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PHILATELIST

Volume 54 Number 6
November 1975

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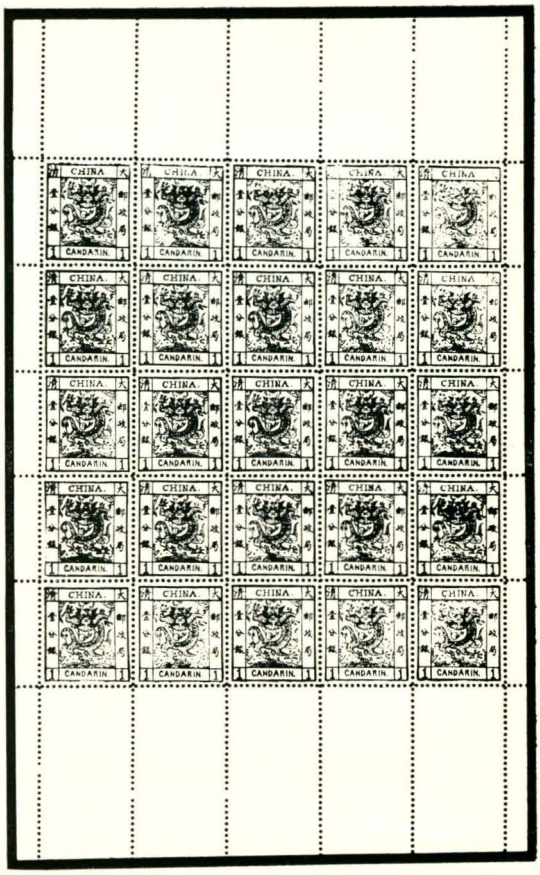
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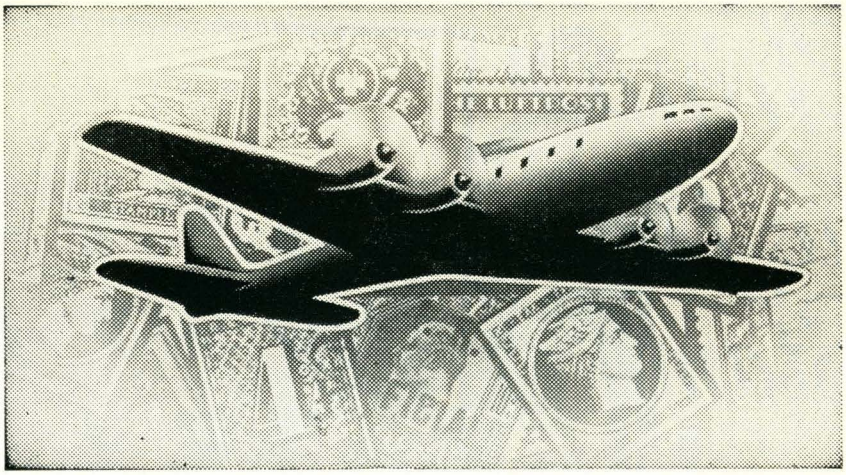
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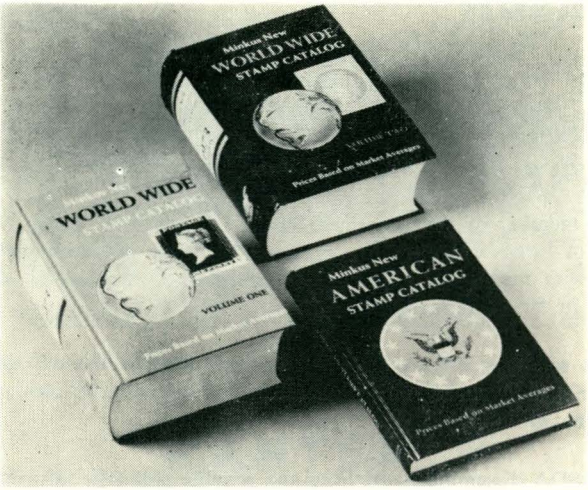
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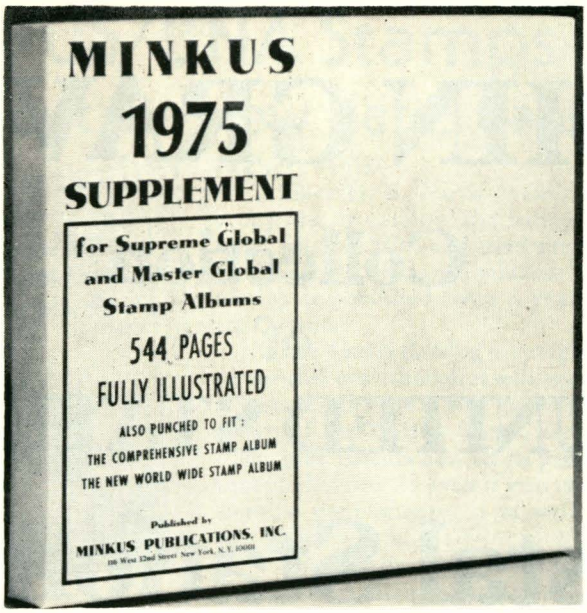
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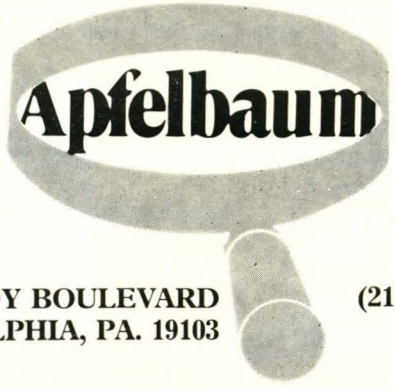
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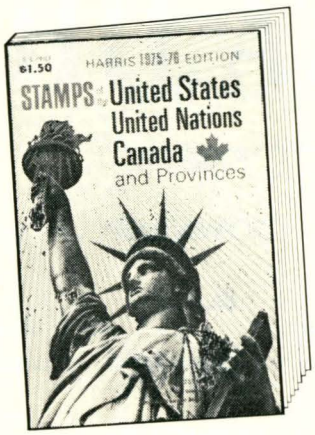


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The Collectors Club PHILATELIST

Volume 54, Number 6 Contents November, 1975

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Editorial

Help Wanted!

As reports reach the United States from international stamp exhibitions held in foreign nations each year — especially those held on the European continent — Americans are astonished to read about the magnificence of the shows and the incredibly large number of visitors who pay admission fees to enter them.

In 1974 we witnessed the Swiss INTERNABA held at Basel in the Trade Fair Complex and STOCKHOLMIA, staged a few months later, in the Swedish capital. This year it was ESPANA '75, which filled two immense halls of the Exposition Park of Madrid. That was followed by ARPHILA '75, which also filled two large exhibition halls in Paris, the Grand Palais and Galleries Nationales.

At all four, as was the case at other "internationals" during the last decade, attendance was reckoned in six-figure totals that delighted the organizers and surprised visitors from our shores.

What is the reason for such phenomenal success? We believe the answer is simple. Governmental support!

While it is true that an international stamp show financed by volunteer contributions and normal income revenues from advertising, admission fees and frame and booth rentals can turn in a financial profit when professionally organized — as has been the case in the United States and, until PHILYMPIA, in England — it can do much better in every way when a government is willing to underwrite the advance expenses and operating costs of such a show.

Back in 1947, the Centenary International Philatelic Exhibition, at Grand Central Palace in New York, the fourth sponsored (and financed) by the Association for Stamp Exhibitions, attracted 204,000 visitors who paid admission to see the three-floor philatelic wonderland. When the books were audited, the ASE found a juicy $34,000 surplus after all expenses had been paid.

This amount, plus a decade of accrued interest, made it possible for the 1956 (FIPEX) organizing committee to repay guarantors despite a loss of more than $30,000 in running that show. Not a bad record in the main.

However, let's take a look at Spain. That country, encouraged by the success of its two previous international exhibitions — the centenary of 1950, and the First International Philatelic Exhibition and Congress held in Barcelona in 1960 — pulled out all stops to undertake a third in commemoration of the 125th anniversary of its first adhesive stamps. During the planning stage, four different government ministries supplied the capital with which the officials of the Fabrica Nacional de Moneda y Timbres put it together. With that kind of guarantee, it was not hard to get the cooperation of various philatelic societies and the national federation in the myriad tasks of laying the groundwork for the show.

Those of us who were in a position to see the preparatory work were staggered. The six pre-show prospectus brochures were masterpieces of philatelic literature; their articles covered subjects of lasting reference value; their magnificent color illustrations were unbelievably beautiful.

No expense was spared in developing the interest of potential exhibitions, booth holders and those who would buy 25-peseta admission tickets. Those of us who know a bit about exhibition expenses calculated that the Spanish Government must have spent in excess of $1.7 million before the doors of the Crystal Palace opened.

It paid off!

Half a dozen hours before opening, Spaniards formed long lines in an effort to get into the show. They weren't interested in the precious treasures with which the 5,000 large frames were filled. They wanted to buy catalogues containing black proofs of the souvenir stamps as well as the sheetlets and other commemorative stamps issued for the exhibition, plus

getting the different postal markings applied to covers on each of the 10 days. Simple arithmetic indicated that the Spanish Government doubled the money it spent in staging the huge show.

Why Washington has not yet realized the potentials of international stamp exhibitions only our government can explain. In recent years the Postal Service has spent substantial sums to rent booths for the sale abroad, of its stamps, packets and other merchandise. Also to host lavish receptions and cocktail parties for officers and visitors to such shows as INTERNABA, THEMBELGICA, STOCKHOLMIA, ESPANA, ARPHILA and others.

Yet, financial support of international shows held in the United States has been nil or minimal. In 1947, for instance, Washington specified precisely what it wanted at CIPEX. Although they got vast footage without cost, they didn't give a thin dime towards the construction of facilities to display their exhibits, sell their stamps, souvenir sheets and postal stationery, footage which cost the organizing committee in excess of $50,000. In connection with the upcoming INTERPHIL, much was made (via press releases) that "for the first time the Postal Service was financially supporting an international show in the United States." That "support," as far as is presently known, consists of a contract to pay $52,000 for the rental of space to display material from the Postal Service, the Bureau of Engraving and Printing, the Smithsonian Institution, the National Archives, the American Bank Note Company, and the Congressional Library. (It also includes the space to be used by the Postal Service for the sale of INTERPHIL stamps and other merchandise to visitors.)

Considering that the INTERPHIL budget runs approximately half a million dollars, it seems to us that 10% is far too small a percentage for a government as important as ours on the international scene to contribute.

Indeed, we do not feel that this truly is a "contribution." Actually it is payment for facilities provided. If the Postal Service can't recoup as much, or more than this modest figure through its sales, it will be a surprise. As a matter of fact, dealers who take booths or "super" booths, will be paying considerably more per square foot of space to sell their merchandise.

We look forward to the day — and we hope to live to see it — when international shows in the United States will be visualized by our government in the same light as foreign shows are by our brethren abroad. Such exhibitions are much more than mere gatherings of stamp collectors; they are functions which not only attract visitors to our shores and showcase our nation, but serve as instruments of the interantional goodwill so desperately needed in these days of uncertainty. No one doubts or disputes the fact that America is one of — if not *THE* — heart of stampdom today. International shows, then, ought not to be the obligation of stampdom's private sector. It rightfully should be the responsibility of our federal government, especially those departments, agencies and bureaus that have as big a stake in American prestige as the collectors who enjoy our avocation and annually help decrease Postal Service deficits.

(EAK)

1975 PROGRAM AND CALENDAR OF EVENTS

Exhibits Open 7:30 P.M.
Meetings Convene at 8:00 P.M.

November 19	— *A DAY IN THE LIFE OF A STAMP DEALER*— Stephen W. Braham, Hounslow, Middlesex, England
December 5	— *SWITZERLAND POSTAGE DUE PROCEDURES*— Werner K. Elias, Jamaica, New York
December 17	— *BOARD OF GOVERNORS OPEN HOUSE*

Letters to the Editor

The Siberian AEF

I would like to particularly commend the CCP for publishing the outstanding study by David Opperman of the Covers of the Siberian AEF in the July issue.

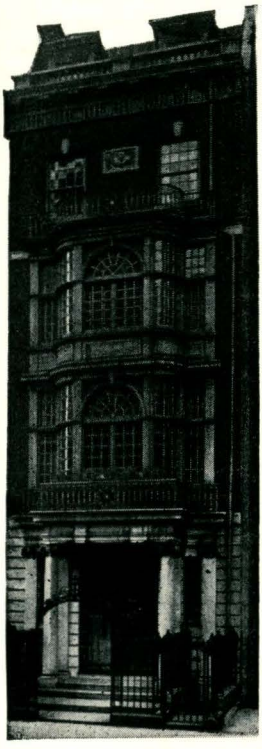
Almost 40 years ago the American Philatelic Society published an excellent study of this material by Harold M. Metzger and the War Cover Club many years ago published excellent material by both Delf Norona and C. D. Brenner. None of this material is easily available today and the subject badly needed updating and current availability.

This is a particularly interesting area of US postal history because it throws light on the origin and basis of the "cold war" that has involved all of us for so long.

The particularly unusual and valuable touch that Opperman has added are the Tables #1 and #3 which roughly indicate the quantity of each postal and censor marking that exist today. Years of correspondence and study of covers and Xerox copies of covers went into these two small tables. While admitedly not complete they are complete enough to be of enormous value to any student of the subject.

If there are any collectors who have done this type of availability research in any area of postal history let us hope that they will be inspired by Mr. Opperman's study of the Siberian AEF to share their valuable knowledge with us through the pages of the Collectors Club Philatelist.

Chester S. Forrest
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PERFORATED INSIGNIA

The Story of Joseph Sloper and British Perfins

By Floyd A. Walker



Figure 1.

Whether you look upon Perfins as an abomination or a blessing, their history is a fascinating one . . .

It should surprise no one that an Englishman was responsible for beginning the practice of perforating postage stamps for identification purposes. After all, the postage stamp itself originated in England and the English are used to making postal and philatelic history.

Floyd A. Walker is a former college English and journalism instructor. He is currently a technical editor for the Benedix Corporation. He is also secretary and librarian of the Perfins Club of the United States and a former editor of the "Perfin Club Bulletin." His article is from the forthcoming book, "The Perfins of Great Britain," published by Dr. Harvey Tilles of High Point, N. C.

Perfins (a word coined from *PERForated INSignia*) or, if one prefers the older term *SPIFS* (from Stamps *P*erforated with *I*nitials of *F*irm*S*), have proven to be a good idea, both postally and philatelically.

The idea apparently came from an inventive British businessman named Joseph Sloper, but it was not Sloper who proposed the idea to the British Post Office. That honor goes to a member of the firm of Copestake, Moore, and Crampton, drapery merchants, of London.

To understand the firm's proposal, one must first understand a bit of British history — philatelic and social.

Shortly after their introduction in 1840, postage stamps were recognized as not only a convenient way to prepay postage but also as a very practical way to transmit small sums of money. In recognition of this practice (the idea of a postal money order had not yet occurred to anybody), the Post Office was authorized to purchase unused postage stamps from individuals who presented them at postal windows.

This was too much of a temptation for some people. In the days when a penny could buy a meal, a penny postage stamp was worth stealing. Junior clerks and office boys in some of the larger firms found that they could supplement their incomes by pilfering from the postage box. And the young messengers hired to carry mail to the nearest postal branch office found that they could, with a little practice, remove the stamps from the envelopes they were carrying. More than a few envelopes wound up in the Thames after they had been relieved of their stamps.

One of the first organizations to try to stop the theft of stamps was the Oxford Union Society. The Society was founded in 1825 as a debating and social organization and almost from its beginning, membership in the OUS was considered an important social and political advantage.

The OUS operated a club where members could use its library and, in its writing room, make use of free stationery and free postage. Needless to say, more than a few members made use of this privilege and the annual postage bill of the Society approached 500 pounds in some years. The Society's postage box was a very tempting target for pilferers.

