The Collectors Club

Philatelist

A Magazine devoted to Philatelic Study & Research

Volume XXXIII, No. 5 September, 1954

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●

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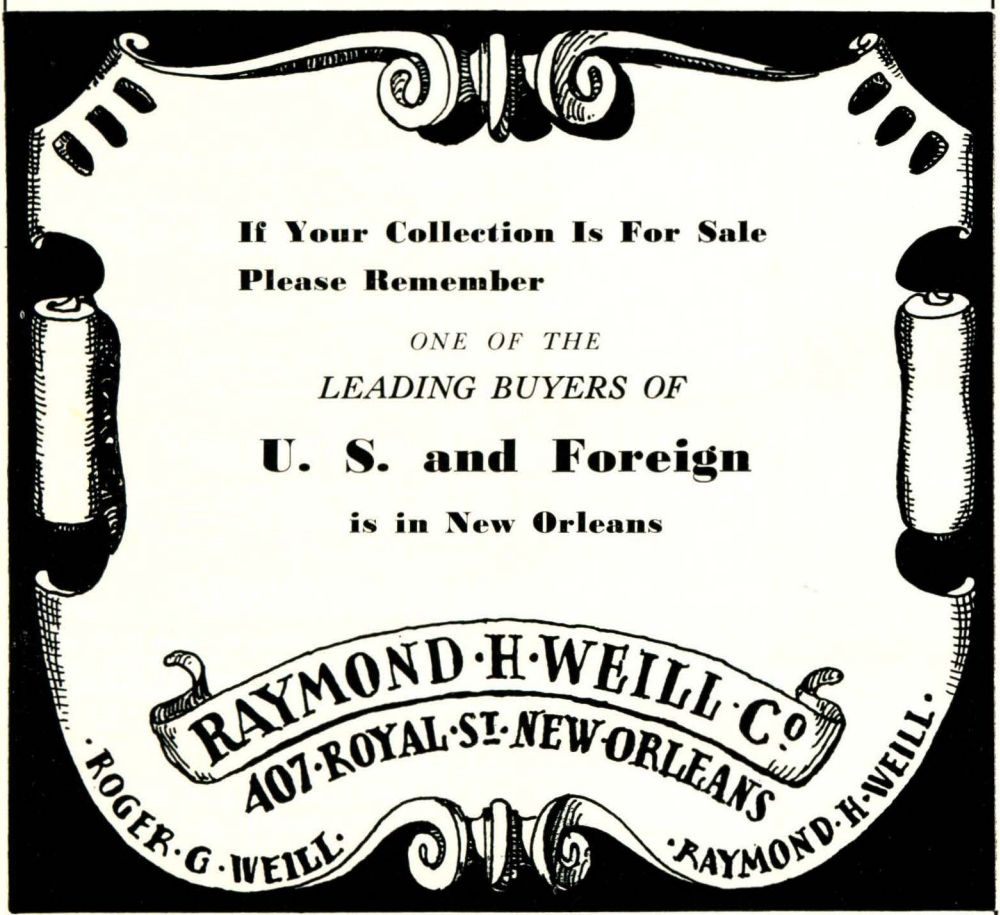
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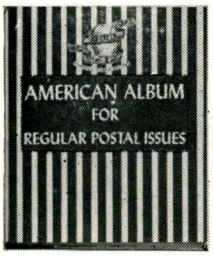
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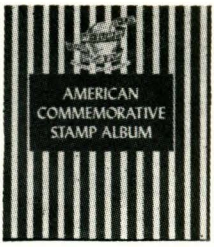
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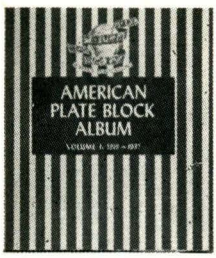
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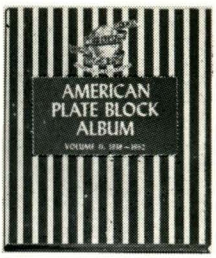

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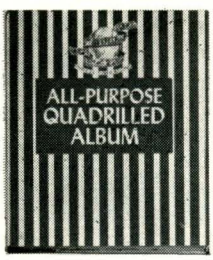


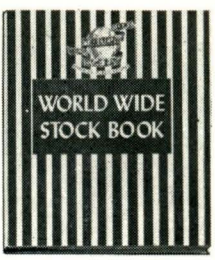












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The Collectors Club Philatelist

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September 1954 **Vol. XXXIII, No. 5**

Editorials

Fighting Philatelic Inflation

Don't confuse this with monetary inflation, the over-expansion or devaluation of our currency. Philately has its very own brand of inflation, which is the topic of this discussion.

The economics of stamp collecting should be presented in a scholarly manner by one fitted to do this. Some past writers have launched upon the subject, but to our mind no sound and scholarly article yet has been written. The philatelic market consists of the three basic elements—the merchandise, the buyers and the sellers. However, this is no treatise upon the economics of philately. Yet certain fundamentals affecting stamp collecting will be aired.

Basically, stamps for collectors have no utilitarian purpose so that their value cannot be measured in a true relation to the exchange costs of other goods. Each stamp collector sets his own values, while the entire group in turn establishes variable market prices. We need and must buy life's necessities like food, clothing and shelter. But all of us can do without stamp collecting, although none would care to. Judged upon a demand and supply basis, our market is unusual. When a stamp is in strong demand, the seller cannot meet this need by producing more. The sellers are constantly seeking philatelic items in demand. There is a ready market for these. Stamps existing in quantity have a value, but the sellers usually have them in their stock so that they do not wish to buy any more. The philatelic market is unusual, therefore, because the dealer will quickly sell out his fast-moving stamps only to find it difficult to replace them. He cannot order more of a popular seller as most all other retailers can do.

Now philatelic inflation enters into the market picture. Since desirable stamps are in such short supply and a replacement stock is unavailable, the imitator steps in. Philately has all sorts of imitators, not all of them being counterfeiters. A cancellation may be scarce, causing some collectors to pay large premium prices for one they cherish. In many parts of this world, access to old cancelling devices is none-too-difficult. Therefore, the imitator can sometimes supply a genuine post office cancel years after its use was discontinued. The scarce cancel has been supplied in bulk. This is one instance of philatelic inflation.

Outright counterfeiting is, of course, the one philatelic inflationary evil that comes to most minds. But anything with a philatelic value can be imitated without recourse to counterfeiting. An inexpensive stamp may be hundred-fold more costly when a coil stamp. So coils are imitated, but not by counterfeiting. Our rather common 4-cent brown stamp of 1906 commands a price of several hundred dollars if it was printed on the 1909 bluish experimental paper. By a bit of hocus-pocus, some schemers treat the ordinary paper to simulate the very valuable bluish paper. A stamp can be relatively common, but when properly used on a cover it becomes a howling rarity, a coveted prize for many philatelic connoisseurs. Manufacturing a cover without the original stamp is another form of philatelic deception. Reprinting from the original plates also is inflationary. No complete catalog is being attempted except to cite a few examples making for philatelic inflation.

No honest collector or dealer will argue against the obvious evil of philatelic inflation. We can think of instances where hundreds of scarce stamps do not command a price anywhere commensurate with their proper value because of the existence of counterfeits, reprints or some other type of imitation. One pays ten dollars for a stamp because he believes that it is hard-to-get and worth the price tag. This is confirmed by noting how seldom other copies of the same stamp come on the market. Then imitations of this same stamp are made by the hundreds. They are "bargain-priced" at two dollars a copy. Two things happen almost automatically. The supply is increased because some do not know the difference between the genuine and the faked copies. The demand lessens because many who also wanted this stamp have been deceived into believing they own it when they purchased the imitation. This is philatelic inflation, the plain and simple undermining of values.

No doubt about it, many philatelists are fighting hard against this evil of inflation. Organizations like the Collectors Club with this magazine educate philatelists. Philatelic trade associations throughout the world contend against this evil. Some philatelic institutions have established committees passing upon the authenticity of stamps and related philatelic material. But out of the whole conglomerate group of stamp collectors and dealers in the world, only a very small minority are actively fighting philatelic inflation.

So one may ask—is philatelic inflation now greater or less than formerly? Frankly, there is no way of determining this. But inquiry among experienced collectors and dealers indicates their belief that the fight is being won, but a complete victory against inflation is a long way off. Philately as a whole today seems to be better informed than previously. Our knowledge has shown remarkable improvement, our experts have grown both in number and in knowledge, our literature has brought forth some fine examples of first-class scholarship. The picture is better but the progress is far too slow.

In our view, the key weapon to fight the evil of philatelic inflation is a wide dissemination of knowledge. Stamps are bought and sold upon individual warranty. Different from a home appliance, for instance, the test of a valued philatelic item cannot be demonstrated by consumer use or wear. If you buy a new machine and it fails to function properly, you will at once seek recourse on your purchase. But purchasing a rare stamp because its color shade differs somewhat from the more common variety is done upon confidence in the seller. How can the buyer know if his purchase was correct? Only by fortifying himself with better knowledge and seeking the views of philatelic authorities and experts. A buyer who acquaints himself with the fact that the more expensive United States coil stamps have been frequently imitated will move with more caution and prudence than one uninformed who knows little or nothing about the trickery being applied to imitate a coil stamp from the less valuable standard copy.

Now we arrive at the message of this editorial. The fight against the evil of philatelic inflation is progressing slowly. But it is retarded because philately is not supporting philatelic scholarship as it should. Our scholars and competent amateurs are not only few in number but this tiny group is denied the proper financial support to carry on their work. This is a large topic to discuss—too much to be included here. So a following editorial will show how philately has taken only halfhearted steps to protect itself and how our most harmful evil can be reduced to a far less dangerous degree if more will commence to take specific steps to support and encourage our scholars. The tribute to philately is the evidence of its great growth and present prosperity, in the face of rather feeble efforts to fight the ever-menacing danger of our own brand of inflation, the imitation of all types of valuable philatelic material. (*H. M. G.*)

Book Reviews and Critics

The matter of reviewing philatelic literature needs to be discussed again. The reason for it stems from a constant flow of correspondence to your editor praising the book review policy of THE COLLECTORS CLUB PHILATELIST. Letters to this effect come from everywhere, not just the United States. Each writer singled out this magazine as one of

the very few, certainly the only one in America, that properly evaluates our philatelic literature or at least attempts to.

The interest in literature to supplement one's pleasure in stamp collecting has grown greatly. But no different from any other of life's endeavors, philatelic literature falls into three general groups—1.) good, 2.) bad and 3.) indifferent. The cost of publishing today is high, and so collectors seek guidance before purchasing. The common practice with our literature today is for the author or publisher to send out with a book, a mimeographed press release briefly citing the contents of this particular work. It is a regular custom for most of the stamp papers and magazines to print this release either in toto or condensed. Obviously every author or publisher wants to sell his book, so that his press announcement will be slanted towards that end. Few, if any stamp papers or periodicals, have a competent staff of reviewers to advise their readers about the worth of a book under review. This magazine has. Our book reviewing policy is a well-devised one, which operates in this manner.

A book is received in the library. After acknowledgement, it comes to the attention of the editor and his committee. This group consists of five well-known, veteran and experienced philatelic authorities. The first task is to reach a decision as to whether a new acquisition warrants a review. After that, a competent reviewer is selected, one who in the eyes of the COLLECTORS CLUB PHILATELIST staff is fit to do the job. The affiliation of the many Study Groups with this Club has been most beneficial and the willingness of a certain specialist to contribute his time and service to this end has been most praiseworthy. The results speak for themselves judging what is said or written to us about the great value of our regular "Book Review" section.

Literary criticism, even by a most competent authority, is no easy matter. One must remember always when reading a review that he is being influenced usually by only *one person's* opinion. A critic may be prejudiced either for or against an author or publisher. But yet honest criticism, even though not too exact, is a most valuable asset.

The trouble with most of the philatelic reviews now being printed is that the commentator has not read the literature. Several editors of stamp papers have admitted to us that no one on their staff has the time nor the ability to properly evaluate the large, continual flow of philatelic literature coming to them for review. The result is obviously and entirely negative. Furthermore, those publications operated as commercial ventures for profit feel inclined to tread lightly fearing that an unfavorable criticism may lose money for them by ingratiating either a subscriber or advertiser. But many stamp publications are products of stamp societies that need not be haunted by fear of reprisals because of a few honest but critical remarks. Yet their comments on philatelic literature are banal and insipid. How many times have you read a short review on a book or catalog labelling it a "must"? One must eat, breathe or be obligated to obey the laws. But one must *not* read a book on stamps. A good stamp catalog can be recommended, but that is all.

Any competent and unbiased book reviewer is pained to pan. One may set high standards, but when a work fails to achieve certain standards, a good reviewer dislikes to knock. A true critic realizes that any human endeavor cannot be letter perfect. A good, authoritative work deserves praise. The critic should avoid captiousness or citation of minor slips. It is somewhat like eating a dinner. The entire meal was delicious except the bread was a bit stale. One can comment on this in order to have fresh bread the next time to then enjoy a thoroughly excellent dinner. But even stale bread should not be the deciding factor for a fine dinner. Yet some few perfectionists must act in this manner. And so it is with reviewing a book.

The fact that this magazine is acclaimed as one of the few with good book reviews causes no special reason to boast or brag. Rather we regard it as a very important philatelic service. Honest and competent criticism usually produces higher standards. Therefore many more philatelic publications should practice a similar policy. The quality of philatelic literature will improve immeasurably making stamp collecting yet a more pleasant and enjoyable hobby when philatelists become better informed through an output of good, reliable literature. (*H.M.G.*)

Higher or Lower Mathematics?

Most of us know that our daily newspapers and weekly magazines thrive upon sensationalizing. A robbery which is finally settled by an insurance company for $10,000.00 is headlined in the press when committed as one of $150,000.00 or more. A sporting event attended by a few thousand paying customers is reported with a paid attendance of 15,000. All this reminds us of the story of the two men in a train, one of whom pointed to a third man sitting across the aisle saying that he is a millionaire. The other stated that to be a millionaire, one had to have at least $500,000. To which the first replied: "Oh! He hasn't got that much."

In keeping with this popular trend to exaggerate is the much-publicized figure of millions of stamp collectors in the United States. A few years back someone must have pulled a figure of 15 million stamp collectors out of a hat. Others began began to repeat it. Finally it found its way into print, so that practically every week one reads in the magazines or newspapers about 12-15 millions of stamp collectors in this country. Maybe we number 15 millions, but where and who are these legions of stamp collectors? We just cannot believe such astronomical figures:—can you?

In attempting to account for the millions of collectors, there are some indices for use. It is known that the great majority in this country prefer to collect U. S. stamps. It is reliably reported that the most popular stamp catalog on United States stamps sells about 50,000 copies of each annual edition. The most popular stamp paper has a circulation of around 35,000. The biggest stamp society claims a roster of 11,000. Averaging these figures, one could conclude that if there were anything like 15 million collectors in this country, only about one out of every *1,000* manifests some slight interest in collecting stamps.

There is before us Release No. 3046 from the United States Post Office Department dated May 4, 1954 from which two portions are quoted. Paragraphs 2 and 3 on page 1 of this release said:

> "So wrote Postmaster Arthur E. Summerfield in the Foreword of the 'Postage Stamp' book recently issued by the Post Office Department.
>
> "He could also have stated, *with complete accuracy,* (Italics are ours), that due to the twelve million or more avid hobbyists in the United States known as stamp collectors . . . . ' '

On the bottom of page 3 and beginning of page 4, this passage reads:

> "The Post Office Department's publication entitled 'Postage Stamps of the United States' is one of the most popular items for sale by the Superintendent of Documents, Government Printing Office, Washington 25, D. C. The price of this publication is 65c and a total of 66,379 copies has been sold in the past five months."

It would seem to be fair and generous to estimate the total sales of this 65c book at a figure of around 200,000. Thus if the figure of 12,200,000 stamp collectors in the United States is completely accurate, the correct conclusion drawn from these figures would be that 12 million do *not* buy this book, but only 200,000 do. This enormous gap between these two sets of figures arouses our skepticism even 'tho we realize our brashness in questioning statements from a top source like the United States Post Office Department.

One hears that collectors are niggardly in expending money for anything but stamps. Even accepting this as factual, it is unbelievable that so few buy a catalog, read a stamp paper, purchase an album, affiliate with some stamp organization, or read one of the more popular books of the United States Government Printing Office.

Perhaps the yardstick for these purported millions of stamp collectors is the annual sales reported by the Philatelic Agency in Washington, D. C., plus an unknown larger dollar volume done in the post offices throughout the country. Statistics bore us, so mathematical computations from these sales are for other to determine the number of individual buyers. It is our contention that at the very most, there are about one million collectors in this country. But are they all stamp collectors?

First of all, those who gamble with mint sheets must be eliminated; that is, if these

comprise their exclusive holdings in stamps. By no stretch of the imagination are such people stamp collectors.

Then there are what we call "the measles collector". At age twelve, some youngster was bedded with an illness like the measles. To assuage his boredom while in bed, the youngster was given a cheap stamp album and a packet of stamps. For six days, "Little Willie" tried to sort his packet and placed a few stamps rather sloppily in the album. Those from the Balkan and Asiatic countries baffled him. So very little progress was made. The "collection" was put aside after "Little Willie" had recovered and returned to his sports, electric trains, television or other activities. But the stamps and the album were held expectantly by the fond parents hoping that some day the youngster's interest in stamp collecting might be revived. Years passed, and along comes a census taker or some sort of a pollster to inquire if our friend had any hobbies. Oh! Yes, he collected stamps as a boy. So he is counted as one of the 12 million.

We speak from personal experience. We have been for some years members of a country club near this teeming metropolis. It has hundreds of members who economically can afford hobbies like stamp collecting. Last summer we counted close to 80 members who had claimed some interest in stamp collecting. Exactly one had spent about $15 the previous winter for some new British Colonials. 10 or so picked a few hundred stamps out of their company's mail basket and threw them into their office desk drawer where there was already an accumulation of at least several years. Some day, sometime they were going to sort out the accumulation. Over 40 bought either mint full sheets or plate number blocks of the most recent commemoratives of United States for nothing else but an advised future profit. Add all these types up and you have about 80 who hold some claim to the hobby of stamp collecting. But in our eyes, they are declassé with the one possible exception of the British Colonial buyer. Project this similar situation all over this country, and you arrive at the figure of 12 to 15 million stamp collectors.

The essential matter is the actual effect of such exaggeration. Is it harmful or helpful to philately? Outside of deploring the figure of 15 million American stamp collectors as a gross exaggeration, there is no great danger for us. Its popular acceptance has some potential dangers. Overpopularity with the consequent implication of very big money may attract undesirable elements who might think up schemes to divert into their hands some of the millions of dollars spent annually on stamp collecting. Many will recall a few years back a so-called "Ponzi" scheme by one in a fairly responsible position in the Post Office Department in Washington, D. C. From the newspaper reports, some corner or controlled speculation was brewed with our U. P. U. 75th Anniversary airmails. The whole scheme was silly, especially to one familiar with philately. Yet we feel certain that this official, later convicted in court, never would have been able to practice his deception if his victims had not been misled by published reports of "big money" in stamp collecting.

This is no snobbish attitude, but we hold that the appeal of collecting stamps is not because of any great number of collectors. The market in United States stamps is not like the New York Stock Exchange or the Chicago Board of Trade. Even with only a thousand ardent collectors, an active market based on demand and supply is created. It is our thought that out of the exaggerated millions of collectors, only a comparative handful keep philately going. It is their interest, their enthusiasm, their services to philately that count. Nor do we believe that you or anyone else can make a stamp collector out of someone else. *The desire and instinct to collect must be inherent.*

Philately has created to its credit much order and classification through its many catalogs. But there is a limit as to how far it can be simplified for mass appeal. A would-be collector must be prepared and conditioned to learn something about the hobby and be anxious to study stamps. The zest of acquirement is ever prevalent, but stamp collecting always will remain much more of a challenge than a jigsaw puzzle. That does not mean that one should think that a more mature philatelic technique requires one to be a printing or paper expert. But even the

(Continued On Page 276.)

