
e) At angle to left 100
f) Overprint on back 100
g) Black Overprint 200
x) Litho-Black 200

68) 15f Violet (White letters) 13,000
Released date unknown
a) Inverted 300
b) Double 100
c) Black Overprint 100
x) Litho-Black 100
y) Litho-Blue 100

69) 20f Grey Brown 250,600
Released 28th Nov. 1918
a) Inverted 300
b) Double 300
c) Black Overprint 100
x) Litho-Black 200
y) Litho-Blue 100

70 25f Blue 497,800
Released 19th Nov. 1918
a) Inverted 300
b) Double 300
c) Sideways to right 100
d) Overprint on back 100
e) Black Overprint 200
x) Litho-Black 200
y) Litho-Blue 200
s) Overprint missing in pair —

71 35f Brown 24,830
Released 19th Nov. 1918
a) Inverted 300
b) Double 400
c) Sideways to left 100
d) Overprint on back 100
e) Black Overprint 200
x) Litho-Black 300
y) Litho-Blue—Inverted 100
s) Overprint missing in pair —

72 40f Olive Green 11,700
Released 18th Nov. 1918
a) Inverted 300
b) Double 200
c) Double—inverted 100
d) Sideways to right 100
e) Overprint on back 100
f) Black Overprint 100
x) Litho-Black 300
y) Litho-Blue 200

a) 1900/4 Turul Issue Wmk 8

73) 6f Claret 200
a) Inverted 200

b) 1913/16 Turul Issue Wmk 11

74) 6f Drab 100
a) Inverted 100

75) 20f Grey Brown—Inverted 200

1916/18 Parliament Issue

76) 50f Dull Pruple 200

77) 75f Turquoise blue 200
a) Sideways to left 200
s) Missing in pair —

78) 80f Green 100
a) Sideways to left 100
s) Missing in pair —
b) Sideways to right 100

79) 1K Lake 100
a) Sideways to left 100

80 2K Brown 100
a) Inverted 100
b) Sideways to right 100
s) Missing in pair —

d) 1916/17 War Charity Issue

81) 10f Carmine 200
a) Inverted 100
b) Double 100

82) 15f Dull violet 200
a) Inverted 100

83) 40f Lake 200
a) Inverted 100

e) 1916 Coronation Issue

84) 15f Red 50

f) 1917/18 War Charity Exhibition

85) 10f Rose Red 100
86) 15f Violet 100

g) 1918 Karl and Zita Issue

87) 10f Rose 400
a) Inverted 100
b) Double—One sideways 100
88) 20f Deep Brown 300
a) Inverted 100
89) 25f Blue 200
a) Inverted 100
90) 40f Olive Green 400
s) Missing in pair —
a) Inverted 100

h) 1918 Harvestors with Koztarsasag o/p

Note: This was issued in Hungary in late November 1918, but this still has the correct overprint.

91) 2f Yellow Brown 100

i) 1916 Savings Bank Issue

92) 10f Dull Purple 100

j) 1916 Express Letter Issue

93) 2f Olive and Red 100
a) Double 100

k) 1915/18 Postage Due Issue

94) 1f Green and Red—Sideways to left 100
a) Sideways to right 100
95) 2f Green and Red 100
a) Sideways to left 100
b) Sideways to right 100
96) 5f Green and Red—Sideways to right 100
97) 6f Green and Red 100
a) Sideways to right 100
98) 10f Green and Red 100
a) Sideways to left 100
b) Sideways to right 100
99) 12f Green and Red—sideways to left 100
a) Sideways to right 100
100) 15f Green and Red—Sideways to right 100
101) 20f Green and Red—Sideways to left 100

Note: 1) It is stated in "Prirucnik" that the 1913 Flood Relief and 1914 War Charity Issues are known with this overprint. All copies seen have been from the alternative plate.

2) The following varieties were definitely sold at Post Offices: 2f Double (60b) at GOSRO; 20f Double (69b) at GURSTEVAC; 25f Double at BUDINSCINA; 35f Double (71b) at MOLVE (2 sheets were sold); and 2f Inverted (60a) at IRIG.

OVERPRINT TYPE 3

Plate details: Only one plate needed. At least 12 forgeries.

1916/18 Parliament Issue

102) 50f Dull Purple 434,000
Released 20/21 Nov. 1918
a) Inverted 200
b) Double 200
x) Litho-Black 200
103) 75f Turquoise Blue 225,700
Released 20/21 Nov. 1918
a) Double 200
b) Black Overprint 100
x) Litho-Black 200
y) Litho-Blue 100
104) 80f Green 215,900
Released 20/21 Nov. 1918
a) Inverted 100
b) Double 100
x) Litho-Black 100
105) 1K Lake 100
a) Inverted 100
x) Litho-Black 100
106) 2K Bistre Brown—Inverted 200
a) Litho-Black 100
107) 3K Grey & Violet—Inverted 100
108) 5K Brown—Inverted 100
109) 10K Magenta & Chocolate—Inverted 100

a) 1918 Karl Issue

110) 25f Blue—Inverted 100
a) Sideways to right 100

b) 1916 Savings Bank Issue

111) 10f Dull Purple—Sideways to left 50

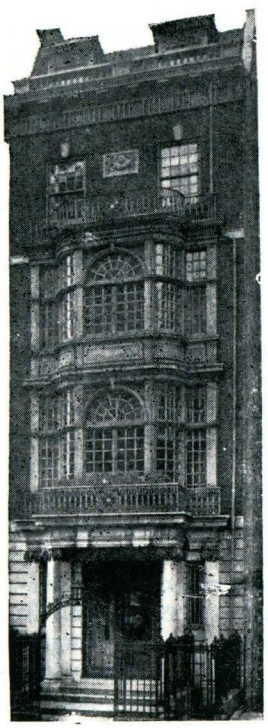
OVERPRINT TYPE 4—KRUNA
Plate details: Only one plate needed At least 11 forgeries known.

Overprint on White rough paper.
Overprint on thin white paper.

