

# The Collectors Club PHILATELIST

Volume 55 Number 3
May 1976

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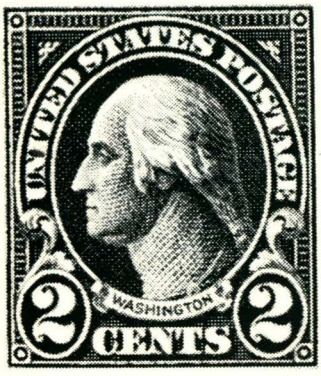
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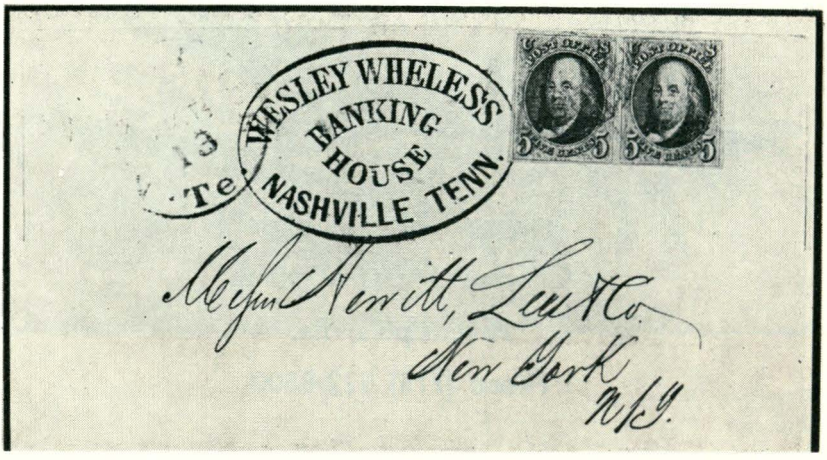
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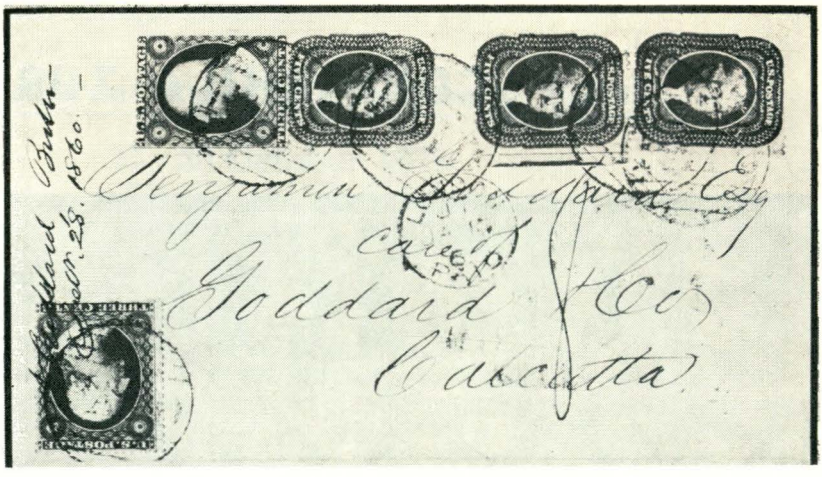



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## SUPER BOOTH 12 —




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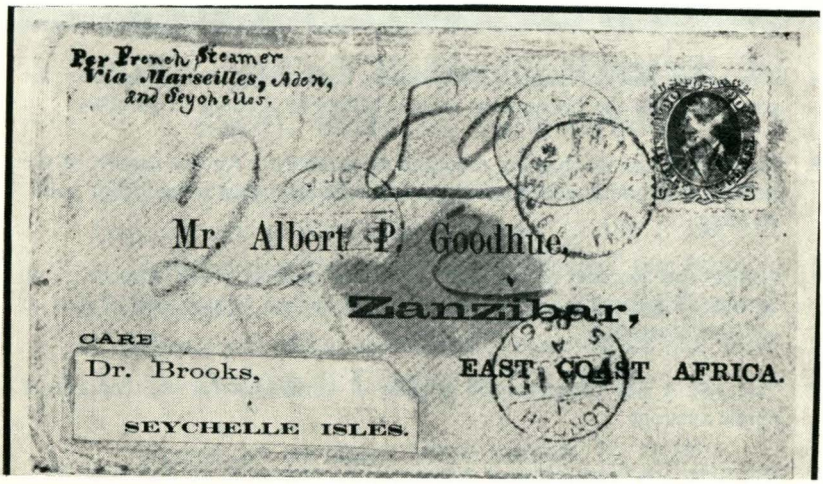
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# VISIT ANDREW LEVITT AT INTERPHIL — SUPER BOOTH 12



Milford, Mass. to Paris. 21c rate via American Packet — Direct Redirected to Liverpool, England. — 8 pence due. August 30, 1855.




Double rate letter (2x45c) to Zanzibar by British Mail via Marsielles—originating in San Francisco, Aug. 29, 1867. Carried outside of the mails and posted in Salem, Mass., Sept. 24, 1867—U. S. retained 10c internal Credit Britain 80c.

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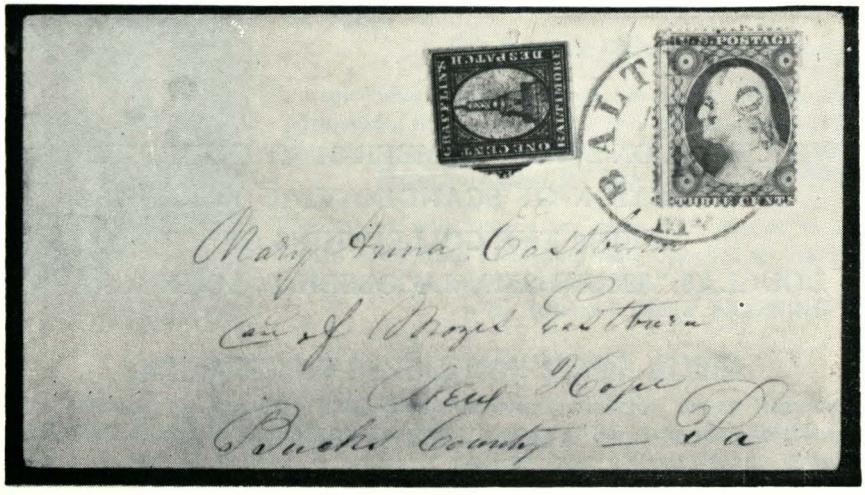



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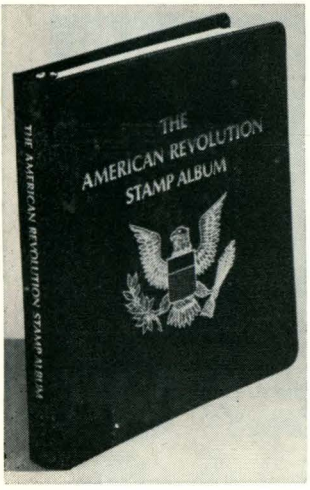
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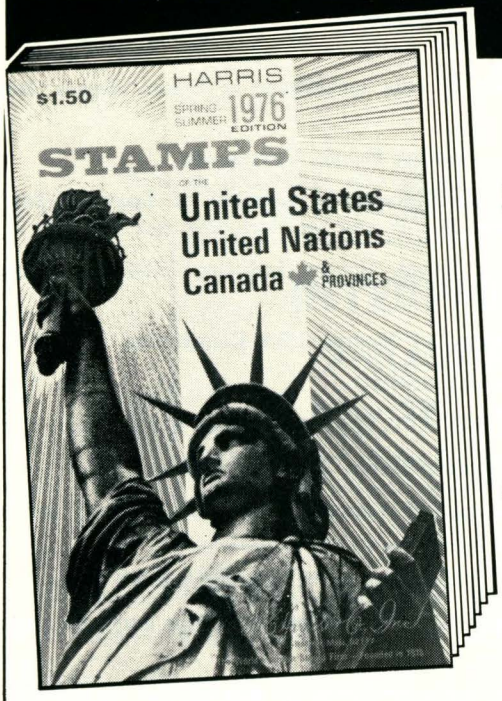
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# The Collectors Club PHILATELIST

Volum 55, Number 3 Contents May 1976

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## CONGRATULATIONS and GOOD LUCK !

The Spanish American War had not yet been fought, the first motor cars were just beginning to chug along dusty roads, frightening humans and horses alike, and stamp collecting had barely passed the half century mark when, in October 1896, The Collectors Club came into being.

Today, eighty timeless years later, our club is alive and well. A hale and hearty octogenarian, its heritage has been rich, its contributions abundant. Its membership rolls contain the names of philately's greats and the knowledge they have imparted has not been small.

During its long life the club has nurtured the finest traditions and precepts of our hobby and done its best to keep them inviolate. It has done much to foster true philately in the best sense of that word.

As has been pointed out, our birth date is in October. The 5th to be exact, and we are celebrating a bit early. True, but this expanded issue has a dual purposed. Not only does it honor our founding, but it also honors "INTERPHIL," the International Philatelic Exhibition being held in Philadelphia in June.

Our best congratulations and wishes to all. Good luck to both.

*(I.S.Z.)*

---

### 1976 PROGRAM AND CALENDAR OF EVENTS

| | |
|---|---|
| May 5 | — *THE TYPESET STAMPS OF HAWAII*—Thurston Twigg-Smith, Honolulu, Hawaii |
| May 12 | — *ANNUAL AWARD DINNER* |
| May 19 | — *CLASSICAL SPAIN* — Louis Cervera-Vera, Madrid, Spain |
| May 26 | — *OPEN HOUSE HONORING "INTERPHIL" VISITORS*—Cocktails 5-7 P. M. |
| May 30 | — *COLLECTORS CLUB "INTERPHIL" LUNCHEON* at PHILADELPHIA |
| June 16 | — *SWEDEN*—Tomas Bjaringer, Brussels, Belgium |

**SUMMER RECESS**

| | |
|---|---|
| September 15 | — *BUENOS AIRES*—John Boker, Scarsdale, N. Y. |
| October 6 | — *UNITED STATES, 1847-1857*—Louis Grunin, Spring Valley, N. Y. |
| October 20 | — *THE U. S. 3 CENT, 1851-61*—Thomas J. Alexander, Prairie Village, Kansas |
| November 3 | — *CONFEDERATE PHILATELY*—Charles E. Kilbourne, Charlottesville, Virginia |
| November 17 | — *CANADIAN RATE COVERS, 1851-1875*—W. E. Lea, London, England |
| December 1 | — *MAILS VIA PANAMA*—Col. James T. DeVoss, State College, Pa. |
| December 15 | — *BOARD OF GOVERNORS OPEN HOUSE* |

*Program Committee:*

LOUIS GRUNIN, Chairman ABBOT LUTZ

# EDITORIAL

## INTERPHIL 76

On May 29th the eyes of the philatelic world and its followers from as far away as Africa, Australia, India and Japan will focus on what is heralded as "the largest and most important stamp exhibition ever staged in the United States."

Enthusiastic collectors have been diligently toiling for months to bring to this show the wide variety of top grade collections, the impresive number of dealers and other features needed to attract visitors until the show is formally closed on June 6th.

Support by The Collectors Club and committee work by many of its members has been unstinted. Their efforts to make INTERPHIL 76 at Philadelphia Civic Center a worthy successor to the six previous U. S. Internationals and the many ones held abroad has been all out.

In looking forward to this newest addition to the imposing roster of internationals it might be well to recall those shows The Collectors Club supported in the past, for today's members can be proud of what their predecessors accomplished five times in a row in New York without financial aid from any government agency.

Because of widely differing philatelic and economic conditions today and those during our Centenary Philatelic Exhibition of 1947, which we mentioned in our last editorial, the INTERPHIL 76 committee approached its tasks in a manner that reflects those changes.

At INTERPHIL 76, Washington's Postal Service has paid $52,000 to rent space where half a dozen government agencies will have displays and where it will sell four souvenir sheetlets, other stamps and a variety of novelties to visitors. In 1947, the Post Office Department also had displays and sales counters and the Bureau of Printing and Engraving had a display to demonstrate its works. However, that *exhibition* had to pick up the entire tab for the space used and for the construction of necessary decor — approximately $50,000.

In 1947, the organizing committee of CIPEX planned the exhibition not only to attract those who already collected stamps, but also those who had not yet tasted the enjoyment of philately. In those days it seemed more important to use the exhibition as a practical promotional, proselytizing instrument, and everything on the three floors of the old Grand Central Palace was intended to serve this purpose.

To accomplish all this, an intensive public relations campaign was started almost two years before the doors opened. Editors of every major magazine in the land, as well as the editors of some 4,000 internal and external house organs were approached. Each was offered specially written articles which would showcase philately in a style directly linked with their editorial outlook and contents.

*Readers Digest, Colliers, Saturday Evening Post, This Week* and others of that calibre accepted manuscripts and published them during the month prior to the opening of the show. A cattlemen's house organ ran a piece on Beef Raising on stamps, Pan American's, *New Horizons,* distributed to every Clipper passenger in the skies, devoted three pages to, *Aviation Progress and Stamps,* ARAMCO'S prestigious monthly had one related to petroleum on stamps. There were scores of others, equally influential in bringing non-collectors visitors to the exhibition as well as promoting our avocation in general for those who read them but could not come to New York.

Foreign participation was innovationally tremendous. Largely through the close relationship the late Alfred F. Lichtenstein enjoyed with the Swiss, both the Swiss Postal Administration and Courvoisier-Helio, S.A. sent to America displays that are still con-

sidered to have been the highlights of CIPEX.

The Swiss Philatelic Service Office built the first of its huge moving tables for introduction at the show. Situated in a large, thickly carpeted hall decorated with bouquets of flowers, the table consisted of an endless belt on which was mounted a wonderful array of essays, proofs and stamps. Visitors could sit along the table sides and watch, through glass windows, the colorful display glide silently by.

The Swiss Postal Museum filled a large section of the Court of Honor with its most precious treasures. Included in its showing was its block of 15 mint "Basel Doves," its multiple of 7½ "double Genevas" and a full sheet of the Geneva "Eagles."

Courvoisier's displays included original art work and progressive and final proofs of its Helio stamps, among them the one issued in honor of CIPEX. They also showed a number of completed sheets of stamps and souvenir

*(Continued on page 193)*

# Letters to the Editor

The exposition of the ter Braake-Hahn imbroglio in the January *Collectors Club Philatelist* did not leave any room to consider what might be of general concern to the interests of philately. The contestant will have to settle their claims between them, and the question of what is copyrightable and infringement left to the lawyers. Information in journals of the type of the *CCP,* issued by organizations not in the "publishing-for-profit" business, has generally not been copyrighted. Likewise many scientific and academic journals have not been copyrighted. It is understandable that journals and books issued by commercial publishers would usually be copyrighted.

The tradition in publishing results of philatelic studies has for long been that they ought to be made available for free use by all collectors. Philatelic students have been nurtured in a sense of moral obligation to put their philatelic knowledge into the public domain. This practice has greatly facilitated the growth and communication of such knowledge. Any restrictions to this flow by extension of copyrighting into heretofore open philatelic journals would be regrettable and contrary to the best interests of philately. We hope such journals will continue to refuse publication of any material to be copyrighted. There may be justifiable special exceptions, as in the case of maps or original art work.

The situation with books is, of course, somewhat different where large sales are anticipated and considerable investment in costs may need to be protected. It is difficult to see, however, the need for copyrighting scholarly works of limited appeal except, perhaps, for protection from foreign pirating in case of expensive books of international interest.

Copyrighting of articles by individual authors, on the other hand, rarely seems justified and usually connotes greed or vanity. It is unfortunate that distrust between authors and editors or publishers sometimes incites authors to copyright merely to protect the integrity of their text rather than commercial gain.

As a practical matter, the copyrighting of philatelic books has some advantages as well as disadvantages for philately. Copyrighting of catalogs, for example, is likely to promote diversity, originality, and continuity in such works. But copyright may often discourage others from improving revising, or adding to existing works, even after they are out of print. One will find the editors or publishers usually generous in giving permission for reproduction of parts of copyrighted material, which reduces the impact down to more of a nuisance level.

With the present great economic and technological stresses on the publishing "business," the new copyright law in the offiing and other media developments, the use of copyright may greatly change in the not too distant future.

Robert G. Stone
Biglerville, Pa.

# ♣ ♣ ♣ INQUIRENDO

## CONCERNING A PECULIAR ABERRATION OR DETRACKING OF THE COLLECTING IMPULSE ♣ ♣ ♣

*BY GEOFFREY T. HELLMAN*

*Written in 1933 for "The Colophon," that extraordinary book collectors quarterly that today has become a collectors item itself, this urbane and witty commentary on philatelists and their foibles is also a delightful piece of nostalgia for members of The Collectors Club.*

Although few book collectors give it a thought, the last ten or fifteen years have seen, along with the subsidence of the street car and the return of the roller-skate, an astonishing rise in the position occupied by the adult stamp collector in the eyes of his fellow-man. Thirty years ago the rank and file of stamp collectors who were beyond schoolboy age were pretty much ashamed of themselves for pursuing what was considered an exclusively schoolboy hobby. When they ordered stamps from out-of-town dealers they requested that they be mailed in plain wrappers, like sex books. They told suspicious friends that they were collecting for their small nephew. They swapped duplicates with one another with the secrecy of a murderer disposing of a corpse. At a time when book collectors enjoyed the respect of the community to such an extent that some of them, like A. Edward Newton and Dr. Rosenbach, actually wrote books about book collecting, thus adding to the number of books to be collected, stamp collectors were in general considered *ipso facto* out of their minds. The classic case occurred in the latter part of the last century, when the sensible French relatives of Count Philipp La Renoitière von Ferrary, Austrian philatelist whose collection was confiscated by the French Government during the war and subsequently sold for a million dollars, held a series of *conseils de famille* culminating in a delightfully Gallic effort to have him judged mentally incompetent on the ground that he collected stamps. The count, shaken by this frontal assault, offered to vindicate himself by taking a law course at one of the universities, and emerged with a fund of legal knowledge that made further *conseils de famille* fruitless. Most people, however, regarded Ferrary's mental powers as quite exceptional in a man who collected stamps. Stamp collectors themselves were inclined to concur in the theory of their own imbecility, like morphine addicts who know it's bad for them but can't help themselves. Until quite recently no philatelist has died without a sneaking suspicion that his will could easily be broken.

