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COLLECTORS CLUB PHILATELIST

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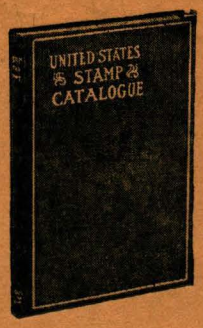
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COLLECTORS CLUB PHILATELIST

Vol. XIV. OCTOBER, 1935. No. 4.

The History of the Collectors Club

By CHARLES J. PHILLIPS.

I HAVE found it very difficult to get full records of the transactions of the *Collectors Club* since its start in 1896 to the present day. The earliest minute books we have commence with 1918 and I have to depend for information on the short notices of meetings sent by various secretaries to the philatelic press.

In the earlier days I find fairly regular reports in *The American Journal of Philately*, the *Metropolitan Philatelist* and in *Mekeel's Weekly*, but I think some of the secretaries were very lax in sending reports of meetings to the press.

The *Collectors Club*, which may be compared, to some extent with the *Royal Philatelic Society, London*, except that the *Royal* is composed of collectors only, while the *Collectors Club* consists of collectors and dealers who work together for the good of the cause in a most democratic and harmonious manner.

1896.

The *Collectors Club* was organized on October 5th, 1896, and was Incorporated under the Laws of the State of New York on December 14th, 1896.

The Capital Stock was $2500. in one hundred shares of $25.00 each.

One hundred of the most prominent collectors and dealers were the original members of the Club, each of whom had subscribed for one $25.00 share.

The first home was at 351 Fourth Avenue, New York City, and the accommodation provided was:

Basement:—Billiard room, Store Room, etc.

First Floor:—Office and general lounging and smoking room.

Second Floor:—Meeting rooms for the Philatelic Society, the National Philatelic Society, the Manhattan Philatelic Society and the Club Library.

The Club was formally opened on Wednesday evening, October 28th, 1896.

The original Board of Governors was:

President	William Herrick	Treasurer	J. W. Scott
Vice-President	Charles Gregory	Secretary	J. M. Andreini

With H. E. Deats, J. N. Luff, F. E. P. Lynde, F. A. Nast.

1897.

At a meeting of the Governors on December 8th, 1897, the following were elected:

President .....William Thorne
Vice-President .....P. F. Bruner
Treasurer .....J. W. Scott
Chairman of the House Committee .....J. N. Luff
Secretary .....J. M. Andreini

1898.

President .....William Thorne
Vice-President .....P. F. Bruner
Treasurer .....J. W. Scott
Secretary .....J. M. Andreini

At a meeting on March 14, 1898, it was decided to grant the use of the Club rooms, free of charge, for the *American Philatelic Association* meeting in the following August.

J. S. Seybold was elected a member.

1899.

President .....William Thorne
Vice-President .....P. F. Bruner
Treasurer .....J. W. Scott
Secretary .....J. M. Andreini

February 23rd, 1899.

The Club was considering the advisability of moving to new quarters and the Governors agreed to sign a lease for three years at 41 East 19th Street at a rental of $1800 a year, subject to proper repairs being made.

Apparently this fell through as at a meeting on March 13, 1899 the Committee ordered a new floor to be laid at the old address.

At a meeting on April 10th, 1899, John A. Kleeman was elected a member.

At a meeting on May 6th, 1899, J. N. Luff delivered a lecture entitled "What Philately Teaches." This was illustrated by nearly one hundred lantern slides prepared and shown by Joseph S. Rich and was the first lecture given at the *Collectors Club* in which such slides were shown.

1900.

President .....P. F. Bruner
Vice-President .....J. M. Andreini
Treasurer .....J. W. Scott
Secretary .....Albert Perrin

January 8th, 1900. A Committee was appointed to find a suitable new building for the Club.

December 12th, 1900. Charles J. Phillips of London was elected a member, Proposed by Bruner. Seconded by Luff.

April 9th, 1900. J. S. Rich presented a framed photograph of the late Herr von Stephan, P. M. G. of the German Empire.

A Krassa presented a frame of coins.

May 14th, 1900. Dr. J. B. Chittenden was elected a member.

1901.

President .....J. M. Andreini
Vice-President .....Lyman H. Low
Treasurer .....J. W. Scott
Secretary .....Albert Perrin

In July, 1901, Henry L. Calman announced that he had sold his interest in the Scott Stamp & Coin Co. Ltd. and that he would also cease to be Editor of the *American Journal of Philately.*

At the meeting held on April 8th, 1901, W. H. Colson was elected a member.

1902.

President .....J. M. Andreini
Vice-President .....Lyman H. Low
Treasurer .....J. W. Scott
Secretary .....Albert Perrin

The *National Philatelic Society*, who held all their meetings in the *Collectors Club*, had not been able to pay their rent and other dues, and they offered to the *Collectors Club* all their furniture and money in the Treasury in settlement of their debt, which offer the Governors accepted.

At a meeting on April 14th, 1902, a Committee of 21 members was appointed to arrange for an Exhibition of Stamps in New York at the time of the visit of the Duke of York. (I find nothing further about this and presume the project was abandoned.)

1903.

President .....J. M. Andreini
Vice-President .....P. F. Bruner
Treasurer .....J. W. Scott
Secretary .....Albert Perrin

W. H. Manning was elected a member.

1904.

President .....J. M. Andreini
Vice-President .....P. F. Bruner
Treasurer .....W. W. Dewing
Secretary .....Albert Perrin

1905.

President .....P. F. Bruner
Vice-President .....B. von Hodenburg
Treasurer .....W. W. Dewing
Secretary .....Albert Perrin

In February 1905 the *Collectors Club* moved from 351 Fourth Avenue to a second floor at 24 West 24th Street, which they leased at a rent of $70.00 a month.

April 10th, 1905. The Earl of Crawford was elected an Hon. Member.

May 10th, 1905. The Earl of Crawford showed his matchless collection of United States stamps contained in forty volumes.

1906.

President .....J. N. Luff
Vice-President .....B. von Hodenburg
Treasurer .....P. F. Bruner
Secretary .....Albert Perrin

The records of the *Collectors Club* from this date to the end of 1910 are practically non-existant. It must be borne in mind that the year 1907 was the panic year and many members were seriously affected. I am informed by a few of the older members that about this time the Club was practically run by Gilbert Jones and about eight or ten of his cronies, who used the Club almost exclusively for gambling and but little attention was paid to Philately.

In the files of the stamp journals of 1906 to 1910, all of which I have carefully examined, I have failed to find notices of meetings of the Club, and very few notices of the election of officers, such as, both before and after these dates, were usually sent to the philatelic press.

1907.

President .....John N. Luff
Vice-President .....
Treasurer and Secretary,
John A. Kleeman

On January 14th, 1907, Edward Stern was elected a member.

1908.

President .....Joseph B. Rich
Vice-President .....
Treasurer .....J. W. Scott
Secretary .....W. S. Scott

1909.

President .....Joseph S. Rich
Vice-President .....
Treasurer and Secretary, W. S. Scott

In June 1909, I find the Club located at 14 E. 23rd Street, as J. W. Scott advertises an auction at the *Collectors Club* at that address, but I do not find when they moved there.

1910.

President .....John Walter Scott
Vice-President .....
Treasurer and Secretary, Walter S. Scott

1911.

President .....Dr. J. B. Chittenden
Vice-President .....Percy G. Doane
Treasurer .....J. W. Scott
Secretary .....W. S. Scott

I find the Club located at the Kalil Building, 14 Park Row, New York. to which new location they moved in January, 1911.

A. F. Lichtenstein and H. N. Needham were elected members.

1912.

President .....Dr. J. B. Chittenden
Vice-President ..Abraham Hatfield, Jr.
Treasurer .....J. W. Scott
Secretary .....W. S. Scott

This year a new Constitution was adopted as the Club has been incorporated, by error, under a law having nothing whatever to do with Clubs.

Among the new members elected this year were: J. P. Benkard, Gus and Arthur Burger, J. T. Coit, J. J. Klemann, Jr., Eugene Klein and Theodore Steinway.

Some of these may have been elected prior to 1912 as I do not find any list of members between 1906 and 1912.

The Library of the Club now began to assume important dimensions. The first Librarian was Hiram E. Deats, who practically founded the Library by important gifts.

E. B. Sterling later on left his Library to the Club.

J. M. Bartels gave a grand lot of books and magazines, and other useful donations were received from Abraham Hatfield, J. M. Andreini, P. F. Bruner and A. F. Lichtenstein.

1913.

President .....Abraham Hatfield, Jr.
Vice-President .....T. L. Wells
Treasurer .....J. W. Scott
Secretary .....W. S. Scott

Owing to the financial troubles of Mr. Kalil, the landlord, the Club had to move and in November were located at 30 East 42nd Street, in the old building, since pulled down.

The Club subscribed $250.00 to the funds of the *International Philatelic Exhibition* held in New York this year.

Membership 99.

1914.

President....Judge F. W. Spiegelberg
Vice-President . . . . . .
Treasurer . . . . . .J. W. Scott
Secretary . . . . . .W. S. Scott

1915.

President . . . . . .William Homan
Vice-President . . . . . .
Secretary . . . . . .W. S. Scott
Treasurer . . . . . .J. W. Scott

1916.

President . . . . . .Thomas L. Wells
Vice-President . . . . . .
Treasurer . . . . . .J. W. Scott
Secretary . . . . . .H. Toaspern

1917.

President . . . . . .Theodore E. Steinway
Vice-President..Alfred F. Lichtenstein
Treasurer . . . . . .J. W. Scott
Secretary . . . . . .H. Toaspern

In November, 1917, the Club moved to 120 West 49th Street, New York City.

1918.

President . . . . . .Alfred F. Lichtenstein
Vice-President . . . . . .H. H. Wilson
Treasurer . . . . . .T. E. Steinway
Secretary . . . . . .Elliott Perry

Among new members elected were: A. H. Caspary, E. S. Knapp, O. R. Lichtenstein, R. P. Levis, F. R. Cornwall, T. C. Jenkins, J. McK. Storrow.

The Membership was 108.

1919.

President . . . . . .A. F. Lichtenstein
Vice-President . . . . . .H. H. Wilson
Treasurer . . . . . .H. M. Lewy
Secretary . . . . . .Elliott Perry

Col. E. H. R. Green took out a Life Membership for $100.00.
Members: Resident 71, Non Resident 16, Total 87.

The first printed Year Book of the Club that I have seen is that for 1918-19. This includes a list of the Meetings and Competitions arranged for the Season 1918-1919.

A few extracts may prove of interest:

Exhibition Rules.

Awards will be made on the basis of:

A.	Completeness	40%
B.	Rarity	15%
C.	Knowledge and Research	15%
D.	Condition	15%
E.	Arrangement	5%
		90%

The remaining 10% may be awarded by the Judges at their discretion for especially meritorious features.

The Monograph Competition.

This competition was instituted in 1916 to encourage the writing of articles and monographs based on actual study and personal research work. The first award was to Dr. J. Brace Chittenden for his monograph on "The 1874 Issue of Mexico."

Any philatelist, whether a member of the *Collectors Club* or not, may compete.

1920.

President	H. H. Wilson	Treasurer	H. M. Lewy
Vice-President	E. M. Sperling	Secretary	T. E. Steinway

George H. Worthington resigned as a member.

E. M. Sperling presented one dozen engravings of "Old Masters." (Where are these?)

The following were elected members: Dr. Corrall Chase, John H. Hall, H. L. Lindquist and George Walcott.

Membership:—Resident 92, Non-Resident 20. Total 112.

1921.

President	Dr. J. B. Chittenden	Treasurer	H. M. Lewy
Vice-President		Secretary	J. B. Chittenden

A. F. Lichtenstein offered to guarantee the salary of a paid Secretary for three years and for the same period also to guarantee the expenses of issuing a Club Journal.

1922.

President	John N. Luff	Treasurer	H. M. Lewy
Vice-President	E. M. Sperling	Secretary	Dr. J. B. Chittenden

This year the *Collectors Club* decided to commence the publication of an important quarterly magazine. The title selected was the "*Collectors Club Philatelist.*"

The editing was placed in the able hands of Harry L. Lindquist.

This magazine is sent free to all members of the Club, and to any others at $2.00 per annum.

1923.

President	John N. Luff	Treasurer	H. M. Lewy
Vice-President	E. M. Sperling	Secretary	Dr. J. B. Chittenden

The Membership was 272.

In January of this year Theodore E. Steinway purchased the famous Philatelic Library of the late Chief-Justice Victor Suppantschitsch, President of the Austrian Senate, and presented it to the *Collectors Club.*

This Library consisted of philatelic literature up to 1900 only, the late owner reported that it contained:

Periodical Literature—27,164 pieces.

Books and Publications not Periodical—1,180.

In addition, 293 publications of Societies, 984 price lists and 103 articles on stamps in non-philatelic journals.

In this year W. R. Ricketts willed his Library of philatelic literature in perpetuity to the Trustees of the *Collectors Club.* The Ricketts Library is not only rich in rare works and special editions, but is accompanied by an Index replete with cross-references, the result of stupendous labor.

1924.

President . . . . . John N. Luff
Vice-President . . . . . Charles M. Ams
Treasurer . . . . . H. M. Lewy
Secretary . . . . . Dr. J. B. Chittenden

Membership 360.

1925.

President . . . . . John N. Luff
Vice-President . . . . . Charles M. Ams
Treasurer . . . . . H. M. Lewy
Secretary . . . . . Dr. J. B. Chittenden

Membership 483.

1926.

President . . . . . T. E. Steinway
Vice-President . . . . . C. E. Curie
Treasurer . . . . . H. M. Lewy
Secretary . . . . . Dr. J. B. Chittenden

About September, 1926, the *Collectors Club* moved to a fine new home at 51 West 48th Street, New York. A lease of 47 years had been secured from the Trustees of Columbia University. To finance this new home a Syndicate was formed which advanced the Club a loan of $60,000.00 with which to carry out the designs that had been approved. There is no secret that the greater part of this loan was provided by A. F. Lichtenstein.

The main floor was available as a store and at the back, rooms for the janitor.

The whole of the second floor and part of the third floor was taken by stamp auctioneers and dealers.

The meeting room took up the entire front part of the third floor. Above this on the fourth floor was a large reception room, around which was the J. S. Rich Library. On the fifth floor was located the main Library and Librarians office.

The Membership this year was 650.

In June 1926 the late Joseph S. Rich gave the Club his magnificent Library of philatelic works. This included no less than 1400 splendidly bound volumes. It is specially rich in first numbers of all journals and nearly complete in the rarest catalogues and price lists.

The *Collectors Club* Library now was estimated to contain 6000 separate works and between 80,000 and 90,000 magazines in all languages.

1927.

President . . . . . H. L. Lindquist
Vice-President . . . . . Charles Curie
Treasurer . . . . . H. M. Lewy
Secretary . . . . . H. M. Konwiser

1928.

President . . . . . H. L. Lindquist
Vice-President . . . . . Charles Curie
Treasurer . . . . . J. S. Rich
Secretary . . . . . O. G. Reichelt

At the annual dinner of the Club in January 1924 a drive was commenced to secure funds for a Permanent Home for the *Collectors Club*. By July 10th, 1928, this fund amounted to $18,394.40. The largest single donation was $2500.00 received from Col. E. H. R. Green.

This year was mourned the loss of Dr. J. B. Chittenden who passed on March 20th, 1928. He was, for many years, the moving spirit in the Club. For several years he acted as Secretary but his great work was as Librarian. In his memory the Club raised a fund amounting to $6900.00, the interest upon which is used for the purposes of the Club's Library.

1929.

President . . . . . H. L. Lindquist
Vice-President . . . . . Charles Curie
Treasurer . . . . . J. S. Rich
Secretary . . . . . O. G. Reichelt

This year the Club had to mourn the loss of one of its most valued members. On May 22nd, 1929, J. C. Morgenthau passed to his rest. In his memory the Club raised a fund which was donated to the New York Skin & Cancer Hospital for chemical research in Cancer.

The Membership was 745.

1930.

President . . . . . H. L. Lindquist
Vice-President . . . . . Charles Curie
Treasurer . . . . . J. S. Rich
Secretary . . . . . O. G. Reichelt

The Permanent Home Fund amounted to $33,895.00.

1931.

President . . . . . Charles Curie
Vice-President . . . . . Beverly S. King
Treasurer . . . . . S. G. Rich
Secretary . . . . . A. F. Auerbach

This year the Club had to move once again as the Rockefeller Center required possession of the building, upon which a very large fund had been expended. The Club received a sum of about $35,000.00 for surrendering the balance of their 47 year lease, the amount being added to the Permanent Home Fund.

New premises were rented from March 1st, 1931, on the third floor of 30 East 42nd Street, New York City.

During this year changes in the By-Laws provided for

Resident Members paying	$25.00 per annum
Suburban Members paying	10.00 " "
Non-Resident Members paying	5.00 " "
Junior Members paying	3.00 " "

The Initiation Fee was discontinued.

The Membership was 694.

On December 31, 1931, the Permanent Home Fund was $56,039.00.

1932.

President . . . . . Charles Curie
Vice-President . . . . . Beverly S. King
Treasurer . . . . . S. G. Rich
Secretary . . . . . A. F. Lichtenstein

The Membership was 783.

1933.

President . . . . . Beverly S. King
Vice-President . . . . Laurence B. Mason
Treasurer . . . . . S. G. Rich
Secretary . . . . . Charles Curie

Our Member, Arthur Hind, died on March 1st, 1933.

The Membership was 747.

1934.

President . . . . . Laurence B. Mason
Vice-President . . . . . Arthur W. Deas
Treasurer . . . . . S. G. Rich
Secretary . . . . . Charles Curie

The Permanent Home Fund was $60,985.00.

The Membership was 711.

1935.

President . . . . . Laurence B. Mason
Vice-President and Secretary, Arthur W. Deas
Treasurer . . . . . G. R. M. Ewing

Membership 687.

Guatemala—The 1898 Surcharges

By Walter Lind.

GUATEMALA is philatelically a very interesting country on which very little work has been done and is therefore a promising field for the specialist. It seems strange that it has been so neglected in the past, but the reason is possibly that collectors have been deterred from specializing in it by the plethora of surcharges which gave the impression of being of a speculative nature. This is however not the case, what happened was that the Post Office was always lax about ordering stamps in good time, especially in times of crisis when the coffers were empty, and so it was suddenly found that the entire stock of the commoner values had been used up. It takes a long time to print a new supply and get them out to Guatemala, and in the meantime it was necessary to surcharge the higher values of which there was always a supply. No sooner were the new stamps on sale than collectors and dealers snapped them up, so the shortage was as bad as ever and a new lot of surcharges had to be made. Rural post offices were often left without any stamps at all for weeks at a time, and in order to tide over the crisis, orders were sometimes given that no stamps were to be sold to the public, but that they were to be affixed to letters by the Post Office officials.

In 1898 the price of coffee, which is the main product of the country, fell to such an extent that a serious crisis developed and all silver coins were smuggled out, thus putting Guatemala on a paper currency. The Revenue of course suffered and there was no money anywhere, so no new stamps could be ordered and in due course a big crop of surcharges appeared, first on stamps of the 1886-7 issues and then when these had been exhausted, on fiscal stamps. There are so many of these and such a lot of inverted and double surcharges with a corresponding number of forgeries, that one is quite bewildered by them, and this I think is the main reason why the country became unpopular among philatelists.

