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Volume 48 Number 5
September 1969

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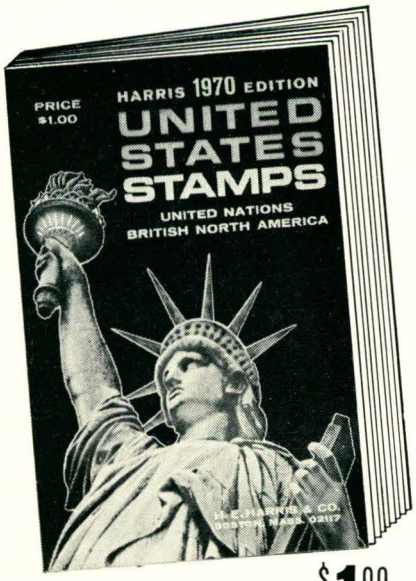
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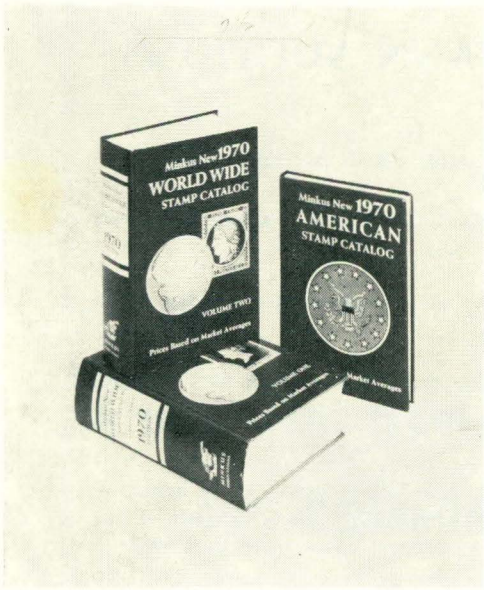
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The Collectors Club
PHILATELIST
Volume 48 Number 5
September 1969

Editorial

Stamp Reporting But No Stamps

Suggestions for this particular editorial have come from a number of members. Recently, suggesting has turned to urging, so that we feel compelled to oblige.

Most stamp collectors believe that if and when they subscribe to a stamp paper or journal, they will read about stamps, covers, proofs, designs and all that presently falls in the field of stamp collecting. Many are complaining that they can read so little about philately but only about the events that have nothing but an indirect relationship to it.

Here's how one active metropolitan stamp collector has put it:

"It seems as if at least two big international stamp shows are put on, mostly in Europe, each year. Due to the requirements of my job, I'm lucky if I can take in one of these shows once every ten years. I try, therefore, to select an exhibition in Europe that will appeal to me and my wife. Either before or after the exhibition, we hope to have time for some travelling to other European countries, picking ones we have not visited before.

"If I had more time to spare, I'd prepare some of my material to exhibit. You know I've secured some fine stamps and covers; you'd be surprised. I've been wanting to make up pages for showing for a long time; I hope that I'll be able to get to it soon. I'd love to show in a big international stamp show like London is putting on in September of 1970. Even if I only won a bronze or a diploma, I'd get a big kick. Just the idea of getting the chance to exhibit at one of these big shows would make me happy. If I won an award, I'd probably be the happiest stamp collector in the world.

"Not being able to attend these international stamp shows, the next best thing for me is to read a good, comprehensive report about them. First of all, I want to know what was shown in my own specialty field. Secondly, I'd like to see how my specialty stacked up against the others for awards and prizes.

"Also, I know some of the collections shown at these shows. I'm curious to see how they rate against those from the other parts of the world. I would like to know about the highlights in a gold medal exhibit to see how it compares to the material in the collections I know.

"O.K. Usually a stamp writer, editor, publisher or stamp society 'big-wig' gets the chance to visit these foreign stamp shows, and afterwards he writes a report on what went on. At least, he thinks he does.

"Listen! I don't give a hoot about reading travel news, about wining and dining, nor what shopping bargains could be bought. I want to read about stamps!! There are many travel books and magazines that I and my wife can buy for that news. And it's a lot more helpful and accurate than the opinions of some stamp writer.

"Tell me why are these reports on philatelic exhibitions written as they now are? Don't the guys writing them know anything about stamps? I really wonder. I get the impression that a stamp writer spends all his time at a show wining and dining. One wonders if he ever set foot in the exhibition hall and carefully viewed more than a few frames.

"Another thing. I know quite a few collectors in this city. But I practically know no one abroad and not too many in this country. Now, what do I read about the prizes at stamp exhibitions? Only the names of the guys and gals who won the awards. This means absolutely nothing to me. I want to know what the award-winning collections showed. The rules say that awards

must go to the exhibits not the exhibitors. But not from what I've been reading.

"I believe it's reasonable to expect a good coverage of stamp news in a stamp paper, but not travel news, nor shopping and dining guides. Please tell your friends who write these reports for the stamp papers to stick to *news about stamps.* That's what I and my philatelic friends want and what we expect to get when we subscribe to a stamp paper."

"Tiny As A Postage Stamp" Is Passé

The expression "tiny as a postage stamp" has been very popular. It seems that every philatelist is pleased when he reads this expression. But from present indications, it appears that "tiny as a postage stamp" no longer is significant. Yes, the new regular postage stamps have retained their original small size. The new U. S. regulars measure about the same as our 1847s. And Great Britain's new regular Queens are about the same size as the first 1840 Penny Black.

But the issuance of regular postage stamps today is a minor factor. All governments issue many more commemorative and propaganda stamps. Every year, the new commemoratives seem to grow bigger and bigger.

On our desk is the latest monthly illustrated pricelist of a new issue stamp dealer. There are over a hundred new sets listed; not one's size was "as tiny as a postage stamp." There's a new series from Czechoslovakia where each stamp measures 4 x 2 inches. One from Bulgaria is slightly smaller — 3¾ x 3 inches, as are two new, long series from Hungary. The African countries of Congo, Gabon, Guinea and Mali all have recently issued stamps measuring about 3 x 2 inches. Egypt, Monaco, San Marino, Turkey, and Vatican City all have placed on sale equally large-sized stamps.

Those Arabian Gulf places certainly have been turning out new stamps; each one seems to be as large as the country itself. Some of the Latin American countries now are beginning to join "the big stamp parade."

Mail to this editor these days often is franked with these new "doormats." This does not seem to be a false impression, but the smaller a country, the larger the stamps.

What truly bothers us is the terrible wear and tear on the tongue to affix these big-sized stamps to an envelope. Also, if one uses a few different, very little space is left for the address and an air mail etiquette. Perhaps these new big ones make a few hundred stamp enthusiasts, who like art on their stamps, happy. But the general public's convenience certainly is being sacrificed.

It would be a humane and compassionate move if all the stamp-issuing countries in the world would try to keep the new issues "as tiny as a postage stamp." One cannot be very optimistic that this will happen. But perhaps the public could start a campaign, using slogans such as: "Save Our Tongues" or "If you cant conveniently lick 'em, dont collect 'em."

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The 1911 Vin Fiz Air Mail Stamp

By Henry M. Goodkind

For an adhesive printed in 1911, its size is rather large. Its name, Vin Fiz, has puzzled many. The design is not especially attractive.

There are ten copies known up to this time. These surviving copies bring several thousand dollars and more, although none of the general postage stamp catalogues, such as Scott and Gibbons, list the Vin Fiz air mail stamp. It is also relatively unknown to stamp collectors and dealers in the United States, and only a few foreign collectors know of the Vin Fiz. This is the reason for this article.

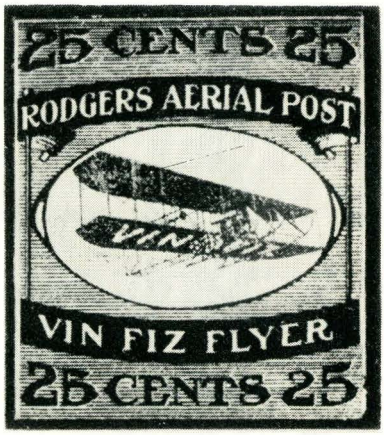


Figure 1. First known unused copy.

As evidence of its non-recognition abroad, ten years ago a world-famous air mail stamp collection was sold at public auction in London, England by one of the better known auction dealers. The collection was that of the Marquess of Bute and the auction house was Robson Lowe Ltd. Here is how Lot 387 was described in the March 25, 1959 sale:

"1911 (Nov. 8th) postcard to Germany with a very fair but slightly damaged example of the semi-official 25c black adhesive label depicting a Wright aeroplane and inscribed 'ROGERS (sic) AERIAL POST / VIN FIZ FLYER' (Sanabria US 502). Valuation £8*."

In 1959, American air post specialists knew of only six copies of the Vin Fiz stamp (five used on post cards and one unused). Copies were bringing $1000 or more. Every specialist in this country that I knew, who spotted that Vin Fiz stamp in the 1959 Bute auction, kept quiet, hoping to be able to buy a "real sleeper." But too many saw this, so that the less than $25. estimate proved absolutely meaningless. Lot 387 fetched £280 or $804 (U. S.), still less than copies were bringing in New York City auction sales.

The existence of this copy had been known as far back as 1929, because it is described in the K. Lissiuk "The Historical Air Mail Catalogue" on page 141 as follows:

"In addition a private stamp was prepared. The writer has for some

*In 1959, £8 was $22.40 in U. S. currency.

years known of the existence of one of these cards with the special stamp, addressed to Cologne, Germany. This now rests in a famous English collection.''

Later on, a far more detailed description will be given of this item.

The Name, "Vin Fiz"

The year 1910 saw a number of early advancements made in aviation in the United States and also abroad. Distance, endurance, and altitude records for airplanes were being established only six years after the Wright Brothers made their first heavier-than-air flight. People were looking up into the sky, just as now we are watching moon landings.