Today, thanks perhaps to such pioneering madcaps as King George V, who has the world's blue ribbon collection of Great Britain and Colonies, Baron Alphonse de Rothschild of Vienna, whose five-million-dollar collection is housed in a specially built

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*A frequent contributor to "The New Yorker," Geoffrey T. Hellman has had articles published in almost every major periodical. He is also the author of several fascinating books.*

strong-room, and the Nawab of Sachim, ruling Indian prince whom *Who's Who in Philately* somewhat irrelevantly credits with being entitled to a salute of nine guns, something of the old stigma has been removed. Suzanne Lenglen, Benjamin Gigli, Ellis Parker Butler, John Drinkwater, the Crown Prince of Sweden, and King Ahmed Fuad of Egypt are all collectors. In London the Royal Philatelic Society occupies a swanky clubhouse, while in New York the Collectors Club, which in spite of its generic name is devoted exclusively to philatelists, has an imposing suite in the Union Carbide Building where members relax on overstuffed chairs, conjuring up intoxicating visions of shades and errors. (During the war, when the United States boycotted German chemicals and experimented with dyes herself, minor changes in color were so frequent that shade collectors nearly went out of their minds with excitement.) At bi-monthly meetings of the Collectors Club special exhibits are shown and prizes awarded. Members keep more or less in touch with the outside world by having as acting secretary a non-collector, a Miss Newman. "Stamps bore me to death," she says.

Most collectors specialize in some particular kind of stamps. Often their choice is a matter of sentiment. Royalty usually specializes in the stamps of its own country. Here U. S. commemoratives are the most popular, and the Post Office people, sensible of the profit from the sale of stamps that are never postally used, issue new varieties every few weeks. In New York, to name a specialist or two, both Robert Lehman, former Aviation Corporation director, and Roger Steffan, a vice-president of the air-minded National City Bank, collect airmails, Mr. Steffan, incidentally, doesn't benefit by the huge mail received by the bank, since National City is under contract to one of the leading dealers to let him have all their stamps for fifteen-hundred dollars a year. Theodore Steinway, of the piano family, goes in for old German States and for envelopes marked with the special cancellation used by the Steinway firm in Hamburg. (In most European countries business houses are allowed to use their own cancellations.) Enzo de Chételat, Swiss mining engineer who travels all over the world, buys unused stamps wherever he goes and has obliging post office officials cancel them right in his album, thus doing away with most of their value. So far England is the only country which has declined to oblige Mr. de Chételat in this way. Rear Admiral Frederick R. Harris, who has the most magnificent Ceylon collection in this country, got the idea from his friend Baron Anthony de Worms of England, whose Ceylon collection makes even King George gape. Hernand Behn, president of I. T. & T. and director of a number of telephone companies and banks in Cuba and Porto Rico, collects stamps from those islands. President Roosevelt, who got the stamp vote in 1932 in spite of Mr. Hoover's coming out with the statement (felt to be politically inspired) that his entire family had always been ardent collectors, specializes in Haiti, Dominican Republic, and Hong-Kong. His devotion to the first two places dates from his service as Assistant Secretary of the Navy, while his mother's family, the Delanos, have interests in Hong-Kong. Joseph Mouhib, a wistful Turk living in Manhattan, collects cancellations on Turkish stamps used in territory lost to Turkey. Dr. John Lewis Kern, secretary of the Long Island Poets Association, not satisfied with the existing categories of stamps, is leading a movement, practically single-handed, to have bards like Henry Wadsworth Longfellow, Francis Scott Key, James Russell Lowell and Dorothy Parker shown on U. S. stamps.

Not all collectors' choices can be so patly explained. Who can tell, for example, why Mr. George K. Parsons, a mild-mannered gentleman who lives at the University Club and has never been in the Far East, jumps for joy at the sight of a Formosa stamp? The

Parsons Formosa collection contains every regular stamp issued by the island before it was taken over by Japan in 1895, as well as many shades and errors. Some of his fellow-collectors are just a trifle patronizing toward Mr. Parsons, since Formosa never belonged to the Postal Union and her stamps aren't listed in Scott's Catalogue, American stampdom's Book of Books, but Mr. Parsons likes the dragons you get in Formosa stamps, and goes right on looking for new shades and errors. And who can explain Dr. Reginall Burbank's passion for strange cancellations — purple, green, black, and red ones showing everything from a thistle to an elephant—in terms of his being a leading authority on arthritis? Or Dr. Lionel Hartley's awe-inspiring assemblage of Mexican revenues in terms of his being a dentist without a single Mexican patient? Or Mrs. Prentice Cromwell's complete assemblage of twentieth-century Sweden, uncancelled, in terms of her being a cousin of John D. Rockefeller, Jr.? Or H. Bedford Jones's believe-it-or-not collection of such errors as the Newfoundland stamp showing a seal with legs, and the recent Philippine eighteen-cent stamp bearing the inscription "Pergsanjan Falls" but actually showing Maria Christina Falls?*

*Ed. Note: Perhaps in 1933 the correct information was not available. The falls were the Pagsanjan Falls and the stamp showed not the Maria Christina Falls, but the Vernal Falls in Yosmite National Park in California.

Many of these people have poker faces and you would never know they were stamp collectors. Without ever having suspected it, you may have sat next to someone last night whose constant thought is of Southern Rhodesia between 1890 and 1897. However uncommunicative, these people constitute a social menace in that they are likely to be moody and to hum tunes under their breath during the dessert. Among them are Alfred Caspary, Morgan broker who has a two-million-dollar collection of rarities; Sidney Barrett, Manhattan dealer who collects envelopes that have been in train wrecks or airplane crashes; Harold Weeks of Hornblower and Weeks, who has the country's accumulation of newspaper stamps; and Murray Thompson, Mrs. Chester Dale's son, who has a collection of French Colonies that he won't trade in for the entire Dale art collection — at least, not if the Dales have anything to say about it. Many others carry specializing to a terrifying point. A printer in New England collects unused United States in sheets of a hundred, buying them as they're issued; John H. Hall, Jr., son-in-law of the late Senator Clark, likes letters carried by Mississippi steamboats; Dwight Macdonald, Manhattan clubman, collects only two-cent Washington Bicentennials. He has several thousand of these now, no two of them different. P. F. Brunner, one of the founders of the Collectors Club, specializes in stamps that have come from famous collections, such as Senator Frelinghuysen's. He writes the name of the former owner on the back of each stamp. Hans Lagerloef of New York, Swedish importer whose Austria alone fills eighteen fifty-page albums, owns what is probably the world's greatest philatelic curiosity, a portrait of himself composed of forty thousand Swedish and United States stamps. Mr. Lagerloef's family, who have got used to his collecting, had the President of the Institute of Art and Literature in Sweden do it for his fiftieth birthday. It's a wonderful likeness. Lagerloef, incidentally, is one of the few big collectors who doesn't specialize. "The world has been my field," he says. "It's been a terrible task."

The roll-call is terminable. Alfred Lichtenstein, as all readers of the Sunday supplements know, has three Mauritius—and you know what *that* means. Arthur Lamborn, sugar broker, has forty-four albums of unused Great Britain in blocks of four. "My Liberia is also outstanding," he says, "while nothing in the world equals my South West Africa." Charles Lathrop Pack, president of the American Tree Asso-

ciation, collects Australia. Others limit themselves to every stamp in the world catalogued at a dollar or under. Bernard M. L. Ernst, president of the Society of American Magicians and the late Harry Houdini's lawyer, collects contemporary Europe. Both Mr. Hirsch and Mr. Lilienthal of Hirsch Lillianthal collect, although just what is not generally known. It is suspected in some quarters that Mr. Lillianthal's collection really consists of cigar bands. King Carol of Roumania, an unimaginative fellow, collects Roumania. Royalty's prize philatelic bane, incidentally, was the late Arthur Hind, Utica plush magnate. At the Ferrary sale Mr. Hind paid seventy-four thousand pounds for the only known copy of a British Guiana 1856 error, outbidding King George's agent. At the same auction he went Alphonso of Spain one better on a Spanish error, getting it for around twenty thousand dollars. Colonel Green, Hetty's son, has a general collection worth several million dollars, including a match and medicine stamp assortment that is second to none. Runner-up medicine man is Harold D. Watson, a New York attorney who paid his way through law school by selling stamps he got janitors to salvage from waste-baskets. Whenever he forecloses a mortgage on a house today, the first thing Mr. Watson does is rush over and comb the attic for match and medicine stamps. Scouts tip him off whenever an old law office or courthouse is being cleaned out. His biggest scoop came twenty-five years ago, when the City Court of New York moved from City Hall. Mr. Watson dashed over and made a tremendous haul off original processes and old summonses.

You may have known these men for years, but unless you are a collector yourself they never talk shop to you. As a matter of fact, a good many of them never talk stamps to one another, for the simple reason that a man who specializes in early New York cancellations hasn't much in common with one who collects shades of the Virgin Islands. Mr. George K. Parsons, for example, (he of Formosa) can talk to almost no one. Nevertheless, a sort of freemasonry exists between them, and a philatelic judge is usually inclined to be lenient when a fellow-collector is brought before him for speeding, particularly if he slips an early Cape of Good Hope into his hand. Stamp collectors are united by a common shyness, or possibly truculence, in the face of an indifferent, if not hostile, world, and, for all their specialization, by a common regard for the niceties of perforations, shades, watermarks, marginal spacing, and plate reconstruction. Most of them belong to the Collectors Club, although the King of England declined an honorary membership on the ground that once he started joining stamp clubs it would be hard to know where to draw the line, and he might end up as a member of the Sauk County Philatelic Society of Baraboo, Wisconsin.

Philatelic libraries are a natural adjunct to stamp collecting, the greatest privately formed one having been that of the Earl of Crawford, now in the British Museum. In this country the Collectors Club has some six thousand volumes, as well as over a hundred thousand pamphlets, magazines, and catalogues. It issues its own periodical, *The Collectors Club Philatelist*, a sober khaki-covered quarterly in which you may read articles on "The Original Expressman," "The Carmine Pony Express," "Tierra Del Fuego 10c. Red," etc. On rainy days members curl up with such thrillers as Dr. Carroll Chase's "The Three Cent Stamp of the U. S. 1851-1857 Issue:" Charles Lathrop Pack's "Victoria—the Half-length Portraits and the Twopence Queen Enthroned:" "Notes on the Postage Stamps of Bhopal," by G. A. Anderson; "Mexico—Issues 1856 to 1868," by S. Chapman, "British Colonies and Vancouver Island," by Henry C. Hitt; and "Facts and Reasons in Support of Mr. Rowland Hill's Plan for a Universal Penny Postage," by W. H. Ashurst, London, 1838. Or, in a lighter mood, they may pick up "Stolen Stamps, a Philatelic Rom-

ance," by J. Brace Chittenden; "The Stamp King", by G. de Beauregard; "Geography and Stamps," by Kent B. Stiles; "Stories Postage Stamps Tell," by S. I. Rothschild; or "The History of a Postage Stamp or Death Bed Confession of a Main Street Clerk," by Ralph Bodeneaux. Many stamp books are out of print, as John N. Luff's "The Postage Stamps of the U. S.," while a number have been brought out in limited editions, as A. M. Tracey Woodward's "The Postage Stamps of Japan and Dependencies"—one hundred two-volume sets of this were issued in 1928 at seventy-five dollars a set. More valuable than most stamp books are the early European and American catalogues. Many of the former came to the Collectors Club a few years ago through the acquisition, thanks to the generosity of Mr. Steinway, of the great philatelic library of Judge Victor Suppantstisch* of Austria. Scott's first catalogue appeared in 1879, and the first album in this country was published by Appleton in 1863. "It's practically impossible to get," says Harry M. Konwiser, who is to the Collectors Club what Miss Ruth Grannis is to the Grolier Club, "but then who the hell wants it?"

***Ed. Note:** A typesetter probably did Mr. Hellman in on this one. Correct spelling is Suppanstich.

The New York Public Library, which has on permanent exhibition a selection from the U. S. postage stamp collection of the late Benjamin K. Miller, has nearly five hundred philatelic items listed among its titles, including a stern article from a French art magazine entitled "Laideur Sans Espoir de Timbre-Poste Francais." The Library of Congress has three hundred and twenty-five items relating to stamps and stamp collecting.

Your dyed-in-the-wool specialist sees nothing out of the ordinary in Dr. Chase's devoting an entire book to one stamp, nor does he hesitate to spend years in collecting minute variations of a single stamp himself. He does, however, view with considerable misgiving the tendency of less serious collectors to establish what he considers frivolous criteria for specialization. He deplores, for example, collections of funny cancellations, such as Hot Coffee, Miss.; Ham, Georgia; and Gizzard, Tenn.; collections of stamps showing boats, mountains, flowers, musical instruments, polar bears and purple grackles. Nevertheless a good-sized cross-section of light-minded philatelists limit their collections in just these ways. Dorsey F. Whelas of New York is the country's leading Christmas Seal man, runner-up being W. L. Kinkead, who really should do better since he is treasurer of the New York Tuberculosis League, which issues the stamps. Edward S. Knapp of New York collects Hotel Corners—that is, envelopes with pictures of hotels in the corner. Lawrence S. Payson, broker, collects stamps showing ships. Several rather contemptible collectors go in for Nyassa, on the theory that you can buy Nyassa, practically complete, for about five dollars. A Philadelphian collects locomotives and a botanist in Evanston, Illinois, collects flowers, plants, and trees on stamps. Others limit themselves to portraits, arranging their stamps in groups of associated subjects like kings, explorers, presidents, nudes, and Queen Victoria—with biographical sketches. The whole thing gives you the jitters.

Below this group of collectors, who are really border-line cases, comes a little band that can only be referred to as the lunatic fringe. In this group are Walter L. Gates of Teaticket, Massachusetts, who collects Men With Beards on stamps, having some five hundred varieties which he shows around at stamp clubs; and, I regret to state, several lady collectors. What makes the thing particularly embarrassing to serious collectors is that two of the worst offenders among the ladies are the wives of eminently reputable philatelists: Mr. Steinway, and Mr. Hugh Clark, who is Treasurer of the

*(Continued on page 191)*

# HUNGARY
# ITS STAMPS AND POSTAL HISTORY

By Alain Gibbs

**Complex and fascinating, Hungarian postal history combines rates, town cancellations, mail routes, military mail, private mail boat companies and, often as not, an exhausting search for material that is usually scarcer than its market value.**

Anyone interested in making a study of the postal development of the Kingdom of Hungary soon finds himself involved in a field that is both provocative and complicated. It embraces a considerable portion of the Austrian Empire, extends to territorial changes and includes several components of bordering Balkan provinces. Each facet demands knowledge and groundwork of times and events long preceding the issue of the country's first independent postage stamp in 1871.

To make these facts clear and understandable, I have separated my material into two equal parts. The first deals with the true "stampless" period before 1850, the regular Austrian issues used in Hungarian territories until 1871 and the part played by the Danube Steam Navigation Company. The second concerns itself with the lithographed and engraved issues of 1871/72 with sections on the provisional stone of the 2kr., the "Kubin" bisect story and a brief look at the postage rates and frankings to be found during this period.

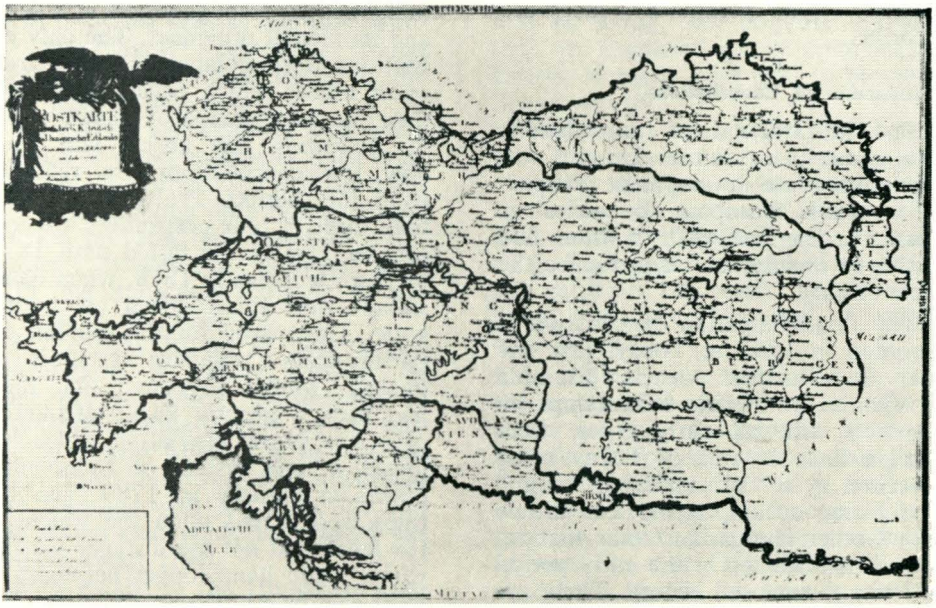
Because of Hungary's close ties to the Holy Roman Empire and to Rome a number of letters and communiques sent in "pre-postal" times from that country to Italy still exist. Such letters fall into that medieval period before the establishment of a postal service and usually bear no postal markings beyond occasional talismanic initials signifying the wish that the letter be delivered speedily and safely. Although not exactly rare, they are scarce and because of the early script difficult to read. Sometimes, however, the dateline is written in a different language from the main body of the dispatch simplifying matters. One such letter was contained in the Edith Faulstich collection of Postal History auctioned by Robert Siegel in November of 1973. That letter, dated 1577, was addressed to Aloysio Mocenico, then Doge of Venice. It bears a fascinating dateline, "Camp Before the Mountains," and is signed by Simon Forgacs, Supreme Captain of Hungary & Danube. It is written entirely in Latin with the exception of the signatures. They are in a flowing hand such as a twentieth century letter writer dare not even contemplate.

