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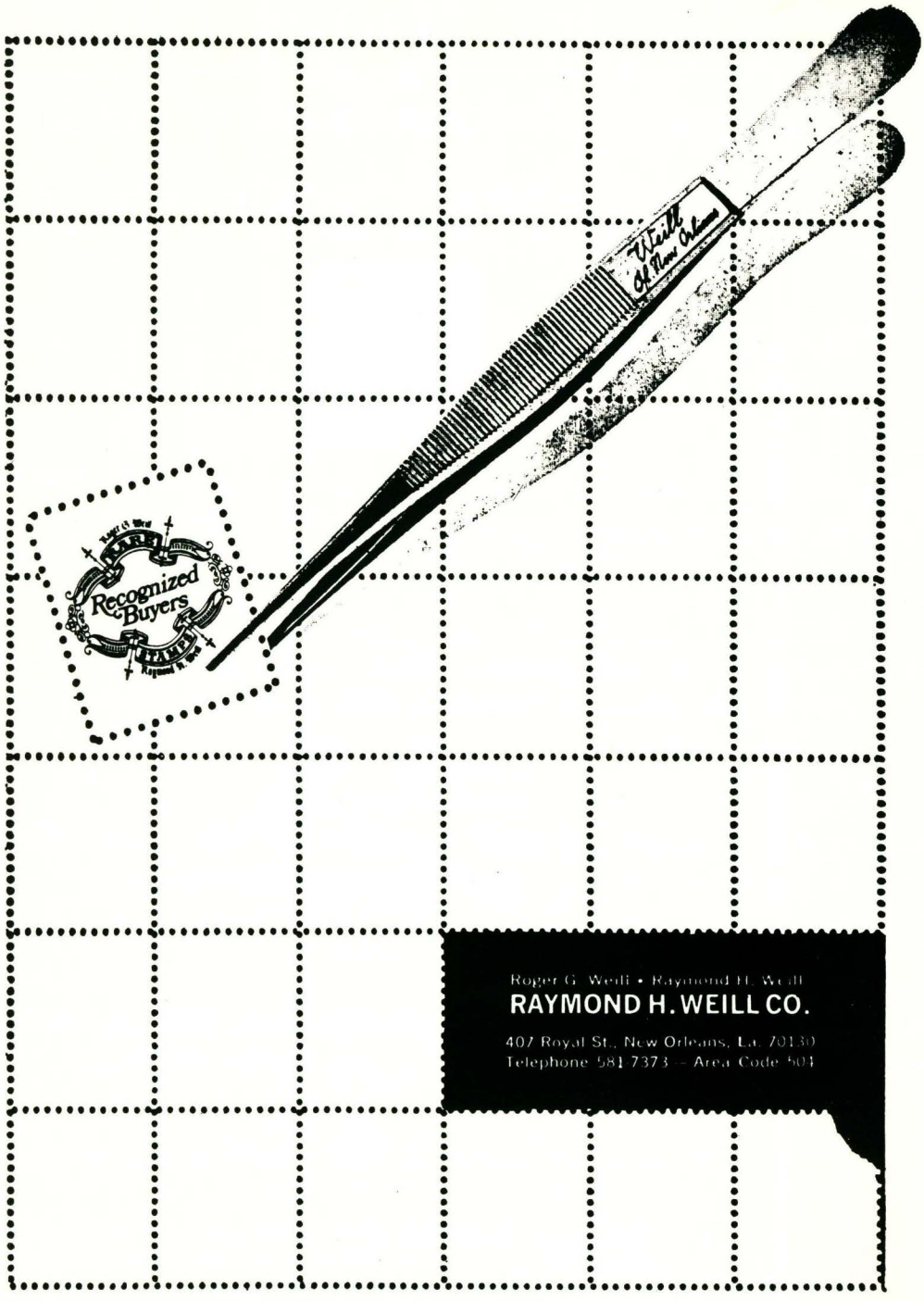
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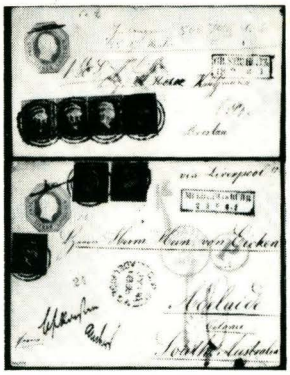
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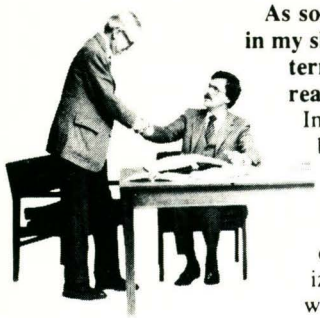
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Volume 62, Number 3 **May-June 1983**

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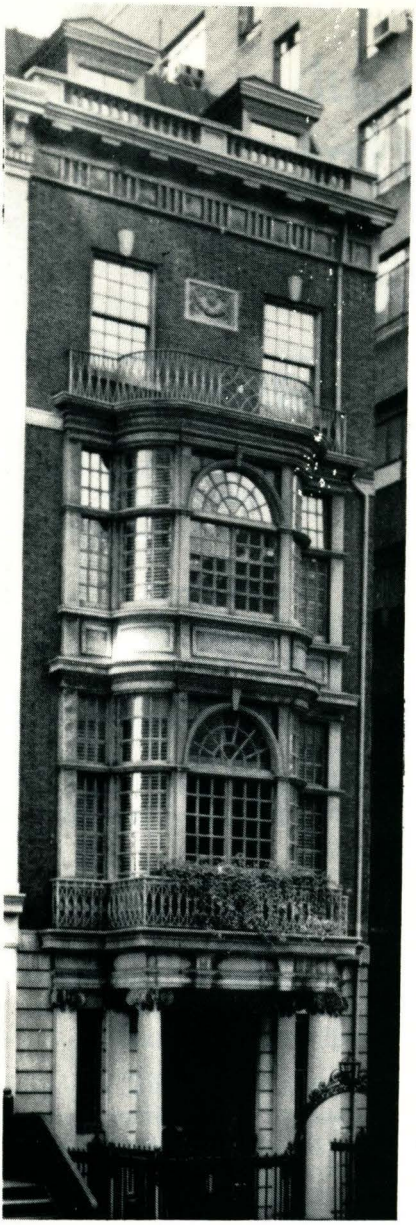
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Interesting and Unusual Items from a Specialized Collection of China

Carl A. Kilgas

The stamps of China have fascinated collectors for many years. Interesting articles have been written about them from observations in the late 1800s through the scholarly 130-page book of the First Issue of China—*The Large Dragons* by Philip W. Ireland, published by Robson Lowe in 1978, the one hundredth anniversary of the Large Dragons.[1]

One of the surprises about collecting China is the occasional discovery of some major item that has escaped recording for decades. Witness the recent discovery by J. Robert Hughes, the eminent dealer in the stamps of the Orient (particularly China), of a main sheet of the 1941 $2 airmail (Scott C39, below, fig. 1) with ten horizontal pairs inperf between.[2]

I also recall the sensation caused at a meeting of the New York chapter of the China Stamp Society on January 29, 1946 at the Collectors Club when Bernard Harmer displayed the Presentation Album of Chinese Stamps given to President Roosevelt in 1941 by



Fig. 1. Pair of China C39 imperforate between.

[1]Ireland, Philip W. *The Large Dragons* (Robson Lowe, London), 1978.

[2]Hughes, J.R. "China Air Error," *China Clipper*, vol. 46, no. 5, July 1982.

Generalissimo Chiang Kai-shek. The album, scheduled for auction by Harmer's,[3] contained unknown items—unrecorded copies of the "Unissued Brown Dues" of 1912 and the "Kwei" and "Ch'ien" overprints on the 1923 issue (including two postally used copies!).

How many more major items still await discovery? With this question in mind, this description was prepared. May it stimulate serious collectors to further study and research Chinese philately and uncover more items of major importance.

We have a long way to go to unravel some of the mysteries of Chinese stamps and postal history. We still do not know the exact date when the Large Dragons, China's first stamps, were issued. Accurate information is still being sought on many unofficial and officially authorized emergency issues after the 1912 Revolution, as well as those prepared during the hectic days of World War II. A number of excellent studies, written in Chinese, await translating. The way to most interesting and rewarding research is wide open.

China's postal history, particularly with the issuance of its first stamps in 1878, began with uncertainty and, 67 years later, almost ended in tragedy. War, rebellion, invasion, bombing, and internal conflict makes survival of many of the items shown here quite fortunate.

This article will show selected items from my collection of China. Arrangement is generally chronological, but there are exceptions to this where it appeared desirable. Items were chosen because they are interesting and unusual—seldom seen, difficult to acquire, unlisted, previously unrecorded, or perhaps unknown by many to exist at all.

We start by illustrating examples of many of the postal systems operating simultaneously in China, in varying degrees of competition with each other. This was instrumental in causing the establishment of an Imperial Chinese National Post Office to be delayed until 1896 and did much to deter China from becoming a member of the Universal Postal Union until 1914.

The Official Government Courier System ("I Chan")[4]

The Romans, Persians, Egyptians, and Assyrians all had postal stations dating back to antiquity for the exclusive transmission of governmental dispatches. China can boast of the most sophisticated of them all, antedating the earliest of the above by a century or two with a system that had an excellent reputation for dependability—developed and perfected at least a millennium before the Christian era. It lasted twenty-five Dynasties!

China's impressive official system was known as *I Chan* from

[3]Johnson, H.H. "Chiang's Gift to Roosevelt," *China Clipper*, vol. 10, no. 2, January 1946.

[4]Cheng, Ying-wan. "Postal Communication in China and Its Modernization 1860-1896," chapter 2 of *Harvard East Asian Monograph 34*, 1970.

the earliest days to the time it was taken over by the Republican Post Office in 1912. "I" translates as "Mounted Courier" and "Chan" as a "Post Station" set up for the exclusive purpose of transmitting Imperial communications, dispatches, and correspondence. It also provided travel services for official missions and conferences. As early as the Chou Dynesty (1122-249 B.C.), food was available every three or four miles, lodging every ten miles.

About 918 A.D., I Chan was placed under the Board of War, more specifically the "Remounting Department" at Peking. At the time there were 1630 stations, including 260 "boat stations." A few years later soldiers replaced civilians as couriers.

I Chan continued to grow. Throughout the nineteenth century the Peking governments relied heavily on I Chan—even adding to it while serious negotiations were going on to establish a national post office. Robert Hart, the efficient Irishman who was Director-General of Customs for Imperial China, had a difficult time trying to convince important officials to consider seriously the establishment of a national post office.[5] [6] The officials were unanimous in their belief that the I Chan was by far the finest and best postal system ever devised—although a few admitted that the system would be more perfect if regulations were more conscientiously observed.

In the latter part of the nineteenth century, I Chan covered over 25,000 miles, extending 4000 miles in one direction alone, with 1956 mounted courier stations plus additional foot stations (P'u) numbering from over several hundred to over a thousand in each province. 71,631 postmen, 40,277 horses, 2681 oxen, mules, and donkeys, 1088 carts, and 55 post-boats—what a formidable competitor to the idea of a national post office!

Fig. 2 shows an official document carried by I Chan from Shanhaikuan, the eastern terminus of the Great Wall, to Yinkow, more commonly known as Newchwang, in Manchuria. The size is large, approximately 5 × 11 inches. It was sent to the German consulate in Yinkow by "Tsai, Governor of Shanhaikuan and Chinhsien [an area along the strategic rail line from Shanhaikuan to Yinkow], General of Arms Training, and Chief Officer for Authorization of Money Issuance [Paymaster] and Taxation"—as endorsed on the document.

It contained "one official document" and was posted in the thirty-third year, eighth moon, and seventh day of the Reign of Emperor Kuang Hsu [August 14, 1907]. While rather late usage, the format is typical of an I Chan transmittal. The 1907 usage is rather interesting. That was the year China was actively making plans to join the U.P.U. and, as a prerequisite, was trying to remove all competitive postal systems operating in China, including I Chan.

[5]Wright, S.F. *Hart and the Chinese Customs* (William Mullan & Son, Belfast), 1950.

[6]Fairbank, J.F. *et.al., The I.G. in Peking* (Belknap Press of Harvard University Press, Cambridge, Mass.), 1975.

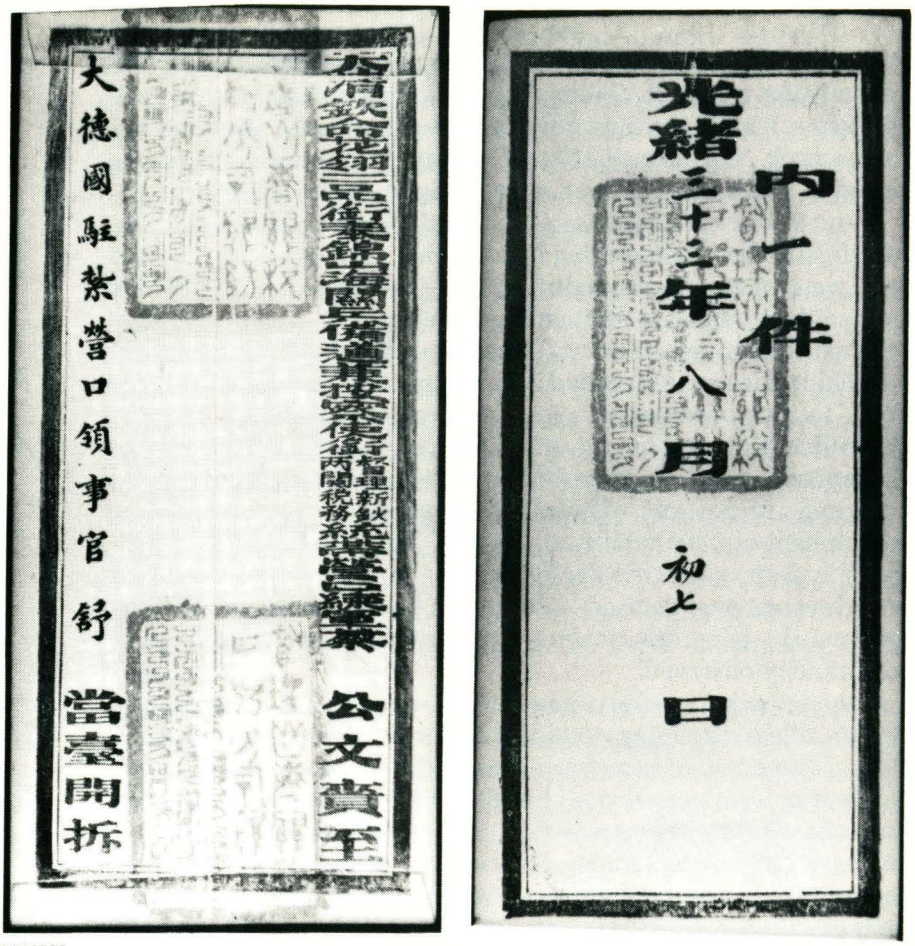


Fig. 2. Front (left) and reverse (right) of a document carried by the I Chan.

The example is illustrative of the continued use of I Chan by a Governor in defiance of Imperial wishes.

The Private Letter Agencies ("Min Hsin Chu")[7]

I Chan was exclusively for Imperial use. Personal mail for the general public, including officials on governmental business, was prohibited from being carried on either I Chan or the Official P'u systems. Personal or private mail was usually given to friends, acquaintances, special messengers, sedan-chair bearers, or cart drivers for delivery—a very unreliable method.

As China's area and population increased, more officials were sent on government business. Perhaps the difficulties that secretaries accompanying an official had in getting their personal mail handled with dependability had a part in the development of a chain of privately owned and operated letter writing agencies known as the Min Hsin Chu, or People's Letter Posts, quickly

[7]Cheng, Yin-wan. *Op. cit.*, chapter 3, "The Letter Agencies."

shortened to Min Hsin or Min Chu.

The increase in trade and industry during the fourteenth and fifteenth centuries, particularly after the merchants guilds in Peking became the first Chinese willing to accept the rule of the Manchus (which began in 1644), resulted in a dramatic growth in these agencies. These sprang up in large cities and acted as mail distribution centers for the surrounding areas. However, the agencies concentrated only on profitable routes, leaving vast rural areas entirely without any kind of postal services.