In 1859, the Society applied for and received permission to print the initials O.U.S. between two wavy lines on the face of stamps used by them. (Fig. 1). Thus, they became the first group to have official permission to place a security endorsement on the face of a postage stamp. Whether it was the first in fact is not determined. Other firms' overprints are found on earlier issues, but their exact place in the chronology of security endorsements is not firmly established.

A few other organizations took advantage of the ruling and overprinted their postage with initials or names, but the Post Office quickly discouraged the idea. Overprinting smacked of advertising and official sanction was withdrawn.

In 1866, however, J & C Boyd and Company, warehousemen, requested permission to print the firm's name on the reverse of postage stamps — before the gum was applied. The Post Office approved the proposal and thus generated what is known as the official underprint.

The underprints were applied by Perkins, Bacon, and Company and the cost was paid by the firms having the work done. Only five firms took advantage of the official privilege (Fig. 2).

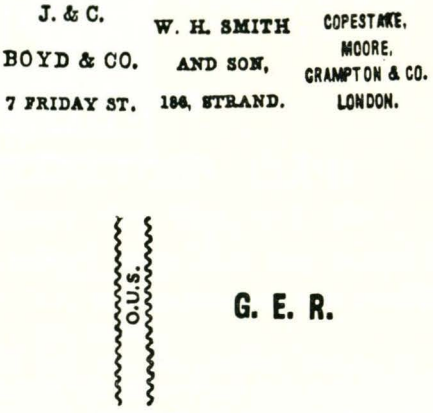


Figure 2.

However, there were a number of unofficial underprints — those applied on top of the gum (Fig. 3). Much of these were washed away when the stamp was moistened, but the practice did protect many firms from the loss of postage to burglars and office pilferers. It did not, however, stop office employees who chose to mail personal letters with company postage.

It might be well here to take a moment to discuss the term *security endorsement* and to say a word about the reliability of the records available to us.

A security endorsement is anything



Figure 3. Unofficial underprints — applied on top of the gum.

that prevents the misuse of any piece of official paper — from a postage stamp to a bill of exchange. In its broadest sense, the term *security endorsement* embraces such things as watermarks and the use of special inks and papers.

But for the purposes of this discussion, the term applies only to those additions or alterations made to postal paper to prevent misuse. These include *overprints* (the application of some sort of marking to the face of a stamp), *underprints* (the addition of some sort of marking on the reverse of a stamp — either before or after the gum is applied), and the more popular perforation of a set of initials or a name or a design into the stamp itself *(Perfins)*.

It is almost impossible to assign specific dates to various events in the history of security endorsements because of a lack of extensive research into its history and because of the destruction, during the London blitz of World War II, of a tremendous body of research material.

Throughout this discussion, then, the information presented is based on considerable reading by the author and on a certain degree of faith in some sources of information over others.

Following the first uses of overprints and underprints, the Post Office often had second thoughts about them. They did sometimes cross the fine line between security endorsements and advertising, and the Post Office discouraged other businesses from adopting either method of marking stamps.

In 1867, however, the firm of Copestake, Moore, and Crampton was the victim of a major theft of stamps from its Plymouth branch. Shortly afterward, the firm wrote to the British Post Office proposing that it be allowed to perforate its postage stamps with the letters *S. C.,* the initials of its senior partner. The firm argued that the initials by themselves would instantly identify its postage but at the same time would not in any way constitute advertising.

The brains behind the proposal probably was a man by the name of Joseph Sloper.

Little is known about Sloper's early life. He was born in 1812 or 1813 (pick a source and get a date!) and apparently was trained in the building trades as a youth, although he later is referred to as a civil engineer.

He was an imaginative man. Several of his inventions won him patents from the government. One patent was for a ventilating system for mines, another was a check protector which involved the use of a primitive perforator.

In 1868, Sloper patented a machine for perforating railway tickets as a means of controlling their use. The next year he patented a more sophisticated version of the machine — this one capable of perforating a date into the tickets.

It apparently was spin-off of this railway ticket perforator that got Sloper into the stamp perforating business. Whether it was Sloper who sold Copestake, Moore, and Crampton on the idea or it was Copestake, Moore, and Crampton which recognized the new value in Sloper's perforator isn't known for sure. It was, however, the Copestake firm which first contacted the postal authorities with the proposal.

The firm asked the authorities for permission to underprint or to perforate the stamps which came to them in the form of small remittances.

In typical bureaucratic fashion the authorities granted permission for the official underprinting, but overlooked the request for permission to perforate. But the Copestake firm was not easily put off and the following year they wrote postal authorities again, this time sending along a few samples of postage stamps perforated with the initials S. C.

This time the authorities officially denied the request on the grounds that the perforations might tend to hide faint cancellations and thus make the stamps usable again.

This time Copestake, Moore, and Crampton turned to Sloper for help and it was Sloper who sought and won a personal interview with the postal officials. Just what was said during that interview is unknown, but what followed could have been the result either of a misunderstanding on

Sloper's part or a good old-fashioned case of British moxie.

On February 15, Sloper wrote the authorities saying that he had examined the perforator the Copestake firm wished to use and found that it did not interfere with the cancellation. As a result, he said, he had notified them that the Postmaster-General had no objection to the use of the perforations. He added that the firm was extremely pleased at the decision and that one or two other firms were also planning to use the perforating system for their own postal protection.

The reaction from postal authorities was swift and firm. Sloper was summoned to a meeting and told in no uncertain terms that the Postmaster General had *not* approved his proposal and that he was *not* acting with the government's blessing.

The rebuff slowed Sloper only a little. Almost immediately he wrote Francis Scudamore, second secretary to the Postmaster General.

Walbrook House
27 Feby 1868

Sir:
Pardon me for again intruding on your time in reference to the marking of postage stamps, but I learned at my interview with Mr. Parkhurst, the 24th inst., that I had not obtained your sanction for Initialling Postage Stamps so fully as I flattered myself to have done, and as I reported to Messrs. Copestakes.
I am anxious not to appear to act without your concurrence which will be fully justified by the single fact of the assistance it affords in preventing the re-issue of stamps when once obliterated. My system renders abhortive all attempts at effacing the obliterating stamp with a view to its re-use, as it would be rubbed into the perforations.
It is also conceded by the leading firms and Public Companies in London, that it is the only effectual method of protecting them from robbery of stamps by their employees.
I shall feel particularly obliged if you would honor me with a reply, however brief, at your earliest convenience, in order that I might assure my numerous clients, that this system meets with no opposition from the Post Office authorities.
I beg to recommend the enclosed reference to your consideration.
I have the honour to be
Sir
Your most obedient humble Servant
Joseph Sloper

The enclosure was a clipping from the *Manchester Examiner* which told of the charging of one John Howarth, a provision dealer, with receiving stolen postage stamps. A search of Howarth's quarters had uncovered nearly 8,000 postage stamps with a face value of nearly 36 pounds. The judge, said the article, had remanded the prisoner to custody for a week while an investigation was made.

The letter and its enclosure put Mr. Scudamore on the spot. Sloper had asked for a definite yes or no. Scudamore asked two other officials to investigate the subject and make recommendations, but the two officials disagreed and it was left to Scudamore to cast the deciding vote — in favor of Sloper's method! On the 11th of March Scudamore reported to the Duke of Montrose, then Postmaster General. On the 13th an assistant wrote to Sloper as follows:

Sir:
The Postmaster-General has had under consideration your letter of 27th ultimo, and His Grace desires me to inform you that under the circumstances, he will not object to the perforation of postage stamps in the manner described by you, with a view to protect merchants and others, as far as possible, from the theft of stamps used by them.

Although the letter hardly contained a glowing endorsement of Sloper's idea, it did contain an element that the postal authorities did not intend to give away. Since Sloper had a patent on the machinery used to perforate the stamps, the postal authorities had, in effect, given Joseph Sloper a monopoly almost equal to that enjoyed by the Post Office itself. It had endorsed the use of perforated insignia on postage stamps and there was only one man in the country who could perform

POSTAGE AND OTHER STAMPS, &c.

The very numerous complaints that have been made to the Post Office Authorities of the *purloining* and *misappropriation* of Stamps, ——removal of Stamps from Letters—Documents, &c., either previously or after having been posted, have induced the Authorities to give this subject their serious consideration.

Many and various plans have been suggested to the Authorities by large Firms in London and the Provinces — a remedy against this evil, and amongst the many plans, was one from Mr. JOSEPH SLOPER of Walbrook House, London.

The GOVERNMENT, impressed with the importance of this subject, and with a view of *effectually protecting* the Public against such depredations, have considered it expedient to recognize Mr. SLOPER's plan——and the POSTMASTER-GENERAL and the BOARD OF INLAND REVENUE having approved of the plan as proposed by Mr. SLOPER —*i.e.*—to perforate in a certain way (for several reasons,) the Initials, &c., of Firms on their Stamps, have in accordance therewith *specially authorized* and *licensed* Mr. SLOPER to put his system into operation.

MR. SLOPER'S *system is recognised for the following and other reasons*——*1st. It renders useless the object for the fraudulent removal of Stamps from Letters, &c.*——*2nd. It is a prevention against misappropriation or purloining of Stamps.*——*3rd. It effectually prevents the sale of Stamps so marked, &c., &c.*

In accordance with the above, notices have been issued from the Chief Office in London to all Postmasters and Receiving Houses in the United Kingdom—to recognise this System, ——and not to purchase any Stamps so marked.

POSTAGE STAMPS supplied Initialled to Order, in quantities as required, at the following rates beyond the value of the Stamps :—

	Supposing the Annual Consumption of Stamps be							
	From £50 to £200	Above £200 to £300	Above £300 to £400	Above £400 to £500	Above £500 to £750	Above £750 to £1000	Above £1000 to £2000	And upwards, in proportion.
Charge for Initialling	45/ per Cent.	40/ per Cent.	35/ per Cent.	30/ per Cent.	25/ per Cent.	20/6 per Cent.	20/ per Cent.	

RECEIPT STAMPS, Inland and Foreign Bill Stamps, supplied free of charge for Initialling.

Special arrangements can be made with Firms where necessary.

Small Consumers supplied with Stamps initialled, not less than £5 Postage, and Receipt, not less than £2 at a time.

Orders for Stamps must be accompanied with a Banker's Draft payable in London, to Order of JOSEPH SLOPER, *and crossed London and Westminster Bank.*

A charge is made at the outset for cost of Dies and Apparatus to suit machinery for Initialling Stamps, according to circumstances.

Embossed Postage Envelopes——Wrappers——Post Cards, &c.——Initialled at 2s. 6d. per 1000.

Orders received before 10 *a.m., will be ready for delivery the following day after* 2 *p.m.*——*Country orders will be forwarded the day after receipt of order.*——*Special arrangements have been made with the Postal Authorities for the transmission of Packets of marked Stamps to any part of the United Kingdom.*

Address—MANAGER, OFFICE FOR SLOPER'S PATENTS, [illegible] HOUSE, LONDON, E.C.

Figure 4. Joseph Sloper's price list. Sloper had a monopoly and could revise prices upward at will.

the service — Joseph Sloper!

A year later, the Post Office Circular of March 1, 1869, officially informed local postmasters of the approval of Sloper's perforating system. *In consequence of representations made to the Post Office by various firms in their employ, the Department has recommended that the name or initials of Firms, etc, be perforated through the stamps so that, inasmuch as the Sale of such stamps would be thereby rendered difficult, the temptation to steal them might be lessened or altogether removed. Postmasters will take care not to purchase any postage stamps so marked which may be offered to them for sale.*

Sloper, of course, had already been busy promoting his new invention and his new business to everyone who would listen. His ads spoke glowingly of his invention, of the government's interest in it, of the government's permission to use it, and of the benefits bound to come to those who made use of his new method of security endorsement. There was just a bit of the old-fashioned medicine-show barker in Joseph Sloper.

He prepared and published many advertisements. Across the list of prices on one (Fig. 4), he wrote "This has been revised." For the first three and a half years of his new business, Sloper was able to revise prices upward at will. Sloper had a monopoly and he had an invention that people wanted. It was an enviable position for any businessman.

Actually, Sloper made money in two ways. He took advantage of a government discount, called poundage, which entitled purchasers of large quantities of stamps to a 1-percent discount from face. Sloper also made money on the perforating itself. He would either perforate stamps for a fee and supply them to purchasers, or he would make a perforator and provide it to firms who wished to perforate their own stamps. Most businesses had Sloper do the work because under that plan Sloper made no charge for the die he made.

At first, Sloper's dies were quite plain — consisting generally of the initials of a firm or of an individual. But the Post Office had left an opening for creating, in its ruling in favor of perforating, "the name or initials of firms, etc." Although the Post Office

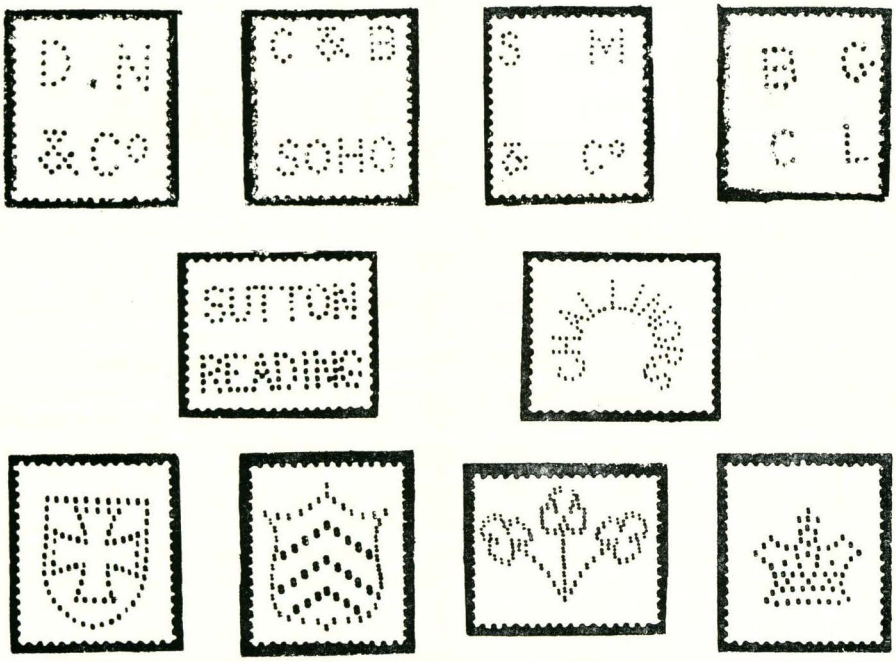
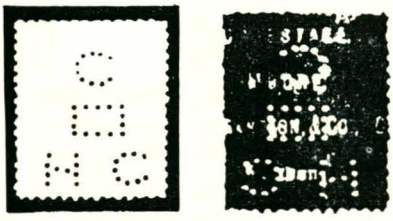


Figure 5.

continually tried to stop blatant advertising from appearing on stamps, it was not always successful. Firm names appeared quite soon, and after Sloper's patents ran out and others began perforating stamps, the range of creativity in Perfins broadened considerably (Fig. 5).

One of Sloper's most interesting dies provides a direct link between printed and perforated security endorsements. Copestake, Moore and Crampton used underprints as well as Perfins to identify their stamps, and it was their habit to prepare large quantities of postage at one time. Thus, sometime around 1876 when the firm's name changed to Copestake, Hughes and Crampton, they were faced with a dilemma. What to do with the huge amount of underprinted stamps bearing the old firm name that were still on hand?

Sloper designed a special perforator die with the initials of the new firm in two lines separated by a "box" which was to be placed in such a way as to hide the "Moore" of the original underprint (Fig. 6).



COPESTAKE,
MOORE,
CRAMPTON, & CO.,
London.

Figure 6.