At that time any letter sent as far from Hungary as Italy almost certainly emanated from a person of importance. A cursory check at the British Museum in London soon revealed that Forgacs was a prominent member of one of Hungary's ruling families—a point that established the genuineness and correct chronological placement of the document.

It was not, however, until the advent

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*Alain Gibbs has written many articles for British stamp journals. Formerly with W. E. Lea of London, he is a full-time professional. He has recently come to the United States and is now with H. R. Harmer, Inc.*



**Map of the Austrian Monarchy with the boundaries of 1788.**

of the Taxis family and their monopoly of European postal routes that we have any definite evidence of a Hungarian postal system.

Originating in Cornello, high in the Italian Alps, the House of Tassis (the name was later changed to Taxis) became involved in some form of postal administration during the closing years of the 15th century. Francesco de Tassis realized as early as 1505 the need by Emperor Maxmillian I for a reliable communication link with the remote corners of his empire.

Possibly one of the earliest opportunists on record, he offered to carry Maxmillian's mail along a set route from Vienna to Brussels — free of charge. There was, however, one proviso. For the service, Francesco and his heirs would have sole right to the route plus any benefits that might accrue from its postal exploitation. Maxmillian consented and in 1516 Francesco received the Imperial Privilege.

The postal monopoly of the Taxis family spread throughout Europe enabling the rich and noble to correspond freely without the expensive burden of providing a messenger each and every time a letter had to be delivered.

In later years the "Imperial Privilege" in Austria passed to Count Farr, an Austrian nobleman. His family held it until 1722. The service was taken over by the government at that time. The title of General Postmaster was bestowed upon the Count and he remained in charge of the administration of the posts until 1783. Certain rights, however, were retained by the family as late as 1813.

According to Müller, mail service at this time was largely concerned with the transportation of persons on the assumption that a passenger provided far greater revenue than a letter. Illogical in today's world, the "fault" was rectified in 1749 with the establishment of a General Mail Coach Administration whose purpose was to further mail routes to all towns in the country and to introduce foreign routes to certain foreign lands.

With the exception of certain foreign post offices operating on Austrian soil during the Napoleonic wars, and the single Post Offices of Asch and Teplitz (under the administration of the

Taxis family and the Bavarian Postal Service) — no permanent offices are recorded.

**Introduction of Cancellations**

The introduction of cancellations throughout the Austrian Empire was a relatively late development compared to such European countries as France or England, both of whom had employed handstruck stamps since the 17th century.

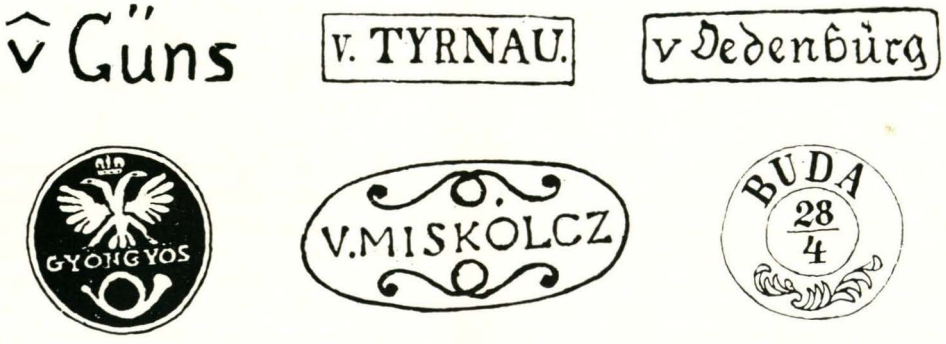
The first Hungarian cancellation is recorded in 1752 at Tokay, just one year after the first Austrian example of Vienna. Both these handstamps, in common with all early types, were straight lines — that of Tokay being preceded by a "V" signifying "from." The listing accompanying this article shows other Hungarian towns that received handstamps in the early period of Hungarian postal history. These are "Tyrnau" in 1753, "Debreczin" in 1754, "Pressburg" in 1755 and Oedenburg" in 1756 — Pesth (later Budapest) did not receive its handstamp until the year of American independence, 1776.

By the end of the 18th century there were (according to Müller) some 65 handstamps in use throughout the Hungarian province. The number grew to more than 300 by the end of the stampless period in 1850. Incidentally, the only guide to early post offices throughout Hungary is contained in the reference works of Edwin Müller there having been no official publication listing Hungarian Post Offices until 1838, late in the stampless period.

In 1790 the use of cancellations virtually ceased throughout all of Austria and its related provinces. The only exceptions were isolated examples from small offices which occasionally used their old handstamps. A glance at the list following this article will show how few cancellations are recorded from this period. Probably no more than three or four post offices are concerned. This period lasted until 1817, or more technically 1818, when handstamps were reintroduced on a large scale. The reason for this sudden departure from a 'standard' system is still unclear. Müller suggested that there had been a general misunderstanding of a new postal regulation which followed a new system of rates introduced on January 1st 1789. The new rates were based upon the weight of the letter and not the distance—a fact which made it no longer necessary to mark the town of departure on the outside of the letter. It is possible that this misunderstanding would have been resolved earlier had the Napoleonic Wars not intervened. These postal eccentricities, incidentally, did not apply to any French or Italian Post Offices on Austrian soil.

**Types of Postmarks**

As mentioned previously, the earliest type of postmarks were straight line, usually frameless and bearing the word "von" or its abbreviation "v". Very little variation of this type is evident throughout the 18th century. However, the early years of the 19th century saw the rise of a large number




**Typical examples of Hungarian cancellations during the 18th & 19th Centuries.**

of different types, largely the product of private enterprise. Imaginative, they are in the same vein as the vast quantity of "fancy" postmarks found throughout the United States in the latter part of the century.

The earliest cancellations were made of metal or wood, usually of fixed type. Then, as time progressed and the addition of a changing date became usual practice, movable type began to be introduced. It was not, however, until 1839 that it became requisite to add the date to the canceller.

A complete listing of the existing cancellations is totally outside the scope of this article, particularly in view of the standard work on the subject by Edwin Müller. A few of the basic types, however, are illustrated here together with the basic circular date stamp that made its general apperance about 1840.

With regard to the Hungarian canceller, the naturally rebellious spirit of the Magyars often gave rise to a number of cancellations that technically violated official rules regarding language. On occasion the Magyar language was used as at NAGY KÖRÖS. Sometimes it appeared in bi-lingual form using either German or Latin, the 'court' language of the aristocratic and educated classes of the past.

A study of these cancellations, particularly the fancy and the stampless types, adds considerably to the interest of the stamps of early Hungary, especially the development of the types and their continuing usage on adhesives from 1850 on.

It should be mentioned that in addition to the regular town handstamps, several types were developed for the "FRANCO," "CHARGE," "RECOMANDIRT," "NACH ABANG DER POST" and other instructional markiings. Each and every one of these is capable of providing a separate study in themselves.

**Postal Rates and Payment of Postage**

Before the year 1760, and generally before the introduction of handstruck cancellations, most letters did not bear manuscript markings pertaining to the rates charged. In later years this was obligatory and, although errors in rate may be found, they are rare. Usually they are restricted to the complicated system of partly paid mail to be mentioned shortly.

The lowest rate before 1750 was 6kr. It was raised in that year to 8kr of which 4kr had to be paid by the sender and 4kr by the addressee. This early method of 'split' postage remained in force until the reforms of 1817. All rates in this early period were based upon a combination of weight and distance.

In 1789 the rate system based upon the weight of the letter was introduced at 8kr causing the confusion previously referred to. Although it had been hoped to stabilize the rate, it rose several times between that time and 1810, probably due to the pressure and cost of wars. In that year the rate stood at 24kr. Later in the year it was reduced to 16kr and to 8kr one year later. There were several other minor changes in rate. None were of a major nature until August 1, 1842, when the entire measuring system changed. On that date all rates were based upon the Austrian mile, a unit equal to about four American miles or 7420 meters. There were two basic rates, 6kr applicabel to letters, and 9kr applicable to letters in envelopes. It was the first time that any charge had been made for the use of envelopes. Rates were applied according to zoning. A single rate was charged for letters travelling under 10 miles — a second rate for letters travelling over 10 miles. One year later, in 1843, the first rate limit was raised to 20 miles. A "local" zone rate of 3kr was introduced in 1848 for all letters delivered within a 10 mile radius.

From then on, with one or two minor exceptions, all the above rates remained in force until the introduction of adhesive stamps in 1850.

Letters that were prepaid bore the word, "FRANCO," and all letters paid for by the recipient bore the word, "PORTO," roughtly equivalent in meaning to "PAID" and "UNPAID." Fully prepaid letters (not allowed until

1817) were marked with diagonally crossing lines. Partly paid letters were marked with just one diagonal line.

Red ink was usually used to signify paid letters — although with the vast majority of mistakes made in applying the correct color of ink, this cannot be taken as a hard and a fast rule.

*1850 Postage Rates*
3kr single rate to 10 miles.
6kr single rate to 20 miles.
9kr single rate over 20 miles.
2kr City letter regardless of weight.
1kr printed matter.
Registration:- 3kr urban, 6kr rural.

*1858 Postage Rates*
5kr single rate to 10 miles.
10kr single rate to 20 miles.
15kr single rate over 20 miles.

*1866 Postage Rates*
2kr Printed Matter.
3kr City letters.
5kr Internal letter regardless of weight.
Registration:- 5kr urban, 10kr rural.

All the above rates were only for internal use. Foreign rates were of a diverse nature, varying from country to country.

**Official Letters**

In common with other European countries, all mail connected with government administration travelled through the posts free of charge.

**Rebellion**

Through the early years of the 19th century the provinces of Hungary obtained more and more autonomy. The result was a growing feeling of nationalism and independent thinking. This culminated in a declaration of independence known as the "Revolution of 1848." That year, commonly known as the "Year of Revolutions," was also the year in which Franz Joseph I ascended the throne of the Austro-Hungarian Empire. The official Hungarian language quickly became Magyar and some town names were changed accordingly, only to be retro-named after the Hungarians were defeated by Austrian forces the following year. Austria immediately established fieldpost offices. The main office opened at Pesth in November 1848, temporarily moving to Raab when the city was evacuated the following year. The same postal rates as domestic mail were collected and some seven Fieldpost cancellations have been recorded by Müller. All are rare and are of straight line or circular design.

With the total supression of the Magyars in 1849 all field post offices were closed. Hungary was stripped of the privileges it had acquired in previous years and was relegated to the status of a province in the Austrian empire. In addition, the districts of Transylvania, Croatia-Slavonia, Temeser Banat and Voivodina, formerly Hungarian, were also made into separate provinces.

**The issue of Postage Stamps**

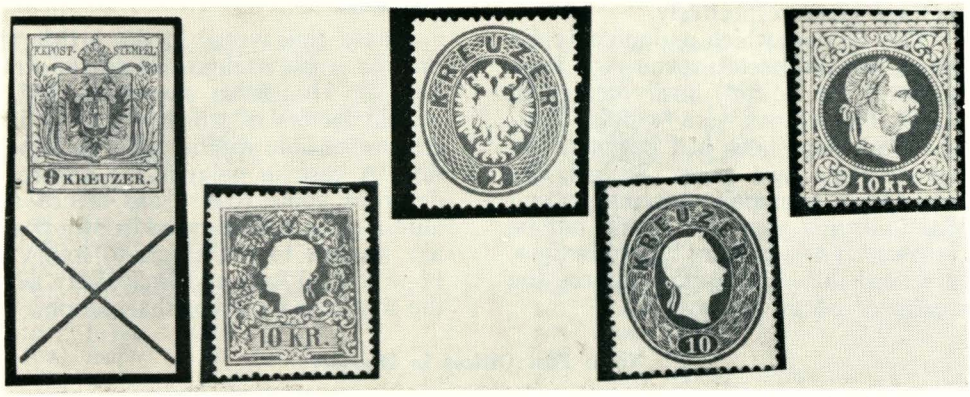
Following the example of Great Britain which issued the one penny black in 1840, Austria on June 1, 1850 issued its own adhesive postage stamps. The date signified the end of the true stampless period, although unfranked letters were not made illegal for a considerable time.

The first issue consisted of 5 values, 1kr, 2kr, 3kr, 6kr and 9kr to fit the existing rates. A 12kr was produced and a few copies used, but its status need not be considered here. This issue and the subsequent issues up to and including 1864 were valid throughout all of Austria and its provinces. It provides a wealth of interest to those cancellation collectors wishing to study certain areas or provinces. Further, earlier stampless cancellations continued to be used, giving more variety in the form of straight lines, fancy types, circular date stamps, ovals, boxes, etc.

**The War of 1866**

In 1866 the Austrians were defeated in a short war waged against a United Italy and Prussia. The Magyars, seizing the opportunity once more assumed their aggressive role. Pressing increasingly harder for autonomy, they finally achieved equal partnership with Austria.

By May 1, 1867, all previous




**Illustrations of Austrian stamps for use in Hungary, 1850 to 1864 and the Austrian–Hungarian issue of 1867.**

Austrian issues were demonetized in Hungary now an independent nation consisting of Hungary proper, Transylvania, Temes, Voivodina and Croatia Slavonia. Once more she had the size and status she had had before the 1848 Rebellion.

Although Hungary had postal autonomy, it was decided to utilize Austrian stamps for a joint Austro-Hungarian issue featuring Franz Joseph I, monarch of both nations. A design depicting the head of the monarch was chosen. It bore no inscription other than the value. Until this time all Austrian stamps had borne the word Kreutzer" in the value tablet. As a gesture to the magyar language, the word in the value tablet was abbreviated to "kr" which signified either the German word "Kreutzer" or the Magyar word "Krajczar."

The stamps were issued to newly opened post offices with the result that this joint issue provides us with more examples of Hungarian town cancels than any previous one. It was invalidated July 31, 1871, shortly after the introduction of an independent Hungarian issue was released.

**The Danube Steam Navigation Company**

Although the issues and postal services of the Danube Steam Navigation Company were largely unofficial, they contributed a great deal of the postal history of the period. They, therefore, deserve a place in any study dealing with early Hungarian postal history.

The company, a British venture, was formed January 24, 1829, by two British shipbuilders who wished to conduct trade along the Danube to the Levant. The railroad covering this territory had not yet been built and would not be for another forty years.

By September 1830 the firm had obtained agreements allowing them to trade in Austrian waters. Agreements for Hungarian territories were validated the following year. Then, on August 16, 1846, they managed to get the exclusive right to trade along the huge waterway until 1880 in return for becoming the official mail carriers to the Austrian Post Office.

The D.S.N.C. traded from Linz in upper Austria through Vienna, Budapest, to Semlin and beyond. At Semlin a "lazarette" or disinfection station was established to decontaminate mail, goods and even passengers arriving from the disease ridden east.

At this time the post offices along the route were not as numerous as were needed. Taking advantage of the situation, the company began to carry letters for a fee, eventually employing handstamps for more than thirty towns throughout the Levant. Only two were designated for Hungarian towns, those of ORSOVA and SEMLIN. Soon the D.S.N.C. were beyond cancelling mail and issued adhesive stamps to prepay letters. The first was a 17kr stamp issued in 1866. That rate was reduced to 10kr the following year and a new

value was produced. The stamps were red and green respectively.

This service, which undoubtedly did much for the postal opening of large parts of the Levant, finally ceased in 1879. The reasons were twofold. First, the Danubian states had begun to organize their own posts. Second, the company's monopoly was due to end the following year and would not be renewed. Thus, without fuss or fanfare, a remarkable private post entered the realm of postal history.

**Conclusion**

I have endeavored in this article to provide some background to the first issue of Hungarian stamps in 1871, certain factors of which would be incomprehensible without prior information. A case in point is the apparent delay of some four years before an autonomous nation issued its own postage stamps. In the article to follow I hope to deal fully and exclusively with the first two issues of that nation.

**Town Post Offices in Hungary**

Below, in slightly amended form as taken from the "Handbook of the Pre-Stamp Postmarks of Austria" by Edwin Müller, is a listing of all Post Offices possessing handstamps during the stampless period — together with the earliest known date for the first type.