Until recently I was of the opinion that inverted surcharges were always produced by collusion between a subordinate in the Post Office and some friend in the Government Printing Office, but I have now come to the conclusion that most of them just happened, quite innocently. Latterly steps have been taken in Guatemala to eliminate all errors of surcharge, and before any surcharged stamps are handed over to the Post Office the whole issue is carefully inspected by a Committee on which the *Sociedad Filatelica de Guatemala* is represented, and if any errors are found they are at once destroyed. On the last occasion four sheets were found with the surcharge inverted and a friend of mine who was on the Committee later informed me that it was quite plain how the mistake had arisen. It turned out that the bundle of sheets was delivered by the printers with four of them upside down, the local printer did not notice it and they all went into the press the same way, so that these four sheets got the surcharge inverted. There was in this instance no incentive to make "errors" and the employees of both Printing office and Post Office knew quite well that they would not pass the inspection and would be incinerated, as in fact they were.

The following is a list of the surcharges that were issued in 1898, leaving out the ones on fiscals. For the sake of convenience I have not put them in the order of date of issue.

1c in red on 5c violet (engraved)	100,000
1c in black on 25c orange (engraved)	30,000
1c in red on 50c olive green (lithographed)	50,000
1c in black on 75c rose (lithographed)	50,000

6c in red on 5c violet (engraved) 100,000
6c in black on 10c red (engraved) 10,000
6c in black on 20c green (lithographed) 20,000
6c in black on 100c brown (lithographed) 20,000
6c in red on 150c indigo (lithographed) 20,000
6c in black on 200c yellow (lithographed) 20,000
10c in red on 20c green (lithographed) 20,000

The following are often found but were never issued and they are definitely forgeries:

6c in black on 2c brown (engraved)
6c in black or red on 20c (engraved)
10c in black or red on 20c (engraved)

Some of the above exist genuinely inverted and with double surcharge but they are rare and the only ones I know of definitely are

10c on 200c yellow, inverted.
1c on 50c olive green, inverted.
6c on 10c red, inverted.

In addition to these it is probable that the following also exist, as they were reported at the time of issue before the forgers got busy:

6c on 5c violet, inverted.
6c on 5c violet, double.
6c on 10c red, double.
6c on 20c green, inverted.

Another error that was reported at once was 1988 for 1898 on the 6c, on 5c. violet. I have never seen a genuine copy but have a whole page of them in my forgery collection.

It was not long before counterfeits appeared, not only of the above mentioned errors, but many fancy ones were also manufactured, some in red instead of black, some in black instead of red, some double, some double with one inverted, etc., etc., and I should say that 99% of errors of this issue are forgeries. Nearly all of them are of the 6c value, and it was not until I got hold of a half sheet of 6c. on 200c. yellow that I was able to distinguish these forgeries with certainty. The same setting was used for all the 6c. stamps and consists of five horizontal rows of ten stamps each, printed twice on the sheet of 100. In the case of the 6c on 100c the second printing on one or more sheets was printed too low so that one escaped and these are found in vertical strips of three with the middle stamp not surcharged, a rare variety. Every one of the fifty in the setting shows definite prominent flaws which enable the setting to be reconstructed quite easily, and this is the key that makes it possible to distinguish the genuine from the forged. On the occasion of my last visit to Guatemala the *Sociedad Filatelica* presented me with enlarged drawings of each surcharge, which enables me to illustrate them all and thus assist collectors to decide for themselves whether a stamp is genuine or not. It will be noticed that there is one definite variety worthy of catalog rank, the last one in the top row has a short 1 in 1898. Some flaws are repeated in the first four vertical rows, especially in rows 1, 2, 3, 4 and 7 where there are notches or dots on the figure "6," and in the first vertical row all five have the right side of the base of the figure "1" missing.

Another check in the case of the red surcharge of the 6c is the ink used. In the originals the ink is all on the surface of the paper and is very shiny, looking rather like sealing wax, whilst in the forgeries it is always dull and has sunk into the paper.

The measurements also afford a check, the distance between the top of "1898" and the bottom of "centavos" should be exactly 17½ mm.



Plate A from Collection of Chas. S. Langstroth.

In addition to the above setting which we will call Setting B, another one was used for the 6c. on 5c. violet. In this case the vertical measurement is 17¾ mm., the difference seems very small but with a good magnifying glass it becomes very apparent. The ink is if anything more shiny, the type is different and there are hardly any flaws so that this setting can not be re-constructed. Only two blocks of 25 are known so far of this setting, unfortunately they are both of the same part of the sheet and we therefore do not know how it was made up. This is rather important as I have quite a number measuring only 16½ mm. which originate in many cases from the ordinary correspondence of

(Turn to page 218.)

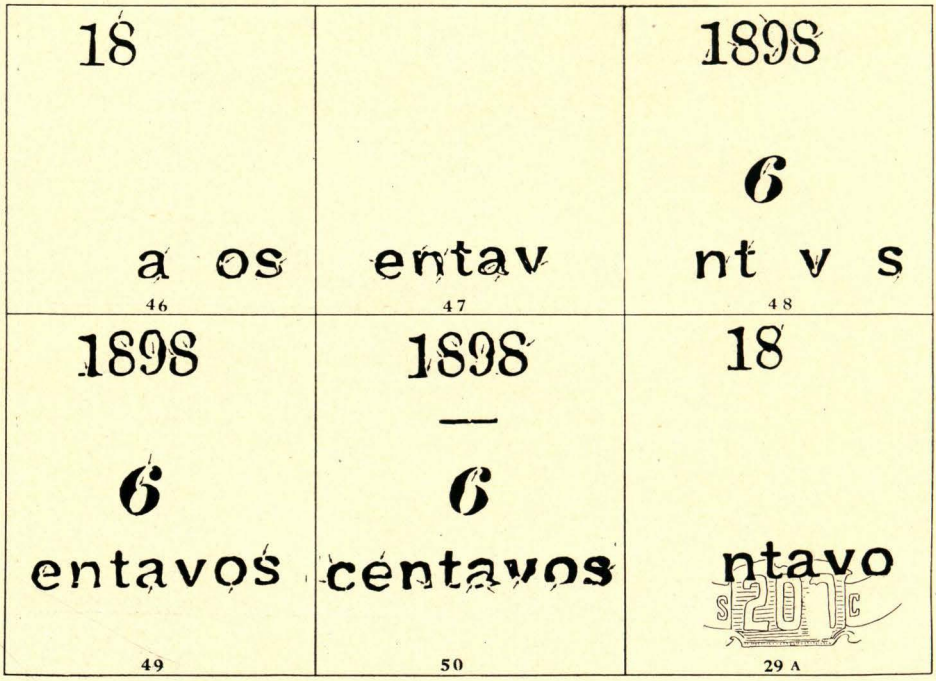


Complete Setting B of 50 on Lower Half of Sheet, Used for All Values.

1898 — 6 ce tavos 1	1 98 — 6 centavos 2	1 8 — 6 e tavos 3
1 9 — 6 c tav 4	1 9 — 6 cent v 5	18 — 6 c tav s 6
18 — 6 cent s 7	1 — 6 c nt s 8	1 — 6 c ht v 9
18 t 10	1 — 6 ce tavos 11	1 98 — 6 ce tavos 12
1 98 — 6 e ta os 13	1 9 — 6 nt v s 14	98 c nt v s 15

189 — 6 t v s 16	1 6 c nt 17	1 — ntav 18
18 8 — 6 vos 19	1 — centa s 20	18 — 6 c ta os 21
1 98 6 centa os 22	18 8 — 6 en av s 23	1 6 c ntavo 24
1 6 c nta os 25	1 8 — 6 tav s 26	1 — 6 c nt 27
18 8 — centa o 28	18 tavos 29	1898 — 6 t s 30

1 98 — 6 c tavos 31	1 98 — 6 c tavos 32	189 — 6 centa s 33
1 — 6 ta 34	1 8 cent 35	1 8 — c t 36
1 — 6 centa 37	1 — t 38	1 8 — t s 39
1 8 — ntav s 40	1 98 — 6 c ta 41	1 9 v 42
1 ta 43	1 6 ntav 44	1 — nta s 45



a prominent Guatemala firm and are undoubtely genuine. It is possible that these form part of Setting A but it is also possible that there has been a third Setting C. The error "1988" must have appeared on setting A or C, possibly some day a complete sheet will turn up and give us the information we need. Judging from the number of copies of each in my collection, it is probable that the number printed of each setting is something approximately as follows:

"A".....10,000
"B".....85,000
"C"..... 5,000

There appears to have been only one setting of the 1c surcharges, also in five rows of ten, and this contains many more flaws than the 6c one and they are much more prominent, so that it is still easier to distinguish forgeries. However, not many occur in this value. I have never seen any forgeries on values higher than 20c which is easily explained as forgers obviously used the cheapest material they could get. The only one I have seen of the normal stamp is the 6c on 10c red which is explained by the fact that only 10,000 of these were printed and they are rather scarce. I have also some copies of a normal 6c on 5c violet with a different color ink which penetrates the paper right to the back, and although I also have it on cover, I consider it to be a fake. Otherwise all the forgeries are inverted, double, etc.

The surcharged fiscals issued in 1898 were also extensively forged, and genuine errors are few and scarce. I got hold of several half sheets and found that they are full of flaws that make it possible to plate them, so that on going through my collection I found that nearly all my errors were forgeries. Here again the red surcharges are done in the same shiny ink and the forgeries are always dull.

The United States Postage Stamps of the 20th Century

By Max G. Johl.

SERIES OF 1918

The first air mail flight in the United States took place September 23, 1911 when mail was carried by plane from Garden City Estates, L. I. to nearby Mineola. This flight marked the beginning of others of a similar nature, made by barnstorming pilots at State Fairs, which received official recognition from the Post Office Department. This cooperation included temporary appointments of the pilots to the postal service, as well as special cancellations and special air mail substations.



The First Airmail Flight in America.

Postmaster General Frank Hitchcock hands Earle Ovington, Airmail Pilot No. 1, the first sack of mail to be carried through the air in the United States. Garden City, L. I., N. Y., September 23, 1911.

Courtesy "Air Post Journal."

These pioneer flights helped educate the general public in the field of aviation, and built up a feeling of confidence in the airplane. As a result the Department decided to add the airplane to its mail dispatching service.

The Act of May 6, 1918 authorized the Post Office Department to carry the mail by airplane and also set the rate at 24 cents per ounce. This necessitated a new stamp and the Bureau of Engraving and Printing was instructed to prepare a design.

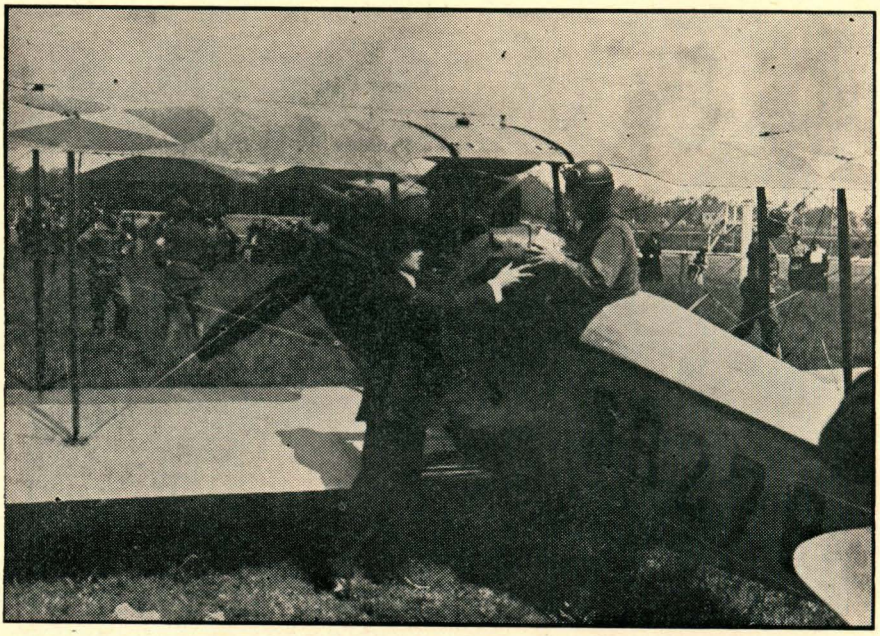
As this was a new method of officially carrying the mail it was deemed advisable to prepare a stamp distinctive in design and color. It was decided to use red for the frame and blue for the vignette. Printed on white paper the resultant colors of the new stamp were the patriotic "red white and blue".

These stamps were printed and issued in sheets of 100 subjects, divided by horizontal and vertical guide lines into units of 25 for the convenience of the postal clerks and the general public. The full sheets however proved too large for the post office "books" and two of the margins were cut off. At first there was no uniform plan as to which margins should be removed and sheets were available with varying straight edged sides. This gave rise to the erroneous belief that these were different panes of the plate. It was finally decided to remove the right and bottom margins on all later sheets of this issue and the two lower values were only issued with the arrow at the top and at the left.

#1302—Twenty-four Cent, Carmine Rose and Blue. Airplane. No Wmk. Perf. 11.

Issued May 13, 1918.

This first air mail stamp issued by the United States should precede the other values since it was placed on sale more than six months before the six cent stamp regardless of the sequence of the catalog number.



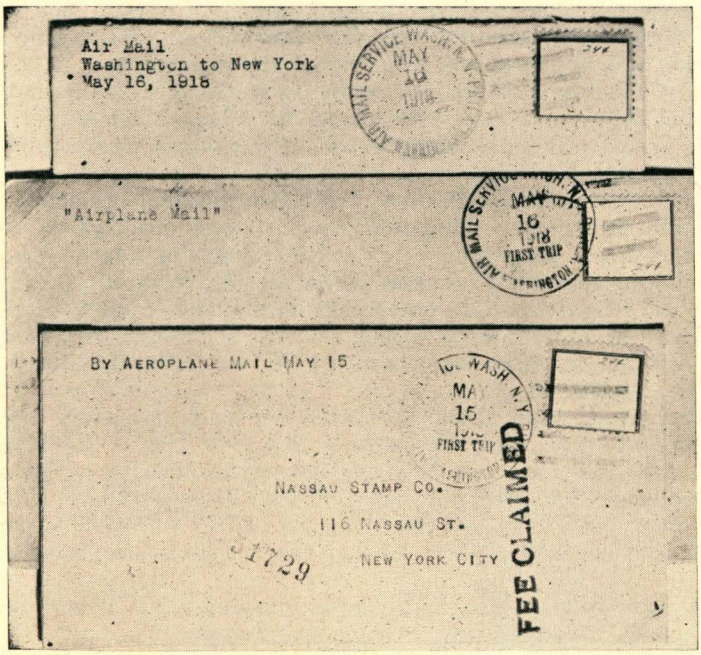
First Flight Government Airmail Service.

Postmaster Patton of New York passes the first bag of mail to Lieut. Torry Webb, May 15, 1918, for New York to Washington trip.

Courtesy Air Post Journal.

With the permission of the War Department the Bureau of Engraving and Printing obtained a picture of one of the army planes which was to carry the air mail beginning May 15, 1918. This photograph was used as a model by C. A. Huston in designing the stamp. J. Eissler and E. M. Hall executed the engraving. The frame plate was put to press on May 10th although the master die was not approved until May 11th on which date the vignette plate was used for the first time to complete the printing. On May 13th, the stamp was issued to the postmasters who immediately placed them on sale.

The first flights were made on May 15, from Washington and New York. The trip from New York to Washington was completed but the northbound flight came to grief at Waldorf, Md., and the mail was returned to Washington by truck to be held for the trip on the following day. The covers mailed on May 15, from Washington were cancelled "Air Mail Service. Wash. N. Y. Phila. Washington" and "May 15. 1918 First trip." When mail was cancelled the following day, the clerk had changed the date but had forgotten to remove the "First trip" inscription. This was called to his attention almost immediately and after this line had been cut out, the cancelling was continued. It is said that only three covers are known bearing the "first trip" inscription and dated May 16. This was the actual first trip from Washington to be completed, and covers cancelled the 15th and 16th addressed to N. Y. were back stamped. Recd (received) May 16 4 P. M.



First Flight Government Airmail Washington, D. C. to New York May 15-16, 1918.

First Trip May 15, 1918—"First Trip" May 16, 1918—May 16, 1918. Rate 24 Cents.

From the Collection of J. J. Klemann, Jr.

This distinctive type of air mail cancellation was used until January 1919 and then discontinued. Beginning May 14th, 1919 a regular Air Mail cancellation was adopted. This consisted of four bars and a circle having "Air Mail Service" at the top, the date in the center and the city at the bottom.

This stamp is rectangular in shape, about seven eights of an inch long by three quarters of an inch high. The center, printed in blue, portrays a Curtis JNAD in flight. Above the vignette, in a curved line of Roman Capital letters are the words "U. S. POSTAGE." Triangular ornaments appear in the two upper corners. Below the Airplane, in a straight line of Roman capital letters is the word "CENTS" with the numerals "24" in the two lower corners. The frame is printed in carmine rose.

The very first day that the stamps were placed on sale in Washington, D. C., a sheet was found with center inverted. At the stamp window of the "New York Avenue" branch W. T. Robey a stamp collector asked the clerk for a sheet of the new Airmail stamps, requesting one with a plate number. The top and right margin of these sheets had been removed to fit the post office books and the clerk, who knew Mr. Robey as a plate number collector, looked through several sheets before he found one. After paying for the sheet, Mr. Robey noticed that the number, in the bottom margin was up side down and a more careful glance at the sheet showed him that the airplane was inverted. He told the clerk about it and inquired if there were more. The clerk tried to regain the sheet and failing to do so closed his window and notified his superiors. Instructions were immediately issued to the post offices in Washington, Philadelphia and New York to check all stock on hand. No other inverts were discovered and the story that three sheets were found at the Bureau, is not generally accepted.

Postal inspectors endeavored to regain the sheet but without success as there was no legal means to compel Mr. Robey to accept a normal sheet in exchange for the one with center inverted. As the Government had received face value for the sheet it was the bona fide property of the purchaser.

After the Washington and New York dealers had seen the error, the sheet was sold for $15,000 to a syndicate headed by Eugene Klein, the well known Philadelphia dealer who immediately resold it to Colonel Green for $20,000.

At the suggestion of Mr. Klein, Colonel E. H. Green who had intended to keep the sheet intact for his collection, broke it up so that other collectors might have copies of this rarity. Colonel Green kept one block of eight containing the bottom arrow and plate number as well as blocks of four of the center line, left arrow and the lower left marginal corner. The remainder of the sheet was returned to Mr. Klein to sell to other collectors. The original price was set at $250.00 for the perforated copies, and $175.00 for those with straight edges. In a very short time the price had risen to $500.00 and by 1935 the market value was in excess of $3000.00.

It was reported, some years later, that the half sheet that Colonel Green possessed was lost when his yacht sank in the New Haven Harbor. This was obviously untrue as he had retained only twenty copies for his own collection. It is a fact however that 13 copies, most of them straight edge, which had been temporarily returned to Colonel Green by Mr. Klein were lost when they were swept from his office desk. This reduced the available supply to eighty-seven copies.

The discovery of the sheet with center inverted made it advisable to place some mark on the plate to prevent any recurrence. The word "TOP" was therefore added to the plates. After "TOP" had been added to the vignette plate a small printing was made and these sheets issued either minus the bottom and left margins, or the bottom and right margins. The "TOP" was later added to the frame plate, and sheets were again issued without the bottom and left margins. The final procedure removed the bottom and right arrows and the remaining sheets of this, and the lower values, were so issued.