FRENCH LEVANT

Offices in the Holy Land

By E. TOLKOWSKY

Preface

In the original French, this article appeared in Paris early in 1953. It was published in *"Les Feuilles Marcophiles"*, the organ of the *Union Marcophile*. Since that time additional information has been obtained, which is now being incorporated into this new English version. It is being written (notwithstanding the fact that the information given is still incomplete) in the hope that readers, more fortunate than ourselves, insofar that they have a more easy access to the Collectors Club Library than overseas members, will be able to bring forward the still missing pieces to the puzzle. Then with the co-operation of all interested the entire picture will be far more clear.

The Offices

It is believed that the first French Post Office in this area was opened in Jaffa during June 1852. In the beginning there were no stamps available, so letters were mailed without them. A second Post Office was opened in Jerusalem during August, 1900; and a third in Caifa (Haifa), in 1906. The exact dates have not yet been determined. (These dates refer to the civilian post offices.

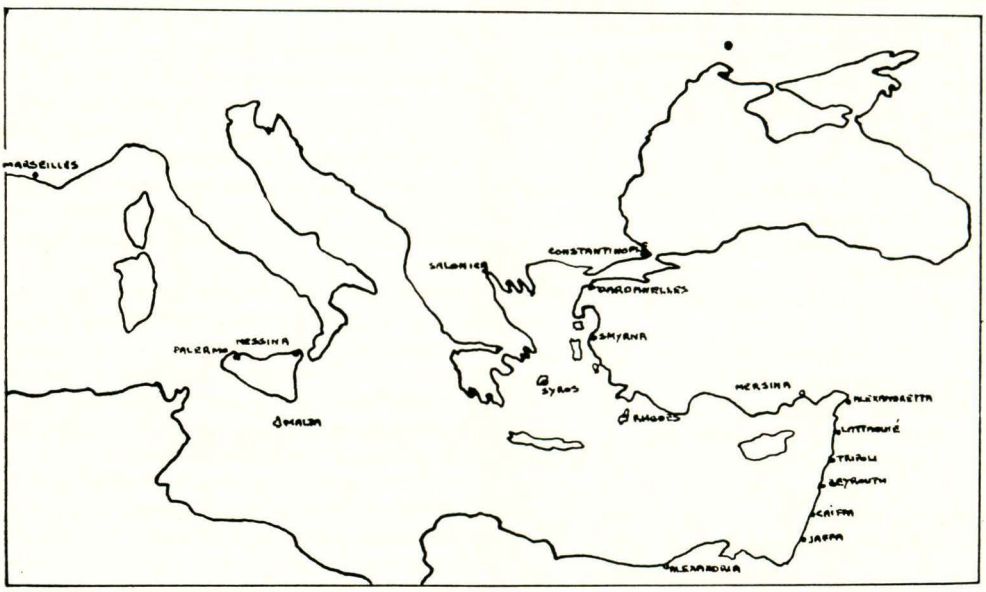


Fig. 1 Sketch map of the Eastern Mediteranean showing the locations of the towns mentioned in the text.

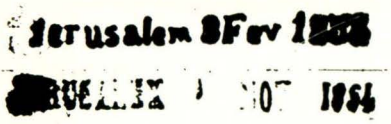


Fig. 2. Top, Jerusalem Type I; Bottom, Type II.

The French Military Post antedated the above by more than half a century. During the Egyptian campaign, Napoleon invaded Palestine, took Gaza, Jaffa, defeated the Turks at Mount Thabor and unsuccessfully lay siege to Acre.)

Letters were accepted at the French Consulate in Jerusalem from 1858 on. They were marked with a double circle handstamp, the so-called Jerusalem Cross, and forwarded to Jaffa. There they were franked, and the marks of the French Post Office applied. The letters were then turned over to the "Messageries Maritimes", the French steamship line for transportation to destination.

The French Consulate Post Office in Jerusalem is believed to have been closed during 1879, those at Jaffa and at Jerusalem were closed on the first of August, 1914.

The Postal Markings

The postal markings may be subdivided into three groups,

A. Place name markings.
B. Ship letter markings and cancellations.
C. Payment markings.

May we remind our readers once again, and this cannot be repeated too often, that *cancellations* were used to obliterate stamps. Postal markings, although they may be accidentally found hit upon stamps, were *not* meant to be obliterations. Further certain types of cancellations are known to have been used as postal markings, as in the case of *Transit* or *Arrival* backstamps.

A. Place Name Markings.

Material is very scarce and apparently several types of markings were used. Figure 2 illustrates the two types of the straight line "Jerusalem" with dates.

The following illustration taken from a cover in the collection of Mr. K. Löwy of Vienna shows interesting transit markings and the simultaneous use of the Jerusalem Type III with the Jaffa type III. (Figures 3 and 4). This cover does not bear any stamps because they were not available in the Levant post offices until 1857.

Figure 5 shows the double circle "Jerusalem Cross" (Jerusalem Type IV) which has been reported struck in black, blue and greenish blue. This mark was used from 1858 to 1878. The dates for the various colors have not yet been determined. In 1879 the Cross was removed from the center of this mark as shown in Figure 6. This Type V mark is only known struck in blue. A chop similar to Jerusalem Type IV, though smaller, is known to exist in blue. The inscription has been altered to read "Carmello Attart". Information regarding the significance and usage of this mark is requested.

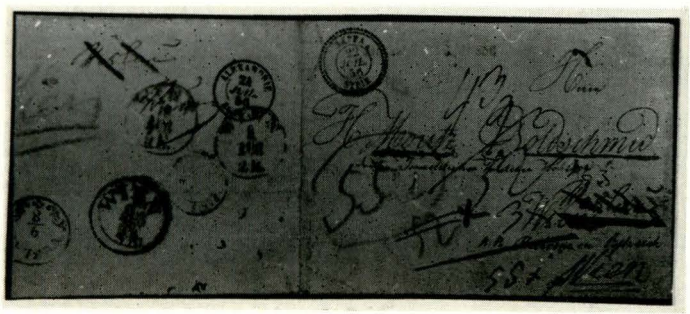


Fig. 3 An early stampless cover. Left: The back; Right: the front.

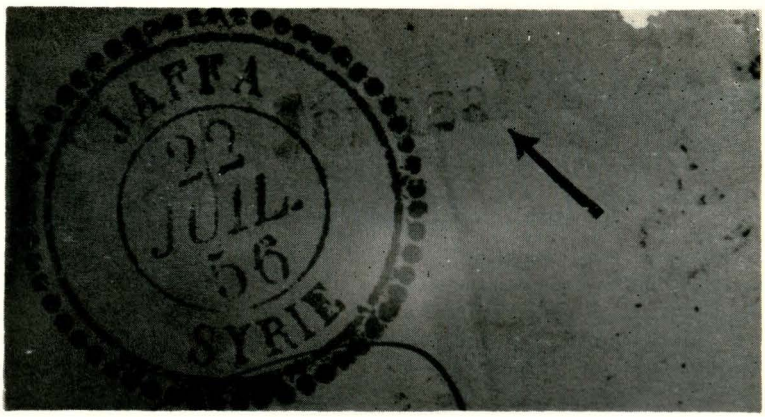


Fig. 4 The post marking on Fig. 3 enlarged.

Figure 7 illustrates a typical cover bearing the Jerusalem Cross. Readers will note that it is slightly eclipsed by the postage stamp which is cancelled with the Type II Jaffa 5089 large number in lozenge of dots. Also on the face of this cover appear the Type III Jaffa "pearled" town mark and a boxed "PD" (Payé destination).

B. Ship Letter Markings and Cancellations:

The "Compagnie des Messageries Nationales" undertook to establish the postal services in the Mediterranean on February 22, 1851. Four lines were organized: Italy, the Levant, Egypt and Syria. We are concerned mainly with the latter line which went from Constantinople to Alexandria via Smyrna, Rhodes, Mersina, Alexandretta, Lattaquia, Tripoli, Beyrouth and Jaffa. There had been twenty-six trips scheduled each year. In October, 1855, the itinerary was changed to: Constantinople, Gallipoli, Dardanelles, Metelin, Smyrna, Rhodes, Mersina, Alexandretta, Lattaquia, Tripoli, Beyrouth, Jaffa and Alexandria. Service was further expanded in June 1857. The line was broken up into two parts as follows: FIRST Line: Alexandria, Jaffa, Beyrouth, Tripoli, Lattaquia, Alexandretta, Mersina, Rhodes and Smyrna. SECOND line: Marseilles, Malta, Syros, Smyrna branching out to the Pyrrheus via Syros and Smyrna. Both of these lines were serviced once in a fortnight. The Syrian campaign caused the two lines to be modified and again combined into one: Marseilles, Malta, Beyrouth, Tripoli, Lattaquia, Alexandretta, Mersina, Rhodes, Smyrna, Dardanelles and Constantinople. After 1861 services were returned to the two lines as functioning in 1857. After further changes in 1862 and 1864, the ports of call were: Marseilles, Palermo, Messina, Syros, Smyrna, Rhodes, Mersina, Alexandretta, Lattaquia, Tripoli, Beyrouth, Jaffa and Alexandria. In September, 1866, this line was given the designating letter X, and assured of service three times a month by a total of five ships.



Fig. 5 Type IV.



Fig. 6 Type V



Fig. 7 A typical cover bearing the Jerusalem Cross Marking.

The ship letter markings were the same as found on similar covers from the area during this period, i.e. "Paquebots/De La/Mediterranée" or "Piroscafi/Postali/Franchesi". Circular double-line chops showing the name of the ship and the date are known.

With the arrival of stamps in 1857, the postal agents on the ships were given two types of chops: an anchor in a lozenge of dots and a date stamp. Both of these types are shown in Figure 8.

C. Payment Markings.

There are only two types of these markings, the boxed "P.D." meaning "Port Payé jusqu'a Destination" and the boxed "P.P." meaning "Port Payé". These markings usually are found struck in black.

An unexplained marking is illustrated in Figure 9. The inscription reads "Poste Francaise/Jaffa/Syrie". Only three copies of this mark have been seen. It appears to be some sort of transit mark. The earliest known use is on an interconsular letter of November 1891, which did not pass through the post. The other two copies are on covers dated during December, 1899. All of these covers are in the author's collection.

The Cancellations.

Little data is available concerning the cancellations. The author would be grateful for help in determining early and late dates of use, colors and periods of usages. In the following section the types of the various towns are grouped together.

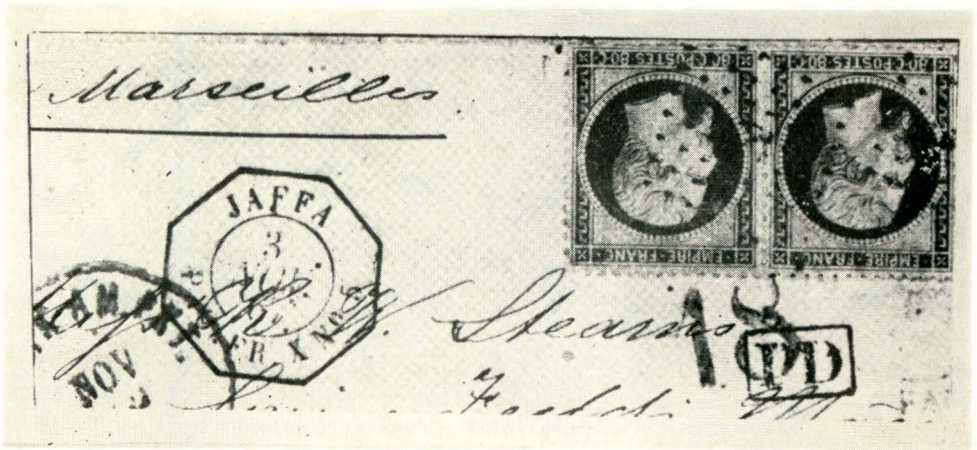


Fig. 8 A cover showing the Maritime markings. Photo by Boutrelle.



Fig. 9 Poste Francaise Jaffa Syrie marking.

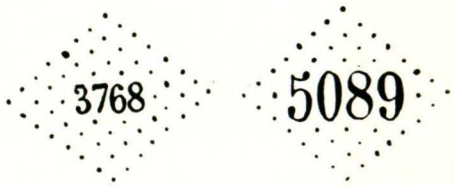




Fig. 10 Left to Right: Type I, Type II, Type III of Jaffa cancels.

A. Jaffa.

Figure 10 illustrates the two types of numerals in diamonds of dots which have been seen used in conjunction with the town mark of Jaffa. Type I is believed to have been used from 1857 to 1862 and is found only struck in black. Type II was introduced in 1862 and was used until March, 1876. It is found struck in black, grey blue and light blue. Figure 10 shows the Jaffa town mark found used in conjunction with cancellations of Type I and II. The earliest known date is July 22, 1856. This mark is found struck in black and blue.

Figure 11 illustrates an extraordinary item. A cover sent from Lisieux (Calvados) to Jerusalem, was, after receipt, turned inside out, and returned. The flaps have been opened to show all transit markings, particularly the Jaffa town mark used as a cancellation and date marking on one side, and as an arrival marking on the other.

Further markings are illustrated in Figure 12 in what we believe to be chronological order of use. The reader will note that the French Administration of Posts for reasons unknown to us transferred Jaffa from Syria to Palestine. This took place around the turn of the century.



In Figure 13, Type IX is shown used on an entire, in conjunction with the German marking, "Aus Sarona/bei Jaffa (Deutsche Post)". The rivalry known to have existed

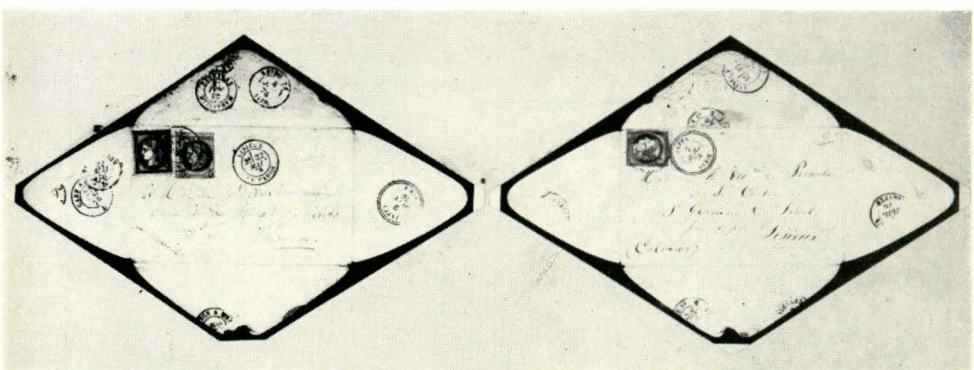


Fig. 11 Left: A cover sent from Lisieux (Calvados) to Jerusalem. Right: Same cover turned inside out and returned.

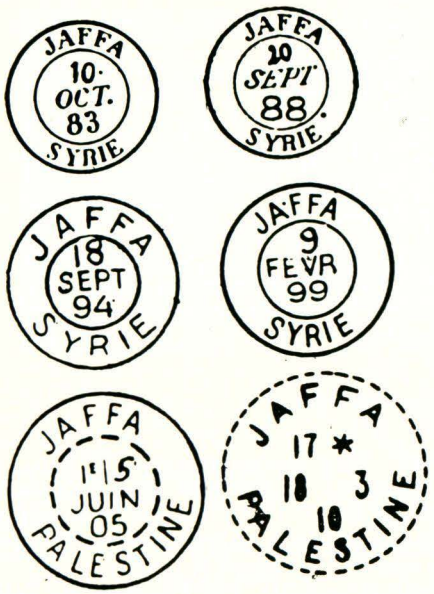


Fig. 12 Types IV, V, VI, VII, VIII and IX of Jaffa cancels.

between the postal agencies of the so-called "capitulation" countries makes such "mixed" cancellations exceptional.

A Jaffa cancellation that has not been seen by the author is mentioned on page 620 of Yvert's "Catalogue des Estampilles". It is reported struck in black and consists of a



Fig. 14 Townmark of Caiffa (Haifa).

29 mm. double circle inscribed, "Poste Francaise/Jaffa (Palestine)" in the crown, while the letters "R. F." appear in the center.

B. Caiffa.

The mark from this town is similar to Type IX of Jaffa and is illustrated in Figure 14.

C. Jerusalem.

We would like to take this opportunity to express our gratitude to Mr. H. J. Posner, Stoke-on-Trent, England, for his co-operation in the preparation of this portion of the article. Although our conclusions do not always concur, it was Mr. Posner's initiative which led us to examine these cancellations in detail. We would state both views, Mr. Posner found two different types of markings, and we have since found a third. To avoid any



Fig. 13 A scarce example of French mail handled by the German P. O.

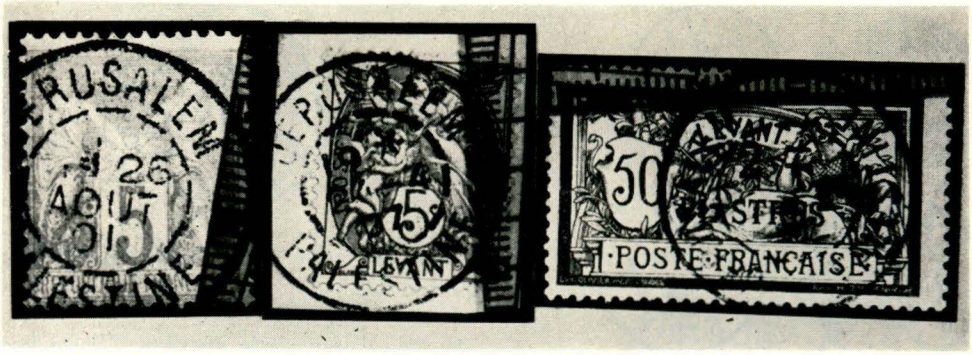


Fig. 15 Type 1, 2 and 3 cancellations

confusion in the following descriptions, we are referring to changes in the permanent circular inscriptions as "Types" and changes in the movable inner circle inscriptions as "Subtypes".

Figure 15 illustrates the three types with their identifying measurements. Distances are measured from the bottom bar of the "e" in "Palestine" to the top corner of the "m" in "Jerusalem".

Type 1a. "1e" separated from the date by a vertical bar. ("1e" = Première levée or first collection of mail). Measurement 11¾ mm. The month is expressed in letters.

Type 1b. Similar, but the collection indication is omitted (1904/05).

Type 2. The "Star" omitted. Figures on the first line followed by the star are indicators of the hour of collection. The star replacing the figures for the minutes when

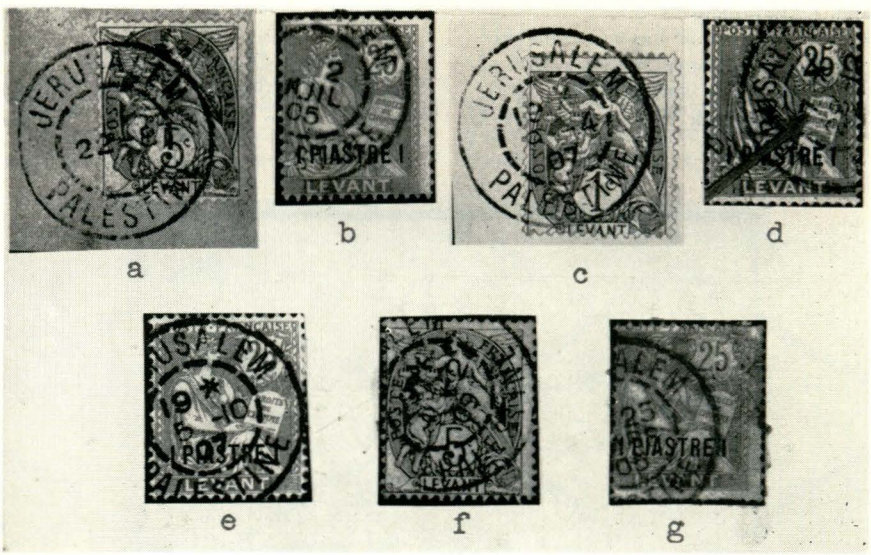


Fig. 16 Type II Jerusalem cancels, Left to Right: a) early cancel about 1902 b). Month in letters (used in 1905) c). Revised 1907 Regular Star Code 19 d), similar but Code 7 e). Code 19, irregular Star f). 1909 broken star and g). Type b. 11¾ m.m. instead of 10 m.m. between "m" of "Jerusalem" and "e" of Palestine.