A real coincidence occurred less than two weeks after I had written this article, comparing the 1911 Vin Fiz flight with the landing of the first man on the moon. During the time of the actual landing on the moon in July, 1969, all the American national television networks remained on the air for more than 48 hours. On the NBC network around 3 a. m. Eastern daylight-saving time, the NBC commentators were filling in with talk, and one of the newscasters referred to to a 1911 trans-continental flight. He said that at that time, its accomplishment was comparable in many ways to the 1969 landing on the moon.

But the National Broadcasting Company's commentators could not remember any of the details of the 1911 flight across the United States. One said he thought it was named after a popular soft drink in those days.

About ten minutes later, the newscasters said that word had just come in from the NBC's Research Department. The name of the 1911 flight was Vim *(sic)* Fiz and the aviator's name was Cal Rodgers.

This certainly places the 1911 Vin Fiz flight by Calbraith Rodgers as one of the great events in history.

The wealthy newspaper publisher, William R. Hearst, had offered a $50,000 prize for the first aviator to fly across the United States. The terms stipulated that the offer was good only for one year until October 10, 1911. Also, the trans-continental flight had to be completed within thirty days or less. Don't forget the value of the U. S. dollar in 1911, so that $50,000 then would be approximately a quarter of a million dollars now.

Eight aviators tried for the Hearst $50,000 prize, a feat as difficult in 1911 as flying to the moon was in the 1960s. Another great difficulty was financing the flight. Not only the high cost of the plane but fuel, tools for repairs, the need of mechanics and helpers, and other matters all added up to a very expensive undertaking. Usually, outside financing was sought and forthcoming. The aviators themselves did not even have sufficient funds to buy a plane.

One of the aviators, Calbraith Perry Rodgers, had spent time in Chicago, Ill. Probably he had gotten to know some of the heads of Armour & Co., because he had arranged for Armour & Co. to assist in the financing of his attempt to win the $50,000 Hearst prize. Here is what Rodgers wrote about this.[3]

''The 'Vin Fiz' Company of Chicago, Illinois, manufacturers of a delicious soft drink known as Vin Fiz and sold everywhere for 5 cents a glass, agreed to pay my expenses en route, if I, in turn, would christen my aeroplane the Vin Fiz Flyer and have it publicly known as such, I to provide the flying equipment and supply the necessary repairs. I accepted this proposition and am thus enabled to attempt to fly from coast to coast.

''My equipment cost $14,000 and consisted of two machines built by the Wright Company, costing $5,000 each, and $4,000 worth of spare parts and accessories.''

The Vin Fiz Company was a subsidiary of Armour & Co. Furthermore, Rodgers' statement that he would pay for the necessary repairs has great bearing upon the stamps, because repairs had to be constantly made. The funds for

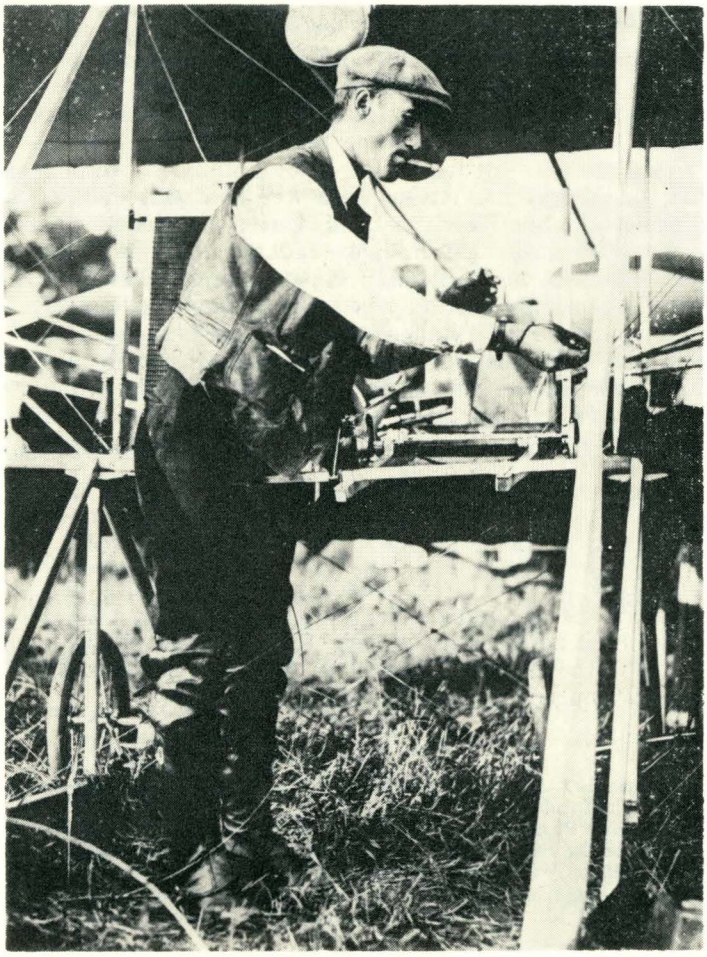


Figure 2. Calbraith Perry Rodgers making some adjustments in his plane. (Courtesy of Irwin Heiman)

these repairs had been tried to be raised through the sale of post cards and the 25 cents special Vin Fiz Flyer stamps, according to what Mrs. Rodgers told me in 1960.

Calbraith Perry Rodgers

The Vin Fiz aviator (Figure 2) had established a name for himself by 1911 through winning some top prizes in aviation meets. Calbraith (not Galbraith as many misspell his first name) Perry Rodgers had a famous great-grandfather, Commodore Matthew Calbraith Perry, honored by a United States commemorative stamp in 1954 (Scott No. 1021). Also, Captain Perry, the earlier U. S. Navy hero of the Battle of Lake Erie, was a blood ancestor of the flyer.

For the 1911 trans-continental flight by the Vin Fiz Flyer, a special train — also advertising the soft drink, Vin Fiz — followed the airplane stocked with supplies, spare parts and mechanics. One assisting Calbraith Perry Rodgers was his first cousin (twice), John Rodgers. He made aviation history later in 1919 as one of the U. S. Navy flyers of the NC seaplanes that attempted to fly across the Atlantic Ocean.

History Of The Flight Well Documented

By now, the story of this 1911 trans-continental flight has become better known, because it has appeared in some popular magazines, a number of aviation journals, and historical booklets — (see Bibliography at the end). It is a fascinating, long story that need not be repeated in this article. For anyone interested in this, the books listed in the Bibliography are recommended.

Practically nothing, however, has been written about the 25 cents Vin Fiz stamp and its postal use. There are only brief, occasional references to the stamp and some post cards that Rodgers had hoped to fly in his plane. But these short references do not tally with the surviving philatelic material.

References to the flight will only be made to bring in essential background material to the stamp. For instance, some post cards are cancelled with dates from towns in the United States that tallies with the time that Rodgers was flying there. Other cards bear cancellations from places dated long after Rodgers had flown to or from there, or that he never touched; evidently, such pieces of mail could not have been flown on the trans-continental flight in 1911.

Attempting To Learn About The Stamp

My first acquaintance with the Vin Fiz stamp was back in 1939. The Dr. Philip G. Cole air post collection (one of the best ever formed) was being sold at public auction by the late F. W. Kessler, well-known air mail stamp dealer of New York, N. Y. The catalogue for the October 26-27, 1939 sale had a long description,[18] which is being repeated here, because it shows how much more had been known about the aviation history in comparison to so little about the special 25 cents stamp and its contemporary use.

"Vin Fiz Stamp"

"Lot 33. Sanabria 202. Issued in September, 1911, for the first Trans–Continental Flight from New York to California.

"A beautiful Picture Postcard of the Vin Fiz Airplane and Pilot Calbraith Perry Rodgers, franked with a copy of the famous VIN FIZ STAMP and flown aboard the Vin Fiz Airplane.

"Postmarked Dallas, Texas, October 19th, 1911.

"This postcard is beautifully mounted and most elaborately written up. An entire album was necessary to present all the historical data relating to this famous Trans–Continental Flight.

"The Album consists of 39 pages, including the following:

"A hand drawn Coat of Arms of the United States in full colors.

"A double spread Map of the U. S. A. with the route of the Vin Fiz Flight and the names of all the 69 towns where landings were made.

"Original Newspaper Clippings relating to the flight on which this particular postcard was carried.

"43 Photographs of incidents, etc. taken during this Trans–Continental Flight.

"A complete log of the Flight, listing every stop and incidents which happened, describing the 16 accidents suffered during the trip.

"Every Album page is hand drawn and hand–lettered.

"NOTE: This valuable Pioneer Flight Card will be sold only intact with the above described album. The cost of the Album and Artwork alone, without the cost of the Vin Fiz Card was over $300.00.

"The Standard Catalogue (Net Retail) Price for the Vin Fiz Stamp is $2000.00. (See Illustration Plate #2)."

The late Fred Kessler and I were good friends. I remember him advising me to carefully examine that Lot 33. I knew that I could not afford to buy it, but Fred Kessler told me not to allow that to interfere with inspecting the Vin Fiz album, just to gain some valuable aero-philatelic knowledge. This good advice was followed. As expected, the lot realized $800, a high price thirty years ago.

Some notes were made when I inspected the Vin Fiz lot back in 1939. The

CARRIED BY RODGERS AEROPLANE "VIN FIZ"
FROM..... TO.....
October ...., 1911

Figure 3. The rubberstamped cachet as it appears on page 8 in Calbraith P. Rodgers booklet "Story of My Flying."

flight started in Sheepshead Bay in the Borough of Brooklyn, N. Y. on September 17, 1911. It went north through Upstate New York, then west to Missouri, south to Texas; across Texas flying west to Pasadena, California.

This Vin Fiz post card was cancelled Dallas, Texas more than a month after the flight began in Brooklyn. Also, the books on the Vin Fiz flight state that Rodgers was the first to fly a plane over Manhattan.[1] As a New Yorker, I reasoned (falsely, it later developed) that I'd wait until a New York Vin Fiz post card would be offered for sale. Perhaps then I might be able to afford such a valuable item.