1. Abony. 1836.
2. Acs. 1818.
3. Acsa. 1778.
4. Adony. 1827
5. Alba. 1772.
6. Alpar. 1837.
7. Also–Kubin. 1845.
8. Also–Lendva. 1834.
9. Also–Verecze. 1834.
10. Apath Maroth. 1820.*
11. Arad. 1786.
12. Aranyos–Medgyes. 1833.
13. Arokszallas. 1826.
14. Babocsa. 1819.
15. Bagh. 1833.
16. Bagos. 1830.*
17. Bajfalu. 1841.*
18. Bajmocz. 1827.
19. Baksa. 1837.
20. Balassa Gyarmat. 1822.
21. Banhalma. 1827.
22. Baranyavar. 1818.
23. Bartfeld. 1784.
24. Bath. 1824
25. Battaszek. 1820.
26. Battonya. 1843.
27. Bekes Csaba. 1828.
28. Bellatincz. 1843.
29. Beregszasz. 1838.
30. Berkesz. 1845.
31. Berthot. 1824.
32. Berzencze. 1819.
33. Bihar. 1828.
34. Bonczesd. 1846.*
35. Bonyhad. 1847.
36. Börend.*
37. Borosjenö. 1840.
38. Breznobanya. 1843.
39. Bucs. 1830.
40. Budfalva. 1841.*
41. Buttyin. 1840.
42. Caschau. 1783.
43. Comorn. 1818.
44. Csacza. 1832.
45. Csecs. 1848.
46. Czeklesz. 1828.
47. Csongrad. 1821.
48. Csorna. 1846.
49. Curzola. 1834.
50. Czegled. 1819.
51. Debreczin. 1754.
52. Deda. 1835.
53. Devecser. 1829.
54. Dorogh. 1818.
55. Duna Földvar. 1818.
56. Dunakesz. 1850.
57. Duna Pentele. 1832.
58. Elesd. 1834.
59. Eörkeny. 1841.
60. Eperies. 1783.
61. Ercsin. 1832.
62. Erlau. 1779.
63. Ersekujvar. 1842.
64. Er–Semjen. 1827.
65. Fekete To. 1847.
66. Felegyhaza. 1822.
67. Felsö—Banya. 1842.
68. Felsö—Jatto. 1842.
69. Fertö Szent Miklos. 1844.
70. Forro. 1818.
71. Fünfkirchen. 1781.
72. Gacs. 1818.
73. Galgocz. 1824.
74. Gönyö. 1830.
75. Gran. 1822.
76. Gross–Höflein. 1809.
77. Grosswardein. 1819.
78. Gschiesz. 1818.
79. Güns. 1765.
80. Gyapju. 1850.
81. Gyöngyös. 1780.
82. Gyula. 1788.
83. Habsan. 1836.
84. Hadhaz. 1818.
85. Hahot. 1821.
86. Hallas. 1839.
87. Halmi. 1819.
88. Harsany. 1838.
89. Hatvan. 1820.

90. Herczeg–Szöllös. 1850.
91. Hidas–Nemethi. 1823.
92. Hochstrasz. 1819.
93. Hold Mezö Vasarhely. 1849.
94. Holitsch. 1820.
95. Homonna. 1819.
96. Horgos. 1850.
97. Horka. 1826.
98. Hoszypaly. 1819.
99. Huszt. 1836.
100. Iglo. 1819.
101. Iharos–Bereny. 1832.
102. Illava. 1849.
103. Illoba. 1841.
104. Inarts. 1836.
105. Ipolysag. 1830.
106. Irsa. 1844.
107. Istvandy. 1788.
108. Izsak. 1822.
109. Jablonka. 1845.
110. Jaszbereny. 1823.
111. Jaszo Ujfalu. 1848.*
112. Joszashely. 1840.*
113. Kaesmark. 1818.
114. Kapnik. 1843.
115. Kapolna. 1830.
116. Kaposvar. 1842.
117. Kaprucza. 1845.*
118. Karczag. 1835.
119. Kecskemet. 1823.
120. Kemend. 1838.
121. Kerepes. 1818.
122. Keszthely. 1836.
123. Kiraly–Telek.*
124. Kis–Czell. 1840.
125. Kistellek. 1843.
126. Kittsee. 1823.
127. Köbölkut. 1850.
128. Komarnik. 1838.
129. Körmend. 1818.
130. Körmöczbanya. 1820.
131. Korotnok. 1815.
132. Kostyan. 1845.
133. Kun Szent Miklos. 1825.
134. Laczhaza. 1833.
135. Lajos.*
136. Lapancza. 1841.
137. Laskafeld. 1818.
138. Lepseny. 1832.
139. Letenye. 1849.
140. Leva. 1834.
141. Liszka. 1820.
142. Löcse. 1779.
143. Losoncz. 1843.
144. Lublo. 1844.
145. Lucsivna. 1838.
146. Mako. 1843.
147. Malaczka. 1820.
148. Marczali. 1836.
149. Margitta. 1830.
150. Marmaros Szigeth. 1822.
151. Marton Vasar. 1822.
152. Mattersdorf. 1849.*
153. Meczenzef. 1825.
154. Mezö Eörs. 1840.
155. Mezö Kövesd. 1835.
156. Mezö Telegd. 1831.
157. Miscolcz. 1798.
158. Modern. 1787.
159. Mohacs. 1818.
160. Monor. 1847.
161. Moor. 1839.
162. Munkacs. 1818.
163. Nadas. 1842.
164. Nadudvar. 1823.
165. Nagy Banya. 1820.
166. Nagy Barod. 1850.
167. Nagy–Becskerek. 1826.
168. Nagy Dorog. 1848.
169. Nagy Kallo. 1828.
170. Nagy Kanisa. 1766.
171. Nagy–Karoly. 1820.
172. Nagy Körös. 1830.
173. Nagy Leta. 1835.
174. Nagy Mihaly. 1818.
175. Nagy Somkut. 1834.
176. Nagy–Szalatna. 1850.
177. Nagy Szalontha. 1826.
178. Nagy–Szöllös. 1826.
179. Nagy Tapolcsan. 1825.
180. Nagy Zerend. 1848.
181. Nemes Vid. 1829.
182. Neszmely. 1818.
183. Neusohl. 1786.
184. Neutra. 1815.
185. Nolcsova. 1828.
186. Nyerges–Ufjalu. 1818.
187. Nyir Bathor. 1825.
188. Nyiregyhaza. 1778.
189. Nyiresfalva. 1838.*
190. Nyitra Zsambokreth. 1836.
191. Ocsa. 1840.
192. Odvos. 1845.
193. Oedenburg. 1756.
194. Ofen. 1759.
195. Ofen Festung. 1818.
196. Ofen Wasserstadt. 1848.
197. Ohegy. 1850.
198. Okolicsna. 1818.
199. Öreglak. 1820.
200. Orlik. 1828.
201. Oroshaza. 1827.
202. Oszada. 1850.
203. Oszlany. 1849.
204. Paka.*
205. Paks. 1821.
206. Palota. 1834.
207. Papa. 1788.
208. Parendorf. 1824.
209. Paulis. 1845.
210. Pecska. 1844.
211. Pecsvar. 1847.
212. Pentendorf. 1828.
213. Perbete. 1842.
214. Pesth. 1776.
215. Petery. 1835.
216. Piskolt. 1826.
217. Pocsaj. 1824.
218. Polena. 1850.
219. Poprad. 1825.

220. Pressburg. 1755.
221. Privigye. 1824.
222. Putnok. 1836.
223. Raab. 1788.
224. Raba–Mihaly. 1826.
225. Radna. 1845.
226. Ragendorf. 1831.
227. Raszlavicz. 1850.
228. Ratoth. 1844.
229. Regeny. 1827.*
230. Remethe. 1850.
231. Retsagh. 1818.
232. Rimaszombat. 1818.
233. Rippeny. 1838.
234. Rosenberg. 1819.
235. Rosnyo. 1781.
236. Rudno. 1820.
237. Sabaria. 1794.
238. Sajokazincz. 1839.
239. Sanct Johann. 1829.
240. Sarbogard. 1845.
241. Sarfeö. 1827.
242. Sarkad. 1836.
243. Sarkeresztur. 1841.
244. Saros Nagy Patak. 1838.
245. Sarvar. 1840.
246. Sassin. 1844.
247. Sator–Alja Ujhely. 1819.
248. Selmetzbanya. 1790.
249. Siklos. 1820.
250. Simand. 1819.
251. Siokok. 1818.
252. Sommerein. 1837.
253. Soroksar. 1823.
254. Stampfen. 1820.
255. Steinbach. 1843.
256. Sümegh. 1818.
257. Szabadszallas. 1841.
258. Szakal. 1818.
259. Szalaber. 1818.
260. Szala–Egerszegh. 1830.
261. Szalantha.*
262. Szanto. 1820.
263. Szathmar. 1818.
264. Szatymacz.*
265. Szederkeny. 1819.
266. Szegedin. 1766.
267. Szekelyhid. 1784.
268. Szekszard. 1805.
269. Szektsö. 1832.
270. Szelenye. 1843.*
271. Szemes. 1828.
272. Szenicz. 1842.
273. Szent Andras. 1843.
274. Szentes. 1819.
275. Szent Kereszt. 1836.
276. Szent Lörintz. 1820.
277. Szered. 1842.
278. Szerednye. 1830.
279. Szigethvar. 1781.
280. Szikszo. 1825.
281. Szinye. 1835.
282. Szoborsin. 1845.
283. Szoboszlo. 1831.
284. Szobrancz. 1821.
285. Szöllös Györök. 1824.
286. Szolnok. 1823.
287. Szomolnok. 1823.
288. Sztropko. 1846.
289. Tallya. 1793.
290. Tapio Györgye. 1833.
291. Tapio Szelle. 1845.
292. Ternye. 1830*
293. Teteny. 1818.
294. Teth. 1837.
295. Tetsö. 1836.
296. Thuran. 1845.
297. Thurdossin. 1845.
298. Thurocz Zsambokreth. 1824.
299. Tisza–Ujlak. 1836.
300. Tokay. 1752.
301. Töke–Terebes. 1842.
302. Tolna. 1819.
303. Torna. 1849.
304. Tornallya. 1818.
305. Török Szent Miklos. 1836.
306. Toth–Komlos. 1829.
307. Trenchin. 1818.
308. Tyrnau. 1753.
309. Ungvar. 1815.
310. Vadkert. 1825.
311. Vag Tepla. 1849.
312. Vag Ujhely. 1828.
313. Vamosfalva. 1830.
314. Varano. 1846.
315. Varoslöd. 1847.
316. Vasaros–Mameny. 1839.
317. Vasvar. 1821.
318. Vecse. 1822.
319. Vegles. 1818*
320. Velejte. 1825.
321. Velencze. 1820.
322. Verebely. 1836.
323. Vichodna. 1826.
324. Villagos. 1840.
325. Vizsoly. 1834.
326. Vörösvar. 1830.
327. Waitzen. 1784.
328. Wallay. 1832.
329. Warasdorf. 1828.
330. Wesprim. 1818.
331. Wieselburg. 1818.
332. Wimpassing. 1821.
333. Zakany. 1819.
334. Zala Lövö. 1834.
335. Zeliz. 1835.
336. Zemendorf. 1848.
337. Zsolna. 1823.

*Post offices marked with an asterisk are those which are unrecorded by Muller as having a cancellation, but may exist. Where the date is given it designates the opening of the post office.

*(To be concluded)*




# THE 50th ANNIVERSARY Of CONTRACT AIR MAIL SERVICE

By Philip Silver

**Not only did a bumbling Postal Service jump the gun when it decreed the termination of air mail as a domestic service on Oct. 10, 1975, it issued its commemorative celebrating the 50th anniversary of commercial aviation a month too late.**

Early in 1976, the United States celebrated the 50th anniversary of commercial aviation. A commemorative stamp was issued on March 19, 1976 by the U. S. Postal Service in honor of the occasion. That date makes absolutely no sense.

Actually the date should be February 15th, and, to be even more correct, the legend on this stamp issued to mark the event that led to the actual development of passenger airplane service in this country should read, "50TH ANNIVERSARY OF CONTRACT AIR MAIL."

Let us clarify with a short account of the evolution of the air mail prior to contract air mail service.

"In the beginning," to paraphrase Genesis, there was naught but a dream in the mind and heart of Representative Morris Sheppard of Texas. He, on June 14, 1910, introduced a bill in Congress whose purpose it was to investigate the feasibility of carrying mail by air.

Bill H. R. 26833, it read as follows:

> "Be it enacted, etc., that the Postmaster General is hereby authorized and directed to investigate the practicability and cost of an aeroplane or airship mail route between the City of Washington or some other suitable point or points for experiment; and report the result of said investigation to Congress at the opening of the short session in December next in order that it may definately be determined whether aerial navigation may be utilized for the safe and rapid transmission of the mails."

Referred to the Committee on Post Office and Post Roads, it died aborning.

The Post Office Department was convinced, however, that air mail service as an adjunct to the conventional means of carrying the mails had a future whose day had to come. Efforts to advance that future were made in 1912. The department asked Congress to appropriate $50,000.00 for an experimental program. Nothing came of this or other requests over a

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period of more than four years.

Finally, a modicum of success was achieved. Sheppard, who now represented Texas as a Senator, had not given up. An act was passed appropriating $100,000. in the 1917-18 fiscal year budget. With this relatively small sum, the Post Office Department set out to develop an aerial route between Washington and New York. Because the distance of 218 miles between those cities was too long for a non-stop flight, Philadelphia was added as an intermediate stop.

This is not the place for a detailed study of that first air route, inaugurated with impressive ceremonies on May 15, 1918. Enough has already been written about that historic event. What must be stressed, however, is that this first route was never considered by Post Office Department officials to be and remain an end in itself. Rather, it was treated as an experiment which would lead eventually to the establishment of a transcontinental route that would encompass all major cities in its network.

The Annual Report of the Postmaster General For The Fiscal Year Ended June 30, 1918 stated, in part:

> "The Washington-New York route has served as a working laboratory in which the many unknown factors that enter into the maintenance of a daily aerial service are being successfully solved, and the Post Office Department only awaits the day when aircraft production of this country can more than supply the needs of our own Army and those of our allies to make effective the program for the aerial mail that I have directed to be put into operation as speedily as war conditions will permit.
>
> "This program directs, first, the establishment of an aerial mail service connecting the principal commercial centers of the country by a system of trunk lines and feeders, and secondly, connecting this country with the West Indies and Central and South America."

An ambitious program, as all will agree, but one that was eventually put into operation in just six short years. A chronology of the developmental steps will indicate how that progress was achieved:

(a) May 15, 1919 — regular daily air mail service established between Chicago and Cleveland,

(b) July 1, 1919 — inauguration of daily air mail service between New York and Cleveland, thus forging the final link in the New York to Chicago route,

(c) September 8, 1920 — inauguration of the final Omaha to San Francisco leg of transcontinental air mail service, linkink New York all the way to San Francisco,

(d) August 21, 1923 — experimental service coast to coast involving night flying from Chicago to Cheyenne, Wyoming over lighted airways.

(e) July 1, 1924 — final establishment of the transcontinental air mail system which included night flying. Even this route was first established on a thirty-day test basis. When success had been achieved it was continued as a regular service.

This capsulated version of the development of coast to coast air mail service oversimplifies a difficult and dangerous period. In this period also, the feeder services were not neglected. Routes between Chicago and Minneapolis-St. Paul, and Chicago and St. Louis were established as well. In the process, many lives were lost. More than three-fourths of all the early air mail pilots died in the performance of their duty.

While the United States Government, at great expense and sacrifice of life, was developing the air mail service as a very practical tool, private interests watched from the sidelines, not without a certain degree of envy and trepidation. Why should the Government be in this business at all? Wasn't the mail being carried expeditiously by the railroads to every village

and hamlet in the country? And weren't the railroads being paid for this service? Yes, but there were now greener fields to conquer! The fledgling air mail service had now arrived at a point of maturity. It was high time for private enterprise to get into the act.

Second Assistant Postmaster General, Col. E. H. Shaughnessy, had set the pattern for such thinking as far back as 1921 when he and Postmaster General Hays had reorganized the air mail service, abandoning some of the earlier routes and air fields. In a speech on the future of the air mail, Shaughnessy is quoted as follows:[1]

> "The Department, true to its traditions, wants air transportation of the mail because in that direction lies rapid transit. Whether it be heavier-than-air or lighter-than-air types of carriers is immaterial if the service given is reliable and speedy. *The Department, however, does not feel that it should operate an Air Mail Service any more than it should operate a steamboat service or a railway service except until such times as the commercial interests of this country are ready to step in and take over the burden. "We are willing and eager to cooperate to the fullest extent in assisting real commercial aviation,* not by any possible chance to enter into contracts with companies or individuals in the prospectus, stock selling stage who want to use the legend 'United States Mails' to sell stock, but with those having ships in the air ready to load the mails. How soon that time will come, we, of course, do not know, but let us all hope that it will be soon, and collectively do everything we can consistently to advance the date, because, after all, there are other important uses for airplanes aside from carrying commerce. This country of ours still needs the sort of protection that airplanes and airships and air men can give." (emphasis added).

If Shaughnessy's speech was the medium for espousing the take-over of the air mail service by private interests, it is clear he was not alone in his beliefs. His ideas found ready and fertile soil in the minds of many others, members of Congress included.