In 1892 there were 422 registered agencies. Generally foot carriers were used, their speed averaging three or four miles per hour. The special appeal for this service was the manner of fee payment. Usually the sender paid half and the receiver the other half, although there were a large number of optional arrangements available. Any agreement was clearly written or stamped on the face of the mail matter. (There was a five-frame exhibit at ROCPEX '81 with examples of many very interesting methods of payment recorded.)[8] The majority of Chinese disliked the idea of paying the entire fee in advance, as required when using a postage stamp.

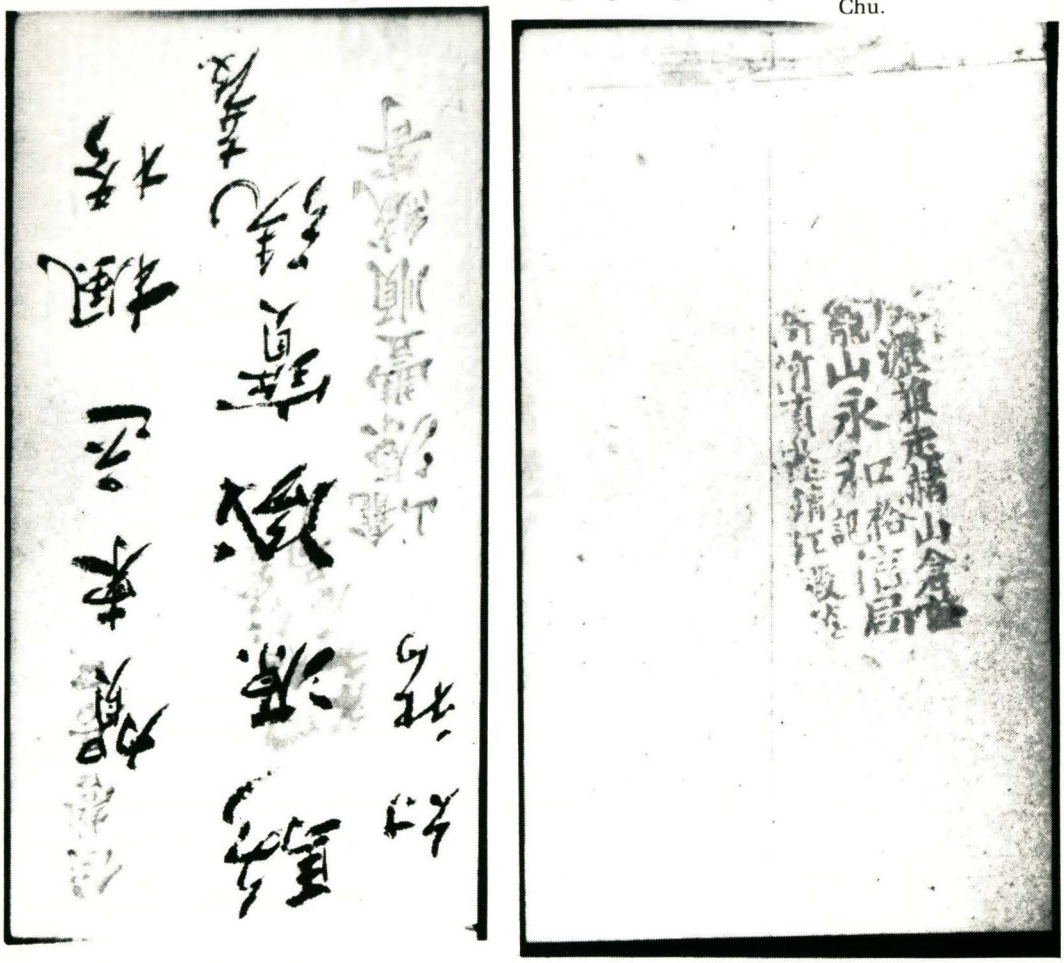


Fig. 3. Front (left) and reverse (right) of letter carried by Min Chu.

Min Chu was indeed another formidable competitor against the national post office idea. It was so firmly entrenched that the 1896 decree establishing the National Post Office specifically forbade any interference with the operation of either Min Chu or I Chan. It wasn't until 1931 that Min Chu was suspended by a government directive.

Fig. 3 is an example of a letter carried by Min Chu from Lungshan in Shantung Province to Hangchow in Chekiang Province, a distance of over 500 miles "as the crow flies." The central characters read (left row) "Lung Shan Yung Ho Ki Yu Hsin Chu" ["Yung Shan Letter Service"] and (right row) "Lo Yuan Shen Kao" ["Store at the Maple Bridge"].[9]

There were also steamship agencies in operation. Fig. 4 shows a letter sent from Shanghai to Hong Kong. The steamer mail chop reads (across the top) "Shanghai," (left row) "Lun Ch'uan T'ai Sheng" ["Steamboat T'ai Sheng" or, literally translated, "Perfect," "Prosperous," or "Flourishing" Steamboat]. The address is on the reverse side, along with instructions that read "Important Letter, please deliver to Hong Kong."

The "Alien" or Foreign Post Offices in China

Alien trading settlements began to form at Canton early in the nineteenth century. Communications were slow, uncertain, and unreliable—entirely dependent on some voyaging clipper ship engaged in trade to take the mail out of China. Delivery to a person unknown in the settlements was practically impossible. Voyages to or from England took several months either way. Yet this was the only mail service available. Neither the I Chan, the Min Chu, nor the imperial government had any interest whatsoever in handling mail for the "foreign devils" living in China.

Britain had serious problems in keeping the Empire going in India until it was realized that the smuggling of opium into China could be so profitable. The Chinese did all they could to stop this illicit trade. Even the Emperor's plea to Queen Victoria was ignored. As a result, in 1839 the first Anglo-Chinese war broke out. Commonly known as the First Opium War,[10] it was a disaster for the poorly trained and equipped Chinese.

The 1842 Treaty of Nanking provided for huge indemnities to be paid by China. To collect these, a customs house was established with an Englishman in charge to make sure the amount owed by the Chinese government was paid. Hong Kong was ceded to the British and became a Crown Colony. A post office (packet agency) was established under the direction of the Postmaster-General in Lon-

[9]Padget, Peter I. "Min Chu—The Letter Agencies," chapter 3 of *The Postal Markings of China* (China Society of London), 1978.

[10]Hsu, Immanuel C.Y. "The Opium War," chapter 8 of *Rise of Modern China* (2nd edition, Oxford University Press, London), 1977.

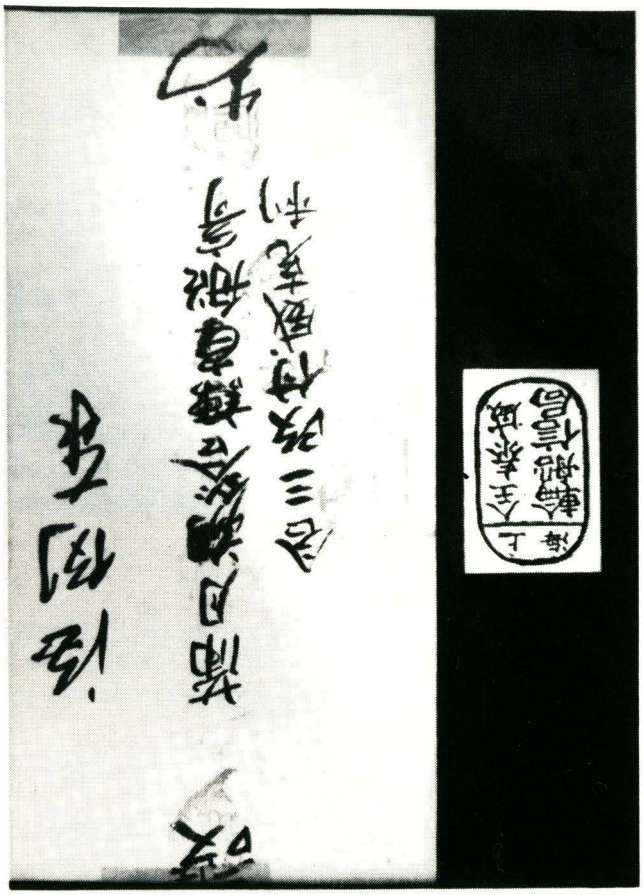


Fig. 4. Steamship letter agency chop.

don and five important "Treaty Ports" (Amoy, Canton, Foochow, Ningpo, and Shanghai) were opened to foreign trade.

With the establishment of mail service at Hong Kong (April 15, 1843) and in Shanghai later in the year, mail service for the aliens in China became better organized and more dependable. All mail was delivered to the consulate and forwarded to its destination.

In 1857 a second Anglo-Chinese war broke out involving the British, French, Americans, and Russians. The Treaty of Tientsin and the Peking Convention (1858 and 1860) forced China to open six more Treaty Ports (Chefoo, Chinkiang, Kiungchow, Nanking, Swatow, and Newchwang), making a total of eleven. By 1878 that number had grown to eighteen and by 1907 the number was thirty-two.

In 1861 the imperial government established an Office of Foreign Affairs ("Tungsli Yamen") which appointed Horatio Lay as Inspector-General of Customs, with an office in Shanghai. Postal departments were set up, first in the Customs Houses at Shanghai, Chinkiang, and Peking, and later in Tientsin, Chefoo, and Newchwang. In 1863 Robert Hart, then a subordinate of Lay, suggested to the imperial government that postage stamps be issued and that a

national post office be established. The idea was shelved since I Chan and Min Chu were more than satisfactory, and besides, merchants were very low in the acceptable Chinese social scale that honored scholars, farmers, and craftsmen above them, with soldiers close behind.

With the increase in the number of Treaty Ports, foreign governments other than the British began to take an interest in providing their countrymen residing in China with better facilities for communication with the rest of the world. The effect of this was to expand the steamship services and to open more foreign-controlled post offices in the major foreign settlements. British steamship companies had pretty well monopolized the mail service until the French began competing in 1860. In 1861 British and French steamers alternated in carrying mail from Shanghai to the northern Chinese ports. Shown are examples of mail handled through all the foreign post offices established before 1900.

British Post Office in Shanghai, 1863

Fig. 5 shows a folded letter from George T. Heard of Augustine Heard & Co., well-known forwarding agents, to his mother in the United States. This is a double rate letter as shown by the markings for credit claimed:

FEES

.46 British transit fee
.16 French transit fee [10 days faster via Marseilles than through Southampton]
.32 British Trans-Atlantic Packet fee

.94 [3/10 in red, or 3 shillings 10 pence]
.02 Hong Kong transit fee [2 pence]

.96 [4/ in red, or 4 shillings (3 shillings 12 pence)]
.10 U.S. inland postage ["10" in black]

$1.06 [double rate for one-half ounce][11]

ROUTING

"SHANGHAE PAID" (Webb type 6) in orange, posting November 8, 1863. ["Shanghae" was the spelling used by the British until 1886, when "Shanghai" was adopted][12]
"SHANGHAE" (Webb type A) departure in black, November 8
"HONG-KONG" (Webb type B) blue transit, November 12
"LONDON MZ PAID" transit in red, January 9, 1864

[11]Hargest, George E. *History of Letter Communications Between the United States and Europe 1845-1875* (Smithsonian Studies in History and Technology, Washington, D.C.), 1971.

[12]Webb, F.W. *Philatelic and Postal History of Hong Kong and the Treaty Ports of China and Japan* (Royal Philatelic Society, London), 1961.

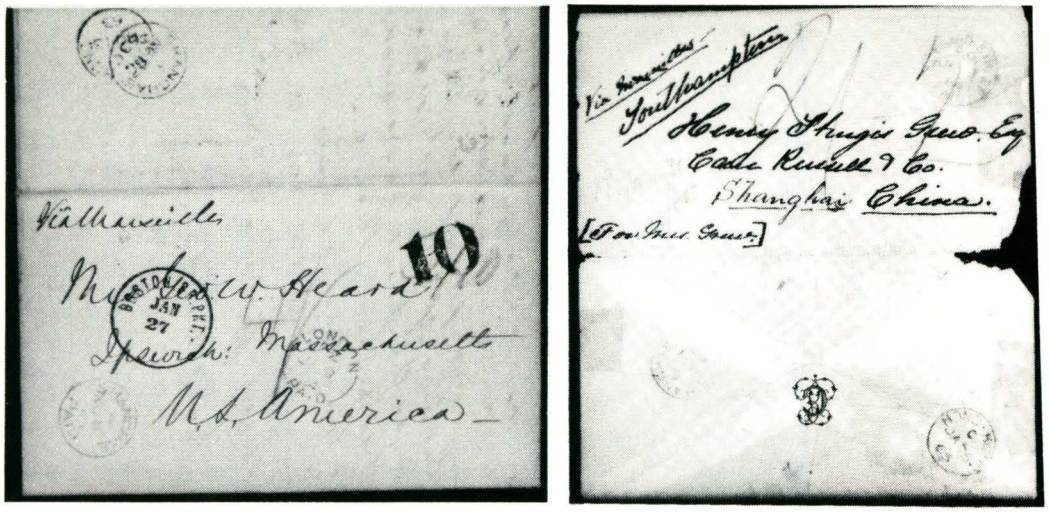


Fig. 5. Letter from George T. Heard of Augustine Heard & Co., forwarding agent, via Marseilles and carried to Boston by British packet.

Fig. 6. London to Shanghai via Hong Kong, prepaid without adhesives.

"BOSTON BR PKT" British packet arrival in Boston, January 27[13]

Transit time 59 days

Incoming mail is shown in Fig. 6 and had the following on it:

INCOMING MAIL (1864)

London to Shanghai—December 3, 1864. Prepaid without stamps. Double rate paid and markings for credit claimed.
London Office—2/2 in red [2 shillings 2 pence]. Note cross-writing in letter to save postage.

ROUTING

"LOMBARD STREET F.O. PAID" in orange (Foreign Foreign Office posting December 3, 1864)
"HONG-KONG C" (Webb type Aii) transit in blue, January 25, 1865.
"SHANGHAE C" (Webb type A) receiving in blue, January 31, 1865.

Transit time 59 days

Fig. 7 shows an example of incoming mail:

INCOMING MAIL

London to Shanghai, prepaid with stamps
"1d" [1 penny] marking for credit claimed for Hong Kong transit

[13]Sampson, E.N. (editor). *American Stampless Cover Catalogue* (Van Dahl Publications, Albany, Oregon), 1965.

ROUTING

"LONDON MZ" posting in blue, August 10, 1866
"SHANGHAE C" (Webb type A) receiving in blue, September 26

Transit time 46 days

French Post Office in Shanghai[14]

The first French post office was opened to the public in November, 1862. The first French stamps (series not overprinted for use in China, which did not appear until 1894) arrived on February 12, 1863 and were to be used, without exception, on all outgoing mail after that date.

A cover, illustrated on page 18 of the ROCPEX '81 book,[15] has the notation "this letter is considered to be one of the last to pass through the French post office in Shanghai without stamps." The cover was dated February 9, 1863.

Fig. 8 is another cover which also passed through the French post office in Shanghai without stamps, from Shanghai to the United States—but two years later, July 4, 1865!

ROUTING

"SHANGHAI Bau FRANCAISE" in black, Shanghai French Post Office showing posting date of July 4, 1865

Blue pencil markings applied by the Shanghai office indicate the amount due the French post office as follows:

"2" (2 cents) postage within China
"42" (42 cents) as follows: China to England 18 cents, England to United States 24 cents

ROUTING

"PAQ. AN. V. SUEZ AMB MARS 2" in orange ("Pacquetbot Anglaise Voi Suez Ambulent Marsailles," or by English packet boat via Suez, then by mail car on the Marsailles-Lyon Railroad in France. Transit date was August 25, 1865.[16]

"N.Y. 60 Am. Pkt. or U.S. 83 Notes—Sep 11." The Civil War in America had just ended. U.S. banknotes had depreciated in relation to gold, the accounting basis for international settlements. The exchange rate varied daily. When this letter

[14]Riddell, J.D. "French Concession in Shanghai and Its Postal Cancellations." *Journal of Chinese Philately*, vol. 16, no. 5, June 1969.

[15]Chien, E.K. "Prize Selections from ROCPEX '81" (catalogue of the show, Taipei), February 1982.

[16]Salles, Raymond. *La Poste Maritime Française*, tome 5 "Les Paquetbot de L'Extreme-Orient" (Alençon, France), 1966.



Fig. 7. London to Shanghai via Hong Kong, prepaid with adhesives.