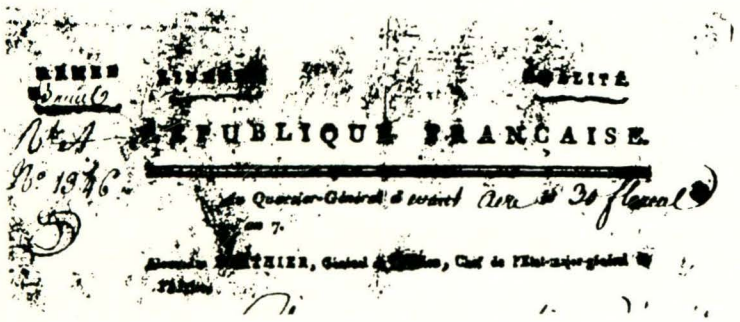


Fig. 17.

the collection was made on the hour. Measurement 10 mm. The month expressed in figures.

Type 3. The hour indications are omitted. The measurement is 13 mm.

Our views differ from Mr. Posner's in respect of the numerals 7 and 19 in Type 2, subtypes c, d & e which we interpret as indicating the collection time, viz. 7 o'clock or 19 hours (the star replacing the minutes when collection was "on the hour".) We do not believe that the French Postal Authorities had any reason to inaugurate a new method of inscribing their cancellations. In our opinion, they continued the methods customary in France and their Colonies at the time. Mr. Posner believes that the time indication of calling the afternoon hours "13 hours" etc. was not used until after the First World war, and that thus the code No's 7 and 19 have a different meaning, perhaps indicating different collection boxes or offices. Also in the author's opinion, variations in the star, missing years, and the rest are not subtypes but merely due to careless adjustment of the movable characters of the chop, causing irregularities in the inking at time of strike. Nevertheless, we would be grateful for reader's opinions and/or for further information.



Fig. 18

Figure 16 illustrates some of the minor varieties and subtypes mentioned in this discussion.

French Army Field Post Offices in Palestine

A. Napoleon's Campaign.

This subject, due to the lack of material, can be covered in a few lines. Mr. Paul Lindenberg, writing in "the New York Bulletin of the I. P. P.," questioned the existence of Army mail during the Napoleonic era. The author has been fortunate in uncovering the existence of two documents, one from Jaffa, with postal markings "Armée de la Mediterannée/1ère Division", the other, dated from the General Headquarters of Général Alexandre Berthier devant Acre with the date (Of the French Revolutionary calendar) 30 Floréal, An. 7. This is illustrated. (Figure 17.)

Napoleon had to lift the siege of Acre because of unsanitary conditions, plague and cholera. He entered Jaffa on March 6th, 1799. Part of his troops besieged Acre from March 24th to May 24th, retired to Jaffa, which was left almost immediately. This makes correspondence from the French Army the rarest of all "Army Field Post Offices in Palestine" items. They are over 150 years old.



Fig. 19

B. The First World War.

French troops were with the Egyptian Expeditionary Forces, but their mail reveals their presence only by sender's inscriptions. Such items are scarce. M. Strowsky questions the presence of French troops in Palestine and denies the use of any postal marking in the French sectors. On the other hand, the author, while possessing a cover confirming the data given in the first paragraph, has culled from "Le Catalogue des Estampilles" (Yvert, 1929) the fact that the chop "Trésor et Poste No. 601" was used in Palestine in 1918 and subsequently. This chop is illustrated in Figure 18. Further information would be gratefully received.

The cover in Figure 19 proves the existence of a French garrison in Jerusalem in 1918. It is addressed to the "Secteur Postal 601a".

EDMOND TOLKOWSKY of Antwerp, Belgium has become an ardent stamp collector due to a most unfortunate serious automobile accident some years ago. That mishap left him so crippled that to rekindle his interest in life he was advised by his wife to take up collecting.

Before his accident Mr. Tolkowsky was a singer having given concerts with European philharmonic orchestras and over the radio. After his accident this career was severely curtailed so that he could only make an occasional appearance for charitable organizations. It was, however, his philatelic interests that replaced his music.

After finding it very much to his liking and appreciating the great opportunities that philately offered to one handicapped, Mr. Tolkowsky began to specialize seriously. He became interested in the philately of the Holy Land and found his fascination increasing when the clash between the Arabs and Jews intensified with the eventual creation of the State of Israel.

Mr. Tolkowsky is a member of many philatelic societies in his own country of Belgium, France, Great Britain and the United States, mostly those organizations touching upon the Israel, Palestine stamps and postal histories.

VENEZUELA

The Issue of 1861

By C. W. WICKERSHAM

The need for low denomination stamps for newspapers, periodicals and books was slow in producing results. It speaks well for Venezuela that this need was recognized as early as 1861. Few countries had issued true newspaper stamps at that time.[1] While the new Venezuela issue of that year was apparently available for general use, the denominations were so low that few could have been used on ordinary mail. The 1 Centavo was worth less than one-twelfth of the Real, and it took 8 Reales to make a Peso.

Owing to the establishment of special rates for newspapers, periodicals and book packets, the "Arms" issue appeared in 1861. It was composed of three denominations only—namely, the ¼ C. green, the ½ C. dull lilac (or violet) and the 1 C. gray brown. The stamps were printed by lithography and issued imperforate. We do not know the name of the printer or the place of printing. Nor do we know the numbers printed, but we suspect that they were small, since the use was restricted, and so genuinely used copies are extremely rare.[1a]

The design of the stamps is striking and attractive, perhaps because of the amount of white background. This is particularly so of the ¼ C. The coat-of-arms above the LIBERTAD panel, with its fronds and flowers, occupies the main part of the design. Above are the words "CORREO de VENEZUELA" and below, in a separate panel, the denomination. Against each side margin line is a vertical column of pearls, while both ribbons and pearls rest on the lower panel and the top is partly decorated. Dividing lines separate the stamps, which are of good size (20½ x 18 mm.) and set well apart on the sheets.



Fig. 1 Enlargement of the ¼ C. green, showing design of the issue.

¼ Cent.

There are two settings of the ¼ C., both of 144 subjects, 16 x 9, but the transfers, as well as their arrangement, are quite different from each other. In the first setting, the eight transfers are in four rows of two except the top horizontal row. They form eight blocks of transfers to compose the four bottom horizontal rows. The four rows above also contain eight blocks of transfers, but two of them are split. None of these are found in the top row, where the stamps have no distinguishing marks from which we can identify the transfers.[2]

1 Austria, 1851; Sardinia, 1861.

1a The Stanley-Gibbons catalog (1951) gives Felix Rasco Caracas, as the printer. It is not known on what authority this statement is based. There are no imprints on any of the full sheets known to the writer.

2 The transfers for both settings are described in detail by Hall & Fulcher. See *The London Philatelist*, October, 1918, pp. 237-38.



Fig. 2 The normal block of transfers of the ¼ C., 1st setting.

There are several flaws in the first setting, which are believed to be constant. In No. 2 in the sheet, there is an irregular white flaw on the top left corner above the "C" of "CORREO". In No. 12, the "E" of "CORREO" is partly obliterated near the bottom. In No. 98 there is a small break through the right stroke of the "U" of "VENEZUELA", and in No. 115, the upper part of the same stroke of the "U" is missing.

There is also a white scratch through the upper part of Nos. 15 and 16 starting from the "e" of "de" of No. 15 and going to the right across both stamps.

The second setting is composed of 12 blocks of 12 transfers, each block containing 3 horizontal by 4 vertical rows, thus:

1	2	3	4
5	6	7	8
9	10	11	12



Fig. 3 Nos. 15 and 16 in the sheet of the ¼ C., first setting, showing white scratch near top.

The stamp with the small white flaw on the right side is transfer No. 4, and it occurs 12 times in the sheet. As there are 144 stamps in each sheet, this stamp should be much scarcer than the others.

It is in this setting that the error "VENEIUELA" occurs. This is No. 52 in the sheet, the fourth stamp in the fourth horizontal row. It is also transfer No. 4 with the white flaw, and the most interesting stamp in the setting. It is due to a transfer fold which bends the upper right portion of the stamps inwards, including the margin. It



Fig. 5 Enlargement of No. 52 in the sheet of the ¼ C., Second Setting, showing the error "VENEIUELA".



Fig. 5A Enlargement of No. 71 in the sheet of the ¼ C., Second Setting, showing broken "E" of "VENEZUELA".



Fig. 4 Block of 12 transfers of the ¼ C., Second Setting.

has been said that the second "E" is affected.[2a] But this does not appear to be so. It is the "Z" which is eliminated, its place being taken by an imperfect "I".

Another stamp in this setting is unusual. This is No. 71 in the sheet. The second "E" of "VENEZUELA" here is affected, as it lacks the back stroke, most of the bottom stroke, and part of the central bar.

½ C.

The sheet is made up of 144 stamps, 9 x 16. It has been said that there are indications that a block of 12 or possibly of 24 transfers in rows of six formed the basis of its construction.[2a] From study of a full reconstructed sheet, a block of eighty-one, and some smaller pieces, we are satisfied that the sheet of the ½ C. was composed of 4 blocks of 24 transfers, plus 2 blocks of 16 transfers, these latter being composed of the same blocks but omitting the last two vertical rows. This accounts for all but the bottom row on the sheet, where the first or second row of transfers were used as shown in the diagram, as at the bottom of the next page.

The block of 24 transfers is composed of 4 horizontal by 6 vertical rows, as follows:

Transfers: 1 - 6
Transfers: 7 - 12
Transfers: 13 - 18
Transfers: 19 - 24

The transfers may be described as below.

1. Very small white flaw in center of thick frame line to left of "M" of "MEDIO". (Sometimes inked out.)

2. Outer dividing line on right double near top; outer frame line at bottom shows traces of doubling at right and is broken at right end.

3. Outer dividing line on left double near top; part of bottom dividing line double, except in bottom row.

2a *The London Philatelist,* October, 1918, p. 238.



Fig. 6 Block of 24 transfers of the ½ C.

4. Slight colored mark protrudes from left frame line opposite 6th pearl on left.

5. Minute dot on upper frame line above the "L" of "VENEZUELA"—barely showing.

6. Left third of top and bottom dividing lines (or whole line) missing.

7. Small break in dividing lines at intersection near N. E. corner.

8. Colored mark or blob under "ZU" of "VENEZUELA".

9. Colored dash under first pearl in bottom row of pearls crosses white border (slightly to N. W. of "M" of "MEDIO");

Block of 24 Transfers	Block of 24 Transfers	Block of 16 Transfers	
Block of 24 Transfers	Block of 24 Transfers	Block of 16 Transfers	
Ts. 1-6	Ts. 7-12	Ts. 1-4	→ Bottom Row



Fig. 7 Enlargement of No. 49 in the sheet of the ½ C. showing flaw in right border.

top dividing line double for part of its length, except in bottom row.

10. Dividing line on left double for half its length.

11. Colored dash on top of 2nd "E" of "VENEZUELA"; no dividing line above stamp.

12. Left third of dividing line at top missing; dividing line at bottom normal, except in bottom row.

13. Dividing line at right double near N. E. corner; about one-third of bottom dividing line missing on left.

14. Minute dot nearly touching top dividing line above "C" of "CORREO"; minute dot above and slightly to right of the period after "centavo" (not always showing); left third of dividing line at bottom missing.

15. Bottom dividing line bent and broken below S. W. corner.

16. Minute dot above top frame line over the "L" of "VENEZUELA" (discernible in most cases); bottom dividing line badly broken; left dividing line heavy at top; small break in dividing line at N. E. corner; break in top dividing line near N. W. Corner.

17. Very slight bulge on outer side of right frame line between 3rd and 4th pearls; break at bottom of left dividing line.

18. Minute vertical dash or "horn" on top frame line directly above inner edge of left frame line.

19. Several dots under "cen".

20. Break in dividing line at right (almost half missing); left third of top dividing line missing. In several positions the down stroke of the "T" of "LIBERTAD" is weak or broken just below the top of the letter.

21. Top dividing line broken and bent down above N. W. corner. (Cf. No. 15).

22. Dot between "A" and "D" of "LIBERTAD" (like a period after the "A").

23. Dot outside right frame line about 1½ mm. down from N. E. corner; no bottom dividing line or only traces.

24. Small vertical dash or "horn" protruding upwards at N. E. corner; lower portion of right dividing line and left third (or more) of bottom dividing line missing.

It will be noted that in 10 of the 24 transfers, reliance is placed on breaks or other abnormalities in the vertical or horizontal dividing lines between the stamps. In some other cases, the marks peculiar to that particular transfer are so small or difficult to discern that the breaks in the dividing lines are helpful in assuring recognition of the transfer. Taken together, however, there appears to be no doubt of their identification.

Flaw: There is a small white flaw on the right frame line of No. 49 in the sheet (T. 19) opposite the word "LIBERTAD".

1 C.

It has been generally supposed that there was only one setting of the 1 C., the highest value of this issue. But after plating the known setting, we find some stamps that do not fit in the pattern. From this we conclude that there must have been another setting. In the known setting, which is composed of 108 positions, 12 vertical by 9 horizontal rows, the whole of the top row is composed of only two transfers, one of which is easily identified by the blob on the end of a leaf near the right border of pearls. We shall call these Transfers A and B respectively. Transfer B is the one with the blob.

A reconstruction of the sheet (less one stamp) shows that below the top row the



Fig. 8 Enlargement of transfer B of the 1 C. showing blob on end of leaf.

sheet is made up of 12 blocks of 8 transfers. Each block of transfers is arranged in four rows of two, as follows (except in the upper part of the right half of the sheet):

(Transfers:)	1	2
	3	4
	5	6
	7	8

In the upper part of the right half of the sheet (below the top row) The transfers are reversed, as follows:

(Transfers:)	2	1
	4	3
	6	5
	8	7

In the top row, transfer A is always directly above transfer 1, while transfer B is always above transfer 2.

The sheet was made up, it appears, of blocks of transfers A and B, and of blocks of transfers 1 to 8, arranged as follows:

A | B	A | B	A | B	A | B	A | B	A | B
Block of 8 Transfers 1 to 8	Same (normal)	Same (normal)	Block of 8 Transfers reversed	Block of 8 Transfers reversed	Block of 8 Transfers reversed
Block of 8 Transfers 1 to 8	Same (normal)	Same (normal)	Same (normal)	Same (normal)	Same (normal

We will now describe the transfers.

A. Break at right end of bottom dividing line.

B. Blob on end of small leaf near right border of pearls.

1. Colored mark and dots on and above "Z", and left arm of "U" of "VENEZUELA".

2. Bottom dividing line overlaps under "O" of "CENTAVO".

3. Very small dot under "o" of "centavo", about ¾ mm. below bottom frame line.

4. Dividing line below stamp overlaps under "tav" of "Centavo"; top dividing line overlaps above "EL" of "VENEZUELA" (cf. No. 2 above.).

5. Minute dot about ½ mm. below "Z" of "VENEZUELA".

6. Dot and mark below "nt" of "centavo" in line of bottom dividing line which is over



Fig. 10 Nos. 68 to 71 on the plate of the 1 C. showing crack or scratch.



Fig. 9 Reconstruction of the block of 8 transfers of the 1 C., with transfers A and B above.[3]

two-thirds missing; minute protuberance on right frame line between 6th and 7th pearls.

7. Dot on frame line under "o" of "centavo".

8. Small dot above "U" of "VENEZUELA"; generally a minute dot above the "Z"; also dot and mark on line of top dividing line, which is partly missing. (See Type 6.)

Most of the types can be identified without reference to the dividing lines between stamps, but three depend for identification on specimens with enough margins to include these lines, or on pairs or blocks. In the 6th horizontal row there is a crack or scratch extending from No. 68 through No. 71 and probably through No. 72 (the missing stamp). This is most noticeable in No. 71, as it crosses the upper part of the coat of arms.

We may now refer back to the top row of the sheet. Messrs. Hall & Fulcher mention the fact that, *with one exception at least,* every alternate stamp in the top row was from the same transfer, namely the stamp showing the blob of color near the leaf on the right.[3a] This is the stamp we have designated as Transfer B. The explanation of the exception is simple. Since in the upper part of the right half of the sheet below the top row the transfers were reversed in each block, and Transfer B, as we have said, always appears above Transfer 2, the stamps of this transfer alternate in the top row, *except* when we reach the stamps above the first reversed block. There two Transfer B stamps adjoin. These are Nos. 6 and 7 in the row. The following diagram will show this.

A	B	A	B	A	B	B	A	B	A	B	A	→ Top Row
1	2	1	2	1	2	2	1	2	1	2	1	

3a *The London Philatelist,* October, 1918, pp. 238-39.

3 These stamps are Nos. 1-2, 13-14, 25-26, 37-38, and 49-50 in the sheet.

2nd Setting. There must have been another setting of the 1 C. We have a strip of three, two pairs, and a single, none of which show characteristics on any of the transfers described above. Moreover, the paper on which these are printed is not the dead white of the first setting, the gum is coarser, and the ink appears to be of a slightly different shade. Not enough copies have been seen, however, to justify any further statement regarding this setting.

Colors.

The ½ C. green on white gives the same color impression in both settings, except that some stamps appear to be slightly darker.[4] But there must have been a decided change in the ink used for printing the ½ C. at some time during manufacture. The normal color is a dark gray-lilac, sometimes described as dark violet, of course on white. Occasionally, however, a copy turns up which is lighter and with more of a reddish or brownish violet shade. This is the so-called brown violet. Those examined by the writer, who has four specimens in his collection, come from the known setting. One of these is No. 49 in the sheet (Type 19) showing the white flaw in the right frame line. This is a very rare stamp indeed in this color, as there was only one in the sheet.

No color varieties of the 1 C. have been seen except in the case of those from the unknown setting already mentioned. The color variance is so slight as to be scarcely noticeable. While the normal color has been described as gray brown, a closer description might be rich dark brownish gray.[5]

Cancellations.

Cancelled stamps in the writer's collection include all three denominations. Cancellations include the double circles of Caracas in black, or in blue. Doubtless there are others, but they have not been seen by the writer.



Fig. 11 Caracas blue cancellation on 1 C.

General Remarks.

Few used copies of this issue have survived. Catalog values are decidedly on the low side, especially for stamps in really good condition. A ¼ C. denomination was never repeated. ½ C. and 1 C. denominations were included in the Eagle Issue of 1864. They were repeated in the issue of the new square stamps that followed. There was also a 1 C. in the First Escuelas Issues, and in the 1874 "Contrasena" overprints. In the 1879 Escuelas Issue there was a 1 Centesimo value, but the currency then had been changed to 100 centesimos to 1 Venezolano. This lasted only a year, as in 1880 the currency was again changed to 100 centimos to 1 Bolivar.

We have very little knowledge of the extent of use of the 1861 issue, but it does not seem to have been great. Whether or not this was due to the lack of need or was caused by the nature of the use, with the result that many cancelled copies would not survive, even if the amount of use was substantial, we do not know. The scarcity of used copies is a fact, in any event.

Further study, particularly as to the history of these stamps, the name of the printer, the quantity printed and the period of use, is needed. Here is another opportunity for research in the fascinating field of early South American stamps.

In an article soon to follow, we shall discuss the issue that succeeded, the so-called Eagle Issue of 1863-64. It is hoped that within time that all of the earlier issues will have been studied in THE COLLECTORS CLUB PHILATELIST.

4 A well known English catalog describes the stamps as pale yellow green and deep yellow green.

5 The Stanley-Gibbons catalog gives pale brown and brown. It is true that some of these stamps appear to be slightly paler than others.

GUADELOUPE

A History of the Postal Markings, Their Style and Use

By ROBERT G. STONE

(Contribution of the France and Colonies Group)

Introduction

Since the adhesive stamps of Guadeloupe outside of the well-known overprinted and typeset issues have a very routine character, it is fortunate that other aspects of the postal history of the colony (since 1947 a *Département*) offer more engrossing opportunities for the philatelic student and specialist collector. In particular, the postal markings of Guadeloupe are rich with variety for such a small domain.

This study of the Guadeloupe markings, though it follows a chronological outline for sake of practical orientation and coherence, actually emphasizes their functional aspects, the why and how of their use; we treat also of their style, and of the probable factors influencing it. This point of view necessarily leads us to consider the wide context of history—postal, political, economic, and natural—to which the markings belong. We have included so much of this context as directly contributes to understanding and appreciating the origin, style and use of the markings, realizing that in a serious philatelic journal one has to resist the temptation to wander far into beckoning non-postal fields through mere topical associations with postal history.