1916/18 Parliament Issue

112)	50f	Dull Purple	200
	a)	Inverted	100
	x)	Litho-Black	200
	y)	Litho-Blue	100
113)	75f	Turquoise Blue	200
	x)	Litho-Black	200
114)	80f	Green	200
	x)	Litho-Black	100
115)	1K	Lake	463000
		Released 29/31 Nov. 1918	
	a)	Inverted	300
	b)	Double	200
	c)	Double Inverted	100
	d)	Triple	100
	e)	At angle to left	100
	f)	At angle to right	100
	x)	Litho-Black	200
116)	2K	Bistre Brown	200
	a)	Double	100
	b)	Double—one at angle	100
117)	5K	Brown	24300
		Released 29/31 Nov. 1918	
	a)	Inverted	100
	b)	Double	100
	x)	Litho-Black	100
118)	10K	Magenta & Chocolate	14500
		Released 29/31 Nov. 1918	
	a)	Inverted	300
	b)	Double	200
	x)	Litho-Black	100

(To be continued)



THE COLLECTORS CLUB

22 EAST 35TH STREET, NEW YORK, N.Y. 10016

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The Clubhouse

The Meeting of March 7, 1979
Great Britain Issues of 1840-41
Presented by Carroll Boyce

At almost a moment's notice Carroll Boyce stepped in to pinch hit for Dr. Norman Hubbard who was unable to present his scheduled talk on Peru, 1857-1862. Rising nobly to the occasion, Mr. Boyce not only filled all the frames in the meeting room with unusual and interesting material, but delivered a talk that was both amusing and informative. The gist of his remarks follow:

"Great Britain Issues of 1840-41" has likely been the subject of more exhibits and more club programs than any other single topic—if only because they are "the world's first four adhesive postage stamps." Carroll Boyce stated this as a challenge to himself when he began collecting, and indicated through his pages how he had tried to have "fun with four stamps" by doing things a bit differently than is customary.

A plating study is essential, of course. But he restricted himself to a single position—the stamps with his own initials CB from the se-tenant sheets of 240 different letter combinations. By concentrating on the one position (chosen for reasons of ego), he has been able to compare enough examples of many plates to add significantly to the plating guides for more than 20 of them, and has corrected false data on a few. He has also managed to identify three previously unrecorded varieties—one of which is now acknowledged by Stanley Gibbons Specialized Catalogue as the "single copy known to exist."

In 1949, the late Dr. Harry Osborne had discovered a CG of this same variety; no other like it (except the CB) has been found since, and the "Osborne CG" is now in the Boyce collection. It was a rare treat to have two stamps catalogue-recognized as unique shown at the same time.

In the area of cancellations, two frames represented a bow in the direction of convention, with most of the 'distinctive' Maltese Crosses being shown on cover, several with earlier or later dates than previously recorded. Boyce then showed five frames of unusual cancellations and usages—things that should not have happened, but did. He showed an 1840 2d. Blue with a circular datestamp instead of a Maltese Cross. The Certificate reads "probably (DOR)CHESTER," the town most noted for this violation of regulations. By comparing the cancel diagramatically with the only two known Dorchester townstamps in use in the 1840's, he demonstrated that if it is Dorchester, there must be a third, unrecorded datestamp from that town. In anticipation of the obvious question, Boyce also compared it with examples of the stamps of every other Post Town in the Official Post Office List of 1844 having the letters "HESTER" in its name to show it could not be any recorded variety of these.

The famous "Harrowgate error" with the number 338 enclosed by horizontal bars instead of vertical brackets is attributed by the literature to "sometime in 1949." A pair of letters from the same correspondence showed the "normal" used MR 27/1849 and the "error" used MR 29/1849; but these were on Postal Stationery. Boyce then started searching for covers with adhesives—and came up with an "error" on a cover of 1845, and a "normal" on an adhesive only, but printed from a plate not put to press until 1852. Conclusion: Both the normal and error were, indeed, used in 1849. However, two different numeral obliterators were used at various times or even concurrently over a period extending at least from 1845 to 1852.

One of the more eye-catching pieces was a reconstruction of the sheet of 240 of the 1d. reds, with all of the marginals (save OA) having the "inscription" with instructions to postal clerks and the public on the price and use of the "new" adhesives. One member asked facetiously,

what plate the stamps were from, and feigned disbelief when told they were "mixed plates." Under cross-examination, this one-time owner of a championship exhibit of the same material admitted that, to his knowledge, a "margina inscription reconstruction" from a single plate had never been accomplished.

It was obvious to all the speaker was, indeed, "having fun" with a somewhat unconventional approach to collecting classic issues, but still was making a worthwhile contribution to basic philatelic knowledge of the area. The audience showed its approval of a light approach to an often overly serious subject. The usual question and answer period followed and this unusual presentation ended at 9:20.

The Meeting of March 21, 1979
The Postal History of the Isle of Man
Presented by Jean Corrin Boyce

Prexy Ira Zweifach took the honors for the best one-liner with his closing quip, "Gloria Steinham must be revelling in the fact that the Club's first-ever program on the Isle of Man was presented by a woman." He may have been ahead at the finish line, but he had to play "catch up" with the speaker, who opened by presenting documentation that her ancestor Capt. John Corrin, master of the Whitehaven-Douglas mail packet in 1793-94, had had to spend much of his time defending himself against charges of "drunkenness and debauchery" brought by the Governor General, the Duke of Atholl.

A Royal Commission appointed by the Postmaster General of Great Britain was investigating these charges when the packet "Fly," under command of the speaker's great, great, great, great, great-uncle foundered in March 1794. A Certified copy of a holograph letter from F. Freeling, Secretary to the P.M.G. (original in Post Office Records) indicates he was considering charges against the "agents of the Duke" for forcing Capt. Corrin to sail "against his seaman's judgement." It concludes with the political euphemism he would have done so "but for prudential reasons."