Fig. 8. French Post Office in Shanghai.

arrived in New York via an American packet boat from France, the letter rate was then payable with 60 cents in gold coin or, if paid in depreciated U.S. currency, the cost was 83 cents. The arrival date was September 11.

Transit time 69 days[1718]

To be continued

[17]Staff, Frank. *The Transatlantic Mail* (Alard Coles, Ltd., London), 1956.
[18]Hargest, George E. *Op. cit.*

United States The Beacon Air Mail Stamp of 1928 Revisited

Concluding a Two-Part Article by Philip Silver

PAGES 8 to 10. In the preface to his Beacon book, on page 1, Goodkind makes the following statement:

> Of all the written records on this stamp, one stands out. The writer's old friend, the late Max G. Johl, in his book on *The 20th Century Stamps of the United States*, in volume 3 devotes over 10 pages to C11. Studying Johl's writings, one perceives that he was almost an eyewitness at the Bureau of Engraving and Printing in Washington, D.C. He was told practically everything that transpired during the Beacon air mail's printing, and fortunately he recorded it.
>
> As our own studies of the stamp progressed, some of Johl's information had to be amended and increased. This newer research will be recorded here. *But the foundation of the writer's knowledge of the preparation, production and printing was laid by Max Johl's original studies* (emphasis added).

Having placed so much stress on the knowledge attributed to Johl, it is surprising that Goodkind took such a different tack when it came to discussing the printing of the stamp.Johl states that "the plates used for printing these stamps may be divided into three groups as determined from the marginal markings." He proceeds to specify *the characteristics of each group of plates*. Nowhere is there a discussion of more than one printing.

Goodkind, while describing in almost exact detail the same characteristics of the plate markings as Johl, ascribes these characteristics as part of separate printings. In the Beacon book, Johl's *groups of plates* are transformed into *three separate printings*.

This has engendered a rather lively discussion among Beacon air mail collectors. Some, the writer included, question the somewhat arbitrary designation of separate printings. If indeed there were separate printings, one would have to find specific characteristics in the stamps themselves. Johl found no such characteristics; neither did Goodkind.

A correspondence I had with George W. Brett on this matter is quite revealing. Brett is probably the best-informed philatelist in

the United States in the matter of printing methods. Here is what he said in his letter to me:

> The term "printing" in the sense of being a discrete entity to be named or differentiated from another alleged printing or printings of the same or similar items has no really fixed parameters in common usage. The term is used flexibly by everyone but if it is used there should be some practical basis as otherwise it is meaningless and misleading. In other words, there should be at least one factor that provides a point of differentiation whether philatelically or otherwise.
>
> As an example of the complexities that can be involved, say that the U.S. Postal Service sends over to the Bureau of Engraving and Printing an order to print 180 million of a specified stamp. The Bureau starts in and working over a continuous period, say a month, completes the necessary run with a cushion for rejects (spoilage). On every working day for this period printing was being performed on this stamp. This would be an ideal situation and I think that in such a case most people would consider that this constituted one single printing. But it wouldn't make any difference how many plates and presses were used so long as the product was uniform and even if it wasn't uniform it would still be only one printing. And how does one determine whether the product was uniform? Well it is a matter of careful and thorough study of a sufficient sample and being cautious enough to qualify your decisions even so."

Brett provides several examples to illustrate his thinking. One that seems to fit foursquare with the Beacon situation concerns the three "printings" of the 24-cent air mail stamp of 1918, Scott No. C3. Brett states that

> I can think of several examples where printings of U.S. stamps have been designated in the past under different circumstances: 1. The three "printings" of the 24c bicolored air mail of 1918. In this case collectors have arbitrarily designated such on the basis of changes in the marks in the sheet margins. Yet that isn't what the records at the Bureau of Engraving and Printing indicate where they show only one continuous printing from the time they first started until they stopped, period. If that record continues to stand up in cross checking (after all it doesn't take too long to add one or two marks to a plate) then it would appear in fact that it might be better to say only one printing with a, b, and c subdivisions. In this case, individual stamps cannot be separated by "printing" only appropriate margin pieces.

With relation to the time span for the printing of the Beacon air mail stamps, it would appear that the run—if not continuous—was substantially completed by August 1, 1928. Johl states on page 213:

> On July 17th, the first shipments were made to post offices and before August 1st the initial general distribution had been completed.

It will be remembered that, although the first day of issue was July 25, 1928, the date of the rate change to five cents an ounce was August 1. The latter date was important because it marked a reduction to the lowest air mail fee since the inception of air mail service in the United States ten years earlier, in 1918. It was important that quantities of the stamps be available in as many post offices as possible.

Apparently, the desired result was obtained. The March 1971

issue of *The Airpost Journal*, a publication of the Air Post Society, contains an article by Dave Bize and William Seifert, Jr. entitled "A Tabulation of 5c Beacon First Day of Rate Covers." The list compiled by the authors indicates that such first date of rate covers are known from 104 cities located in 34 states. Every section of the country is covered in that listing. Because the authors have continued their examination of such covers in the intervening twelve years, it is distinctly possible that the results of this examination will show that additional cities in all or most of the forty-eight states received supplies of the Beacon air mail stamps for use on the first day of the reduced 5-cent rate.

Thus, together with Johl's statement about a general distribution of the stamps before August 1, one may reasonably conclude that, based on the time span from June 28 (when the printing started on the frame plates—Johl says that printing from the vignette plates began on July 5) until the generaldistribution of the stamps before August 1, there was one continuous printing. The time span was one month at most.

Though Johl does not give the quantities shipped to the post offices around the country in the "initial general distribution," it is reasonable to assume that it was a good part of the 106,887,677 stamps issued. However, nowhere in his nine-page discussion of the Beacon stamp does Johl indicate that there were sufficient points of differentiation to provide a basis for his statement that there were different printings. Likewise, Goodkind (in the several pages he devotes to his "three printings") never mentions characteristics of the stamps—other than plate varieties—that would give a basis for such a designation.

In the *1939 American Philatelic Congress Book*, Hugh M. Southgate (in an article entitled "The 'Special' Paper Printing of 1928") gives June 22, an even earlier date than that stated by Johl, for the start of the printing from the frame plates. In Table IV, on page 32 of Southgate's article, the latest printing date given is October 10, 1928. Again, as with Johl, no quantities are mentioned. But the period June 22 to October 28 shows a longer time span than the one given by Johl. Of course, Johl indicated on that the *initial* general distribution had been completed before August 1. He gave no later date for subsequent distributions of the stamp. But, from an examination of Southgate's Table IV, it is apparent that printing was in progress all through the four-month period starting on June 22. What is important, however, is that there were no points of differentiation in the characteristics of the stamp during this period. There simply was a longer time span of continuous production.

Southgate does differentiate between the normal printings and the "special paper" printings. But that was due to the introduction of paper with a grain "running at right angles" to the normal paper, which resulted in more than normal shrinkage in the vertical direction. In his Table II (on page 32 of his article), Southgate states that the plates used with the special paper first went to press on October

8. The last printing date is given as February 18 [1929].

Goodkind might have been on firmer ground had he been able to determine that there was a later period during which printing of the Beacon stamps was performed at the Bureau of Engraving and Printing. But then the characteristics of the stamps themselves would have had to be designated to separate the printings.

As Brett states, changes in the marginal markings are not a sufficient basis to differentiate between printings. Goodkind used that same basis in his study of the 24-cent air mail stamp of 1918, Scott No. C3.[2] In that study, the three "printings" are differentiated solely on the basis of the marginal markings, the same basis he used in the Beacon monograph. My own preference is to eliminate this designation of separate printings of the Beacon stamp. I prefer to use Johl's terminology noted previously: three groups of plates as determined by the marginal markings.

Reference was made above to Southgate's article in the *1939 Congress Book* in which he indicated that printing from the frame plates began on June 22. Southgate credits the Bureau of Engraving and Printing for that information. The first frame plates printed on that day are given in his Table IV as 19549 to 19552, inclusive. My own examination of the Beacon air mail plate proofs, presently filed in the Division of Philately and Postal History of the Smithsonian Institution, shows that those frame plates were approved on June 27. Thus it is difficult to see how printing from the plates could begin on June 22, so Johl's June 28 date would appear to have more validity.

Data collected in my examination of the plate proofs is shown in the following two tables, thus making this information available for those students for whom it has relevance.

Table 2.
Frame Plates

Date of Approval	Plate Numbers
June 27, 1928	19549, 19550, 19551, 19552
July 3, 1928	19565, 19566
July 5, 1928	19568
July 6, 1928	19569, 19570
July 9, 1928	19567, 19571*, 19572
Oct. 3, 1928	19587*, 19588*
Oct. 4, 1928	19585*, 19586*
Oct. 6, 1928	19592*
Oct. 8, 1928	19589*
Oct. 12, 1928	19590*
Oct. 15, 1928	19591*
Oct. 16, 1928	19605*
Oct. 17, 1928	19606*

[2]*The Collectors Club Philatelist*, vol. 29, no. 6 (November 1950), pp. 337-348.

Date of Approval	Plate Numbers
Oct. 24, 1928	19607*, 19612, 19614
Oct. 25, 1928	19615
Oct. 26, 1928	19613
Oct. 27, 1928	19620, 19621
Oct. 30, 1928	19622, 19626
Oct. 31, 1928	19624, 19625
Nov. 1, 1928	19623
Nov. 2, 1928	19627
Nov. 3, 1928	19628, 19629, 19630
Nov. 6, 1928	19632, 19633, 19634
Nov. 8, 1928	19635
Nov. 9, 1928	19631
Nov. 23, 1928	19640, 19641 (both not used)
Nov. 28, 1928	19642
Dec. 1, 1928	19643 (not used)
Dec. 14, 1928	19670
Dec. 17, 1928	19671, 19672
Dec. 19, 1928	19673
Jan. 9, 1929	19699, 19701
Jan. 12, 1929	19700
Jan. 14, 1929	19697
Jan. 15, 1929	19696, 19702
Jan. 16, 1929	19698
Jan. 17, 1929	19704 (not used)
Jan. 18, 1929	19705, 19706, 19712 (all not used)
Jan. 19, 1929	19703
Jan. 21, 1929	19714 (not used)
Jan. 22, 1929	19707 (not used)
Jan. 23, 1929	19713, 19715 (both not used)
Jan. 28, 1929	19716 (not used)
Feb. 2, 1929	19718, 19719 (both not used)
Feb. 4, 1929	19717 (not used)

*Special paper used in printing these plate numbers

Table 3.
Vignette Plates

Date of Approval	Plate Numbers
July 2, 1928	19545, 19546, 19547, 19548
July 9, 1928	19577, 19580
July 10, 1928	19573, 19574, 19579
July 11, 1928	19576
July 12, 1928	19575
July 13, 1928	19578
Oct. 22, 1928	19597, 19598

Date of Approval	Plate Numbers
Oct. 24, 1928	19600
Oct. 26, 1928	19608
Oct. 27, 1928	19609
Oct. 29, 1928	19599
Oct. 30, 1928	19610
Nov. 1, 1928	19616
Nov. 3, 1928	19617
Nov. 6, 1928	19618
Nov. 8, 1928	19619
Nov. 9, 1928	19611
Nov. 21, 1928	19638 (not used)
Nov. 22, 1928	19636 (not used)
Nov. 23, 1928	19637 (not used)
Nov. 24, 1928	19639 (not used)
Dec. 18, 1928	19666
Dec. 19, 1928	19667
Dec. 26, 1928	19669, 19675
Dec. 28, 1928	19677
Dec. 31, 1928	19674
Jan. 3, 1929	19689
Jan. 5, 1929	19692
Jan. 8, 1929	19688, 19693
Jan. 9, 1929	19676
Jan. 11, 1929	19694
Jan. 11, 1929	19695 (not used)
Jan. 12, 1929	19690
Jan. 16, 1929	19668, 19691

Finally, before we take leave of pages 8 through 10 of the Goodkind book, I would like to point out an error in Fig. 5 on page 9. Goodkind refers to the left pane (frame plate 19612/vignette plate 19616) as from the second printing. This is incorrect; the pane is from the third (printing) group of plates.

PAGE 12. Goodkind states that hollow, colored circles appear on the sheets because of the thinning of the plates caused by burnishing out of the red and blue arrow markers. These are illustrated in his Figs. 8, 10, and 11. I have found an additional characteristic, a red triangular wedge of color superimposed on the blue circle of color. Most likely this was caused by the type of excision on the plate.

Also, a short, vertical blue line of color is found at the top of the sheets adjacent to the vertical red guideline. I have noted these blue lines on both the second and third group of plates. It is quite possible that they are to be found on the first group as well. However, if this blue line exists on the first group, it is completely covered by the arrows at the top of the sheets.

PAGE 15. On the second line of this page, the statement is made that the "F" was engraved on the pane. Examination of the plate proofs

leads one to question this statement. The "F" was punched onto the plate with a metal punch. Apparently the strike of the punch was not uniform, for in some cases it appears that the punch was struck with a heavier blow. This caused a well of ink to collect around the "F." In my own collection I have plate blocks where the red "F" shows a well of ink but where the blue "F" does not. Incidentally, it should be mentioned at this point that there are different sizes of this "F." I have seen sizes of 2 mm. and 2.5 mm.

PAGES 17 to 21. The study and cataloging of plate varieties—both major and minor—is a field that has fascinated many students of philately. There are an ample number of such varieties to be found in the Beacon air mail stamp as both Johl and Goodkind have shown.

Several of the recutting varieties are illustrated on pages 216-219 of Johl's book. On page 217 he illustrates the five stamps he found recut in the left pane of frame plate 19589. These are positions 3, 4, 5, 8, and 10. Goodkind states on page 18 that he was fortunate to obtain the block of eight which contains these five examples of recutting, from the Johl collection, and he illustrates that block as his Fig. 20. The arrows he has placed on the block point to positions 3, 4, 5, 7, and 10. It is difficult enough to pick out examples of recutting, especially when the strengthening itself has worn from use. Thus an examination of Goodkind's Fig. 20 on page 19 will not be very enlightening. Yet one may guess that Goodkind made a mistake here. The four left shading lines in position 7—the designated area of greatest wear—appear to be quite normal. The position 8 stamp, as noted by Johl, appears to have been extensively recut where the four left shadings lines run below the scroll containing the word "AIR" and the acanthus leaf above the numeral "5."

Goodkind discusses the "blue moon" variety and illustrates it in Fig. 22 on page 20. Both he and Johl state that it occurs on vignette plate 19618, position 6, right pane. One could be led to believe, therefore, that this constant variety (caused by plate damage between the letters "P" and "O" of the word "POSTAGE") occurs only in that position. That is not true. Apparently, damage occurred on other plates, because the "blue moon" variety is found in several other places. In my collection, for example, I have a copy of this minor variety on a stamp where the "moon" is found northwest of the "AIR" scroll. I have another copy in position 5 of the right pane of vignette plate 19577. The "moon" appears above the right scroll bearing the word "MAIL." Still another "moon" (much larger than the normal variety, perhaps worth calling a "blue cloud") is found in position 45, right pane, vignette plate 19578.

On page 21, Goodkind refers to a faintly printed red "TOP" found on the left pane of red plate 19615 in combination with blue plate 19619. In my own collection I find this phantom "TOP" occurs also on the left pane of red plate 19615 in combination with blue plate 19611. It would therefore appear that this phantom "TOP" is a

constant variety on frame plate 19615.

PAGES 21 and 22. In illustrating shifts of the blue vignette within the frame portion of the stamps (see Goodkind's Figs. 27, 28, and 29), it is unfortunate that Goodkind showed photos of mostly cancelled copies in his collection. In some instances the shifting is only minimal. Shown in Figs. 4, 5, and 6 of this article are unused examples from my collection, where the shifts are more pronounced in all directions. These illustrations are included so that collectors will be aware of the degree of centering within the frame that may be obtained. My suggestion is not to settle for examples with minimal shifting when purchasing copies of these varieties.