Too many details about wordings and dimensions, dates, colors, etc., would hopelessly clog the narrative. To provide such details in a full and convenient form for reference, we append a systematic descriptive catalogue of all the markings, both handstamp and manuscript, reported in the literature or seen by us to date. All but a few of the types and usages are verified by the author's collection.

In this catalogue the markings are first grouped into functional classes, that is according to their apparent purpose. The meaning and scope of each class are briefly explained in a preface to the listing of types found within it. The types are defined by format and size, and are assigned numbers in a roughly chronological sequence within each class. The classes are as follows:

Code Letter	Functional Class	Section No. (in Cat.)
A	Army-Correspondence Postmarks	IV
BG	British Packet-Agency General Postmarks	XIV
BP	British Packet-Agency Paid Marks	XIV
BR	British Packet-Agency Rate Marks	XIV
C	Censorship Marks	XI
D	Postage-Due Marks	X
F	Free-Frank Marks and Official Postmarks	VIII
G	General Postmarks	I
I	Instructional Marks	XII
K	Slogan and Commemorative Postmarks	XIII
L	Obliterations ("Lozenges")	II

M	Mobile-Post Marks	VI
P	Paid Marks	IX
R	Registration-Insurance Marks	V
S	Ship-Letter Marks ("Paquebot")	VII
T	Town Postmarks	III

Where mentioned in the text, particular styles or types of marking are often illustrated by an individual example which is identified by class-code-letter and type number.

Early Markings

Compared to those of British colonies,[2] early postal markings of French colonies are, taken as a whole, relatively few and little known.[1] However, in case of several of the older French colonies such as Guadeloupe, Martinique, and Reunion, apparently much early material is to be found. Many "new" discoveries are being reported as a result of the lately quickened interest in postal history. Recent surveys[3,5] of Martinique markings, for example, revealed a wholly unsuspected range. Guadeloupe now appears to be an even richer mine,[4] probably unsurpassed by any French colony for variety and interest of its early postmarks.

Until about 1843 the Guadeloupe postmarks were purely local creations, often unique in details of style and little influenced by contemporary postmarks of the Metropôle or other lands. There is much charm in their crudeness, although the ornate conceptions seen in some early markings of other countries are missing. The styles were diverse, for the handstamp device of those days would wear out in a few years to be replaced by something quite different. Numerous military occupations and revolutionary upheavals prior to 1816 also contributed to the variety of the markings.

From 1843 on, the majority of the markings approximated types standardized either in France or among the colonies generally, although later, from 1857 to 1865, a postmark style entirely peculiar to Guadeloupe was used at all its post offices. Moreover, the obliterators consisting of diamond-shaped arrays of dots, or "lozenges" as the French philatelists call them, used on the General Issues of French Colonial adhesives from 1859 to 1876 were more varied and numerous in Guadeloupe than among all the rest of the colonies taken together.[6]

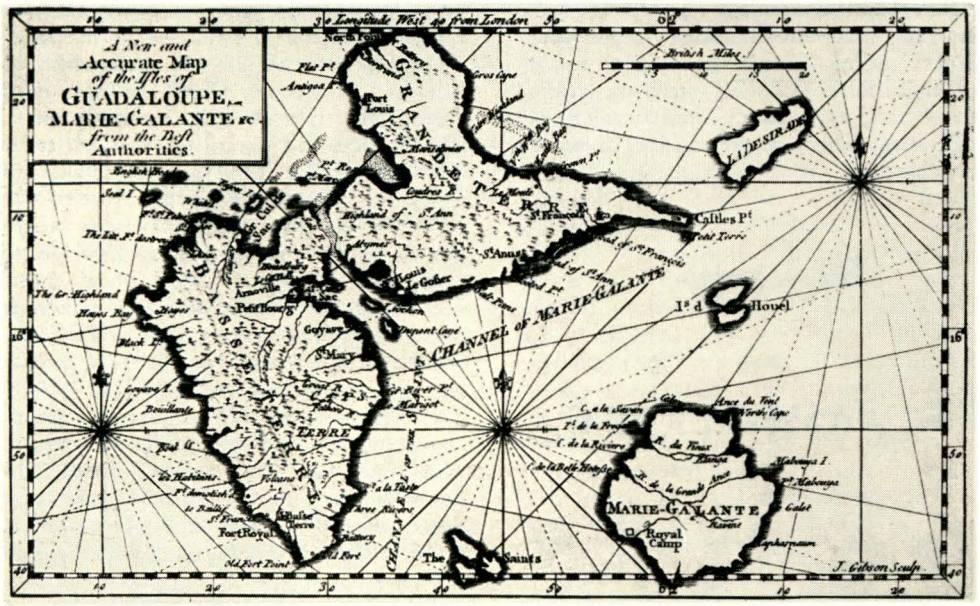
Before the Post Office, 1635-1765

Guadeloupe was first settled in 1635 by a group of French peasants; and by about 1720 all its arable lands had been taken up in plantations. Yet there is no record in the archives of any postal arrangements prior to the 1760's. In this pre-postal period the government presumably provided military or naval communications for its high officials. Planters and merchants, however, were left to their own devices, sending letters within the colony by means of private messengers and overseas by the hands of ship captains. French captains were required by the 17th Century laws (confirmed in an *Arrêté* of 3 Feb. 1728) to carry letters free between France and its colonies;[7] but this was not fully observed and the service was very desultory, not to mention the high risk of loss by storm, capture or pilferage.

In the great Francois collection is a letter addressed to France dated Guadeloupe 1740 and bearing a handstamped fleur-de-lys (F1). The editors of the *Catalogue des Estampilles*[8] regarded this as a postmark of the colony, but the writer in company with Fregnac[4] believes it is probably a French mark of arrival (similar to those of Bordeaux[9]),



F1 G1



British Map of Guadeloupe Issued after the Capture of 1759.

since a Guadeloupe postoffice was not yet in existence. (If the mark were of Guadeloupe origin it could only be some sort of official cachet.)

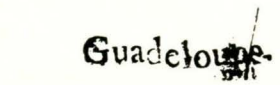
During the first British occupation of Guadeloupe (January 1759 to July 4, 1763) a post office or packet office was opened. The British mail packets out of Falmouth, England, as well as British war and merchant vessels, presumably conveyed Guadeloupe mails regularly to and from England, America and the West Indies, until the occupation ended. However, letters could still be exchanged with France, though only via England. One example of a handstamped postmark "GUADALOUPE" (G1) is known from 1762—note that the English spelling of the name of the colony uses an "a" after the "d".

The Poste Aux Lettres, 1765-1791

Very likely the experience with the efficient British mails during the occupation opened the colonists' eyes to the advantages of having a public post. For, in March 1765, Governor Le Comlte Nolivos (a progressive, much imbued with Physiocratic ideas) decreed a *Poste aux Lettres* (letter post) be established for the use of the public and officials equally.[10] The service began to operate on October 25, the same year. The Director of Posts and the main post office were set up at Basse-Terre, which was the chief port and the administrative capital at that time. Mail receivers (*receveurs*) were installed in offices (*bureaux*) at eight other places: Marigot de Capesterre, Sainte-Rose, Caillou (in Pointe-Noire Parish), Morne-Renferme (hamlet on the site where Pointe-a-Pitre city was built in 1768-77), Sainte-Anne, Le Moule, Port-Louis, and Grand-Bourg (on Marie Galante). Couriers carried the mails between offices. Letters addressed overseas had to be prepaid as far as the office at some Guadeloupe port of embarkation (—most of the offices were in such ports). Captains of vessels planning to leave the colony were required to hang up a mail bag in the nearest letter office at least one month before intended sailing date. Official mail entitled to free-franking had to be so marked (*"franche"*, etc.) in manuscript and

countersigned (*"vu"*, or with a *paraphe*, F4) by the Procurer-General.

The earliest reported markings of this post are a straightline "Guadeloupe" (G5) and a "BASSE TERRE G." (T5) seen on letters of 1776-83 and 1780, resp.[4] The letters of G5 straggle out of line, suggesting it was made of movable type.



G5



T5 T6

Although the Guadeloupe postoffice provided for forwarding letters *to* France by merchant vessels, and the other colonies had set up similar arrangements by 1770, the mail service *from France to* the colonies was not organized in any formal way prior to the *Arrêt* of the King's Council of State dated December 20, 1786.[11] This act established a Royal mail packet-boat (*paquebot*) service with the colonies, fixing the tariffs and regulations for handling colonial mail via *both* these packets and merchant vessels. Twelve of the Royal packets were operated out of Bordeaux and Le Havre to the French West Indies on schedule from January 1787 to July 1788, when they were given up because the excess of costs over revenues was much greater than the King's treasury had anticipated. The packet and merchant-vessel tariff had been set at 20 sols per first ounce and 10 sols for each additional ounce—a moderate fee in itself but one which was added to the usual postage charged for carrying the letters between the port and interior points (of France as well as colonies). Merchant vessels, however, were permitted to compete with the packets for carrying mail and French ship captains were for the first time reimbursed at the rate of 15 sols per pound for the mail which they delivered to the post office. In spite of this inducement (and penalties for violations), it is said that the additional cost of sending letters under the *Arrêt* of 1786 led to much smuggling of mail via private vessels. Nevertheless, the regularity and dependability of the Royal packets presumably increased the proportion of overseas mail going through the Guadeloupe local postoffice, for more letters with Guadeloupe (and Martinique) postmarks are seen from 1787-88 than for any other years prior to 1816.

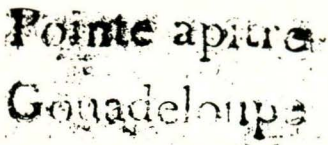
Guadeloupe served as a collection and transit point for French mails to and from Martinique and other nearby islands, which explains why Guadeloupe postmarks sometimes appear on early letters from Martinique to France.

A variety of postmarks were in use at Basse-Terre and Pointe-a-Pitre (T5, T6, T10-11, G5, G10) from 1780 until the Revolution (and perhaps until 1793). The bitter political and commercial rivalry between these two ports probably accounts for their having distinctive *town* postmarks at a time when such were not yet customary in the French colonies. Postmark T10, for all its naive illiteracy belongs to the genre of the



G10

17th and early 18th centuries, whereas T11 marks the cleaner style of the late 18th century. It is interesting to note that the "LA GUADELOUPE" mark (G10) was contemporary with a "LA MARTINIQUE" one of very similar font and dimensions[12], a fact which may mean that both marks were supplied by the same source (France?) or one imitated the other.



T11



T10

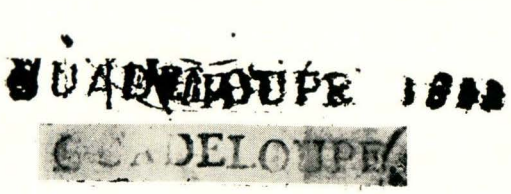
The Revolutionary and Napoleonic (First-Empire) Period, 1791-1815 [13]

In 1793 local revolutionary disturbances totally disrupted the *Poste aux Lettres;* at the same time a British naval blockade cut off nearly all shipping to France. Capture of the colony by the British followed shortly, in April 1794. The British probably had no chance to fully restore the post office system before the French returned to attack them in June.

Infamous Victor Hugues, who bit by bit recaptured the colony for France between June and Nov. of the same year, set up a dictatorial regime which had little need for the posts since few white planters were left and even they were denied official contact with the Metropôle until 1797. Hugues changed the "Bourbon" names of some of the towns to "patriotic" ones, Pointe-a-Pitre becoming "Port-de-la-Liberté", for example.

Soon after General Desfourneaux had forcibly replaced Hugues as governor in 1798, the *Poste aux Lettres* was restored along with the former town names. The old town postmark of 1780 consisting of "BASSE TERRE" followed by a "G." (T5) is reported again from 1800 [1], but we have not been able to verify this, which seems doubtful. Local mails were probably disorganized again during the bloody suppression by General Richepanse of the negro rebellions of 1801-02. From December 1792 to 31 December 1805 the Republican Calendar was officially in force in Guadeloupe and during that period letters from French citizens there were usually dated accordingly.

In a desperate effort to stop destruction of British shipping by Guadeloupean privateers (the *Corsairs* organized by Hugues in 1795*),



G15 G18

* Not 1793, as incorrectly inscribed on the Guadeloupe Tercentenary stamps of 1935 illustrating the founding of the *Corsairs* by Victor Hugues.

the British gradually occupied by force the various outlying dependencies and then the "mainland" of the colony during 1808-1810; Basse-Terre finally surrendered on February 5, 1810. While under a British governor, the French colonists were allowed to continue planting and to administer their local affairs including the internal posts;[14] the laws and administrative forms of the former Bourbon government (*L'ancien régime*) were reestablished. However, British merchants quickly moved in to take over the foreign trade. A curious postmark "GUADELOUPE 1810" (G15) was possibly, in view of the French spelling, introduced early in that year, but it is known used only after the British arrived. At first British war vessels carried the mails. Sometime late in 1810, the regular mail packets operated by the British Post Office also began to call, relaying mails to and from Falmouth via St. Thomas or Tortola (whose postmarks [15] were often affixed in transit). A straightline "GUADELOUPE" (note the French spelling!) (G18) is re-



T20

ported on a letter of 1812; the letters straggle indicating the stamp was a temporary one of movable type. In 1814 a boxed postmark (T21) was introduced [4] at Pointe-a-Pitre, and presumably the one for Basse-Terre in similar style (T20) was issued about the same time though we have no record of it used before 1816.

At the Peace of Paris (May 30, 1814) England agreed to return the colony to France by August, but the British troops did not allow the French governor to take over until December 7, 1814. St. Martin, formerly attached to Martinique, was now for the first time assigned to Guadeloupe as a dependency. On August 9, 1815, the British were precipitated into reoccupying Guadeloupe by force because of doubts that the local administration would prevent a threatened Republican coup in the wake of Napoleon's return from Elba. The local postoffice continued to operate apparently without British interference. Although Napoleon had been banished to St. Helena in October, the British troops remained, at the plea of

local officials of royalist sentiment, until July 25, 1816, by which time loyal French troops had finally arrived from France.

The Old Monarchy Restored, 1815-1848

In January 1817 the colonial posts were reorganized on the same ultra-Bourbon basis as in France, concessions being farmed out for three-year periods.[16] In 1823 the postal administration was, probably for reasons of political expediency[17], divided between Pointe-a-Pitre and Basse-Terre, which for some time hence would be the only post offices as well.

The postoffices despatched letter bags to Europe by either the British mail packets (via Barbados and Falmouth), which had been calling at Basse-Terre since 1811,[18] or by French merchant vessels (mostly out of Bordeaux, Nantes, Le Havre and Marseilles). But many, perhaps a majority of the letters to abroad were still being privately handed to ship captains and thus bypassed the local



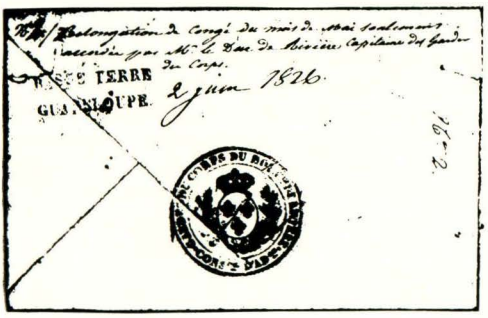
T21

postoffices (and the tariffs). Hence the appearance of the Guadeloupe postmarks on letters is not yet common, especially so in the case of letters destined to the Americas. We suspect that the proportion of the mails *from* overseas being deposited in the post-office for local delivery was also rather small, though such letters are very seldom met with anyway.

Occasionally, in order to take advantage of an earlier or more direct sailing, letters were privately forwarded through firms in neighboring islands, especially Martinique[4], St. Kitts, and St. Thomas[19]. Conversely, some Guadeloupe merchants probably forwarded letters for consignees and friends in neighboring islands; such letters might be endorsed in manuscript: *"Acheminée par"* or *"Forwarded by - - -* (name, place, date)".



T26 (Basse-Terre) on face of a cover sent to Moule, with T25 of Pointe-a-Pitre struck on in transit. Note the "30" charge mark in MS (D2); the letter was sent to a militiaman on leave, his Captain endorsing in the lower left with a paraphe. (1826).



Back of the cover shown on the bottom of Page 260, with cachet of the Militia and a note from the Captain saying the addressee's leave has been extended. The Basse-Terre postmark (T26) is struck again, perhaps because it was an officially prepaid letter?

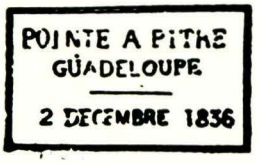
The boxed postmarks for Pointe-a-Pitre and Basse-Terre, the first of this type (T20, T21), which appeared in 1814[4] continued in use until 1821; note the dotted frame inside the solid one and the crude sloping letters, quite unlike any other French markings we have knowledge of.

About 1821 the postmarks reverted to an unboxed style (T25, T26), Basse-Terre now adding the name of the colony in a second line; these marks are not basically unlike the straightline markings used in many countries during the early 19th century.



T25

The first *dated postmarker* (T30) is noted from Pointe-a-Pitre around 1832, when some other French colonies also introduced them. However, the style of this mark, being framed in a rectangular double-lined box, is very singular as French marks go although a somewhat similar one was already in use at St. Pierre, Réunion.[20] We have yet to see a postmarked letter from Basse-Terre in the 1830's, but it is reasonable to assume a dated postmarker was also in use there, possibly of the same type as Pointe-a-Pitre's.



T30



T35

In 1838 the new municipalities created by the law of 1837[21]: Moule, Capesterre (G. P.) and Grand Bourg (M. G.) were given postoffices; an absolutely unique three-line postmark "POSTE/DU/MOULE" (T35) dates from this year. Basse-Terre, acquired



T71



T72

a double-circle dated postmark (T71) about 1841 or somewhat earlier. This type had already appeared in France and some other colonies during the 1830's[1]. The other Guadeloupe postoffices apparently did not re-



T60

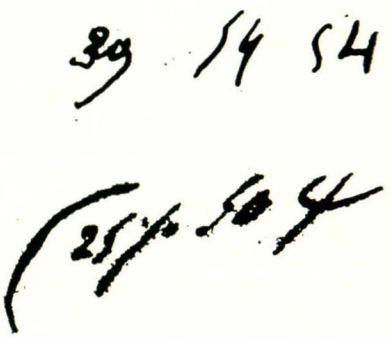


T65

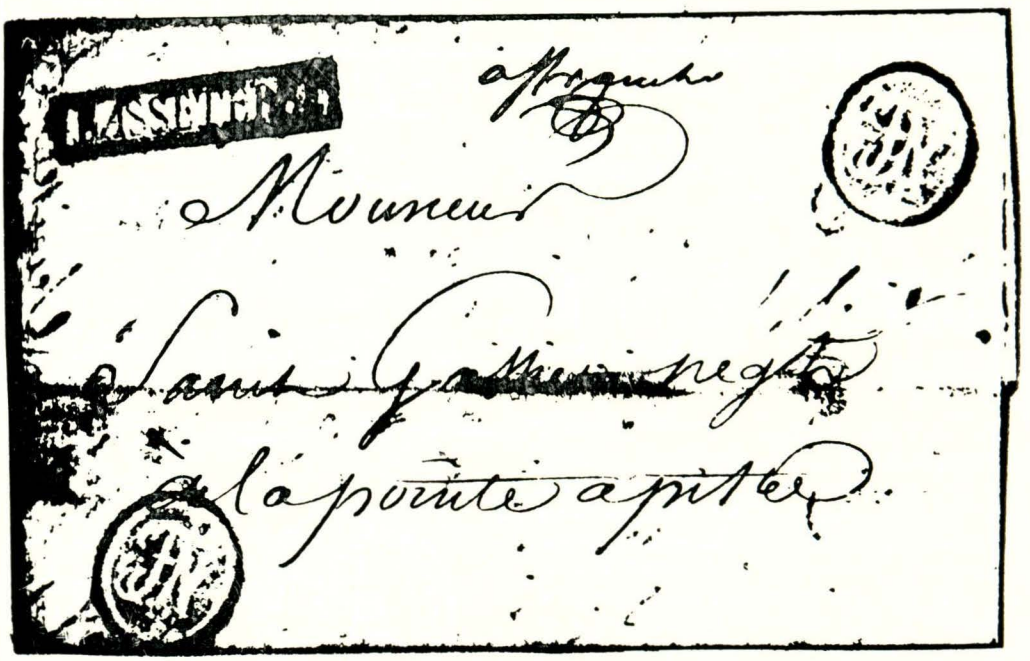
ceive it until 1843 when the destruction of most of the offices in the earthquake accompanying the eruption of Soufrière on February 8 made it necessary anyway to issue a new set of postmarkers (T60, T65). By early 1845 the Basse-Terre postmark was replaced by a larger one (T72).