This chapter of the Corrin involvement with Isle of Man mails ended with the signature of Capt. Corrin on a pay voucher "for services in full" during the quarter ended "5th April 1794" in the amount of one pound seven shillings. No further record has been located of the outcome of the Commission investigation, and "blacksheep" John Corrin appears to drop from family records.

The second period of involvement came in 1908, when the British Army leased or commandeered Knockaloe (the Corrin farm and homestead since 1750 shown on an original 1818 map of the isle as a training camp. A postal facility was set up from at least the 2nd to the twelfth of June, and again from the 29th of July to the 6th of August. A skeleton cancel was used on this mail. Only four examples of these are known. A post card (shown on an original 1818 map of the Isle) showing each of the skeleton cancels was shown. Another card cancelled at nearby Camp Peal was also displayed. Presumably the soldier who was writing found no postal facility at the camp in the ensuing six weeks.

During World War I, Corrin's Knockaloe became an Alien Detention Camp and a Prisoner of War Camp. An entire frame of censored mail to and from Knockaloe (including two cards from the Alien to the Prisoner Section) was displayed along with the original of a Prisoner-drawn sketch which Dr. J. T. Whitney (author of the "standard" IoM catalogue and numerous papers on the subject) believes may have been the "essay" for an abortive "Prisoner Stamp." (The illegal plates and proofs were discovered and destroyed; a single sheet of 21 survives in the Manx Museum. A special post-office for "civilian mail" had a double-ring cancel "THE CAMP. KOCKALOE" from 1915-18. An unusual-because-uncensored card with this mark was also shown.

The "last generation" of Corrins to

occupy Knockaloe was six brothers and sisters, none of whom married. Following the death of the final survivor, a letter was sent by the tax office in 1938 to the caretaker at "Knockaloe Beg, Patrick." The envelope containing that notice was shown, stamped "Undeliverable for reason stated/ (written in) Gone Away." The property reverted to the Manx Government and is now an experimental farm. (It was used again in WWII as a Prisoner Camp, but since it was no longer "Corrin" was outside the scope of this study.)

Through the span of almost 150 years, a substantial group of entires, postcards, and handstamps were shown to trace the evolution of the Manx postal system. The pre-1835 rates present an enigma, since the British pound sterling and shilling were used, but the "subordinate coinage" consisted of 14 rather than 12 pence to the shilling. An entire of 5 July 1833, stamped on arrival in London 8 July, was documented as having been carried on the last mail packet "under sail". Steam-powered vessels began twice-weekly service on 10th July 1833. between Douglass and Liverpool.

The speaker noted that a seemingly inordinate number of "previously unrecorded" or "earliest known" uses in her exhibit were likely the result of the lack of interest in Manx Postal History until recently. Much research remains to be done.

CAPITAL FUND UPDATE

The last update of changes in the Capital Fund appeared in the May 1978 issue of The Collectors Club Philatelist. In it, we paid tribute to those members who had pledged or achieved SHARES in the future of the Collectors Club by their contributions to the Fund.

All previous schedules are now updated to include the following additions and changes:

PATRON

Taussig, Noan William, in memory of	(A)

SPONSOR

Von Hungen, Heinz, M.D.	(A)
Patterson, Frank E. III	(P)
Diena, Enzo	(A)

DONOR

Cook, Alfred P.	(P)
Mayer, Bernard D., Jr.	(P)
Robbins, Louis K.	(A)
Stangib, Ltd.	(A)
Blose, James F.	(A)

CONTRIBUTOR

Bilak, Leon	(A)
Employee Incentive Plans of America, Inc.	(A)

BENEFACTOR

Levitt, Andrew S.	(A)
Friedlzender, Eugen, Foundation	(A)
Kuyas, Tevfik	(A)
Morowitz, Arthur H.	(A)
Routhier, Romeo J.	(A)
Steinway, John H.	(A)

CHANGE IN CATEGORY

	From	To
Passano, Edward M.	SPONSOR	BENEFAC.

PLEDGED CATEGORY ACHIEVED

Deutsch, Nathan H.	CONTRIB.
Passano, Edward M.	SPONSOR
Scheetz, William C.	SPONSOR
Wysmuller, John F.	CONTRIB.
Batey, Henry D.	CONTRIB.

We have received inquiries from a number of members, especially at the time the pledge cards are included with the annual appeal letter, asking for the meaning of the several categories of contribution. Of course, this was spelled out several years ago when the SHARE purchase idea was first launched. For those new members who may not have

seen the original article in the Collectors Club Philatelist, the categories of giving are listed:

CONTRIBUTOR'S SHARE	$100.00	BENEFACTOR'S SHARE	1,000.00
DONOR'S SHARE	250.00	PATRON'S SHARE	5,000.00
SPONSOR'S SHARE	500.00		and over

In a short time, we will be making inquiries about the cost of the plaque to be installed in the entrance foyer listing the names of those who have achieved their pledges in full. If that is finally accomplished, it will become necessary to add plaques in the future for members who achieve pledges after the first installation.

The receipts for contributions made express the thanks of the Board of Governors. To which we as co-chairmen would like to add our own special thanks. To those members who have participated in the Capital Fund we say, "You have made our task easier."

(John R. Boker, Jr., Philip Silver)

(A) = Achieved (P) = Pledged

NEW MEMBERS

NO.	NAME	ADDRESS	COLLECTING INTEREST
6083	Philip Lefkowitz	Bronx, NY	Greece & Greek area
6084	Helen M. Galatan	Woodside, NY	United States
6085	Marvin Hissman	Mt Sinai, LI, NY	Space, Airmail, U.S., Canada
6086	Dr. Gianluigi Soldati	Mercerville, NJ	Airmail stamps & 1st Flight covers issued during 1917-37 by Western European, Brit North American & US Postal Admin., in commemoration of special flights (e.g. Balbo, DePinedo, Zeppelins, etc.)
6087	Dr. Leonard G. Cohen	Dix Hills, NY	United States, Fancy Cancels, Israel Stamps
6088	Kenneth J. Kutz	Darien, CT	Canada, Western Australia
6089	Frederick S. Lightfoot	Greenport, NY	Postal History, Antique Stereo photographs, Phonograph records
6090	Harold B. Gordon	Montreal, Que., Canada	Canada, Western Europe, Holy Land
6091	George M. Chandler II	Indianapolis, IN	Zeppelin covers, U.S. Airmails
6092	Jean-Francois Baudot	Paris, France	Marques Postales de France, XVIII, of the World
4902	Sarah Andrew Murphy	New York, NY (reinstated)	U.S. Plate Blocks-Air Mails U.S. Plate Blocks-Commems
5231	Pedro M. Rodriguez	San Juan, PR (Reinstated)	
6093	Derek Hayter	Newmarket, Ont Canada	Canada Scott 149-161 (Scroll)
6094	William G. Smith	New York, NY	Mexico, Sarawak, Bahamas