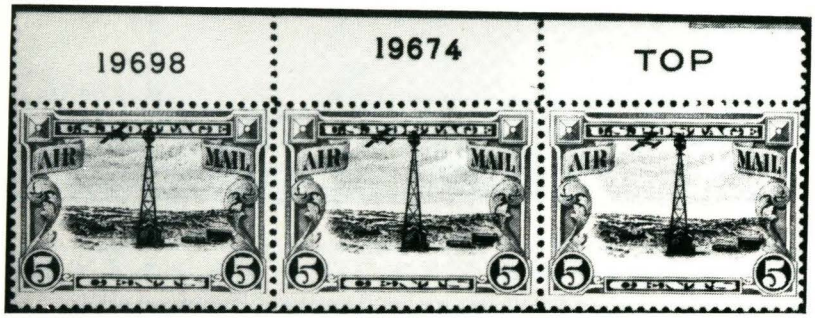


Fig. 3. A strip of three with the plane shifted to the top, the most pronounced shift being in the left stamp.

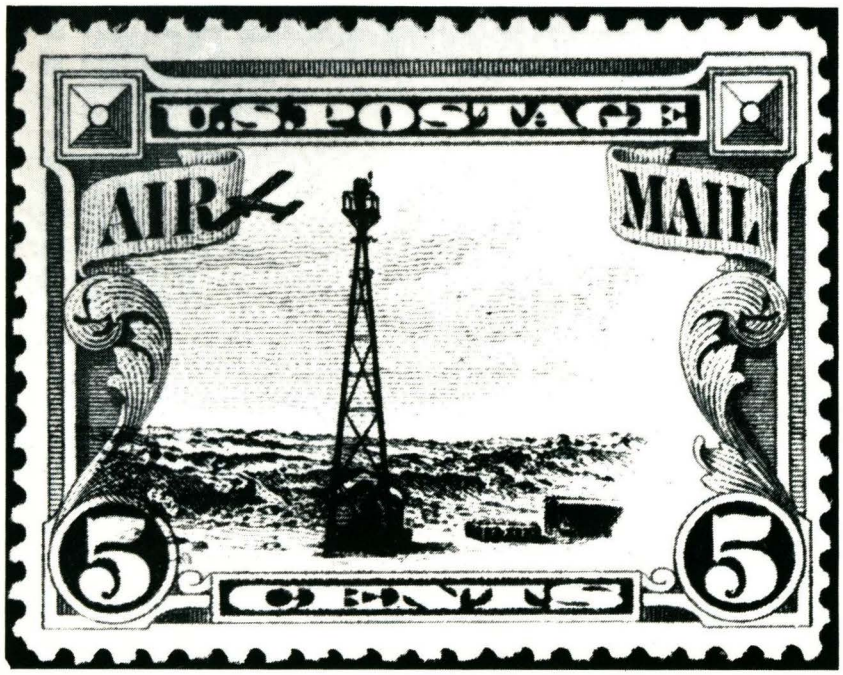


Fig. 4. Plane shifted to the left.

PAGES 22 and 23. There is a discussion of paper differences resulting from wetting the paper twice because of what Goodkind refers to as two-process printing. The reference of course is to the fact that, in a bicolored stamp, the sheets had to be fed through the

Fig. 5. A block of four with dramatic right shift.

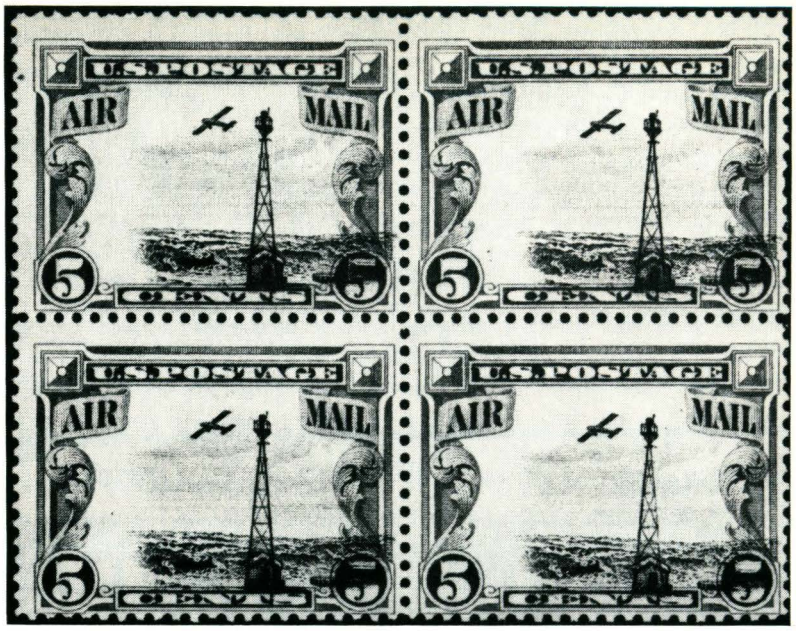


Fig. 6. The base of the tower cuts deeply into the word "CENTS" to provide an excellent bottom shift.



press twice, once for the printing of the frame and once for the printing of the vignette. Each time the paper had to be wet. So shrinkage could and did occur twice. This would account for a variation in the size of stamps.

Additionally, as noted previously, special paper was in use at the Bureau of Engraving and Printing for a short time. This paper was cut with the grain at right angles to that of the regular paper. Quite apart from the matter of grain, however, there was a difference in

the size of the special paper compared to the regular paper. Southgate contrasts the two papers in his table II as follows:

	Regular Paper	Special Paper
Single stamps	1.435″ × 1.085″	1.455″ × 1.075″
Plate blocks (6)	4.505″ × 2.315″	4.58″ × 2.28″

These measurements, taken from Beacon stamps in Southgate's collection, were not averages nor, per his statement, did they represent extremes. They were made with a steel scale and illuminated lens, from center to center of frame lines.

On page 31 of his article, Southgate discusses size variations as follows:

> Stamps printed from different plates will differ in size although entered by the same roll. This variation might be caused by several conditions but the general reason is shrinkage, altering with the wetness of the paper at the time of printing. However stamps from the same subjects and on the same plate will also vary materially and this is undoubtedly due to shrinkage. This is shown by a set of measurements taken on 13 strips of the 5 cent bicolored air mail stamp, printed from the same 10 subjects on the same plate, and on the same paper. Plate 19571 UL Nos. 1 to 10.
>
> | | |
> |---|---|
> | Largest | 7.6875″ × 2.3275″ |
> | Smallest | 7.6025″ × 2.2700″ |
> | Average | 7.6350″ × 2.3191″ |
>
> These figures are the overall measurements of 10 stamps, taken as a block.
>
> With such differences in a small number of copies, the futility of giving a definite stamp dimension is apparent. The figures in the tables should be used as a check.

In view of the above, one may question Goodkind's statement on page 23 that "normal copies measure 39 to 39.5 mm. wide. Philip Silver reports having three copies 42 mm. wide, 2.5 mm. to 3 mm. more than the normal width." Goodkind was actually comparing apples and oranges. His statements were made in the context of differences between the normal paper and the "special" paper. His comparison illustration (Fig. 30 on page 24) pits a plate block from the left pane of frame plate 19571 against another plate block from the right pane of frame plate 19630. It should be stated at this point that plate 19571 is listed by Southgate as having been printed on "special" paper. Plate 19630, on the other hand, was printed on normal paper.

The measurements I made (and to which Goodkind refers) were done for a completely different reason. I was interested in the overall size of stamps of the issue from perforation to perforation. This involves another variable, the setting of the perforation wheels. Because size variations were apparent to the naked eye, I ran measurements on hundreds of copies of the stamp to see how many such variations might exist. The measurements were made on a gauge distributed by Dr. Werner M.. Bohne of the Germany Philatelic Society Expert Committee. This is possibly one of the most accurate millimeter and perforation gauges available in the philatelic market.

Measurements were made from the tip of the left perforation tooth to the tip of the right perforation tooth. Care was taken to avoid unusual perforation teeth resulting from the separation process. The stamp sizes found were as follows:

Horizontal		Vertical
39 mm.	by	31 mm.
39 mm.	by	31.5 mm.
39.5 mm.	by	31 mm.
40 mm.	by	31 mm.
40 mm.	by	31.5 mm.
40 mm.	by	32 mm.
41 mm.	by	32.5 mm.
42 mm.	by	31 mm.
42 mm.	by	32 mm.

Two of these copies with the greatest variations in size are shown side by side in Fig. 7. It is possible, of course, that sizes of stamps in addition to those shown above exist.



Fig. 7. The widest size variations found: 39 × 31 mm. and 42 × 32 mm.

As noted previously, Southgate's Table II gave comparative measurements for plate blocks of six for both the regular and "special" papers. The figures, it will be recalled, were 4.505″ × 2.315″ for the regular paper and 4.580″ × 2.280″ for the "special" paper. If the horizontal measurements are assigned to the two plate blocks illustrated in Goodkind's Fig. 30 on page 24 (it will be recalled that the top plate block No. 19571 is from the "special" printing), then the variation of .075 inches becomes apparent. However, because those two plate blocks were not carefully aligned at the left, the variation is somewhat exaggerated in the photograph.

PAGE 23. Goodkind discusses the matter of paper tinting by the red and blue inks used in printing the Beacon stamps. Though only the word "tinting" is used, one must be careful not to infer (as some philatelists have done) that there were several types of paper used. I

have seen references to white paper, blue paper, and red paper. Actually, only white paper was used in the printing of the Beacon stamps. The bluish and redish shades resulted from improper plate wiping. If excess red ink was not removed from the frame plates, the result was red-tinted paper. If excess blue ink was not removed from the vignette plates, the result was blue-tinted paper. It is that simple.

PAGE 24. Goodkind discusses the perforating of the Beacon stamps and observes that "999 out of 1000 Beacon air stamps come poorly centered." I will not dispute these figures, as it is sufficient to agree that well-centered copies of the stamp are reasonably scarce. In his Fig. 31, Goodkind illustrates a stamp which he indicates is the best-centered copy of at least 5000 he had examined. I hope I will be forgiven a bit of one-upsmanship if I show a copy with somewhat better centering (Fig. 8).

PAGES 26 and 27. In discussing the error piece (Scott No. C11a, illustrated on his page 26), Goodkind quotes verbatim from the H.R. Harmer, Inc., catalogue description when the piece was sold as part of the Thomas A. Matthews collection on November 4, 1961, lot No. 61. Though mounted on an album page of the Matthews collection, the description and "explanation" are based on information prepared by Goodkind himself. In the discussion on his page 27, Goodkind disagrees only in small part with the "explanation" on the album page; he states that Kessler misunderstood his analysis about the tearing out of the piece "from the sheet" and its later pasting back thereto. Goodkind also pointed out that this is only his

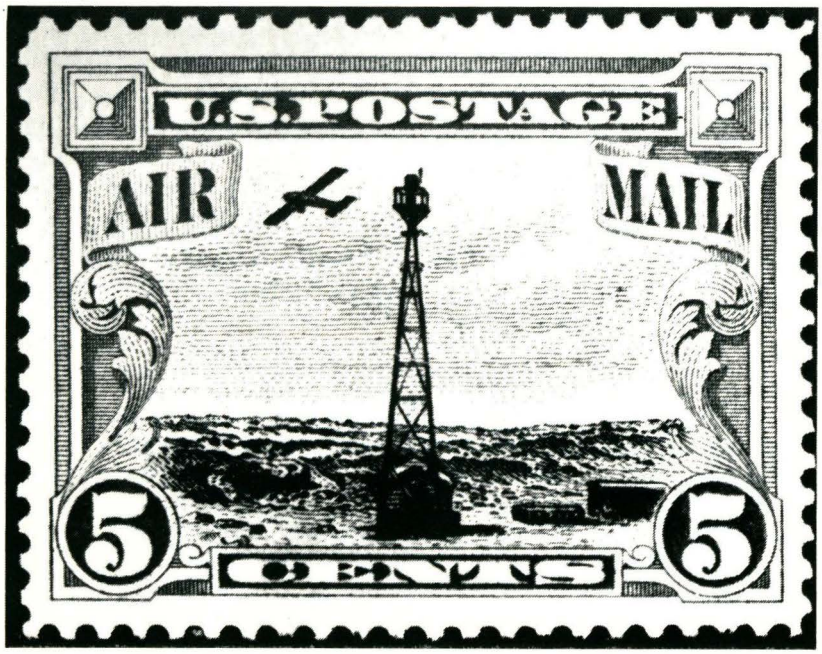


Fig. 8. An extremely well-centered Beacon stamp.

own theory of how the piece came to be; the "explanation" on the album page quotes his reasoning as such a theory.

Other philatelists have other theories, however, and these will be discussed further later on. It is only fair to mention, though, that of all those who have devised other explanations, only Goodkind actually saw and studied the error piece.

Before proceeding further, it must be stated that there is no information about whether the perforating of the Beacon stamps was performed on the full sheet of 100 or on the two panes of 50 stamps each into which the sheets were cut. Johl is completely silent on this matter. All he states (on his page 212) is that "a vertical guide line was placed on the frame plates for perforation and cutting registry, and it was along this line that the sheets were cut into panes of 50 for issuance to post offices." I assume from reading this that the perforating process was performed on the full sheet of 100 stamps.

Though other philatelists disagree with Goodkind's analysis of the pasting back of the error piece and the perforating thereof, the major point of disagreement (for me at least) has to do with the following statement in the "explanation": "the right side of the above strip is the natural straight edge of the sheet."

In Goodkind's Fig. 5 (page 9) and Fig. 6 (page 10) it can be seen that both figures are illustrations of two reconstructed sheets of 100 stamps. It will be noted that the stamps in both the left and right outside rows are perforated on all sides. Thus there is no "natural straight edge" on the left and right outside parts of the sheet where one would normally expect to find it. The only unperforated part of the sheet is found between the fifth and sixth vertical rows where the vertical red guideline was engraved on the frame plates. When cutting was done along this guideline, two natural straight edges occurred, on the right side of the left pane and on the left side of the right pane. One would have to assume, therefore, that Goodkind meant the natural straight edge of the *left* pane, because the right side of the error piece is imperforate.

Clyde Jennings, a knowledgeable philatelist in the area of freaks and errors, believes that the error piece "is from the second printing [read second group of plates]. Most likely row number 1 from a left pane, or row 2 or 5 from a left pane, but only from Plate #19597." Continuing further he says:

> If it *is* from Second Printing, these rows are obvious because there is no imprint of plate number in the top margin. See Figure 11 [that is, Goodkind's, on page 14 of the book]. Now look at the photo on [Goodkind's] page 26, and note how off center the vertical perfs are. They are cutting into the impression of the stamp, so the next vertical row to the right would have been off center also and commensurately, correct? Well, that is where someone made a scissors cut vertically; the cut is obviously *not* a sheer-cut separation, but just as obviously one made by a hand held pair of scissors. Why some one made such a cut, I can not tell you, as that would only be speculation on my part.
>
> Now to make another observation. Since the stamps were perfed

individually by hand, the write up in the collection is correct, but I am at a loss to understand why it says the assumption is that the horizontal perfs were applied first. What appears to be the repairing backing shows as white through the horizontal perfs between positions two and three, and this would tend to indicate a first perfing horizontally. It is not possible to tell from the photo anything about the backing as regards the vertical perfing. I feel that the vertical perfs were mostly applied first, and because that vertical row is awfully true and straight to have been done *after* a paste-up on the back. If the vertical ones were made first, then the tear occurred, that would account for why the horizontal ones stop just over the "O" of "Postage" in position three, and are missing completely above and below position one. Since it was a hand operation, either way could have been perfed first, the operator's choice.

As noted previously, only Goodkind actually examined the error piece when it was owned by Kessler prior to its sale to Matthews. Thus it is my opinion to give more credence to his thinking on the pasting back of the piece to the sheet and the perforation thereof. Even Jennings agrees that "either way could have been perfed first, the operator's choice."

I think it would be appropriate at this point to make clear why the right side of the error piece cannot be Goodkind's "natural straight edge." When the sheet was cut into panes of 50 along the vertical red guideline, the guideline shows on the pieces from that part of the pane. (See Goodkind's page 11, Fig. 7a.) This is a plate block of 10 from the left pane. The natural straight edge is at the right where the red guideline shows. In his Fig. 7b (on the same page) there is a plate block of 10 from the right pane, and the natural straight edge is at the left where the vertical red guideline is found. Other examples are found in Goodkind's Fig. 8 (his page 12), Fig. 10 (his page 13), and Fig. 20 (his page 19). In each of these illustrations the guideline is present. If the guideline is apparent on a block from the left pane it will not be found on a contiguous block from the right pane of that specific cutting. In that case, of course, the block which does not have the guideline showing will have less space from the nearest row of stamps to the natural straight edge. I have never found an example where the cutting is so exact that it bisects the red guideline exactly. To illustrate the point made about contiguous blocks, in Figs. 9a and 9b here I show two plate blocks of 10 from the left pane and right pane of vignette plate 19545/frame plate 19551. The left pane does not show the guideline, and the space from the fifth vertical row of stamps to the straight edge is much narrower than the spacing on the block from the contiguous right pane. But regardless of where the guideline is (whether on the left pane or on the right pane), the distance from the adjoining row of stamps to the guideline is approximately ⅛ of an inch. This is considerably less than the space shown on the right side of the error piece, especially with reference to the top stamp of the three which make up the piece. Thus Goodkind's statement that "the right side of the above strip is the natural straight edge of the sheet" is obviously incorrect.