From the various changes it is easily discerned that the bottom and right arrow blocks are more scarce than the other arrow blocks. The center line block, is the most common position variety.

Aside from the invert there are no varieties worthy of note. Only one plate was used for the vignette and one for the frame.

Shades: Carmine rose and blue, deep carmine rose and blue.

Varieties: a: Inverted center
b: Position blocks
1. Center line block
2. Arrow blocks
3. Perforated guide line blocks
c. Plate number blocks
1. Plate number in bottom margin (inverted)
2. Block showing only blue "TOP" and numbers
3. Red and blue "TOP" and numbers

Plates used:
Frame 8492
Vignette 8493

Quantity issued: 3,095,955

#1301—Sixteen Cents, Green. Airplane. No Wmk. Perf. 11.

Issued July 11, 1918.

Order No. 1617 issued by the Postmaster General on June 26th, 1918 reduced the airmail rate effective July 15th, to 16 Cents per ounce or fraction thereof. It was deemed advisable to prepare a new stamp for this value and the Bureau received instructions to prepare such an issue. The die was officially approved on July 5th and the plate first used July 8th. Three days later the stamps were delivered to postmasters who then placed them on public sale.

The current airmail design was used for this new value, as it had proved most satisfactory. The necessary change in the numerals of the value was made. As the design was distinctive in character a bi-colored stamp was not needed and the value was issued in dark green.

Only one plate was made and used for this stamp, the layout of which was similar to the 24 cent stamp excepting that all the sheets issued had the bottom and the right margins removed. The plate number appeared only once on the sheet over the seventh stamp, the second to the right of the top arrow. These stamps remained on sale until the fiscal year of 1922 and although issued in a larger quantity than either of the other two values, are much more scarce. Many of the copies on hand at the post offices were utilized for the prepayment of postage on airmail under the 1923 zone rates of eight cents an ounce for each zone and lost to collectors.

Shades: Deep green, dark green.

Varieties: a: Plate number blocks (top only)
b: Top and left arrow blocks
c: Center line block

Plate used: 8900

Quantity issued: 3,793,987

#1300—Six Cent, Orange. Airplane. No Wmk. Perf. 11.

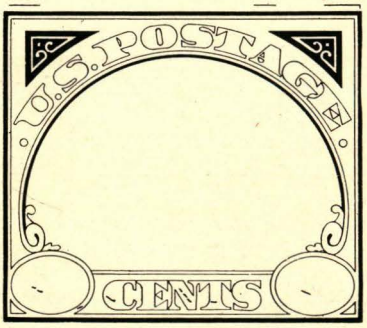
Issued December 10, 1918.

On November 30, 1918 the Postmaster General issued order No. 2415 effective December 15th, which reduced the airmail rate to six cents per ounce by removing the special delivery feature. A new stamp was ordered bearing the same design as the two higher values and printed in orange ink the identical color of the ordinary stamp of the same value. The die was hardened on December 3rd and the plate went to press on the 5th of December, although the die proof had not been approved. On December 6th the die proof was officially approved and on the 9th the first delivery was made to the postmasters who placed the stamps on public sale the following day, December 10th.

Only one plate was used and all the sheets were issued minus the bottom and the right margins. The plate number was located above the seventh stamp, the second to the right of the top arrow. This value was issued to post offices as late as the fiscal year of 1927. There was no airmail need for this stamp after 1923 but like others in the series it was valid for all postal needs except postage due. There was very little variation in the shade although copies in a decided brown are frequently seen. These copies are oxidized although they are not generally made to order.

Shades: Orange, deep orange.

Varieties: a: Plate number block
b: Position blocks
1. Center line
2. Top and left arrow



Double Transfer
Stamp #14 Plate 9155.

This is the lower left stamp in an evenly spaced top arrow and Plate No. block of eight.

c: Double transfer
Stamp #14 shows a wide upward displacement. Evidence of the first entry may be seen above the upper right corner, on and about both numerals and in "NT" of "CENTS" (Illustrated.)

d: Plate scratch
Stamp #15 shows a marked scratch just inside the vignette frame line above "CE" in "CENTS" (Illustrated.)

Both of these varieties are found in a top arrow and plate number block of 8.

Plate Scratch
Stamp #15 Plate 9155.

This stamp is to the right of the double transfer illustrated above.

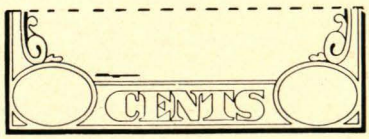


Plate used: 9155

Plate not used: 9164

Quantity issued: 2,134,988

Proofs:

It is known that there are two large die proofs of the 16c.

In 1922 two die proofs of the 24 cent, with center inverted, were made for the Brazilian International Centennial Exposition. These were printed on India paper. After the Exposition, both were returned to the Department, one being kept in an Exhibition Cabinet for future Expositions, while the other was kept as part of the official record in the die proof album of the Division of Stamps.

SERIES OF 1923

As soon as the Washington, Philadelphia, New York air mail route had been well organized the Department decided to establish routes to more distant points. On Sept. 7, 1918 an experimental flight, carrying mail, was made from New York to Chicago via Lock Haven, Pa., Cleveland and Bryan, Ohio. Two ships left New York. After several scheduled stops and forced landings, they finally reached Chicago, one on the evening of the 6th and the other the following morning. The successfully made return trip, on Sept. 10th resulted in the establishment of a regular service, which began on Dec. 11th. Other experimental flights soon led to the establishment of additional routes. On Sept. 7, 1920, the first two transcontinental planes left Mineola, N. Y. for San Francisco. Stops were made en route and one plane arrived in San Francisco on the 9th. The other plane arrived on the 11th. On Sept. 10th a plane left San Francisco for New York and arrived in New York on the 12th. The rate on these flights was 2 cents an ounce.



Official Experimental Airmail Flights on the Transcontinental Route.

September 7, 1920, First Transcontinental Airmail Plane, Daytime Flying. Rate 2c.

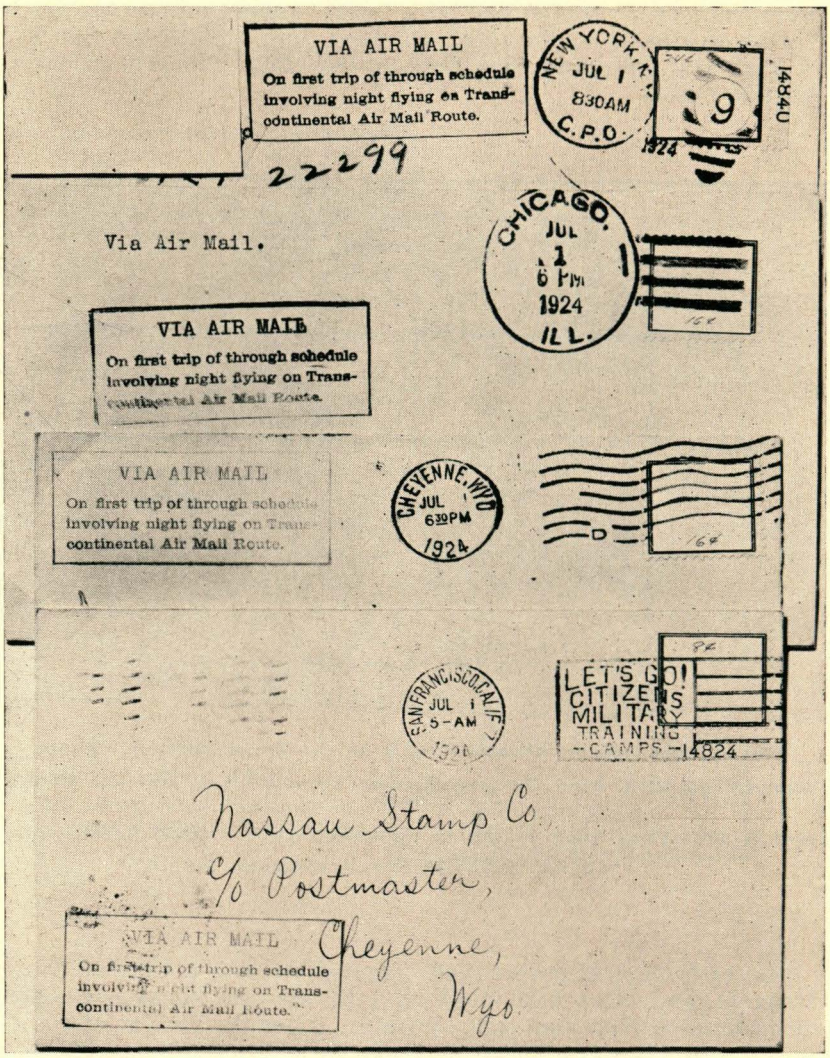
August 21, 1923, First Night Flying on Transcontinental Airmail Route. Rate 2c.

From the Collection of J. J. Klemann, Jr.

In these early days of government operated air mail planes, crack ups were not infrequent, and often mail dispatched by air took considerably longer to reach its destination than mail sent by train. After the novelty of the air mail service had worn off, many business people discontinued its usage finding the rates higher, and the service less efficient than the regularly established mail system. Congress lost interest in air mail appropriations, claiming that inasmuch as regular night air mail was impossible, little time was actually saved and therefore the air mail service had no future. However largely due to the unswerving confidence of W. Irving Glover, Second Assistant Postmaster Gene-

ral, Congress reluctantly appropriated the modest sum of $50,000 for further development. Under the leadership of Mr. Glover plans were made in the early summer of 1923 to fly the mail at night as considerable time was lost between trips by flying on regular routes during the daytime hours. This plan included air mail to the Pacific coast and a new schedule of rates, was prepared, based on the distance flown as well as on the weight.

The country was therefore divided into three zones, namely, New York to Chicago, Chicago to Cheyenne and Cheyenne to the Coast, with a postage charge of eight cents per ounce for each airmail zone. The stamps were placed on sale at the Philatelic Agency in August 1923, but were withheld from public sale until early in 1924.



Inaugural Flight Regular Transcontinental Airmail Service Involving Night Flying, July 1, 1924.

Covers depict "3 Zone" rates. San Francisco to Cheyenne—8 cents, Cheyenne to New York—16 cents, Chicago to San Francisco—16 cents, and New York to San Francisco—24 cents.

From the Collection of J. J. Klemann, Jr.

An increased demand for airmail stamps necessitated the printing of these stamps in sheets of 400. These were divided into panes of 100 by horizontal and vertical guide lines along which the sheets were cut for issuance to post offices. There were eight plate numbers to each plate, adjacent to the fifth stamp from the outside corners.

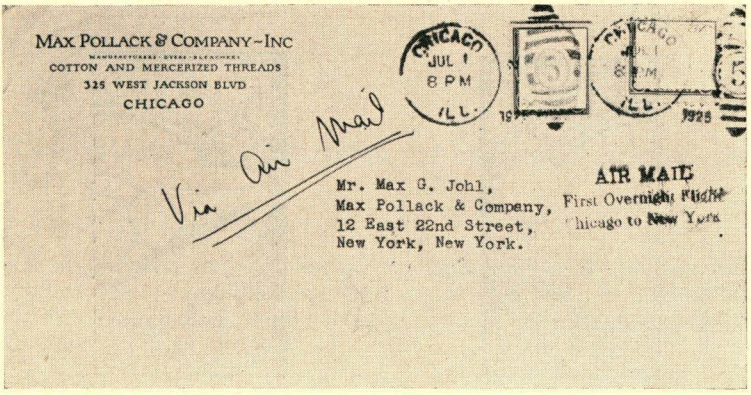
#1303—Eight Cent, Dark Green. Airplane Propeller. No Wmk. Perf. 11.

Issued August 15, 1923.

The *American Philatelic Society* held its Annual Convention in Washington during the middle of August 1923. In an effort to show Government cooperation with philately, this stamp was issued August 15, although only plate No. 14824 was ready in time.

This value paid the postage on one ounce of airmail for one zone. The stamp was designed by C. A. Huston after a photograph of a De Haviland plane, supplied by the Post Office Department. The engraving was executed by H. Dawson and E. M. Weeks. This stamp is rectangular in shape, about seven-eighths of an inch long and three quarters of an inch high. Above the vignette, in a curved panel, are the words "U. S. POSTAGE" in white Roman Capital letters. Triangular ornaments appear in both the upper corners. Below the central design, in a straight line of Roman capitals is the word "CENTS". The numeral "8" within ovals is in both lower corners. The design was approved on August 1, put to press August 13th and issued at the Philatelic Agency on the 15th.

Although the rate on contract airmail was set at 10 cents per ounce, effective February 1, 1926, there was still a need for this value. With the exception of the night airmail to Chicago, it was used on Government operated airmail routes. The general sale of these stamps was discontinued February 1, 1927, and later deliveries were made mainly to the Philatelic Agency for the benefit of collectors.



First Overnight Flight Chicago to New York, July 1, 1925.

Rate 10 cents, 2 cents over the day time rate for the same distance.

Shades: Deep green, dark green

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 14824—25, 26, 27

Quantity issued: 6,414,576

#1304—Sixteen Cent, Dark Blue. Badge of Airmail Service. No Wmk. Perf. 11.

Issued August 17, 1923.

It was first planned to issue this stamp in black but when the design was approved on August 6, it was decided to change the color to dark blue. H. Dawson and E. M. Hall engraved the master die after the design by C. A. Huston. Printing began on August 14th and three days later the stamp was issued at the Agency.

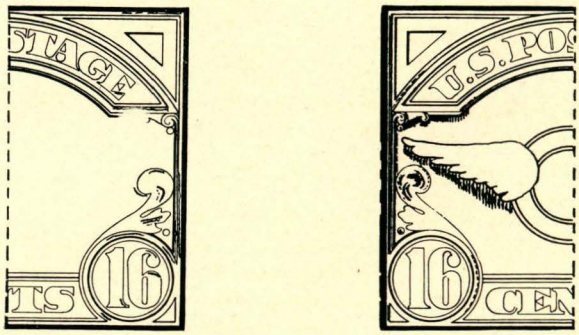
Similar in shape and size to the 8 cent, this stamp has for its central design the official insignia of the airmail service consisting of a circular design with spread wings on either side. In the center, upon a dark background, appear the letters "U. S." with the word "AIR" above and the word "MAIL" below. Above the central design, in a curved panel are the words "U. S. POSTAGE" in white Roman capital letters. A dark shaded triangle appears in both upper corners of the stamp. Below the vignette, in a straight line of Roman capitals is the word "CENTS", the numerals "16" within circles, with dark backgrounds are in both lower corners.

This stamp was placed on sale two days after the 8 cent, and similarily, continued to be issued by the Department until the fiscal year of 1929. This paid the rate on airmail between New York and Cheyenne or Chicago and the Coast. It was also valid for ordinary postal uses.

Shades: Deep blue, dark blue

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer
A doubling of the inner right frame lines is on the stamp just above one having plate number 14830 in the left margin. This is either #31 U. L. or 41 L. L. (Illustrated.)

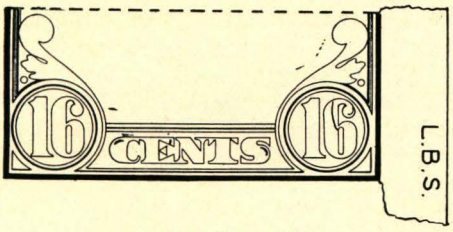
Another shift, position unknown, shows doubling of both inner frame lines at the left. Several marked shifts have been found showing doubling of the vertical lines on the wings and frame lines (Illustrated.)



Shifted Transfers

Left Pane Plate #14830 — **Better Type of Shift**

d: Double transfer
A lower right stamp of a lower right pane of an unknown plate, having the initials "L. B. S." in the right margin, shows a double transfer in "CES" of CENTS. There are, in addition extra lines in the right numeral and in the white part of the medallion that may be evidence of another entry. Only one copy has been checked and it is possible that these extra lines, which appear as rows of little dots, are due to a double offset, and therefore only a printing variety (Illustrated.)

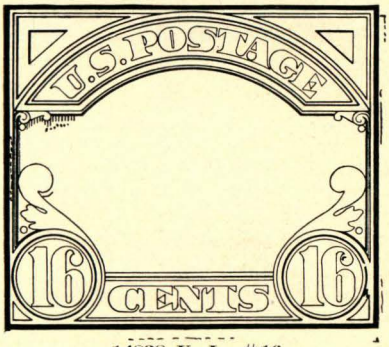


Double Transfers

Platemaker's initials in right margin. Position unknown.

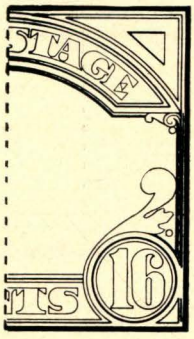
Plate 14828 U. L. #16 shows a mark downward double transfer. This can be seen inside the left frame line, outside the right frame line below the bottom, in the upper left corner of the vignette, etc. (Illustrated.)

Another double transfer position unknown shows throughout the entire right side of the design (Illustrated.)



14828 U. L. #16

Double Transfers



Position unknown

Plates used: 14828—29, 30, 31

Quantity issued: 5,309,276

#1305—Twenty-four Cent, Carmine. Airplane in Flight. No Wmk. Perf. 11.

Issued August 21, 1923.

It was first planned to issue this stamp in dark brown but this was changed to carmine when the stamp was approved on August 14. One week later it was placed on sale at the Philatelic Agency, all copies being from plate 14840, the only one finished by August 17th, in time for the first printing. J. Eisler and E. M. Hall engraved the master die after the design by C. A. Huston, taken from a photograph of the U. S. Airmail Service, Airplane 195. This value was issued to pay the postage on airmail between New York and the Pacific Coast.

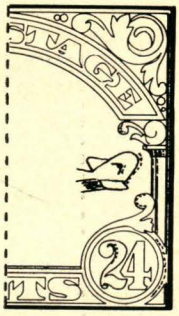
The stamp is the same size and shape as the two later values. The vignette shows a De Haviland plane flying from East to West. Above the central design in a curved panel are the words "U. S. POSTAGE" in white Roman capital letters. Ornamental scrolls appear in both upper corners. Below the vignette, in a straight line of Roman capitals, is the word "CENTS" with the numerals "24" within circles, with dark background, in both lower corners.

As was the case with the other stamps of this issue, it was not issued to postmasters until August 24, 1923, when they were sent to sixteen designated

post offices which had been selected as mailing points along the airmail route. The new airmail service had not been permanently established at that time and the postmasters were instructed to withhold selling these stamps until further advice reached them. It was later decided that the new service would become effective July 1, 1924 and the postmasters at the designated post offices were instructed to place the stamps on public sale beginning June 16. Deliveries were made as late as the fiscal year of 1929 but during the last two years almost all were sent to the Philatelic Agency.

Shades: Carmine, deep carmine

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer
A copy of a stamp (position unknown) shows a marked shift to the right showing a clear doubling in the rudder lines of the plane, in the leaf over the right numeral and in the scroll work in the upper right corner (Illustrated.)