Examples of this dual underprint/Perfin are rather scarce, but they are tremendously interesting because of the story they tell.

Sloper's monopoly ended on August 31, 1872, with the expiration of his basic patents. Although he attempted to update his machinery and get new patents, the floodgates were opened and competitors cut heavily into his business. As the competition multiplied, profits dwindled. Soon Sloper was reduced to perforating stamps virtually for free — relying on the 1-percent discount he got from the government to make a profit on his business.

In 1877 even that profit was cut deeply by a Post Office ruling that poundage would no longer be allowed to persons not actually in the employ of the Post Office. Sloper applied to the postal authorities for permission to be made an exception to the ruling. His appeal was turned down, but a sympathetic official did suggest that Sloper solve his problem by opening a branch Post Office in his own offices. By operating a branch Post Office, he could buy his stamps at a discount and continue his business.

But business continued to decline. In 1883, when the Post Office abolished the discount entirely (and raised postal salaries), Sloper ceased to be even a major supplier of perforated postal paper in London. A number of his competitors were as large or larger than the Sloper firm.

Far from making a great deal of money from his invention, Sloper died (in 1890) a relatively poor man — with an estate of less than 200 pounds. His business was taken over by his two sons and is still in operation in London.

The history of the Sloper firm has been somewhat clouded by the destruction heaped on London during World War II. It was only during those years that serious interest in Perfins began.

Men such as F. Hugh Vallencey, Charles Bein, John Nelson, Charles Jennings, and others, actually got interested in perforated insignia during those years. But it was during the blitz that many of the important records of the Sloper firm were destroyed. It is unfortunate that interest in Perfins, and in Sloper, does not significantly pre-date the war years. Our knowledge of the subject likely would be greater.

The records which do exist sometimes prove confusing. For a time it

was felt that the first British Perfin was that of T. J. Allman of 463 Oxford Street. This was because of a misinterpretation of Sloper's records. As Charles Jennings explained in an article in the March 1973 *Perfins Bulletin:*

There is no doubt that the first die for application to stamps was prepared for Copestake Moore and Company in 1867. Some confusion is caused, however, by Sloper's own records which show T. J. A. as first on his list. This is because of a subsequent date. About 1875, Sloper commenced his register and listed his clients alphabetically and not chronologically. Thus T. J. Allman is first in his records while Copestake Moore and Company are 20th.

Jennings continued:

There remains a possibility, as yet unproved, that one of the concerns for whom Sloper produced dies to cancel cheques may have unofficially used his die at an earlier date to safeguard their stamps.

The story of Joseph Sloper is not complete without at least a brief mention of Sloper's activities in Europe.

Belgium approved the use of perforations for security purposes in 1872 and in 1878, Denmark, France, Germany, and Switzerland all followed suit. Sloper was instrumental in each approval to some degree, and most certainly Sloper provided many of the perforators used in Europe during the early years.

Sloper's perforators can be traced to a certain extent by his use of rather distinctive ampersands. The use of the ampersands to help indentify Sloper dies is discussed in an article by Czechoslovakian specialist Vojtech Maxa in the November/December 1972 *Perfins Bulletin.* Maxa writes about an 1879 usage of a *Paget/ & Co/Wien* Perfin on an Austrian stamp. He takes note of the flat-headed ampersand and concludes that the die was most likely made by Sloper.

Maxa also makes other observations about Sloper dies. They are outstanding on European stamps because they provide crisp, clean, and even perforations. The letters are evenly spaced, and in most instances avoid defacing the portrait of the ruler on the stamp. In other words, Sloper dies are the work of a professional — in sharp contrast to the rather crude early European-made dies. They and the thousands of tiny insignia created by his perforators remain as a tribute to his imagination, daring, inventiveness and business acumen.

References

Charles Jennings. "The History of British Security Stamps (Overprinted and Perforated)." Published by the Security Endorsement and Perfins Society of Great Britain, 1968, for private circulation to members.
Copies are available both from the Perfins Club Library and the SEPS Library. It is a masterful attempt to tell the whole story in one volume.

John S. Nelson. "The Handbook of British Perfins." Westerham, Kent: Published by the author, 1967.
A special acknowledgement is due Mr. Nelson for his gracious permission to make extensive use of the material in his "History" in the preparation of this introduction.

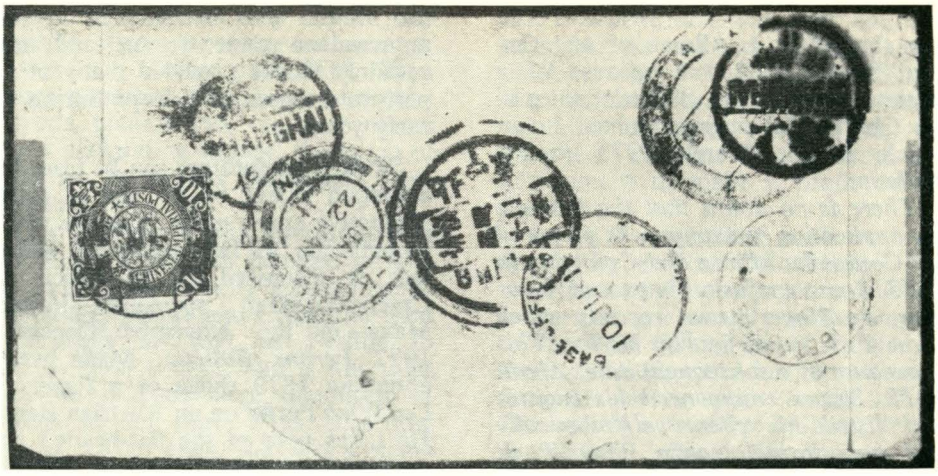
F. Huge Vallencey. "British Stamps Perforated With Firms' Initials (S.P.I.F.S.)." Sidcup, Kent: Published by the author, 1948.

Willcocks, R. M. & R. W.; "Private Underprints." Great Britain Journal, Vol. 4.

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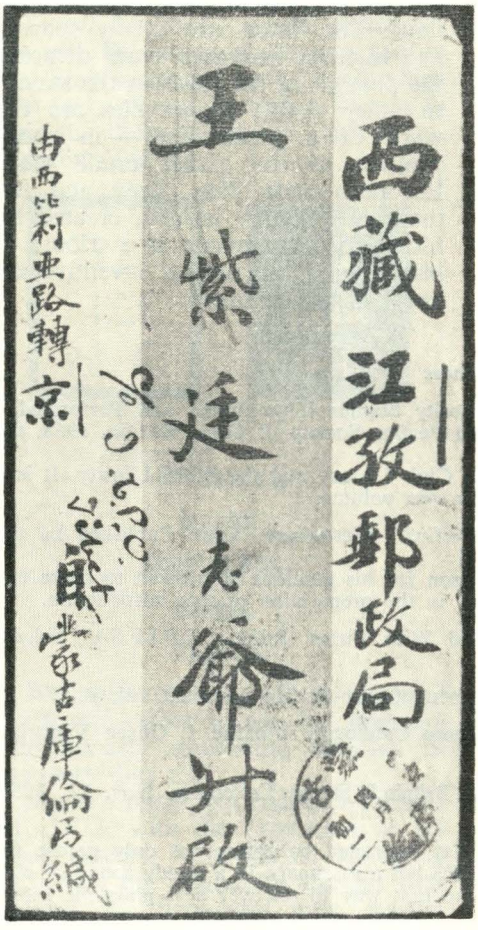
C. Jennings; "Security Endorsements of Great Britain," Stamp Collecting, Nov. 23, 1956, pg. 331–333.

In addition to these volumes, I suggest that interested collectors not only peruse the libraries and files of the Perfins Club and of SEPS but also engage in a steady round of old-fashioned letter writing and exchanging—still the best way to uncover new philatelic information.



THE LONG WAY TO TIBET

By Harrison D. S. Haverbeck



The Chinese stamp on the cover depicted here is the 10c ultramarine of the 1905-10 Waterlow dragon design (Scott #129). It paid the postage on a letter that was carried from Urga, Mongolia, to Tibet in 1911. The route used for the journey went from Urga to Peking, thence to Shanghai, from Shanghai to Hong Kong, Hong Kong to Calcutta and from there through India to Tibet.

The dating shows the following time periods. It was posted at Urga on the first of April, 1911, but when it arrived at Peking is not clear. It reached Shanghai on the 16th of May and moved out on the 17th and got to Hong Kong five days later on the 22nd. It did not get to Calcutta until June 5th. It then went from Calcutta to a Base Office at Siliguri, arriving on the 10th of June. The final postmark is that of the Indian Postal Agency at Gyatse, Tibet ("Gyantse Tibet — Siliguri Base") and is dated June 14, 1911.

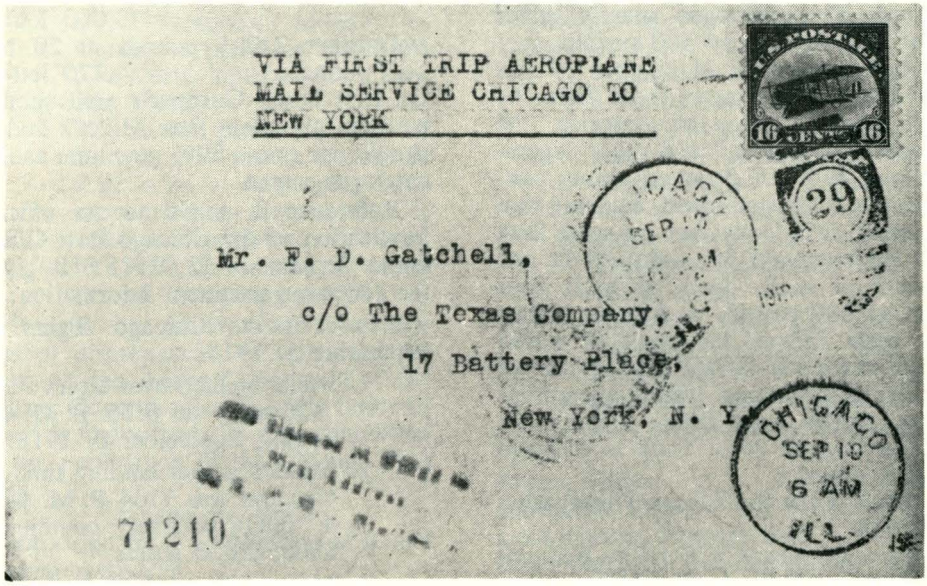
To my knowledge this is the only cover known to philatelists which has traveled over this route. It is a very uncommon usage of a stamp which the Scott Catalogue prices at seven cents used.

The address side of the envelope is also illustrated here in the hope that among our readers is someone who will translate what it says.

The New York-Chicago Chicago-New York Flights of September 1918

A CATALOG CORRECTION

By Philip Silver



A "Gardner" cover postmarked, Chicago, Sept. 10, 1918. It is backstamped, "New York, Sept. 11, 1918, 5 A. M."

When Volume 1 of the newly published fifth edition of the American Air Mail Catalogue arrived recently, I examined it carefully to see if my suggestions for changes in the U. S. Government Flight Section had been accepted. As a contributing editor to that section, I had submitted additional information developed on the May 15, 1918 flights plus changes for many other Governmental flights. Since the request I had received for data came shortly before the catalogue's publication date, time was short. I had suggested, therefore, only price changes for covers carried on the New York-Chicago and Chicago-New York flights of Sept. 1918. I had further suggested that reference be made concerning the value of mail carried by Edward V. Gardner, one of the two pilots who made these flights.

Examination of page 57, Volume 1 disclosed that an erroneous statement had been inserted which indicated that Gerdner's mail was worth a premium, but could only be identified if auto-

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Philip Silver, former Deputy Comptroller of the City of New York, is a past president of The Collectors Club and a Lichtenstein Award winner. He is widely known as an authority on U. S. Air Mails.

graphed by him. This led me to reread all the language concerning the two flights and to note a number of other errors that needed correction. In the process, Captain Benjamin B. Lipsner's book, "The Airmail," Jennies to Jets,"[1] was consulted. Here, again, errors were noted.

Let us begin by disposing the number of pieces of mail carried by each pilot on each part of the flight. Lipsner says that each plane — Miller's and Gardner's — carried 400 pounds of mail on the flight from New York to Chicago. This is completely overstated. The catalogue merely states that Gardner carried 400 pounds.

A large amount of number 10 size envelopes were sent on these flights by the Aerial League of America, the magazine, "Flying," and other organizations. Most of those envelopes contained a four-page insert. Keeping that in mind, it is likely that no more than 20 letters would be contained in one pound of mail. Thus, if each flyer carried 400 pounds as Lipsner claims on page 131 of his book, it would mean that each carried 8,000 pieces of mail! However, an official memorandum of the Post Office Department concerning the New York to Chicago flights states:

"New York to Chicago Flight, Sept. 5, 1918

Standard plane No. 1 left Belmont Park at 7:08 A. M., Miller pilot, carrying 150 pounds of mail. Curtis R-39367 left at 8:50 A. M., Gardner pilot, carrying the remaining mail.

	No. letters
Chicago city	2,760
Chicago connections	940
Cleveland city	1,600
Cleveland connections	1,419
Bryan city	17
Bryan connections	525
Lockhaven city	17
Total No. letters	7,278
Total weight in pounds	363½

Delay of start caused by breaking of tail skid.*

Second Assistant Postmaster General"

If our previous estimate of 20 letters to the pound is correct, 363½ pounds would equal 7,270 letters. This agrees with the total of 7,278 given by the Second Assistant Postmaster General. Further, if Miller carried 150 pounds, as stated in the above official record, Gardner's mail would be 213½ pounds. At 20 letters to the pound, the calculation would be:

Miller 150 pounds at 20 per pound = 3,000 letters

Gardner 213½ pounds at 20 per pound = 4,270 letters

On that basis, Gardner's mail should be more abundant than Miller's and it should not rate a 50% premium as the catalogue states.

Reference is made to an official publication of the Chicago Post Office dated September 13, 1918.[2] It gives the following pertinent information:

New York to Chicago flights of September 5, 1918

1. Miller sighted over Grant Park [Chicago] at 6:55 P. M. on Friday, September 6, 1918.
2. Miller's actual landing time in Chicago was 7:04 P. M. with 4 mail pouches containing about 2,000 letters.
3. Miller's plane is referred to as a "Standard aeroplane of one hundred and fifty horse-power, capable of developing a speed of ninety-five miles an hour . . . He arrived at Lock Haven at 10:45 a. m., and between this point and Cleveland experienced unusual weather conditions, the wind being so strong as to cause a lateral drift from his course and causing delay. After making minor repairs, he left Cleveland at 2:55 p. .m. and was

*Gardner's plane suffered the broken tail skid causing a difference of one hour and thirty–two minutes in elapsed time between his and Miller's takeoff.

1. "The Airmail Jennies to Jets," by Captain Benjamin B. Lipsner, Wilcox and Follet Company, Chicago. 1951.
2. "Post Office Bulletin" published by the Chicago Post Office. Vol. 2, No. 59, September 13, 1918.

sighted about 6:55 p. m. . . ."

4. 1,457 pieces of mail carried by the first plane [Miller's] "arrived at the Post Office at 7:35 p. m. All of it was recorded and sent out for delivery before 9:30 p. m., the evening of arrival."
5. Gardner arrived at *7:33 a. m.* on September 7, 1918; " . . . the mail consisting of three pouches, one pouch for local delivery and two for outgoing mails, was delivered at the Main Post Office *at 7:37 a. m.*" (emphasis added)
6. Gardner's plane is described as a Curtis biplane with a Liberty Motor.
7. The second plane [Gardner's] brought 892 pieces of mail at *7:32 a. m.* — note minor discrepancies — September 7, 1918 and these were delivered by 9:00 a. m. shortly after arrival. (emphasis added)

It will be noted that there are several discrepancies between the report of the Second Assistant Postmaster General regarding the September 5th flights and the data contained in the publication of the Chicago Post Office.