From about this time on, the postmarks are much more often seen on overseas Guadeloupe letters, presumably because the general introduction of "fast" steamboats by the British Royal Mail Steam Packet Co. (under contract with British GPO) in January 1842 [22] encouraged greater use of the regular posts. Another factor may have been the Franco-British Convention of 1843 on exchange of mails across the English Channel [23], which expedited the mails from West Indies to France via British packets. However, one also notes increasing use of private forwarders [19]:—for letters from France to other West Indian islands forwarded by agents in Guadeloupe, as well as for letters from Guadeloupe to other West Indies, America or Europe forwarded through agents at St. Thomas [19].

This period (1815-48) is the earliest for



D2: various examples seen during 1820-40 period.



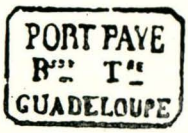
Front of folded entire letter from Basse Terre (T21) to Pointe-a-Pitre, 1816, showing free-franking: "Affranchi" (F7) and paraphe (F4) and unusual seal-type cachet "FN" in oval (F5) presumably some sort of frank. The contents of the letter mention the British troops of occupation as having just sailed away.

which the amount of postal material becomes sufficient to provide us with some details as to the methods of the post office:—

Normally letters handed in to one of the Guadeloupe postoffices received the hand-stamped postmark (T20-21, T25-26, T30, T35, T60, T65, T71-72), whether the postage was prepaid or unpaid. If addressed to places within the colony the amount of postage (in centimes) charged or to be collected was usually added in manuscript (D2). These markings almost always appeared on the face of the letter if the postage was yet to be paid, but sometimes on the back (—where it was supposed to be only if prepaid?). Charge marks are missing from



P5



P6

many local letters, however, whether by carelessness or intent we cannot tell. On unpaid letters to France the Guadeloupe postoffices did not write any postage charge, because it was the rule for the French postoffices of entry to compute the postage due upon receipt of the letters in France, marking them with the familiar large *décime* (or franc) numerals (see *Cat. des Estampilles* [1], pp. 77, 79).

Officially-franked letters, which in some cases were apparently prepaid by the Government and in others passed free, likewise received the postmark and (if charged) the postage-due numeral mark; in addition the letter was annotated in manuscript with the expression *"affranchi"* or *"franche"*, plus the initials or *paraphe* (F4) of the validating official, and perhaps the date.

Ordinary prepayment of postage, impolite and unpopular in those days except on legal correspondence, was also indicated by *"franche"*, or by *"port payé"*, to which the date, amount of postage and a large pen-cross might be added.

Several special handstamp free-frank and paid-frank postmarks of a fancy style (F5, P5-6) were available at Basse-Terre but rarely used. The oval seal-type cachet of 1816 (F5) is listed as an official frank since the only example known to us is on a local letter marked *"Affranchi"* with the *paraphe* but without any charge; however, the meaning of the abbreviation "FN" in the cachet quite eludes us, though the "F" probably stands for *"Franc"* or *"Franche"*.

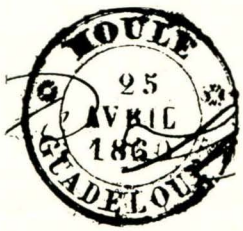
The Second Republic, 1848-1853

The Second Republic initiated the modern postal regime; from 1848 on reforms and innovations came rapidly.

Not later than 1849, but possibly somewhat earlier, postal agents (*facteurs; bureaux annexes*) were designated in the small villages and hamlets of the colony not having post offices (*receveurs; bureaux*). Here it might be the Councillor, justice of the peace, mayor, army paymaster, parish sexton or choirmaster



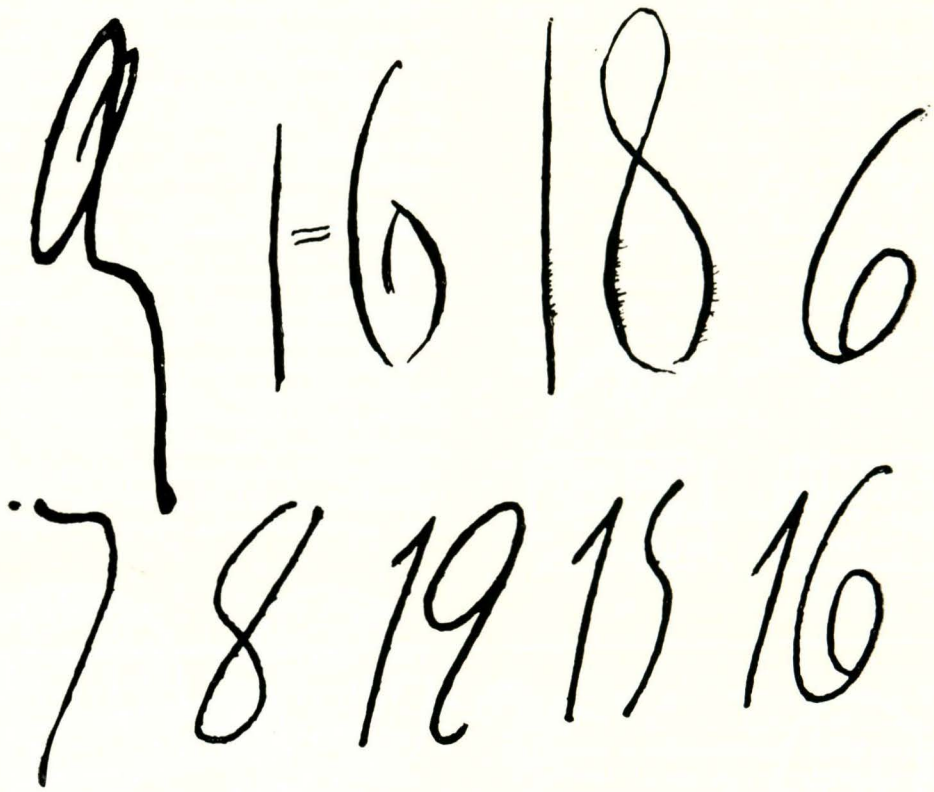
T61



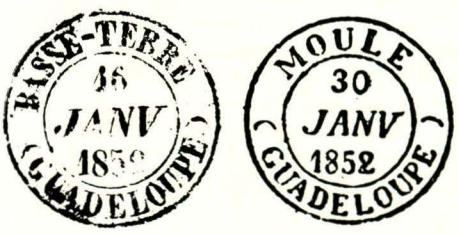
T66a

who made up and received mails by courier or coastal schooner. These agents must have been empowered to accept prepaid-postage and postage-due moneys.

About 1849 the postoffices at Basse-Terre and Pointe-a-Pitre started to mark unpaid letters destined to France with the postage-due in décimes or francs (D4) (—previously these due marks were applied on arrival in France); shortly (1850?), handstamps, imitating the manuscript style, were introduced for marking the commoner rates (D12-22). The postmarks of 1841-45 were replaced or supplemented in 1849-50 with new dies in the same general style but having slightly different font and dimensions (T61, T66, T73-87). These postmarks were issued not only to the postoffices but apparently also to the postal agents.



D4: (top left) examples of a "2", "16" and "18" in MS; D12: "6"; D13: "7"; D14: "8"; D18: "12"; D21: "15"; D22: "16"; D12-22 being handstamps imitating the manuscript style, 1850-76.



T73 T78

In April or May 1849 the Royal Mail Steam Packet Co. agent for Guadeloupe (located at Basse-Terre) began applying current British-Postoffice type circular postmarks (BG1) and crowned-circle "PAID" marks (BP1) on letters handed over to him by the local post office for despatch via British packets to American countries.[24] The background of this development is not definitely known[14]—most likely it indicated that the new French Republic had authorized the Guadeloupe postoffice for the first time to accept cash prepayments of the British-packet postage fees (BR1, BR2), for which some indication on the letters was desired in certain cases. These cases apparently comprised all destinations other than those which would bring the mail across the English Channel (where it would be accounted for under the Franco-British Convention of 1843[23]). As



BG1



BP1

no British postoffice was permitted on French soil, we think the RMSP Co. agent may have been required to do his postmarking and pouching of the mails *in* the Guadeloupe postoffice at Basse-Terre before transferring them to the ships [25]. This hypothesis is given some support by the occasional use of blue ink, a color which was usually available in Guadeloupe postoffices but rarely if ever in British postoffices. There are several other peculiar facts about the use of these British packet agency marks at Guadeloupe, which continued until 1874, for which we lack any documented explanation:[24] e.g., why they are dated almost always one day later than the French (Guadeloupe) postmarks on the same letters?; Why paid letters to France via British packets never bear the British agency "PAID" marks?; Why a few letters bear the British marks but no French ones?; Why the British agency postmark was only occasionally used on the back of unpaid letters?; Etc.

A supply of the 10c (2,500), 25c (9,000) and 1Fr (5,000) of the current issue of French adhesive stamps, to be used experimentally for voluntary prepayment of postage on letters to France and to continental Europe via France [26], was sent to Guadeloupe in August 1851 and put on sale at Pointe-a-Pitre and Basse-Terre not later than some time in October (earliest covers). A Ministerial Circular of November 28 specified that they were to prepay postage via either the British packets or French merchant vessels, that colonial postoffices were to postmark the letters only, the stamps to be obliterated upon arrival in France. These letters were also to be marked with the boxed "PD" (*Payé a Destination*) (P8) to show prepayment, this mark apparently having been sent out to Guadeloupe for the purpose at about the same time the stamps were shipped. The only Guadeloupe postmarks known on such letters are T61 and T73; occasionally the postmark and/or "PD" are missing. In the case of letters via the British packets the British-type postmark (BG1) of Guadeloupe was sometimes added on the back of the letter, although the British "PAID AT GUADALOUPE" mark (BP1) is not known on them. The initial stock of stamps was presumably exhausted by the end of 1853 (latest covers, November?) and no more were supplied.*

The Second Empire, 1853-1870

With the opening of this period the local postoffices were at last handling the bulk of the mail to and from the colony.

From about 1854 the postage rates on unpaid letters to France included a penalty of one décime; nevertheless relatively few letters were prepaid as long as it was not mandatory.

Between 1857 and 1861 a new and unique style of dated postmark (Type D: T101-T128), a rimless circular one, was issued to all the postoffices, as well as to the postal agents in Communes still lacking postoffices —some 20 places in all. These marks tended to become very smudgy and illegible.



T104



T113

In September 1858, after years of hesitation, the Minister of Colonies finally ordered the fabrication of a distinctive type of adhesive stamp for general use in all the colonies [27]. In the autumn of 1859, 80,000 each of the 10c and 40c "Eagles" were sent to

* For further details see: R. G. Stone, "French Stamps Used in Guadeloupe", COLLECTORS CLUB PHILATELIST, Jan. 1950, pp. 27-33.

Guadeloupe [28]. An *Arrêté* of the Governor dated November 5 [29], announced that on November 10 the stamps would be put on sale at Pointe-a-Pitre, Basse-Terre, Moule and Grand-Bourg, from which date: " - - - all letters, packets, newspapers, and printed matter of all kinds addressed to the interior or abroad *may* [our italics—R.G.S.] be prepaid with these stamps; excepting only that stamps would *not* be used on letters and packets on which the postage is collected *directly* in cash for the account of the British transatlantic packet company - - - " (the RMSP Co.). The meaning of the latter proviso is not as clear as it sounds, since numbers of letters to France are seen from 1860-62 on which the full postage was prepaid in stamps although the markings indicate carriage by British packet. It may apply to certain destinations only, or possibly under circumstances where the merchants were given charge accounts and paid for their postage in lump sums by the day or month.

The marking of prepaid matter addressed overseas, whether stamped or not, continued in the same manner as heretofore: either with "PD" (P8) *or* with "PAID AT GUADALOUPE" (BP1) (if sent via British mail to American countries). Even after



P8



P13

stamps were introduced the "PD" was still officially regarded as the primary evidence of prepayment; it is very rarely missing on fully prepaid letters but is not usually seen on part-paid letters and prepaid printed matter. Up to now the "PD" was always in red, whereas in the 1860-75 period it appears in black, red, and blue indifferently. Not infrequently the "PD" was applied by mistake and then it might be crossed out with an obliterator by the clerk or with a red crayon by the RMSP Co. agent.

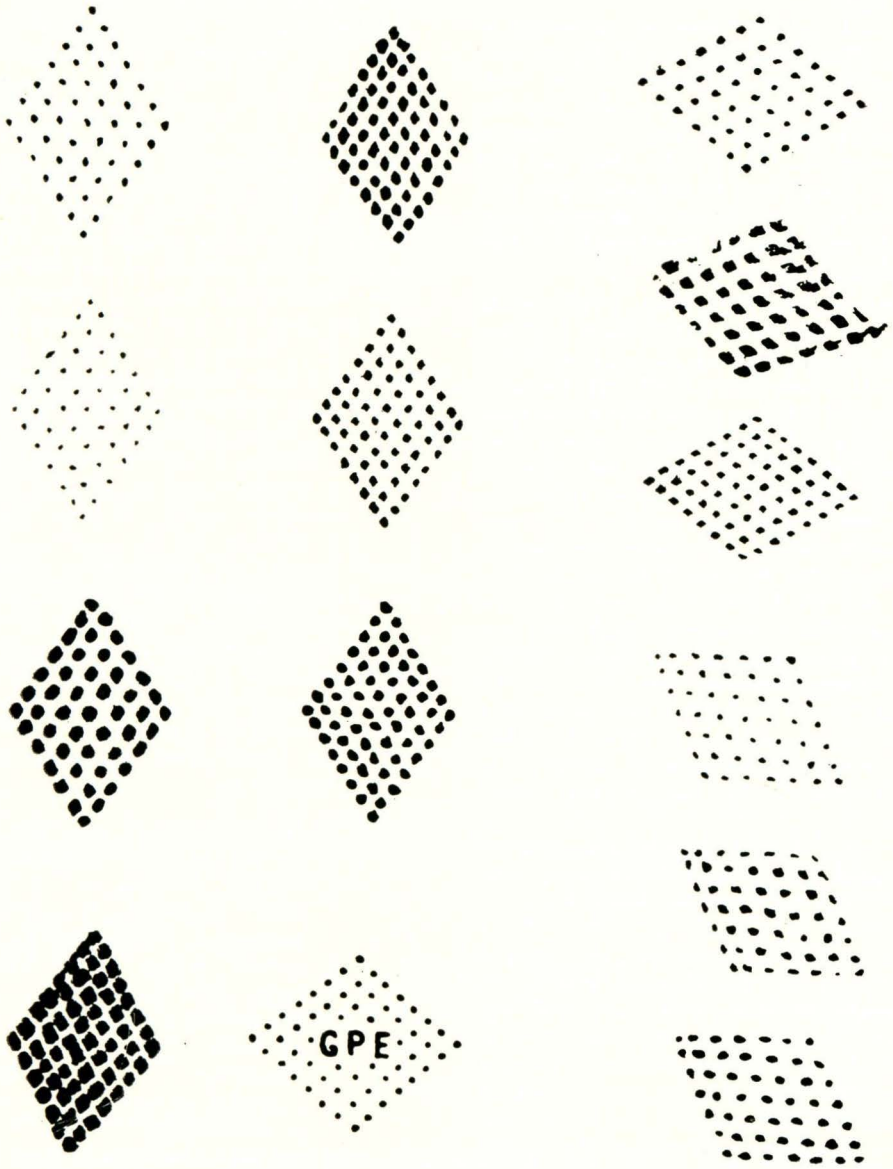
Unpaid matter continued to be marked with the amount of postage-due in décimes or francs (D4-22). The use of the British postmark (BG1) on the back of unpaid letters, up to this time (1860) occasional, now became very exceptional—chiefly on letters to British countries.

Actually most of the printed matter and newspapers could not yet be stamped with adhesives, as the rates for such matter usually did not coincide with any denominations or multiples of stamps available.

Probably for the first month or so of their use (Nov.-Dec. 1859) the Eagle stamps were obliterated by pen, as was done in Martinique. Sometime in December 1859 the four existing postoffices were provided with obliterators ("killers") in the form of diamonds ("lozenges") of dots (L1, L3, L23, L27) to use in cancelling the stamps, and with instructions that dated postmarkers were not to be struck on stamps but only on the face or back of the letters [30]. These first lozenges were made up of diamond-shaped points. The lozenges of Pointe-a-Pitre and Basse-Terre had large well-defined points, whereas those of the Moule and Grand-Bourg lozenges were originally so small as to seem almost round. Whether the lozenges were locally-produced or sent out from Paris is not known [31]; on the basis of a comparison [6] with lozenges of all other colonies, one could argue for either hypothesis. The obliterators were probably of hard wood or metal, for they lasted many years without disintegrating. Over the period of 8 to 12 years in which individual lozenges of the larger postoffices generally remained in service, the strikes became progressively more smudgy and the points much enlarged and deformed.

An *Arrête* of Guadeloupe dated October 3, 1860, provided that, independently of the postoffices (*receveurs*), the minor officials, merchants, army paymasters, pharmacists and others who might be specially authorized, could stock and sell the stamps to the public [32]. Presumably this would include the existing postal agents as well as others. In any case, the postal agents were not authorized to obliterate stamps, and hence were not furnished with lozenges; nor is there any evidence that the agents ever used their postmarkers to cancel the stamps.

The earliest Eagles-stamped letter known to us from Guadeloupe is dated Pointe-a-Pitre, Jan. 10, 1860. Stamped letters are relatively rare before 1862, because the use of stamps was in no way obligatory and the



Lozenges of Pointe-a-Pitre (two left-hand columns), of Basse-Terre (right-hand column, upper three), and of Moule (right, lower three):

L3 (1860)	L8 (1865)	L1 (1860)
L3 (1863)	L9 (1872)	L1 (1868)
L3 (1865)	L9 (1875)	L6 (1870)
L4 (1870)	L90 (1872)	L27
		L27a
		L28

denominations were inadequate for the franking needs.

An *Arrêté* of the Governor announced on July 7, 1862, that the 1c and 5c Eagles were on sale [33]. These denominations now made it possible to prepay in stamps the rates for newspapers and printed matter. Stamps on such voluminous mail were often cancelled with the dated postmarkers rather than with the lozenges; this eliminated an extra hand-stamping operation and thereby reduced post-office delay.