6095	Roelf Boekema	The Hague, Netherlands	Dealer: Specialist-Stamps of Japanese Occupation of Dutch East Indies
6096	Howard Frome	Little Neck, NY	Europe, Latin America, US, BNA all earlier than 1880
6097	Eugene E. Brull	Wethersfield, CT	US Classics, Postal History, Western Express, Mining Covers, Western territorials, Hawaii, CSA.
6098	Adele Reading Van Altena	Milton, WI	Haiti, Great Britain, Canada, US; sailing boats on stamps
6099	Richard A. Champagne	West Newton, MA	US Postal Stationery, Classic US Issues 1851-57
7000	John E. Foxworth, Jr.	West Bloomfield, MI	US, Germ., Auto & Religious Topicals
7001	Robert Eugene Morris	Jim Thorpe, PA	Brazil Don Pedros; Regulars; Cancells on Empire.
7002	Glenn (H.L.) Wade	FT Lauderdale, FL	US Mints, more expensive (1897-1915), some Confederate Blks, (no foreigns), Revenues Proprietaries, Officials, 1st Day Covers
7003	Mark Robert Yarry	Coronado, CA	GB Postal History, US Patriotics
7004	John T. Burnett	York, PA	British North America-Specialties in BNA-Small Queens, Flag Cancellations, Royal Visit of 1939, Duplex Cancellations & Postal Hist.
7005	Alain Millet	Paris, France	French Colonies/Pacific Area, Polar Covers
7006	Jack Wan	Raritan, NJ	China, Hong Kong, Tibet, Mongolia, Manchukuo
7007	Gerald S. Levinson	Garden City, NY	US, Canada, GR Britain & some Colonies
7008	Larry Grauerholz	Wichita Falls, TX	US, Gibralter, Br. Oceania, Postal History
7009	Edwin D. Wade	Kenmore, NY	US Singles Mint & Used, US Mint Cut Squares & Env. US Mint Post Cards, Confederate States
7010	William G. Delano, Jr.	San Antonio, TX	3c Greens, Postal Usage, Postal Markings, Varieties-Plate Printing, etc., Cancels (Fancy & Common), Research on the Stamp's History
7011	John J. Strumsky, Jr.	Millersville, MD	US, Canada, Fancy Cancellations, Worldwide
7012	James L. Hallinan	Westhampton, NY	British

THE SIN OF OMISSION

Page 111 of the March issue of the "Philatelist" contained a picture of the Officers and some of the members of the Board of Governors who held office in 1961. Since that photograph appeared, I have been taken to task via word of mouth, telephone and letter for omitting to name one of that group who since that time has not only chaired numerous committees, but has served four terms as president and is a Lichtenstein Memorial Award winner. He, of course, is F. Burton Sellers. He stands sixth from the left in the photo between Herbert Woodward and John Britt. Mea Culpa!

I.Z.

1979 PROGRAM AND CALENDAR OF EVENTS

May 2	— *RUSSIAN RURAL STAMPS—ZEMSTVOS*—Jacques Marcovitch, Rego Park, N. Y.
May 9	— *ANNUAL AWARDS DINNER.*
May 16	— *TOPICAL COLLECTING TODAY*—George T. Guzzio, Brooklyn, N. Y.
June 6	— *HOSTER CANCELLATIONS OF ENGLAND AND GERMANY*—Abbot Lutz, New York, N.Y.
	SUMMER RECESS
September 12	— *BRAZIL. THE 1894-1906 ISSUES*—John Fosbery, Newton Abbot, Devon, Great Britain.
October 3	— *THE SAGA OF THE C. C. N. A*—Alex Rendon, New York, N. Y.
October 17	— *LOOKING AT THE ITALIAN RESORGIMENTO THROUGH PHILATELIC EYES*—Dr. Enzo Diena, Rome, Italy.
November 7	— *NEW ZEALAND 1855-1873*—Robert P. Odenweller, Bernardsville, N. J.
November 14	— *SWEDEN. THE "SKILLING BANCO" ISSUE*—Tomas Bjaringer, Stockholm, Sweden and Lauson H. Stone, Brooklyn, N. Y.
December 5	— *TALES OF THE MISSISSIPPI*—Harvey Warm, New York, N. Y.
December 19	— *BOARD OF GOVERNOR'S OPEN HOUSE*

The Collectors Club Philatelist is Interested in Receiving Articles Pertaining to Your Field of Philatelic Endeavor whether it be specialized information, research or postal history.

If you have such material for publication or in the process of preparation please contact Executive Editor, Ira S. Zweifach, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our journal.

Book Reviews

Reference Manual of BNA Fakes, Forgeries & Counterfeits, Release #6 and 7. by Kenneth W. Pugh. Looseleaf 112 pages. $14.80 postpaid. Available from Pugh, 134 20th St. Brandon, Manitoba, Canada R7B1L4.

This set of Kenneth Pugh's releases comprise 20 pages on British Columbia, 55 on Nova Scotia and 34 on Canada in addition to 3 on the lives of the forgers.

The Canadian section opens up with a page of definitions of the characteristics of the genuine examples and one of data about the Oneglia forgeries. Three forgeries of the beaver stamp (#4)—all detectable because they are lithographed or typographed follow. There is also a page on the characteristics of the perforating machine used by Oneglia for his work. As other forgers used Oneglia, this data is particularly useful even to non-BNA collectors.