Chicago city mail	
Reported by	Number of letters
Second Assistant Postmaster General	2,760
Chicago Postmaster	2,349*
* Miller = 1,457	
Gardner = 892	
2,349	

I would be inclined to accept the figures of the Chicago Postmaster. He should have known the number of pieces of mail his carriers delivered. It must be remembered that the rate was 16c an ounce. This included special delivery service to addressee for which accurate records had to be kept. It is possible that the figure of 2,760 given by the Second Assistant Postmaster General was not completely accurate and that part of it should have been included in the mail for Chicago connections. Such lack of uniformity in statistics serves to point up the human errors that crept into releases by postal officials during this unusual period in the history of the air mail. It might also be noted that Lipsner (on page 130) gives Gardner's arrival time in Chicago as 8:17 A. M. Again, I would opt for the time given by the Chicago Postmaster. His report is a contemporary one written, at most, one week after the plane's arrival. Lipsner's data was put into print in 1951, 33 years after the event.

The return flight data found in the Chicago Post Office publication are:

Chicago to New York flights of September 9/10, 1918

1. Miller left Chicago at 6:00 a. m. on September 9th.
2. Miller's Standard plane, equipped with a Hispano Suiza motor, carried 119 pounds of mail containing 2,974 pieces.
3. Miller arrived in New York Tuesday, September 10th at 10:20 a. m.
4. Gardner left Chicago on Tuesday, September 10th at 6:25 a. m.
5. Gardner's mail consisted of only 68 pieces as follows:

Bryan, Ohio	1
Cleveland, Ohio	3
Lock Haven, Pennsylvania	3
New York, N. Y. — [Distrib].	61
	68

Once more it must be pointed out that Lipsner's account differs slightly from that of the Chicago Postmaster. Lipsner (page 137) gives Miller's take-off time as 6:40 a. m. He also states that Miller arrived at Belmont Park on September 10, 1918 at 11:22 A. M. (page 139). The one hour difference in arrival time — 10:20 A. M. in the Chicago report and 11:22 A. M. by Lipsner — is rather difficult to fathom. Judging by the backstamp on covers examined, I am more inclined to accept the time given by Lipsner. Also, the "New York Times," on page 5 of its September 11, 1918 edition, repeats the 11:22 A. M. arrival time for Miller. Lipsner (on page

140) gives the same figures for mail carried by the two pilots; 2,374 for Miller and 68 for Gardner.

Reference is made again to the figure of 2,974 for Miller's mail on the return flight from Chicago to New York. Using our previous estimate of 20 letters to the pound and the number of pounds (119 stated by the Chicago Postmaster, we would have a maximum of 2,380 letters rather than 2,974. However, having examined several hundred covers for the Chicago to New York return flights, I can state that most were of the smaller 6¾ envelope size we know today rather than the larger number 10 envelopes flown on the flight from New York to Chicago. Also, lacking four-page inserts, the number of letters to the pound would probably be nearer 25 than 20. Thus, 119 pounds times 25 would equal 2,975 which coincides almost exactly with the figure given by the Chicago Postmaster and repeated by Lipsner.

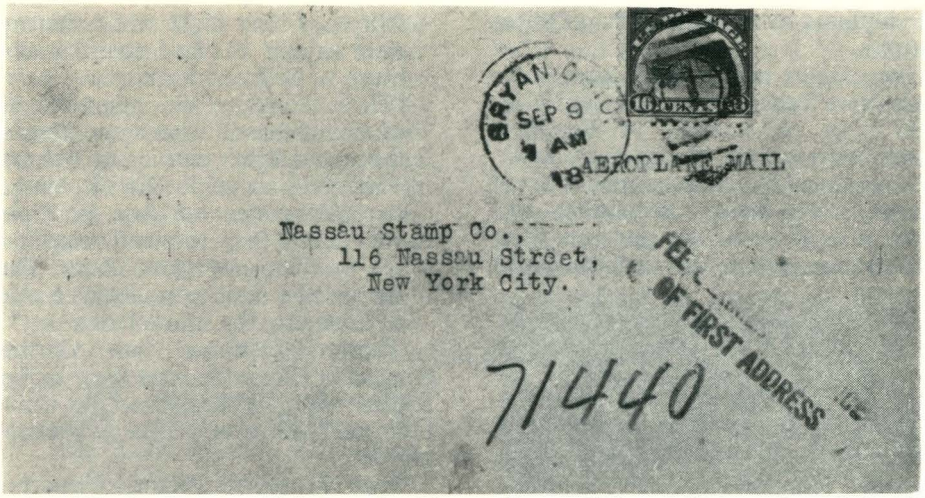
At this point, several conclusions can be reached about premiums to be assessed for Gardner's mail as compared to Miller's. On the flight from New York to Chicago, Miller carried 3,000 letters and Gardner 4,270. Thus, Gardner's mail is almost 50% greater than Miller's for that flight. Certainly, then, Gardner's covers should not be rated at 50% more than Miller's; if anything, the reverse would be true. There is one extenuating circumstance, however, which should be noted. Examination of several hundred covers over a period of years indicates that most have the arrival date of September 6, 1918. That would be Miller's mail. Few covers have been noted with a backstamp of September 7th which marks Gardner's arrival in Chicago. For example, for the present study, New York to Chicago covers in the collections of eight prominent philatelists were examined. Out of a total of 25, only two covers were backstamped September 7th; the remaining 23 covers were dated the 6th. So, until it is possible to do a more extensive tabulation, I would be inclined to make no distinction between the covers carried by the two pilots. Thus in the catalogue revision which will appear at the end of this article, no premium will be listed for Gardner's covers on the New York to Chicago flight. This will eliminate the sentence on page 57 of Volume 1 which states, "Such mail [Gardner's] is worth a premium of 50% . . ."

For the return flight from Chicago to New York, however, a premium for Gardner's mail should be stated. In the ratio of 2,974 to 68, it would appear that Miller's mail is approximately 44 times more common than Gardner's. Or, conversely, in the realm of relative rarity Gardner's covers are 44 times rarer than Miller's. So, for the flight from Chicago to New York, if we accept the stated catalogue value of $25.00, a Gardner cover should have a value of more than $1,000.00. This is utterly unrealistic, of course; I doubt if any collector would pay that much for such a cover. I would be willing, however, to include a premium of 1,000% which would set the price for a Gardner cover at approximately $250.00. If addressed to Bryan, Cleveland or Lock Haven, the values should be much higher. No statistics are available on the number of letters Gardner picked up at any of these intermediate stops. I would guess such covers would be extremely small in number with a concomitant increase in value.

Before coming to the matter of recognition of Gardner's covers on the flight from Chicago to New York, I would like to discuss two additional points. First, under Lock Haven covers on page 57, the catalogue states that Lock Haven used a single line cachet in gray-black reading:

"Via Aer o plane." That is only partially correct. On covers of my own and on those in other collections, I have noted two types of this cachet. They read: "VIA AEROPLANE" and "VIA AER O PLANE." Some are in magenta.

The second point to be made relates to the return flight from Chicago to New York. The catalogue states (again on page 57) that both Miller and Gardner left Chicago on September 10, 1918 and arrived in New York on



Another "Gardner" cover. Picked up by him at Bryan, Ohio on the morning of the 9th, it is backstamped, "New York, Sept. 11, 1918, 5 A. M."

the 11th. Completely inaccurate! Miller left Chicago early in the morning of September 9th and arrived at Belmont Park, New York on the morning of the 10th. Gardner took off in the morning of September 10th and arrived in New York on the evening of the same day.

How to Recognize Gardner's Covers Suggested Catalogue Revision

For the New York to Chicago flight, the catalogue states, "Gardner carried half the amount of Miller's mail. Such mail is worth a premium of 50% *but can be identified only if autographed by Gardner.*" For the return flight from Chicago to New York, the following statement is made, "Mail carried *and autographed by Gardner, if identifiable,* carries a 300% premium." (emphasis added)

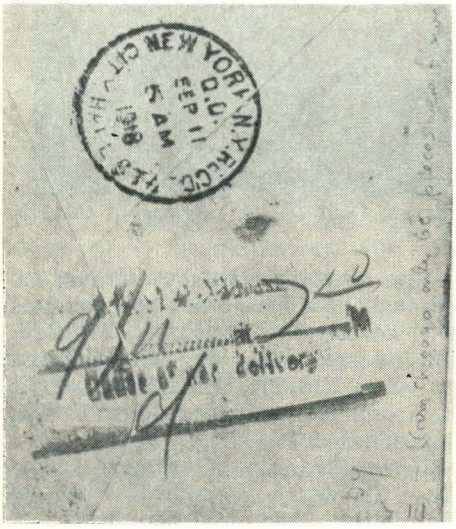
I can state that I have never seen a Gardner autograph on any of the mail he carried. Such covers may exist. Whether he autographed any of the covers he carried is highly unlikely, in my opinion. For the record, Lipsner (page 178) refers to Gardner's death in 1920 while stunting at a fair. Thus, he certainly could not autograph any of his covers after that year. Many pilots made a practice of signing covers sent to them years after their flights. Edgerton, for one, did it. So did Orville Wright. His signature is found on many anniversary covers.

The covers carried by Gardner on the flight *to* Chicago are backstamped the morning of September 7, 1918. This is one whole day after Miller's arrival in Chicago. Thus, if a cover is backstamped in Chicago on the 7th, it is Gardner's. Q. E. D.

How, then, can Gardner's covers *from* Chicago be identified? First, let me indicate how Miller's covers are identifiable. As noted previously, Miller arrived in New York at 11:22 a. m. on Tuesday, September 10th, landing at the Belmont Park field. From there, the mail was trained to the New York Post Office for distribution. From the air field at Belmont Park to the main New York Post Office, one should allow at least one hour, assuming there was a train waiting in Elmont, New York for that trip. A story in the New York Times of September 11, 1918, covering Miller's arrival at Belmont Park states "the five sacks of mail for New York City which weighed 150 pounds, were put on a train for Manhattan at 12:14 and a short time later were distributed to addresses here." A cover, therefore, could not be backstamped before approximately 1:30 p. m. Backstamping of mail in Sept. 1918 was done because of the special delivery service included in the 16-cent an ounce air mail fee. It was applied at the office of first address. Thus, a further time allowance would have to be made for

the shipment to the various Post Office stations.

The earliest backstamp I have seen reads New York, September 10, 1918, 3:30 p. m. A number of Roessler covers were noted. These are almost all uniformly backstamped East Orange, New Jersey, September 10, 1918 at 4:30 p. m. So, one can only guess at the delays the mail encountered in getting to the main Post Office in New York, in being trucked to the sub-stations and in being sorted for delivery at those stations. The point to be made, therefore, about Miller's covers is that they are backstamped on September 10th, within 5 hours after he landed at Belmont Park, at 11:22 a. m. on that date.



Backstamp on "Gardner" cover and delivery marking.

Gardner left Chicago on September 10th. Thus, if a cover is cancelled in Chicago on that day, it is a Gardner item. The story on Sept 11th in the New York Times states further:

> "Edward V. Gardner, pilot of the second air mail plane that left Chicago yesterday morning, [September 10] was slightly injured with his mechanician Edward Raddle [Raedel] when their plane fell at Hicksville, L. I. last night while the men were trying to find their landing place at Belmont Park . . .
>
> "H. L. Hartung and other officials of the air mail who were keeping flares and lights burning at Belmont Park field to guide the airplane to its landing went at once to Hicksville when they received word that the machine had fallen there. They carried the mail to safety and aided in attending the injured aviators."

Thus, we know that Gardner crashed in Hicksville after dark on September 10th. Weber gives the arrival time as 8:20 p. m.[3] This is probably correct.

Page 18 of the Annual Report of the Postmaster General for the fiscal year ended June 30, 1918, contains the following statement:

> "In a series of aeroplane flights by the Post Office Department early in September [1918] the route was carefully charted for emergency and regular landing fields. In this work one aeroplane made a record flight from Chicago to New York in less than 14 hours, including all stops en route." [4]

Since Gardner left Chicago at 6:25 a. m. on the 10th, his arrival at 8:20 p. m. on the same day would be 13 hours, 55 minutes, just under the 14 hours mentioned by the Postmaster General.

After the crash at Hicksville, the mail had to be salvaged and sent on to New York. One can conjecture a period of confusion with prime attention being given to the injured aviators. In any event, several hours would have had to elapse before the mail could be trained to New York and then sent to the various sub-stations. Thus, a cover would have to be backstamped at least six to eight hours after the 4:00 p. m. backstamps found on Miller's mail.

I have seen two Gardner covers addressed to New York. One, to 17 Battery Place at the extreme lower part of Manhattan, is backstamped

3. "History of the U. S. Government Operated Air Mail Service 1910–1928," by Karl B. Weber. American Air Mail Society, Philadelphia. 1973.
4. "Annual Report of the Postmaster General for the Fiscal Year Ending June 30, 1918." Government Printing Office, Washington, D. C. 1919.

September 11, 1918 at 5 a. m. The other, addressed to 116 Nassau Street, is also backstamped at 5 a. m. on the 11th. Although these two covers "do not make a spring," I believe it reasonable to state that Gardner's covers may be identified if backstamped in New York sometime after 8:20 p. m. on September 10, 1918, or, most likely, on the morning of the 11th. To sum up, if you have a cover cancelled at Chicago on September 10, 1918 and backstamped in New York on the morning of the 11th, chances are 1,000 to 1 that you own a Gardner cover.

On the basis of the data submitted in this article, I would, accordingly, suggest that the catalogue be completely revised for the September 1918 flights. The following language should be substituted for the present listings:

SUGGESTED CATALOGUE REVISION

108 1918. September 5 — New York, N. Y. — Chicago, Ill. via Lock Haven, Pa.; Cleveland, Ohio; Bryan, Ohio. Experimental flight by army pilots Max Miller and Edward V. Gardner in army planes. The rate was 16c. Covers bear a four-line oval cachet, as above, in magenta. Some covers, in addition, have the circular handstamp similar to the type used on the May 15, 1918 flights. These latter handstamps, in magenta, bear dates of September 4th and 5th, 1918. Lock Haven applied a single-line cachet: VIA, AEROPLANE or VIA AER O PLANE.

Pilot	Left New York	Arrived Chicago	Mail Carried
Miller	7:08 a.m., 9–5–18	7:04 p.m., 9–6–18	150 lbs. – approx. 3,000 leters
Gardner	8:50 a.m., 9–5–18	7:33 a.m., 9–7–18	213.5 lbs. – approx. 4,270 letters

New York to Chicago	$ 40.00
(a) Lock Haven	100.00
(b) Cleveland	75.00
(c) Bryan	75.00

109 1918. September 9, 10 — Chicago, Ill. — New York, N. Y. via Bryan, Ohio; Cleveland, Ohio; Lock Haven, Pa. The return flight was made by the same army pilots, Miller and Gardner. Wavy line cancellations ordinarily in use were grid at right or flag cancellations ordinarily in use were used by all cities on this return flight. Lock Haven applied a single-line cachet: VIA AER O PLANE.

Pilot	Left Chicago	Arrived New York	Mail Carried
Miller	6:00 a.m., 9–9–18	11:22 a.m., 9–10–18	119 lbs. – 2,974 letters
Gardner	6:25 a.m., 9–10–18	8:20 p.m., 9–10–18	4 lbs. – 68 letters

Chicago to New York	$ 40.00
(a) Bryan	75.00
(b) Cleveland	75.00
(c) Lock Haven	100.00

Gardner's mail is usually backstamped at about 5:00 a. m., September 11, 1918, New York. Such covers are worth a premium of 1000%.

ACKNOWLEDGEMENTS

I would like to thank Fred Boughner, Joseph L. Eisendrath, Sheldon J. Friedman, Edward Lettick, William H. Miller, Jr., Arthur D. Pesin, M.D., and Richard H. Thompson for preparing and submitting photocopies of covers in their collections so that this study could be complete.