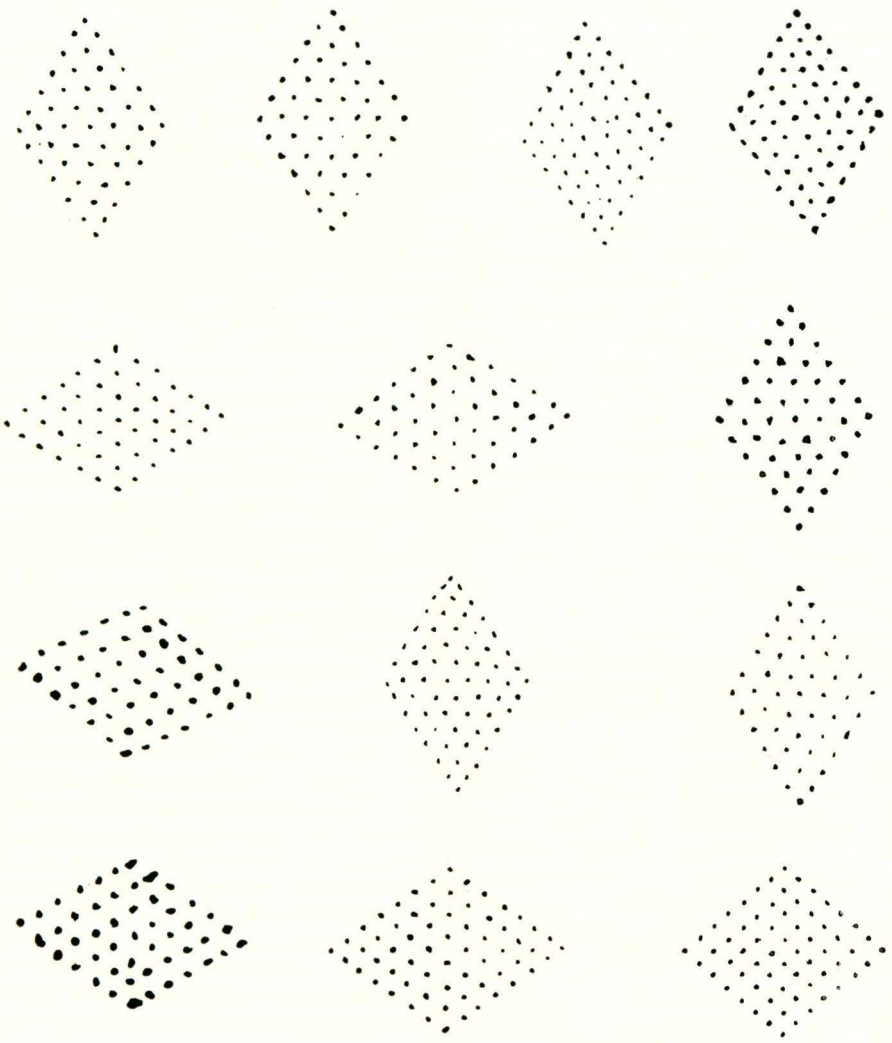
Already on April 7, 1862, a Ministerial *Décret* had been issued which made it obligatory in the colonies to frank all *prepaid* letters with adhesive stamps[34]. It seems to have been in this same year that Guadeloupe began to furnish each postoffice with a mark consisting of a "P.P." (*Port Payé*) inscribed in a box (P11-20) for stamping prepaid internal letters—analogous to the "PD" used on prepaid letters to oversea destinations. Even after 1862 one sees a few examples of letters sent via British packet and prepaid in cash but without adhesives; they were presumably passed through oversight. Unpaid *packet* letters, however, were still accepted for any exterior destination until about 1865, and for France until about 1876; thereafter, unpaid letters of any sort are rarities—letters "dropped in the box" without return address.

The first French government-subsidized mail packet line to reach Guadeloupe began as a shuttle service between Basse-Terre and Martinique on March 2, 1863 (*S. S. Cacique*), mainly to serve the army depot at Basse Terre for the Mexican War.[35] At Martinique the mails were exchanged with the new French mail-packet line running from France to Cuba and Mexico and return. These lines, operated by the Compagnie Générale Transatlantique [35], marked the first break in the long hegemony of the British Royal Mail line at Guadeloupe and Martinique—in fact, in the whole eastern Caribbean. Prepaid postage rates to France via French packets were until 1876 lower than those by British packets:—50c *vs* 70c for a 15-gram letter.

During 1864 postoffices were opened in at least 28 additional Communes, and obliterators (L15, L25, L30-40, L44, L63, L66, L74) furnished these offices (—many of them already having postmarkers in the rimless-style of 1857 used by the postal agents there). By this action all the postal agents seem to have been eliminated or converted to post-offices. We believe that the prepayment of all internal mail was made obligatory at the same time, since no stampless unpaid letters circulated solely within the colony are known to us with later dates, except rare ones charged due at the 50%-penalty rate. The lozenges used at the smaller offices from 1864 on are characteristically of very fine points [36], some being so fine that it is difficult to judge whether they are round or diamond-shaped; the overall dimensions of many of the lozenges are almost identical, making it often impossible to positively identify the particular office of origin when the example is on a stamp off cover. As a class, however, Guadeloupean lozenges can be readily spotted [6]; they include:—

a. all having 7 x 7 (49) points and the length of the side of the lozenge less than 20mm (—the very rare St.-Pierre-Miquelon lozenge is 22mm); and
b. all having 8 x 8 (64) points which are diamond-shaped or round (some very fine) and the length of the side greater than 16mm, with the following three exceptions:—
   (1) the very rare 18 x 20 mm lozenge (—this second dimension is the smaller diameter—) of diamond points of Mahé, Fr. India, which however, is distinguished by its four corner points being distinctly larger than the rest (1873-76),
   (2) the rare 17.5-18 x 22.5 mm lozenge of small regular round dots of Pondichery, Fr. India (1868-70's) —similar to several GPE lozenges of small offices,
   (3) the scarce 18.5 x 23 mm lozenge of irregular points of Martinique (1860-64).

We have endeavored to measure the dimensions of the various lozenges to within a half-millimeter in the hope that any differences found will facilitate identification of "unknown" examples; but differences of 1mm or less can not be taken with certainty owing to variations in wear, inking, clearness of



Lozenges of Smaller Postoffices:

L15	Capesterre	L38	Ste.-Anne	L66	Morne-a-l'Eau (1873) L66 (1875)
L42	St.-Martin	L40	St.-Francois		Unknown
L33	Pointe-Noire	L74	Port-Louis		Unknown (L38?)
L23	Grand-Bourg	L63	Grand-Bourg?		Unknown (Pondichery?)

strike, etc. After experience with numbers of strikes from the same lozenge die one comes to recognize things about the aspect of the lozenge that are peculiar to it, but not easily described in words or measurements nor adequately shown in a single drawing or photograph. Such clues, for example, may be small variations in shape, size, and alignment of the points within the lozenge. The Guadeloupe lozenges evidently

were made from time to time in small lots, each lot being cut perhaps intentionally to a somewhat different pattern (these might be called "types"), while the individuals within a lot exhibit very slight unintentional differences. At present, we can be sure only of inter-lot distinctions; analysis of intra-lot varieties is greatly handicapped by the real rarity of so many of these lozenges. In view of the meagre amount of mail handled at the small postoffices it is not surprising that their lozenges show little evidence of wear even after ten or twelve years of use; however, they occasionally appear in smudgy strikes due to dirt in the ink or on the lozenge, to slipping, to over-inking or uneven pressure, etc.

The boxed "PP" marks (P11-20) in use during 1862-76 at nearly all offices for marking prepaid internal mail are sometimes found obliterating the stamps in place of the lozenge—presumably due to laziness or haste on the part of the postal clerks, though in some cases perhaps because the lozenge was lost. Inasmuch as those "PP" marks so far recorded from Guadeloupe have unique dimensions or style for each office and as no other colony used them (though they were also used in France and on the French packets), it may be possible to develop a complete key for identifying the office of origin even when on stamps off cover.

The special décime handstamps of denomination "8" introduced about 1864 at Point-a-Pitre (D30) and Basse-Terre (D31) are interesting because of their frank deviation from the usual manuscript style. In the same



D31



D30

year, new dies (T105, T118) of the rimless type, but with slightly different font and dimensions from ones already in use, also appeared at these two offices. Was it perhaps the placing of additional clerks on duty there



T118



A8

to handle the growing volume of mail, that required these extra handstamps? But the extra marks weren't used after 1865!

On April 17, 1865, the French mail packets (CGT) commenced a branch line, *Ligne E,* connecting Guadeloupe via Martinique, and in 1866 via St. Thomas also, with various other CGT lines newly extended between the Caribbean and France[35]. The Guadeloupe-Martinique shuttle line begun in 1863 was designated *Ligne G* in August 1865 and on September 8 began calling at Pointe-a-Pitre in addition to Basse-Terre. (The runs of Ligne E and G operated in alternate fortnights.) Letters mailed on board the French packets of Ligne E and G while docked at Guadeloupe were usually not postmarked and obliterated until transferred to the boats of *Ligne A or B* at Martinique or St. Thomas, resp. Indeed, Ligne E and Ligne G postmarks, whether on ship-board mailed letters or as transit backstamps on pouched mails, are exceedingly rare on letters of Guadeloupe or any other origin; this can be taken to indicate that the mail clerks were not regularly assigned to these runs, perhaps because they were so short, while the ship's officers designated to collect loose letters in lieu of the mail clerks apparently did not often take the trouble to use the postmarks issued to them[35]. However, very little mail for France was routed via St. Thomas (to connect there with Ligne B) since nearly all the letters from Guadeloupe to France via French packet prior to 1875 are backstamped with the postmark of Ligne A, which ran via Martinique. Thus the mail which Ligne E carried between Guadeloupe and St. Thomas was mostly for or from the Greater Antilles and North America.



Type E:T171



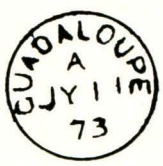
S4

In May 1865 the 1857 rimless-style of postmark was replaced at nearly all offices with the new standard colonial type (Type E of Langlois and Bourselet:[1] T150-T190) having a continuous outer circle and a dotted inner circle. The dies for these were very likely supplied from Paris. The 1857-type continued in use, however, at some smaller postoffices (T124, T125, T127) until as late as 1869.

Later in 1865 also appeared the so-called "army correspondence" postmarks. This special category of marking had been in limited experimental use elsewhere in the French overseas postal system since 1862, but was given a general distribution to the colonies and packet-boat routes during 1865.[1] The earliest of those for Guadeloupe (A1-A10) are in the style of an octagonal outer frame (the only octagonal postmarks of this colony); later ones are mostly circular (Type E: A11, A12). These marks were reserved for letters franked at the reduced rate permitted military personnel in accordance with the old French Law of June 17, 1792. For the franking to be valid such letters had to be endorsed in manuscript on the back by an appropriate officer; sometimes a cachet of the military organization might be added. When distributing the "Corr. d'Armées" postmarks the Ministry of Colonies included a copy of its instructions[37] of 13 Oct. 1862, which required the postoffices to strike army correspondence marks in blue ink, to forward such mail only by French boats, and to prevent abuses; the Law of 1792 was interpreted to apply also to any cadres of guards, health officers and other services that might be assigned to the military posts. Guadeloupe army marks are much more often found in black than blue; but they are all very rare, whether on cover or stamp, not merely because the garrison in the colony was always small but also because on many military letters the postoffices did not bother to apply the special postmark (—especially during the 1880's). Only postoffices near to barracks were supplied with the marks.

The opening of a U. S. contract-mail packet service between St. Thomas and New York (N. Y. and Brazils S. S. Co.) in January 1866 led to the forwarding of much of the mail from U. S. to Guadeloupe, or reverse, through certain private agents at St. Thomas (chiefly Geo. W. Smith & Co.), where U. S., British, French, or Danish West Indies stamps might be added[38]. Such letters were handled privately from Guadeloupe (or St. Martin) to St. Thomas but via packet from St. Thomas to Guadeloupe.

The British packet agent introduced a new style of paid mark (BP2), and a new dated postmark (BG2) in early 1868, the previous types (BP1, BG1) being used concurrently with the new ones until about May 1868 when the former were retired.



BG2



BP2

The Third Republic and Its Aftermath, 1870-1953

The advent of the 3rd Republic was not reflected in any marked changes of postal procedure in Guadeloupe. From this time on more important than political conditions were the dynamic influences of population growth, expanding industry and trade, new technology, etc., which paced a steady development of the postal service. However, it was the UPU which stimulated some of the most dramatic modifications.

In late 1870 there appeared a peculiar series of postmarks in the standard Type E of 1865, inscribed "Pointe-a-Pitre" or "Basse-

Terre", preceded by "Paq. Fr." or "Paq. Ang.", obviously abbreviations for French or English packet (S1-S4). These marks, which are very commonly seen on letters of the 1870's from Pointe-a-Pitre at least, have intrigued many collectors who thought they were used on board the ships. Such was not the case, however, for they were applied solely at the postoffices in Pointe-a-Pitre and Basse-Terre to postmark overseas mail with an indication as to whether it was being despatched (or received) in closed pouches via British or French mail packet[39] (—though the British packets still called only at Basse-Terre). The "Paq" marks for Basse-Terre went out of use in June 1876 and are therefore not seen on the adhesives of the General Issues for French Colonies, whereas those for Pointe-a-Pitre remained in service until about 1884 and after 1 July 1876 often cancel the stamps (see *infra*). We have catalogued these marks as "Ship-Letter Marks", although they were not intended nor used at all for loose ship-letters in the manner of modern "paquebot" marks.[40] Precisely comparable French postmarks are known only for the consular postoffice at Alexandria, Egypt, *ca.* 1872; they also have much in common with the contemporary United States postmarks of Portland, Boston, New York, Philadelphia, Baltimore, Detroit, and Chicago inscribed: "Amer. Pkt.", "Br. Pkt.", "Fr. Pkt", "Hamburg Pkt.", or "Brem. Pkt.", etc. Ligne A and B packets did not run during late 1870 on account of the Franco-Prussian War.[35]

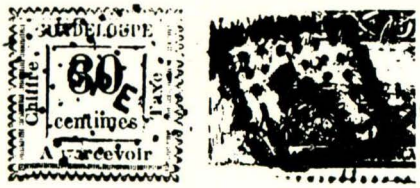
The first of the Ceres and Napoleon types of the General Issues went on sale in November 1871, the stocks of the Eagles being nearly exhausted. Around 1871-72, new dies with slight changes in size of letters, spacing, and spelling were issued in the 1865-type (E) postmarkers to many of the postoffices. Some offices replaced their badly worn lozenges at this time. Also several new offices which were opened soon after 1870 received markings in the prevailing styles. The lozenge inscribed "GPE" (L90) made its appearance, at Pointe-a-Pitre only, in the first quarter of 1872, but was no longer regularly being used after the end of 1873, which accounts for its scarcity. A deep mystery surrounds the limited role of this lozenge, both as to why it was introduced so late and as to why it was withdrawn so soon—analogous lozenges of other colonies had an extended life from 1864 to 1876 or later. The die was not lost, for it is known used very occasionally after 1873 down until 1910 (on due stamps and on low denominations prepaying printed matter).

Several varieties of French stamps of 1860-76 were apparently used in the Antillean colonies during the early 1870's; in so far as they are genuine they represent purely accidental and very rare use of stamps sent to colonial residents in payment of petty debts or carried in by travelers from France or from French packets.[41] Also in some cases French stamps on letters posted on the packets were obliterated or cancelled in Guadeloupe on arrival[41]—notably from *Ligne E* which most of the time did not have a postal clerk nor markings on board.

Use of British-type postmarks on letters dispatched from Guadeloupe via the British packets ceased sometime late in 1874 (or early 1875?), for reasons unknown. This is all the more curious since a British packet-agency postmark continued in use at Martinique until 27 December, 1878[42].

In February 1875 *Ligne A* (St. Nazaire-Aspinwall) and *Ligne B* (St. Nazaire-St. Thomas-Mexico) of the French packets began calling at Guadeloupe, providing for the first time direct fortnightly connections to France. The shuttle to Martinique (*Ligne G*) thus no longer being required, was suppressed[43], and *Ligne E* to St. Thomas and Martinique was retained thereafter only to provide local service to the Greater Antilles. This change tended to shift much of the mails with France from British to French packets.

On July 1, 1876, Guadeloupe in company with the other French Colonies entered the Universal Postal Union (UPU). With that event, the cancelling of stamps with obliterators was gradually abandoned (July 1876-Feb. 1877) and only postmarks were generally used thereafter; however, obliterating continued on some kinds of mail at some places for a number of years, for example:—on printed matter at Pointe-a-Pitre until 1910 (L90), on postage-due stamps at several offices until the 1890's (L9, L15, L63, L90), and occasionally until the 1880's on letters at certain postoffices such as Capesterre, Grand Bourg, Moule, and Ste. Anne



L90 used on postage-due stamp of 1884 issue, and on 10c of 1905 issue.



A12



A20

(L15, L28, L38, L63). The "PD" and "PP" marks, already more or less in disuse since early 1876, were also retired; and private forwarding of mail practically ceased. Likewise the French mail packets began postmarking stamps on letters mailed on board, instead of obliterating them with the "anchor-in dots".

Covers of the 1871-79 period illustrate strikingly by their frankings how the postage rates were lowered successively in July 1876, April 1878, and January 1879 as France tried to bring them down to the UPU-recommended levels. This and the fact that many countries had not yet adhered to the UPU made the rate structure on overseas mail very complex between 1876 and 1881.

St. Barthélemy (St. Bart's) island, purchased by France from Sweden in August 1877 after a plebiscite, was annexed to the administration of Guadeloupe on March 16, 1878, and a postoffice opened (at Gustavia town).[45]

In December 1878 *Ligne D* supplanted *Ligne B* and connected Guadeloupe direct with Havre and Colon.[35]

Types F and K town postmarkers, having double continuous circles (a standard colonial style) appeared at many postoffices in April 1881 or soon after, but they did not in all cases entirely or immediately replace the former Type E postmarks, which at some places continued concurrently with the later Types for many years.

Type G postmarks, characterized by the archaic and illiterate spelling "GOUADELOUPE", were furnished around 1885 to at least 15 postoffices, possibly more, most of which were already adequately supplied with Types E, F or K;—this was presumably a set of local manufacture, but it is difficult to imagine how even the local authorities could make such a mistake in spelling. The use of these marks may have been officially discouraged, for most of them occur spasmodically rather than regularly, though six places were still applying them in 1908 and one office was using its (T275) until 1926! The spelling "Gouadeloupe" is, however, often seen in early letters and occurs also in the Pointe-a-Pitre postmark of 1787 (T10). A new series of Army postmarks (A9, A11-A20) was issued around 1890.



Type F:T220



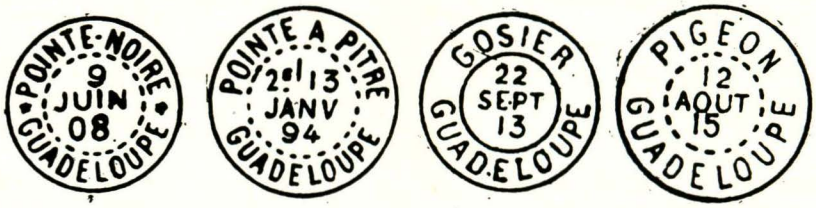
Type F:203



Type K:T254



Type G:T289

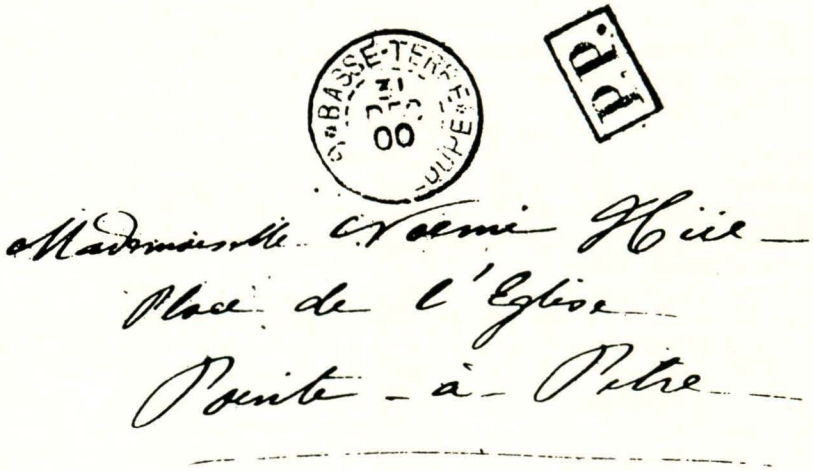


Type J:T323 Type I:T351 Type L:T376 Type H:T437

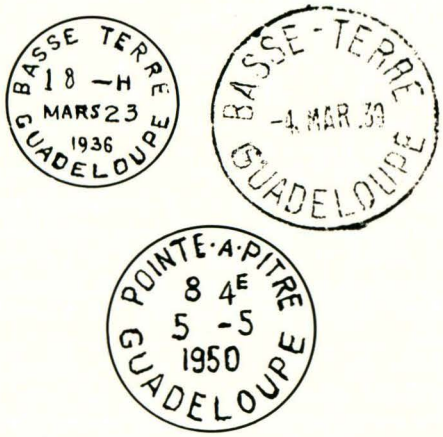
From 1884 to 1892 stamps of Guadeloupe were gradually replacing the General Issues of French Colonies and consequently the same postmarks can be found on both issues. Indeed, it is particularly interesting to contemplate the multiple overlapping usages of stamps and cancellations which were telescoped into the decade of the 1880's: Ceres, Sage, Dubois and Guadeloupe stamps; Types E, F, G, I, K and J postmarks.