Mrs. C. P. Rodgers Postmistress

The Vin Fiz train that accompanied the Vin Fiz Flyer as it flew across the United States was made up of a locomotive; a baggage car with extra parts, supplies and a second plane; a club car with a diner; a pullman car for the passengers, who consisted of the mother of Rodgers; his wife, Mabel; six mechanics including Charles S.* Wiggin, who married Mrs. Rodgers after her husband had been killed in the accident in California. Later on, I shall go into further detail about Mr. and Mrs. Wiggin after I had met and corresponded with them.

Rodgers had written his own story. It was reprinted in 1954 by the Jack Knight Air Mail Society of Illinois[3] (see Bibliography). Reading this discloses that Rodgers wrote this story before he had started his flight.

Near the end, he also disclosed that "I do not expect to reach Los Angeles in thirty days or to win the Hearst $50,000 prize." Rodgers anticipated correctly. His flight took much more than a month — forty-nine days — and he reached California on November 12, 1911 long after the October 10th deadline.

The final part of this Rodgers booklet mentions the special stamp and how the mail was to be handled. It states:

"My wife hopes to realize on the Aerial Post that she is organizing.

"RODGERS' AERIAL POST

"By Mrs. C. P. Rodgers, Postmistress.

"Postcards delivered to me at the special train or the aeroplane, will be carried by my husband's aeroplane to his next stopping place for 25 cents. There they will be stamped by me . . .

"and delivered to the local postmaster who will send them to the person addressed. A card addressed and stamped, sent to me care of the Plaza Hotel, Chicago, with 25 cents, will be forwarded to me, given a ride in the aeroplane and posted as described. In this way, it will be possible for anyone to send a postcard to himself or friends, parts of its route at least in an aeroplane."

How Was The Mail Handled?

A search covering many years has been conducted by me and others interested in the Vin Fiz stamps to find a post card from any place beginning at

*The 1961 book, "First Transcontinental Flight" has the author's middle initial as "S." But the 1911 post cards written by Mr. Wiggin (see Figures 20 and 22) has his initials as "C. L. W." All of the 1959-61 letters written by Mr. Wiggin to the author are signed "Charles Wiggin" with no middle initial.

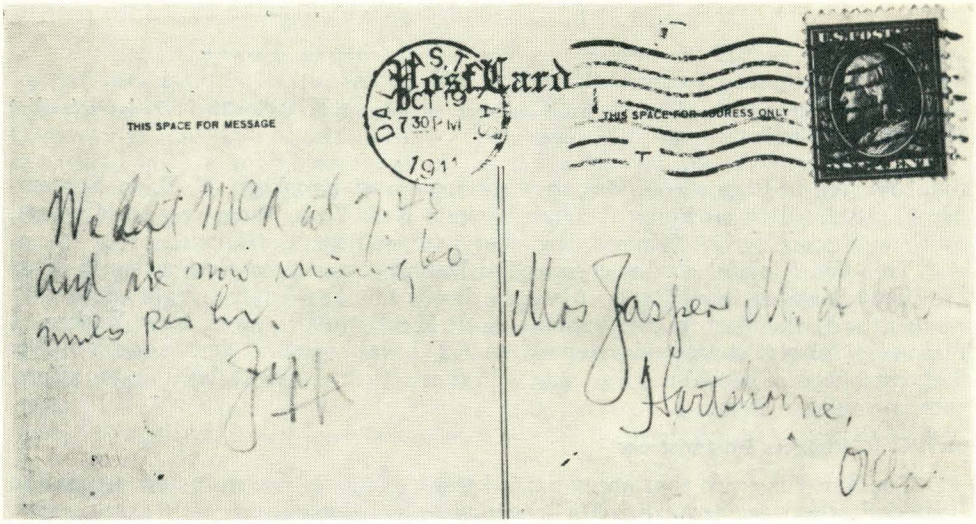


Figure 4. The Dallas, Texas October 19, 1911 post card.

Brooklyn, N. Y. postmarked September 17, 1911 to one from California on November 12, 1911, the terminal date, with a rubberstamped marking as described by Postmistress Rodgers (Figure 3). Not one has ever been seen or reported.

The next matter that I undertook was to try to tabulate all the known pieces of mail having the 25 cents Vin Fiz stamp and study the postal markings they bear. In other words, the philatelic evidence would be the prime factor to learn about the stamp and its use.

There are seven Vin Fiz stamps known affixed to pieces of mail. They reveal the following facts:

1. Each is franked with the current 1911 one-cent U. S. postage stamp.
2. When the Vin Fiz stamp was affixed close to the U. S. postage stamp, the local post offices applied a flag cancellation, which tied the Vin Fiz stamp. Three copies are tied with cancellations.
3. No Vin Fiz stamps are known postmarked before October 19, 1911 and used before Rodgers flew across Texas.
4. Three Vin Fiz stamps were used in Texas from October 19 to 22, 1911; four in California on November 4 and 8th 1911.
5. Not one bears any rubberstamped marking of any kind nor do they have any handwritten notation indicating that they had been flown.

The Seven Known Vin Fiz Stamps Affixed To Mail

Each of the aforementioned pieces will be described in detail, setting forth all the information that I and others have been able to find. The following listing is done in chronological order:

1. Dallas, Texas, postmarked October 19, 1911 with a one-cent U. S. postage stamp affixed to the address side of a picture post card (Figure 4).

On the pictorial side of the post card is the 25 cents Vin Fiz stamp (Figure 5). This is the item previously described as Lot 33 in the F. W. Kessler auction of October 26, 1939.

In 1960, when I had had several interviews with Mr. and Mrs. Charles S. Wiggin here at the Collectors Club, New York City, I showed Mrs. Wiggin some photographs of post cards that had the Vin Fiz stamps. In most instances, she recalled the mailing of each one and who had written it.

In connection with this Dallas, Texas post card, she identified the handwriting as that of Mr. Jasper M. Allen, editor and publisher of "The Hartshorne (Oklahoma) Sun." She believed that she had sold a stamp to Mr. Allen while they were travelling on the Vin Fiz train from McAlister, Oklahoma to Denison, Oklahoma. He had used a Vin Fiz post card with the stamp for a message to his wife in Hartshorne, Oklahoma. He wrote: "We left McAlister at 7:45 and are now running 60 miles per hour."

Mrs. Wiggin recalled that if one follows the flight around that time, this post card was flown by her husband, Cal Rodgers, on October 19, 1911 from Fort Worth to Dallas, Texas when it was postmarked after arrival as follows: "Dallas, Texas/ Oct. 19/ 7:30 PM/ 1911." (Figure 4).

No Evidence Of Flight

It is not possible to find any evidence indicating that any Vin Fiz post card or cover, with or without the 25 cents stamp, actually was flown. In connection with the post card cancelled Dallas, Texas October 19, 1911, another good friend of mine, Mr. Thomas A. Matthews of Springfield, Ohio, who had formed what I consider the finest air mail collection by any American, did some research on the Vin Fiz stamp in the 1950s. He wrote a letter to Mr. Bernard Harmer on October 15, 1959 containing the following information:

"I have 'The Hartshorne Sun' dated October 19, 1911 edited by Mr. Jasper M. Allen and part of the article states as follows: 'Mrs. Rodgers who accompanies her husband on the special train is a duly commissioned postmistress and for 25 cents will receive postcards, have them carried from one stop to another by aeroplane and then mailed in the regular way to destination. Each card bears a special stamp stating between what points the missive was carried by the aviator.'

"This fits in nicely that there was at least a 25 cent charge and gives credence to the fact that maybe the Vin Fiz stamp was a receipt for the charge.

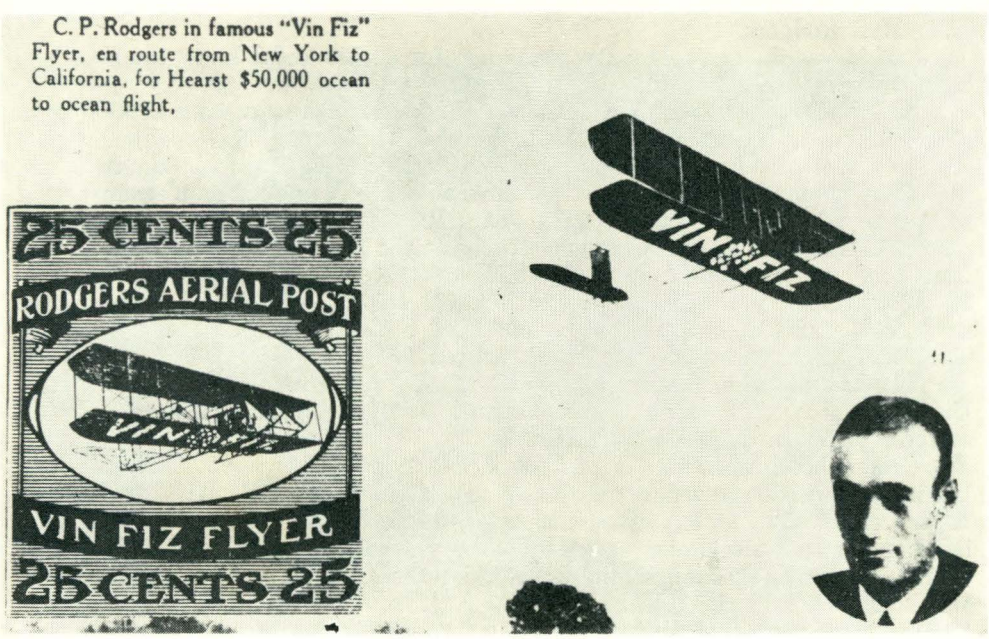


Figure 5. The front of the Dallas, Texas October 19, 1911 card with the Vin Fiz stamp.