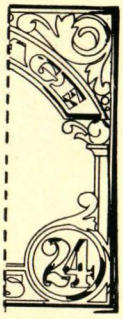


Shifted Transfer

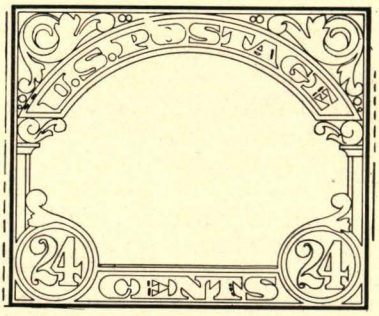
Position Unknown

Double Transfer

14841 U. L. #6



d: Double transfer
Stamp #6 of the upper left pane of plate 14841 shows a marked eastward doubling of the design. Heavy spots of color appear in the right numerals, the right frame line is heavily doubled especially near the bottom (Illustrated.)



Two Way Double Transfer Position Unknown

e: Two-way double transfer
This is a form of triple transfer, one of the earlier entries being westward and the other eastward. The main double is displaced to the left, showing the left frame line doubled to the left, extra lines in the "E" and "T" of "CENTS" and in the "AE" of "POSTAGE." The right frame lines is faintly doubled to the right. Position unknown (Illustrated.)

Plates used: 14840—41, 42, 43

Quantity issued: 5,285,776

Die Proofs: At least two sets of large die proofs exist of each value.



A Contract Air Mail Plane

From the Gatchell Collection.

SERIES OF 1926-27

By 1925 the government operated Air mail lines were well established. Many persons felt that it would be advantageous to turn these over to private enterprises, and so promote civil aviation. Congress authorized the Post Office Department to obtain proposals for the carrying of mail by air and to enter into contracts similar to those held by railroads and steamship lines.

On February 2, 1925, an act of Congress set the rate on "Contract" air mail at not less than ten cents per ounce or fraction thereof. Almost a year ensued before plans were sufficiently advanced for the Postmaster General to issue an order giving the detail of the new method of handling the air mail. On January 19, 1926 he issued order No. 3817 which set the rate on Contract air mail at ten cents per ounce up to 1000 miles, fifteen cents per ounce up to 1500 miles, and twenty cents per ounce for a distance in excess of 1500 miles.

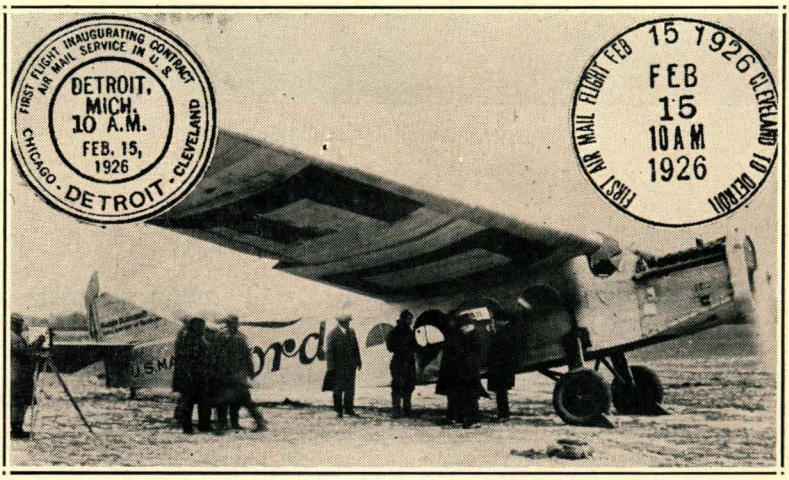
Various contracts were let out and assigned route numbers, but the first contractor ready to fly the mail was the Ford Motor Company which had been awarded the contract air mail or C. A. M. as it is called, for Routes 6 and 7, Cleveland, Detroit, Chicago and return. The first flights were scheduled to take place February 15, 1926 and on January 27, the Department announced that a new ten cent air mail stamp would be issued on February 13 to meet the needs of this new service.

Although this stamp was to be valid for all purposes for which postage stamps of the ordinary issue were used, it was decided to prepare a stamp of distinctive size so that air mail letters would not be confused with ordinary mail. Consequently a stamp twice the size of the normal issue was prepared for the new service. It was printed in sheets of 200 subjects divided into panes by horizontal and vertical guide lines. The sheets were cut along the guide lines into panes of 50 (5x10) and so issued to post offices. There were eight plate numbers two to each pane. These were above, or below the third stamp at the top or bottom and to the right or left of the sixth stamp from the horizontal guide line.

#1306—Ten Cent, Blue. Map and Two Airplanes. No Wmk. Perf. 11.

Issued February 13, 1926.

As the air mail rate on contract routes was to become effective February 15, 1926, it was necessary to prepare a special stamp for this denomination. On January 23, 1926, the Postmaster General approved the design for this stamp and five days later the first plates went to press. The first delivery was made to Post Offices on February 6, and on the 13th the stamp was placed on sale at Detroit and Dearborn, Michigan, Chicago, Illinois, Cleveland, Ohio and Washington, D. C. Except for Washington these cities were all incidental to the Ford Motor Company contract for flying the mail between Detroit, Cleveland and Chicago. Though the routes were known as C. A. M. 6 and 7 the trips on February 15, 1926 were the first contract air mail flights. Covers carried on these trips are quite desirable to collectors, especially those, to and from Dearborn. All these covers received the official first flight government cachets which were also used to cancel the stamps.



First Flight Contract Air Mail

The Ford Motor Company Plane ready to begin flying their Contract, Route #6-7. Official cachets applied to all mail carried on the first trips between Detroit, Cleveland and Chicago. The cachets illustrated were also used as cancellations and as receiving backstamps.

Courtesy Air Post Journal.

The stamp is a horizontal rectangle 75/100 by 1 84/100 inches in size. The vignette represents a relief map of the United States showing some of the main rivers and mountain ranges. On each side is an airplane in flight one traveling east and the other west. Across the top of the stamp, in white Roman letters are the words "UNITED STATES POSTAGE" with "AIR MAIL" appearing directly beneath. At the bottom of the stamp, in shaded letters is the word "CENTS" while in the lower corners are white numerals "10". Ornamental brackets appear at each side of the stamp.

The Geological Survey of the Department of the Interior supplied a large relief map which was used by C. A. Huston in designing the stamp. The master die was engraved by J. Benzing and R. Hall.

Though superseded for a while in 1927 by the Lindbergh issue, copies of this stamp were issued as late as the fiscal year of 1930. With the reduction of air mail rates in 1928 to five cents per ounce this stamp was employed for foreign air mail and for letters above the minimum weight. The eight cent rate in 1932 left little use for this value and one postmaster in Pennsylvania

utilized his remainders by stamping them "POSTAGE DUE" to collect on short paid mail. While these have no official standing it is interesting to note the difficulty encountered in getting rid of the surplus air mail stamps which were later restricted to air mail use.

In 1935 the introduction of a combined air mail special delivery rate of 16 cents enabled some postmasters to clear out the remainders of 10 cent air mail stamps in conjunction with a six-cent stamp, although the 10c. air mail stamp in these cases actually paid the special delivery charge.

Shades: Blue, bright blue, deep blue

Varieties: a: Plate number blocks.
b: Usual four pane position blocks



Double Transfer
18246 U. L. #11

c: Double transfer
18246 U. L. #11 shows a marked downward doubling of the right side being most obvious in the tail of the right plane and the lower right corner (Illustrated.)

d: Shifted transfer
Numerous copies have been seen showing shifts to the right or left. These are generally obvious as a doubling of the shading lines in the numerals of value.

Plates used:

18246—47, 48, 49, 50
18903—04, 05

Plate not used: 18906

Quantity issued: 24,664,060

#1307—Fifteen Cent, Sepia. Map and Two Airplanes. No Wmk. Perf. 11.

Issued September 18, 1926.

The expansion of contract air mail was slow and more than six months transpired after its inauguration before it became necessary to issue a 15 cent stamp to pay the postage on second zone contract air mail. On September 8, 1925 the die for the new value was approved and on the following day the Third Assistant Postmaster General announced that the new air mail stamp would be issued at Washington, D. C. on September 18. The first printing took place on September 16 and on the 17 the first delivery was made to post offices.

The design is similar to that of the 10c stamp with the necessary changes in the numeral of value. Sepia ink was selected for this denomination although the ordinary 15 cent stamp is printed in grey.

About three months after this stamp appeared it was decided to dispense with air mail zones and a flat rate of 10 cents per half ounce was introduced. There was, therefore, no further need of this value, but the Bureau continued its deliveries to postmasters until all available supplies were exhausted. Covers carrying this stamp and paying the second zone rate are more scarce than either of the other two values.

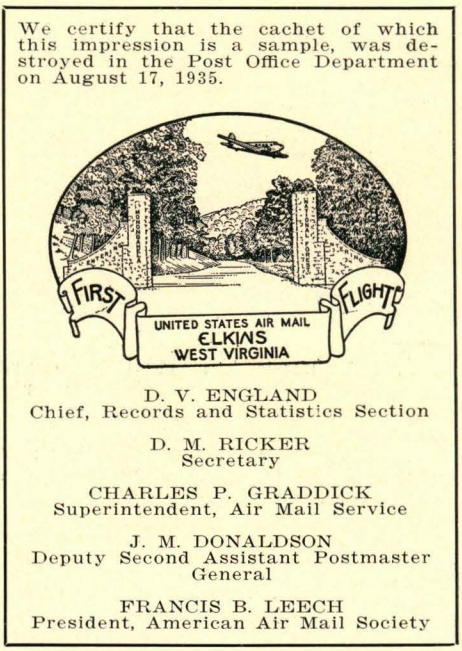
Shades: Sepia, deep sepia

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 18745—46, 47, 48

Plates not used: 18749—50, 51, 52

Quantity issued: 10,089,061



Reproduction of Original Certificate Attesting the Destruction of Obsolete Cachets.

Courtesy Air Post Journal.

#1308—Twenty Cent, Green. Map and Two Airplanes. No Wmk. Perf. 11.

Issued January 25, 1927.

On December 23, 1926 the Postmaster General issued order No. 4961 effective February 1, 1927 which changed the air mail rate to 10 cents per half ounce regardless of distance. Inasmuch as the majority of air mail letters are more than this minimum, the Bureau was instructed to prepare a twenty cent stamp of the same design as the current air mail. On January 10, 1927 the die was approved, and eight days later the plates were put to press. On January 21st the initial deliveries were made to the post offices and four days later public sale was started in Washington, D. C., and in New York City.

With this issue, air mail stamps were restricted to usage on air mail matter. As a result large used blocks of this stamp and later issues are not as common as the earlier ones.

During the three years this stamp was current, two distinct shades appeared, but no worth while plate varieties have been discovered.

Shades: Yellow green, light bluish green

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 18890—91, 92, 93, 94, 97, 98, 99

Quantity issued: 25,484,178

Proofs: Large die proofs are available of all three values.



Destroying Obsolete C. A. M. Cachets

Back row: Mrs. D. M. Ricker, D. V. England, Geo. W. Angers, Supt. Air Mail; C. P. Graddick, Paul Robertson, Chas. G. Riess. Seated: L. B. Gatchell, Francis B. Leech, and J. M. Donaldson, Deputy Second Assistant Postmaster General.

Courtesy Air Post Journal.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of the **Collectors Club Philatelist,** published Quarterly at Federalsburg, Maryland, for October 1, 1935.

State of New York, County of New York, SS:

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared H. L. Lindquist, who, having been duly sworn according to law, deposes and says that he is the Editor of the Collectors Club Philatelist, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Collectors Club, 30 East 42nd St., New York City.
Editor, H. L. Lindquist, 30 East 42nd St., New York City.
Managing Editor, None. Business Managers, None.

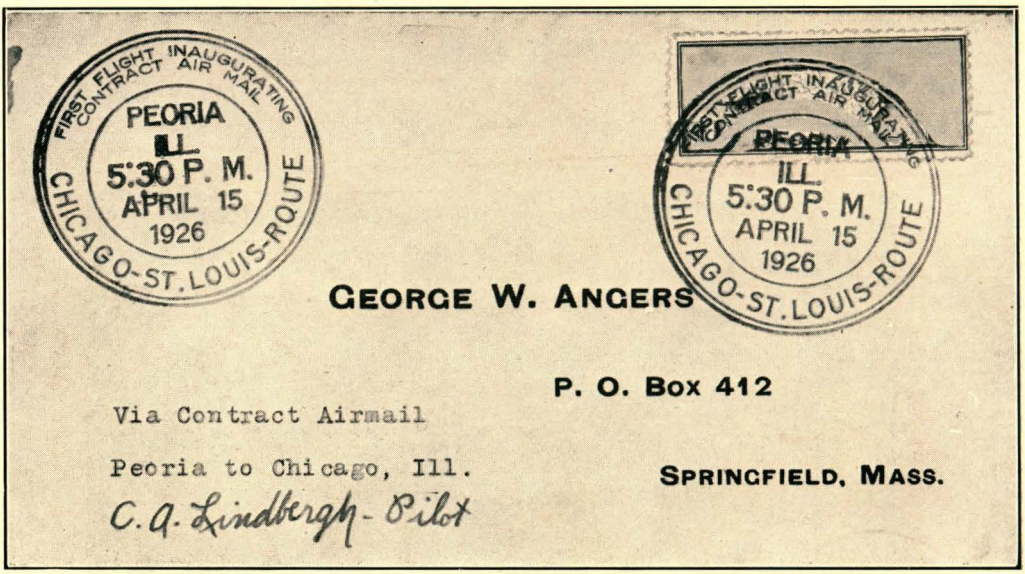
2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent. or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, Company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Collectors Club, 30 East 42nd St., New York City. President, L. B. Mason, 30 East 42nd St., New York City. Vice President, A. W. Deas, 30 East 42nd St., New York City. Secretary, A. W. Deas, 30 East 42nd St., New York City. Treasurer, G. R. M. Ewing, 30 East 42nd St., New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state). None.

H. L. LINDQUIST, Editor.

Sworn to and subscribed before me this 20th day of September, 1935.

MAX G. JOHL, Notary Public.



First Flight C. A. M. Route #2. C. A. Lindbergh, Pilot.

Courtesy Air Post Journal.

THE LINDBERGH ISSUE

SERIES OF 1927

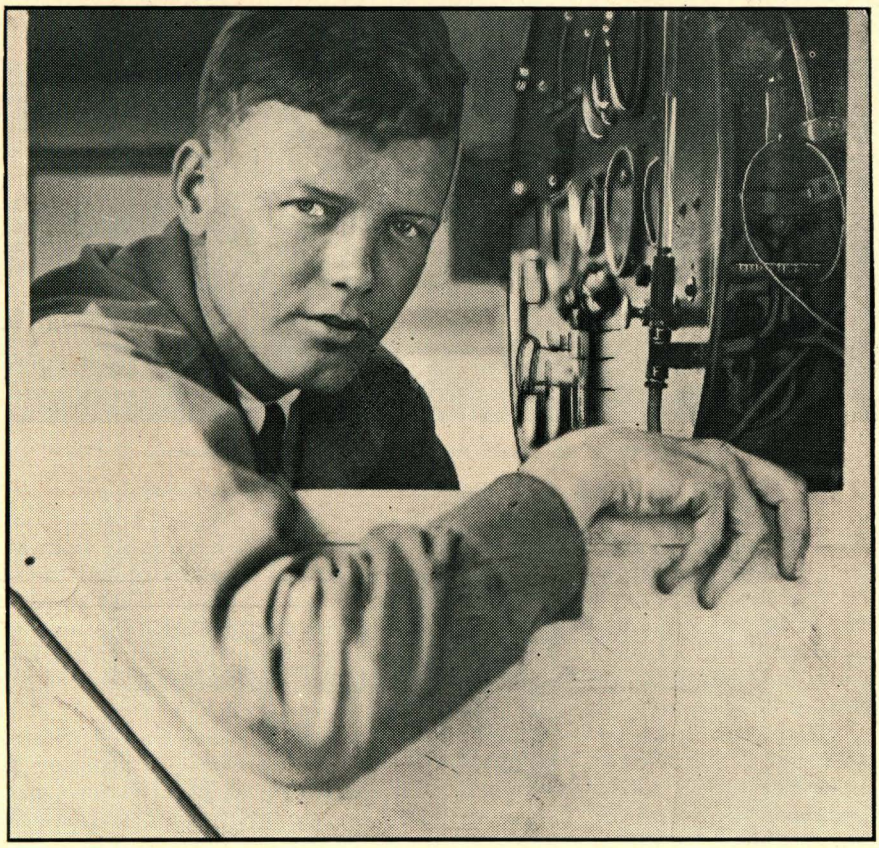
When the air mail system was started in 1918, all flying was done by Army pilots as there were very few expert commercial flyers. In less than ten years air mail had grown so rapidly that by 1927 the recognized leaders in aviation were the air mail pilots, many of them army trained. Among these was Charles A. Lindbergh who flew the air mail from Chicago to St. Louis, on C. A. M. Route No. 2.

The builders of airplanes kept pace with the increase in commercial flying and were constantly endeavoring to perfect planes which could fly faster and with increased safety for longer periods, in an effort to reduce time between the widely separated points. Prizes were offered by interested parties, for special flights and Raymond Orteig of New York offered a $25,000 reward to anyone succesfully flying between New York and Paris.

A flight to Europe required unlimited courage and careful planning. Several groups of flyers announced their intention to compete for this prize and with considerable publicity began their preparation. There was one flyer who said very little, but carefully checked his equipment, and unobtrusively made his plans for the trip to Paris. On the eve of his take-off, Charles A. Lindbergh quietly announced to the world that on the following morning he would attempt to fly to Paris in his small Mahony-Ryan Monoplane which had been named *"The Spirit of St. Louis"* in honor of his backers, a group of men in St. Louis, Missouri. On May 20, 1927 according to schedule he set forth for Paris.

Exactly thirty three hours and twenty nine minutes after leaving New York, Captain Lindbergh, having flown 3610 miles, made a perfect landing at Le Bourget Field, Paris, France. His courage in flying alone and the quiet way

in which he had prepared for his flight endeared him to the American people for all times, and word of the successful completion of his trip was the signal for an outburst of enthusiasm second only to the signing of the Armistice. It was natural that suggestions be made to honor Captain Lindbergh, who had been an air mail pilot, by issuing a special stamp.



COLONEL CHARLES A. LINDBERGH

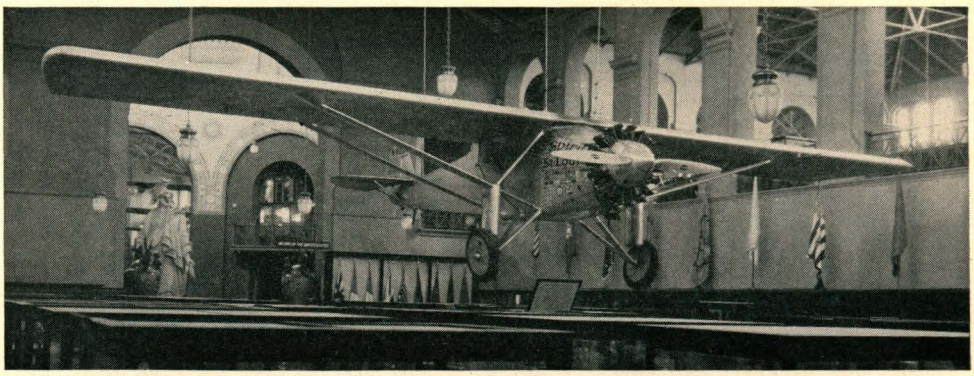
Courtesy Air Post Journal.