The man to whom these private interests — mostly small airlines such as Colonial Air Transport, Pacific Air Transport, Walter T. Varney, Western Air Express, among others — owe so much is Congressman M. Clyde Kelly of Braddock, Pennsylvania. He had introduced legislation in the House of Representatives as early as 1921. Though nothing came of it, Representative Kelly was not daunted. Like the phoenix, he rose again from the ashes of defeat. In 1923 he introduced another bill. His legislation, appropriately named the Kelly Bill, set the stage for the final take-over by the fledgling airline operators. That bill became law on February 2, 1925, when it was signed by President Coolidge.

As pointed out by Captain Benjamin B. Lipsner in his book, "The Airmail, Jennies to Jets," a number of private routes had already been flown or were still in operation when Kelly began his assault on Government operation of the air mail service:

> "The idea of a private contractor flying the mail under contract from the government was not new. It actually began on March 3, 1919, when Edward Hubbard took off from Seattle, Washington, in his Boeing C-700 open-cockpit biplane. His destination on that flight was Victoria, British Columbia, and he carried as a passenger the plane's builder, William E. Boeing. Because he had to fly across Puget Sound, Hubbard had equipped his plane with pontoons.
>
> "This was the first time in the annals of aviation that a private contractor was paid by the government to fly the United States mail. Hubbard was hired to fly mail which had missed the transpacific steamers at Seattle to Victoria, where the

1. History of the U. S. Government Operated Air Mail Service, 1918–1928, by Karl B. Weber, American Air Mail Society, Philadelphia, Pa., 1973.

steamers stopped on their way to the Orient. In this manner, delivery of mail to the Far East could in some cases be speeded up a week. On his return trips from Victoria, Hubbard was to take mail from incoming ships, saving a day in its delivery.

"Between 1920 and 1925 a number of other small companies were awarded contracts by the Post Office Department for short routes similar to the one Hubbard was flying — mostly for making ship-to-shore connections. But it wasn't until the passing of the Kelly Bill that contract flying of the mail really got started."

Suffice it to say that Kelly's bill, when finally enacted, enlarged the activities of some of the small operators and added a number of others to the competition for Government contracts.

The Kelly Bill is as succinct and as short as its purpose, previously quoted. The provisions bear repeating here:

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED, That this act may be cited as the air mail act.

SEC. 2. That when used in this act the term "air mail" means first-class mail prepaid at the rates of postage herein prescribed.

SEC. 3. That the rates of postage on air mail shall not be less than 10 cents for each ounce or fraction thereof.

SEC. 4. That the Postmaster General may make such rules, regulations, and orders as may be necessary to carry out the provisions of this act: PROVIDED, that nothing in this act shall be construed to interfere with the postage charged on Government operated air mail routes.

The bill having been signed by President Coolidge on February 2, 1925, it now remained only for the Postmaster General, Harry S. New, to advertise for bids on the newly proposed air mail routes. This was done sometime in the middle of 1925. Eight air mail routes were advertised. Sealed b'ds were accepted at the office of the Postmaster General up to September 15, 1925. They were opened on October 7.

On November 7, 1925, contracts for five of these air mail routes were awarded:

C.A.M. 1 — New York to Boston to Colonial Air Transport, Inc. (July 1, 1926)

C.A.M. 2 — Chicago to St. Louis to Robertson Aircraft Corporation. (April 15, 1926)

C.A.M. 3 — Chicago to Dallas and Forth Worth to National Air Transport, Inc. (May 12, 1926)

C.A.M. 4 — Salt Lake City to Los Angeles to Western Air Express, Inc. (April 17, 1926)

C.A.M. 5 — Pasco, Washington to Elko, Nevada to Walter T. Varney. (April 6, 1926)

The dates in parentheses are those on which service was first inaugurated on the above air mail routes.

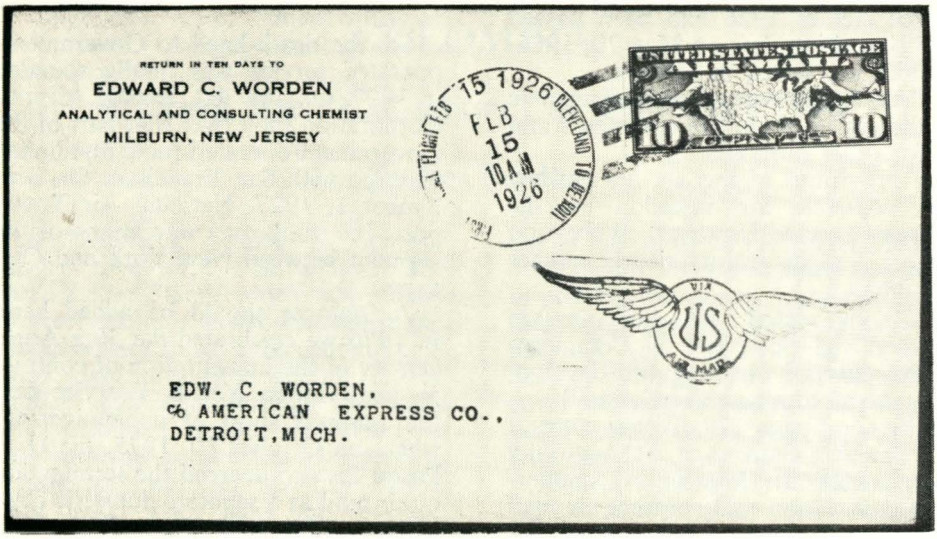
None of the above operators can lay claim to the first successful contract air mail flight. That distinction was reserved for Henry Ford of automobile fame. Although the contract with the Ford Motor Corporation was not signed until January 7, 1926, two full months after the awarding of the initial five contracts, Ford was ready to fly and did, indeed, inaugurate contract air mail service on February 15, 1926 over two routes:

C.A.M. 6 — Detroit to Cleveland

C.A.M. 7 — Detroit to Chicago

Henry was ready because he had, with foresight, set up a private airline, Ford Air Transport. Lipsner notes this on page 218:

"On April 3, 1925, undoubtedly with the promises of the Kelly Bill in mind, Ford Air Transport began a two-legged air service, Detroit to




**Cover flown by Ford Air Transport from Cleveland to Detroit on Feb. 15, 1926, the inaugural date for contract air mail route C.A.M. 6.**

> Chicago and Detroit to Cleveland, using the ships Stout had designed. This was a private airline for the use of the Ford Company exclusively, but it operated on a regular schedule like any public airline."

The "ships Stout had designed" refers to an all-metal monoplane powered by a Liberty-12 engine. Later, when the "Stout ships" had been equipped with three Wright Whirlwind engines, they became the Ford Tri-Motors of lasting fame. Readers will affectionately remember this later version as the "Tin Goose."

Now, it can be understood why I insisted, at the beginning of this article, that February 15, 1976, would have been a better date to issue the stamp commemorating the 50th Anniversary of contract air mail service. March 19, 1976, commemorates nothing that happened exactly fifty years ago in 1926.

The story of the Ford Air Transport flights on February 15, 1926, has been told innumerable times. For completeness in the present article, however, the facts may be capsulated as follows:

(a) Pilot Lawrence G. Fritz flew the mail out from Dearborn, Michigan where Ford Air Transport hangars were located. The flight started at 10:40 A. M. and arrived in Cleveland at 11:57 A. M. This was the inaugural flight for C.A.M. 6.

(b) Pilot D. E. Burford flew east from Chicago to Detroit. He left at 1:37 P. M., his departure, originally scheduled for 7:35 A. M., having been held up by the late arrival of the transcontinental mail plane from the west. Burford arrived in Detroit at 4:54 P. M. This was the inaugural flight for C.A.M. 7.

Although February 15, 1926, marked the beginning of contract air mail service, the routes previously mentioned were merely feeder lines which connected to the Government-operated route between New York and San Francisco. The Post Office Department did not get out of the business of carrying the air mail until August 31, 1927.

Prior to that date, the Kelly Bill had been amended on June 3, 1926, to provide new methods of payment to the contract air mail operators for their services. Also, in the normal

evolutionary process, the Air Commerce Act of 1926 had been passed and signed into law on May 20, 1926. Its aim was stated as follows:

> "An Act to encourage and regulate the use of aircraft in commerce and for other purposes."

The provisions of this act are entirely too complex for insertion in the present article. However, Weber on page 175 of his history clearly catches the intent:

> "Briefly stated, the Act imposed upon the Secretary of Commerce the duty of fostering the development of commercial aviation."

Further, on page 177, Weber states:

> "The Air Commerce Act naturally enlivened the interest in commercial avaiation and contract air mail service in particular.
>
> "It had never been the intention of the Post Office Department, however, to operate the air mail service longer than was necessary to demonstrate the practicability of commercial aviation to the general public, in order to induce private enterprises to enter the field and eventually take over the operation of the service.
>
> "Taking all these factors into consideration, the Postmaster General concluded that the time was at hand when the transcontinental air mail route might be turned over to private contractors, and its operation successfully and profitably carried on by them."

So, the death-knell to Government-operated service was finally sounded in 1927. On July 1st, Boeing Aircraft Corporation took over that part of the Government-operated route that linked Chicago with San Francisco. On September 1, 1927, National Air Transport, Inc. took over operations of the segment between New York and Chicago.

A footnote should be added here. In 1976 we celebrated the 50th Anniversary of the inauguration of contract air mail service. Yet, that service died four months short of its anniversary when, on October 10, 1975, the U. S. Postal Service decreed the termination of air mail as a separate domestic class of service. Air mail fees could be paid by a sender if he was foolhardy enough to pay an additional amount. There was no reason to do so, however; the Postal Service had advertised that from that date forward all first-class mail would be handled by air. In a span of fifty-seven years, the air mail had become as extinct as the dodo.

It wasn't fair of the Postal Service to anticipate our half-century anniversary that way. At the very least, the death of domestic air mail service could have been postponed to February 15, 1976, thus lending validity to the words "50th Anniversary."

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Ibid, p. 177.

"The Airmail Jennies to Jets," by Capt. Benjamin B. Lipsner, Wilcox and Follet Co., Chicago, 1951. (pp. 214, 215).

Ibid, p. 218.

# COLOMBIA

## Plating the "Cubiertas" of 1887 and 1890

By Alex Rendon

A "Cubierta," which in Spanish means "to cover," is an adhesive Insured Letter Stamp which was affixed to the back of a cover for which the sender wished to have the contents certified. Used mostly for sending cash or similar negotiables through the mails (the maximum amount that could be sent with this service was 100 pesos), "Cubiertas" were in use from 1865 until 1912. They paid both postage and insurance fees and, since no other postage was required (except in very special cases), should be considered adhesive stamps for Insured Mail and nothing else. They should be listed, therefore, or re-listed, in all major catalogues in the proper category: Insured Letter Stamps.

For some years now, I have been accumulating "Cubiertas" with the idea of being able some day to find out the size of the complete sheets and whether or not more than one stone was used in printing any given "Cubierta." Now that I am past the half-way mark in this task, the time has come to publish my findings. Thus, this article will cover the first two issues of the Republic. Future articles will include the later as well as the earlier issues.

Figures 1 through 11 show the plating characteristics for each position of the 11 "Cubiertas" dealt with in this article. The position of each stamp in the sheet has been numbered as follows:

| *1887 Issue* | | | | *1890 Issue* | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 1 | 2 |
| 5 | 6 | 7 | 8 | 3 | 4 |
| 9 | 10 | 11 | 12 | 5 | 6 |
| 13 | 14 | 15 | 16 | | |
| 17 | 18 | 19 | 20 | | |
| 21 | 22 | 23 | 24 | | |




**Figure 1.**

**Issue of 1887**

*50 Centavos Rose.* Printed in sheets of 24 (4x6) on medium-thick white and thin bluish papers. The design is the same as that of the previous issue except ESTADOS UNIDOS DE COLOMBIA has been changed to REPUBLICA DE COLOMBIA to agree with the constitutional change in the name of the country. The printed date reads "188." Earliest use known to me is June 18, 1887.

Pos. 1 — Small white spot under "L" of VALE.. Curved line and dots between Pos. 1 and 5, 55 mm. from bottom right corner.

Pos. 2 — Diagonal line over "R" of REPUBLICA. Small dot 1 mm. above top frameline, 55 mm. from left corner.

Pos. 3 — Diagonal line connecting to outside of right frameline, 12 mm. from top corner, and two small dashes just below this line.

Pos. 4 — "S" of CORREOS broken in front of bottom loop.

Pos. 5 — Dot between top framelines above "R" of REPUBLICA. Large dot in top frameline above "O" of NACIONALES.

Pos. 6 — Dot outside of right frameline, 10 mm. from top corner. Dash under "U" of REPUBLICA. Diagonal line across right top of "M" of COLOMBIA.

Pos. 7 — Dot 3 mm. below "e" of "Remite."

Pos. 8 — Curved line in top frameline above first "N" of NACIONALES. Dot in outside of top frameline, 61 mm. from right corner.

Pos. 9 — Break in outside of right leg of "U" of REPUBLICA. Two dots between top framelines above "EP" of REPUBLICA.

Pos. 10 — Large break in center of left leg of "n" of "con".

Pos. 11 — Dot between bottom framelines, 2 mm. from left corner. Arched line below bottom frameline, 22 mm. from left corner.

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*Alex Rendon, former Vice-President of The Collectors Club, is widely known for his gold medal collection of Bolivia. He is currently turning his attention to Colombia.*

Pos. 12 — Dot between rear loops of "S" of "Salio de." Small diagonal color dash in ruled background, almost in bottom right corner.

Pos. 13 — Vertical leg of "L" of COLOMBIA has a dot on inside of left line. Dot at top of bottom leg of "C" of COLOMBIA. Bottom left corner irregularly shaped plus two small dots and dash just to the right of same corner.

Pos. 14 — Large break in top frame line above second "N" of NACIONALES.

Pos. 15 — Small vertical line connected to the inside of bottom frameline, 4 mm. from right corner.

Pos. 16 — Second "O" of CORREOS broken at right.

Pos. 17 — Thin white line running across top frameline from right to left above "L" of REPUBLICA. Left framelines broken at bottom corner.

Pos. 18 — Thin white line running across top frameline from left to right above "I" of REPUBLICA.

Pos. 19 — Dot above first "O" of CORREOS.

Pos. 20 — Dot between top framelines 56 mm. from left corner. Dot just above top frameline, 2 mm. from left corner.

Pos. 21 — Dash under "I" of REPUBLICA. Ornate frameline surrounding VALE 50 CENTAVOS broken at bottom left to the left of "E" of CENTAVOS.

Pos. 22 — Dot in left leg of "R" of REPUBLICA. Small line and circle connected to outside of bottom frameline 13 mm. from left corner. Dot under "m" of "Remite."

Pos. 23 — Dot in center of body of "C" of REPUBLICA. Diagonal white line across top frameline above "RE" of CORREOS.

Pos. 24 — First "N" of NACIONALES broken at right.

**First Issue of 1890**

In 1879 the rate structure for Insured mail was changed from a flat charge of 50c. for anything up to 100 pesos to varying fees in which the amount to be insured (in pesos) was not to exceed the value of the "Cubi-




**Figure 2.**

erta" (in centavos). In other words, sending $35 required a 40c "cubierta," etc. This necessitated the introduction of ten new "Cubiertas" starting with 10c, 20c, etc. up to the 90c and a 1 Peso. All values were printed in blue in sheets of 6 (2 x 3). Same design as issue of 1887 except printed date now reads "18." I know of no value used earlier than January 1, 1890. Only one stone used for each value.

*10 Centavos* (Figure 2)

Pos. 1 — Small downward distortion in 4th and 5th lines of ruled background 56 mm. from right frameline.

Pos. 2 — Tiny thickenings in ruled background lines near bottom left corner giving appearance of diagonal dotted line.

Pos. 3 — Dot over "A" of REPUBLICA. At top left corner, outside left frameline ends 1 mm. short and thick top frameline ends at an angle.

Pos. 4 — Large blob attached to outside of top frameline above "C" of NACIONALES.

Pos. 5 — Top half of left framelines with several interruptions.

Pos. 6 — Two small diagonal dashes below bottom frameline 34 mm. from bottom right corner.

*20 Centavos* (Figure 3)

Pos. 1 — Dot in "E" of CENTAVOS in large value tablet.

Pos. 2 — Backside of "E" of CORREOS interrupted in center.

Pos. 3 — Inverted U-shaped appendage and line attached to top left corner.

Pos. 4 — Triangle-shaped interruption and dashes in right frameline, 38 mm. down from top corner.

Pos. 5 — Large dot in bottom frameline, 35 mm. from left corner.

Pos. 6 — Small indentation on top of bottom frameline, 7 mm. from right corner. Triangle-shaped indentation at right end of bottom frameline.

*30 Centavos* (Figure 4)

Pos. 1 — Thin top frameline interrupted above "A" of NACIONALES.

Pos. 2 — Small dot between legs of "C" of CORREOS.

Pos. 3 — Transfer crease affecting top frameline 48 mm. from left corner. 2 mm. long dash above "I" of COLOMBIA and just to the left of center ornaments. Small dot on first line above bottom frameline, 10 mm. from left corner. Dot on ruled background 4 mm. from bottom and 27 mm. from left framelines.




**Figure 3.**

Pos. 4 — Curved line attached to bottom frameline, 54 mm. from left corner. Small dot on ruled background 4 mm from bottom and 9 mm. from right framelines. White spot on right-side of vertically-lined ornament to left of small "30".

Pos. 5 — Several interruptions in top right corner. Curved line attached to inside of bottom frameline, 5 mm. from right corner.