DETOURED MAIL DURING THE FRANCO-PRUSSIAN WAR, 1870-71

By Ruth and Gardner Brown

More than just an interesting study, mail detoured during the Siege of Paris can help identify individual pieces of balloon mail.

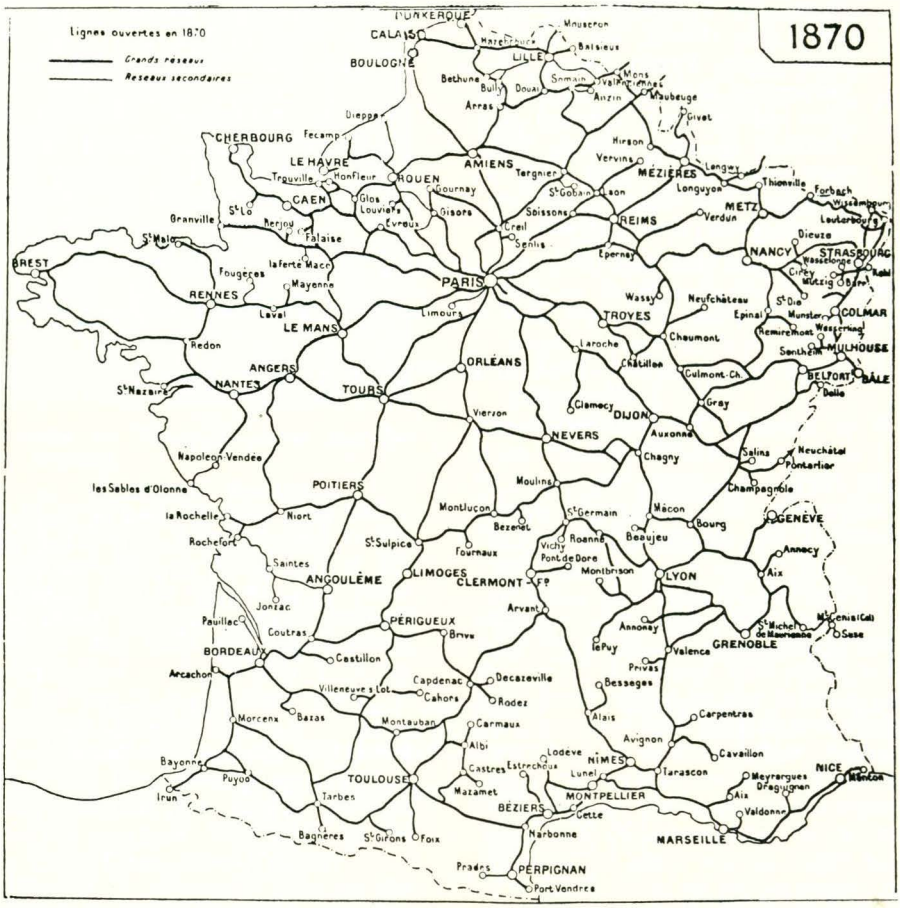


Figure 1. French railroads in 1870.

Gardner Brown is a Director of Corporate Research for St. Joe Minerals Corporation. He and his wife, Ruth, have long specialized in the postal history surrounding the Siege of Paris.

Some claim it should be called the "Franco-German War," since the Prussians helped start it, the German States waged it and the German Empire won it. The French settled the

problem by calling it "Le Guerre Soixante Dix." To us it is the "Franco-Prussian War," not because that is correct, but because we have 15 years of carefully lettered album pages using that nomenclature and we are not about to change them.

Two years ago we puzzled in print[1] over the postal history of seven letters detoured and delayed during the Siege of Paris, the most important and dramatic event of this war of 1870-81. Mailed from Nice to Sheffield in England, they had to travel diagonally across France. All but one were mailed during the war if you include the armistice period which followed. The exception was mailed one year after the war and its delivery in two days serves as a control for the other six which were in transit 5 to 10 days. We also, in our efforts to find out why each letter was delayed, discovered other examples of detoured mail, the more important of which will be described here.

While detoured mail is of interest in its own right, the information gleaned from it has another equally interesting function. It is of great help in understanding the movement of Paris balloon mail after the balloon landed. It is often difficult to state with certitude which balloon carried a specific letter. The detours resulting from the advance of enemy troops make very important the relationship of the delivery location to the spot where the balloon landed.

To study the detours it is necessary to have good maps of the railroad lines. They are hard to find, especially ones that agree in every detail. The map shown in Fig. 1[2] is an example of what is needed. It illustrates the importance of Paris as a railroad center.

Let us begin with the detour caused by the advance of the Germans to set up siege positions around Paris. Fig. 2 shows the situation, giving the date

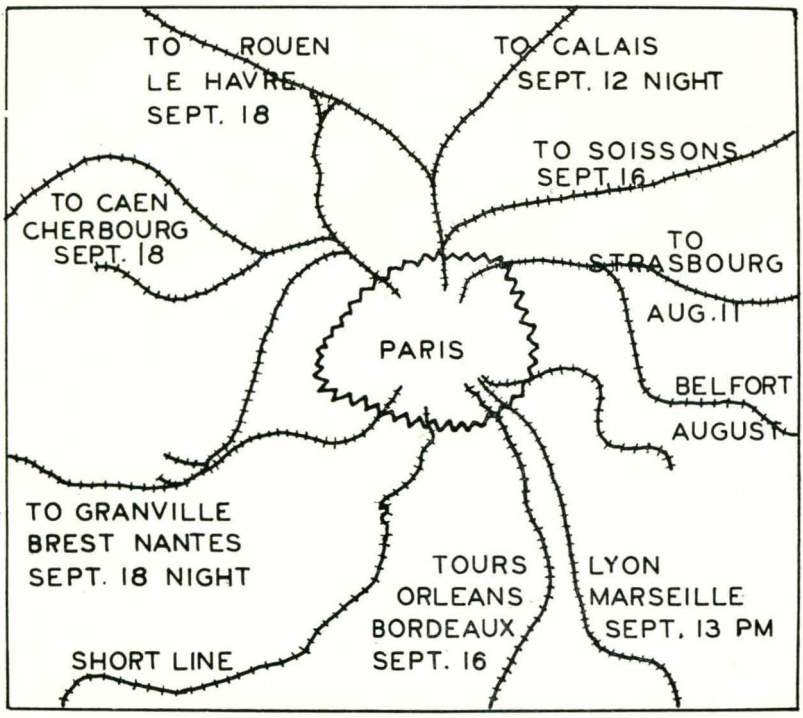


Figure 2. Paris railroads at the beginning of the siege (1870). Dates show when each line was cut by the encircling German armies.

1. Ruth and Gardner Brown, "Detoured Mail During the Franco–Prussian War of 1870–71; A Puzzle." France and Colonies Philatelist 152, Vol. 29, No. 2, April 1973.
2. H. Lartilleaux, Geographie des Chemins de Fer Francais, Tome 1. Pub. Chaix, St. Ouen 1958.

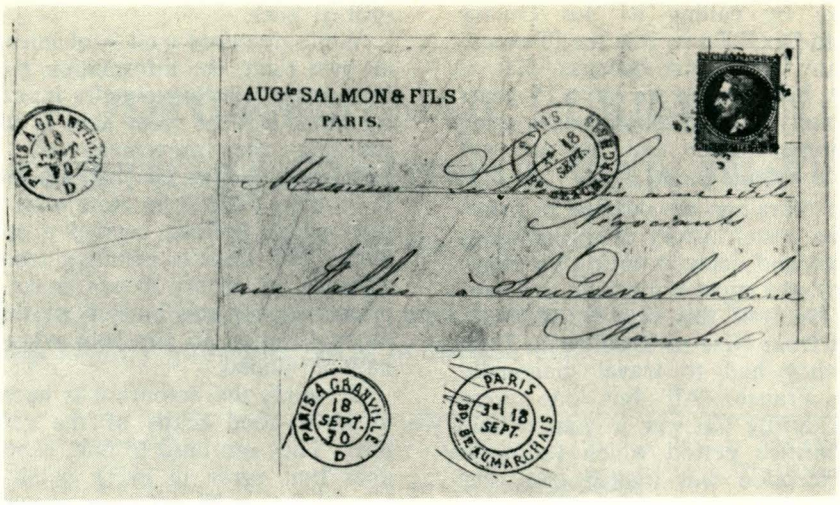


Figure 3. Letter that went out on the last train to leave Paris at 7 P. M., Sept. 18th and its postmarks.

when each line was cut by the encircling armies. It is difficult, however, in most cases to precisely pinpoint when the last train left on each line. For instance, the last train for Orleans left Paris at 12:40 P. M. on Sept. 16th,[3] but had to turn back near what is now Orly airport. Thus, we know the first train that didn't make it, but not the last one that did.

The last train to leave Paris did so at 7 P. M. on Sept. 18th[4]. It left the Montparnasse station (just across the street from the new and splendid Postal Museum) carrying mail from Granville, Brest and Nantes. It was headed toward Versailles. The letter shown in Fig. 3 was on that train. It is postmarked Paris, Sept. 18th, third collection (noon) and is backstamped, also on the 18th, with the night ambulant marking (round center) of the Paris-Granville train. It arrived in Sourdeval, a town just short of Granville, on the morning of the 19th.

The letter shown in Fig. 4 was too



Figure 4. This letter was too late and had to leave Paris by balloon, probably the Colonel Charras.

3. Le Baron Ernouf, "Histoire des Chemins de Fer Francais Pendant La Guerre Franco–Prussienne," Librairie Generale, Paris, 1874. Pg. 251.
4. Victor Debuchy, "Les Ballons du Siege de Paris," Editions Franc–Empire, Paris, 1973. Pg. 39.

late and had to leave Paris by balloon. It, too, bears a Sept. 18th Paris postmark, but from the 5th collection (about 4 P. M.). Like most mail from this very early stage of the siege it did not leave Paris until after the construction of the giant balloons in October.

Figure 5 shows two letters which were trying to get into Paris so they could change to the train for Calais and then go on to England by boat. The top one made it into Paris but had to leave via a detour since the Calais line had been cut. The bottom cover was mailed just two days later in Bordeaux, but by then the head of the inbound railroad only reached Dourdan, 35 miles short of Paris.

The first cover was handled remarkably well, taking only two days to reach its destination. The second one took 14 days to complete its journey. One can imagine the distress of the railroad postal clerk when the train reached Dourdan and he discovered that his mail had to go part way back to Bordeaux while postal and railroad officials tried to figure out what to do next.

One important event of the pre-siege period is well documented. During the evening of Sept. 12th the railroad



Figure 5. Two letters from Bordeaux with London postmarks. Top: Bordeaux, Sept. 15th; London, Sept. 17, 1870. Bottom: Bordeaux, Sept. 17th; London, Oct. 1, 1870.

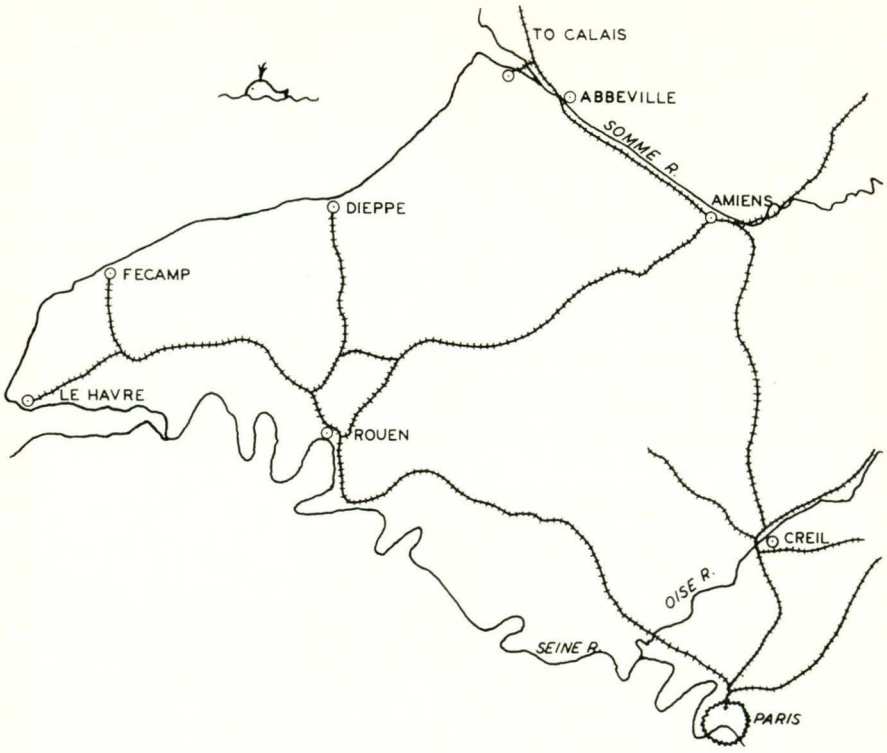


Figure 6. Map showing the Rouen–Amiens detour and the importance of the bridge at Criel.

bridge at Creil on the Paris-Calais line was blown up[5]. The consequences of this crippling stroke are chronicled by Felix Whitehurst in his book, "My Private Diary During the Siege of Paris,"[6] His journal entry for Sept. 13th notes that, "the English mails now go by way of Rouen and are, in consequence, 12 hours late." Apparently he knew one of the Queen's messengers who traveled regularly back and forth between Calais and Paris. He quotes him on the 17th as saying that the route via Le Havre was dreadful with one hour lost at Rouen, two at Amiens, more by transfer to a local train, all of which resulted in a 24 hour delay in the mails.

The map shown in Fig. 6 illustrates both the Rouen-Amiens detour and the importance of the bridge at Criel. This is why the one letter from Bordeaux to England (Fig. 5) had to take the Rouen-Amiens detour after reaching Paris. Thus, September 13, 1870, marks the beginning of the Rouen-Amiens detour. It served to handle English mail from Paris until Sept. 18th, and mail around Paris until Nov. 24, 1870.

Despite the observations in "My Private Diary" the detour functioned with outstanding efficiency. Figure 7 shows two letters from Le Havre to the United States via London and Queenstown. One of them has a Paris Calais ambulant backstamp proving it did not go directly from Le Havre to England by sea. Each shows it was in London the next day.

Figure 8 shows a letter, also with a next day delivery, that corroborates this story. The "VIA AMIENS" handstamp is most interesting. It indicates the Rouen-Amiens detour was believed to be faster than direct mail by

5. The "Times," London. Sep. 14, 1870.

6. Felix M. Whitehuarst, "My Private Diary During The Siege Of Paris," Tinsley Bros., London, 1875. Pg. 60, Vol. 1, see also pg. 89.



Figure 7. Two letters from Le Havre to the U. S. via London and mail from Le Havre which arrived in London on the next day. The Paris–Calais backstamp on the bottom cover proves it went via the Rouen–Amiens detour.

sea from Le Havre to England. An examination of an 1874 Baedeker for Paris allows us to calculate the time required for both routes. Channel crossings averaged between 6 and 8 miles per hour, which meant it would take about 11 hours to cross from Le Havre to Southampton. Travel by land was 3 to 4 times faster, and the train trip from Le Havre-Rouen-Amiens-Calais should have taken about 6 hours plus a 1½-2 hour channel crossing. Not speed, but the more frequent crossings from Calais probably produced the need for a "VIA AMIENS" handstamp.