On May 25, Congressman Ernest R. Ackerman of New Jersey sent the following telegram to Postmaster General New:

"Because of Charles Lindbergh's postal service connections and as a fitting tribute to his intrepid courage, I respectfully suggest Post Office Department immediately surcharge five hundred millions two cent postage stamps 'HAIL CHARLES LINDBERGH' and sell them to the public for three cents each, the premium of one cent on each stamp to be collected for account Red Cross fund for southern flood sufferers. Five millions of dollars for this worthy cause would thus be secured for those sorely afflicted Southerners while fittingly commemorating epochal flight instanter. Whole world would become purchasers."

Upon receipt of this telegram the Postmaster General announced that he was greatly interested in the subject and conferred with the Third Assistant Postmaster General Robert S. Regar as to the regulations concerning such an issue. Upon looking up the laws, it was found that the Postmaster General had no authority, without an act of Congress to issue such a stamp and thereby collect funds for flood sufferers.

Congressman Ackerman's telegram had been made public through the press of the nation and the Post Office Department received letters from all over the country urging the issuance of a special Lindbergh stamp. On June 1, the *Philadelphia Stamp Club* sent out a letter requesting a special Lindbergh air-mail stamp and suggested that such a stamp be in a form similar to the current airmail stamp with a photograph of the intrepid flyer and the *"Spirit of St. Louis."*



The Spirit of St. Louis in the U. S. National Museum

Courtesy of Mrs. C. L. Manning of the U. S. National Museum.

The Department received more letters suggesting such an issue than at any previous time in its history. The Postmaster General finally decided to issue a special ten cent air mail stamp in honor of the now Colonel Lindbergh. The Bureau of Engraving and Printing having felt certain that such a stamp would be issued prepared a design without formal request from the Post Office Department and on June 7, the Postmaster General approved the die proof. On June 9, printing of the stamp was started.

Colonel Lindbergh was scheduled to return to the United States on June 11, but the first day of issuance was set for June 18, "Welcoming Home Day" in St. Louis. On June 14, the first deliveries of stamps were made to the postmasters at Detroit, Michigan, Lindbergh's birthplace, at Little Falls, Minnesota, his boyhood home, at Washington, D. C. where he had spent a number of years while his father was a member of Congress, and at St. Louis, the home port of *"The Spirit of St. Louis,"* from where he had piloted the mail.



"First Day Cover" Cachet on Airmail from St. Louis

Courtesy Air Post Journal.

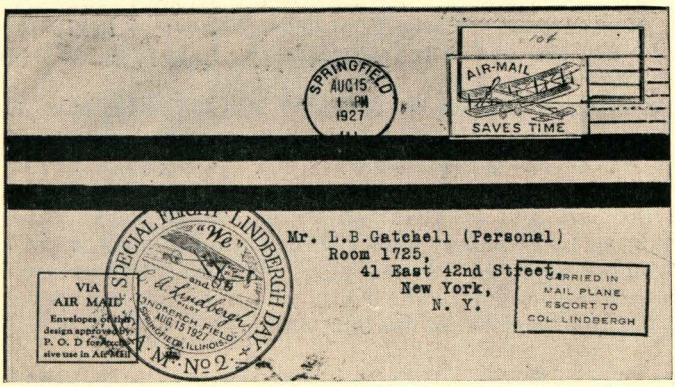
The first order for fifteen million of these stamps was completed in a very short time. The demand for this issue came from every post office in the land. The heaviness of the demand is clearly indicated by the remarks of the

Postmaster General made shortly after the stamp was issued. The Postmaster General stated:

"The Post Office Department is being overwhelmed with demands from Postmasters throughout the country for supplies of the new Lindbergh Air Mail stamp. This demand far exceeds that received by the Department for any previous issue of a commemorative stamp. Heretofore, commemorative stamps were sought in only those sections of the country affected by the event for which the stamp was intended. In the case of the Lindbergh stamp however, the demand for it is universal. There is not a post office in the country that is not clamoring for them."

By June 23, deliveries had been made to most of the larger post offices, which in many cases supplied the smaller ones.

The public's enthusiasm for Lindbergh continued long after his triumphal return to the United States on June 11th. Colonel Lindbergh's flight to Europe had made the country airmail conscious and as a further aid to aviation, he made a good will tour of the United States which began on July 20, 1927 and ended on October 23rd with at least one stop in each state. At Springfield, Illinois, the Post Office Department ordered the contractor of Route 2 to arrange a special mail carrying flight in connection with the dedication of Lindbergh Field at Springfield. This was an unusual tribute to Colonel Lindbergh and was one of the few occasions upon which the Department authorized special flights in connection with field dedications. An official cachet was applied to the covers carried and each cover bore an auxiliary cachet, reading "Carried in Mail Plane Escort to Col. Lindbergh" in a small box.



A Special Flight by Colonel Lindbergh at the Dedication of Lindbergh Field

From the Collection of L. B. Gatchell.

In February 1928 Colonel Lindbergh temporarily returned to the Air Mail Service for two days upon his own application. With the full accord and cooperation of the Post Office Department, Lindbergh again carried the mail on his old route on February 20 and 21, 1928. The flight from St. Louis via Peoria, and Springfield to Chicago took place on February 20 and the return flight on the following day. Each cover mailed from the various points along the line had a cachet in the shape of a horse shoe containing the phrase "Lindbergh Again Flies the Air Mail". The volume of mail for this trip was so great that a number of planes were necessary to handle the load. With his usual thoughtfulness, Colonel Lindbergh personally flew each plane along some part of the trip.

The Lindbergh flights and the stamp commemorating the epochal event did much to extend the use of air mail by the general public and non-commercial users soon demanded air mail stamps in booklet form. On May 14, 1928, Third Assistant Postmaster General Robert S. Regar announced that "owing to the

enormous demand for air mail stamps in book form, the Department had decided to issue the Lindbergh air mail stamps in books containing six stamps, arranged in two sheets of three stamps each.'' These were first placed on sale on May 26, 1928.



Colonel Lindbergh Temporarily Returns to the Air Mail Service

The sheet stamps were printed from 200 subject plates, divided by horizontal and vertical center guide lines. The full sheets were cut along these lines into panes of 50 (5x10) and then issued to post offices. There were eight plate numbers, two to each pane. These were located above or below the third stamp in the top or bottom row and to the right or left of the fifth horizontal row, from the outside corners of the sheet.

The booklets were printed in sheets of 180 subjects, with horizontal and vertical center guide lines. The plate numbers were at the sides adjacent to the outside corner stamps in all four corners. The full sheets were cut into quarters and after being interleaved with paraffin paper and front and back covers, were stapled and then cut into booklets containing two panes of three stamps, the margins containing the numbers were cut off but an off center cut may have left part of the number attached. When parts of plate numbers are found on the issued stamp they are either to the right or left of the top stamp in the pane or in similar position next to the bottom stamp.

#1309—Ten Cent, Blue. Spirit of St. Louis in Flight. No Wmk. Perf. 11.

Issued June 18, 1927.

In the issuance of this stamp the Bureau of Engraving and Printing made a record worthy of praise. On Friday, June 3rd, the artists model was approved and work on the die immediately started. The engraving was completed on Monday June 6th, the die proof approved June 7th, the die hardened by noon June 8th and by 8 A. M. June 9th six transfer rolls and twelve plates had been made. Printing from a set of plates was started at 3 P. M. June 9, and by 11.30 P. M. of the same day 56,000 stamps had been printed in exactly five working days.

With this stamp the name of a new designer appears. In conjunction with C. A. Huston, A. R. Meissner prepared the drawing used as a model by the engravers, J. Eissler, E. Hein, E. Hall and W. Wells in making the master die. The picture used by the designers was taken by M. J. Ackerman, New York photographer of the *Buffalo Times*. This photograph had been taken just as Lindbergh started on a short test flight two or three days prior to his leaving for Paris. The background added by the designers did not meet with general

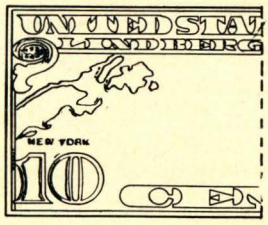
approval as numerous press articles called attention to the fact that geographically it was incorrect, showing Newfoundland as three islands, instead of a solid piece of land with a few small lakes.

The central design represents the *"Spirit of St. Louis,"* Lindbergh's famous airplane, in flight from West to East. Across the top of the stamp, in white Roman letters, are the words "UNITED STATES POSTAGE" with the words "LINDBERGH AIR MAIL" directly beneath. At left of the central design appears the coast line of the North American continent with the word "NEW YORK" in small dark letters, and to the right appears the coast line of Europe, showing Ireland, Great Britain and France with the word "PARIS" also in small dark letters. A dotted line, depicting the course of the flight to Europe connects the two cities. At the bottom of the stamp, in shaded letters is the word "CENTS" and in both lower corners are the white numerals "10". The entire design is enclosed within a straight line border. The size and shape is the same as the previous airmail stamps being 75/100 by 1 84/100 inches.

In spite of the speed at which the plates were made, there are only a few varieties. Several shifts are known as well as some small double transfers. The shade varied but little in the two years this stamp was current.

Shades: Blue, bright blue, deep blue

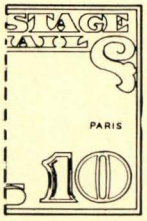
Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Shifted transfer
19004 L. L. #11. This shows a slight Westward shift in the left numeral and in the letters of "NEW YORK" (Illustrated.)



Shifted Transfer
19004 L. L. #11

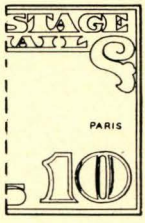
19008 L. R. #48 shows a doubling of the shading line of "1" of the left "10" (Illustrated.)

19008 L. R. #50 shows a doubling of the shading line in "0" of the left "10" (Illustrated.)



#48

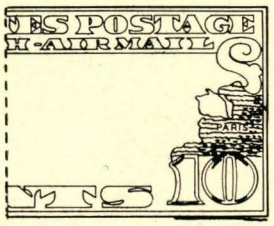
Shifted Transfers
19008 Lower Right



#50

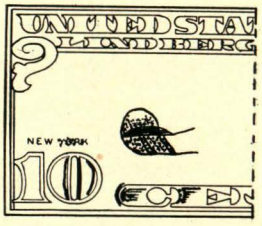
d: Double transfer
On the stamp just above the one having plate number 18999 in the left margin there is a doubling in the map above the right "10" (Illustrated.)

A single copy, (position unknown) shows a westward doubling of "NEW YORK," the "CE" of "CENTS," the "0" in the left "10" and the tail of the air plane (Illustrated.)



Double Transfers

Left Pane Position Plate 18999 Unknown



Plates used:

18997—98, 99
19000—01, 02, 03, 04, 05, 06, 07, 08

Plates not used: 19013—14, 15, 16

Quantity issued: 20,379,534

#1309—Ten Cent, Blue. Lindbergh Booklet. No Wmk. Perf. 11.

Issued May 26, 1928.

This stamp, which was reported as having been issued to supply the enormous demand for air mail stamps in book form, was first placed on sale at Washington, D. C. and at Cleveland, Ohio. The latter city was selected in courtesy to the *Midwestern Philatelic Exhibition,* then being held in Cleveland.

In spite of the "enormous demand" for these booklets, which sold at 61 cents, there seems to have been a comparatively small sale. In 1934 post offices were finally given permission to sell these stamps singly, or in strips without the book surcharge, and returning the covers in lieu of the remittance of one cent per book, above face, when settling accounts. This lack of demand was largely due to the change in domestic air mail rates to five cents per ounce, a short time after the booklets had appeared.

The only positions that are hard to find are those showing enough of the plate number to identify the plate accurately. The margins containing the plate number are trimmed off in cutting the sheets into panes of three, but an off center cut occasionally allows part of the number to remain attached to the stamp. The panes showing the number in the right margin are more scarce than those with part of the plate number at the left. Although these were printed in sheets of 180 subjects, the positions generally found on this size plate are not available. The layout is similar to the usual 360 subject plates except that the panes contain 3 stamps instead of six and the plate numbers are at the sides.

Shades: Blue, deep blue

Varieties: A: Position panes
- a: Plain pane
- b: Pane with half arrow in margin, guide line at right.
- c: Pane with half arrow in margin, guide line at left.
- d: Pane with plate number at side
  1. At upper left
  2. At lower left
  3. At upper right
  4. At lower right
- h: Pane with vertical guide line at right
- i: Pane with vertical guide line at left
- j: Pane with horizontal guide line at bottom
- k: Pane with vertical guide line at right, line at bottom
- l: Pane with vertical guide line at left, line at bottom
- m: Pane with horizontal guide line at top of margin

n: Pane with vertical guide line at right and line at top of margin
o: Pane with vertical guide line at left and line at top of margin
B: Shifted transfer. A pane from position "L", plate number unknown, shows a shifted transfer to the left on stamps 1 and 2. This is the usual shift and shows in the tail of the plane the "0" of the left "10", and in the "C" of "CENTS".

Plates used: 19414—25, 26, 27

Quantity issued: 873,360

Interesting Sidelights

Arnold Bennett on Hobbies

No doubt many of our readers are familiar with Arnold Bennett's little books of philosophy for the "plain man," but his appreciation of the value of a hobby, taken, if memory serves, from The Plain Man and His Wife, may be of interest to those who have not happened on it.

"In choosing a distraction," he says, "—that is to say, in choosing a rival to his business—he" (the plain man) "should select some pursuit whose nature differs as much as possible from the nature of his business, and which will bring into activity another side of his character. If his business is monotonous, demanding care and solicitude rather than irregular intense efforts of the brain, then let his distraction be such as will make a powerful call upon his brain. But if, on the other hand, the course of his business runs in crises that string up the brain to its tightest strain, then let his distraction be a foolish and merry one. Many men fall into the error of assuming that their hobbies must be as dignified and serious as their avocations, though surely the example of the greatest philosophers ought to have taught them better."

Stamp collecting should have a strong appeal for all who take Mr. Bennett as their guide, philosopher, and friend, for the man who requires a "foolish and merry" can collect commemorative pictorials, while the "powerful call" on the unstrained brain would be provided by the intricacies of advanced specialism.—*Stanley Gibbons Monthly Circular.*

A Hundred Years Ago

Mail Conveyancing.—The following paragraph is going the rounds of the newspapers: "Mr. Babbage, in his admirable work on the *Economy of Manufactures,* has a new plan of conveying the mails. The immense revenue of the Post-office would afford means of speedier conveyance; the letter-bags do not ordinarily weigh one hundred pounds, and are yet conveyed in bulky machines of some thousand times the weight, drawn by four horses, and delayed by passengers. The rail-road and the steam carriage will probably soon relieve the speculator. Mr. Babbage proposes the erection of pillars along each line of road; these pillars to be connected by inclined wires or iron rods, along which the letters enclosed in cylinders, attached to the rod by rings, are to slide; persons stationed on these columns are to forward the cylinders from each point, after having extracted the contents belonging to their own station. In this manner it is calculated that a letter might be sent (from pillar to post) to the farthest limits of the land in the course of a very small portion of time—from London to York probably in an hour or two. In the absence of these pillars, and in the interior districts, it is suggested that church-steeples, properly selected, might answer the purpose; and in London the churches might be used for the circulation of the twopenny post."—*The* (London, Eng.) *"Spectator,"* July 1832. Submitted by WALTER BAYLEY.

American Mail Under the American Flag

To carry American Mails under the American flag was the object of the postal legislation, beginning with the acts of the First Congress in 1789, when the third act of the first session to receive the approval of President Washington was one imposing a harbor tax on all foreign vessels. The effect was soon felt in a preference for American bottoms.

In the John Wanamaker report, as Postmaster General, for the year ending June 30, 1891, made to Congress, Mr. Wanamaker says that Thomas Jefferson and John Adams heartily approved of this effort to aid American boats.

From 1790 to 1812 a Commercial contest raged incessantly between Great Britain and the United States, says Mr. Wanamaker, "involving hostile enactments by the former and prompt retaliation by our Government, varying in stringency from increased taxation to actual embargo, and culminating in our second war for Independence."

This contest continued until 1815, Great Britain interdicting our vessels from certain of her colonial ports and the United States retaliating, eventually compelling Great Britain to open her colonial ports to our ships on the same footing with her home ports. —*H. M. K.*

"Specimen" Overprints

It has been generally assumed that stamps overprinted "SPECIMEN" show the earliest shades and the first impressions of the plate. This is not always the case as is shown by the "specimen" stamps of Hong Kong, as discussed in a story on "The Specimen Stamps of Hong Kong," by A. T. Bishop and Marcus F. J. Samuel, in *The Stamp Lover*, April, 1933.

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THE HISTORY OF THE COLLECTORS CLUB

For the first time since the organization of the *Collectors Club,* an effort has been made to compile the history of the club, giving the highlights and the officers for the different years.

Charles J. Phillips, who is a qualified historian as well as a philatelist, has spent many weeks searching the archives and records in the club for this data and the presentation in this issue will be a valuable record for the years to come.

If any of the present members have additional information that should be incorporated in this record, we would be very glad to have them send it on so that we can reconstruct as much of the important past history as is possible.

PHILATELIC RESEARCH

The demonstration of philatelic study and research by members of the *Union County Philatelic Society* which opened the season at the *Collectors Club* on September 18, 1935 was possibly one of the most interesting and instructive that has ever been staged at the club. And it came at a particularly opportune time for the Governors of the Club have been seriously considering for some time the advisability of establishing an Expert Committee which would have at its disposal every possible facility for the study of stamps and the detection of forgeries, as well as the establishment of a department to compile and maintain a pedigree of all rare stamps. That such work is greatly needed is recognized by every collector and dealer with whom the matter has been discussed and that the *Collectors Club* with its central location, in established club rooms, with a membership composed of the leading experts of the world, and its ability to secure adequate financial support, is the logical organization to undertake the work, we believe is also generally admitted.

The meeting in question therefore came at the psychological time and ought to do much to hasten action along the lines indicated by stimulating many more members to take an active part in its development. The full report of the meeting appears in its usual place but we want to emphasize a few of the high spots. J. W. Andrews, whose fine work in stimulating interest in philatelic problems among the universities was mentioned in our last issue, read a particularly interesting paper on the possibilities of research and through the courtesy of the Hanovia Lamp and Chemical Co. of Newark, N. J., he demonstrated the use of the latest models of the Quartz Lamps and showed how they were of very definite value in identifying different printings, cleaned cancellations, repaired stamps and other things of that nature. It is hoped that his work will lead to the establishment of a Fellowship in one or more of our leading Universities and already such progress has been made that at least two of our leading institutions are interested in the proposition and a small group of collectors have underwritten a sufficient amount to establish a small fellowship

for the first year. Any of our readers who are interested in participating in this important work are invited to correspond with us about it.

Arthur G. Hall's work in digging up the data on over 100 Railroad Cancellations—where only 15 were previously known to our most advanced students; Howard Drummond's success in compiling a census of Match and Medicine Stamps and Charles Gram's studies on the 1869 issues particularly the cancellations, showed what even a small group of serious students can accomplish. Elliott Perry, to whom much of the credit for the work must go for his part in starting and encouraging these collectors, gave a splendid talk on the 1861 August issues and submitted data to prove his contention that all but the 10 and 24c values are only finished proofs and not entitled to recognition as major varieties.

The meeting demonstrated a type of research that every club should encourage and one of the plans of the NATIONAL FEDERATION OF STAMP CLUBS is to submit to its members suggested programs for constructive philatelic work with details as to how it can be accomplished.