Pos. 6 — 1 mm. interruption on outside left frameline, 28 mm. down from top corner. Dot on ruled background 3 mm. from left and 15 mm. from bottom framelines. Break in upper part of "O" of small CENTAVOS in top center.

*40 Centavos* (Figure 5)

Pos. 1 — Curved dotted line on outside of top frameline, 49 mm. from left corner. Outside left frameline with 1 mm. interruption 7 mm. from bottom corner. Three small dashes just below bottom frameline, one 18 mm. and two 30 mm. away from left corner.

Pos. 2 — Small dot attached to outside of top frameline above first "N" of NACIONALES.

Pos. 3 — Vertical dash connecting to extreme left of top frameline.

Pos. 4 — O-shaped appendage in top left corner. Dot just to the right and below center of ornaments containing large VALE 40 CENTAVOS.

Pos. 5 — Small dot below second "N" of NACIONALES.

Pos. 6 — Curved line attached to outside of top frameline above "LO" of COLOMBIA.

*50 Centavos* (Figure 6)

Pos. 1 — Small dot inside upper part of first "O" of CORREOS.

Pos. 2 — Inside left frameline with 1 mm interruption 32 mm. from top. Comma-shaped line attached to dot over second "i" of "Certificacion".

Pos. 3 — Dot inside bottom part of "I" of REPUBLICA. Outside left frameline has 1 mm. interruption 34 mm. from top.

Pos. 4 — Diagonal line crossing first two ruled background lines 7 mm. from right frameline.

Pos. 5 — Fifth ruled background line from top has 1 mm. interruption 4 mm. away from right frameline. Dot in ruled background 3 mm. from bottom and 32 mm. from left framelines.

Pos. 6 — Coma-shaped line attached to underside of bottom frameline 67 mm. from right corner.

*60 Centavos* (Figure 7)

Pos. 1 — Dot at bottom of right leg of "U" of REPUBLICA.

Pos. 2 — Two diagonal lines of dots

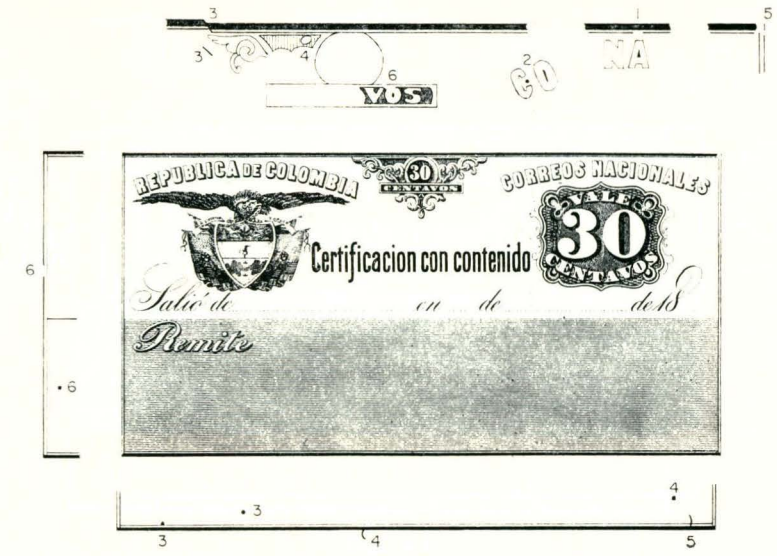



**Figure 4.**

connected to outside of top frameline above "P" of REPUBLICA. Nick on backside of second "c" of "Certificacion".

Pos. 3 — Small dot between "A" of COLOMBIA and value tablet.

Pos. 4 — Dot in ruled background 4 mm. from bottom and 21 mm. from right framelines. Arched line connected to top frameline, above "A" of REPUBLICA.

Pos. 5 — Break in back line of "E" of NACIONALES. Dot in front of vertical leg of "d" in "de 18 . .".

Pos. 6 — Dot in top leg of "C" of CORREOS.

*70 Centavos* (Figure 8)

Pos. 1 — Dot to the right of "8" in "18 . .".

Pos. 2 — Inside top frameline has 1 mm. break 63 mm. from right corner. Right-hand streamers broken




**Figure 5.**




**Figure 6.**

to the left of "Certificacion".

Pos. 3 — Dot above second "O" of COLOMBIA. Projection on outside of right leg of "M" of COLOMBIA. Large break in bottom frameline 38 mm. from right corner.

Pos. 4 — Break in back line of first "R" of CORREOS. Dot to the left of "Certificacion".

Pos. 5 — Thick line crossing bottom frameline 14 mm. from left corner.

Pos. 6 — Small hook above "S" of NACIONALES.

*80 Centavos* (Figure 9)

Pos. 1 — Curved line in ruled background 7 mm. below "e" of "Remite".

Pos. 2 — Small line between "8" of "18" and dotted line.

Pos. 3 — Arched line between bottom frameline and first line of ruled




**Figure 7.**




**Figure 8.**

background 44 mm. from right corner. Two small white dots in bottom frameline 57 mm. from left corner. Very thin break through top framelines 10 mm. from right corner.

Pos. 4 — Outside left frameline stops 1 mm. short of top frameline at left corner. Diagonal line connecting bottom frameline and first line of ruled background 24 mm. from left corner.

Pos. 5 — Break in three bottom lines of ruled background, 40 mm. from right corner. Right-hand streamers




**Figure 9.**




**Figure 10.**

broken to the left of "Certificacion".

Pos. 6 — Break in three bottom lines of ruled background, 38 mm. from left corner. Dot below "D" of DE above Condor's head. Small dash inside second "R" of CORREOS. Tiny dashes in dot of "i" and top of "d" of "contenido".

*90 Centavos* (Figure 10)

Pos. 1 — Odd-shaped interruption in top frameline above "L" of COLOMBIA.

Pos. 2 — Break in backside of "O" of NACIONALES. Wavy line connected to outside of top frameline above "U" of REPUBLICA. Diagonal line connecting bottom frameline 1 mm. away from left corner.

Pos. 3 — Dot under "a" of "Certificacion".

Pos. 4 — Dot under and to the left of "U" of REPUBLICA. Dot just over "C" of NACIONALES.

Pos. 5 — Dot inside right leg of second "O" of CORREOS.

Pos. 6 — Inside right frameline has small break just above ruled background.

*1 Peso* (Figure 11)

Pos. 1 — Color spot at bottom of vertical leg of "P" of small PESO in top center.

Pos. 2 — One dot above and another

*(Continued on page 189)*




**Figure 11.**

# THE "SACRED COWS" OF BUNDI

## Do They Contain An Unrecognized Commemorative?

By H. D. S. Haverbeck




**The One Anna red**

Produced locally, the "Sacred Cow" issue of the Feudatory State of Bundi is of great philatelic interest. In use longer than any other issue of Bundi (1915-41), it's stamps were produced from the same basic master dies. An inscription reading, "Raj Bundi," was inserted at the top and at the bottom of the denomination.

The meaning of the odd design, in the words of the Bundi Postal Authorities, is given in the introduction of H. N. Burgess and C. T. Sturton's work, "The Specialized Study of the Sacred Cows Issue, 1915-1941." They state, 'The upright animals are cows and not bullocks. The whole picture depicts an incident at Delhi, when the Bundi Chief successfully opposed the might of the Mughal Empire and saved the sacred cows from slaughter.'

Although the issue is well documented specialists have seen over the years examples of a one anna stamp in red which differs from the standard design. The inscription in the top box on these stamps reads, "Our Day," instead of "Raj Bundi." "Raj Bundi" appears where the denomination would normally be and the denomination is printed in the lower margin inside the lines of rouletting.

Inquiries made in India turned up the information that the stamp in question has been known there for many years. Mr. P. M. Medhora informed me that the late R. F. Stoney of Ootacamund had written that they were issued in 1918 just after World War I to celebrate the Allied victory, Mr. Medhora further reports in a recent letter that he has had them in complete sheets of four. He writes that he had also seen them in used condition in the collection of Arvind Pakvasa. Mentioned too, is an example used on piece with an intaglio postmark of Thana Dabhi. Unfortunately, it gives no indication of the date of use.

Although it is not possible from these bits and pieces to determine the actual period of issue of this stamp and, incidentally whether it was pro-

*(Continued on page 193)*

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*A former Lichtenstein Award winner, President Haverbeck is a leading authority on the stamps and postal history of the Indian States and related areas.*

# SAMOA

## The Palm Trees Issues, 1886-1900

By Robert P. Odenweller

*Continued from page 40, Vol. 55, No. 1, January 1976*

**The Perf. 11 Varieties**

Errors of production abound in the perf 11 issues, but as far as one can say, since they had been printed by the New Zealand Government Printer, it was probable that they were genuine errors and not philatelically inspired. The most common variety found, on the basis of the extent to which it can be found on all values, is the double perforation variety. These are well known to the collectors of the contemporary Second Sideface issues of New Zealand, on which issues double perforations are also a desirable variety. The double perforations were the result of one or more rows of perforations being sufficiently out of position to warrent reperforation. This was often caused by the simultaneous perforation of a number of sheets with the line perforating machine, those underneath the top sheet often being considerably misaligned. The offending lines of perforations were then usually covered by strips of gummed paper on the back of the sheet, and the reperforation accomplished, often by the rotary machine if all rows in a single direction required new perforations. In order to facilitate separation of the stamps on the lines to which the paper strips had been added, knife cuts were made across the paper at each intersection of the stamp thus affected.

As a result of this method of handling the reperforation, the doubly perforated stamps often appear damaged or cut into, but this is, in fact, a normal state for them.

Double perforations could also have been caused by the correction of a different problem. Damaged stamps were sometimes removed from a sheet and undamaged stamps patched into the space from which they were taken. The lines of perforations thus affected were reperforated with a line machine, causing the patched stamp to be perforated, but not involving any further patching of the perforation lines, particularly to those stamps not in the vicinity of the originally damaged item. A block of the 5d flag stamp illustrates this unusual practice. Presumably it was intended to yield "complete" sheets of stamps, particularly since the paper was an accountable item.

There are two values known to exist in vertical pairs imperforate between. Of the 2/6 on toned paper with watermark reversed, eight panes were known to exist, making 48 possible copies. Two panes of the R 3d are presumed to have existed, though only six pairs are reported to have been accounted for.[45]

Double surcharges are known on the 1½d, the handstamped 2½d on 1s, and the R 3d issues (illustration of last). Pairs, one without surcharge, are known on the 1½d value and the R 3d, and inverted surcharges are to be found on the 2½d on 1d. (illustration of last)

45. Op. Cit. Romney Gibbons, p. 15, 16.

Other varieties, less on the order of errors, are worthy of note. Some of these pose questions as yet not adequately answered. One of these is an unusual printing variety which has been noted on some values, but particularly on the 2½d Malietoa. (See illustration). A portion of the design at the bottom of the stamp did not print, though the paper is strongly indented by the bottom of the stereo (which would rule out "faulty decoupage" as an explanation.) Since the variety occurs in the interior of a block as illustrated, the probability of foreign material such as an overlapped piece of paper is made unlikely. Lack of an "overlap depression" at the point where the printed design stops reduces those chances even further. The best attempt at explanation to date was offered by Dr. K. J. McNaught, who suggested that an ink repellent substance may have been present on that portion of the plate preventing ink from remaining there during the printing process.

Other varieties of a lesser nature may be found in the catalogue listing.




**Figure 19. Various perf. 11 stamps with double perforations. Note the type holes cut by the different perforation machines and the knife cuts made to facilitate separation of the stamps.**

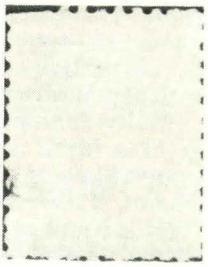


**Figure 20.** The reverse of a doubly perforated stamp showing the strips of paper used to cover the misplaced perforations.

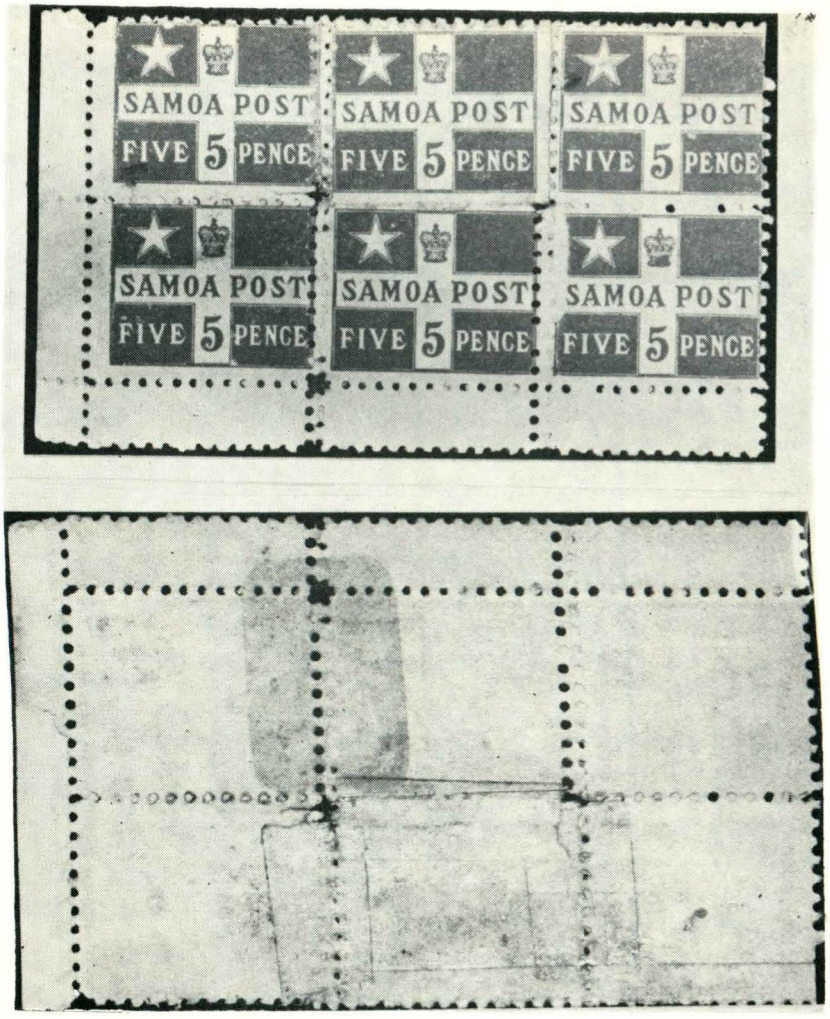



**Figure 21.** Front and reverse of a block on which the original upper center stamp, presumably damaged, has been officially removed, the new copy patched into place, and the necessary lines of perforations recut. Knife slits have also been made to help in the separation of the stamps from the sheet. Note the missing design pattern on the bottom right stamp (see Figure 25).




**Figure 22. The two different types of vertical pairs, imperforate between.**



**Figure 23. A part pane with 6 pairs imperforate between.**

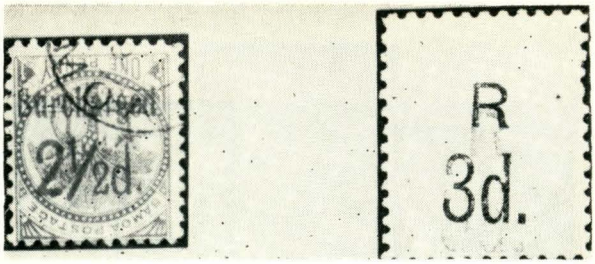



**Figure 24. "Surcharged 2½d" inverted on 1d Stamp. "R3d" double. (Center under each cut).**




**Figure 25. Curious missing design variety. Note that on the block the design is missing on an interior line. See text for possible explanations.**




**Figure 26. Various proofs and specimens. Often found on unwatermarked laid or wove paper, these are quite rare, in some cases only single copies being known to exist.**

*(To be Continued)*

## THE COLLECTORS CLUB, INC.
## FINANCIAL STATEMENT
**December 31, 1975**

February 23, 1976

To The Board of Governors
The Collectors Club, Inc.
New York, New York 10016

I have examined the balance sheet of The Collectors Club, Inc. as of December 31, 1975, the related statement of operations and surplus and the statement of changes in fund balances for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as I considered necessary in the circumstances.

In my opinion, the accompanying statements present fairly the assets and liabilities of The Collectors Club, Inc. at December 31, 1975, arising from cash transactions, the revenues collected and expenditures made by it, and changes in fund balances during the year then ended on a basis consistent with that of the preceding year.