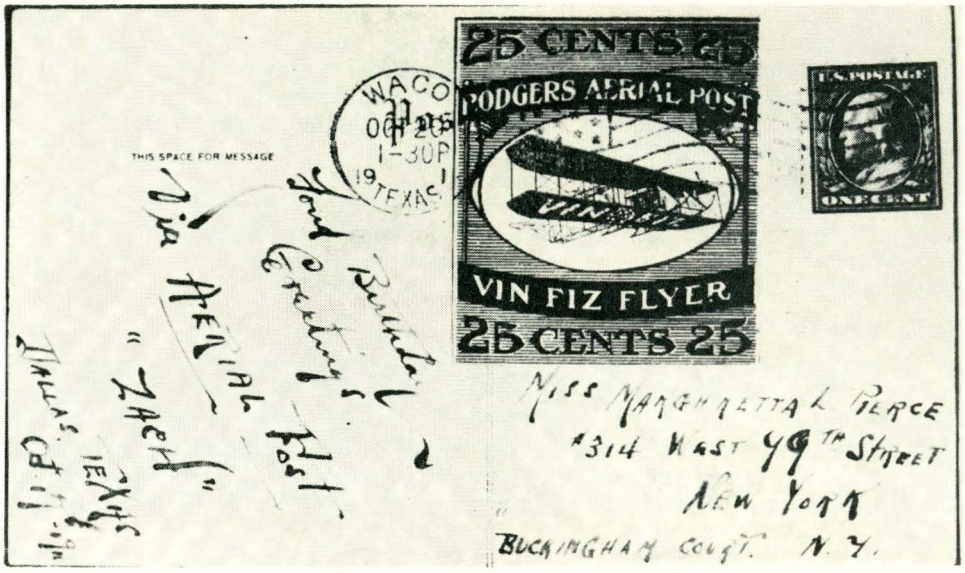


Figure 6. Vin Fiz post card postmarked Waco, Texas October 20, 1911. (Photo by Boutrelle)

I have photographs of the front and back of the card which was sold by Mrs. C. P. Rodgers to Mr. Jasper M. Allen, Editor and Publisher of 'The Hartshorne Sun' while en route from McAlister to Denison, Okla. aboard the special train that accompanied the Vin Fiz airplane. He addressed this postcard to his wife at Hartshorne, Okla., and it was actually flown from Fort Worth to Dallas, Texas where it was cancelled October 19th, 1911 - 7:30 P. M. This card did not have any of the cachets and had the Vin Fiz stamp attached when purchased from Mrs. Rodgers.

"This was the one sold a few years ago for $4,500 and I know the man who bought it very well."

This information from Mr. Thomas A Matthews confirms what Mrs. Wiggin had told me about this item. Also, the October 19, 1911 newspaper report certainly tells of how the stamps were sold and how the mail was handled. At that time, no one had the slightest notion that this 25 cents air mail stamp would be worth thousands of dollars fifty years later. Consequently, there was no reason to exaggerate or report inaccurately at the time that the Vin Fiz stamps were being sold and used on the 1911 flight.

2. Waco, Texas postmarked October 20, 1911 1:30 P. M. The 25 cent Vin Fiz stamp being affixed close to the one-cent U. S. postage stamp is tied (Figure 6). The front of this post card is also illustrated (Figure 7).

The last record of this item is that it was Lot 10 in the Thomas A. Matthews U. S. air mail auction sale of H. R. Harmer, Inc. of November 4, 1964. It was sold for $3,600 to an unidentified buyer.

From photographs that I possess of this post card, in 1960 Mr. and Mrs. Wiggin identified the sender of this Waco, Texas post card. He was Charles Taylor of Dayton, Ohio, whose nickname was "Zach." He was the Wright Brothers master mechanic, who had worked with them in Dayton for many years. At the suggestion of the Wright Brothers, Mr. Taylor was assigned to Mr. Rodgers for his 1911 Vin Fiz flight.[3]

3. San Antonio, Texas postmarked October 22, 1911 8 P. M. As seen from the illustration (Figure 8) the Vin Fiz stamp is tied by the cancellation. Only

the lower half of the stamp is on the post card. the other half is sticking up. The front of this post card is the same as on the one cancelled Waco, Texas (Figure 7).

This card now is in my collection. It was purchased in the H. R. Harmer, Inc. auction sale of November 18, 1966 of the Dr. R. H. Shrady semi-official air mail stamp collection.

The previous history of this item was told to me by Mr. Irwin Heiman, the philatelic professional. Originally, the Vin Fiz stamp, because of its large size, had been affixed to this card with one half of it on the front and the other half on the back. Many years ago, the half affixed to the pictorial side of the post card was loosened and backed, so that the entire stamp could be seen as it appears in Figure 8.

A study of the handwriting on this post card reveals that the address — Dallas News, Dallas, Texas — is in a different one than the message to its left. Comparison with the handwriting on the Figure 4 post card, the one written by Mr. Allen, the editor of "The Hartshorne Sun," and the Figure 8 address show similarities. Thus, it would seem that Mr. Jasper M. Allen of Hartshorne, Oklahoma addressed this Figure 8 post card. Also, being sent by a newspaper editor and publisher to a newspaper seems logical.

As for the pencilled message, this reads: "McGinty and Estes Aviators. To be mailed from San Ant (onio)."

In 1960, Mrs. Wiggin told me what she remembered about this post card. She had sold it on the Vin Fiz train to Mr. Allen with the 25 cents stamp affixed one half on each side of the card. She believes that she did this. Mr. Allen asked her to have Mr. Rodgers fly it and then mail the card to the "Dallas News" from San Antonio. It had no message, so Mrs. Mabel Rodgers Wiggin later scribbled the message before her husband flew it in his Vin Fiz plane.

4. Imperial Junction, California postmarked November 4, 1911 A. M. (Fig. 9).

At the outset of this article, reference was made to "The Historical Air Mail Catalogue" by K. Lissiuk Philatelic Co. of New York, N. Y. I quoted the passage about the known existence of a copy of the Vin Fiz stamp on a card

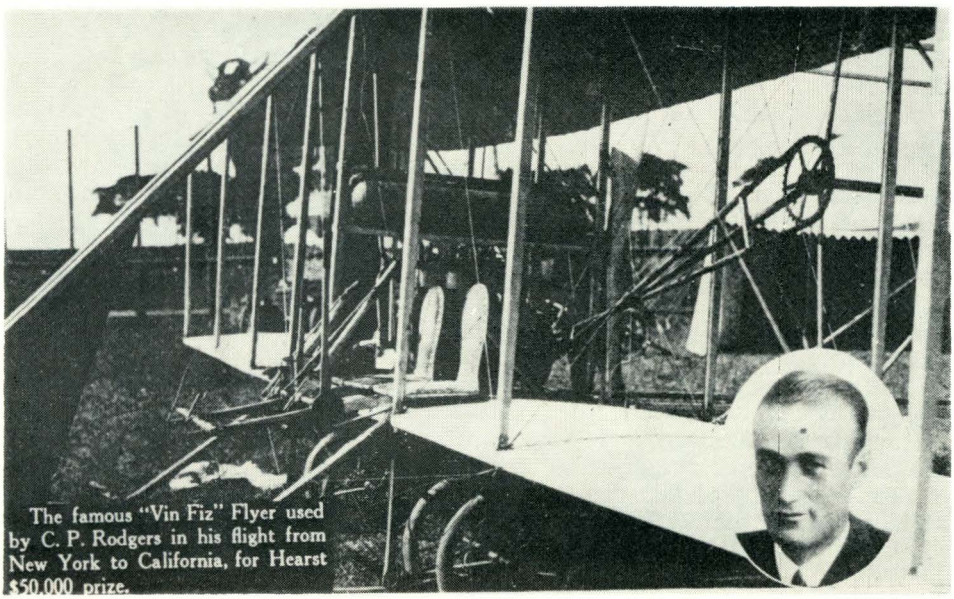


Figure 7. The front of the Figures 6, 8, and 9 post cards.

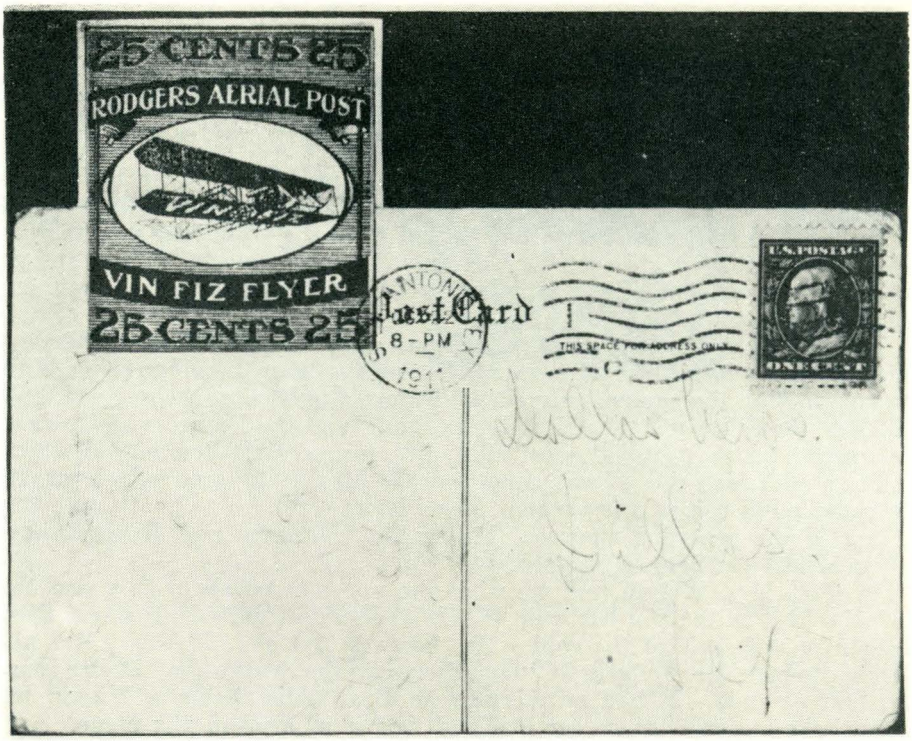


Figure 8. Post card cancelled San Antonio, October 22, 1911. The front on this post card had the same picture as the Figure 7 one.

mailed to Germany. This quoted passage then continues on page 141 of the 1929 edition of this air mail catalogue as follows:

"The writer conceived the idea that other of these covers must exist and has been searching for them for a long time.