In the cents issue, the genuine, engraved 1¢ is illustrated, followed by Oneglia's engraved forgery and another that is detectable because it is lithographed. The AN and AD of Canada are not joined in the Oneglia forgery whereas they are in the genuine.

A genuine 5¢ Beaver (#15) line-engraved is illustrated along with five fakes. The most dangerous is the the engraved Oneglia item. However, it can be recognized by the AN and AD of Canada which Oneglia again failed to copy correctly. He joined them, whereas they are not joined in the genuine. Two of the forgeries are lithographed and one of these is apparently Japanese in origin as it has a Japanese cancel! Another fake is a crude blotch that could only deceive in the very early days of philately. The last fake originated on a card probably prepared by a stamp dealer. When a faker cut it away it was mistaken as an essay. It can be told by the etched lines in the "solid" background behind the words.

Several examples of the Oneglia fakes of the 10¢ Consort are offered (#16 and #17). Although engraved like the genuine, Oneglia failed to join the AN of Canada, on both his perforated "stamp" and his imperforate "proof." The latter is also shown tied to a piece by an 11-bar circular killer. The tie is quite well done. A similitude die proof made by a reputable dealer is also shown along with a cut-down version. It, too, can be told by the failure to join the AN of Canada. Three rather poor fakes—all lithographed rather than engraved are also offered. One has a fake cancel.

The 12½¢ (#18) is illustrated along with the Oneglia engraved forgery. Among the differences are the fact that the genuine has dashed curved lines in the face while the earrings and necklace do not join. Oneglia joined the two and used a solid curved line in the face.

Oneglia's forgery of the 17¢ Cartier is among his worst. While engraved like the genuine which is in this release, the lines are so crude there is no question that it is a fake. Even the background grid is much too big.

Two small Queen forgeries are offered—both lithographed, and both comparatively crude. These are the ½¢ and the 5¢ The former may be a Japanese forgery. Another small Queen typographed example is also included. This is #46a. While the impression is that of a relief, the shading lines are far too strong particularly in the face.

A perforated version of the Map stamp (#86) forgery is shown. Pugh believes the original may be a European dealer's similitude which was perforated by others. The stamp can be told easily from the original because this fake has no horizontal shading lines on the continents.

The final Canadian item is the genuine O.H.M.S. 4-hole perfin and the fake perfin found on the 1933 Special Delivery (E5). The fakes were made without a perforating machine and each is unique so the original has to be carefully studied.

British Columbia

The genuine typographed #2 is illustrated along with an engraved Oneglia and lithographed Spiro forgeries. The Spiro can be told by the white face while the Oneglia is roulette perforated rather than comb.

A fake imperforate of the 5¢ Vancouver is illustrated along with a good analysis of how to tell trimmed copies and built-up margins. As these problems occur in many countries on many stamps these pages are very useful. The genuine crown and CC watermark is shown as well along with Oneglia's forgery of them. While he managed to reverse the CC's this is particularly intersting because he faked the watermarks by impregnating the paper with oil or wax. The difference in look comes through in the illustrations.

Three forgeries of the imperforate 10¢ (#4) are shown—one by Spiro and another by Oneglia. In the Sprio, the queen's ears slope backward, while Oneglia makes his background lines far too thick leaving an overly dense color impression. Another unnamed faker put spots on the Queen's forehead.

The Spiro fake of #2 does not have the outer dashes going all around, which they do in the genuine. Oneglia's forgery of #6 is made from his imperforate plate with its heavy lines. He used almost a roulette perforator for this.

On #7, the 3p, Pugh shows the genuine and five photos of fakes. One of the Spiro forgeries is know in sheets of 25. Unlike the original the branch of the central 'V' does not have three dots and a dash inside it, in this fake. The other Spiro example has a very large middle do while the "M" of Columbia almost touches oval. Oneglia's forgery of this stamp is excellent except that it is engraved, not typographed. It can be told because both the white outer and inner framelines are thinner than the original.

Nova Scotia

Some 55 pages of these releases are devoted to Nova Scotia. Nine pages are devoted to Spiro forgeries including illustrations of his "cancelled" sheets of 25. All of these are lithographed rather than engraved. The 1d (#1) can be told because the central diamond point is aimed at the "T" of Scotia whereas in the genuine it is midway between the OT. In the 3d, one Spiro fake has the crown touching at the left and top unlike the genuine. The second has the crown touching only at the top and the "N" of NOVA is very wide. Spiro's 6d's both have the crown touching, while one has a very small numeral and numeral box. A tete beche strip is known.

A very colorful "rainbow" set of forgeries is known. All these have what looks like an acorn or strawberry above the rate rather than the shamrock as in the genuine. This set may have been made by Moens.

Moens fakes of the 1d and 6d are known and illustrated here. The 1d has a grid back of the letters rather than a solid color, while the 6d reads "SIX PENGE" and has three lines in the "I."

The "Forger A" set of 3d, 6d and 1 are illustrated. These are engraved and most have the overprint "FAC-SIMILE" on the right side, but some do not. They are among the more dangerous fakes. The 3d can be told because the background of the letters is not solid. The same is true of the 6d and shilling. In addition the 6d has the numerals of different sizes and shapes.

Oneglia also produced a set of forgeries of these, all engraved. They differ from the originals in that the lines, particularly the border and those around the letters are deeper and more pronounced than the originals.

There are 13 examples of the Spiro forgeries of the cents issue of 1860-3. All are lithographed and can be identified for this reason as fakes. Moens forgeries, marked "Facsimile," are illustrated for the 1¢, 10¢ and 12½¢. As none have yet turned up perforated, these are easy to identify. Further, the engraving is shallow and lacks the detail of the genuine.

Fournier produced a series of specimen overprinted fakes. As his "SPECIMEN"

is always curved and the original is in a straight line there can be no confusion. They are not recorded without the overprint.