What, then, accounts for the imperforate space at the right side of



Fig. 9a. Top part of right pane plate 19551, vignette plate 19545. The vertical red guideline shows at left.

the strip of three stamps? Here I agree with Jennings' explanation. The vertical perforations at the left side of the strip are so off-center that they actually cut into the stamp design. Goodkind's Fig. 32 (page 25 of the book) shows four poorly centered copies, where the space between stamps as entered on the plate is sufficiently great so that, if the perforations cut into the design on any one side, the opposite side would show sufficient white space to account for the imperforate space on the right side of the error piece. This is especially true because of what Jennings refers to as a cut from a hand-held pair of scissors as distinguished from a "sheer-cut separation."

Because the error piece is a vertical strip showing the top margin of the sheet, it is possible (within limits) to determine from which group of plates it comes. As noted previously, Jennings believes it is from the second group of plates, specifically plate number 19597, the one with the double "TOP" and "NO TOP" varieties. The possible positions he mentions are row number 1, left pane, and rows number 2 and 5, right pane.

Position 1 of the left pane is a good candidate because there are no markings of any sort in the top margin of the pane. Above position number 2 of the right pane, however, one usually finds a horizontal red line of color engraved on the plate for proper registration. Thus, because it would be visible in the top margin of the pane, that position must be eliminated from consideration. This leaves position number 5 of the right pane; as in position 1 of the left pane, there is no marking of any sort in the top selvedge above the stamp. It thus becomes another possible position for the error piece.

By the same token, position 1 of the left pane and position 5 of the right pane of the first group of plates are also to be considered. There is no frame plate marking in the top selvedge above either of those two positions. And, of course, the same is true of the identical positions in the third group of plates because, again, the selvedge above the top rows in those positions bears no frame plate markings.

To summarize, then, the possible positions for the error piece are



Fig. 9b. Top part of contiguous left pane frame plate 19551, vignette plate 19545. The red guideline is missing.

position 1 on the left pane and position 5 on the right pane of the three groups of plates. In every other position there is a characteristic which militates against this being a likely position:

a red or blue plate number
a red or blue "TOP"
a horizontal red guideline
an unperforated natural straight edge at the left side of the right pane

PAGES 27 and 28. Goodkind indicates that he has records of two large die proofs. The first of these is illustrated in his Fig. 33 (page 27 of the book) and, as noted, it is from the Philip Silver collection. The second was owned by Goodkind at the time he wrote the Beacon book. From reference to the control numbers rubber-stamped on the back of these die proofs, he assumes a third die proof may exist whose control numbers he believes must be 123474 and 123475. It is a somewhat reasonable assumption if, indeed, the three die proofs were pulled from the Beacon dies at the same time. Therefore, the numbers might be consecutive.

The Scott Specialized Catalogue of the United States Stamps shows a listing for a large die proof of the Beacon stamp, but it does not indicate how many are known. The last mention of die proofs for United States air mail stamps in the *American Air Mail Catalogue* was in the fourth edition published in 1966. On page 36 of that edition the statement is made that six large die proofs are known. No basis is given for this statement. I would hope that it was made on the basis of some research, or on a count of the "known" proofs and their distinguishing control numbers.

Whether there are three or six large die proofs in existence, they must be sufficiently scarce for the needs of all the proof and essay collectors to justify the 1983 Scott catalogue value of $3000.

On page 28 of his book, Goodkind quotes from the H.R.Harmer, Inc., auction catalogue of the sale of President Franklin D. Roosevelt's collection held on February 4, 1946. Lot 75 (on page 27) is for the Beacon die proof in the President's collection. The de-

scription gives the control numbers as "333179 Frame, 333331 Picture," with the added notation: "This may not be a die proof."

I cannot fathom why that specific notation was made for the Beacon proof in the Roosevelt sale. Somewhat similar control numbers for some of the other lots of proofs in the sale did not result in any statement to cast doubt on their authenticity. For example, the following control numbers are mentioned for lots 68 through 74:

Lot Number	Description	Control Numbers
68	1918 6c	330977
69	1918 16c	331145
70	1918 24c	330829 Frame, 331123 Vignette
71	[Lots 68-70 as one lot]	
72	1923 8c	332716
72	1923 16c	332302
72	1923 24c	332821
73	1926 10c	332944
73	1926 15c	333296
73	1926 20c	333048
74	1927 10c	333053

Lynn S. Warm has made a study of what she calls "posthumous die proof(s)." The earliest impression number she found in the records of the Bureau of Engraving and Printing in Washington, D.C., for such "posthumous" proofs is 361047 for the 1c denomination of the Trans-Mississippi issue of 1898. This proof was made in 1934. Because of Postmaster James A. Farley's involvement with the so-called "Farley's Follies," Warm wonders whether he was involved in favor proof production as well. It may be that the Beacon proof and the others sold in the Roosevelt collection are of the same genealogy. The control numbers for lots 68 through 74 of that collection are in the 300,000 range and may have been pulled from the dies earlier than 1934, probably in 1933 during the first year of President Roosevelt's first term.

But one may question whether they are less valid as die proofs, though "posthumously" pulled, than any other die proofs which, one way or another, escaped into philatelic hands. My own feeling is that their parentage is beyond question, and that the Harmer describer leaned over backward in writing the catalogue description.

For those with additional interest in Lynn Warm's research of the Bureau of Engraving Proving Room Records, I suggest they read her articles in *The Essay Proof Journal*, vol. 37, no. 2; vol. 37, no. 3; vol. 37, no. 4; and vol. 38, no. 1, whole numbers 146 through 149 respectively.

PAGES 29-31. Goodkind recounts his more than thirty years as a collector of flown covers and his preference for commercially used examples. In this, my own taste parallels his; I recall with relish the

many evenings spent at his home, salivating over his collection of flown covers of the world.

As for his statement that in the Beacon cover collecting area "the most desirable seems to be a *first-day cover cancelled July 25, 1928 Washington, D.C.*," I hope I may be permitted to enter a small demurrer. My own preference would be for a cover cancelled on that date but franked with a single Beacon stamp. As Goodkind correctly notes, the air mail rate up to and including July 31, 1928 was ten cents a half-ounce. So my preferred cover would have to be rated five cents postage due, thus calling attention to the ten-cent rate in dramatic fashion. The cover shown in Fig. 10 in this article is an example of such usage.

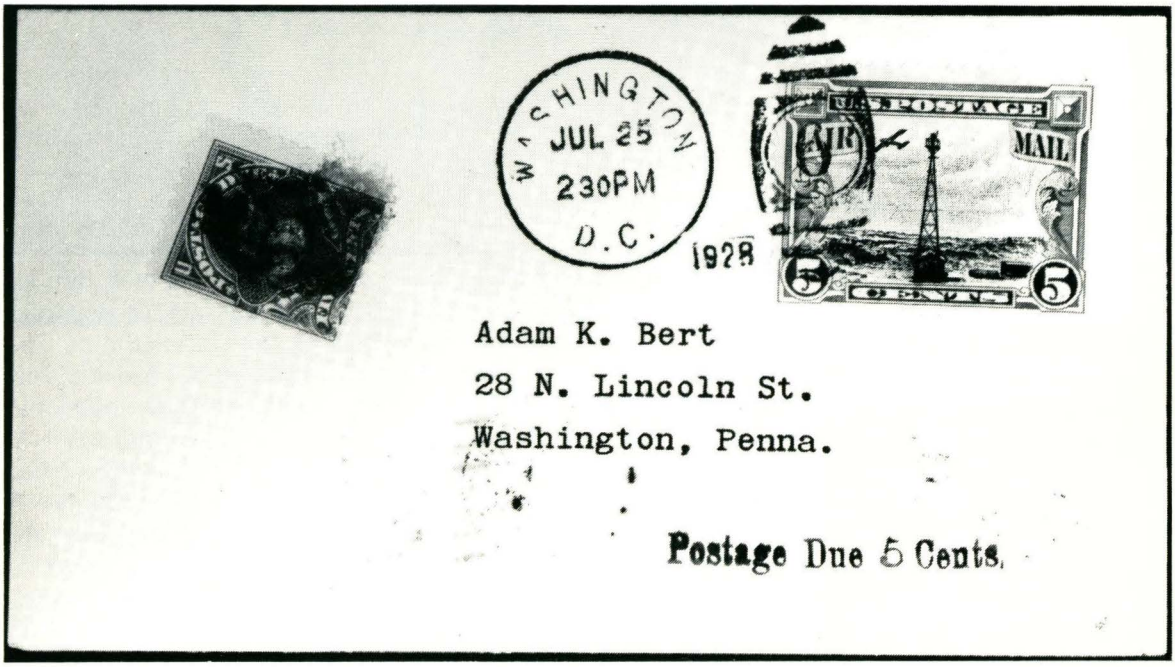


Fig. 10. Short paid first day cover with five-cent postage due stamp affixed.

An even more dramatic first day cover is shown here in Fig. 11. This has all the earmarks of being a commercial first day cover. The corner card indicates that the letter is from a commercial firm. The cover is addressed by hand. The two Beacon stamps which frank the cover are both straight-edged copies showing the red guideline (any first-day cover collector worth his salt would have used fully-perforated stamps). The stamps are affixed to the cover in a haphazard fashion. The postmark is 9:30 p.m., rather late in the day for a first day cover, and unlike the hand-stamped cancellation on most other covers (which were neatly applied on an almost hand-back basis), this is rather illegible. Finally, I have searched the membership records of the American Air Mail Society and the American Philatelic Society and I do not find a listing for Herbert W. Rhodes, the addressee. So, until some reader can come forth with positive proof to the contrary, I will continue to consider this as a highly desirable, commercial first day cover.

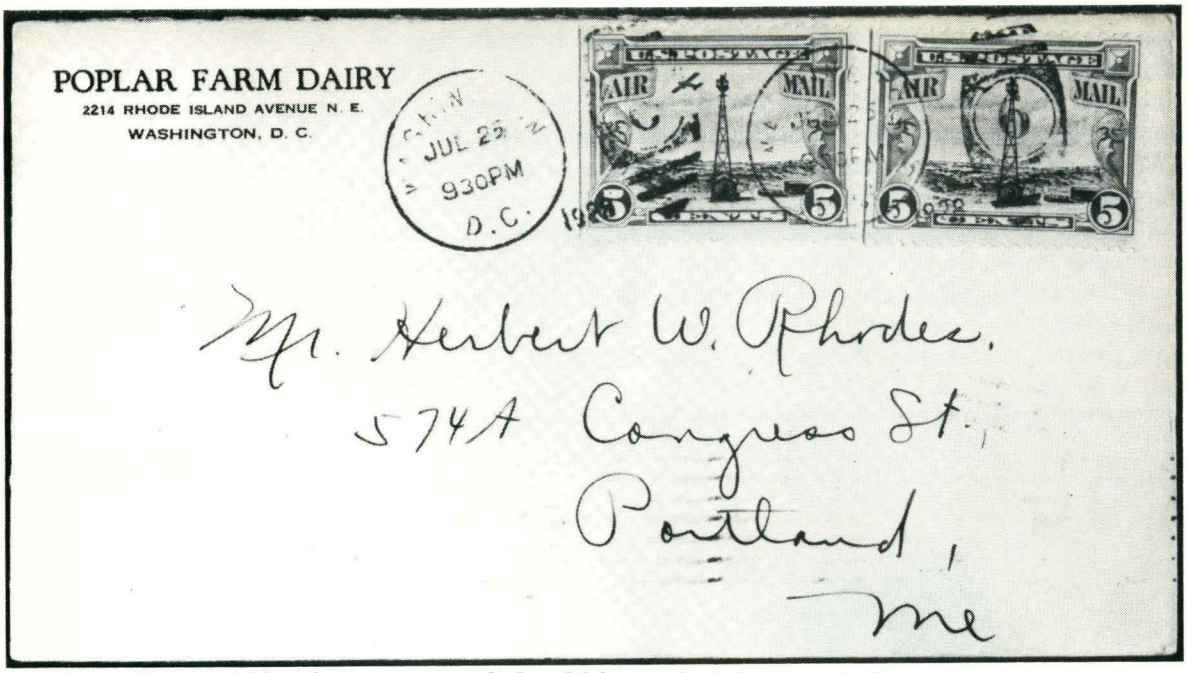


Fig. 11. Commercial first day cover.

A word should be said at this point about the air mail rate for letters in excess of one ounce. The five-cent rate was the lowest in the entire history of the air mail service in the United States. The rate reduction was calculated to increase the public's use of the air mail. But, as Goodkind correctly notes, the rate for each additional ounce was ten cents, and this marked the first time since May 15, 1918 (when official air mail service was instituted) that the rate for an additional weight of a letter was higher than the first ounce. It has been stated that the Post Office Department believed the rate reduction would spur the sending of parcels through the air.

It will be remembered that, when official air mail started, provision was made for the carrying of "sealed parcels not exceeding 30 inches in length and girth" (Order No. 1443, May 11, 1918). In 1924, just prior to the inauguration of transcontinental air mail service on July 1, Order No. 713 (dated June 30, 1924) again provided for the carriage by air of "sealed parcels not exceeding 50 pounds in weight nor 84 inches in length and girth combined." If parcels were allowed to be carried by air during those periods and subsequent thereto, rates were sufficiently high to discourage such service. When the rate was lowered to five cents an ounce on August 1, 1928, the Post Office Department was not ready for air parcel post. The "penalty" rate of ten cents for each additional ounce thus was intended to discourage the mailing of packages.

Goodkind's Fig. 34 on page 30 shows a cover addressed to Floyd O. Strong. It is cancelled with the Worcester, Massachusetts RMS (Railway Mail Service) handstamp on August 1, 1928. Note additionally the TR1 (Train 1) TR. CLK (train clerk) R.M.S. wording in that handstamp. It indicates that the cover was sent by train to the nearest airport city for transfer to the air mail field for air mail

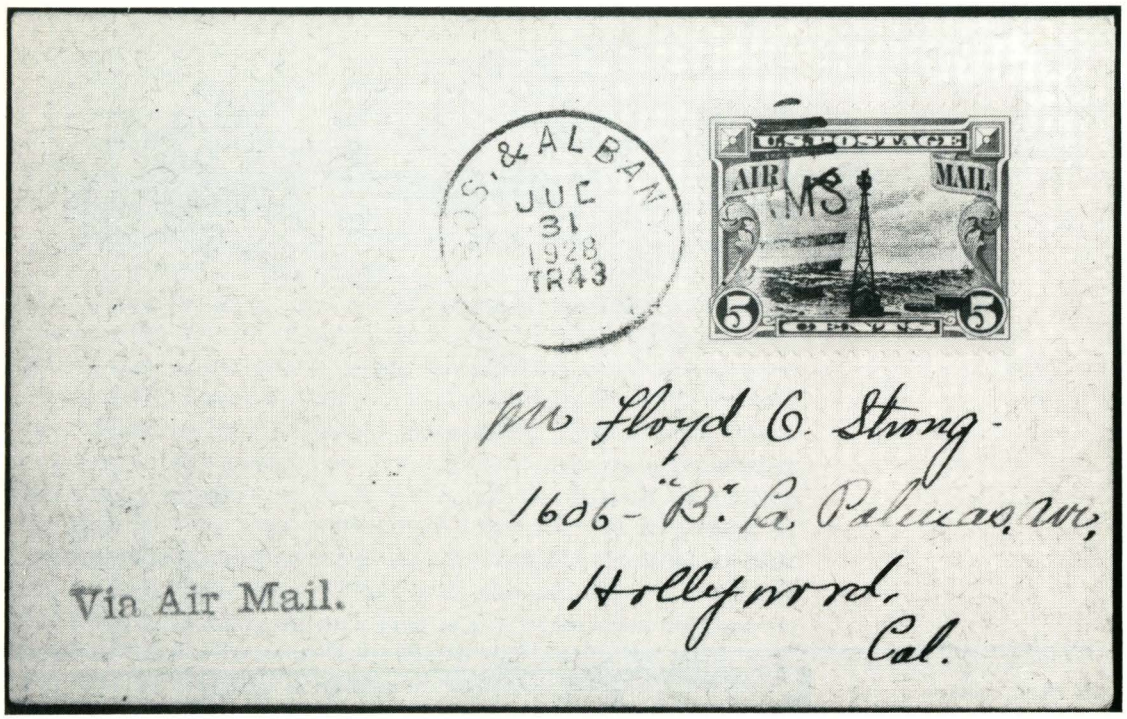


Fig. 12. A short paid cover not rated for postage due.

service. The five-cent franking is correct because of the rate change on August 1, 1928.