Certified Public Accountant
Patrick D. Pilla

### BALANCE SHEET
DECEMBER 31, 1975
**ASSETS**

| | | | |
|---|---|---|---|
| CURRENT FUNDS: | | | |
| Cash in Banks: | | | |
| Chemical Bank New York Trust Co. | $ 1,691.05 | | |
| Bowery Savings Bank | 303.20 | $ 1,994.25 | |
| Miscellanous Receivables | | 120.87 | |
| Total Current Funds | | | $ 2,115.12 |
| PLANT INVESTMENT FUND: | | | |
| Real Estate | $ 69,780.87 | | |
| Furniture and Equipment | 28,986.19 | | |
| Library | 30,293.35 | | 129,060.41 |
| OTHER FUNDS: | | | |
| House Replacement Fund: | | | |
| Cash – Seamen's Bank for Savings | $ 5,518.22 | | |
| Marketable Securities at cost (Market Value $41.585) | 35,233.23 | 40,751.45 | |
| J. Brace Chittenden Memorial Fund: | | | |
| Cash – Seamen's Bank for Savings | $ 3,601.27 | | |
| Marketable Securities at cost (Market Value $22,792) | 14,422.34 | 18,023.61 | |
| Theodore E. Steinway Memorial Publication Fund: | | | |
| Cash – Manhattan Savings Bank | | 8,085.52 | |
| Dr. Harry Mark Daggett, Jr., Fund: | | | |
| Cash – Seamen's Bank for Savings | | 12,786.69 | |
| Life Membership Fund: | | | |
| Cash – Bowery Savings Bank | | 2,360.00 | |

| | | | |
|---|---|---|---|
| 6,000 | United States Treasury Bonds 6⅜% – 1984 | 5,776.88 | 5,640.00 |
| 3,000 | United States Treasury Bonds 3¼% – 1978–83 | 2,998.13 | 2,343.00 |
| 2,000 | United States Treasury Bonds 3% – 1995 | 1,992.21 | 1,558.00 |
| 2,000 | Transcontinental Gas Pipeline 8⅞% – 4/1/90 | 1,986.00 | 1,547.00 |
| 10,000 | E. I. Dupont 8% – 11/15/81 | 9,988.33 | 10,262.00 |
| 30 Shs. | Dow Chemical | 798.10 | 2,748.00 |
| 100 Shs. | Exxon | 4,139.50 | 8,875.00 |
| 172 Shs. | Cities Service Co. | 5,605.06 | 6,665.00 |
| | | $ 35,233.23 | $ 41,585.00 |

## J. BRACE CHITTENDEN MEMORIAL FUND

| | | | |
|---|---|---|---|
| $ 7,000 | United States Treasury Bonds 6⅜% – 1984 | $ 6,524.08 | $ 6,580.00 |
| 5,000 | Farrell Lines Inc. 8.05% – 4/1/88 | 5,000.00 | 5,000.00* |
| 50 Shs. | International Business Machines | 2,898.26 | 11,212.00 |
| | | $ 14,422.34 | $ 22,792.00 |

*Indicates Book Value

## MARKETABLE SECURITIES CAPITAL FUND

| Shares or Par Value | | Book Value | Market Value |
|---|---|---|---|
| $10,000 | Portland General Electric Co. 10½% – 12/1/80 | $ 10,002.92 | $ 10,000.00 |
| 10,000 | Columbus & So. Ohio Elec. Co. 9½% – 1984 | 10,159.00 | 10,150.00 |
| 10,000 | Detroit Edison 6% – 12/1/96 | 8,903.75 | 5,637.00 |
| 25,000 | New York Telephone 7½% – 3/1/09 | 25,250.00 | 20,281.00 |
| 10,000 | Columbia Gas 5% – 10/1/82 | 8,251.25 | 7,825.00 |
| 5,000 | Pan American (Convertible) 4½% – 8/1/86 | 4,025.00 | 1,718.00 |
| 5,000 | General Telephone (Convertible) 4% – 3/15/90 | 4,470.00 | 2,925.00 |
| 5,000 | W. R. Grace (Convertible) 4¼% – 3/1/90 | 4,100.00 | 3,350.00 |
| 5,000 | Reynolds Metals (Convertible) 4½% – 3/1/91 | 4,475.00 | 2,750.00 |
| 5,000 | Appalachian Power 11% – 1982 | 5,108.00 | 5,106.00 |
| 15,000 | First Chicago Corp. 6¾% – 11/1/80 | 14,618.00 | 13,950.00 |
| 5,000 | Elizabeth Water Co. 7⅝% – 1977 | 5,000.00 | 5,000.00* |
| 20,000 | Republic Mortgage Investors 7¼% – 12/1/75 | 19,847.00 | 6,275.00 |
| 10,000 | Southern Bell Telephone 7% – 9/1/78 | 10,307.63 | 9,887.00 |

## OPERATING EXPENSES

| | |
|---|---|
| Office: | |
| Salary | $ 1,441.60 |
| Telephone & telegraph | 1,054.52 |
| Postage | 1,143.81 |
| Audit & legal | 2,600.00 |
| Stationery & supplies | 911.85 |
| Miscellaneous | 1,843.90 |
| Payroll taxes | 89.73 |
| | 9,085.41 |
| Less: Service charge – Steinway | 850.00 |
| | $ 8,235.41 |
| Club Activities: | |
| Stationery, supplies & postage | $ 565.94 |
| Meeting notices, minutes & rosters | 996.80 |
| Publicity | 45.56 |
| Exhibition & special events | 2,273.70 |
| Miscellaneous | 252.40 |
| Program committee | 469.55 |
| | $ 4,603.95 |
| House: | |
| Wages | $ 3,090.00 |
| Gas, electric & water | 983.89 |
| Building repairs & maintenance | 1,133.19 |
| Supplies | 1,156.66 |
| Elevator maintenance | 733.48 |
| Insurance | 2,441.48 |
| Miscellaneous | 228.36 |
| Payroll taxes | 191.27 |
| Heat | 2,466.65 |
| | $ 12,424.98 |
| Library: | |
| Salary | $ 3,095.00 |
| Acquisitions & subscriptions | 512.49 |
| Stationery, supplies & postage | 329.98 |
| Payroll taxes | 191.27 |
| Binding | 380.75 |
| Miscellaneous | 340.00 |
| | 4,849.49 |
| Less: Reimbursement – Chittenden | 921.24 |
| | $ 3,928.25 |

## COST OF PUBLISHING "PHILATELIST"

| | | |
|---|---|---|
| Costs: | | |
| Printing | | $ 11,160.00 |
| Engraving, photos and etc. | | 1,488.15 |
| Stationery and supplies | | 1,090.38 |
| Postage | | 1,380.21 |
| Miscellaneous | | 509.59 |
| | | 15,628.33 |
| Revenues: | | |
| Advertising | $ 9,591.59 | |
| Subscriptions and sales | 721.75 | 10,313.34 |
| Net Cost | | $ 5,314.99 |

## MARKETABLE SECURITIES
## HOUSE REPLACEMENT FUND

| Shares or Par Value | | Book Value | Market Value |
|---|---|---|---|
| $ 2,000 | American Tel. & Tel. Co. 6½% – 12/1/79 | $ 1,949.02 | $ 1,947.00 |

## J. BRACE CHITTENDEN MEMORIAL FUND

| | |
|---|---|
| Balance, January 1, 1975 | $ 17,621.09 |
| Add: | |
| Interest and Dividends | 1,323.76 |
| | 18,944.85 |
| Deduct: | |
| Transfer to Current Fund for Binding and Acquisitions | 921.24 |
| Balance, December 31, 1975 | $ 18,023.61 |

## THEODORE E. STEINWAY MEMORIAL PUBLICATION FUND

| | | |
|---|---|---|
| Balance, January 1, 1975 | | $ 5,810.73 |
| Add: | | |
| Handbook sales | $ 6,405.96 | |
| Bank interest | 420.94 | 6,826.80 |
| | | 12,637.53 |
| Deduct: | | |
| Service charge | 850.00 | |
| Printing, supplies and postage | 3,702.01 | 4,552.01 |
| Balance, December 31, 1975 | | $ 8,085.52 |

## DR. HARRY MARK DAGGETT, JR., FUND

| | |
|---|---|
| Balance, January 1, 1975 | $ 11,872.26 |
| Add: | |
| Bank interest | 914.43 |
| Balance, December 31, 1975 | $ 12,786.69 |

## LIFE MEMBERSHIP FUND

| | |
|---|---|
| Balance, January 1, 1975 | $ 1,495.00 |
| Add: | |
| Life Membership dues received | 1,000.00 |
| | 2,495.00 |
| Deduct: | |
| Allocation to 1975 Membership dues | 135.00 |
| Balance, December 31, 1975 | $ 2,360.00 |

## CAPITAL FUND

| | | |
|---|---|---|
| Balance, January 1, 1975 | | $194,151.06 |
| Add: | | |
| Income from securities | $ 14,430.31 | |
| Contributions | 24,843.39 | |
| Bank Interest | 3,432.75 | 42,706.45 |
| | | 236,857.51 |
| Deduct: | | |
| Current Fund deficit | | 7,600.06 |
| Balance, December 31, 1975 | | $229,257.45 |

It is the practice of the Club to record the value of donated collections at the selling price at the time of sale only. The value of donated collections in the possession of the Club at December 31, 1975 is not reflected on the Balance Sheet.

| | | | |
|---|---|---|---|
| Capital Fund: | | | |
| Cash – Manhattan Savings Bank | $ 11,700.65 | | |
| – Union Dime Savings Bank | 17,223.90 | | |
| – Emigrant Ind. Savings Bank | 20,484.62 | | |
| Marketable Securities at cost (Market Value $150,029) | 179,448.34 | | |
| Due from Current Fund | 399.94 | 229,257.45 | |
| Total Other Funds | | | 311,264.72 |
| TOTAL ASSETS | | | $442,440.25 |

**LIABILITIES AND CAPITAL**

| | | |
|---|---|---|
| CURRENT FUNDS: | | |
| Taxes Payable | $ 185.40 | |
| Due to Capital Fund | 399.94 | |
| Current Fund Balance | 1,529.78 | |
| Total Current Funds | | $ 2,115.12 |
| PLANT INVESTMENT FUND | | 129,060.41 |
| OTHER FUNDS: | | |
| House Replacement Fund | $ 40,751.45 | |
| J. Brace Chittenden Memorial Fund | 18,023.61 | |
| Theodore E. Steinway Memorial Publication Fund | 8,085.52 | |
| Dr .Harry Mark Daggett, Jr., Fund | 12,786.69 | |
| Life Membership Fund | 2,360.00 | |
| Capital Fund | 229,257.45 | |
| Total Other Funds | | 311,264.72 |
| TOTAL LIABILITIES AND CAPITAL | | $442,440.25 |

STATEMENT OF OPERATIONS AND SURPLUS
**CURRENT FUND**

| | | |
|---|---|---|
| Income: | | |
| Membership contributions | $ 24,863.50 | |
| Contributions – Other | 1,427.25 | |
| Miscellaneous | 616.77 | $ 26,907.52 |
| Operating Expenses: | | |
| Office | $ 8,235.41 | |
| Club activities | 4,603.95 | |
| House | 12,424.98 | |
| Library | 3,928.25 | 29,192.59 |
| | | (2,285.07) |
| Cost of publishing "Philatelist" | | 5,314.99 |
| Excess of operating expenses over income | | (7,600.06) |
| Deficit absorbed by Capital Fund | | 7,600.06 |
| Net change in surplus from operations | | – 0 – |

STATEMENT OF CHANGES IN FUND BALANCES
PLANT INVESTMENT FUND

| | |
|---|---|
| Balance, January 1, 1975 and December 31, 1975 | $129,060.41 |

**HOUSE REPLACEMENT FUND**

| | |
|---|---|
| Balance, January 1, 1975 | $ 37,956.79 |
| Add: | |
| Interest and Dividends | 2,794.66 |
| Balance, December 31, 1975 | $ 40,751.45 |

| | | | |
|---|---|---|---|
| 20,000 | Columbus & So. Ohio Elec. Co. 9¼% – 11/1/82 | 20,309.00 | 20,400.00 |
| 15,000 | United States Treasury Notes 7⅞% – 4/30/77 | 15,056.00 | 15,210.00 |
| 9,565 | Farmers Home Administration Notes Guaranteed by United States Government | 9,565.79 | 9,565.00* |
| | TOTAL MARKETABLE SECURITIES | $179,448.34 | $150,029.00 |

*Indicates Book Value

## THE CAPITAL FUND APPEAL

The letter for the current Capital Fund campaign received by the members late in February listed the names of those who had already achieved a SHARE IN THE FUTURE OF THE COLLECTORS CLUB:

| | |
|---|---|
| PATRONS | 4 |
| BENEFACTORS | 12 |
| SPONSORS | 9 |
| DONORS | 17 |
| CONTRIBUTORS | 67 |

We are pleased to announce that since that letter was mailed, the following members have responded to the appeal and have either achieved or pledged shares:*

BENEFACTOR

| | |
|---|---|
| Joffe, Boris B. | (P) |
| Koeppel, Adolp | (P) |
| Odenweller, Robert P. | (P) |
| Sellers, F. Burton | (P) |
| Silver, Philip | (P) |
| Twigg-Smith, T. | (P) |
| Wiener, Robert A. | (P) |

SPONSOR (4)

| | |
|---|---|
| Menaker, Austin H. | (P) |
| Mishrick, A. S., M.D. | (P) |
| Passano, Edward M. | (P) |
| Scheetz, William C. | (P) |

DONOR (3)

| | |
|---|---|
| Hart, Creigton C. | (A) |
| Priester, Dudley B. | (P) |
| Sulc, Ladislav | (P) |

CONTRIBUTOR (27)

| | |
|---|---|
| Allen, Lt. Col. Herbert W. | (A) |
| Berner, Beatrice M. | (A) |
| Burr, David H. | (A) |
| Deutsch, Nathan H. | (P) |
| Dilworth, John R. | (A) |
| Farrant, Mrs. Leona Pecha | (A) |
| Finkelburg, Falk | (A) |
| Garfinkel, Dr. Martin D. | (A) |
| Glass, Powell, Jr. | (A) |
| Griswold, Erwin N. | (A) |
| Harper, Ethel | (A) |
| Hazelton, Bruce W. | (P) |
| Kornfeld, William, M.D. | (A) |
| Luxenberg, Kenneth, M.D. | (A) |
| Martin, Eleanor, M.D. | (A) |
| Mayer, F. R. | (A) |
| Micchelli, Richard J. | (A) |
| Myrick, M. L. | (A) |
| Ray, George A. | (P) |
| Ray, Samuel | (A) |
| Reide, Walter E. | (P) |
| Robbins, Louis K. | (A) |
| Rubio, L., Dr. Boris | (P) |
| Sapperstein, Perry | (P) |
| Schwartz, Sidney M. | (P) |
| Shively, Frank L., Jr., M.D. | (A) |
| Stannard, Herbert R. | (P) |
| Stollnitz, Henry | (P) |
| Zimmerman, Al | (P) |

CHANGE IN CATEGORY

Seebacher, Ira from CONTRIBUTOR TO DONOR (P)

Wunderlich, Rudolph G. from CONTRIBUTOR TO BENEFACTOR (P)

Our sincere thanks to all.

Members are reminded that all sums contributed prior to February 1976, the date of the current Capital Fund drive, have been credited to each member's account to facilitate the achievement of Shares in the Future of The Collectors Club. Those who do not have a record of such prior contributions, may request the information by addressing te co-chairmen of the Capital Fund.

(A) = Achieved
(P) = Pledged

## THE ANNUAL COMPETITION

Once again The Collectors Club Annual Competition was held at "INTERPEX" in the Hotel Americana in New York City. It drew 43 one-frame exhibits of exceptionally high caliber.

As always, a universal showing, it covered all parts of the globe and almost every kind of stamp and postal service.

**GRAND AWARD**

H. L. C. Wenk, III "1847-1851: A Microcosm of Postal History"

**SILVER BOWLS**

Isaac Backal "Registry Fronts of Mexico"

Ralph A. Hart "Early British Honduras" — Selected pages

Harry W. Lussey "Canadian Covers —Unusual Rates and Usages"

Dr. Fred Reed "Selected Pages from a Research Collection of Early Netherlands"

Dr. R. M. Rosende "The British Postal Agencies in Cuba"

Lynne S. Warm "United States First Bureau Issues"

**CERTIFICATES OF MERIT**

John P. Boksenbom "India used in Ethiopia, Napier Expedition — 1867-8"

Richard E. Beresford "The Post Horn on Stamps"

Mr. and Mrs. Gardner Brown "The Rouen-Amiens Detour: The Franco-Prussian War of 1870-1871"

R. L. D. Davidson "Lincolniana"

Ellery Dennison "Booklet Panes of China"

Dr. Maurice R. Friend "Austrian Post Offices in Crete"

Horace W. Harrison "Classic Canadian Postal Stationery. Essays, Proofs and Issuesd Material"

H. D. S. Haverbeck "Indian Feudatory States—Selected rarities"

William K. Herzog "Demonetization of Pre-1861 Design U. S. Stamps"

Harry Holman "Papua Mint and Covers"

Timothy Holmes "Beaver Stamps of Canada"

Wilfred G. Howland "Peru—Percursors" (Selected pages, primarily the Spanish Colonial Period)

George T. Turner "Embossed and Printed Envelopes Designed Especially for Milady" Selected Pages from the 1845-1869 period.

William A. Sandrik "Austrian Post Offices in Foreign Countries"

F. B. Sellers "Haiti: The Imperforate Liberty Heads"

Peter Shek "Postal History of Pre-Adhesive Hong Kong"

Robert G. Stone "The Small Post Offices of Guadeloupe, 17-18th Centuries"

Dr. Irwin Yarry "Leeward Islands"

Judging the competition were: Bernard D. Harmer, Abbot Lutz and Robert P. Odenweller.

A separate series of prizes were also awarded to the winners by the American Stamp Dealers Association. Those awards consisted of gold, silver and bronze medals. All exhibitors received a Collectors Club certificate of participation.

The A.S.D.A. also presented the club with a large silver bowl for the excellence of the exhibits.

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**COLOMBIA (Contd.)**

between the legs of "C" of COLOMBIA. Break in outside left frameline 37 mm. from top corner.

Pos. 3 — Diagonal dotted line over first "R" of CORREOS. Small indentation in right shading of small "1" in top center.

Pos. 4 — Dot between left framelines 3 mm. from bottom corner. Dot in backside of "S" of "Salio de".