Of course, this all ended with the capture of Amiens on Nov. 28th. For a few days, until the capture of Rouen on December 4th, mail went via Dieppe and Newhaven[7]. No examples of this very temporary detour have come to our attention. Mail from the balloon, "Le Jules Favre No. 2," arrived in Lorient (Brittany) the evening of Dec. 2nd.[8] We have a letter from that balloon addressed to Belgium. The shortest route in operation

7. The "Times," London. Dec. 2, 1870.

8. P. Savelon, "La Poste Pendant Le Siege." Edited by Le Monde des Philatelistes, Paris, 1958.

then would have been from Lorient via Nantes, Le Mans, Rouen, and Dieppe, and by sea to join the Paris-Calais train (which it did the night of Dec. 4th) and on to Belgium. The trip from Lorient to Calais took only 48 hours, a remarkably short time. We like to think this letter slipped through Rouen the day before it fell to the Germans, but of course there is no proof.

not seem to have been much used. We have seen only one example and that was via St. Malo. In contrast the Paris to Calais ambulant mark is common on cross country mail indicating that most of the mail went along the coast and was redirected from Calais.

Cappart has found documentation[9] that the directors of the major railroad areas moved as necessary during the war. At the beginning of the detour-



Figure 8. Letter with "VIA AMIENS" handstamp. Le Havre, Oct. 23, 2E, 1870, London, Oct. 24.

This brings us to the detour-by-sea around bisected France. With the capture of Amiens and Rouen there was no longer any French railroad in operation which could carry the mails around Paris. While we know how long the detour lasted, we have to deduce from philatelic evidence which ports were used. It would seem reasonable, under the prevailing circumstances, that mail from southern France would go directly to England via one of the major seaports such as Caen, Cherbourg or St. Malo. In fact, the London Times spoke of mail from Bordeaux to London going via Cherbourg in both the Dec. 21st and Jan. 12th issues. The actual trip, it said, was 60 hours. The French mail was slower, taking 5 days. Despite the good sense of the Cherbourg route, it does

by-sea the headquarters of the Northern Line was in Calais and the Northwestern Line was directed from Caen. These are the two logical ports for the detour-by-sea, but the philatelic evidence to follow suggests they were not the ones used.

The cover shown in Fig. 9 indicates the southern port for the detour was Honfleur, or more properly, Le Havre-Honfleur. The two cities are just across the river mouth from each other, a 35 minute boat ride according to our 1874 Baedeker. While Le Havre had much the larger harbor, it was isolated from any rail connection with the rest of France by the German occupation of Rouen. Despite its smaller harbor, Honfleur was an important port. (John Levett[10] has illustrated a most interesting wartime cover

9. H. Cappart, "La Poste en 1870–1871, Bureau des Ambulants," Bulletin de la Societe des Amis du Musee Postal. No. 36, 1971.

10. John Levett, "Certain Aspects of the Cross Channel Posts," Journal of The France and Colonies Philatelist Society (UK), No. 128, Vol. 24, No. 2, May 1974, Pg. 11.

from Honfleur which proves the London, Brighton, South Coast Railway Company had an office there, presumably to solicit freight in and out of the port.)

The cover was carried by the balloon, "Le Duquesne," which landed near Reims in occupied territory. There the mail and balloonists were smuggled out, eventually to arrive in Dunkerque. Since the letter is addressed to a town in the other free sector of France, it had to detour around the Germans. If the boat from Dunkerque (or Calais) had landed at Caen, as would have been logical, it would not have been necessary to use the Paris-Caen railroad to reach nearby Langrune sur Mer. Had the letter landed at the port of Cherbourg, it would have had a Cherbourg-Paris railroad marking instead of Paris-Caen.

on which landing port was used. Fortunately, the railway postal clerks on this line were unusually attentive to cates what can be deducted from the Livarot letters:

Of course this analysis is based on the assumption that a railway postal clerk on the Cherbourg-Paris run would never use the wrong transit marking device; i.e., Paris to Cherbourg. Yet, this is a distinct possibility. The Duquesne letter addressed to Livarot makes us think the mail came in from the detour-by-sea using the port of Caen, and the cover we own (Fig. 9) suggests Honfleur. One has a Paris-Caen cancellation and the other just the reverse.

We know from the London Times (Dec. 19, 1870) that although the port of Le Havre was blockaded by the French Navy, the city had daily



Figure 9. Balloon letter from Le Duquesne. C.A.D. Paris, Jan. 4, 6E, B.S. Langrune Sur Mer, Jan. 16, 1871. Believed to indicate southern sea detour was Honfleur.

Having been this successful with a cover we owned, we thought we would look for further examples in old auction catalogs. The Roumet auction in the spring of 1968 (Lot 253, 254) listed a complete collection of balloon mail correspondence from Paris to Livarot. Livarot is located between Honfleur and Caen in such a way that railroad transit marks vary depending

communication by steamer with Honfleur, Trouville and Caen. Nothing has been written (Le Pileur, Chaintrier, Savelon or ICARE No. 56) about how the Duquesne mail was delivered. Perhaps some of the mail came in via Honfleur and some via Caen.

A third possibility is that our letter flew on a later balloon. The Duquesne carried 3 passengers besides the pilot

Balloon	*Transit Mark*	*Deduced Landing Port*
General Renault	Cherbourg á Paris Dec. 16 (4 letters)	Cherbourg
Duquesne	Caen á Paris Jan. 14	Caen
Vaucanson	Cherbourg á Paris Jan. 18	Cherbourg
Poste de Paris	Paris á Cherbourg Jan. 27	Honfleur
Toricelli	Caen á Paris Jan. 28	Caen

and was faced with a 4 day accumulation of Paris mail. A detailed examination of the delivery dates of the two possible candidate balloons (Gambetta and Kepler) does not support this conclusion; and even if it were true, the letter would have come from the south (no sea detour) and would have received a Caen á Paris backstamp, not the reverse. The credentials of the Livarot letter are impeccable. It is one of 5 letters, each with a different Paris date, which arrived in Livarot on the same day, demonstrating that delivery of war-time French mail is a fertile but frustrating field.

After the fall of Le Mans on Jan. 12th, southbound mail could no longer use the Calvados-Normandy ports. All mail from Normandy to the south had to pass through Le Mans. Now it was no longer possible. St. Malo was the next logical port for this detour-by-sea, a substantial extention of the original detour. So far only one letter has come to our attention to document the use of that town. It was written by a French prisoner of war incarcerated in Hamburg, Germany. He directed that his letter to France be routed via England. Among the many cancellations this letter received is one which reads ". . . . .TS OUEST." This is the cancellation of the regional headquarters of the railroad's western division, and in full would read "Bureau Ambulants Ouest." During most of the seige of Paris it was located in Le Mans but moved to Laval on January 12th and then to Rennes on January 16th after Laval was occupied. Since Rennes is just south of St. Malo, our ambulant cancellation of January 22, 1871, is clear circumstantial evidence of the use of St. Malo as the port of entry.

We also have a cover which has a most interesting text, and semi-interesting cancellations. The letter was written in Le Havre on January 21, 1871, to an olive oil merchant in Italy. The writer comments that since freight can no longer come to Le Havre by railroad via Honfleur, the oil should be sent to Bordeaux for transhipment by sea. Oddly enough, the only transit marking on this cover is that of the Le Havre-Paris railroad which could function for only a very few miles, since the Germans had Le Havre surrounded by land, if not by sea. Apparently this letter went from the Le Havre post office, where the stamp was canceled, to the Le Havre railroad station. The next move became the responsibility of the railway postal clerks. In any event, the letter took 9 days to reach Italy. Presumably it went by boat to St. Malo where it could catch the southbound trains.

Boating in the English Channel engenders problems we do not face along most of our Atlantic seaboard. The rise and fall of the tide is roughly 20 feet compared to Boston's 9.6 ft., New York's 4.4 ft., Baltimore's 1.1 ft., and Newport News' 2.6 ft. Sir Edward Thorpe's "The Seine from From Havre to Paris,"[11] gives a good picture of the navigational problems caused by a 20 ft. tide, the major one being that boats ground out at low tide unless "basins" are constructed. These are giant tidewater pools created by locks which are opened at high tide and then closed to keep the boats afloat when the tide goes down. Napoleon constructed a basin at Boulogne sur Mer to provide for his English invasion fleet. In 1874 similar facilities were available in Le Havre and Dieppe, and presumably at other major ports.

The French coast between Le Havre and Calais is also quite different. From Le Havre to the Bay of the Somme, the shoreline is dominated by high, chalk cliffs with only an occasional break (as at Fecamp and Dieppe) to allow for ocean shipping. Looking for a northern port for the detour-by-sea we find that, except for Boulogne, Calais and Dunkerque, there are no really good harbors; yet the evidence shows these were not the ones used.

The most logical ports are Calais and Boulogne. After France was bisected, it was still common for England-bound mail to receive a Paris á Calais ambulant backstamp, just as though it had passed through Paris. If

11. Sir Edward Thorpe, "The Seine from Havre to Paris," Macmillan and Co. London, 1913.

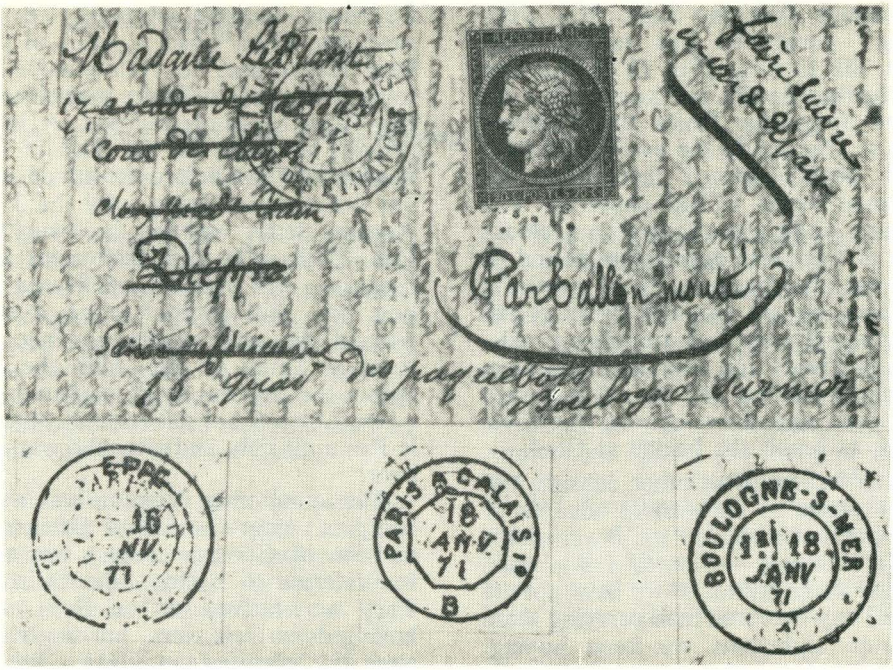


Figure 10. Letter forwarded from Dieppe to Boulogne. The ambulant is evidence that Boulogne was not the northern port for the detour by sea.

the boats detouring around Le Havre, Fecamp and Dieppe had gone directly to Calais, as would have been reasonable, there would have been no railroad backstamp. The mail would simply have been transferred to another boat going to England; thus, by philatelic evidence, we can eliminate Calais as the northern port for the detour.

The cover illustrated in Fig. 10 indicates Boulogne was not the harbor used either. That letter arrived in Dieppe on Jan. 16, 1871, and was redirected to Boulogne, arriving on the 18th. It, too, carries a Paris á Calais backstamp. If it went from Dieppe to Boulogne directly by boat, which would have made good sense, there would have been no need for the railroad cancellation. Therefore, it must have landed somewhere between St. Valery sur Somme and Boulogne.

Having examined the harbors at St. Valery, Le Crotoy, and Etaples, we can report that none of the choices are very good, even if William the Conqueror did launch his invasion of England from St. Valery. Of the three choices, St. Valery is the most logical. It was the first one north of the invaded area, and is connected to the Paris á Calais line by a railway spur.

We think St. Valery was the most commonly used port. On Dec. 25th the Germans launched a raid from Amiens towards Abbeville and Montreuil. From Dec. 30th to Jan. 4th, the Paris-Calais railroad could operate only as far south as Etaples. We have a letter with a backstamp of that railroad dated the night of Dec. 30th. It probably caught the train at Boulogne.

Now we come to the question of who provided this coastal service? The equivalent of the Dunkerque Historical Society stated in a 1905 publication[12] that private steamers carried the mail the first week after the fall of Amiens, but the French Navy then took over this service. M. Parlange, the expert on French Naval Philately,

12. Emile Bouchet and Dr. G. Durian, "Memoires de la Societe Bunkerquois pour l'encouragement des sciences, des lettres et des arts," Vol. 42, 1905. Pg. 283.

comments that the ship, "Le d'Estrees," performed this service from Dec. 8th to Dec. 17th 1870, but that no further details are known. We do know from the Times the d'Estrees was in Cherbourg the evening of Dec. 2nd, having arrived there with the German vessel it had captured. The French Navy was engaged in a blockade of the coast during this period to prevent the Germans from receiving supplies by sea through the ports of Dieppe, Rouen and Le Havre. The railroad route for supplies from Germany to Amiens and Rouen was very torturous and slow, causing the Germans to repair the bridge at Creil.

This brings us to other detours, the ones caused by the western advance of the German troops in the lower sector of free France — Nantes á Amboise, Laigle-Paris. Although we have not yet found any detoured mail carrying these obscure ambulants we keep hoping. There are a very few Laigle-Paris ambulants known on balloon covers, but they are not of great significance to this story.

Since it is impossible to tell exactly which detours were used, we must content ourselves with knowing which ones were possible, based on historical accounts of when key towns were captured and recaptured. To illustrate, we list the "possible" detours that could be used for mail traveling diagonally across France. For instance, from Nice to Sheffield, England. The italicized towns are the ones which, when captured, caused a change in the route of the detour.

Tours and Vierzon were liberated. Tours had been under attack on Dec. 21st which interfered with the movement of the mail northward towards Le Mans, but the Germans left the next day. Cohn[13] lists a series of balloon letters sent to Neuvy-le-Roi, a town just north of Tours and close to the Tours-Le Mans railroad. A letter arriving in Tours on the 20th of December, the day before the attack, was not delivered in Neuvy until the 26th. Another letter arriving in Tours on Dec. 24th after the excitement and confusion was over, was delivered the next day. Still another letter, a later part of the same correspondence arrived in Tours on Jan. 18th the day before the city was really captured. As a result, it was not delivered in Neuvy-le-Roi until Feb. 2nd after the war was over.

The situation at Vierzon was more complex. After the fall of Orleans, a division of German cavalry was sent to Vierzon to destroy the railroad. They were driven out on Dec. 12th, having done their work, but the tracks were not repaired until Jan. 12th to prevent the Germans from using the line. Heavy troop movements on this line from Jan. 3rd to Jan. 6th precluded civilian activities until Jan. 4th.

Not strictly a war cover, is a letter we own that was mailed in Paris on Jan. 30th the beginning of the armistice period. It took 15 days for it to reach Italy. Obviously the detours of the war were not yet over and we have begun a new study to unearth the details of this latter day period.

As we pointed out earlier, there is a practical use for the information we have given, especially when attempting to connect specific pieces of balloon mail with a specific balloon. Sometimes late delivery dates, which would cause one to question which balloon was used, are found to be quite reasonable if a detour was involved.

Sept. 14 to Nov. 27	Lyon-Vierzon-Tours-Le Mans-Rouen-*Amiens*
Nov. 28 to Dec. 3	Lyon-Vierzon-Tours-Le Mans-*Rouen*-Dieppe
Dec. 4 to Dec. 7	Lyon-*Vierzon*-Tours-Le Mans-Honfleur
Dec. 8 to Dec. 20	Lyon-Poitiers-*Tours*-Le Mans-Honfleur
Dec. 21	Lyon-Poitiers-Niort-Angers-Le Mans-Honfleur
Dec. 22 to Jan. 6	Lyon-Poitiers-Tours-Le Mans-Honfleur (Tours recaptured)
Jan. 7 to Jan. 11	Lyon-Vierzon-Tours-*Le Mans*-Honfleur
Jan. 12 to Jan. 18	Lyon-Vierzon-*Tours*-Nantes-St. Malo
Jan. 19 to Jan. 28	Lyon-Poitiers-Niort-Nantes-St. Malo

13. Ernst M. Cohn, "Delayed Balloon Mail from 1870 Paris," Postal History International, Jan. Feb. 1974.

(Continued on page 375)

The Clubhouse

The Meeting of October 1, 1975

CUBA — Four Periods of Postal History

Presented by Dr. Roberto M. Rosende

The evening of Oct. 1st was a congenial one. The frames in the meeting room were filled with a most interesting display of Cuban material that covered the island's postal history from its inception in 1756 through 1940. The exhibit, shown by Dr. Roberto M. Rosende was enhanced by a fine selection of color slides.