"Imagine then, his great surprise and satisfaction in discovering the second known cover. We illustrate both its face and reverse."

Again, the Figure 7 picture post card had been used with this Figure 9 Vin Fiz stamp. In 1930, it was illegal to illustrate U. S. postage stamps. So, one sees what was done to the one-cent U. S. stamp affixed in the upper right corner of this post card. The address also is ruled out, but this perhaps was at the request of the owner, as will be explained later.

The Vin Fiz stamp is affixed in the upper lefthand corner, and, of course, is too far away from the U. S. stamp to be tied by the cancellation. On this card, also, the address seems written in a different hand than the message that reads: "Calbraith carried this on his flight (three words illegible) aeroplane over Tuscon Arz. to Phoenix. Keep it as a souvenir."

When I was interviewing Mrs. Wiggin in 1960, the existence of this post card was not known to me. Thus, I could not ask about it. But comparing the handwritten message on Figure 9 to that on Figure 8, it seems likely that Mrs. Mabel Rodgers Wiggin also wrote this message.

The ownership of this Vin Fiz stamp is not known to me. The owner was not identified in the 1929 Lissiuk catalogue nor has anyone told me since then who now possesses this Figure 9 Vin Fiz stamp. Later on, I shall quote from an article written in 1933 that offers a good clue that Mrs. Rodgers' sister owned this Vin Fiz stamp.

5. Imperial Junction, California November 4, 1911 A.M. (Figure 10). On the back is the 25 cents Vin Fiz stamp postmarked with an Oakland, Calif. November 6, 1911 slogan cancellation. From this photograph, this copy seems to be scuffed around the upper portion (Figure 11).

This is the only Vin Fiz stamp known used on a cover. Looking at the face of this cover (Figure 10) one sees that it has been torn open at the right. In the extreme upper righthand corner, one can see a small fragment of a second one-cent U. S. postage stamp. This had to be, because the letter rate in 1911 was two cents.

The existence of this item was not known to me until this year, when the two photographs of the front and back were made available to me by H. R. Harmer, Inc. of New York, N. Y. Nothing more is known to be disclosed at this time.

6. Imperial Junction, Calif. postmarked November 4, 1911 AM (Figure 12). This was a last minute surprise. The manuscript for this article had just been completed, when Mr. Irwin Heiman telephoned that he had found some old photographs in his office, including this Figure 12 Vin Fiz stamp on a post card.

In some respects, it is similar to the Figure 9 Vin Fiz stamp on post card, the one that is illustrated in the 1929 "Historical Air Mail Catalogue." Mrs. Rodgers handwriting is recognized. It is addressed to Los Angeles and then forwarded to Pasadena, as the addressee had moved. There are small circular Los Angeles and Pasadena "November 10, 1911" postmarks, one hit over the other. The Vin Fiz stamp affixed in the upper lefthand corner, the same as Mrs. Rodgers did with the one on Figure 9, is not tied, but almost is by the Los Angeles and Pasadena postmarks.

The message Mrs. Rodgers wrote: "Carried by Calbraith on his Wright Model Ex racing aeroplane from Tucson to Phoenix. Keep it as a souvenir." This is practically the same message that she wrote on the Figure 9 post card.

On the back of this Figure 12 photograph is a "Harry A. Truby" rubberstamp. Mr. Truby was a very well-known early air mail collector in America; he rubberstamped most of the material in his collection. Mr. Irwin Heiman sold



Figure 9. Post card cancelled Imperial Junction, California November 4, 1911. (Photo by Boutrelle)

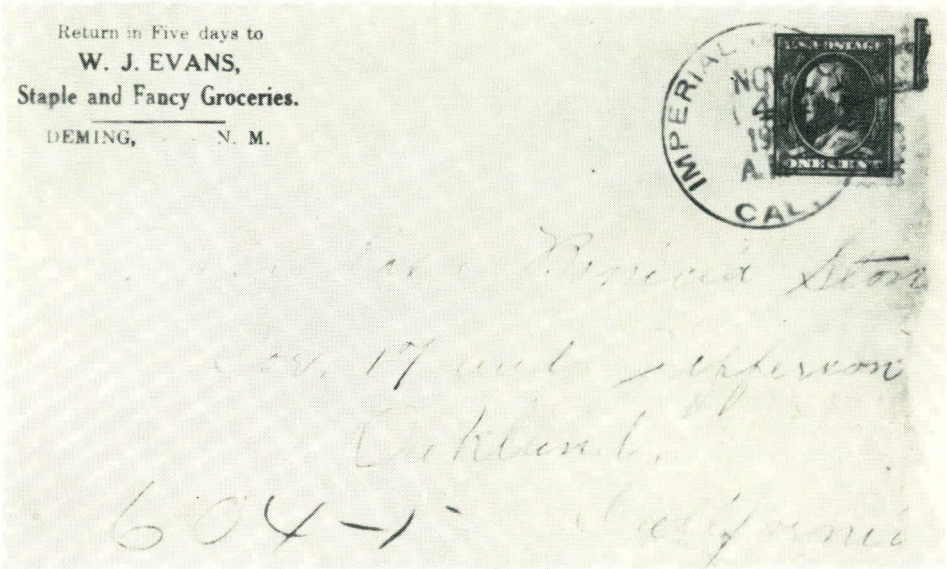


Figure 10. (Courtesy of H. R. Harmer, Inc.)

his air mail collection at auction approximately ten years ago. There was no Vin Fiz stamp. Mr. Heiman cannot remember how he secured this photograph. It is also numbered in pencil on the back "No. 17." Neither of us can figure out what this means.

No doubt, the front of this Figure 12 post card had a picture. But no photograph of that was taken.

7. Pasadena, California postmarked November 8, 1911 8 PM addressed to Cologne, Germany. The 25 cents Vin Fiz stamp is affixed in the upper lefthand corner (Figure 13) and is not tied by the cancellation. This is a one-cent McKinley postal card with a one-cent postage stamp also affixed to prepay the



Figure 11. The back of the Figure 10 cover. This is the only Vin Fiz stamp known used on a cover.

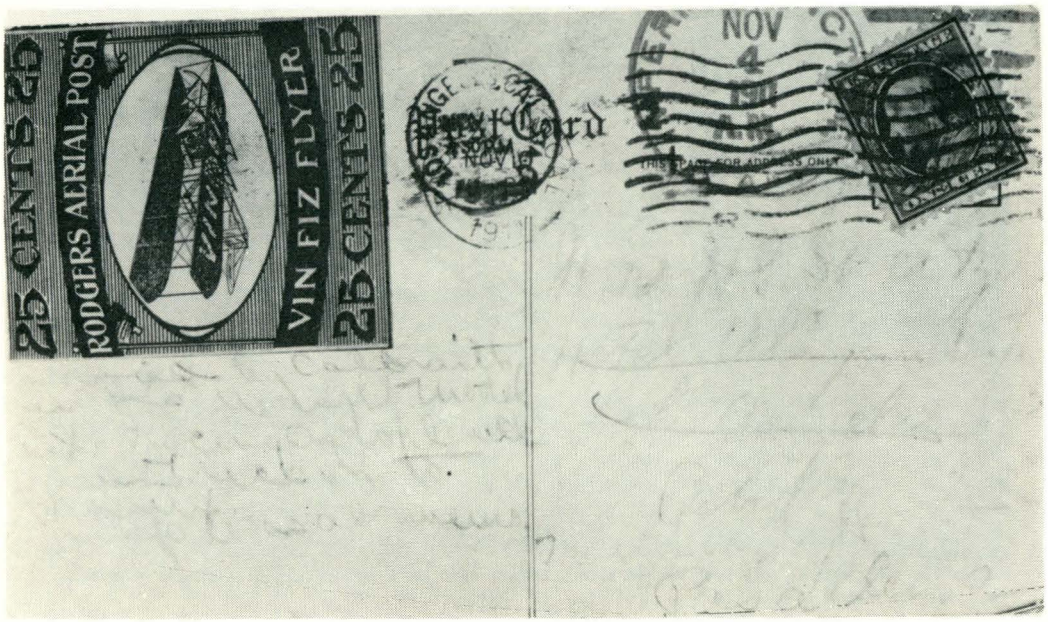


Figure 12. A second post card postmarked Imperial Junction, California "November 4, 1911 AM" and also Los Angeles and Pasadena, Calif. "November 10, 1911." (Courtesy of Irwin Heiman).

two cents international rate for a postal card.

There probably is a written message on the reverse of this postal card. The handwriting on the address side shows it is in German script.

This item is mentioned in the beginning of this article, the one sold in the Bute auction sale in 1959 of Robson Lowe Ltd.[18] Also, it was described in the 1929 Lissiuk Air Mail Catalogue. The photograph used for Figure 13 was sent to me in January 1969 by Mr. Herman Herst, Jr. of Shrub Oak, N. Y. He wrote that he had received it from England where this card reposes in a British collection. Apparently, the successful buyer in the 1959 London auction was not an American but a Britisher.

This item has a long-known history. In "Stamps" of June 17, 1933, there is an article, "A Story About the Vin Fiz Air Mail"[17] by Erik Hildesheim, from which the following is quoted:

"In 1926 I indulged in some winter sports in the Giant Mountains in Germany and stopped en route to visit Mr. Berezowski, the leading German air mail dealer. He showed me an American post card* which had been sent to Cologne in 1911. It was included in his air mail catalog with what little information could be gleaned from the specimen. Off hand I could not enlighten him much either beyond recalling that the Wright pilot Cal Rodgers had completed the first flight across the United States.