Oneglia produced a set of engraved forgeries of these stamps. However, the backgrounds in each of them lack the cross-hatching that is found in the originals giving a quick identification method.

Another forgery is illustrated of the 8½¢. It is engraved and can be told by the use of dashes rather than dots on the face. The engraved fake of the 12 ½¢ also uses dashes for the face, but it is told more readily by the single ending on the ribbon at the top, while the genuine has two tails.

Pugh also illustrates two rather poor lithograph forgeries of this issue—the 1¢ and the 12¢.

As with the earlier releases, these offer information and examples of how to detect various types of fakery that have application far beyond BNA collectors. For that reason it can be recommended to the general classic collector. For BNA collectors it is a 'must' purchase.

(*C.M.H.*)

Posted in Gibraltar, by W. Hine-Haucock, 122pp hardbound, illustrated. Available from Robson Lowe, Ltd., 50 Pall Mall, London SW1Y 5JZ, England, £12.50, shipping charges not stated.

Anyone with an interest in 19th Century Postal History will find this book completely fascinating and absorbing. An established collector of Gibraltar or Spanish Postal History will also find it a gold mine of new information; almost as much could be said for collectors of the Napoleonic period, because of the strategic location of Gibraltar.

There's a corking good section on the "diplomatic war" that resulted in use of Spanish currency (and even Spanish adhesives) to pre-pay mail sent overland to England via Spain and France. And for those of us who may have been "stumped" by the "to pay" rates on some covers, there's even the documentation that until 1862, Gibraltar assessed a fine of 6d. for "deficiency in postage" regardless of amount.

Only the "total" Gibraltar collector will not be slightly wearied by the statistics of dates and numbers printed of all the definitives. But it does make the book a must for the "conventional" collector as well as the postal historian.

Mr. Hine-Haycock has a long personal association with Gibraltar; his own Regiment served there "on no less than 32 occasions, including its capture in 1704 and the two Great Sieges." Without overdoing it, he brings in enough "collateral" material to give the reader a lift and even a smile now and then. In his introduction, Mr. Hine-Haycock confesses to "a slight reaction to highly erudite philatelic books." He has done a splendid job of avoiding the feel or appearance of erudition, while still retaining its scholarly substance.

At £12.50 for a 122-page book (even with outstanding color plates), one has a right to expect more than an evening of entertaining and informative reading. But it's a pleasure to get that, and still have your money's worth in a book for future reference that may prove as solid as "The Rock" itself for many years to come. The author deprecates his own work as "facts to be challenged . . . subjects to be reappraised." Fair enough. But it will take a lot of doing.

(*Carroll Boyce*)

Reference Manual of BNA Fakes, Forgeries and Counterfeits—Release #5, 56 pages and 5 tabs for looseleaf notebook. By Kenneth W. Pugh. Available at $7.40 postpaid from Pugh, 134 20th Street, Brandon, Manitoba, Canada R7B1L4.

For the wealthy, this opens with an illustration of the rare genuine, engraved Canada #3 together with two photolithographed forgeries made from philatelic souvenirs. Also shown, three forged cancels by Oneglia on the 1851-9 issues and his fake laid paper variety.

In the popular large Queen issues, the

genuine Bothwell and Pirie watermarks are illustrated along with selected fakes of these. In papers, the genuine laid paper is shown along with examples of the Frodel fake laid paper and the Spiro fakes of smooth wove paper and laid paper. Although this release is confined to BNA fakes, any collector will benefit from careful examination of these fake papers and watermarks

Other large Queen fakes are also illustrated. The Spiro forgeries, which are identifiable because they are lithographed and have some ten identifying flaws in addition, are shown as are two other obvious fakes. A faked bisect, with the tying cancel is shown, while the technique for detecting a fake made from a card proof is discussed. This is another item that has broad collector appeal, as the problem is not confined to BNA material.

In cancellations of the large Queen period, two illustrations from the government proof book are shown for comparison with the popular fakes of these fancy crowns. In addition, two varieties of bogus "Service" overprints are illustrated. As Pugh notes, this marking was *not* used in BNA. However, as these bogus items are made by rubber and metal typographing, the illustrations are useful to show characteristics of each type in light of other potential fakes outside the BNA.

Six forgeries of the Newfoundland codfish and harp seal stamps are offered—each of these can be quickly told by the fact that they are lighographed rather than engraved as is the original set. As some of these Newfoundland items are rouletted by the forger and others bear fake cancels, they are of more than passing interest.

One of this release's most interesting and provocative offerings is a selection of bogus and reminder fake cancels from New Brunswick. After a fire at St. Johns in 1891 a number of stamps fell into the hands of American dealers in ungummed condition. The dealers added cancels, almost all of which are bogus. Pugh illustrates eight of these.

Furthermore, in 1950 some 3 ½ bushel baskets of genuine but outdated obliterators and CDS's turned up afer 50 years and a number were used to "cancel" remainders of the 2¢ and 5¢ New Brunswick Victoria items. As a number were used on impossible dates, we can identify them as fakes. Pugh illustrates 12 of these.

In the Prince Edward Island material, three Taylor bogus examples are shown. Several illustrations of genuine Nova Scotia items (#8 and #11) are offered along with five illustrations of items taken from the well-known illustrated letterhead of Arthur Bartlett. As Mr. Bartlett reproduced the stamps in color and in the correct size, fakers have taken these and perforated them to create fakes. However, the Bartlett items are typographed and can be told by this.

In sum, because of the paper, watermark, and cancellation techniques used by the fakers, this release has relevance far beyond the BNA collector. Other serious students could benefit from it.

(C.M.H.)

The 1978 Register, edited by Benjamin E. Chapmen, Jr. Buckram bound, 114 pages incl. over 66 illustrations and maps. $20.00 pospaid ($16 to members) from U.S. 1869 Pictorial Research Associates, c/o Elliott Coulter, Box 280, Bronxville, N.Y. 10708

This is the first hardcover book from the 1869 group formed several years ago. There are a number of major contributions in the eight articles that comprised the 94 pages of text. Further, the layout and illustrations are generally excellent.