The talk began with the prephilatelic period when, on March 1st, 1756, a postal system was inaugurated in Cuba. On that date Captain General Don Francisco Cajigal de la Vega established a monthly service that started at Habana and ended, 14 days and 25 stops later, at Santiago de Cuba.

After a one year trial the service was put up for auction and bought for $18,000 by Don Jose Cipriano de la Luz who opened the first post office in Habana and issued the first postmark. Only one example of it is known and that is now in the Cuban Postal Museum.

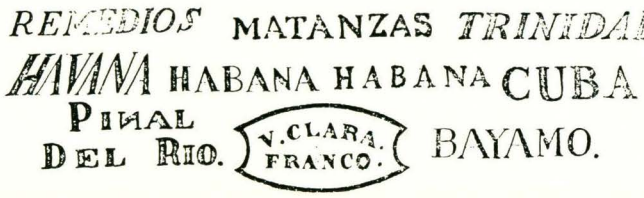
In 1765 the Spanish Crown, deciding to unify the mail systems in all their colonies, took the service back from Don Jose and named Don Jose Antonio de Armona Postmaster General of Cuba. He was in charge not only of the Cuban service, but also of establishing reliable means of communication between Habana, the central point of distribution for all mail, Mexico, Central America and the northern part of South America, a task he accomplished rather well.

During his time he opened new post offices in Cuba and provided them with straight line postmarks, rate marks in numbers and franco marks for prepaid mail. In 1770 he moved his offices into a new building that he constructed. There, the first post office box system was established. He also divided the island into 3 zones. Rates were set at 1 real within the same zone, 1½ reales for adjacent zones and 2 reales between the extreme ones. Weight was also taken into consideration.

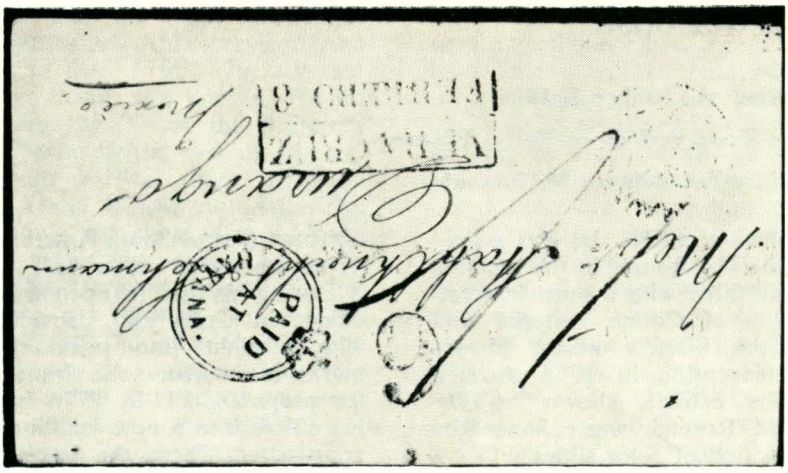


The Baeza circular postmark.

By 1842 there were over 50 post offices in Cuba. In that year the BAEZA circular dated postmarks were introduced to be used on both outgoing and incoming mail. Most post offices received a set of these markings. Only the very small post offices continued using the old straight line markings until the advent of stamps.



Ten different examples of straight line town marks.



Via British Postal Agency at Habana.

Overseas mail had been controlled since 1762 by the Spanish Maritime Mail System which operated a monthly service between La Coruna, Spain and Habana, but in 1827 a group of merchants in Habana formed the Empressa de Correos Maritimos. Also a monthly service, it offered stops at Puerto Rico. The group, in exchange for free transportation of official mail and troops, obtained a monopoly on Habana, Cadiz, Canary Islands and all mail going in and out of the port of Habana, keeping 95% of all fees collected. They opened their own office and used their own postmarks.

About 1840 the British opened postal agencies at their consulates at Habana and Santiago. Due to the excellence and punctuality of their service they handled most of the mail that did not go to Spain. Such letters bear their General Post stamps for prepaid letters — 4 types in Habana, 1 in Santiago. Of the town and date stamps used to identify the agency there are — 3 types in Habana, 2 in Santiago and the numeral marks — C-58 for Habana and C-88 for Santiago used to cancel British stamps since 1865.

The French also opened postal agencies at Habana and Santiago when their involvement in America (especially in Mexico) became important. You can find Cuban mail with French



Via French Postal Agency at Santiago de Cuba.

stamps and French octagonal postmarks reading Havane or Cuba together with the special French marking indicating ship and line.

Prior to 1848 mail for the U. S. was carried by ship captains. In that year, however, a regular line with stops at Habana, Charleston, Savannah and New York was established. The rate was set at 12½c by the U. S. Congress. It was lowered to 10c in 1851 and after the formation of the U.P.U. to 5c. A special postmark reading Havana in the lower part was applied to this mail in Charleston. At least 5 types of "steamship 10" marks can be found on the mail that went through New York, also the due 5 and 10 and the U. S. Notes markings used during the currency changing years.

The U. S. Mail Ships that serviced the Caribbean and the northern part of South America made stops in Santiago, picking up the mail and applying their special markings to it.

Forwarding agents had offices in Habana, Matanzas and Santiago.

The Colonial Period

According to the Gazeta de la Habana the first postage stamps were put on sale April 24, 1855. No covers that were cancelled on that day are known, the earliest being dated April 25th.

Three values were issued — ½ real, 1 real and 2 reales. Engraved by Don Jose Perez Varela, they were printed at the Fabrica Nacional de Sellos in Madrid using plates made up from 170 different movable cliches.

Watermarked paper, first loops and then crossed lines, was used. However, the expense and short supply forced the Spanish authorities to turn to machine made unwatermarked paper in 1857.

Because the stamps were also used in Puerto Rico, large quantities of them were printed, producing tremendous wear on the individual cliches and, incidentally, making it possible to plate this issue. The first setting was used until mid 1858 when it became so dirty that cleaning was necessary. During the process some of the cliches came apart. When they were reassembled 40 cliches had changed position, creating setting two. By May of 1861 twelve cliches were in such bad shape that they had to be replaced, originating setting three.

Collectable varieties of the ¼ real value are "CORFOS" instead of "CORREOS," 14 of which are in each plate. There is also the broken corner.

While all this happens on the ½ real, the 1 and 2 reales stamps offer



Earliest stamped Cuban cover known. April 25, 1855.



L. to R. "Corfos," "broken corner"

interesting color shades, different papers, etc. Of course, the use of unwatermarked paper after 1857 produced postal forgeries. There were over 10 types of forgeries in the ½ real and 6 in the 1 real.

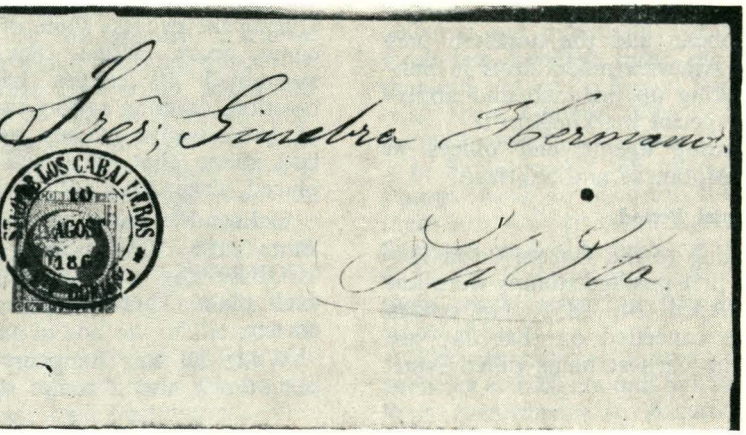
As if this was not enough, their use by Spanish troops during their abortive intervention in Mexican affairs between 1861 and 1865, provided Cuba with some of its rarest postal history items.

Ever since the British had occupied Habana for several months in 1762 and opened its port to international shipping, the city had grown enormously. By 1855 it was the third largest city in America. Mexico City was first and Lima second. This expansion created a demand for better local mail service and on November 15, 1855, the Queen's birthday, a service that called for several daily pickups and same day delivery was inaugurated. The rate was set at ¼ real per letter or package. Since no stamps of that value were available the 2 reales, least used of the issue, was surcharged in a Habana print shop. This, incidentally, was how the first surcharged stamps in the world were born.

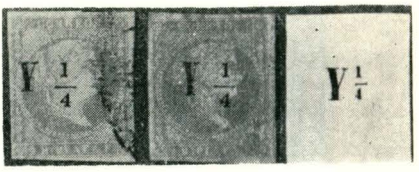
Because the printer did not have enough Ys in the same font to surcharge a whole sheet of 170 stamps two types were used, a tall Y and a short one. Both shades of the 2 reales, carmine and orange red, received the surcharge. The short Y on the orange red is by far the rarest, especially on cover.

Events in Spain were also felt in Cuba and when the Queen was dethroned in 1868 stamps were ordered to be overprinted, "Habilitado Por La Nacion." A set of these handstamps were sent to Cuba with orders that postal clerks use them to obliterate the Queen's face at the moment of sale, a rule that obviously was not followed. It is interesting to point out that these stamps were sold by private persons in stores, etc. with a 1% commission to the seller.

All the issues up to 1873, with the



½ real used in the Dominican Republic.



Short **Tall**
1855 **1860**

exception of the special values used in Habana, were also used in Puerto Rico. Since the peso was worth more in Puerto Rico, people imported stamps from Cuba at a considerable saving. A sharp decline was noticed in Puerto Rican stamp sales motivating a special overprint that year to differentiate them from stamps coming from Cuba.

In order to foil forgeries, Spain issued a new series of stamps on the 1st of January almost every year up to 1898. However, from 1876 on, the design depicted either King Alfonso XII or Alfonso XIII as a boy. Neither of the two are particularly attractive.

The discovery of the theft of a huge quantity of stamps from the Habana Central Post Office in 1883 caused the overprinting of all remaining stamps with an arabesque design. Five types were of overprint were used on each sheet creating multiple combinations, errors, etc. to make this issue second in interest only to the first issue. A period of time allowing the exchange of old stamps for overprinted ones was given in the hope of catching the thieves, but no one turned back stamps in large amounts.

The Independence, Spanish–American War and U. S. Administration Era

After two attempts at becoming independent — the wars of 1868-78 and 1881-84 failed — a third and definitive try began at Baire, Oriente, on Feb. 24, 1895. As early as October of that year, rules and regulations for a mail system were approved by the "Government in Arms" and in 1896 a set of four stamps was issued. These stamps can be found used on mail originating in the U. S. taken into Cuba subversively or on local mail that reached its destination via established routes within liberated territories. Kept going by official postment and messengers, surviving covers are rare.

Meanwhile the Spaniards poured more and more troops into Cuba. They, ever since the previous wars, had had free franking privileges. This time, however, special envelopes were provided. This was later changed by an order authorizing any kind of envelope as long as headquarters had applied its official marking. Among these marks were ones for the infantry — one for officers and one for soldiers, artillery, hospitals, engineering corps, communications, civil guards, navy, etc.

The sinking of the Maine in Habana brought on the involvement of the U. S. in the war and the employment of American soldiers. From the very first landings U. S. postal officials accompanied the troops. Military Postal Stations were opened in each of the principal towns occupied, primarily to serve the soldiers. Each one had its own number and postmark, 39 in all. MIL. STA. 1, which occupied 3 different locations during its first month of existence — Daiquiri, Siboney and Santiago — is of particular interest. It was closed for ten days due to a yellow fever epidemic. U. S. troops had no free franking privilege, but a reduced rate of 2c was allowed.

Local authorities in the town of Puerto Principe called the attention of the Commander of the Province, General Carpenter, to the possibility of



Cover sent to Cuba from Cuban Revolutionary Party Offices in Key West.

saving money by surcharging Spanish stamps with new values. This was done in a local newspaper print shop. Due to the limitations of the printery, surcharging could only be done in strips of five. Five printings were made between Dec. 19, 1898, and Jan. 11, 1899. Quantities were small. Because of the pecularities of leters and numerals used, all can be plated. The last day of their use was Jan. 20, 1899, when regular U. S. stamps overprinted "CUBA" arrived. The arabesques have been extensively forged.

Cuba was administered by the U. S. until May 20, 1902. During that time several advances were made by the postal system. Among them were special delivery, postage due stamps and the use of stamped envelopes.

General Pell. They landed at Habana and were stationed at Camp Columbia on the outskirts of the city. Postmarks on letters sent by soldiers from this camp are rare.

Few errors are found on the Cuban stamps of this period. Examples are the inverted centers found in the Patriots Issue of 1910 and the imperforates of the Mapita Issue of 1914. There is also the double surcharge found on the Tren Aereo stamp of 1935.

Since 1914 Cuban stamps have been printed in Habana by Cia. P. Fernandez and extreme care has been taken in their production. A sound policy of issuing only valid commemoratives was followed and very few high values were issued. The regular issue



Puerto Principe — First printing.

The Republic

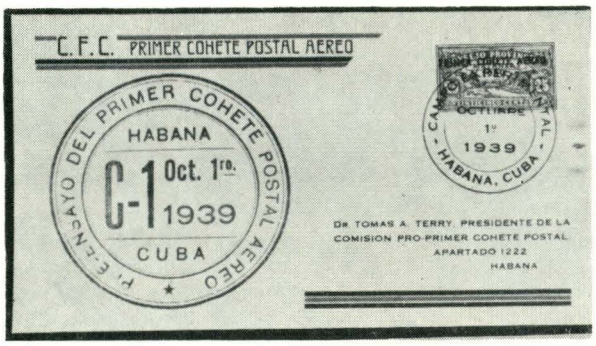
The first stamp of the Republic came as a surprise. A post card contest caused a shortage of 1c stamps, forcing the Postmaster General to surcharge the least used denomination of the current issue, the 3c value. These remained on sale for 3 days when the arrival of a shipment of the old 1c stamps alleviated the shortage.

In 1906 President Don Tomas Palma, facing the possibility of civil war, requested the intervention of U. S. troops under the command of

honoring Cuban patriots was used for almost 40 years — 1917-54. It has much interest because of its different watermarks, perforations and many booklets.

Also from Cuba came the first rocket stamp. Issued on Oct. 15, 1939, these trial flight covers are among the rarest in the field. The history of the official ceremony and flight of this first attempt are most amusing.

A short question and answer period followed Dr. Rosende's talk.



First rocket cover ever flown—distance, 6 feet.

WELCOME JUNIORS

For the first time in its 80 years of existence, The Collectors Club has opened its rolls to serious philatelists who have not yet reached the age requirement for regular membership.

At a special meeting of members eligible to vote, our by-laws were amended to permit the admission of collectors between the ages of 18 and 22 years, as "associates" with classifications of "resident" for those who reside within a 50-mile distance from New York City, and "non-resident," for those living beyond that distance.

The unprecedented action was initiated by the Board of Governors after the Education Committee strongly recommended it, and was passed by vote of the membership at the special meeting of Nov. 5.

In recent years, a relatively large number of youngsters have dramatically demonstrated their philatelic proficiency by displays not only at regular stamp exhibitions, but at competitive shows open only to teenagers. Many of these budding philatelists have assumed active roles in other philatelic activities, including the writing of articles that have more than juvenile appeal for readers of weekly stamp periodicals. The Club, accordingly, felt that by making available to these ambitious minors the vast facilities of the Club, they would be encouraged to increase their interest, study and accomplishments.