"By the time I had ascertained that the words 'Vin Fiz' stood for a soft drink and that the company making it had financed the venture, the post card* had passed through the hands of another German dealer to a British air mail dealer and had come to rest in a famous English air mail collection."

*The Vin Fiz stamp sent to Cologne, Germany is on *a postal card*, not a picture post card as seen by Figure 13. It is very doubtful if also a post card with a Vin Fiz stamp was sent to Cologne, Germany.

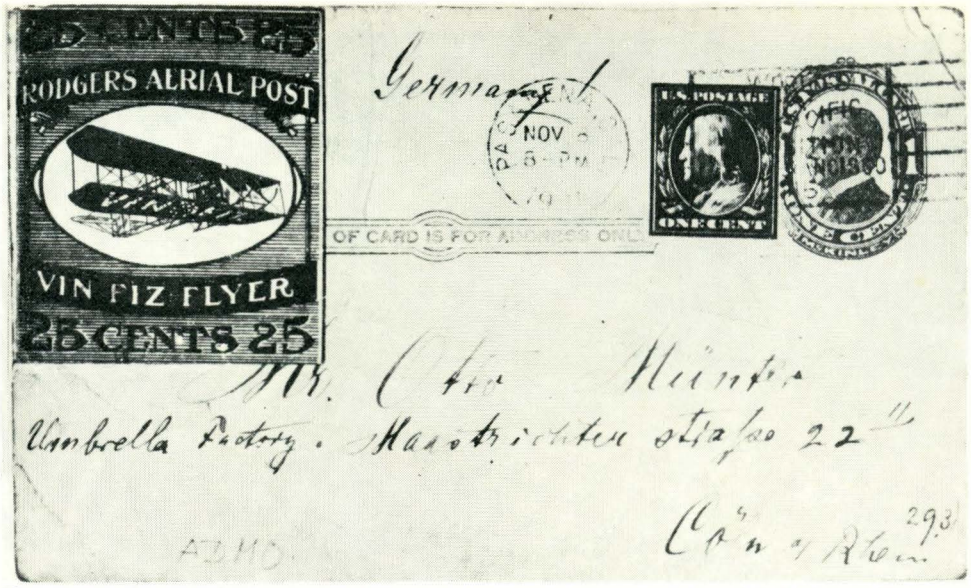


Figure 13. The Possibly the first Vin Fiz stamp known, used on a postal card to Cologne, Germany. (Courtesy of Herman Herst, Jr.)

To which can be added — the item was sold in a 1959 London auction sale and up to the present time still rests in a British collection.

Furthermore, Mr. Berezowski can be identified. He edited and published the first specialized air post stamp catalogue in 1925.[12] It is in German with the title "Handbuch Der Luftpostkunde." — To Be Continued —

Collectors Club Philatelist ● ● ●

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*Vol. 9	(1930)	All issues
*Vol. 10	(1931)	All issues
*Vol. 11	(1932)	Apr., July, Oct.
*Vol. 12	(1933)	Jan., July, Oct.
*Vol. 13	(1934)	All issues
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22 East 35th Street, New York, N.Y. 10016

Canada

The Die Proofs Of The Admiral Issue

By Robert A. Chaplin, M.D. and George C. Marler

In 1911 the American Bank Note Company, Ottawa, prepared dies for the first Georgian series of postage stamps. The vignette is of George V in the uniform of an Admiral of the Fleet of the Royal Navy. The original set consisted of the same seven denominations as had been issued during the previous reign of Edward VII. Later, four more were added and a die made for a twelfth denomination that was never issued. Two duplicate dies were also laid down.

The first die engraved was for the two cents. From it, a transfer roll was made which, after the removal of the lower part of the design (the numerals, the words "two cents" and the stems of the leaves), was used to start the dies for the other six denominations. These dies then were completed by further engraving.

The regular die for each of the original seven denominations had below the subject its own die number preceded by the letter "F" and an imprint 23.5 m.m. in length of the manufacturer's name, "American Bank Note Co. Ottawa" (Figure 1).

The dies of the later denominations and the duplicate dies for the one cent and three cents each had above the subject its distinctive number. This was preceded by the letters "OG" when made before 1923 and "XG" when made in 1923 or later. These dies had no imprint.

Proofs are made for a variety of reasons. Progress proofs enable the engraver to see the results of his work at any stage of the engraving. Proofs



Figure 1. Two cents large die proof from the hardened or working die. Carmine color on india paper mounted on card.

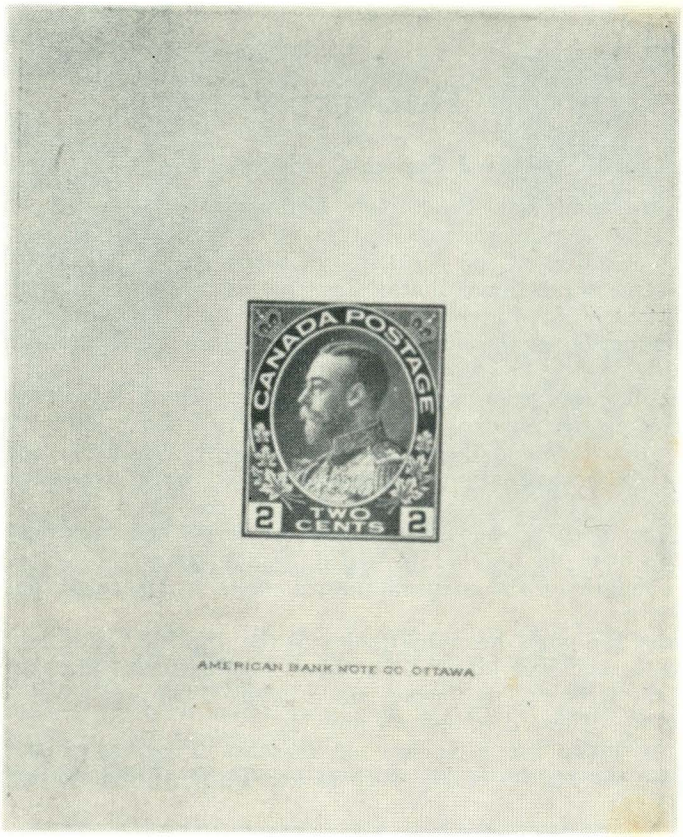


Figure 2. Two cents large die proof from the unhardened die. Carmine color on india paper mounted on card.

of the completed die are needed for submission to the authorities for their approval. Proofs are also made to be shown to prospective customers to demonstrate the manufacturer's skill in the engraving art. Proofs sometimes have been produced as gifts or as favors. They may be contemporary or post-contemporary.

It is believed that a set of seven dies made in 1912 but never hardened were laid down for demonstration purposes. They may easily be distinguished from the regular dies by the absence of the die number and by the greater length of the imprint, 25 m. m. instead of 23.5 m. m.; and the die sinkage of these dies differs from that of the regular dies.

The Known Proofs

There are large die proofs from the hardened or working die for each of the seven original denominations. They are printed in color of issue, on india paper, and die sunk on large cards. The one and two cents will be found on both the original and the retouched state of these dies. There is also a trial color proof of the fifty cents in violet, although of a lighter shade than the fifty cents in the Edward VII issue.

There are also large die proofs from the unhardened die for each of the seven original denominations. These also are in color of issue, on india paper,

and die sunk on large cards (Figure 2). The five cents is known with and without the imprint of the manufacturer's name. These were made early in 1912 as evidenced by the early state of the dies and confirmed by a letter dated March 15th 1912 from Mr. Machado, the General Manager in Ottawa of the American Bank Note Co., to Mr. Converse of the same Company in New York. The letter was enclosed with a set of these die proofs to be presented to a friend.

The manufacturers can obtain a better proof from an unhardened die. "After hardening it is much more difficult to obtain a proof which is clean all around the subject, there is a tendency for the ink to adhere to the hardened die, and even though it be carefully wiped the proof is apt to show traces of color around the subject."* These proofs were probably intended for sales promotion. There are also some proofs in black and in green on horizontal wove paper taken from the unhardened two cents die.

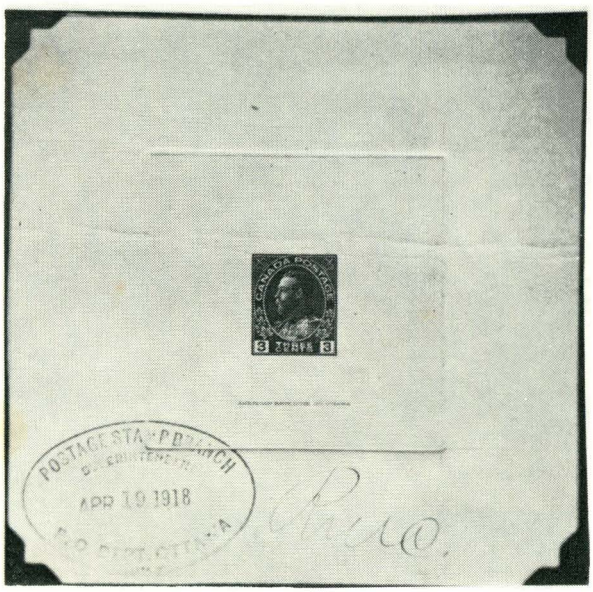


Figure 3. Three cents model No. 951.

The three cents brown was issued in 1918. There is a model prepared from a large die proof of the two cents, retouched state, in brown, on india paper with the imprint 23.5 m. m. long and the die number, F211, not completely erased. White and brown inks have been used to change the face value from two to three cents. The initials "R.M.C." (the Deputy Postmaster General) and the stamp of the "Postage Stamp Branch" appear on the face (Figure 3). The back is stamped "Model No. 951" and "American Bank Note Co. April 2, 1918."