The first article is John Birkinbine's discussion of how position dots can identify which plate several of the 3¢ 1869 stamps came from. Republished from the *1969 Congress Book*. it is followed by some short anecdotes by Pat Herst on the 1869 issue.

Margaret Wunsch and Ravi Vora have a major article on six 1869 covers to

India. These include a detailed rate and route analysis of each with maps and tracings that illuminate the argument. Nevertheless, two of the covers raise questions. The uncancelled 12c (Scott No. 97) on cover number four may have been substituted for a 6¢ stamp, for there are no markings of insufficient payment and the stamp is uncancelled. It also represents a 6¢ overpayment. Another possible substitution is the 2¢ Blackjack on cover number two. If so, it replaces a 1¢ stamp which would fit the rate notations on the cover. The 2¢ does not. While the stamp is tied, the illustration suggests the Blackjack cancel differs from all the others of the series and may be suspect.

In the next offering, J. Weston Smith has attempted a definition of split grills into horizontal and vertical types to resolve a gap in philatelic definitions.

Another major feature of the book is the census of the 15¢ Type I stamps on cover prepared by Jon Rose and Elliott Coulter. This type of census is among the key projects contemplated by the 1869 Pictorial unit. Although the census is well done and suspect covers are carefully noted, there is a serious problem with the article. It is the analysis of the number of Type I 15¢ stamps issued. Without explanation, the authors have chosen to ignore the cited conclusions of the key students of the matter and have come up with higher figures.

Referring back to the referenced article by Herzog, it is clear that the *outside limit* on the number of Type I's issued is 194,800. Laurence's limit of 140,000 seems even more reasonable, while the total could be smaller. Plotting the dates of covers in the census in conjunction with the Herzog article makes it appear likely that no Type I's were sent to the postoffices after October 1869 and probably none after early June. Type II was in full production by mid-May 1869.

What the authors did was to use a rule of thumb developed by Searlinf for other 1869 cover/stamp relationships and independently conclude that 2-3 times as many 15¢ Type I covers should have survived as indicated by that rule. Actually a 4-6 times survival ratio fits closer to the known data as developed by Herzog and Laurence. Using their data rather than Searling's .0002 factor shows a factor of .0007 or .00085.

Birkinbine's insistance upon glamorous explanations flaws his article on the overland route to Mexico. He has done this elsewhere as well and it may stem from his background in philatelic investment. However, it hurts his analysis here. He presents some unusual covers, but forces a conclusion that a Tucson, Ariz. circle date stamp without a date implies a new type of foreign mail cancel. As a number of these dateless items are known on covers abroad from other towns, in other states, it is stretching to insist that this one is "different" and comparable with the New York foreign mail fancies.

Robert Markovits has rounded up just about every known fact about the 1¢ 1875 and 1¢ 1880 re-issues of the 1869 pictorial. The result is the most definitive work on these stamps yet published.

The final offering in the *Register* calls for a new listing in Scott's *U.S. Specialized*. Niezabitowski has recorded some eleven examples of the uncataloged 3¢ 1869 gray paper variety, and makes an excellent case for a new listing. He notes that all but one example, which has a postmark he could not identify, came from the Northeast. I believe, that item comes from Pennsylvania—probably Maysville. It should be noted that another half dozen grey paper examples are known, almost all of which are also from the Northeast.

The amount of original research in the work and the high quality of presentation make this a basic reference. It can be recommended for your library.

(C.M.H.)

BAHAMAS (Cont'd.)

U. P. U. on 1 July 1880 no additional postage, except on underpaid letters as postage due, could be collected by the receiving country, and Bahamas stamps carried the letters to their destinations within the U. S. A., (Figs. 8 and 9).

In May 1858 British stamps were placed on sale in the Bahamas, and though only 1d., 4d. and 6d. stamps were included in the first consignment, British 2d. and 1s. stamps are also known cancelled "AO5" at Nassau. The 1d. value, intended for postage on newspapers to England and not for local postage, for which a Bahamas 1d. stamp appeared in 1859, is extremely rare used on letters, (Fig. 1). The 2nd., of which two could pay the postage to the U. S. A., or three or one in combination with a 4d. the postage to the United Kingdom, is quite scarce on letters. The 4d. and 6d. are the normal denominations found. The 1s. was intended primarily to pay for small purchases in England, for the Bahamas had no money order system until January 1865. A few examples on double rate letters to England are believed to exist, but most examples cancelled "AO5" that have been seen have been off cover.

Letters from the U. S. A. brought by the Cunard steamers were charged 4d. on arrival, and this could not be prepaid in any way by the sender, but had to be collected in cash on delivery. Neither British nor Bahamas stamps were used as postage due stamps, covers being simply marked "4", usually in blue crayon. No letters to the Bahamas between 1868 and 1880 have as yet been seen, but it is practically certain that this 4d. charge continued until the Bahamas joined the U. P. U.

The use of British stamps ended in 1860, but the first Bahamas 4d. and 6d. stamps did not appear until December 1861. Letters from this interim period were prepaid by the Crowned Circle, (Fig. 4), which was brought back into use again on several occasions, in 1862 and 1863, as was the Nassau Paid datestamp, when stocks of adhesive stamps ran out. The Crowned Circle was later used as an Official Paid stamp and the Nassau Paid datestamp, with the word "PAID" removed, is occasionally found used as a regular datestamp.

Sources: The Bahamas Herald 1856 - 1860.
The Nassau Guardian 1858 - 1859, 1862 - 1866, July 1867 - 1868, 1875 - 1878, 1882.
The Bahamas Almanac and Register for 1858, 1879, (published in the previous November).
A History of the Bahamas by Michael Craton. 2nd Edition. Collins, London, 1968
The Royal Mail Steam Packets to Bermuda and the Bahamas by M.H. Ludington and Geoffrey Osborn. Robson Lowe Ltd., London, 1971.