"Associate" memberships will not be open to everyone who submits an application for them. Each applicant will be considered with the same thoroughness to which regular applicants are subjected to maintain the standards which have kept The Collectors Club in the fore as America's premier philatelic institution. Those seeking "Junior" membership will have to submit evidence of their philatelic knowledge and worthiness for examination and consideration by the Admissions Committee.

The Collectors Club passed the resolution in its continuing efforts to promote a deeper interest in advanced stamp collecting which always has been a major project. By its constitution, the Club has been devoted and dedicated to educational programs for both its own membership and other organizations that appreciate the cultural benefits of our avocation.

By now allowing younger collectors to join with us; to attend our regular meetings; to avail themselves of our exceptional library; to make use of our many facilities, we are confident that the Collectors Club may help to build tomorrow's philatelic leadership.

While this action to admit young collectors is now on an "official" basis, we might remember that over the decades, the Club has permitted youngsters wiwthin its premises as "unofficial" guests.

We recall when, more than 40 years ago, three young teenagers enjoyed such "unofficial" junior membership, and when attending meetings or browsing through the library, were "adopted" by yesteryear's titans. With this tutelage, this trio of proteges were given advice, help and guidance not otherwise available to juniors of that day. Perhaps they might have progressed without The Collectors Club or the lessons its members provided. But the fact remains that all three of them went from the simple filling of blank spaces in a printed album to serious philately and eventually, to high distinction in the avocation's peerage. (Two of the three have received the Alfred F. Lichtenstein Memorial Award and have been elected to sign the Roll of Distinguished Philatelists in Britain.)

We cannot guarantee that each new "associate" will duplicate the attainments of these juniors of a bygone era. But The Collectors Club, by making membership available to younger collectors, certainly is giving them the opportunity. It remains for them to use this opportunity to the fullest, and by association with our veteran members, become inspired to reach the pinnacles of philatelic attainment.

DETOURED MAIL (Cont.)

Additional Important References

1. Les Aerostats–Poste, 1870–71 by J. Pileur. Ed. Au Comptoire des Timbres, Paris, 1963.
2. Balloon Post of the Siege of Paris 1870–71 by Louis A. Chaintrier. Originally written in the 1940s for a French philatelic weekly, these articles were translated by E. E. Thompson and G. W. Angers (later by J. L. Eisendrath). They first appeared in The Airpost Journal in serialized form. Published on and off between Oct. 1954 and March 1970.
3. ICARE — Revue de l'Aviation Francaise No. 56 (Winter–Spring 1971). The issue was devoted to all aspects of balloon mail. Mostly written by Paul Maincent, Charles Dollfus and Ernst Cohn.
4. The Franco–German War of 1870–71 by Count Helmuth Von Moltke, Harper, N. Y., 1892. With map.

NEW BOOKS RECEIVED BY THE LIBRARY

The Yucatan Affair: The Work of Raoul Ch. de Thuin, Philatelic Counterfeiter edited by James M. Chemi, Published by The American Philatelic Society, 1974. 523 pages, illustrated, boxed. Gift of the Society.

Essays and Proofs of United States Internal Revenue Stamps by George T. Turner. Published by the Bureau Issues Association, 1974. Price $30.00 from the BIA, 19 Maple St., Arlington, Mass. 02174. Gift of Louis S. Alfano.

The Posted Letter in Colonial and Revolutionary America 1628-1790 edited by Alex L. ter Braake. Published by the American Philatelic Society, 1975. 655 pages, illustrations, maps, hardbound. Price $15 from the APS, P. O. 358, State College, Pa. 16801. Gift of the Society.

Catalogue des Entiers Postaux de France — 7e edition, 1975. Published by the Association des Collectionneurs d'Entiers Postaux, 35 boulevard Saint-Martin, 75003 Paris, France. 535 pages, illustrations, looseleaf. Gift of the France & Colonies Philatelic Society.

The Postal Bulletin. Published daily by the U. S. Postmaster General. Volume 58, 1937. Gift of Arthur Hecht.

United States Mail and Post Office Assistant — Oct. 1860 to Sept. 1872. Reprint edition published by the Collectors Club of Chicago. 577 pages, hardbound, boxed. Price $125 from the publisher, 1029 N. Dearborn St., Chicago, Ill. 60611.

The Postage Stamps of Switzerland 1843-1862 by Paul Mirabaud and Alex de Reuterskiold. Reprint of the 1899 edition by Quarterman Publications. 304 pages, illustrated, hardbound. Price $35 from the publisher, 5 South Union Street, Lawrence, Mass., 01838. Gift of the publisher.

Canadian Postage Stamps and Stationery by Clifton A. Howes. Reprinted from the 1911 edition by Quarterman Publications. 287 pages, 14 plates, hardbound. Price $30 from Quaterman Publications, Inc. Gift of the publisher.

Stamps of British North America by Fred Jarrett. Reprinted from the 1929 edition by Quarterman Publications. 624 pages, illustrated, hardbound. Price $35 from Quarterman Publications, Inc. Gift of the publisher.

Guatemala: The Philately and Postal History. Volume 2. Edited by Roland A. Goodman. Published by Robson Lowe Ltd., 1974. 344 pages, illustrated, hardbound. Price $50 from Robson Lowe, or H.J.M.R. Co. P. O. Box 610308, No. Miami, Fla., 33161. Gift of the publisher.

NEW MEMBERS

No.	Name	Address	Collecting Interest
5799	George South	London, England	Malaya — Columbia
5800	Anthony Simon Bard	London, England	Postal History — Jammu & Kashmir, Poonch States
5801	Myra Farley	Melbourne, Australia	U. S. A.
5802	Henry R. Pemberton	Wayne, Pa.	U. S. Regular, Commemorative & Air Mail
5803	Jerry F. Bock	Indianapolis, Ind.	Stampless Covers of Indiana — Philatelic Literature
5804	Sigurd Inge Johan Ringstrom	Trelleborg, Sweden	Whole World — La Guaira — Suez Canal Company
5805	Mrs. Ruth S. Burns	Franklin Center, Pa.	Research — Literature
5806	Murray A. M. Graham	Southall, England	Aden Postal History and Literature
5807	Raul Murillo	Guadalajara, Mexico	Mexico
5808	Ing. Alberto A. Leal	Guadalajara, Mexico	"Aguilas Imperiales" 1864-66
5809	Ing. Alberto Varon Modiano	Guadalajara, Mexico	Mexico — Israel
5810	Russell S. Nakahara	Makawao, Hawaii	U. S. Plate Blocks, Coil Line Pairs, Lined Blocks
5811	Willy Barterer	La Jolla, Calif.	Scrolls of Bermuda, Nyasaland, Leeward Islands, etc.
5812	Wesley P. Mann, Jr.	Boston, Mass.	World Wide Generalist
5813	Capt. James T. R. Johnson, Jr.	West Point, N. Y.	Worldwide Covers & Postal History — 1700-1945
5814	Eric P. Anderson	Baltimore, Md.	Persia (Iran)
5815	Michael C. O'Reilly	Huntsville, Ala.	Alabama Postal History, U. S. 1857 and 1869 issues
5816	Anthony Amaral	Carson City, Nev.	Cyprus
5817	H. Harold Wineburgh	Dallas, Texas	World wide to 1938
5818	Mrs. Brenda L. Hutchings	Galveston, Texas	U. S. Mint Singles
5819	Clarke Braly	San Diego, Calif.	China — The Shanghai Postal System; Foreign Posts in China
5820	Edward A. Robertson	Waverly, Mass.	Japan & East Asia

Book Reviews

THE PNEUMATIC POST OF PARIS. By J. D. Hayhurst, O.B.E. 27 pages, 12 figures. Published by The France and Colonies Philatelic Society of Great Britain. 90 pence plus postage from G. E. Barker, 18 Rodney Way, Boxgrove Park, Guildford, Surrey.

This little book is a well-written narrative historical account of the pneumatic post of Paris. It provides a general history of the development of the service and delves into the character of its stationery and markings from a postal history or moderately-specialized point of view. The general collector will find it useful in identifying philatelic material from that of the pneumatic service. It does not offer a systematic and complete listing or catalogue of pneumatic stationery and postmarks, nor does it offer maps that show the evolutionary changes in the tube routes. The author, however, cites references to French publications where such detailed information can be found, and he does illustrate the main types of stationery, along with summary tables showing the tariffs, the stationery issued and a map of the tubes as of 1971.

There is also a note about the famous pneumatic telegram that was vital evidence in the acquittal of Dreyfus, plus a bit about the centenary celebration of the service in 1966. Mr. Hayhurst's work fills the need for an authorative (he has checked the latest studies) general introduction to the subject, which has been lacking in English heretofore. We recommend it for the library of the general collector of France, French postal stationery and French postal history. The printing, illustrations and the editing by C. S. Holder are of high quality.

(R. G. Stone)

CYCLOPEDIA OF UNITED STATES POSTMARKS AND POSTAL HISTORY. Edited by Delf Norona. 416 pages, Illus. Published by Quaterman Publications, Inc., 5 South Union St., Lawrence, Mass. 01838. Price, $25.

Dealing primarily with postal markings, the "Cyclopedia" also puts emphasis on postal history where relevant to philatelic items. Among the many fields studied are: Domestic, airmail and foreign mail postage rates; railroad cancels and western express franks; killer cancellations, patent cancellations and postage meters; used abroads which follow the United States armed forces to the Philippines, Mexico and Europe; town marks and first and last day marks; revenue stamps used for postage; legislature and bureau pre-cancels.

Today, more and more philatelists are turning to things once common, but now less frequently seen. Norona's cyclopedia should provide much of interest to them as well as to almost every specialist in United States postal history. *(H. D. S. H.)*

POSTMARKED KENTUCKY, A Postal History of the Commonwealth of Kentucky from 1792 to 1900. Alan T. Atkins, 1975; Publisher: J-B Publishing Co., 430 Ivy Avenue, Crete, Nebraska 68333, $12. Published under the auspices of the Kansas City Collectors Club.

In a state as old as Kentucky (admitted in the first round after the original thirteen states), it is surprising that more is not widely known of its postal history; this monograph begins to fill that void by tabulating some of the available information. A collection of articles dealing with the area, the work is not definitive. Most of it lists the known post offices with a key indicating status, location, etc., while a separate list covers the known transit post offices: boat, rail and highway. An interesting discussion of the Louisville fair-grounds deals with far more than its title, "Southern Exposition Post Office." Finally, twelve plates of primarily stampless markings are included. It is disconcerting to have a fine stampless cover as frontispiece, with no caption. We can only infer, based upon the introduction, that this is the earliest known marking from Danville, dating to 1793. A bibliography is included in this worthwhile, first effort. *(E. E. Fricks)*

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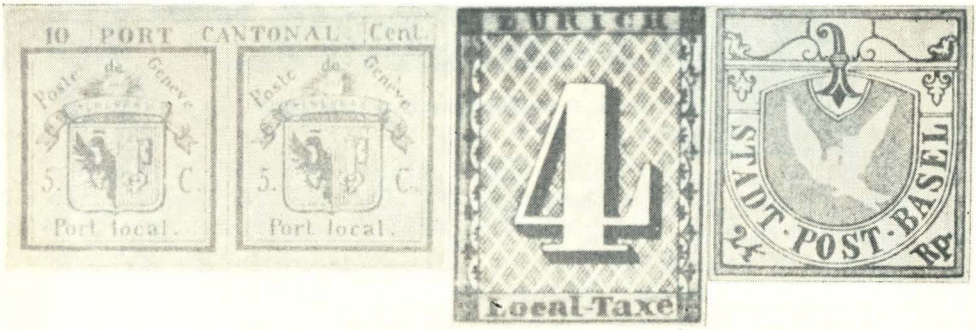
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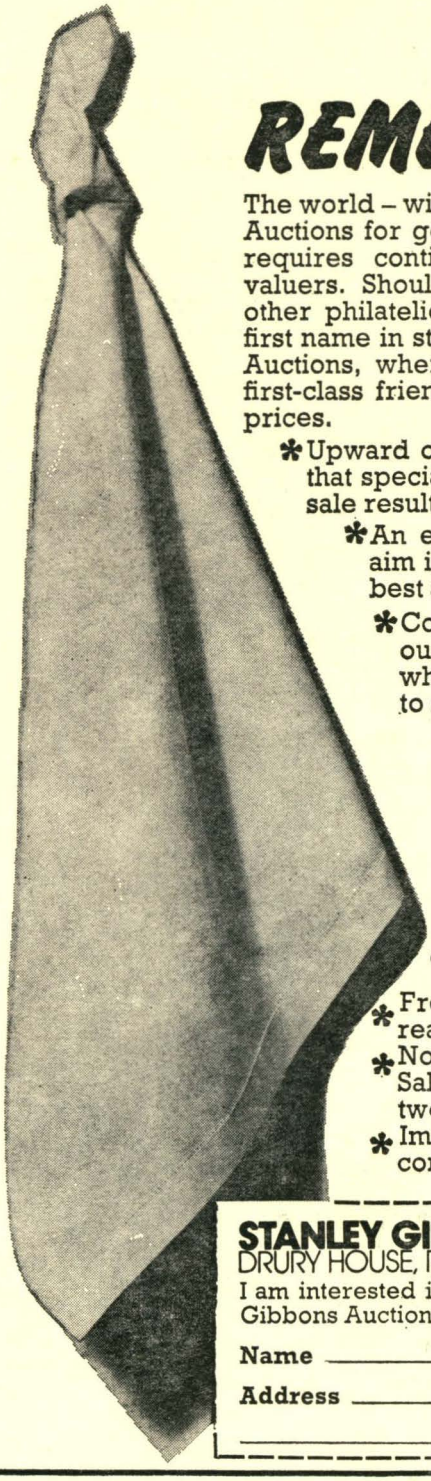
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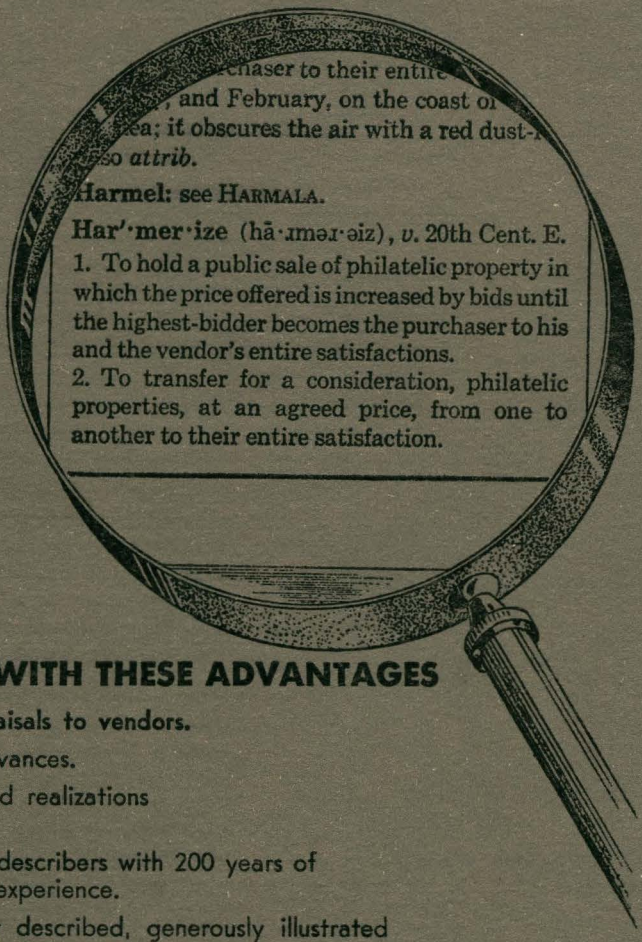
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