Type J, the first of the modern style of town postmarkers inscribed in Gothic (non-serif) instead of Roman capitals, was issued mainly to offices which either had not received Type F or K and whose Type E and G postmarks were no longer usable, or to offices which were not created until after 1886. Type L, issued to two offices in 1898, may be regarded as merely a late variant of Type J. Type I, a specialized form which shows the hour of collection (*levée*), is similar to ones issued to large offices throughout the French colonial empire at about this time (1887).[1]

In December 1900 the low denominations of postage stamps (1c to 15c) went out of stock in a number of Guadeloupe postoffices. Pending arrival of new supplies from Paris, the postoffices were authorized to pass local mail stampless by marking it with a "PP" cachet to indicate prepayment in cash.[46] Three offices are known to have done this between Dec. 21, 1900 and Jan. 9, 1901. The "PP" marks they used (P50, P51, P52) are not identical in dimensions with any of those known to have been used during 1862-76, which raises the question as to their previous history. It is possible they were newly made



Cover showing provisional use of "PP" (P51) of Basse-Terre to indicate prepayment of postage in cash (15c), authorized during period Dec. 21, 1900, to Jan. 9, 1901 when lower denominations of stamps were out of stock.



Type N:T476 Type O:T506

Type P:T640

for this occasion. Some of these stampless covers were sent abroad, contrary to the regulation, through the collusion of philatelists and postal employees.

The cancellation collectors should celebrate 1905, the year in which the large-sized pictorial stamps were introduced, for they are much more apt to accommodate a full postmark impression than the small stamps issued theretofore.

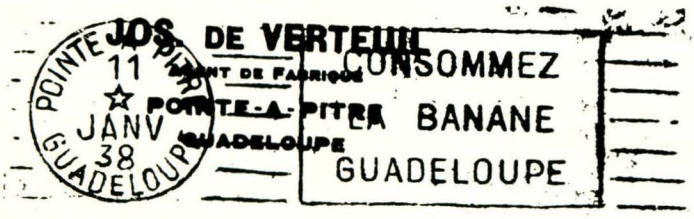
Nearly all the older postoffices had to replace their worn-out previous Types of postmarks with Type H, sometime between 1910 and 1925; and all the new offices created since 1910 (—chiefly in modern hamlets that sprang up around isolated sugar mills—) received only Type H to start with. The Type-H period is noteworthy for the frequent use of blue and purple ink at many postoffices; red, magenta, violet and green are also found. No special significance is attached to the colored inks—apparently the postal clerks were allowed to indulge their fancy in this way. The effect of having so many inks on already colorful stamps is quite appealing.

Machine cancels, Types M and N with slogan boxes (K5-8), introduced at Pointe-a-Pitre and Basse-Terre about 1936, seem to have been intended to replace Type I but actually they have only been used intermittently, probably because the machines often got out of order or the amount of mail has not justified running them continuously. In fact Types H and O have been the ones most consistently used at these two main postoffices from 1936 to 1949. Whether Type O and Type P will ever be disseminated to all the small postoffices before these types are superseded remains to be seen. Type P is

(Continued on Page 278.)



K1



Type M: T475 with slogan K5, an endless roll machine cancel.

BOOK REVIEWS

Forged Stamps of Two World Wars. Propaganda Issues of the Belligerents, 1914-1918, 1939-1945. By L. N. & M. Williams. London, published by the authors (H. Lindquist Publications, New York, U. S. agents). Paper, 52 pp, 6s or $1.20.

This is not merely a compilation of previously published information on the wartime stamps issued to deceive the enemy and the oft-times silly propaganda labels issued to attack morale thereof. It is a very well worked-out coöordination of all the information, plus some most useful new studies on recognition points of the material in hand. This reviewer, having dealt with the Faux Petain and other surreptitious issues of the Underground in France during World War II, for "the France & Colonies Philatelist", has taken the treatment of them as his test sampling of the book. On this basis, it stands up well. The most recent studies are taken into account; irrelevancies are eschewed; and any apparent gaps can be taken to mean that no reliable information exists on those points.

Comparison of the treatment of the British forged German stamps in the First War, with what is said on them in "the Kohl Handbook", reveals similar adequacy.

The listings of the material appear to be substantially complete.

The Williams brothers are right in their element in producing such a book. They have learned from their earlier writing of books, what to do to serve readers as really needed. The writing is clear and easy to read. This reviewer likes the illustrations for their clarity. In short, at the particular philatelic level chosen by the authors, it is in every sense a competent piece of work.

S. G. R.

1954 Supplement to the 1953 Edition of The American Air Mail Catalogue of Air Letter Sheets. Edited and published by The American Air Mail Society, Albion, Pa. Paper bound. Illustrated. Price $1.00 post free or $3.00 with 1953 Catalogue.

A basic problem for collectors in connection with their catalogs is the need to keep abreast with new issues, newly discovered material on older issues and revisions of past mistakes and omissions. The practical solution of this, if an annual edition of a catalog is far too demanding, is by issuing a comprehensive supplement preferably on a yearly basis.

Since the 1953 edition of the American Catalogue of Air Letter Sheets was noted in these columns, the appearance during July, 1954 of a Supplement with 104 new listings therefore is called to the attention of those readers of THE COLLECTORS CLUB PHILATELIST who are interested in this specialty of aero-postal stationery. (*H. M. G.*)

EDITORIAL

(From Page 237)

run-of-the-mill U. S. collector must be willing to train his eyes to spot the many types of our 19th Century issues that have spaces in the albums, plus some idea of watermarked paper and perforations for the 20th Century stamps. Besides such a collector must be prepared to contend with colors even though his progress here may be very slow and confused. All of these elements and many more unnamed are inherent in stamp collecting. One cannot avoid them. Many will try collecting stamps only to drop it because of a lack of interest. Others will persevere, possibly the minority.

We wonder how many began to collect stamps because of the appeal to the individual, or rather due to the fact that others also collected? It is always re-assuring to know that others share a kindred interest, but we think that this importance can be overstressed. In our view, *stamp collecting's fundamental appeal is a highly personal and individual one.* With this premise as a base, it matters not to most philatelists whether actually there are a half, one, two, ten, fifteen or fifty million collectors. In fact, even less than a million collectors in America still is a great tribute to the soundness and appeal of any hobby. (*H. M. G.*)

NEW BRUNSWICK

The 5c "Connell"
A Recently Authenticated Copy Previously Unrecorded

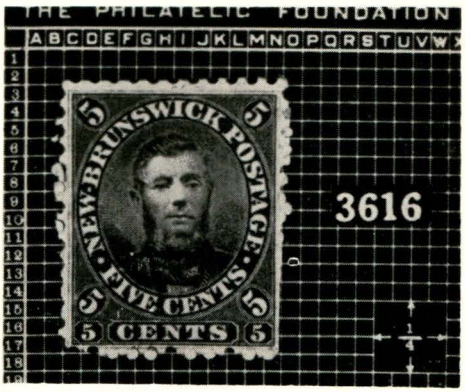
By WINTHROP S. BOGGS

At the April 14, 1952 meeting of *the Expert Committee of the Philatelic Foundation* one of the "patients" was a New Brunswick 5c "Connell". This received Certificate No. 3616, stating it to be a genuine unused, o. g. copy.

As far as it can be determined, this was a heretofore unknown copy of this rarity. The circumstances of its discovery and what is known of the history of this particular example may be of interest. Further details as to its history might be forthcoming, as a result of these disclosures.

Early in 1952 *The Philatelic Foundation* received a letter from an upstate New York resident stating that several old Canadian stamps had been found among the effects of a deceased relative. Also an inquiry as to the procedure for authentication was asked.

In answer it was suggested that the stamps be sent to *the Philatelic Foundation Expert Committee* and the necessary forms were forwarded. Nothing further was heard until April 4, 1952 when a telephone call was received, the caller stating that he was the husband of the lady to whom we had written some time before, and that he had the stamps in question with him. As he was passing through New York City, he asked if he could come to *the Philatelic Foundation's* office to leave them for examination. About a half hour later he arrived. Upon inspection of the stamps, it was found that the only one he brought along of philatelic value was the 5c "Connell". This accordingly was left for examination by the Expert Committee.



Upon returning the stamp accompanied by the Certificate, inquiry was made concerning any "further details as to the history of the copy" because of its unknown pedigree.

In a reply dated April 29, 1952, the following information was received:

"The stamp was previously owned by my uncle, who died in 1924—28 years ago. He lived in Montreal and was a collector of coins, pictures, stamps and books. I am told that shortly after his death, my aunt sold the major part of his stamp collection to his brother, and gave the remainder to various nephews and nieces.

"Much more recently—I should say about five years ago—my mother was helping my aunt 'clear out the attic' in her house. They came across a few loose odds and ends of stamps and proofs. My aunt told my mother to send them to my 10-year-old son, who she knew, was going through the usual

spell of youthful stamp collecting. The boy's interest was short-lived. But my wife became interested and worked at it for a short period—during which time she happened to show the odds and ends from Canada to a stamp-wise friend. It was he who pointed out the possibility of unusual value in the 'Connell' stamp and a pair of specimen proofs of the Canadian black Queen Victoria 12-pence. (You saw this pair.) He also suggested submitting them to your Expert Committee.

"Four years went by without our doing anything about it—until recently I brought the stamp and proofs to you in New York and you kept the stamp for the opinion of the Committee.

"If, anywhere, there might be a record of the acquisition of the stamp by my uncle—in 1924 or before—it might be possible to trace its previous history.

"We are perfectly agreeable to having the stamp reported in the COLLECTORS CLUB PHILATELIST. It might serve to turn up further data on its pre-1924 history."

As can be seen from the photograph, aside from a few perforations clipped at lower right, it is a fine-appearing copy. The color is fresh with the correct shade. The perforation gauges 11.60. The paper and gum were also what should be expected on genuine copies of this stamp.

In conclusion it is suggested that those who have copies of this stamp check them carefully, because there are many proofs which have been manipulated to resemble the genuine stamp. In any event the Certificate of a competent Expert Committee should be obtained on copies of a stamp as rare as this.

The final matter to point out is that the days of discoveries and finds are far from over. Every year or so, a copy of a philatelic rarity, heretofore unknown, turns up. With all the public education about stamp collecting through magazines and newspapers, the chances for further finds has been greatly enhanced.

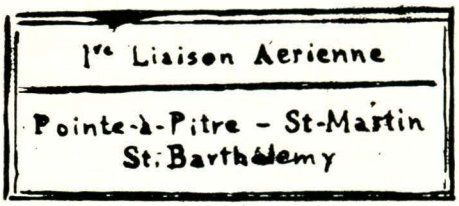
GUADELOUPE

(From Page 275.)

noted mainly on the French stamps, which have been current in Guadeloupe since January 1, 1949 in consequence of its change in status from a Colony to an Overseas Department (Prefecture) of France on September 3, 1947.[47]

In recent years, the Guadeloupe postoffice has on a number of occasions succumbed to the modern fad for slogan advertising and commemorative cachets in postmarks, some of them obviously philatelically inspired. The first-flight airmail cachets (K50-60) are quite rare and rather little known[48]. Postmark K15 was used for a few days only during the meeting of the Caribbean Commission at Basse Terre in December 1948—an international event of real importance to this region. During the 1920's the Pointe-a-Pitre office occasionally cancelled stamps with the slogan handstamp, K1, which was one of a type offered for sale to postmasters by a private firm in France but whose use was not officially sanctioned.

(To Be Concluded.)



K53



K15

UNITED STATES

Pony Expresses
Before and After The "Big Pony"

By A. JAY HERTZ

The Pony Express was a common, accepted sight in the gold mines of California, the Northwest and all the Pacific mining communities, long before the idea of establishing a Pony Express across the plains was considered. Practically each small camp or town had its pony mail and express service for transportation of supplies and gold dust, which connected with the larger express companies at prominent points accessible by boat or stagecoach.

Outstanding examples of these were Yreka, the starting point of the San Juan and Humbug Express, the Deadwood Camp Express and the Greenhorn Gulch Express, all pony expresses. On these all mail and express matter was, of necessity, carried on horseback, as there were no roads in most of these districts at the time.

It is difficult to appreciate in these modern times the respect and admiration the miner had for the expressman of that pioneering period. He was the one link that bound the miner to the outside world, that brought him letters from his dear ones at home in the East and that carried his gold dust to the comparative safety of the larger town.

The rider of the pony always was young, most of them being in their early or middle twenties. They were a daring brood, traveling by night, in rain and storm; one mis-step of his horse on a mountain trail would prove disastrous. The rider had to be hardy—a 30-mile ride was the usual stint but a hundred or two hundred miles was not uncommon, and even 400 miles was known to have been made. The expressman had to be resourceful, because traps set by hostile highwaymen and Indians had to be instantly detected and avoided.

The requirements of his calling made the rider measure up to all these virtues. People had to like and trust him to give him their letters and their treasure. He usually owned the line, his horse and had his terminal office in some merchant's store or hotel. He would rather die in his saddle than delay even minutes over the expected time. Such was the intense earnestness and virility of the business of those stirring times, that only "real men" could attempt the work.

Let us review the histories of a few of the lesser-known pony expresses.

Mossman and Miller's Oro Fino Express

Mossman and Miller operated from the gold mines of Oro Fino, Elk City and Florence, Idaho Territory to Lewiston, Mont. and Walla Walla, Washington Territory.

Ike Mossman started as a one-man pony express outfit, operating from Walla Walla to Oro Fino, a distance of 200 miles. After a while, Joaquin Miller came into the firm as a partner. They were in direct competition with Wells Fargo who soon retired from the field due to huge losses sustained by robbery and Indians.

The 200 mile run was made twice a week and was done in 24 hours. The route was through woods, along the banks of the Snake River and across mountains. At certain times, with important cargo, the partners were known to have made the complete round trip of 400 miles without rest. Horses were changed about every 30 miles. Charges were Fifty Cents and $1.00 per letter.



Fig. 1 The Panamint Pony Express.

Panamint, once the scene of great mining excitement, was a place of considerable population. Only a large map of California will show it today. It lay in the southern part of Inyo County, on the 36th parallel, latitude, to the southwest about 35 miles from Death Valley, near the present town of Darwin.

Three Nevada mining men, R. C. Jacobs, W. L. Kennedy and R. P. Stewart made the discovery of gold in February 1873.

Capital was brought in to finance the mining venture. The need for speedy communication to and from the inaccessible spot was felt to be an immediate need. Stewart (one of the men who made the gold discovery and later became a United States Senator) inaugurated a pony express that was the exclusive property of the mining company. Its sole function was to carry nothing but mail for the company and anyone else who would pay for its services.

The express started to operate late in September 1874. The telegraph had reached San Bernardino, about 200 miles distant from Panamint, so the express ran between these two points. It traveled through Cajon pass, via Rock Springs, making the trip in 18 hours. It ran tri-weekly. It left Panamint, Monday, Wednesday and Friday at 5 P. M. and San Bernardino, Tuesday, Thursday and Saturday. Six relays of ponys were used and three relays of riders.

An advertisement in a San Francisco paper (October 25, 1874) reads:

"Pony Express to Panamint,
"Letters from San Francisco to Panamint in 36 hours. No letters carried unless enclosed in company's stamped envelopes to be had at Surprise Valley Mill and Water Co.'s office, 330 Pine St., San Francisco."

Stewart was the General Manager and resided in Panamint. The agent in that town was Noel Davenport. At San Bernardino, the agents were Meyerstein & Co.

The frank read:

"Paid 25 cents
Panamint Pony Express via
San Bernardino"

The 25 cents was in addition to government postage. The woodcut from which it was made was engraved by Theodore A. Butler, engraver of San Francisco. The frank was black in color. It depicted a horseman astride a galloping pony, coming forward toward the right. (Fig. 1) The stamped envelope was of the Reay issue of 1870-74.

As the Southern Pacific Railroad advanced, the Express ran to Caliente instead of San Bernardino. In 1875, its operations ceased. As no express, coin packages or gold was ever carried by the pony, it was comparatively free from molestation and robbery.

Warren's Mormon Island Express

Mormon Island is located in the northeast corner of Sacramento County and is the site of the second most important discovery of gold in California. It is at the junction of the North and South Forks of the American

River, itself a branch of the Sacramento River.

James L. Warren landed at San Francisco from the ship "Sweden" on August 3, 1849. He became a colonel on the staff of Gov. Sutter in 1855. Still later, he became editor and proprietor of the newspaper, "California Farmer". His earliest business dealings were at Mormon Island in 1849. He became interested in gold mining and merchandising, which entailed frequent trips to San Francisco. The next step was a letter express operated in conjunction with the trips he made.

Warren would obtain orders from the miners for letters that were to arrive in their names at the San Francisco Post Office. These orders he duly filed with the postmaster, where he rented a box. All letters were delivered there. The rent for the box was $2 a month and the charge Warren made for taking a letter to San Francisco or delivering one to Mormon Island, was $1.00 per letter. Thus on each trip he took, he carried a bag of letters going East to family and friends of the miners. And then returning, he carried another sackful of mail, the contents from his post office box. After two years of operation, he moved to Sacramento, and further express work was discontinued, although why this lucrative business was stopped, never has been explained.

The cancelation Warren used was a rectangular handstamp, black in color, about 20 by 30 mm, in which was enclosed the word "Paid".

South Boise and Boise Express

In 1864, this express started operations from Boise City to various points in the Basin and to the South Boise mines. The Boise Basin was that territory lying between Boise Ridge on the west and the Sawtooth Range on the east, bounded on the south by the Middle Fork of the Boise River and by the Payette River on the north.

The South Boise Mines was that district located on practically all the watershed of the South Fork of the Boise River, from near Boise City to Atlanta on the headwaters.

An advertisement in the "Boise News" reads:

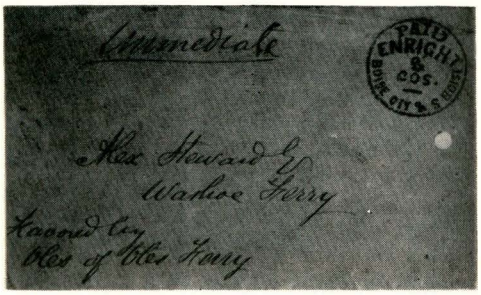


Fig. 2

"South Boise and Boise City Express

"The undersigned having made arrangements with Wells Fargo and Co. to connect with their offices in Boise Basin, will run a regular express between South Boise and the Boise Basin via Boise City . . .
Enright and Co."

A cover (Fig. 2) of this Express from the author's collection is illustrated.

Pacific Union Express Co.

This Express (1865) was started as an opposition line to Wells Fargo, who finally absorbed it. It operated throughout California as a pony express but accepted mail for the East which it forwarded by boat. Illustrated (Fig. 3) is a cover from the author's collection carried on this Express. It is a late usage.

From the "Sacramento Union" (July 3, 1868) the following news item appears:

"Pacific Union Express Co. is running a Pony Express in opposition to Wells Fargo and Co. The two companies had a sharp race yesterday."

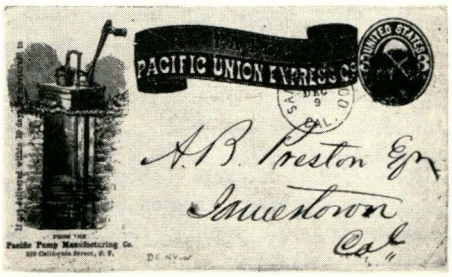


Fig. 3

The next day, the same paper printed a still more detailed account. Bob Haslam, famed rider on the Big Pony some years before, was recalled by Wells Fargo, because these races meant much for the prestige of the Company. But in the end, Wells Fargo was glad to buy out its troublesome rival.

Other Expresses

A partial list of lesser-known Pony Expresses, and therefore more difficult to classify and chronicle, follows:*

Anderson's Pony Express, 1859, Mountain City, Colo., to Denver, Colo.

Bacon's Pony Express, Angel's Camp to Robinson's Ferry.

Cutler and Westerfield's Starr City Pony Express.

Denig's Pony Express, 1857—San Andreas to Calaveritas and Old Gulch; 1858—San Andreas to Greasertown; 1863—San Andreas to Upper Calaveritas.

Elko and Mountain City Pony Express, M. P. Freeman and Co., Props., Elko to South Fork and Huntington Valley.

M. Goldie's Pony Express (1864), Sonora to Sugar Pine and Moro Road.

E. Lobenstein's Pony Express (1859), San Andreas to Calaveritas and Old Gulch. Love's Pony Express (1865), San Leandreas to Robinson's Ferry.

Lynde and Co.'s Pony Express (1860), Sonora to Walker's River and Mono Lake.