For comparison, in Fig. 12 of this article I show a companion cover also addressed to Mr. Strong in Hollywood, California. This bears a July 31, 1928 handstamp of the BOS(TON) & ALBANY Railroad TR (train) 43. This cover is under-franked five cents and should have been rated for five cents postage due, because the air mail rate on July 31 was still ten cents a half-ounce.

On page 30, Goodkind indicates that "other desirable covers are those used commmercially with a pair of the Beacon stamps to pay the ten-cents rate for a half-ounce in the short period between July 25, 1928 the first day of issue and July 31, 1928." He correctly notes that such covers are scarce. I can attest to that judgement; in more than twenty years of collecting Beacon material, I have found only three such covers. One cover postmarked July 28, 1928, from South Bend, Indiana, is shown here as Fig. 13.

An interesting oddity among August 1 covers is one postmarked at 12:30 a.m. from Oklahoma City. This is the earliest possible use of the new five-cent rate. The latest possible use of the old ten-cent per half-ounce rate would have been July 31 at 12 midnight. Because the slugs in Post Office cancelling devices were changed at half-hour intervals, 12:30 a.m. (on August 1) is the first possible usage of the reduced five-cent air mail rate (see Fig. 14).

The last day of the five-cent rate is July 5, 1932. The latest possible usage of that rate is 12 midnight on that date. Shown in Fig. 15 here is a cover postmarked from Oakland, California, at

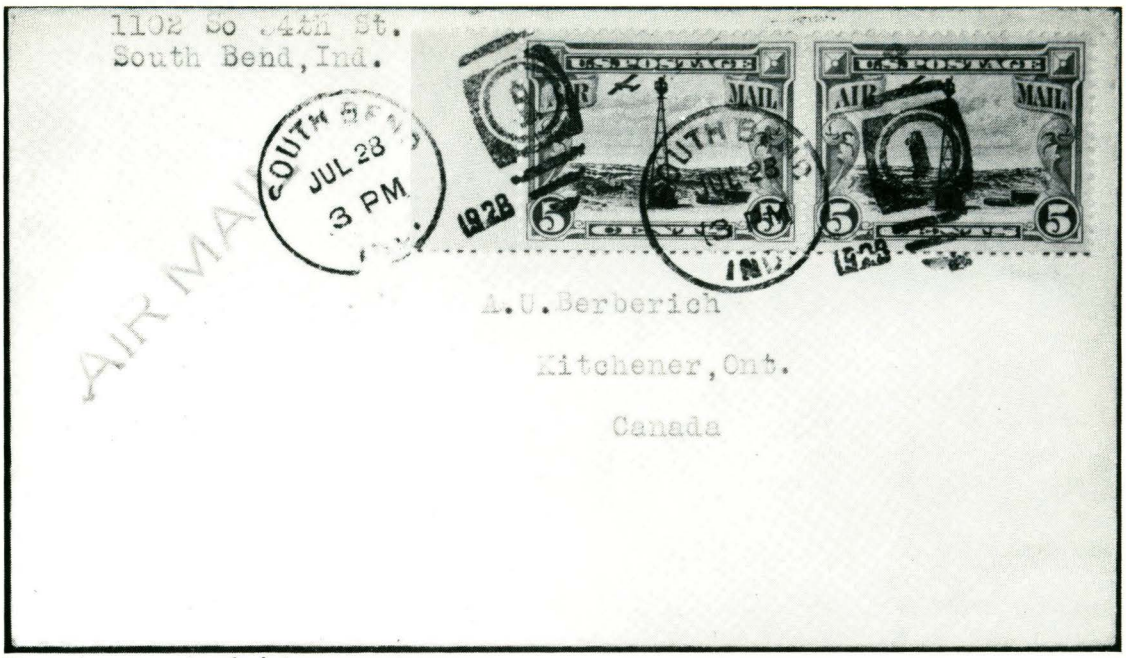


Fig. 13. A cover postmarked at South Bend, Indiana, on July 28, 1928, flown in the short period between the July 25, 1928 first day and July 31, the last day of the ten cents a half-ounce rate.



Fig. 14. Earliest possible use of the new five-cent rate at 12:30 a.m. on August 1, 1928.

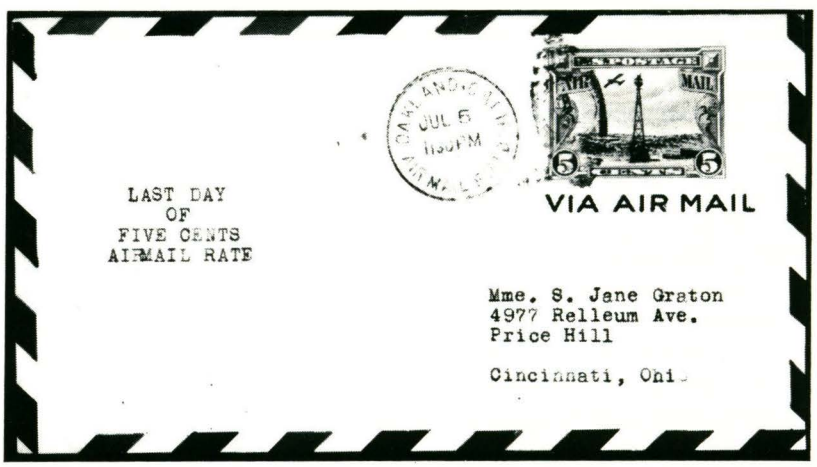


Fig. 15. A cover postmarked on July 5, 1932, the last day of the five-cent rate.

11:30 p.m. on that day. It lacks only a half-hour of being such latest possible use.

PAGES 32-34. In the section on "Foreign Uses on Cover," Goodkind states, with reference to covers from Cuba, that the Havana Post Office sometimes took care to cancel only the Cuban stamp and not the Beacon air mail stamp affixed to covers. In my opinion, this was strictly happenstance. In my own Beacon collection there are commercial combination covers from all parts of the world. In practically every instance, the cancellation of the foreign country obliterates the Beacon stamp as well. Many United States citizens supplied their correspondents abroad with U.S. air mail stamps—not necessarily Beacons—in order for their letters to get fast air mail service when the letters reached our country. Most of these letters bear stamps of the foreign country sufficient only for international surface mail. In addition, such letters had the Beacon air mail or other U.S. air mail stamp affixed. It probably was too much to expect that the post office clerks of those countries would take care to cancel only the stamps of their countries and *avoid* cancelling the U.S. air mail stamp affixed. Frequently, even when the Beacon stamp was placed far away from the foreign stamp, the result was the same—the Beacon stamp received the foreign cancellation, too. A perfect example is shown by the cover in this article's Fig. 16. Though the Beacon stamp was affixed in the upper left corner, it bears the same Kalgoorlie, Western Australia hand-stamp as the two Australian stamps. Covers from Canada, England, and France are shown in this articles Figs. 17, 18, and 19. In each example the foreign cancelling device (whether hand-stamp or machine canceller) has obliterated the Beacon stamp, too.

A fine example of a Beacon stamp soaked off cover (bearing only a foreign cancellation) is shown in this article's Fig. 20. The postmark is from Charlottetown, Prince Edward Island, July 1, 1929. It

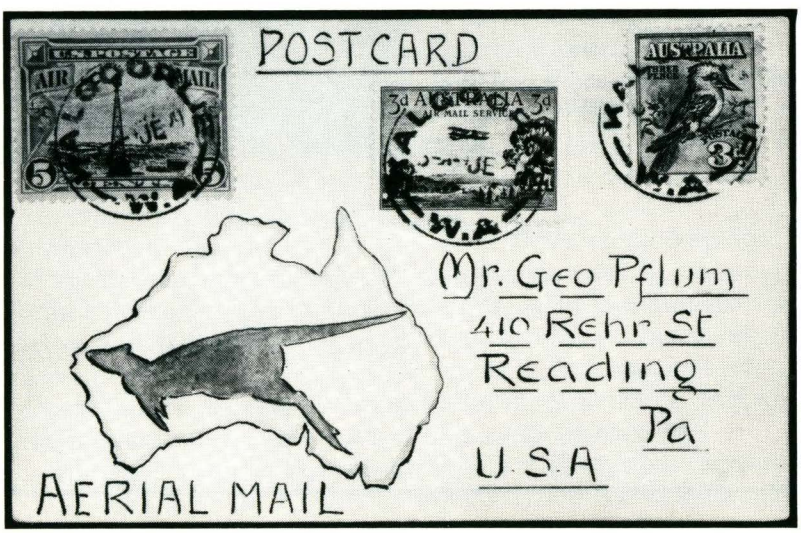


Fig. 16. A philatelic cover cancelled at Kalgoorlie, Western Australia. The handstamp obliterates the Beacon stamp as well as both Australian stamps.

Fig. 17. A mixed franking commercial cover from Canada.

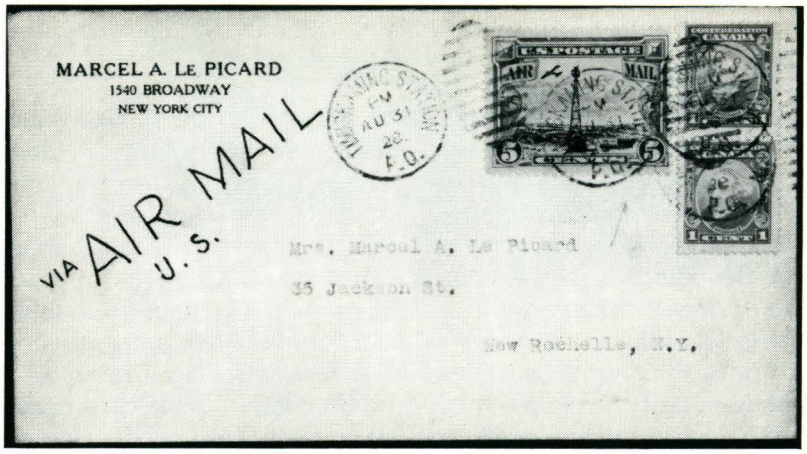


Fig. 18. A mixed franking commercial cover from England.

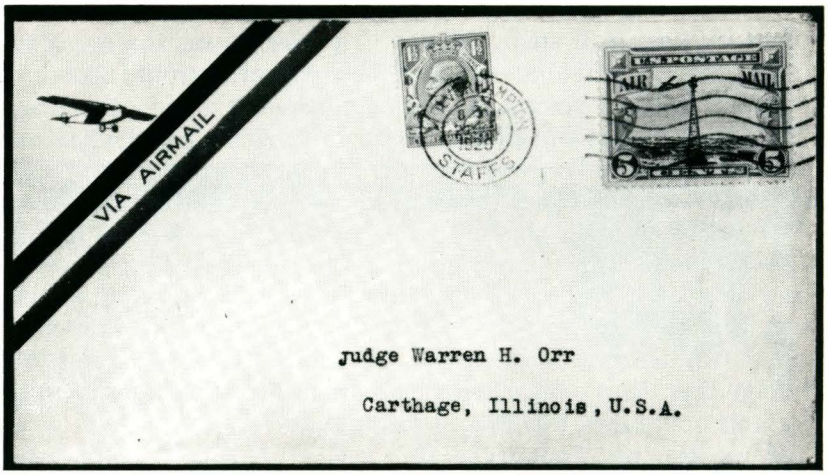
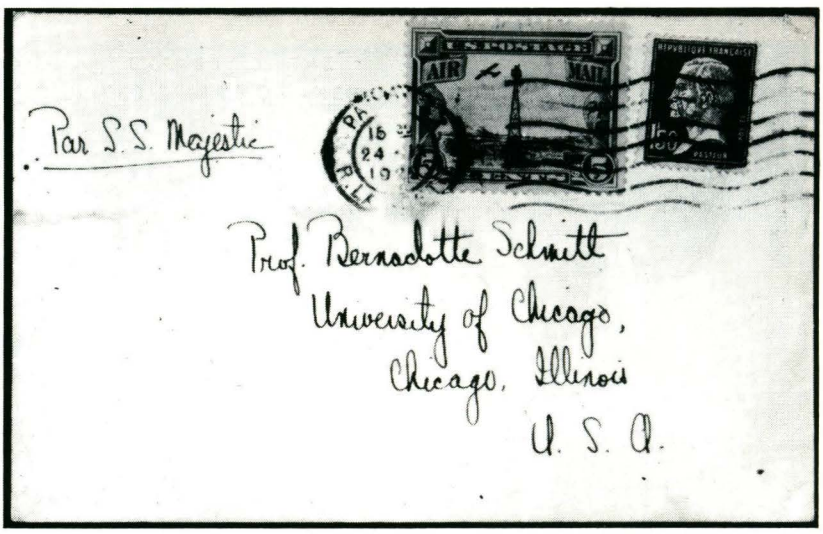


Fig. 19. A mixed franking commercial cover from France.



was originally on a first flight cover flown between that city and Moncton, Prince Edward Island.



Fig. 20. An off cover stamp postmarked July 1, 1929, at Prince Edward Island, Canada.

PAGE 35. In discussing catapult covers, Goodkind states that "non-stop, trans-ocean flying between Europe and America ... developed after World War II." That is not true. Trans-Atlantic service started in 1939 with the completion of F.A.M. 18 service between the United States, Portugal, and France. Commercial air mail service continued all through the war years, except that much mail was returned hand-stamped "RETURN TO SENDER / SERVICE SUSPENDED."

PAGE 36. The cachet used on Leviathan mail was applied also to the front of covers. See Fig. 21 of this article for an example of such usage.



Fig. 21. Leviathan cachet on face of cover.

PAGES 37-39. In discussing combination covers, Goodkind states that not too many will be found with special delivery stamps. I do not think this is a fair statement. While not common, a sufficient number of such covers are available for the collector who cares to dig through dealer stocks. As for Beacon stamps in combination with postage due stamps, the statement that these are found mostly on flight covers from Puerto Rico on January 9, 1929 certainly is not true. There are a number of those flight covers in existence, but many other examples of postage due stamps in combination with Beacons are available for collectors.

Shown in this article's Fig. 22 is a somewhat scarce combination of special delivery and postage due stamps used in conjunction with a Beacon air mail stamp. This, obviously, was an overweight letter, which the sender recognized as such. Why he used only four cents in additional postage to pay for the added ten-cent fee for the second ounce we will never know. But the Post Office clerk knew the answer and rate the letter for six cents postage due.

The most desirable of postage due covers (in my opinion, at least) is the one shown in this article's Fig. 23. This cover was the subject

of my article in the May, 1982, issue of *The American Philatelist*, and readers interested in United States air mail rates to foreign countries may find it of some interest. For those for whom that article is unavailable, however, a summary of the postage due rating is as follows:

1. The cover originally was franked with the Beacon air mail stamp only.

2. The combination fee for air mail service from Los Angeles to New York and for boat service across the Atlantic Ocean for a letter to Great Britain was six cents an ounce in 1929, the date of

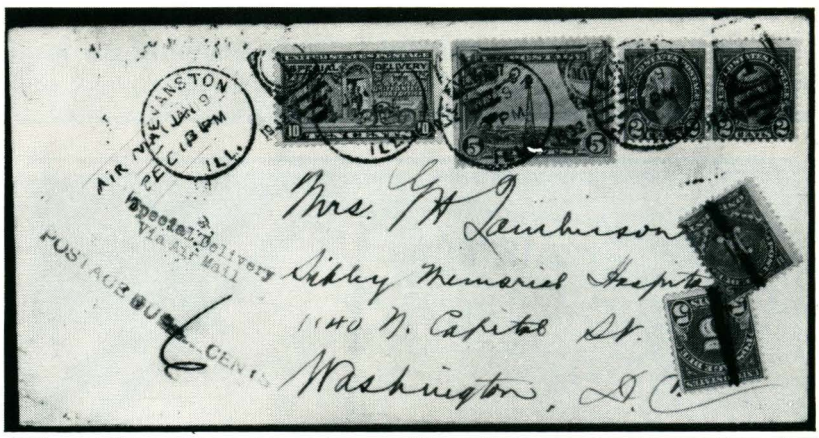


Fig. 22. Combination air mail, special delivery and postage due usage.