Pos. 5 — Dot just outside of top left corner. Thickening and indentation in top frameline above "LO" of COLOMBIA.

Pos. 6 — Break in shading at bottom of "O" in large PESO.

# Book Reviews

**THE 1975 CONGRESS BOOK,** 41st American Philatelic Congress, 208 pages, buckram, illustrated. Edited by James P. Harris. $10 from R. B. Brandeberry, 58 W. Salisbury Dr., Wilmington, Del. 19809.

Editor Harris has given us 14 good "meat and potato articles" in a well-illustrated format with a minimum of typos. While a bit more blue pencil could have been weilded, it is a pleasure to recommend this year's Congress Book to all who find any of the topics of interest.

Edith Doane leads off with what is obviously the major article—a work on the mileage postal markings of Great Britain and Ireland. The article, longest in the book, is too short for the topic and suffers thereby. It is to be hoped that a revised, longer version will be published after a number of sloppy errors are corrected. Kinging George in 1635 won't do, nor can the Dumfries mark be an 1801 innovation (pg. 26) if it is introduced in 1802 (pg. 31). Too, I'd doubt if Todd was quite as powerful as Doane presents him. Certainly his friend and business partner, Ben Franklin, learned otherwise.

Friedman gives us a delightfully clear exposition on the various types of proofs, their differences and some of the inteersting research problems arising therefrom, while Markovits discusses essays of the U. S. 10c "Merry Widow" special delivery as the key to his roundup on the stamp. Jennings introduces new examples of the "big crack" on the 5c blue Taylor and relates this to other classic cracked plates. Each of these men gives us an examples of how to do a study of a U. S. stamp.

The postal use of stamps is the focus of Fricks' contribution—U. S. marine mail in Nicaragua (1927-33) as it is of Crow's work on the corner cards and special cancellations of 19th century Southern expositions. Eisendrath focuses upon early aviation meets and the markings found on covers flown at them, while Brian Green takes a great Confederate rarity — a blockade cover — and puts it in both historical and philatelic perspective.

Gaughan shows us how much can be packed in a scant two pages about a single stamp, the 1919 Croatia 2 Filler, Plate 2. (It is to be hoped that the editor will eliminate uses of the verb 'to imperforate' in the future—it creates visions of someone busily filling in little holes). Hornung tells us about the research involved in locating the paper-maker for the first Turkish stamps. For researchers this is a particularly fruitful article, although Hornung's hunt was unsuccessful.

The photos, too, are particularly effective. Ruth Wetmore writes about zebras on stamps as a topical, while Dorothy Minto writing on stamps illustrates 2500 years of Iranian history.

Two remaining articles open a relatively new field for philatelic publishing. Elizabeth Freyschlag has taken the thesis that national characteristics can be identified by a nation's stamps. England, France and Spain are used for illustration. Unfortunately, this work has a strong touch of Househoferian reasoning and there seems to be excessive shoehorning to get the stamps to come out right. An interesting attempt, nevertheless. Harlan Straus has taken a more defensible position in expounding upon stamps as propaganda units. This is the first philatelic publication I've noted that brings the whole body of propaganda analysis into play as it relates to stamps. It is interesting to see that many of Dr. Strauss's hypotheses for future research relate back to Leonard Doob's seminal work of 1935 on propaganda, or his 1948 work on *Public Opinion and Propaganda* which discusses the medium and the message. Collectors should be aware of this method of topical collecting, and Dr. Strauss is to be congratulated for putting it forth. *(C.M.H.)*

**Pennsylvania Postal History** by John L. Kay and Chester M. Smith, Jr. 564 pages, hardbound. Published, 1976, by Quarterman Publications, Inc., 5 South Union Street, Lawrence, Mass. 01838. Price: $25.00.

With the publication of this book another state is added to the list of those that have been postally mapped. The authors have tabulated the 10,762 post offices, branches, and rural stations that exist or existed in the Commonwealth of Pennsylvania from 1775 to 1975. The listing is in three parts. The main section contains the name of each post office with its opening and closing dates, first Postmasters, and notes. It is organized by countries. A second section is an alphabetical list of all post offices and serves as an index to the more detailed information in the county list. A third section lists all the first Postmasters. There is also a worthwile annotated bibliography of books and articles touching on aspects of Pennsylvania postal history.

Messrs. Kay and Smith have combined their talents in a most fruitful manner to produce this list of Pennsylvania post offices. Professor Smith's ability to use modern data processing machinery has permitted not only more information to be presented, but also resulted in that information being more thoroughly checked for accuracy. The authors very modestly claim in the Introduction this work, to be "a good starting point for studying the rest of Pennsylvania's postal history." It is also a model for postal historians in other states.

*(Ernest C. Wilkens)*

**A Guide to Specialization in Nepal Philately** by Mac Linscott Ricketts and Frank Vignola. 22 Pages, no illustrations. California Collectors Club, San Francisco, California. Order from: George Alevizos, P. O. Box 5159, Santa Monica, Ca. 90405. Price $4.00 postpaid.

The primary purpose of "A Guide to Specialization in Nepal Philately" is to present information that will guide the collector beginning to specialize in that country. The secondary purpose being to supplement and up-date previously published literature and articles. Both have been acomplished efficiently. The tone of this pamphlet is factual. The editing for publication by Russ Sanford has resulted in a streamlined setting forth of the major areas of Nepalese specialization without opinion or speculation. As the authors have stated, "it does not attempt to replace the H. D. S. Haverbeck handbook, "The Postage Stamps of Nepal."

The Guide covers the following areas of possible specialization: Postal History, Stamps of Nepal, Forgeries of the Native Issues, Official Mail, Souvenir Folders, Postal Stationery, Revenue and Documentary Stamps. The Guide is not a listing of the postal issues of Nepal, but rather an effort on the part of the authors to guide the advanced collectors along the path of philatelic material available to him.

The pamphlet, well printed in a readable type, is loose leaf, spiral bound, making it easy to use. A few illustrations, particularly of the revenue and documentary stamps, would have added to its usefulness. Nevertheless, it is a commendable effort. Your reviewer recommends it to all collectors interested in beginning a study of the philately of Nepal. The advanced specialist does not need it, except, possibly as a guide to what has been published since the Haverbeck book. *(J. M. H.)*

**The Gold Mines of California,** Reprint of California and Its Gold Regions by Fayette Robinson, New York 1849 and California in 1850 Compared To What it was in 1849 by Franklin Street, Cincinnati 1851. Promontory Press, N. Y. 1974. Price $10.00.

The Western express collector will probably want this reprint of two rare contemporary guides to early California for his collateral collection. The book contains descriptions of the early gold rush towns, routes and rail markings along the way to California as well as a number of contemporary letters discussing the discovery of gold. Gold

towns such as Benicia, Vernon, Rough & Ready, Georgetown, Mariposa, etc. are descriped. There are interesting notes on such points along the California Trail as Indian Agency, Ft. Kearney, Reubadaux's (at Scott's Bluffs), Larimie (sic), Upper Crossing, Ft. Bridger, Salt Lake, Placerville and Navado (sic) City. There is fascinating material on the Panama Transit as well as the Quartermaster General's San Francisco letter of 10/8/48 on the proposed mail steamers from California. The Los Angeles letters of Kearny in 1847 are quoted as well as early gold discovery letters from San Francisco, Upper California and Monterey. It was books like this that sent America to the gold fields.

**The 3c Stamp of the United States — 1851-1857 Issue,** Carroll Chase, 1929 and 1942. Reprint by Quarterman Publications, 5 South Union Street, Lawrence, Mass. 01838. $30.00 postpaid.

Quarterman Publications is to be commended for their program of reprinting major philatelic works long out of print, many of which today can only be obtained at auction at almost prohibitive price.

The Chase book is a perfect example of such a work. It covers virtually everything about the 3c 1851-57 stamps that the specialist collector could possibly want to know. It contains, in addition to a complete history of the design and manufacture of the stamp, how-to-do-it information on plating, detailed discussion on all kinds of varieties, sorting data, postal history data and more.

More important, Dr. Chase's fine work is brought up to date in an excellent foreword by Thomas J. Alexander. He has corrected any typographical errors that were in the 1942 edition and added updated information on perforation, color, earliest dates used for each plate, sources of plating aids, etc. Also included is a bibliography of articles on new discoveries and progress in plating since 1942.

While the text is from the revised 1942 edition, the illustrations are from the 1929 edition. This was done because the quality of the over 100 halftones, plating charts and diagrams was beter in the earlier volume.

One small criticism, however. Slightly more opaque pages would eliminate the see-through quality that now exists and which sometimes makes reading or checking a variety slightly difficult.

Nevertheless, this book is an excellent buy at $30.00.

*(Louis Grunin)*

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## NEW BOOKS RECEIVED BY THE LIBRARY

*Postal Service in Boston 1639-1893* by C. W. Ernst. 70 pages, softbound. Published by the Boston Public Library. Price $3.00 from the Library, P. O. Box 286, Boston, Mass. 02117. Gift of the publisher.

*Science Stamps by R. W. Truman.* 119 pages, illustrated, softbound. Price $7.00 from the American Topical Assoc. 3308 N. 50th Street, Milwaukee, Wasc. 53216. Gift of the publisher.

*Study of the Errors of the Controls of the Large Hermes Head on Yellowish Paper 1875-1880* by Charilaos M. Binos. 41 pages, illustrated, softbound. Reprinted, 1975, from "Philotelia." Gift of Mr. Binos.

*La Poste Maritime Francaise. Tome IX: Les Agences Postales Consulaires Francaise en Amerique de 1860 a 1881* by Raymond Salles. 54 pages, illustrated, maps. Published, 1975, by Mr. Salles. Available in the U. S. From Leonard H. Hartmann, P. O. Box 21397, Louisville, Kenty. 40221. Gift of Mr. Hartmann.

*Festschrift zur 75-Jubelfest der Philatelistenverein Olten 1899-1947.* 76 pages, illustrated, softbound. Published, 1974, by the Society, Olten, Switzerland.

panes produced for the thirty odd countries which they had represented since 1932.

Other lands, too, supported the show by arranging special attractions; Egypt, for the first time ever, allowed some of the greatest pilatelic rarities in its postal archives to be shown publicly. Its postal administration also distributed free to CIPEX workers, exhibitors and special visitors, 4,000 covers flown on a special plane from Cairo to New York. Belgium did the same. Monaco sent portions of the Royal collection, as did Great Britain, which showed portions of the Buckingham Palace albums.

Today, the foreign governments and their agents who are participating in INTERPHIL 76 will do so in a different manner. They have been solicited to take booth space and fill frames, not so much for the enjoyment, enlightenment and education of non-collector visitors, but to sell their adhesives. In 1947, only dealers and the Post Office Department sold stamps to such visitors as wanted to fill blank album spaces. The remainder of the exhibition was devoted to the enjoyment of visitors whether they were veteran philatelists or just those who were willing to be convinced that stamp collecting was as wonderful an hobby as the lay press and radio commentators (TV was still to make its debut) led them to believe.

And CIPEX must have succeeded, for publishers of albums and producers of beginner's kits all reported increased sales within weeks after the show closed. The committee, having sold well in excess of 200,000 admission tickets was able to announce a net profit of just under $35,000 after all bills had been paid.

INTERPHIL 76 has an impressive record to meet or, hopefully, surpass. The Collectors Club and its members will do everything in their power to help attain that goal, for America *must* demonstrate that privately financed philatelic exhibitions can be as splendid and successful as those foreign shows whose bills are paid in full by governmental ministries.

The Collectors Club, therefore, urges *every* collector in the land to attend INTERPHIL 76 as a testament to stamp collecting's position in this, our bicentennial year.

*(E.A.K.)*

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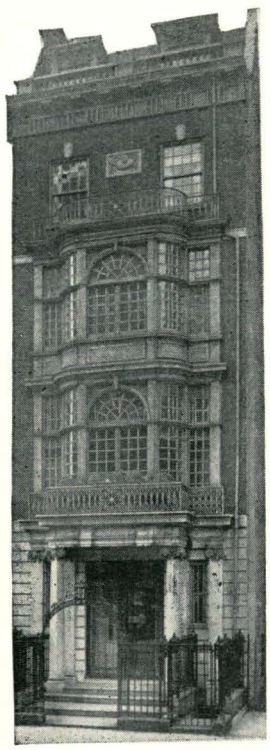


duced to celebrate victory in World War I, there is some circumstantial evidence to be found on the stamp itself. Sturton and Burgess in their book, have determined the sequence of the types of lettering used for the inscriptions. The presence or absence of flaws in the dies also helps in determining the sequence of printings. This is most evident in the characters that spell "Raj Bundi."

An examination of the characters on this stamp shows that the dot above the first character in "Bundi" has a crescent between it and the character that is typical of the two earliest printings, thus putting it in the 1915 to 1921 period. The horizontal lines of rouletting do not extend to the right of the vertical rouletting, also a characteristic of the earliest printing. This elminates the 1915-17 printing. It, therefore, must have been printed in the 1917-1921 period which would argue in favor of it being an Armistice commemorative.

Why then, should Bundi, alone of the Native States, have commemorated such an event? Our gazette shows that Bundi supported a small army of 590 horses, 2,282 infantrymen with 18 field and 70 other artillery pieces. It is quite possible, in fact almost certain, that this force joined the British Imperial forces in World War I. It would be logical, too, that some form of commemoration would have been made to celebrate the November 11, 1918 Armistice. Nevertheless, we must await further discoveries to be sure. Meanwhile it is an intriguing surmise.

Scott Stamp & Coin Co. Both Mrs. Steinway and Mrs. Clark collect only green stamps. Finally there is Miss Fay Jordan, who collects only purple stamps and calls her collection "A Bunch of Violets." (Miss Jordan is not to be confused with the first Mrs. Clarence Mackay, a non-collector who, in a day when two cents was the letter postage, invariably used three cents stamps on her correspondence because she liked the color better.) "Why do I collect violet stamps?" says Miss Jordan. "First, because violet is a fashionable color and I love it. Next, it just happens that rare early stamps rarely come in violet, which helps a lot in the expense column. There seems to be a violet stamp in almost every set and so my collection always shows an example of each issue. To carry out the color scheme, all my writing up is done in violet ink. It's hard work, but it's lots of fun." Mr. Lichtenstein, Mr. Caspary, Colonel Green, King George, Baron Rothschild, and the Nawab of Sachim have to smile when they think of Miss Jordan. It is felt that her example will do much to increase the number of book collectoors.



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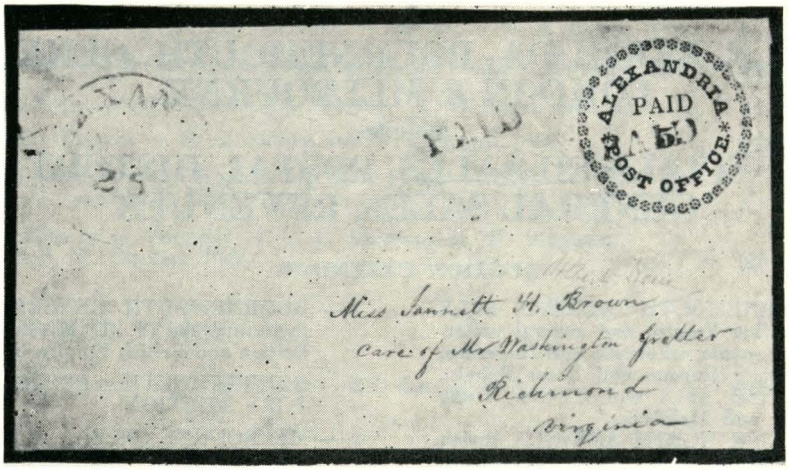
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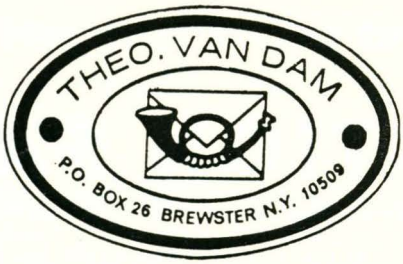
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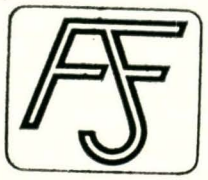
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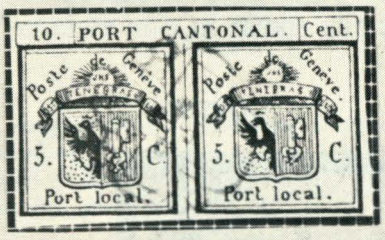
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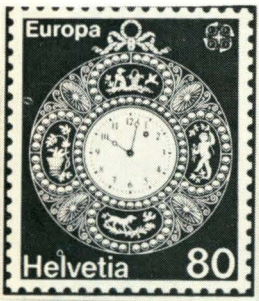
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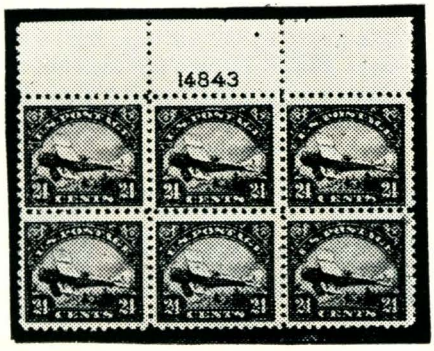
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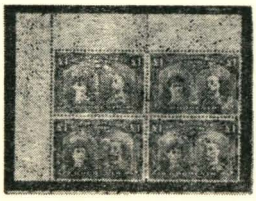
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