THE 1936 INTERNATIONAL PHILATELIC EXHIBITION

From now until the opening of the exhibition in May 1936, the Committees in charge of the 1936 International Philatelic Exhibition will be exceedingly active and reports on progress will be far more frequent.

All of the fundamental and preliminary arrangements have been completed. The first prospectus stimulated many suggestions and as a result, a second prospectus has been prepared in which many of them have been incorporated.

Every suggestion and criticism that was sent in was given careful consideration by the Committee and as many as were consistent with the policy of the exhibition were adopted. It must be remembered, however, that this is an International Exhibition, and as a consequence a totally different viewpoint must be adopted than were the exhibition one of local or even national scope. Every class must be considered for its international appeal, and when this is done, we are sure that the advocates of certain classes will agree that proper credit has been given each class in accordance with its importance as an international subject.

It is certain even at this date that the Exhibition will have more exhibits of Governments and of the heads of Governments than any previous show of its kind. Not only will this tend to attract a larger attendance of the non-collecting as well as the collecting public, but it is the type of material that will appeal to the newspapers and secure for us an important amount of desirable publicity. Every reader of this magazine should support the exhibition. Be sure to become a member of the *Association for Stamp Exhibitions*, under whose auspices it is being held ($2.00 per year); plan to attend next May; enter your stamps in competition, and talk it up at every opportunity.

WALTER S. SCOTT

The friends of Walter S. Scott will join with us in extending our best wishes for a speedy and complete recovery from his recent accident. On Friday, September 13, 1935 he was hit by an automobile at the corner of Nassau and Fulton streets and suffered a fractured hip. As a result he is now confined in the Beekman Street Hospital and will be there for some weeks to come. Visitors are welcomed but it is advisable to call up the hospital in advance to ascertain the visiting hours. If you can't call, drop him a line.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club**, who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear. Furthermore we want to know whether or not this work appeals to our members. Letters pertaining to this subject should be addressed to Alfred F. Lichtenstein, P. O. Box 994, City Hall Station, New York City.

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Danish West Indies (2)

1 dollar=100 cents; since 1905 : 1 Franc=100 Bit

Translated by MICHAEL MILLER.

Translator: This section takes up the bi-colored issues, which with their many printings and normal and inverted frames create difficulties for the philatelist specializing in these stamps. The text was corrected where suggested by the authors in the Addenda and supplementary explanations were made by us as the occasion required.

Reference must be made to the normal and inverted frames, diagrams for which have been drawn, showing their distinguishing features. Also a drawing of the cut ornament variety, taken from our study of the frames which appeared in the C. C. P. in 1928. *In the Addenda the authors discussed at length the respective scarcity of the normal and inverted positions of the frame and the various degrees of rarity or the frequency of occurrence, which we have omitted as the number of normal and inverted frames have been added by us for each printing. Successive printings of the same stamp were not made from the same frame set-up, although it frequently happened that different values were printed at one time and the same frame set-up was used, as will be shown in the table to follow in the appendix.*

After the Danish West Indies section appeared, G. A. Hagemann, who must be now considered the leading authority on these stamps, criticized the treatment of the bi-colored issues, which was defended by J. Spohr, one of the authors and by Dr. Herbert Munk, editor of Kohl's. Considerable credit is due J. M. Bartels for his original study as far back as 1917, *as his system was the basis for Kohl. All of the above and the last word of Hagemann appeared in the pages of the Nordisk Filatelistisk Tidsskrift for* 1925, *pp.* 191, 215, 243 *and* 1926, *p.* 3. *A former resident of the islands, and an intensive student of these stamps, Hagemann had access to the official records, so that he has been able to give us a complete history of the various printings which appeared in "Die Postmarke" in* 1930. *We have endeavored to reconcile the different classifications of Bartels, Kohl and Hagemann by a table in the appendix.*

Frequent reference to the position of a stamp or its frame is made, for example, "inverted frame is found on position 61." *This means that the inverted frame constitutes part of the* 61*st stamp in the sheet, which comprises* 100 *stamps in* 10 *rows of* 10 *stamps each and the numbering starts at the left of the top row and goes across to the right. Where there is an inverted frame, the printer may have noted a damaged cliche and after taking it out inserted another one, without regard to whether it corresponds to the rest of the frame set-up.*

Points of Differences of the Frames.

By Translator in C. C. P. 1928, p. 135.

The Philatelists making a study of the stamps have each used their own means of identification. One would ordinarily be sufficient, but often the cancellation will be rather heavy, and consequently a number are given so that if one or more are covered there will still be at least one to determine the frame. If not, then the stamp can be reversed, which fact, however, must be kept in mind. To better explain, two drawings are submitted of the upper left corner, one normal and the other inverted. (Ill. opposite.)

(A.) Normal:—The small leaf turns upward from the horizontal vine a little further over from the joint of the downward vine.

Inverted:—This leaf joins with the downward vine on the horizontal vine so that all three meet together. This and D are the differences most quickly noted.

(B.) To the right of the spear head in the upper left there is a vine that runs down from the major vine and it branches off to the left and right curving upward and terminating in balls.

Normal:—The left vine is lower than the right.
Inverted:—The right is lower than the left.

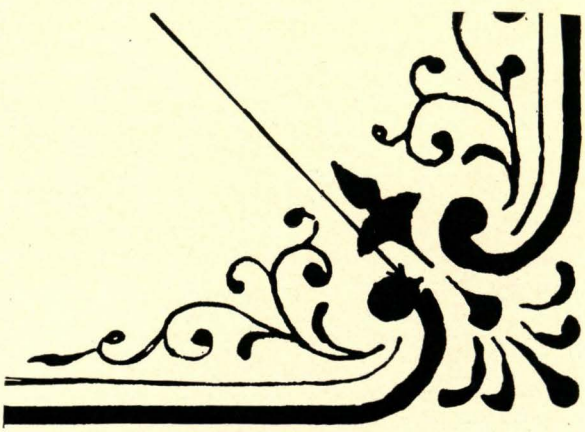
(C.) Below the heavy top outline of the frame there is a very thin line parallel to it.

Normal:—The left terminus turns down with quite a bit of curve.
Inverted:—There is hardly any curve at all.

(D.) The heavy left outline frame curves in at the top ending in a large ball. Starting below and to the left there is an ornamental vine that runs downward dividing into various branches.

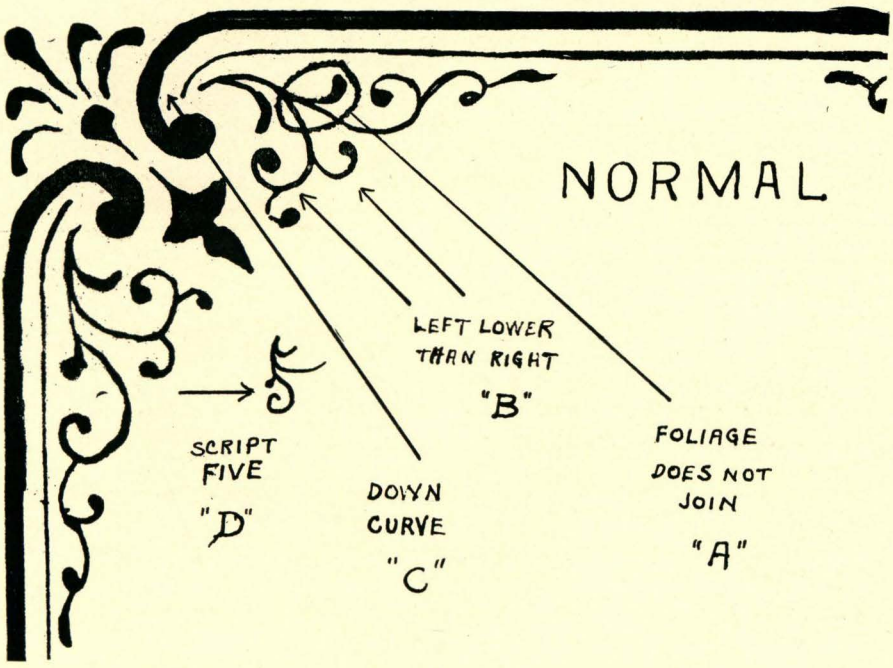
Normal:—There is first a hook to the right, then below there is a large curve to the right, then continues still downward ending with a hook to the left while it sweeps outward to the right in continuation. The first curve to the right and the subsequent lower hook to the left do not meet and all look like a "script five" as delineated on the drawing.

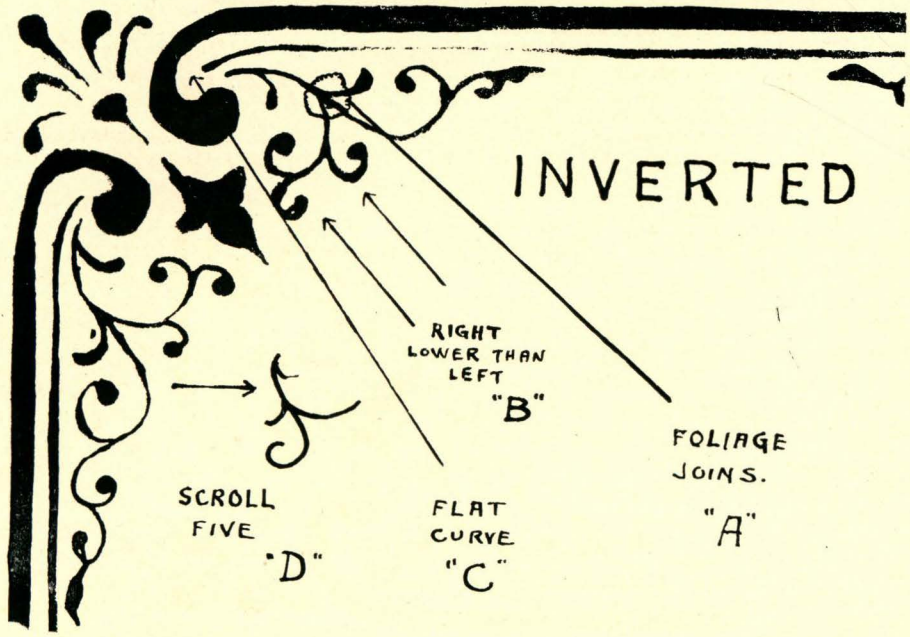
Inverted:—There is the same first hook to the right and then a curve to the right, but at the same time and from the same joint there is the hook to the left and then the vine continues downward from the same junction, and all look like what could be termed a "scroll five" as delineated on the drawing.



Showing cut ornament variety on an inverted frame.

For positions see Inverted Frames by Translator in C. C. P. 1928, p. 135.





Enlarged details of Normal and Inverted Frames drawn by Michael Miller.

For explanation see opposite page.

1873 (1 Nov.) / **1874** (Middle). D. 2. Drawing and engraving by Philip Batz. Bi-colored typography by H. H. Thiele, Kopenhagen. **At the beginning** thin, transparent paper A, **later** medium to thick paper B; with watermark W 2; perf. 14:13½. First brownish, then yellowish, later white gum.



D. 2



W. 2

		Paper:	A. Thin		B. Thicker	
4	1 C.	a. green/violet (Nov. 1873)	$2.50	$2.50		
		b. light green/lilac (1877)	5.00	2.50		
		c. dark green/dull lilac (1878)	3.15	1.25	$2.50	$1.00
		d. pale green/pale lilac (1882)			1.85	.65
		e. light green/red lilac (1886)			1.00	.35
		f. light green/dull red lilac (1888)			.50	.25
		g. yellow green/claret (1890)			.30	.20
		h. shiny yel. green/dull red lilac (1893)			.40	.25
		i. light yellow green/brown red (1896)			.25	.20
5	3 C.	a. dull blue/light rose (Nov. 1873)	1.25	.40		
		b. pale blue/rose (1877)	1.25	.50		
		c. gray blue/dull rose (1879)	.85	.40		
		d. dark blue/deep carmine (1882)			2.00	.30
		Fz. imperforate			37.50	—
		e. pale blue/dull red (1885)			1.00	.25
		f. bluish gray/dull dark red (1888)			.50	.20
		g. milky blue/carmine red (1890)			1.00	.20
		h. gray blue/dull dark red (1891)			.75	.20
		i. deep sky blue/carmine red (1892)			1.00	.20
		k. greenish blue/dull dark red (1894)			.50	.15
6	4 C.	a. brown/ultramarine (Nov. 1873)	1.50	.50		
		b. light brown/dull blue (1881)	.65	.30	.35	.30
		c. light brown/light blue (1890)*	.25	.30	.35	.30
7	7 C.	a. lilac/dark yellow (Middle 1874)	2.50	1.85	3.75	2.50
		b. lilac/orange yellow (1887)	1.50	1.65	1.25	1.50
8	14 C.	lilac, dull lilac/green (Nov. 1873)	37.50	43.75		

*(*Two symbols are here found in the original text which indicates that this stamp is found bisected diagonally in both directions).*

In the differentiation of shades of color (issues), we have gone much further than in the corresponding issues of the mother country with her very much more numerous issues; and indeed this classification largely originated from Bartels. Although for the stamps of the mother country and partly for the Colony the same color mixtures were used, still our distinction in the names used for colors do not always agree in both cases, as the stronger differentiation of shades in the colonial stamps necessitated a greater detail of shade designations. The number issued of Nos. 4-6 is only known jointly with that of Nos. 15-17 (see there). Of No. 7 there were printed 3500 sheets, of which, as early as 1887, a large number was used for the surcharged stamp No. 13; besides, after the stamp was withdrawn in July 1896, 692 sheets of remainders of the same were destroyed, so that the actual number of sheets falls far short of the official number issued. Of No. 8 there were 1000 sheets printed, yet after Nov. 1, 1877, when the stamp became obsolete, 91,058 stamps were destroyed, so that the exact number sold amounted to only 8942.

Sheet arrangement, watermark and margin watermark as before. As to the thin, transparent and thicker paper, see Denmark. By a few authors a distinction is made after 1879 of a medium thin paper, between papers A and B. Nos. 4 to 7 are also known with the inverted watermark.

Translator: The thin, more or less meshy paper, in which the printing shows through, is about 0.05 *to* 0.06 *mm. in thickness, and the first printings show a sort of quadrille appearance in the oval center. In the* 1880*'s the paper is medium* (0.06 *to* 0.08 *mm.*) *and from about* 1890 *becomes thick* (0.08 *to* 0.10 *mm.*).

Inverted frames (with reference thereto see Denmark). Like the stamps of the mother country, occasional inverted frames are found in the early issues of Danish West Indies, while a few later issues are known only with inverted frames. According to Hagemann (*Nord. F. T.* April 1925) inverted frames of Nos. 4a, 5a, 6a, and 8 were found in positions 18 and 77 (therefore all four values have normal and inverted frames joined together). On the other hand, Spohr found in the later issues of No. 4g* and of Nos. 5i-k* only inverted frames, whereas with No. 4i* and No. 5h* he found besides inverted frames also rare instances of normal ones (but so far no tete-beche pairs). No. 7a has no inverted frame, but in No. 7b, 23 inverted frames were distributed throughout the sheet, so that they are found joined together as well as joined with normal frames (see *Nord. F. T.* 1920 p. 165).

Translator: Of No. 4—*b has only position* 21 *inverted, the rest being normal; c, d, e, f and h have all normal; g has all inverted; i has position* 91 *normal, the rest being inverted. Of No.* 5, *two additional sub-varieties are given by Kohl than the number of printings given by Bartels and Hagemann, and from all indications f and g are the VI printing, and h and i are the VII printing—thus we find No.* 5*b the same frame setting as No.* 4*b; c has positions* 1, 5, 6, 7, 8, 10, 17, 28, 32, 34, 42, 48, 58, 76, 81, 82, 84, 85, 86, 89, 91, 97 *and* 100 *inverted, the rest being normal; h and i, if both are the VII printing, have all inverted; k, if intended to be VIII printing, has position* 91 *normal and the rest inverted. Of No.* 6—*b and c are all normal. No.* 7—*b is like No.* 5—*c.*

On No. 5, the plate error "long vertical white stroke running directly through the left wing of the crown," occurs on both thin and thick paper, and is found on the damaged 78th cliche. Imperforate stamps of No. 5 originate from two unnoticed imperforate sheets of the issue of 1882.



Translator: In the Addenda the authors correct the text as to the plate error, by stating that only in the later No. 16, *which is perforated* 12¾, *is it found on position* 78, *but that in No.* 5 *it is found on position* 94. *As a matter of fact, however, on that stamp it is found on different plate positions of the various printings, as follows: on position* 88 *in II printing, on* 6 *in the III, on* 48 *in the IV, on* 99 *in the V, on* 71 *of the first and on* 94 *of the second setting of the VI, on* 97 *of the VII, and on* 47 *of the VIII printings.*

On No. 7, four different type engravings of the middle figure of value and of the value in the oval panel are irregularly distributed over the sheet (see *Nord, F. T.* previously referred); their distribution in issue "a" seems to differ from that of "b."

As to the bisect of No. 6, see page 256; the bisect of No. 4 mentioned by C. J. Phillips (*Trans.—Monthly Journal, May* 1902) was disclosed in *Phil. Rec.*, V, p. 139, as having been "made to order." As to the withdrawal of No. 7, and when No. 8 was rendered obsolete, see above.

(*Where the asterisk is noted, correction was made as requested by the author in the Addenda.)

1876 (end of Oct.) / **1879** (middle). Design 2. New values in previous design, bi-colored. No. 12 printed in one color. Paper, Watermark, Perforation, and Gum like the previous issue.

		Paper:	A. Thin		B. Thicker	
9	5 C.	a. Pale yellow green/light gray (Oct. 1876)	$2.50	$ .88		
		b. Light yellow green/light gray (1879)	1.88	.88	$1.88	$ .80
		c. Green/gray (1888 in text, error) (1880)			2.00	.88
		d. Light green/gray (1880) □			1.25	.38
		e. Green/dark gray (1889)			2.50	.75
		f. Yellow green/gray (1890)			2.00	.50
		g. Green/gray, with metallic lustre (1893)			1.50	.38
10	10 C.	a. Dull ultramarine/dark brown (Oct. 1876)	1.50	.38		
		b. Light blue/gray brown (1879)	2.50	.50		
		c. Dark ultramarine/gray brown (1882)			3.00	.63
		d. Gray blue/dark brown (1885)			2.00	.45
		e. Blue gray/brown (1888) □			1.00	.38
		f. Milk blue/gray brown (1892)			.80	.25
		g. Deep blue/brown, metallic lustre (1895)			.75	.20
11	12 C.	a. Dull lilac/rich green (Jan. 11, 1877)	1.65	1.80	1.38	1.50
		b. Red lilac/yellow green (1878)	1.13	1.25	1.13	1.25
12	50 C.	a. Purple lilac (ca. Aug. 1879)	5.00	5.00	4.50	4.50
		b. Dull mauve (1885?)	6.25	5.00	4.00	4.00
		c. Light violet			3.75	5.00
		d. Gray lilac			3.75	7.50

The issues of Nos. 9 and 10 were announced through a circular of October 20, 1876. No. 11 was distributed Nov. 1, 1877, according to circular of September 27, 1877 (in consequence of a change in postal rates). No. 12 was shipped in July 1879 according to Koefoed, therefore, was hardly distributed before the end of August. *T. P.* (*Timbre-Poste—philatelic journal*), informed from the Colony, announces their issue in September of the same year as just having taken place. The total issue of Nos. 9 and 10 is only known when taken together with that of Nos. 18 and 19 (see there); of No. 11 there were produced 3010 sheets, of No. 12 only 1500 sheets, yet the remainders of both stamps, certainly 782 sheets of No. 11 and 486 sheets of No. 12 were burnt officially on Nov. 15, 1906, so that the real number of sheets amounted to 2,228 and 1,014, respectively. From the latter must be further deducted the issue of No. 14 (see there).