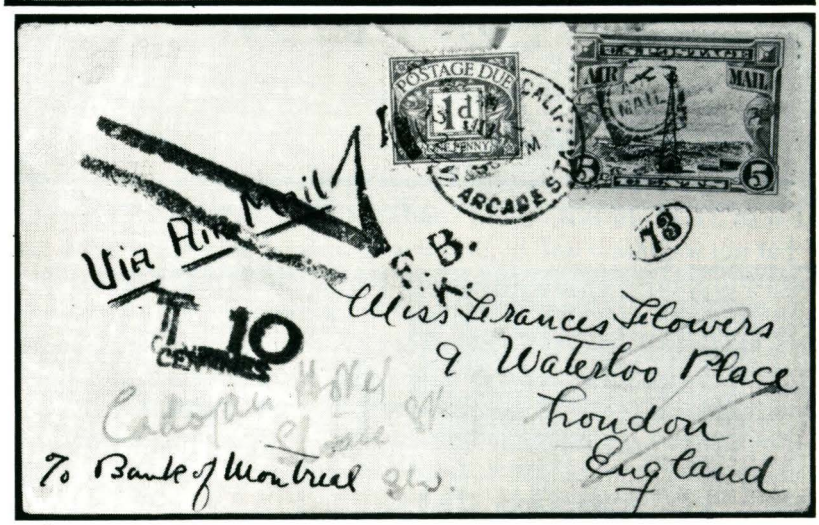


Fig. 23. A double deficiency postage due cover to England.

the cover.

3. When the cover arrived in New York City, it was sent to the Varick Street Exchange Post Office.

4. There it was rated "T 10 CENTIMES" for the one-cent underpayment. The Latin Monetary Union gold franc, used in rating mail, per agreement of members of the Universal Postal Union, had a value of twenty cents, U.S. currency.

5. Short-paid foreign mail was liable to double the deficiency according to a 1908 agreement between the United States and Great Britain. Thus two cents (ten centimes) was double the

one-cent deficiency.

6. 10 centimes, the tenth part of the Latin Monetary Union gold franc (a fictitious currency), is equal to two cents in U.S. currency.

7. Two cents U.S. was equivilant to 1d (one penny) in British currency in 1929.

8. Thus a 1d British postage due stamp was affixed to the cover as evidence of the fee collected.

9. The 1d (one penny) collected was kept by the British per terms of the 1908 postage agreement noted above.

In Fig. 56 (page 39) of his book, Goodkind illustrates a cover sent from New York City to Cottbus, Germany. He states that eleven cents was the proper rate according to U.P.U. agreement. That is incorrect. The proper rate for the cover in Fig. 56 is nine cents, computed as follows:

1. Boat service, New York to London	5 cents first ounce
2. Air mail service, London to Germany	4 cents an ounce
	Total fee 9 cents

Thus the cover is overpaid two cents.

The wooden post card described by Goodkind on his page 39 and illustrated as his Fig. 57 on page 40 was a gift I made to Goodkind in 1964. After many years of searching I finally located another for my own collection only last year. Readers interested in the full story behind the wooden post card are referred to an article by Dr. Paul J.

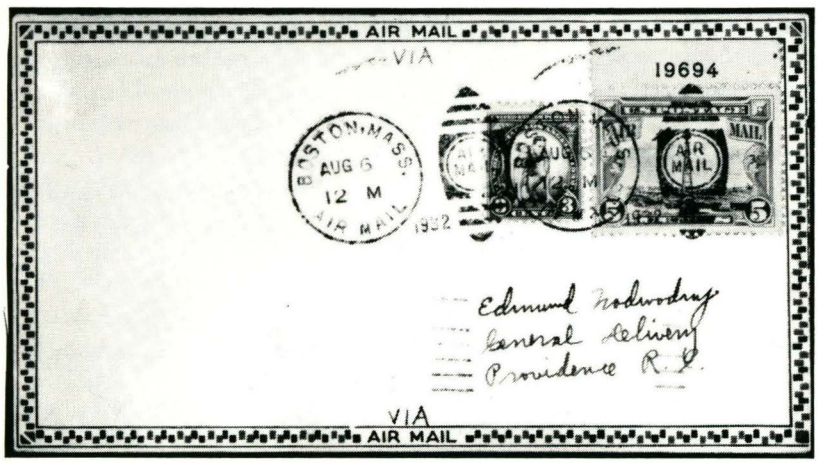


Fig. 24. A cover with "AIR MAIL in the town circle and killer grid.

Viel in the October, 1980 issue of *The Airpost Journal*, published by the American Air Mail Society.

PAGES 50 and 51. Goodkind illustrates several types of air mail cancellations. The words "AIR MAIL" are found either in the left circle part of the duplex town cancel or in the grid killer at the right. Ordinarily, as he correctly indicates, if "AIR MAIL" appears in the circle, it does not show in the grid. Most often a number will be

STRAIGHT LINE



SINGLE LETTERS



RECTANGULAR BOX



DOUBLE LETTERS



SPELLED OUT



WAVY LINE BOX



Fig. 25. A group of representative station cancellations.

found in the grid and sometimes (as shown in Goodkind's Fig. 71) the grid killer is blank. A most unusual air mail cancellation is shown in Fig. 24 in this article. The words "AIR MAIL" appear in both parts of the duplex canceller. Incidentally, this cover shows rather late usage of the Beacon air mail stamp on August 6, 1932. Because the domestic air mail rate had been increased to eight cents for the first ounce as of July 6, 1932 (additional ounces were thirteen cents), the cover needed an additional three cents in postage.

Goodkind's section on cancellations provides the reader with many facets for collecting the Beacon stamp off cover. One area he did not explore is that of station cancellations. These exist in many varieties and offer a fascinating field for specialization. They exist with single letters, double letters, and name of station spelled out, all in the killer grid. There are also straight line, rectangular box, wavy line box, and philatelic exhibition station cancels. Several types are shown in this article's Fig. 25.

Roller cancellations (one from Chicago is illustrated in Goodkind's Fig. 76) also may be found in several varieties. There are double circle (from Santa Barbara, California only) rectangular box, non-box, and wavy line with town names between the lines. In addition to those mentioned by Goodkind, one will find registry, flag, target, and New York foreign mail cancellations, to name but a few.

PAGES60 and 61. In the appendix to his book (pages 60 and 61), Goodkind made a tabulation of all of the plates listed by Johl on page 219. Goodkind's tables are helpful for easy reference. However, in the process of tabulation, he made a number of errors as follows:

Page 60
Frame Plates Third Printing

Eliminate plates 19608 through 19611. These are vignette plates and properly were included in the vignette listing on page 61.

Page 61
Vignette Plates Third Printing

1. Eliminate plates 19601 through 19604. These plates were not prepared by the Bureau of Engraving and Printing.
2. Eliminate plate number 19697. This is a frame plate and was included properly in the frame plate listing on page 60.
3. Change vignette plate number 19683 to 19688.

CONCLUSION. In his conclusion on page 58, Goodkind stated that his work was not complete, but that he had covered all the most important aspects of the Beacon air mail stamp. He believed the word "complete" was a misnomer. I heartily concur.

Thus I do not believe, either, as I stated at the outset of this article, that my own correction and addendum will forever represent completion. Collectors of this specialty will find additional material in

the future and, it is hoped, will publish the result of their findings. It is my fond hope that they will use *The Collectors Club Philatelist* for that purpose, thereby keeping all Beacon information within the pages of one publication.

Letter to the Editor

To the Editor:

Your several pages of book reviews in the January, 1983 *Philatelist* are, for the most part, excellent indicators of the potential that could be realized by the purchase of the items involved. There are three, however, which do not do the works under review justice, and one in particular which demeans a most competent author and his production. I refer to *The Atlantic Mails* by Dr. J.C. Arnell, in collaboration with Dr. K.S. Mackenzie.

I have been aware of this book ever since it was presented to the National Postal Museum of Canada for publication. I knew it in its pre-Mackenzie days and also now that it has been published. I also have had the privilege of judging the extensive and delightful collection of covers which made the writing possible. It received a high award in that show.

The statement "the major objections are that the work is *Provincial* in approach and that a number of important covers and/or records are omitted" lends a derogatory air to the entire review which is unworthy of the tome. I call attention to the title which reads *Atlantic Mail—A History of the Mail Service between Great Britain and Canada to 1889*. This definately sets the scene as "Provincial" in approach. The authors never had as an objective extensive research or knowledge of activities other than those that affected Canadian mails direct from Great Britain. Any other data which was accumulated was incidental and of secondary value to their approach. There was no need to belabor them for omission of data to be obtained in the United States or material not in their possession.

I know of the extensive research which went on in the Archives in Ottawa and the files in Halifax. This data was the basis of the book. The tables in Appendices 1 and 2 are invaluable to the student of transatlantic mails to Canada and the Provinces—they have helped me in mnay ways in the study of Newfoundland mails. They should be applauded. Pages 226 and 227 list the appointment of the several Falmouth Contract Packets, and the notes on page 241 request information on sailings (with the source of the data) for

later inclusion in the book. I know from dusty and midnight research among the early Newfoundland newspapers and letter files in the Colonial Archives in St. John's that many documents are missing and many have the information which you are looking for removed. This type of painstaking research is time-consuming and sometimes unrewarding. If Mr Hahn has such data, why does he not present it? I am sure the authors would appreciate the assistance. If the data is in New York, then he should take the time to corral it. Mr Hahn quite forgets that the reason for a book review is to inform a possible purchaser of what might be useful to him, and his review should not have been a forum where he expounds on how he would have written the book, now that he has seen someone else's time-consuming effort.

Hahn criticizes the authors for not indicating "rarity." This is an elusive factor, as I have found out in my research on Newfoundland early covers. The minute you think you have found a "unique" or "earliest" cover, someone comes up with one that outdoes yours. The fleeting exuberance of one of these finds sparks the continuing search, which unearths more of the same. Rarity factors may have merit; however, they are soon obsolete. Nitpicking over the omission of certain data or markings (which may be available to the knowledgeable student elsewhere) is irrelevant and detracts from the soundness of the whole. Including it smacks of redundency. The self-serving remarks concerning the reviewer's previous writings in unknown publications add nothing to the book and less to the review. No one, ever, can present a complete book on the first go-round. Perhaps one day when enough works have been published, based on sound and not assumed information from different creditable sources, will the complete story be assembled. Prior to that time, we must take the data we have from many sources and attempt to create the perfect whole.

I find this volume of inestimable help and I would not have my library be without it. While it does not pertain to Newfoundland *in exacta*, it does cover Provincial mails that passed through Halifax. Any student of Canadian Transatlantic Mails should be aware of its many inviting attributes.

Robert H. Pratt
Milwaukee, Wisc.

Book Reviews

U.S. Postal Activities in China, by Meisu Mizuhara. Text in Japanese with captions in English. Japan Philatelic Publications, 2 Yoyogi-2, Shibuya-ku, Japan. xi + 46 (in Japanese) + 219 (illustrations), 1982. No price given.

For several years the Japanese have led the world in the production of beautifully printed and lavishly illustrated books. Among such works those devoted to the individual collections of Japan's foremost philatelists have been outstanding. The work under consideration is no exception. It is a magnificent job of bookmaking. The illustrations are superb photographs of Mr. Mizuhara's album pages in full scale. The typography is clear, tasteful, and excellently arranged.

In the English preface to this sumptuous volume, the author recounts how, from 1978

to 1980, he compiled and published the six volumes illustrations of his "Magnificent Collection of Chinese Stamps", which won gold medals at Norwex '80 and Philexfrance 82. The current volume is labeled "Volume 1 of Second Series." Who can foretell what amazing revelations are to follow from this amazingly dedicated collector?

In his preface Mr. Mizuhara says, "any suggestions and informations as well as advice and co-operation will be welcome and much appreciated." Surely such a sincere invitation should not be rejected. I shall try my best to accomodate him.

The book begins with what appears to be a greatly enlarged chronology of events connected with Chinese mail. Though I am unable to read the Japanese text, the dates are clear. It is obvious that in this section Mr. Mizuhara has done his homework.

One paragraph in the preface is a bit puzzling to me. Two years ago Mr. Mizuhara wrote to the Postal History Society inquiring if it was possible to obtain copies of its *Journal* pertaining to his topic. In response, I aranged to send him back issues of 1975-1977 containing six articles on Shanghai-U.S. mail. Apparently the language difficulty is as great from West to East as from East to West, for in his preface he says how happy he was "to find the article by Adrien Boutrelle whose outline was much the same as the one I had made by myself, but his article enlightened me on many points." This gracious acknowledgment I accept with many thanks even if my name is not Adrien Boutrelle, who made the excellent photographs for my articles.

An introductory page reproduces in chronological order "Cancellations of Shanghai Agency." This is an extremely useful reference. It would be more so only if it were not so reduced in scale, and so faint as to make legibility difficult.

Starting with an 1805 shipping document showing the Canton U.S. Consular seal and an 1817 privately carried letter from Canton to Providence, the book shows sixteen fine examples of pre-government mail from China to the U.S. and vice-versa. There are three beautiful U.S. stamped covers (1862-1865) to Shanghai. The last of these (p. 18) has an 1865 British Shanghai post office arrival mark and a red "1d" which is described as a "due mark." Michael Laurence proved conclusively several years ago that this is not a due mark but a credit to the Hong Kong post office from the British general post office for local delivery.

The U.S. post office opened in Shanghai in 1867. Leading this section of the collection is a Black Jack on printed circular properly canceled "U.S. Consulate General P.O.D. Shanghai 16 Jan 68" in the extremely scarce double circle handstamp. The title is "Earliest known usage of U.S. adhesive in Shanghai." January 16, 1868 is definitely not the "earliest known" such usage. Clearly illustrated in the *Postal History Journal* of October 1977 (p. 39) is Ellery Denison's cover with a 10-cent 1861 postmarked "Nov. 27, 1867 U.S. Consulate General Shanghai."

Mr. Mizuhara's very nice group of "China and Japan Steam Service" covers, though lacking year dates, are ingeniously dated by docketing of reply dates, ship sailing schedules, and similar evidence. These yield "the earliest known usage in China mail" of this scarce oval mark—March 20, 1868.

Correspondence between U.S. Postal Agencies in Shanghai and Japan is represented in the collection by noteworthy covers—February 3, 1870 Nagasaki to Shanghai, September 20, 1870 with strip of three 113 Shanghai to Nagasaki, and August 2, 1871 Shanghai to Yokahama with 6-cent Banknote.

Needless to say, there are numerous 10-cent 1869 covers (116) between Shanghai and the U.S. under the 1867 Hong Kong Convention rate. Banknote covers before and after the U.P.U. rate are amply represented.

Page 137 shows a U.S. 1879 cover addressed to an employee of the Chinese Customs Service, Shanghai. It bears three large dragon Chinese stamps and Shanghai Customs postmarks in addition to the U.S. 5-cent stamp. For this cover Mr. Mizuhara claims "four unique points," all of which may be true. But what he neglects to provide is any indication of a reason for the usage or the rate or any other explanation of the cover.

It is good to see standard postal stationery 2-cent envelopes postally used from Shanghai (pp. 93 and 95) included in the collection. They may seem ordinary but they are not common.

The registry stamp on cover (p. 96) is called "used after its abolishment." It was never "abolished" but it is scarce used from Shanghai. A boxed PBC on a 1918 cover to New York (p. 107) is not explained.

The core of U.S. Shanghai philately is the overprint issue of 1919. It is dealt with (pp. 112 *et seq.*) in rather a scatter-shot fashion. Unused blocks of 9 of the 2-cent and 24-cent are shown, as are blocks of 4 of the 40-cent and $1. One plate number block of 6 of the 60-cent and a margin inscription pair of the $2 conclude the exhibit of unused stamps of this issue.