The first die of the three cents was approved on May 20, 1918 and has the number "O-G-266" above the subject and no imprint. There are large die proofs in brown in india paper die sunk on cards (Figure 4).

The die for the six cents was approved on December 14, 1921. The number "O-G-421" is above the subject; there is no imprint. The only die

*Marler, George C., *Essay Proof Journal*, Vol. 8, No. 3, Page 153, July 1951.

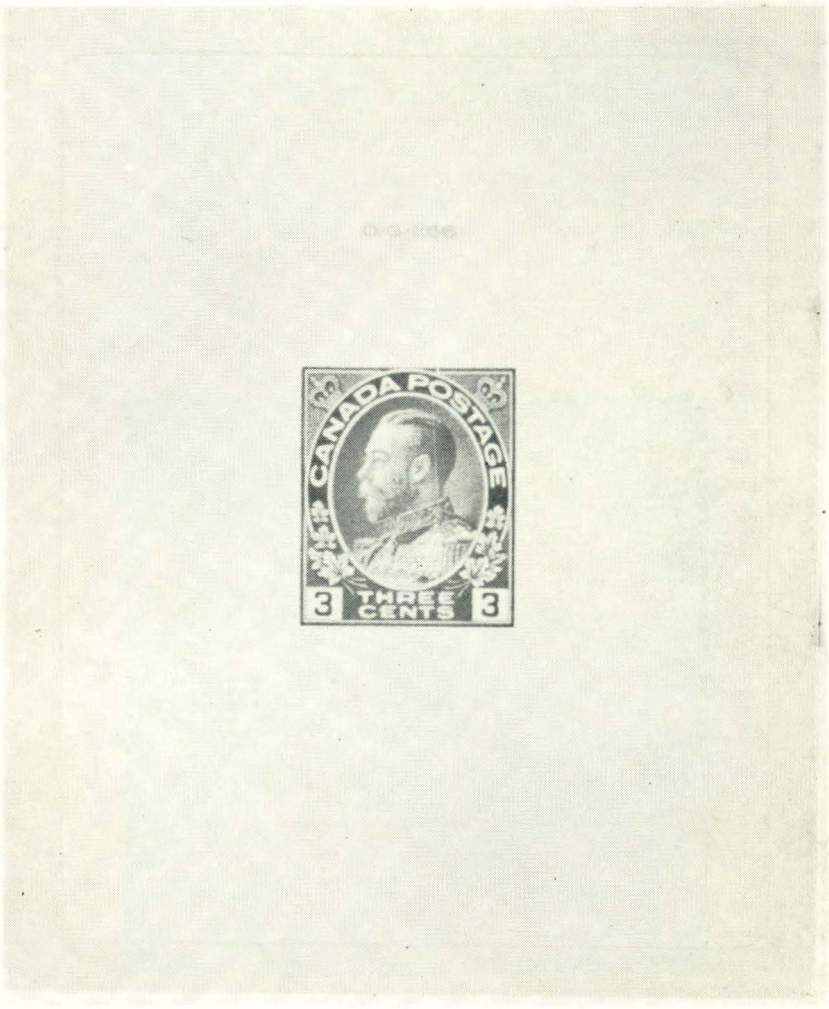


Figure 4. Three cents large die proof. Brown color on india paper mounted on card.

proofs are black on small cards, and no plate for this denomination was made (Figure 5).

In 1922, the one cent yellow, the two cents green, the four cents olive bistre, the five cents violet and the ten cents blue were issued.

A trial color proof of the one cent yellow was approved on October 29, 1921, but it is thought unlikely that die proofs of this stamp in color of issue exist apart from those in the possession of the Post Office authorities or the manufacturers. The duplicate die for the one cent yellow was approved on September 24, 1924. It bears the number "X-G 86" and the word "DUPLICATE" in capital letters above the subject, but no imprint. There are large die proofs in yellow on india paper die sunk on card.

A trial color proof of the two cents green (retouched state) was approved on October 28, 1921, and a die proof on india paper sunk on card is known to exist.



Figure 5. Six cents die proof. Black color on card.

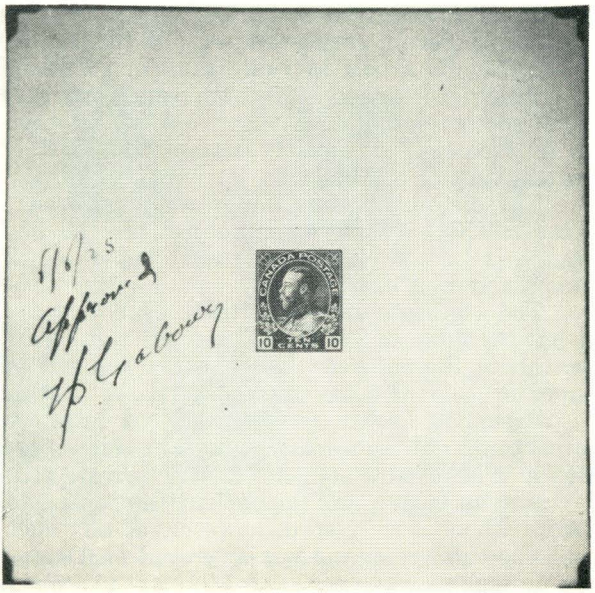


Figure 6. Ten cents proof. Bistre brown color, printed on vertical wove paper, mounted on card.



Figure 7. One cent die proof from the original die. Black color mounted on card.

The four cents die was approved on May 31, 1922. There are proofs in color of issue on india paper die sunk on large cards.

A trial color proof in violet of the five cents in the original state of the die was approved on October 19, 1921, and another in the same color from the die in its re-engraved state was approved on April 6, 1925. Though small proofs in black on card are known of the die in its re-engraved state, it is unlikely that die proofs in violet exist in private collections.

There is a proof of the ten cents bistre brown on vertical wove paper, mounted on a heavy card with "6/6/25 Approved L. J. Gaboury" handwritten on its face (Figure 6). It is stamped "C. B. N. Co. Ottawa 3 June 1925 Engraving Dept" on the back.

The die for the one dollar was approved on May 23, 1923. It has the number "X-G-8" above the subject and no imprint. One large die proof in orange is known on vertical wove paper on thick card and other large die proofs may also exist.

The duplicate die of the three cents was approved on September 23, 1924. It has the number "X-G-87" and the word "duplicate" below the die number and above the subject. There is no imprint. The large die proofs on india paper in color of issue sunk on card are very scarce.

Proofs in brown, purple, and red brown were made from the hardened seven cents die before the change in color was approved on October 1, 1924. But it is believed that none exist in private collections.

A trial color proof in blue of the ten cents was approved on October 28, 1921. There is no record, however, of any such proof in private hands.

The eight cents die was approved on December 11, 1924. It has the num-

ber "X-G 91" above the subject but no imprint. The large die proofs in color of issued stamps are on india paper sunk on card.

The Small Black Proofs

The small black die proofs were made from the late stages of the working dies. There are three groups, each containing a proof of each of the seven original dies, four later dies, two duplicate dies and the die for the six cents.

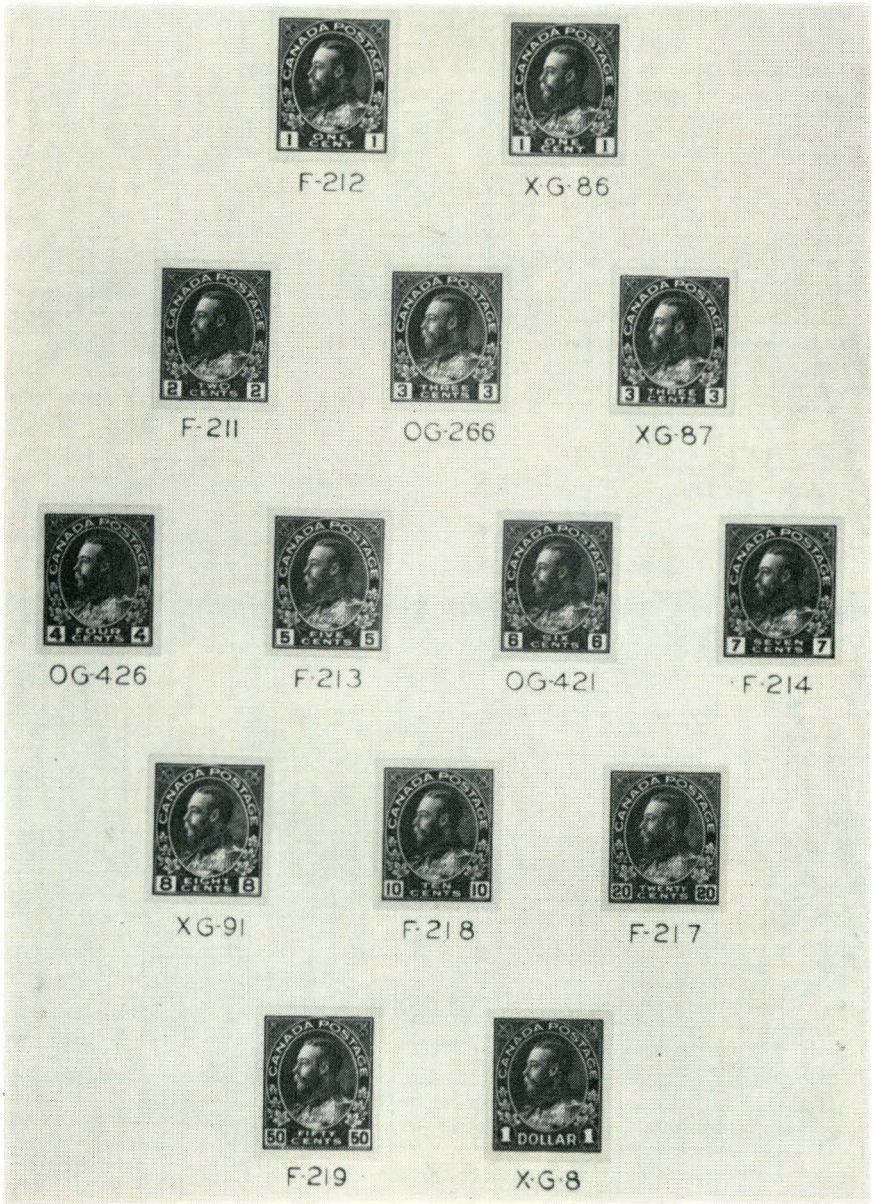


Figure 9. All the Admiral issue die proofs in the the size of the issued stamps with the die numbers printed under each stamp. All in black color.