Sheet arrangement, watermark and margin watermark as before. As to thin and thick paper, see above. Nos. 9-11 are known with inverted watermark. Spohr finds inverted frames in this issue, but only in the [*next to the*] last printings of the 5c. and [the last printing of the] 10c. are all the frames inverted. No. 12 was produced in one printing process so that inverted frames can hardly occur. (*Italicized interlineation from Addenda.*)

Translator: Of No. 9—*a, b, c and d (both of which seem to be the III printing), e, and g have all normal frames; f has all inverted. Of No.* 10—*a, b, d, e, and f have all normal; c has position* 61 *inverted and the rest normal; g has all inverted. Of No.* 11—*all are normal.*

Imperforate. Originals are known only of Nos. 9 and 10, at least the latter was used (Price $10.00 ——). Imperforate copies of Nos. 9-12 on thick paper and of No. 12 on thin paper, without watermark, are essays. (Addenda by the authors: the actual issue of the imperforate stamps, Nos. 9d and 10c has been questioned by Spohr and Hagemann (see *Nord. F. T.*, 1925, pp. 192 and 219). In both values there occur stamps where the perforation margin turned out to

be too large as the result of incorrect operation of the perforating machine. It is quite possible that those copies which are said to be imperforate may have had the abnormal wide margins trimmed off.)

In No. 9 at least two different center figures of value can be distinguished. In type I the lower part of "5" is wider and more open and the lower curve thinner than in type II. Both types are found on papers A and B. As to No. 10, a plate error—white spot or spots between (CEN)T and S—recurs nine times on each sheet. (Also with the later surcharged stamps, Nos. 23 and 25; see there.)



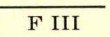
T. I



T. II.

No. 11 was withdrawn June 1905. As to remainders, see above.

1887 (12 May). Provisional stamp: stamps No. 7a and b, with black local hand stamp, surcharge A 1.

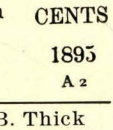


A. 1

		Surcharge:	F I double	F II inverted	F III one missing (Pair)
	b. lilac/orange yellow	1.87 2.00			
13	1c on 7c a. lilac/dark yellow	$1.63 $2.00	$12.50 —	—	—

The surcharge was ordered by the postmaster at St. Thomas because the whole stock of 1 C. stamp was consumed by a trading house of that place in order to send out its monthly circular (*Phil. Rec.*, IX, p. 76). For the surcharge, both issues of No. 7 (a and b) were utilized. On that account No. 13a is not found with inverted frames while in the case of No. 13b they are not rare (also joined together with normal frame). The stamp without surcharge (F III) was submitted to us as a middle stamp of a block of nine. No. 13 also comes with inverted watermark.

1895 (18 May). Further provisional stamp. Stamp No. 12a and b with black local surcharge A2, typographed in three rows.



A 2

		Paper:	A. Thin	B. Thick
14	10 CENTS on 50 C. a. purple lilac		$1.00 $1.12	$1.00 $1.12
	b. dull mauve			1.50 1.75
	c. light violet			1.00 1.12
	d. gray lilac			2.50 5.00
	FI. A2 on 1 C. (No. 4h)			—— ——

According to *Am. J.* (1895 p. 454), No. 14 was not so much a provisional issue as it was a "using-up" issue, that is to say, in order to reduce the stock of the 50-cent stamp. This surcharge seemingly set up by hand composition exhibits, according to Phillips (*Gibb. M. J.*, XII pp. 228/29), many variations —different "5," too thin and narrow "9" and "5," the digit "1" (in 10) without serif; however, all these irregularities appear only on the stamps with paper B. Through faulty laying of the sheets under the surcharge plate, stamps were furthermore created (printer's waste?), where the year 1895 appears over the value declaration. On these sheets the top row, therefore, must have received only the value surcharge, and the year date in the lowest row must have fallen on the sheet margin; price of such specimens $6.25 —. Inverted frames of No. 14 are just as impossible as of the original stamp.

No. 14 F I: *Gibb. M. J.*, on information from one of its agents in St. Croix, announced in June 1903, a cancelled 1-cent stamp with the surcharge A2. Apparently this was a printer's error, only one sheet being made and originating through an inadvertent use of a sheet of No. 4 for the surcharge A2. Although satisfactory cancelled copies of No. 14 F I have appeared, yet they might have been only essays, as the sheet contained the surcharge figures "10" in two different sizes, some in the size of A2, others smaller. (Ill. in 6th *Ferrari Catalogue*).

1896/1901. Stamps Nos. 4, 5, 6, 9, 10 on thick white paper with watermark W 2, now with new perforation 12¾.

				Sheets issued
15	1c. a. yellow green/dull red lilac (1898)	$ .50	$ .30	10000 (No. 15+No. 4)
	b. yellow green/light red lilac	.50	.30	
16	3c. light blue/carmine red (1898)	.75	.35	14000 (No. 16+No. 5)
17	4c. yellow brown/blue (1901)	.35	.30	7000 (No. 17+No. 6)
18	5c. a. muddy yellow green/gray (1896)	2.75	1.40	11000 (No. 18+No. 9)
	b. dull green/light gray	2.75	1.65	
19	10c. milky blue/brown (1901)	.85	.75	14000 (No. 19+No. 10)

Earliest dates of use according to Bartels. From the above stated total issues of Nos. 16 and 19 there are to be deducted the issues of Nos. 22 and 23 (see there). Moreover, the following remainders were officially burnt on Nov. 15, 1906: 574 sheets of No. 17 (and 6?), 1511 sheets of No. 18 (and 9?), 338 sheets of No. 19 (and 10?).

Sheet arrangement, watermark, margin watermark as before. Nos. 16 and 19 come with the same plate errors as on Nos. 5 and 10, respectively. (On No. 19, as on No. 10, they recur nine times on similar plate positions.) In full sheets of No. 16 we found all frames inverted with the exception of position 50, while of No. 17 all frames were normal with the exception of positions 51 and 91-100. According to Hagemann (*Nord. F. T.*, April 1925), the frame set-up of Nos. 15 and 18 is the same as No. 16 (accordingly only position 50 is normal), while on No. 19 all frames are normal except in position 51.

As to bisects of No. 17, see page 256.

1900 (July). D. 3. Engraving by Chr. Danielsen, Typography by Thiele. Universal Postal Union colors. Thick white paper with watermark W 2; perforated 12¾.

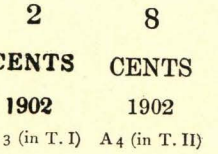


D. 3

				Issue (sheets)
20	1 C. green	$ .08	$ .06	1100
21	5 C. a. dull blue	.45	.35	1100
	b. sky blue	.50	.45	

Sheet arrangement, etc., as before. As to remainders and their whereabouts nothing is known. No. 20 is known with inverted W 2.

1902 (1 Jan.). First provisional issue of new valuations at 2 C. and 8 C: Stamps of 1896 issue perf. 12¾, 3 C. (No. 16) and of 10 C. (No. 19) (also a few sheets of 3 C. stamp No. 5k, perf. 14:13½), with black local surcharge A 3, A 4 in altered denomination.



A 3 (in T. I) A 4 (in T. II)

Surcharge numerals (190)2 in two different types:

T. I (like ill. A 3): 2 with curved foot (92 times in sheet)
T. II (like ill. A 4): 2 with straight foot (8 times in sheet)

		Type I		Type II	
22	2 CENTS on 3 C. light blue/carmine, perf. 12¾ (1 Jan.)	$ .35	$ .35	$ .75	$ .75
	F I. "1901" (instead 1902)	20.00	20.00		
	F a. surcharge A 3 greenish black	18.75		—	
22 Z1	2 CENTS on 3 C. (No. 5k) perf. 14:13½ (March)	25.00	25.00	—	—
23	8 CENTS on 10 C. milky blue/brown (1 Jan)	.35	.40	.85	1.15

The provisionals according to *I. B. J.* were distributed on Jan. 1, simultaneous with the inauguration of the new postal rates.

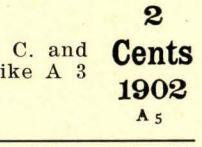
No. 22 was produced in two issues (Dec. 1901 and March 1902). Total issue according to *E. W. St. N.*: 40,000 and 30,000 (March), respectively, altogether 70,000 copies and all very promptly purchased by speculators. According to *I. B. J.* the stamp was already sold out on February 6th but by the announcements in the American stamp journals, during April; evidently the German announcement refers to the first issue, whereas the American refers to the second. In both issues, Type II recurs eight times in the sheet; in the first issue on positions 13, 16, 18, 58, 66, 71, 84 and 93, and in the second issue on positions 6, 33, 47, 58, 74, 94 and 98. A break through the head of (190)2 is found in the first issue on position 85, and in the second issue on position 81. Besides, in the first issue stamps are known with wide spacing between 1 and 9(02). A few irregularities of "1" and "9" are found, some only in the first issue and others in the second issue.

Ostensibly, because the order for the overprint had been given out in December 1901, a few sheets of the 3c were overprinted in error with the date 1901 (instead 1902) just like the provisional postcards issued at the same time. Four (according to others only 2½) sheets of No. 22 F I are said to have been actually issued. To the same issue also belongs the weak greenish toned (instead of pure black) surcharged color No. 22 Fa. According to Luff (*Gibb. M. J.*, XVI, p. 93) the sheet of No. 22 Fa was bought with other sheets at the post office and was discovered amongst them by Scott Company not until sometime later. On the contrary No. 22 Z1 belongs to the 2nd issue of March 1902. This inadvertent use of the older stamp No. 5 (issue No. 5k) is likewise said to have been limited to three or four sheets. The original value of No. 22 contains the same plate error described in the case of No. 5. The frames of all positions excepting 50, are inverted (also with No. 22 F I and 22 F a, but not with No. 22 Z1).

No. 23 comprises only one printing, stated by *E. W. St. N.* to be 40,000 copies and issued during Dec. 1891; and according to *I. B. J.* were sold out at the end of February. Type II is therefore found eight times on the same positions as is found in the first issue of No. 22. The original value comes with the same plate errors described in the case of No. 10. Inverted frames found only on position 51 and are known joined together with normal frames.

(*Translator: The* 1891 *date is evidently an error; it should be* 1901.)

1902 (18 May). Second provisional issue of the denomination 2 C. and 8 C.: Stamps No. 16 and No. 19 with new surcharge A 5 (like A 3 and A 4) but now made in Copenhagen.



				Issue (sheets)
24	2 CENTS on 3c steel blue/carmine	$ .50	$ .45	325
25	8 CENTS on 10c milky blue/gray brown	.60	.50	1075

The surcharge is without type differences and plate errors, but on both of the original values occur the same plate errors as on Nos. 22 and 23 (see there). Also all frames on No. 24 are inverted with the exception of position 50, while on No. 25 inverted frames are rare. (*Translator: On No.* 25 *all frames are normal, except position* 51, *which is inverted.*)

The bisects of 4c stamps (Jan. 20/Feb. 10, 1903): About the beginning of 1903 because of a need for 2c stamps, the provisional use of diagonally bisected 4 C. stamps was permitted through an ordinance of the Postal Administration on January 20th at St. Thomas, and through notice of Feb. 10 at St. Croix, for the 2c postal rate. (For reprint of order for St. Thomas, see D. B. Z. 1903 p. 48; then later is the statement of Hanciau and others that these were ordered on Feb. 20—rather erroneous when the bisects were already offered by the end of January. Their assumption may have been due to the fact that the consent of the general postal administration at Copenhagen was first given sometime during the month of February.) It does not follow from the announcement that the bisecting was to be carried out exclusively by the postal officials; it means only that such franked correspondence was to be handed in at the postal window and not to be thrown into the letter boxes. Our prices accordingly cover only bisects on letter or on whole pieces. No official termination of the bisect order is known; such bisects have appeared with the date May 8th (Fredericksted). What has been said above permits an easy understanding of the use of the older 4 C. stamps. (*For further details, see Danish West Indies Bisects in American Philatelist, XLIII* (1929), *p.* 224.)

		Perforation:	Z1:12¾ (No. 17)	Z2:14x13½ (No. 6)
I	4 C. brown/blue bisected diagonally		*.75*	*5.00*

(To be continued.)

EUGENE KLEIN AND THE A. P. S.

At the 50th Annual Convention of the *American Philatelic Society* held in Washington, D. C. from August 12 to 16th inclusive, our fellow member Eugene Klein of Philadelphia was elected to the presidency. Mr. Klein has many progressive ideas for the promotion of the society, and under his competent business management it is hoped and expected that the society will make some important progress during the coming two years.

SCHACH DEN FAELSCHUNGEN, Publ. Kurt Kayssner, Buchow, (Maerk.), Schwitz, Germany.

This booklet is mainly designed to detect forgeries. It contains numerous illustrations and comparisons with the genuine stamps. It is interesting for beginners as well as advanced collectors.

U. S. BUREAU PRINT PRECANCEL CATALOG. Edited by Dr. W. I. Mitchell. Published by Stephen G. Rich, 170 Claremont Ave., Verona, N .J. 75c.

The bible of the Bureau Print Collectors. 64 pages, spiral bound, blank pages for notes.

Scotts' 1936 Catalog

Reviewed by George B. Sloane.

THE 1936 edition of Scott's Standard Postage Stamp Catalog shows many substantial price increases, which are amply justified by present conditions and we are sure will be welcomed by collectors.

It includes all of the additions that were introduced in the two or three previous editions, revised and corrected, and in addition introduces a pronouncing guide based upon Webster's New International Dictionary.

An interesting situation that is an encouraging indication of present trends is the fact that the entire edition was sold out on the date of publication.

We will not endeavor to review the prices in all countries but the following resume of the U. S. section may be of interest.

Incidentally an analysis made by Emil Bruechig shows that all of the airmails listed in the 1935 edition totaled $22,951.24, while in the 1936 edition that had increased to $30,064.64.

In the postmasters' provisionals, new listings have been made "On cover", for instance, the Alexandria 5c on buff, listed at $5,000 is, in addition, listed on cover, for $8,000. This is also followed out in the Baltimore, the 5c black listed as $600, but on cover, at $1,000, and the extremely rare 10c prices $6,000, with a four-thousand-dollar premium when attached to the original envelope. The Providence 5c and 10c stamps remain unchanged in unused condition, but the used 5c has been reduced from $400 to $275. The 5c New York prices $50 used as it did last year.

In the 1847 issue prices remain the same, and there are no changes in the 1847 reprints.

Taking the 1851 issue, we find the 1c, type II, used, raised from $5 to $6, and the type IV advanced to $5. The 10c green with full shells, type I, moves up to $25 used, and the type II shows a 50c rise to $5. There are few other changes worthy of special notation in this issue.

The 1c, type I, perforated, of 1857, becomes a $15 stamp, used, and the 3c type II, unused is priced at 50c. In this issue, the 10c, type I, used, is also moved up, to $17.50, and the 12c black, used, is priced at $5.50. Otherwise there is little to report.

I note that the 10c "August" first issue, is raised from $25 to $30, used, and there are very few, if any, changes in the prices either used or unused, for the second issue, except that the 30c used has been jumped a dollar, to $4. In the 1862-66, there are several changes, the 2c Black Jack going to 70c used, the 5c red brown to $9, the 5c brown to $2.75, the 15c Lincoln to $4.25, and the 24c lilac to $3.

1867, Grilled issues. The 3c grilled all over, used, will price at $35 instead of $30, the 3c 13x16 moves to $11, and the 2c with 12x14 grill, a very scarce stamp, to $35. In the "Z" grills the 2c goes to $10, and the 12c to $20. In the 11x13 and 9x13 grilled series are several changes ranging from 25c to $2, all upward. Reissue prices are unchanged.

There are many 50c and $1 advances in the prices for used copies of the popular 1869 issue, and the 24c has been pushed up to $12, while the 90c is changed from $40 to $45. There are no changes in the reissues.

These are the new prices for the grilled issue of 1870-71, used: 1c, $1.75; 6c, $9; 10c, $15; 15c, $17.50, and 90c, $17.50. Changes in the National set without grill are minor, but beginning with the 1873 issue we begin to find many changes in both columns, the unused and the used. In the 1873 issue, the 1c unused is raised from $1.50 to $2.50; the 2c unused from $2.25 to $3; the 6c unused from $5 to $6; and the 30c black, used, from $1.25 to $1.50. In the 1879, American Bank Note Co. printings, the 10c without the secret mark, unused, is advanced from $6 to $8.50, while the variety with the secret mark, unused, moves up $1, and the 30c black goes to $7, unused. In the issues from 1882 to 1888, there are a number of small changes, probably the largest being reflected in the 90c purple which is elevated, unused, to $15.

The 1890 issue, which is the starting point of many U. S. collections, shows the upward trend of prices in numerous instances. The 2c lake is priced at $2, and the variety with cap on both numerals, unused, is set down at $7.50, while

the unused right cap variety is listed at $15. The following is a list of the new prices, all unused: 3c, 85c; 4c, $1; 5c, $1.35; 6c, $1.50; 8c, $1; 10c, $1.75; 15c, $3.25; 30c, $4.50; and 90c at $7. The 90c used is advanced to $3.50.

As was to be expected, the entire Columbian issue has been given a lusty boost. I will give the quotations on the better values: 30c, $3.50; 50c, $6; $1, $15; $2, $15; $3, $23.50; $4, $30; and the $5, $32.50. The prices of the used copies also show changes in an upward direction.

Many changes are shown in the 1894, unwatermarked set. The 2c carmine lake, is priced at $2, the 6c at $2.50, the 15c at $5.50, the 50c at $7, the $1 black, type I, at $16.50, the type II at $35, same level as last year, the $2 at $37.50, and the $5 shows a reduction, from $85 to $75, although I had not heard of any speculator unloading any supplies of the stamp. I find it just as scarce, unused, as before.

Greater advances were made in the 1895 issue, the 10c going to $2, the 15c to $4, the 50c to $7, the $1, type II to $27.50. The 10c browns of 1898-99 are raised, type I to $6, and type II to $5. The 15c green shows a 50c increase to $4.

In the Omaha issue of 1898, the 1c moves to 40c, the 2c to 30c, the 4c to $2, the 5c to $2.25, the 8c to $3.25, the 10c to $3.50, the 50c to $10, the $1 to $16, and the $2 to $28. In used condition, the $1 is moved up to $12.50 and the $2 to $22. The Pan-American set totals $9.35.

Practically everything in the 20th Century issues, unused, is advanced, and for lack of space we will have to pass many items, but in the 1902 issue the 50c is listed at $7, the $1 at $12, the $2 at $16.50, and the $5 at $35. The 5c Lincoln, imperf, takes a position at $12. The rarer coil issues remained unpriced. The Louisiana set prices at $11.35, and the Jamestown set, $3.85. The $1 violet black of 1908 is priced at $10, and there are some upward changes in the prices for the coil issues. The 1c and 2c bluish papers are listed at $4 each, and the 4c and 8c are hoisted from $750 to $1,000, each, which should be of interest to those fortunate to own complete sets. The 13c is dropped from $100 to $85, while the 15c shows a $2 increase to $20.