Dave Martin's Washoe-Galena Pony Express.

Reticker's Pony Express (1870), To Salt Lake City.

Turner's Pony Express, To Reese River Mines, N. T.

Fort Bridger and Bannack City Express, operating from Fort Bridger, Utah to Bannack City and Virginia City, Idaho Territory, now Montana (1863-4). Advertisement in "Daily Rocky Mountain News" (July 23, 1863). Fee for letter was Fifty Cents. Time, 7 days.

Loon Creek Express (1869) owned by J. M. Shepherd, operated between Idaho City and the mining camps at Loon Creek. Connected with Wells Fargo at Idaho City and shortly after, sold out to them.

Humbolt Express from Virginia City, N. T. to Boise City, I. T., connecting with Wells Fargo (1864).

There were innumerable other Pony Expresses; far too many to report in this brief paper.

*Unless so mentioned, all operated within California.

The End of These Pony Expresses

With the development of the country, the building and modernization of roads, the pony gave way to the mud wagon and that most elegant of all old-time conveyances, the Concord coach. The increased speed and the carrying ability and the ownership of large fleets of coaches, resulting in reduced fees, was the eventual undoing of the pony and the short-run, one-man express.

Bibliography:

1. "Pioneer Miner and Pack Mule Express", by Ernest Wiltsee.
2. "Idaho Territory Expresses", by Art V. Farrell (A. P., July, 1950).
3. "The American Philatelist. July 1950 p. 787, Nov. 1950 pp. 118-9, April 1951 pp. 517, 527, 535.
4. THE COLLECTORS CLUB PHILATELIST. July 1931 p. 227, July 1932 p. 27.
5. "Facts and Fallacies".
6. Issues of old California and Idaho Newspapers.
7. William Robertson Coe Collection of Western Americana, Yale University Library, New Haven, Conn.

SCHEDULED MEETINGS

October, November 1954

October 6th

"Honduras", to be presented by Irving I. Green.

October 20th

Program by the Scandinavian Collectors Club.

November 3rd

"Jammu & Kashmir", by Messrs. Boggs and Haverbeck.

November 17th

"Canada", to be presented by Gerald Firth.

THE CLUBHOUSE

Meeting of April 7, 1954

St. Vincent

Mr. Arthur Pierce, having selected St. Vincent for his showing, limited it to the Queen's Heads by Perkins Bacon and by De La Rue, up to the start of the "key plate issues" of 1898. After giving an interesting but essential geographical and historical precis of the country, Mr. Pierce went on to the philatelic history of the first issues.

Beginning with the letting of the contract to Perkins, Bacon & Co. in September 1860, he carried this through to the first appearance of stamps in May 1861, thence through the twenty years of mutual dissatisfaction between printer and postmaster, which culminated in the transfer of the contract and plates to the firm of Thomas De La Rue.

Mr. Pierce gave a most complete history of these issues. His discussion of the perforations, in which he identified the equipment used, for each of the three major perforation sizes, was both logical and conclusive. In this treatment, considerable reference was made to the valuable information obtained from the recently published Perkins Bacon Records. The correspondence therein and the records cited, concerning the question of colors used for the stamps, were most valuable in explaining the reasons for the numerous color changes in these issues.

The philatelic preface to the first issue included postal markings of the period 1790-93. These included handstamped markings on packet and ship letters, some "ex Codrington." A display of the British stamps used at Kingstown, capital of St. Vincent, 1858 through 1860, with attractive strikes of the A10 killer, chronologically followed.

The earliest known cover of the 6d first issue, June 1861, one month after going on sale, was shown. Besides the shade varieties, the imperfs of both 1d and 6r, and the imperf.-between varieties were also displayed. Each issue and each perforation was shown in profusion, many on cover. One especially pleasing cover of the large-hole perforation issue bore a strip of four of the 4d blue.

All stamps of the watermarked issue, 1871 on, were shown on cover. Multiples included blocks of four and of six of the 1d black. A page of red cancellations on this stamp lent dramatic appeal to the display. The various colors of the 1s. were complete, with a strip of three of the vermilion most appealing. The paucity of covers after 1870, because of the introduction of the envelope in place of the former folded letter, with resultant loss to philately of the discarded envelope, made those covers with the later stamps all the more appreciated.

A strong showing of the provisionals in 1880-81 followed. Included were: an unsevered pair of the 1d on bisected 6d blue green May 1880; the ½d on 6d yellow green of Sept. 1881 with all of its varieties; beautiful used copy of the 4d on 1s dated Nov. 1881 by Kingston postmark, and the 1d in black on 6d of Sept. 1881. Each was authenticated, with its accompanying certificate included in the exhibit.

A proof of the incomplete die of the 5 shilling Seal of this colony issue, as designed by William Ridgeway, opened the showing of this design. The later printing by De La Rue, of this stamp, was complete even to a full sheet of the "dark lake" shade.

Mr. Pierce then discussed the change-over to De La Rue as stamp maker, after the appearance of the ½d orange, (last Perkins Bacon effort for this colony), in 1881. The differences in paper, watermark, plate size, and colors were each covered in toto. Praise was heaped on Perkins Bacon for the quality of their work, in that six plates turned over to De La Rue needed no repairing of any kind.

The colors of the De La Rue products were equally attractive as shown, especially those of the 4d in 1884-85.

The reasons for the later provisionals of

1885 to 1897 were explained and discussed. These stamps were shown, replete with their varieties.

The final exhibit was a showing of the cancellations used on these issues. The six types of A10 obliteration, the date stamps, both in full and abbreviated, were all represented. Mr. Pierce climaxed his talk by sharing with us his discovery of the Union Estates, "UE" abbreviated cancellation, showing his verification of the locality of this marking. (*M. G. O'R.*)

Meeting on May 5, 1954

Garfield-Perry Club Night

For the first May meeting, the showing was presented by some members of the Garfield-Perry Stamp Club, of Cleveland, Ohio. They had scheduled themselves as "Bird Watchers—Indoor Branch. To properly explain this Ohio brand of philately, a master of ceremonies came along. *Mr. George Opdyke* set the mood of the audience in the proper pitch by a very amusing introduction, adding to that evening's enjoyment. Humor is seldom evident in philatelic gatherings. However, the worm turned, and the attending members became the "Bird Watchers." After his short speech of introduction, Mr. Opdyke introduced each individual exhibitor in the following order.

First of the avian philatelists was Mr. *Karl Roof,* who showed the 1869 issue of the United States. His was a rather comprehensive display, including, in addition to the regular stamps, a number of the proofs and essays. Among the unused items shown was a copy of the 30c without any impression of the flags; probably a dry-print. However, the bulk of the exhibit was cancellations, including many of the fancy marks famous on this issue. Among the Waterbury's were superb strikes of the Bee and the Maple Leaf. The "Ed Moore, Postmaster" cancellation, a triple "K" (identified with the Ku Klux Klan), many delightful cancels in color, one a beautiful orange; and the patent scarifying devices contemporary with this issue, were among those shown. It was a most attractive display of a very popular issue.

Mr. Charles Orgel followed with selected pages from two of his collections. He led off with "First Issues on Cover." They were of the first stamp issues, as listed chronologically in the standard stamp catalogs. Each item shown had obviously been selected for its blending of philatelic and esthetic appeal. To list a few of these attractive covers: Austria, strip of three of the 2k gray; Brazil, a beautiful 60 reis Bulls-Eye; Lombardy-Venetia, a vertical strip of three of the 5 centesimi in the yellow shade; Marianas Islands, a pair of the 2 centavos used in 1898 under Spanish rule; Netherlands, a vertical margin pair of the 5 cent greenish blue; Poland 1860 and Russia 1857, each a superb copy perfectly tied to their covers.

Mr. Orgel's second showing was a specialized collection of the 1 ruble 1891 issue of Finland. This was so extended to include shades, cancellations, and plate faults. A novel and pleasing method of mounting was used in this collection, with a border on each page designed to correspond with the stamps in shape and colors. Plate faults in the stamps were repeated enlarged in the border of the page on which they were mounted.

A beautiful display of the early revenue stamps of the United States from 1862 through 1874 completed the evening's showing. The magnificence of the items and the glory of the many multiples belied the modesty of their owner, *Mr. Francis Daniels.* To do justice to this collection would require a cataloguing of almost every item. But necessity precludes reporting any but the most attractive pieces. The known double transfers on the 2c revenues; Certificate, Express, Bank Check in both colors, Proprietary, and the U. S. I. R., were almost complete. The 3c Telegraph was represented by a vertical strip of four, imperf. Among the other multiples were: a used block of 10 of the 5c Proprietary; a marginal block of 8 of the 6c Inland Exchange as well as several strips of three or more; blocks of the 1 dollar Power of Attorney and the $2.50 Inland Exchange (the last an irregular block of 5).

Also shown was a beautiful copy of the 50c Mortgage, with the plate crack clearly seen. Among the many part-perforated rarities were several pairs with handstamped cancellations. The 15c Inland Exchange and the 25c Power of Attorney were especially

notable for the extensive range of cancellations, including many colored ones.

A pair of the $3.50 Inland Exchange, a strip of three of the $10 Mortgage, many pairs of the $20 Conveyance, as well as the group of $200 Internal Revenue stamps were exceptionally appealing. The beautiful engraving of the $200 was represented by a very fine strip of three, and a magnificent marginal copy of the imperforate as well as perforated copies.

Among the rarer imperf were the $1.30 and $1.90 Foreign Exchange, the $2.50 and $3.50 Inland Exchange, and the $2.00 and $10.00 Probate of Will.

In the second issue were many multiples, including a block of twelve of the 50c and a vertical strip of four of the $2.00, as well as numerous pairs. The $200.00 and $500.00 were displayed in all their colorful splendor. The inverted centers were particularly appealing, including a pair of the 50c.

The third issue, of J. R. Carpenter, was also on display. Here again was a profusion of multiples and of attractive cancellations. Among the former were a block of ten of the $1.00, a block of the $2.00 and a beautiful strip of three of the $5.00.

The error of color of the 2c claret and black rather than orange and black, as well as the other 2c errors, inverted center, double frame, and other varieties were also exhibited.

An attractive display of the Playing Card revenue stamps as applied to packs of cards completed this exhibit. Such items as the 1918 "Class A" with its two uses, as a 7c and as an 8c revenue stamp and the 4c light blue as used for the Virgin Islands were the highlights.

Many veteran members in the audience ranked Mr. Daniel's exhibit as perhaps the finest Revenues ever in the long and traditional meetings of The Collectors Club.

(*M. G. O'R.*)

Meeting of June 2, 1954

Baltimore Night

The final meeting of the first part of the 1954 season will long be remembered as the evening upon which an array of fine material was ably presented by a group of our members from Baltimore, Maryland. Opening the meeting, President John J. Britt reported on the survey of the Club's library made by the New York Public Library and announced that the Club's membership had reached the 1,200 mark.

The meeting was then turned over to the visitors from Baltimore with *Lyons F. Livingston* acting as the spokesman. Ten different and very fine exhibits were presented. To their combined credit, each speaker was short but to the point. We were particularly indebted to our Baltimore friends for the special program which they had printed for distribution to the audience to abet the appreciation of those present.

The first exhibit, presented by *Perry Fuller* once again demonstrated the delights of collecting cancellations. Mr. Fuller showed cancellations from Vienna and its suburbs on the first issues of Austria up to 1857, displaying a variety of both styles and colors. After a very short pause, Mr. Fuller returned to the floor to show selected pages of covers from the Confederate States of America. Marion, New Orleans and Charleston provisionals were some of the highlights, with Mr. Fuller giving a humorous account of the origin of some of the covers, one once having served as a surgeon's fee.

The second speaker, no stranger to the Club, was *Gen. Robert J. Gill,* who presented two exceptional exhibits. The first was a wonderful display of Epaulettes of Belgium in mint singles and multiples. The second display consisted of classical France, the typographed and Bordeaux issues. The piece-de-resistance of the General's exhibit were two large mint part sheets of the 5 Fr. Napoleon III. This material had to be seen for true appreciation.

H. Findlay French offered a display of Maryland stampless covers, including the Annapolis Eagle and an early (1766) straight line cancel of Annapolis.

Henry B. Madden showed some surcharge settings of Siam, formerly in the Luff collection. This was material seldom seen and little collected, especially in full sheets.

J. King Horner exhibited selected pages from his collection of Hong Kong, the focal point being a block of four of the 5 cents

inverted surcharge, an exceedingly scarce stamp.

Dr. John A. Buchness displayed the type-set Kaunas printings of the first issue of Lithuania and pointed out the various position characteristics on the sheets. This was a careful study of stamps that seldom, if ever, have been collected so intensely.

Interesting both from a philatelic and historical point of view was the exhibit of *Richard Townsend,* showing a selection of California Gold Rush Letter Sheets.

The program was concluded with the exhibit of Government Post Provisionals of China offered by *Lyons F. Livingston,* whose knowledge of China is well known to the readers of this magazine.

We are greatly indebted to our friends from Baltimore for a most interesting and instructive evening, and look forward to an early repeat performance. (*Alfred J. Hillel*).

At the Board of Governors meetings held on April 28th, May 26th and June 30th, 1954, the following new members were elected:

No.

4240 Norman Simon, M.D., New York, N. Y. Collects Medical Philately and the use of X-Ray in study of stamps.

4241 Ernest J. Reinhardt, London, England. Collects China, Shanghai and Treaty Ports, Korea, Chinese Customs mail and Hong Kong.

4242 Robert H. Outram, Lindfield, Australia. Collects British Commonwealth.

4243 Lt. Colonel Alexander M. Dickie, Washington, D. C. Collects China, Great Britain and Colonies, France and Colonies.

4244 Hans Borchers, Heidelberg, Germany. Collects Classical stamps of most countries.

4245 Roland C. Noe, Southgate, Ky. Collects Confederate States, 19th Century United States.

4246 Morton O. Cooper, Washington, D. C. Collects 19th Century United States.

4247 Mrs. Minnie Evans, Sanborn, N. Y. Collects United States and Great Britain.

4248 William Howell, Warren, Ohio. Collects British West Indies and Topical Zoology.

4249 William L. Maude, Upper Montclair, N. J. Collects United States and British Empire.

4250 John A. Gavelek, Miami, Florida. Collects Uruguay Airmails and Bahamas.

4251 Mrs. Robert J. Whitfield, Greenville, Miss. Collects United States Commemoratives.

4252 Adolph Koeppel, Oceanside, N. Y. Collects British Colonials.

4253 James O. Vadeboncoeur, Pittsburgh, Pa. Collects General Foreign, Foreign Revenues and Postal Stationery.

4254 J. King Horner, Baltimore, Md. Collects China, Treaty Ports and Hong Kong.

4255 Julien Kieferle, Brooklyn, N. Y. Collects Airmail stamps and covers.

4256 Beatrice M. Berner, Verona, N. J. Collects General, France and Paintings on stamps.

The Library Committee reports the acquisition of the following:

The Palace Collections of Egypt. Illustrated Auction Catalogue February 1954. H. R. Harmer, Ltd., London.

**The Forged Stamps of Two World Wars* by L. N. & M. Williams.

"North-West Pacific Islands." The nature and make-up of the different overprinting forms by J. R. W. Purves, F. R. P. S. L.

**The American Air Mail Catalogue of Air Letter Sheets 1954".* Supplement to 1953 Catalogue.

The Kangaroo Issues of Australian Stamps by H. Dormer Legge, T. D. Gift of W. S. Boggs.

The Italian A M G Issues and Stamps of Trieste A and B Zones by Pierson Ostrow. Gift of author.

Katalog der Bibliothek des Berliner Philatelisten-Klub 2, Ausgabe 1932 (German) Gift of W. S. Boggs.

Catalogue de Timbres Poste France ses Colonies-Maury 1948 (French) Gift of W. S. Boggs.

* Reviewed in this Number.

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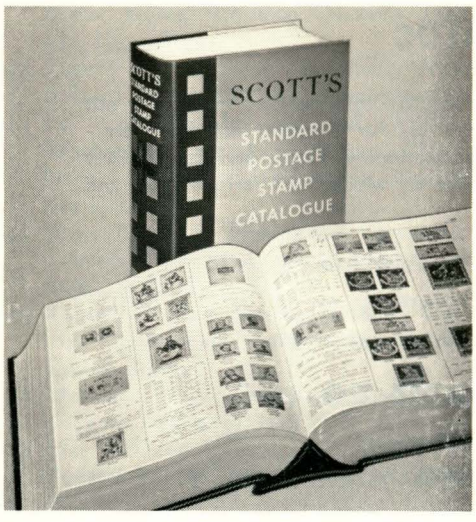
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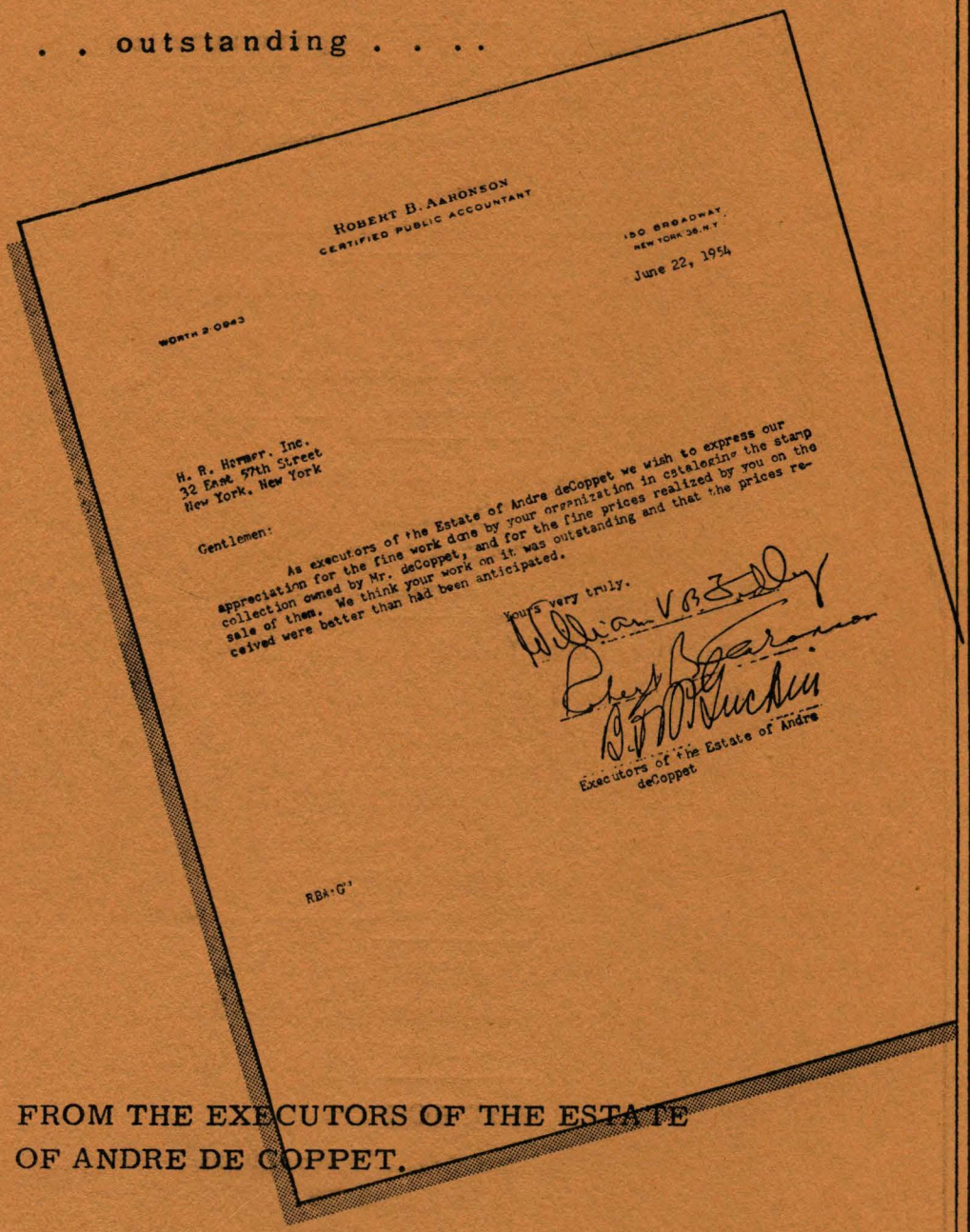
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