EDITORIAL (Cont'd.)

what they put on paper lest misstatements of fact and outright misinformation be perpetuated to confuse, deceive and confound those who read it.

That there are those who have sound knowledge and can write is evidenced by the scholarly articles in the magazines of prestigious societies such as our own "Collectors Club Philatelist" and the periodicals of specialist study groups around the world.

It is to be hoped that those contributing to publications which reach the collector might be inspired to follow the example of philatelists to produce better, more accurate and instructive articles. What philately needs is wordage that merits the classification, "literature." We can do without the unresearched, unsubstantiated twaddle being foisted upon us in so many areas of stampdom's press.

(E.A.K.)

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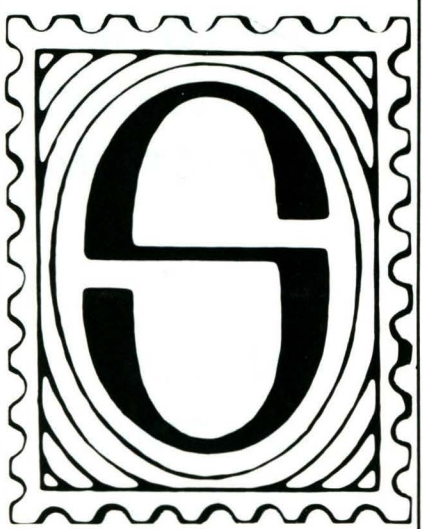
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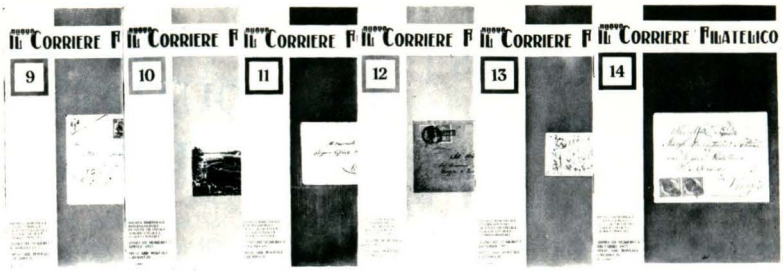
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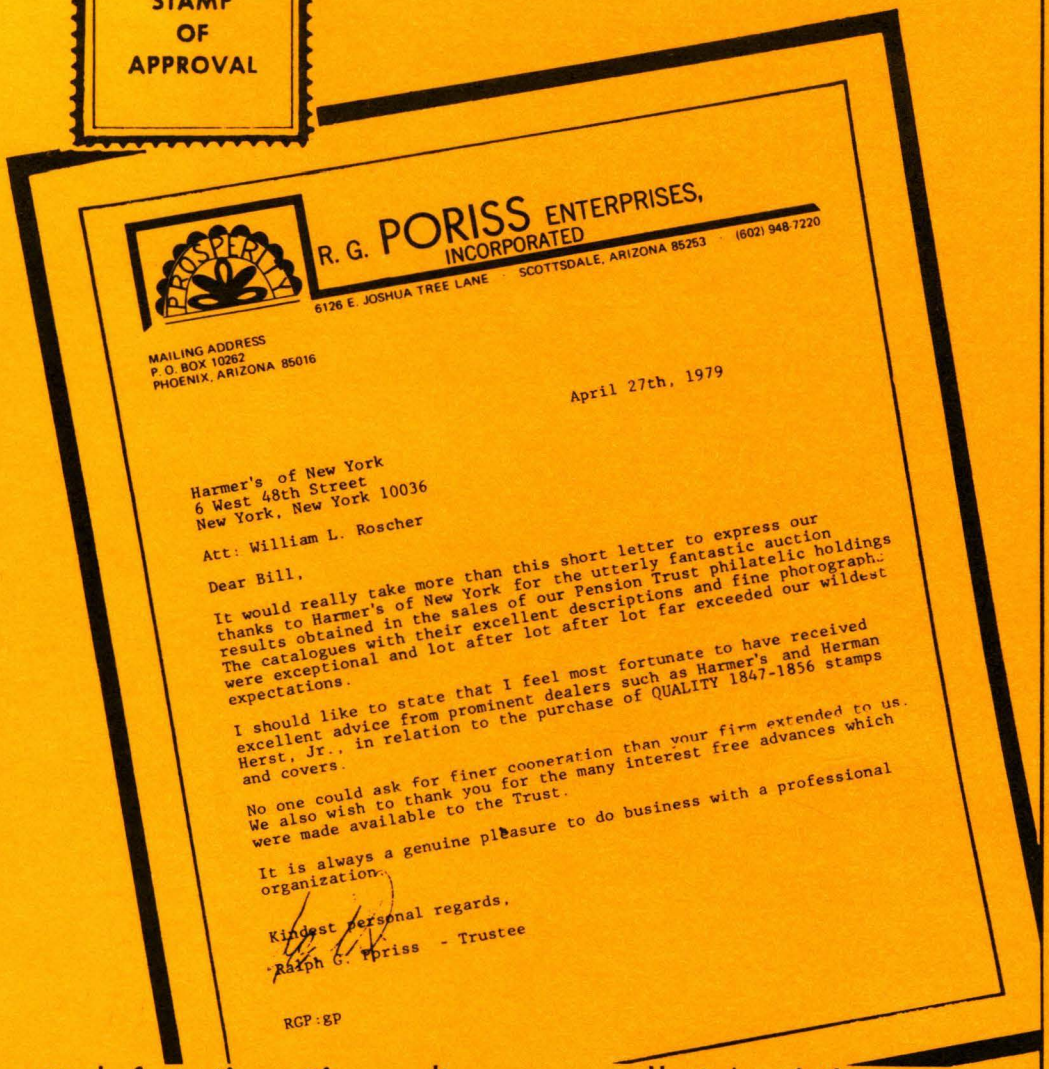
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Att: William L. Roscher

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I should like to state that I feel most fortunate to have received excellent advice from prominent dealers such as Harmer's and Herman Herst, Jr., in relation to the purchase of QUALITY 1847-1856 stamps and covers.

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