1909, Commemoratives. All three of the imperforates are advanced to $1.25 each, and the bluish paper, Lincoln, becomes a $6 stamp. In the 1910 issue, the 8c and 10c each move to $3, and the 15c goes to $6. The 10c orange, perf. 12, of the Panama-Pacific issue shows a rise to $5.50, while the yellow shade becomes $4. The perforated 12 set, now lists a total of $12.95 for all five varieties, and the perforated 10 set totals $20, the 10c accounting for $13.50 of this, and the 2c perf. 10's for which many are seeking now list $2.50 in the carmine shade, and $2 for the red.

The $1 violet black, No. 423 is priced at $15. In the perforated 10, watermarked issue, the 12c in the copper red shade is advanced to $3. Others of this issue are likewise increased, the 15c to $3, the 20c to $3.50, and the 30c to $7. The 3c coil, No. 445 is advanced to $8 for a single.

The 2c coil, No. 449, type II, continues to find a place in the list, at $60 each, although few in a position to know, claim to have ever seen a real copy and many, including myself, are convinced that it does not exist, in this type, with anything better than an imaginary watermark. The type I remains unchanged at $40. The 3c rotary coil, No. 456, shows a 50c increase, to $10, while the 2c rotary coil, imperf., No. 459, shows no change.

Several nominal changes are shown in the perforated 10, unwatermarked issue, but the 5c error rises from $22 to $25. However, no change is reflected in the 50c and the $1 of the set. The $2 dark blue, No. 479 goes to $6, and the $5 light green to $11.

The 5c error in the perforated 11 issue, of 1917-19, has moved up to $15. The $2 orange red and black, No. 523 goes to $14 unused and $7 used, while the $5 remains stationary. The 1c green, offset printing, with Rossbach, 12½ perforation is priced at $2, a change of 50c. The 1c green rotary, perf. 11x11, No. 545 advances to $6, and the 2c moves up to $2.

The Pilgrim issue lists $2.25, with $1.75 of this assigned to the 5c. The 1c green, No. 578 goes to $4.50, but the 2c, No. 579, and the 2c, No. 595, remain fixed at old prices. The Harding 2c imperforate is raised to 40c. The Huguenot 5c goes to 90c, or $1.30 for the set, and the Lexington set prices $1.25. The 2c and 5c Norse-Americans, $1.30. The 5c Ericsson is 35c, and the 2c Burgoyne (Saratoga), 35c. The two Hawaii's advance to 80c. The Kansas set total $3.35, and the Nebraska outfit $4.21. This about completes the postage issues.

In the Airmails, the 1918 set shows small advances, and new prices total $6. In the 1923 series, the 16c blue advances to $1.60 and the 24c carmine to $2. The three Graf Zeppelins total $24 a set, and the 50c Zeppelin, which suddenly departed from the Agency on a recent date, and left many dealers stranded with short supplies, has gone to $1.

The Parcel Post set shows advances particularly in the 50c which moves to $4, and the $1 which now rates a sawbuck ($10 to you).

The price of the book is $2.50.

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CHECK LIST LICENSE AND ROYALTY STAMPS IN U. S. 1860-85, by Henry W. Holcombe, New York, N. Y.

This is an unusual 32 page booklet on the License and Royalty Stamps used in the U. S. and it is the first effort to bring the Sterling list of 1880 to date. Mr. Holcombe has done fine work in the way of research. Work of this kind could not be amply repaid except as one philatelist to another passing the word that this is another philatelic work worth acclaiming.

Accessions to the Library

Stamps of Providence Postmasters. Gift of B. S. King Estate.
Mason's Essays of U. S. Stamps. Gift of B. S. King Estate.
Sterling Revenue Stamp Catalog 1886. Gift of B. S. King Estate.
Revenue Stamp Catalog U. S., Adenaw. Gift of B. S. King Estate.
U. S. Revenue Stamps (Boston). Gift of B. S. King Estate.
Leve's New Perforator 1901-7. Gift of B. S. King Estate.
Check List of Revenue Stamps, Toppan. Gift of B. S. King Estate.
Royal Jubilee Exhibition Catalog. Gift of R. P. S. L.
E. A. Holton Catalog, 19th Ed. 1861. Gift of L. Stone.
Proofs of U. S. Stamps. Gift of W. Randall.
U. S. Reference List 1901-1920. Gift of W. Randall.
Canadian Precancel and Revenue Catalog. Gift of W. Randall.
Bartels Reference List of Cut Squares and Entires. Gift of W. Randall.
The Postage Stamps of Batum, W. E. Hughes. Gift of Author.
Supplement to British Isles. Gift of R. P. S. L.
Nesbitt Stamped Envelopes and Wrappers of the U. S. A. Gift of R. P. S. L.
Postage Stamps of the British Colonies, Possessions and Protectorates of Africa II. Gift of R. P. S. L.
Notes on the "De la Rue Series" of the Adhesive Postage and Telegraph Stamps of India. Gift of R. P. S. L.
Postage Stamps and Envelopes of British India & Ceylon. Gift of R. P. S. L.
A. P. E. Exhibition Catalog 1926 & N. Y. American 1934. Gift of C. F. Richards.
Catalog of Confederate States, C. J. Phillips. Gift of C. F. Richards.
Denmark 1851-99. Gift of C. F. Richards.
Berkshire Exchange Catalog 1927. Gift of C. F. Richards.
Precancel Catalog, Gunesch. Gift of C. F. Richards.

Stamp Collecting for Profit, R. A. Kimble. Gift of Author.
U. S. Bureau Precancel Catalog, 15th Ed. Gift of S. G. Rich.
Air Posts of Colombia. Gift of F. W. Kessler.
Postage Stamp Inventory. Gift of Jere H. Barr.

THE AIR POSTS OF COLOMBIA INCLUDIND THE SCADTA ISSUES, by F. W. Kessler, 1936 edition, $1.00.

Contains a complete listing of the Colombian airpost stamps and covers and Ecuador Scadta stamps and covers. Also a cellophane plate showing how to distinguish between the two printings of the Ecuador Provisional Scadta Issues. The author takes up the story of Colombia, its travel routes, its air routes; the history of the Scadta and its stamps, systems, consular surcharges; the departmental express stamps, oddities and counterfeits. Well written and illustrated. 118 pages, 5½ by 8 inches, on good stock and spiral binding which allows the pages to open wide without bending.

BURT'S HANDBOOK FOR STAMP COLLECTORS, by Augustus Wilfrid Dellquest, published by A. L. Burt Co., New York. $1.00.

A comprehensive dictionary of philatelic terms, key to stamp inscriptions and symbols, identification, check list of U. S. Postage stamps, pronouncing index to difficult names, etc. Bound in cloth and illustrated in handy pocket size.

U. S. STAMP INVENTORY. By Jere H. Barr and Woodrow Maloney, Reading, Pa. 35c.

83 pages for a small looseleaf binder providing space for checking all U. S. issues for used and unused singles and blocks, covers and sheets.

STAMP COLLECTING FOR PROFIT. By Ralph A. Kimble. Published by Beverly Hills Philatelic Society, 9357 S. Loomis St., Chicago, Ill. 75c.

An interesting booklet of 66 pages covering such interesting subjects as Buying, Preserving, Selling, and Some Food for Thought. Many practical suggestions that will interest even the collector of long standing.

STANDARD CATALOGUE OF AIR POST STAMPS. 1936 edition. Compiled and edited by Nicolas Sanabria and Harry M. Konwiser. Published by Nicolas Sanabria, Inc., New York. De Luxe edition, $2.50. Cloth, $1.50.

This specialized catalog of air post stamps, formerly published by the Scott Stamp and Coin Company, bears little resemblance to its predecessors. It is an ample volume with a page size about double that of the former catalogs, and contains over 400 pages.

One very helpful feature which we are sure will appeal to all collectors is the watermark reproductions which appear throughout the book. This convenience will enable the philatelist to make watermark identifications quickly and with no possibility for error. Among the other interesting features included in this compilation are a short philatelic dictionary, a listing of stamp colors, and a table of foreign monetary units valued in United States dollars.

The textual matter, however, has undergone as great a change as the physical appearance of the new airpost catalog. Issues which have in the past been rigorously excluded from any Scott catalog have been recognized by the present compilers. On of the most notable examples of these "taboo" stamps is the S.C.A.D.T.A. issues of Colombia.

In commenting on the prices as a whole, we can say that they show a definite trend towards true market values. It seems to us that a tabulation of this type should be a barometer of actual prices and the closer it reflects these values, the greater will be its usefulness. The ratings frequently are different than those given by the Scott Company in their standard catalog.

All in all may we say that the 1936 edition of the Standard Catalogue of Air Post Stamps shows very marked improvement and we strongly advise all collectors to secure a copy, as it is absolutely indispensable in correctly listing and valuing airmail stamps.

—EMIL BRUECHIG.

THE REGENT STAMP CATALOG. Edited by Robson Lowe. Published by Halcyon Book Co., Ltd., Condon. Third Edition, 1936—$1.35.

The 1936 edition of the Regent Catalog of Empire Postage Stamps is now published by the Halcyon Book Company, Ltd., First Avenue House, High Holborn, W. C. 1, England, although still edited by Robson Lowe.

The publishers call attention to the fact that the Australian States and New Zealand have been entirely rewritten, using a tabular listing which gives every

detail for the specialist but at the same time still remains a simplified list for the general collector. Great Britain has also been rewritten and valuations are given for practically every essay, proof and imprimatur, which will prove of particular interest to specialists in the stamps of Great Britain and the British Colonies.

An interesting supplement has been added of foreign countries which have been at some time since 1841 under British rule or administration. These include the issues of former German Colonies.

The illustrations are defaced so that they can be imported into this country without restrictions.

BILLIG'S GROSSES HANDBUCH DER FALSCHUNGEN. Fritz Billing, Vienna.

Useful books on forgeries. Tho the text is in German, no knowledge of that language is necessary to make good use of this series of books. The Forgeries are exposed very clearly by means of enlarged illustrations. 19 separate books have appeared, treating the old German and Italian States. #19, Heligoland, has 50 enlarged photographs of Originals, Reprints and Forgeries, while #4, Brunswick, has 53 enlarged illustrations. The excellent text is by Otto E. Stiedl and the useful photographic illustrations by the publisher.

Evenings at the Collectors Club

UNION COUNTY PHILATELIC SOCIETY VISIT.

At the opening meeting on September 18, 1935, the Club was honored by a visiting delegation of sixteen members of the **Union County (N. J.) Philatelic Society.** After a dinner at the Chemists Club the meeting was continued in the Club room. President L. B. Mason introduced President Ben K. Ford of the Union County Society, who in turn introduced the guest speakers and exhibitors as follows:

Laurence B. Mason, an honorary member of the New Jersey Society, exhibited a complete collection of New York Postmasters 1851-57, including a letter of William Walker, a usurping dictator of Nicaragua in the 1850's when the Vanderbilt "Ahead of the Mails" were going to and from California through that country.

Dr. John Wendel Andrews, chemical engineer, the Western Electric Company, outlined the results of his studies of the colors of stamps made in quest of a simple method of identifying counterfeits by means of chemical reactions and spectroscopic analysis. He exhibited stamps of the Yorktown issue in the so-called "lake" shade which he had changed from the ordinary color by the simple expedient of subjecting the stamps to hydrogen disulphide gas, and stated that in view of the ease with which these "rare" stamps were made many other color rarities might not be anything but color changelings. Dr. Andrews and his colleagues in the Union County Society have secured the co-operation of several of the universities, and hope in time to be able to answer many of the puzzling questions that arise on stamp colors.

Colonel Charles R. Morris read a paper outlining the history of San Marino, illustrating each salient point with a stamp of the country.

Charles W. Gramm exhibited U. S. 1869 issues in essays, proofs, reissues and the stamps themselves, used, unused and on cover with various cancellations.

Howard Drummond exhibited Match and Medicine stamps and outlined the progress of the census of these stamps he and several fellow members are making.

Elliott Perry exhibited shades of the U. S. 1861 issues on cover, assembled with a view to fixing dates when the various catalogued shades first appeared.

Robert J. Read showed a collection of Denmark used, unused and on cover, assembled and written up to interest the non-collector.

Arthur G. Hall, President of the New Jersey Philatelic Federation, outlined the work done in assembling the data on Railroad Cancellations which he has been releasing through the philatelic press.

The Union County program was enthusiastically applauded and many members expressed the sentiment that the meeting would long be remembered. A return visit was arranged.

A letter was sent to Walter Scott, wishing him a speedy recovery, which was signed by the members present.

RALPH A. BARRY.

Collectors Club Program

SEASON 1935-1936

Meetings are held in the Club Room No. 329, 30 East 42nd Street, at 8 P. M. Sharp

COMPETITIONS

On Competition Nights, Certificates will be awarded to members for the interest and condition of the stamps shown, but not for rarity. Exhibits not the personal property of the exhibitor will be "Not in Competition" for Club Certificates of Award.

SEP. 18th—Visit and Exhibition. By Union County N. J. Philatelic Society. Dinner at The Chemists Club, 6:30 P. M.

OCT. 2nd—Competition, United States, 19th Century Postal Issues, by Club Members, limited to 24 pages each.

OCT. 16th—Exhibition, India Native States & Roumania. By Abraham S. Arnold.

NOV. 6th—Competition—Most Interesting Pages From Collection. By Club Members, limited to 24 pages each.

NOV. 20th—Exhibition, United States 20th Century Stamps and Proofs. By James B. Helme.

DEC. 4th — Exhibition — New South Wales. By Theodore E. Steinway.

DEC. 18th—Visit & Exhibition. By Atlantic City Stamp Club. Dinner at the Chemists Club, 6:30 P. M.

1936

JAN. 8th—Annual Meeting—Exhibition. Autographed Free Franks of Signers of the Declaration of Independence and Members of the Continental Congress. By Edward Stern.

JAN. 22nd—Exhibition—South American Countries. By Members. Limited to 60 pages each.

FEB. 5th—Exhibition—Denmark in 7 Volumes. By Hans Lagerloef.

FEB. 19th—Exhibition—United States Early Issues. By Saul Newbury of Chicago. Dinner at the Chemists Club, 6:30 P. M.

MAR. 4th—Exhibition—Two Sicilies. By Rear Adm. F. R. Harris, U. S. N.

MAR. 18th—Visit & Exhibition. By Members of the Westchester (N. Y.) Federation of Stamp Clubs N. F. S. C. Dinner at the Chemists Club, 6:30 P. M.

APR. 1st—Exhibition—Afghanistan. By Winthrop S. Boggs of South Orange, N. J.

APR. 15th — Exhibition — Essays and Proofs of Any Country. By Club Members, limited to 60 pages each.

MAY 6th—Exhibition—Welcome to Out-of-Town Members and Visitors to International Exhibition. Exhibition of a Nationally known collection.

MAY 20th—Competition—Stamps of Any Country, Exclusive of the United States, that were not displayed at the International Exhibition. By Club Members, limited to 24 pages each.

JUNE 3rd—Competition—United States 20th Century Postal Issues. By Club Members, limited to 24 pages each.

COLLECTORS CLUB

Out-of-Town Visits

Nov. 13th—Collectors Club Visit and Exhibition to the Union County Philatelic Society of Elizabeth, N. J.

1936

JAN. 17th—Collectors Club Visit and Exhibition at meeting of The Westchester (N. Y.) Federation of Stamp Clubs N. F. S. C.

APR. 29th—Collectors Club Visit and Exhibition at meeting of Atlantic City, N. J. Stamp Club.

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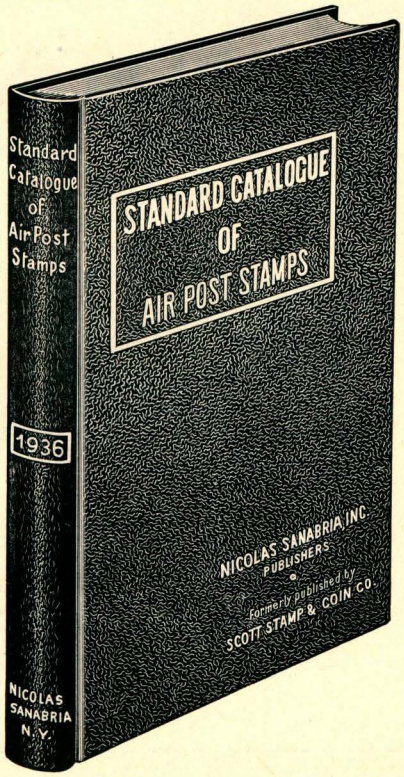
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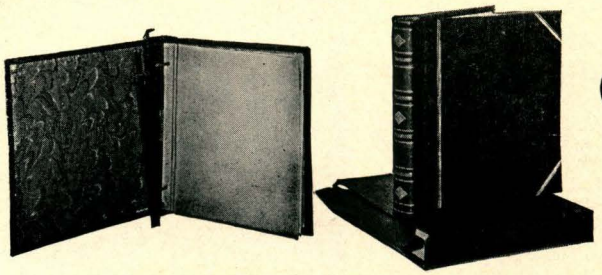
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Official. 1909-12, 15c claret and black, without surcharge, mint	(813 var.)	8.00
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1c dark green and black, Gibbons No. 302a, £3, mint	(186a)	6.00
2c red and black, Gibbons No. 303 £2.10, mint	(187 var.)	5.00
5c blue and black, Gibbons 304 £1.15, mint	(189 var.)	4.00
8c purple and black, Gibbons No. 305 £6, mint	(190 var.)	6.00
10c violet and black, Gibbons No. 306 £6, mint	(191 var.)	6.00
25c brown and black, Gibbons No. 307 £6, mint	(192 var.)	6.00
50c black, Gibbons No. 308, £6, mint	(193 var.)	6.00
Paraguay. 1922, 1p blue and brown, mint	(244b)	20.00
Persia. 1911, 9c violet and yellow brown, mint	(485a)	7.50
1913-14, 12c ultramarine and green, mint	(533a)	7.50
1915, 2c blue and carmine, mint	(561a)	7.50
10c blue and yellow brown, mint	(567 var.)	7.50
24c yellow brown and dark brown, mint	(569 var.)	7.50
1k silver, yellow brown and gray, mint	(570a)	7.50
2k silver, blue and rose, mint	(571 var.)	7.50
5k silver, brown and green, mint	(573 var.)	7.50
1 toman gold, purple and black, mint	(574a)	12.50
5 tomans gold, blue and indigo, mint	(577 var.)	12.50
Parcel Post, 1915, 6c olive green and carmine, mint	(923 var.)	12.50
Peru. 1921, 1c olive brown and red brown, mint, Yvert No. 189a Fs. 2500	(222a)	12.50
Portugal. 1895-96, 2½r gray, mint	(110 var.)	2.50
1899, 25r carmine rose, mint	(152 var.)	2.50
Portuguese India. 1902-03, 1t carmine rose, mint	(234 var.)	4.00
Russia. 1917-18, 1r brown and red orange, mint	(128a)	6.00
Salvador. 1929, 1c violet and dark brown, mint	(512a)	20.00
Transvaal. Revenues, 1902, 2s6d orange brown and gray, mint		20.00
5s gray and violet, mint		20.00

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We are always able to offer fine specialized collections and those mentioned below are particularly recommended to all who wish to exhibit at New York next spring. Those collections marked ★ were formed by Col. G. S. F. Napier, F.R.P.S.L. Inspections arranged, subject to being unsold. Prices are based on $5 to the Pound.

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