As the second printing of these stamps was sold freely in the Philatelic Agency after the Shanghai post office was closed, and as collectors and dealers bought heavily by mail from the post office in the two-and-one-half-years the original printing was in use, there is a fairly abundant supply of unused stamps of all denominations. In fact, this is one case in which unused U.S. stamps catalogue considerably less than used. All this makes it harder to understand why, if Mr. Mizuhara chooses to show unused examples, he does not do a better job of it. He might possibly have been wiser to show only postally used examples. He does have an unused first issue plate block of the 2-cent, but creates confusion by placing it on the page (p. 127) and under the heading of a used block and two used singles of the 1922 local overprint.

Among those local overprints there exists one genuinely rare plate number (13077) on the two cent as well as two extremely rare overprint errors, none of which are in this collection.

The coverage of the 1919 overprints used on cover is also somewhat sketchy. It opens with a "complete issue on cover" addressed to the dealer Eugene Klein (p. 114) and moves at once to K16a, the $2 double overprint error. The 1975 *Postal History Journal* account of this item is reproduced almost word for word (and without quotation marks). At the time that article was written, there was still some question whether one sheet or two were produced. Meyer Tuchinsky since has proved by plating that there must have been two. Mr. Mizuhara does not go beyond the 1975 article. He shows a used single and one of the covers hastily mailed to himself on the Agency's closing day by its chief clerk (slightly overpaying the local rate by fifty times). Both these last items are very scarce. I do not mean to denigrate them.

Returning to the 1919 overprints, there are eighteen covers, mostly with the more common lower denominations. All are to U.S. addresses except one cover and one card to Austria. Four are to stamp dealers. The jack-pot is a single correspondence of eight registered covers from a Mr. Parsons in Peking who had the grace to use varied combinations of stamps to make the rate. In one instance he used the only comparatively high denomination—60 cent on 30 cent. That is a very nice cover.

Another is a 24 on 12 cent with a Special Delivery stamp, quite scarce from Shanghai. The overprints conclude (p. 134) with another "complete issue of 18 stamps" courtesy canceled December 31, 1922, the last day of the U.S. Agency. There must be dozens of such souvenirs in existence.

The comprehensive listing of U.S. stamps known to exist with Shanghai postmarks is on pages 10 and 11 of the Japanese text. Also taken from the *Postal History Journal* are cuts of the extremely rare Shanghai flag cancel of April 6, 1906 and the circular registry mark with "registered" inside the "U.S. Postal Agency Shanghai" (p. 18).

The various registry handstamps are dealt with systematically (p. 20) as are the receiving marks. No doubt additional valuable information is in the Japanese text for those who can read it.

The balance of the book (Part II) treats mail of U.S. military and naval forces in China. First come the military postal stations in the Boxer uprising—Tientsin, Peking, and Taku. Few covers here, but a fine coverage of the postmarks "on piece." One gaping lacuna in this section is the presence or monetion of the scarce handstamp

"CHINA" applied to each stamp on registered money letters from "Mil. Postal Sta. No. 1" in Tientsin. This usage was fully described several years ago in "The China Clipper." An example is illustrated (p. 417 of the June, 1976 *Postal History Journal*).

Next the Marines are here in a profusion of mostly philatelic covers, as guards at the Peking embassy and in Shanghai 1934-1940.

And finally the Navy, with its purchasing office in Shanghai, the Yangtze Patrol, all vessels of which are represented (including the Panay, diplomatically "Lost Dec. 12, 1937") and 140 flagrantly philatelic "port-of-call" covers which exist by the hundreds and scarcely belong in such volume in a serious work like this.

To summarize, this is an important, long-needed comprehensive reference record in permanent form of U.S. Shanghai mail for which Meiso Mizuhara deserves congratulations and high praise. From our point of view the work has several flaws, the chief of which is that the text is not translated into English. That can be corrected.

Mr. Mizuhara's collection is praiseworthy for its extent. For completion it lacks a number of rare items, but it does include a few difficult pieces. The quality of the presentation makes it a masterpiece of philatelic publishing. *Henry Stollnitz*

[*Editor's Note*: the following two reviews are reprinted from the last issue of the *CCP*, where they were incorrectly printed due to a production error.]

The Admiral Issue of Canada, by the late Honorable George C. Marler, PC, BCL, LLD. American Philatelic Society, P.O. Box 8000, State College, Pa. 16801. 556 pp, $35.

Thirty-five years ago, in 1947-1948, the American Philatelic Society published a series of articles in its monthly journal concerning the Admiral Issue of Canada by Mr. Marler. Subsequently, the type was saved and a handbook published in 1949. That slim volume was the forerunner to this monumental and definitive work.

The table of contents occupies thirteen pages of the book, and is divided into five parts and twenty-two chapters. It represents a subject index by denomination and form of issue, such as sheets, coils, or booklets. The index at the end of the book comprises ten pages. It begins with "arrows, guide" and proceeds through the printing processes to "worked over die."

The bibliography consists of thirty-one citations, plus a reference to a talk given by P.J. Wood in November, 1935. There are no footnotes in this mammoth work, but the author does refer throughout the text to the published works which are listed in the bibliography. However, this book is devoted to the printing of the stamps and well over ninety percent of the information is the result of original research by Mr. Marler, with the active cooperation of the American Bank Note Company's branch in Ottawa.

Color has been used in the book on a basis which has little to do with philately, but rather is a function of the cost of the color in printing the book. Fortunately, no attempt was made to match the myriad shades of the various values of the issue. Single colors were used, and an attempt was made to match the colors in the printing of the book to colors on printed stamps. In general, the 1 cent green and the 2 cent red enlargements turned out well, as did the 5 cent blues. Where the die proofs were reproduced in color, the book is generally a failure. The 10 cent bistre brown looks well in the enlargement, but the 20 cent is not true to the color at all. In general, it can be said that the yellows and oranges did not reproduce well at all and that the darker shades were an enhancement. Certainly the re-entries show up better in color than they would in black-and-white. It is better, in my judgment, to look at illustrations which approximate the color of the stamp than to look at them in black-and-white. Richard Sine, the APS Director of Publications, is to be commended for attempting something new in philatelic color printing. Like the little girl with the curl, where the color is good, it is very good, and where it is bad, it is horrid. Nevertheless, on balance the color is an enhancement to the book, even though some of it is dis-

tractive.

This book will be the definitive work on the stamps of the Admiral period. About a year and a half ago, a slim volume on the postal history of the Admiral period was written by Allan Steinhart of Toronto. That volume will be a companion piece to George Marler's original work on this issue published in 1929. Eventually, there will be a definitive work on the postal history of the Admiral period which will be a companion volume to this work on the stamps. The third volume in the set will consist of a thorough study of the Admiral postal stationery of Canada. The standard set by the Honorable George C. Marler will be difficult for these future companion volumes to match.

Horace W. Harrison

Ascension, The Stamps and Postal History, by J.H. Attwood. Published by Robson Lowe Ltd., distributed in the United States by HJMR Co., P.O. Box 6638, Hollywood, Fla. 33201. 71 pp. N.p.

HMS Ascension was surely the strangest sloop of war in the Royal Navy. Commissioned in 1816, commanded by a Captain of the Navy with a crew of 67, the 36 square mile "craft" never left its station in the South Atlantic. Originally claimed for "His Britannic Majesty" (George III), it was occupied chiefly to prevent the escape of Napoleon Bonaparte from St. Helena. The island remained in the Royal Navy until 1922, when it became a dependency of St. Helena. Apart from birds and turtles, and stamps, there does not appear to be much to recommend it.

Mr. Attwood presents a detailed review of all the aspects of Ascension's philatelic interest. He divides the work into four parts: pre-1922 (when English stamps were used, as befits a sloop of war), the definitive issues, the commemorative issues, and post-1921 postal history.

The volume, as the title implies, is separated into two parts. Part I, "The Early Mail Services," covers the period prior to 1842 and up to 1885, embracing chapters entitled "Government Mail Boats 1804-1836," "Overseas Mail 1842-1834," "Internal and Interinsular Mails 1849-1885" (a period of which very little has been known), and a chapter on the postal period 1858-1885. There follow 18 appendices covering 36 pages of records, fine food for the specialist to digest. Part II, "Postal Markings" (arranged by islands), lists the post offices on each island, gives a thorough study of the postal markings of Crooked Island, Nassau, and the numerous Out Islands, including a deep study of the Interinsular Packet Service. This area of postal history has been carefully researched when so little was known. The alphabetical listing of post offices, with dates of opening and closing, covers about 150 post offices scattered among 19 islands, and contains maps showing their locations, illustrations of the offices, the names of ships that carried the mail, postal markings, pen cancels, temporary data stamps, etc., all material on which the postal historian can feast.

An invaluable section of Part II covers the Out Islands, and in 41 pages delineates alphabetically each post office and its postal markings, type, color, dates recorded, rarity, and special notes on opening and closing. This section makes the volume a ready reference for the collector.

Dr. Irwin Yarry

Publications Received

Werner Elias

Canada

Geoffrey Whitworth. *Canadian Stamp Handbook: The First Cents Issue 1859-1868*. 1982. The Unitrade Press, Toronto, Ont., Canada. 12 pp, looseleaf, ill, n.p. Gift of the publishers.

Catalogs, General

Stanley Gibbons Stamp Catalogue Part 4: Benelux, 2nd ed., 1983. 232 pp, ill., softbound. £6.85. Gift of the publishers.

Stanley Gibbons Stamp Catalogue Part 19: Middle East, 2nd ed., 1983. Stanley Gibbons Publications, London. 438 pp, ill., softbound. £12.95. Gift of the publishers.

Stanley Gibbons Stamp Catalogue Falklands Islands and British Atlantic Islands, 1982. 91 pp, ill., softbound. £4.95. Gift of the publishers.

Chile—Catalogues

Francisco Salines, ed. *Catalogo de Marcas Prefilatelicos, Sallos y Enteros Postales de Chile*, 1983. Ediciiones Selchi, Casilla 2393, Santiago de Chile. 268 pp. $10 postpaid. Gift of Derek Palmer.

Egypt

Peter R. Feltus. *Egyptian Postal Markings of 1865-1879*, new edition, 1983. The Egypt Study Circle, c/o Feltus, 5709 Keith Ave., Oakland, Calif. 94618. 60 pp, illus, softbound. $10. Gift of the publisher.

Great Britain

The Connoisseur Catalogue of Machin Printings 1967-1982, 6th ed., 1982. Connoisseur Publications, 184/6 Portland Rd., London SE25 4QB, England. 89 pp, ill., softbound. Price £2.75. Gift of the publishers.

The Queen's Stamps—The Creation and Development of the British Postage Stamp Up to 1880, 1965. The Queen's Gallery, Buckingham Palace, London. 39 pp, ill, softbound. Anonymous gift.

Great Britain—Locals

Stanley Gibbons. *Collect Channel Island Stamps, 11th ed.*, 1983. 65 pp, illus, softbound. £2.10. Gift of the publishers.

Stanley Gibbons. *Collect Isle of Man Stamps, 7th ed.*, 983. 41 pp, ill., softbound. £2.10. Gift of the publishers.

Peridoicals

The Confederate Philatelist 1966-70, 1971-73, 1974-76. Confederate Bulletin Nos. 1-27. The Confederate Stamp Alliance. Hardbound, n.p. Gift of Joseph Antizzo.

A.J.A. Deal. *Cumulative Index to the Bulletin and the Journal of the Rhodesian Study Circle, vols. 1-22, 1948-1972*, n.y. The Rhodesian Study Circle. 27 pp, softbound. Gift of Robert A. Mason.

Philatelic Directories

The British Philatelic Federation. *1983 Yearbook and Philatelic Societies' Directory*, 1983. The British Philatelic Federation, 314, Vauxhall Bridge Rd., London SW1V 1AA. 132 pp, softbound. £3.50. Gift of the publishers.

Serials

Arthur Blair and Colin Narbeth. *Stamp Year Book 1969*, 1968. Link House Publications Ltd., London. 122 pp, ill., softbound. Anonymous gift.

Topicals

Ruth Y. Westmore. *Topical Issues of 1982 with 1983 Catalog Numbers*, 1983. American Topical Association, 5014 W. Center St., Milwaukee, Wisc. 53210. 78 pp, ill., softbound. $6. Gift of the publishers.

Tuvalu

Michel Forand, ed.. *Tuvalu: A Philatelic Handbook*. 1982. The Tuvalu Philatelic Society, P.O. Box 2760, Chicago, Ill. 60690. 78 pp, ill., softbound. $5. Gift of the publishers.

U.S. Airmails

Robert Schoendorf. *The Pioneer Flights of Garden City Estates, New York: 1911*. 1982. Al Zimmerman, 843 Van Nest Ave., Bronx, N.Y. 10462. 75 pp, ill, softbound. N.p. Gift of the publisher.

U.S. Confederacy

Robert C. Black III. *The Railroads of the Confederacy*. 1952. Chapel Hill: The Univ. of No. Carolina Press. 360 pp, ill. Gift of Joseph Antizzo.

Peter A. Brannon. *The Organization of the Confederate Postoffice Department at Montgomery*. 1960. Peter A. Brannon, Montgomery, Ala. 164 pp, ill. Gift of Joseph Antizzo.

Grover C. Criswell. *Confederate and Southern State Bonds, 22nd ed.*, 1980. Criswell's & Criswell's Publications, Florida. 374 pp, ill. Gift of Joseph Antizzo.

A List of Establishments, Discontinuances, and Changes in Name of the Post Offices in the Confederate States, (reprint of the 1961 edition). The Confederate Stamp Alliance. N.p., ill, softbound. Gift of Joseph Antizzo.

U.S. Foreign Offices

Meiso Mizuhara. *U.S. Postal Activities in Chile*, 1982. Japan Philatelic Publications, Tokyo. 219 pp, ill. N.p. Gift of the author.

U.S. Post Office

Directory of Post Offices, July 1965, 1965. United States Post Office Dept. 562 pp, softbound. Gift of John D. Dowd.

Additional Donations

Periodicals, auction catalogues, and pamphlets from Joseph Antizzo, France & Colonies Philatelic Society, Dr. Roberto Rosendo, and Lester E. Winick.

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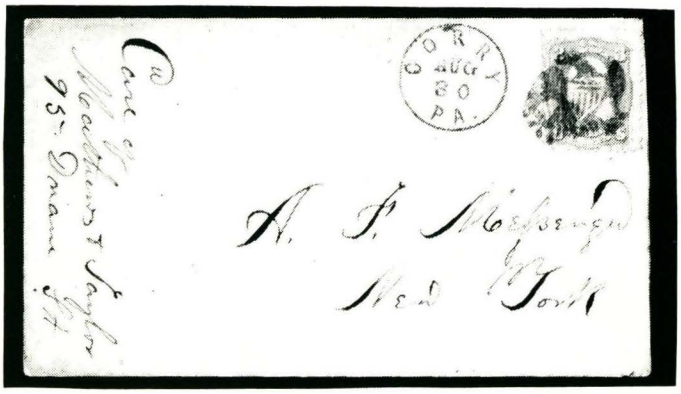
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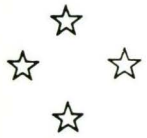


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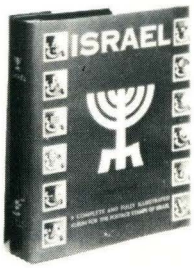
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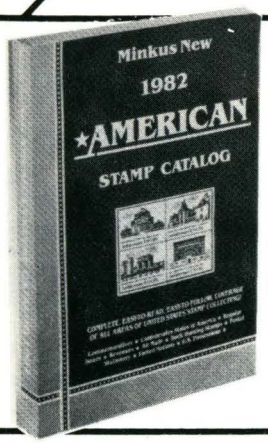
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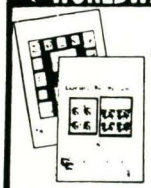
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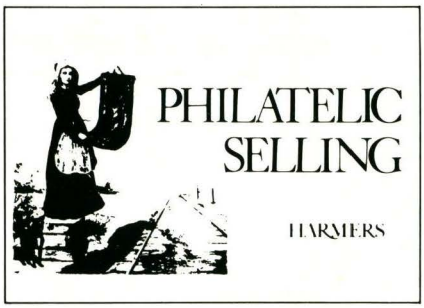
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