Figure 8. One cent die proof from a duplicate die. Black color and mounted on card.

One set is on card of various sizes .0085 inch thick. These have obviously been carelessly cut (Figure 7-8). Another is on card .011 inch thick and 43 x 50 m. m. in size; and the third is stamp size and on card .009 inch thick (Figure 9). The last set was part of a presentation book. It has been suggested that the first two sets were made as favors, probably just before the dies were defaced.

PHILATELIC BOOKS

For over 40 years, The Collectors Club has published numerous Handbooks relating to almost every field of philately. Some have been sold out long ago, now only being obtainable at an auction sale at prices far above their original selling price.

See page 272 in this Number for the complete listing of books that are currently available.

The Clubhouse

Annual Awards Dinner

May 14, 1969

The theme of the 1969 awards dinner might aptly be called "From French to German with British flavoring." Now to explain this. The previous awards dinner was at Le Champs, a French restaurant. This year it was at Luchow's, the well-known, old New York German restaurant on East 14th Street. The British portion was supplied by the Deputy Consul General of the British Consulate of New York, who honored the Collectors Club by his presence to accept the 1969 Alfred F. Lichtenstein Memorial Award on behalf of Mr. H. R. Holmes of England.

Large Attendance

This year's affair was managed almost singlehandedly by our young Secretary, Alex Rendon, who later received a well-deserved standing vote of appreciation from the Board of Governors at its May meeting.

It was feared that perhaps, because Mr. Holmes could not arrange to come to New York to personally receive his Lichtenstein Memorial medal, the attendance might suffer. But it looks as if these Collectors Club annual awards dinners are proving popular with the New York philatelists, because there were approximately 100 members, wives, and guests at Luchow's on May 14th. The dinner and other arrangements were first-class.

After the dinner ended, President Philip Silver rose to open the formal part of the evening. Once again, there were three different Collectors Club awards to be presented — 1) The 1969 Alfred F. Lichtenstein Memorial Award,



The 1969 Alfred F. Lichtenstein Memorial Award being handed by Mrs. Leffert Lefferts to the Hon. F. F. Rainsford, Deputy Consul General of the British Consulate New York, who accepted it on behalf of Mr. H. R. Holmes of England. (Photos by Boutrelle)

2) the COLLECTORS CLUB PHILATELIST awards for the best 1968 articles and 3) the Collectors Club Awards for the best programs in 1968.

All of these had been announced in the March number of this magazine. President Silver mentioned this, welcomed all wives and guests, and then commenced the presentation of the awards:

Certificates Of Honorable Mention

Usually, there are four *Certificates of Honorable Mention* selected each year; this custom was again followed. Two certificates go to members who had written the better articles in the COLLECTORS CLUB PHILATELIST for the entire volume of 1968 and another two are for the two better 1968 programs.

The Program Certificates of Honorable Mention were presented first. Mr. Creighton C. Hart of Kansas City, Mo. was handed his certificate for his October 2, 1968 meeting on the United States 1847 covers.

The second certificate was presented to Colonel James T. DeVoss of State College, Penna. for his November 20, 1968 meeting on the "Mails of Panama."

The third certificate was handed to Mr. Theo Van Dam of New York City for his four-part series of articles "Spain, The Cadet Issues of 1901-1905" that appeared in Volume 47, Numbers 3, 4, 5, and 6 of this magazine.

The fourth and final certificate went to Colonel Robert H. Pratt of Milwaukee, Wisc. for his five-part series of articles in "Newfoundland, The Guy Issue of 1910." Colonel Pratt was the only recipient who was unable to be present to personally receive his award.

The C.C.P. Medal

The best 1968 article chosen by the Awards Committee was the five-part series on "Nicaragua, The Seebeck Issues." This began in the last number of 1967 and continued in Numbers 1, 2, 3, and 4 of Volume 47. It was co-authored by Mr. Albert Quast of Hamburg, Germany and the late Dr. Robert Willer of Switzerland. Mr. Quast could not arrange to come to New York to receive the COLLECTORS CLUB PHILATELIST medal; he had written requesting that this magazine's editor, Henry M. Goodkind, who had worked closely with him for a long time on the article, accept the medal for him.

Mr. Goodkind did so. He described the great many years of work that took place before this Nicaragua article appeared in print. It had been written in German. Then, Mr. John DeWitt translated it into English. Next, the manuscript went to Colonel Joseph Sousa of State College, Penna., a Nicaraguan specialist, who went over every page making suggestions for additions, fuller explanations or revisions. Finally, the manuscript came to editor Goodkind for publication. The crowning achievement, editor Goodkind remarked, was the opinion expressed by the Chairman of the Awards Committee, Mr. Herbert J. Bloch, who not only pointed out the high quality of philatelic research but also called attention to the article's great value for guidance of future research.

The C.C. Medal

The best 1968 program medal was presented to Colonel (the Colonels certainly monopolized the 1969 awards) John F. Rider of New York City and Florida for his lecture and exhibit on Peru. In the absence of Program Chairman for 1968, Mr. H. D. S. Haverbeck, Mr. Alex Rendon made the presentation.

It seems in order to also mention that Colonel Rider also in 1969 received another great honor when he was elected to be the 27th American to sign the Roll of Distinguished Philatelists in Great Britain.



Top row: (left) Mr. Creighton C. Hart on the left receiving his Certificate of Honorable Mention from President Philip Silver; (right) Col. John F. Rider being presented the Collectors Club Medal for the best 1968 Meeting program by Secretary Alex Rendon on the right.

Bottom row: (left) Albert H. Higgins acknowledging the presentation of the 1969 President's Medal; (center) Henry M. Goodkind responding for Mr. Albert Quast who was awarded the C.C.P. Medal; (right) John R. Boker, Jr. speaking about the Lichtenstein Memorial Award and the 1969 recipient.

Two 1969 President's Medals

It has long been a prerogative of the President of the Collectors Club to make periodic presentations of medals to members of the Collectors Club for outstanding service. These awards are known as *The President's Medals.* The President makes no previous announcement of his intentions. Thus, the recipients, similar to persons in the entertainment world, who receive Oscars or Tonys or Emmys, are kept completely in the dark. This medal is not awarded capriciously nor without a great deal of thought. It is given to those of our members who can be singled out for outstanding and meritorious service to the Club. Last year, you may recall, it was President Silver's sincere pleasure to award the medal to the late Dean Herbert P. Woodward, our immediate past president, just a few weeks before his death.

The first medal was awarded to a man who has served on the Board of Governors for thirteen years. He was elected to the Board in 1956. One year later, in 1957, he was elected Treasurer of the Collectors Club and served in that capacity with great distinction for ten years. In grateful appreciation for his outstanding service, the President's Medal was awarded to Mr. Albert H. Higgins.

The second medal was awarded to another whose service on the Board of Governors began one year later than Mr. Higgins' in 1957 — to be exact. In 1948, he had already assumed a position in our organization as the editor of the COLLECTORS CLUB PHILATELIST. Recently, he celebrated his twentieth anniver-

sary as editor of this outstanding publication, one which has achieved a fine standing in the philatelic community due, in great part, to his efforts. The President's Medal, in grateful appreciation for a lonely and difficult task, was awarded to Mr. Henry M. Goodkind.

The A. F. Lichtenstein Memorial Award

As usual, the presentation of the Alfred F. Lichtenstein Memorial Award is the feature of the annual awards dinner. This year was no exception. It began again with the introduction of all the previous medalists, who were in attendance. The following Alfred F. Lichtenstein Memorial Award recipients were asked to stand and be recognized as President Silver called out their names: Winthrop S. Boggs, 1958; Henry M. Goodkind, 1963; John R. Boker, Jr., 1967; and Herbert J. Bloch, 1968.

Mr. Boker was then called upon to speak about the history of the Alfred F. Lichtenstein Memorial Award and also about the philatelic achievements of the 1969 medalist, Mr. H. R. Holmes of England. Mr. Boker stressed the standing of philately as a cultural part of our lives and showed how Mr. Holmes had been true to this over a period of many years.

Then, Mr. Boker asked Mrs. Leffert Lefferts, the grandaughter of Mr. Lichtenstein and the daughter of the late Mrs. Louise Boyd Dale, to hand the 1969 Lichtenstein medallion in the absence of Mr. Holmes to the Honorable F. F. Rainsford, the Deputy Consul General of the British Consulate in New York.

Mr. Rainsford graciously accepted the medal on behalf of the British recipient, Mr. H. R. Holmes and then spoke. He apologized that he was not too familiar with philately, although as typical of most British schoolboys, he did collect stamps as a youngster. The night before Mr. Rainsford was to speak, he went to the library at the British Consulate in New York to seek out books on philately kept there to somewhat familiarize himself with the interests of stamp collectors. It was to his great credit that he had done his homework well.

On this most pleasant note, the 1969 Collectors Club annual awards dinner ended. *(H. M. G.)*

Meeting of March 19, 1969

Danzig

This exhibit and talk was given by Mr. Bernard A. Hennig, a well-known philatelist from Chicago, Ill. The highlights of what he showed and what he had to say about it follows:

Danzig is a small territory, or rather was; again it has become a part of Poland. The philately of Danzig is very short-lived — approximately twenty years — from 1919 to 1939. It was established in 1919 under the League of Nations and lasted until 1939 when Hitler invaded Poland and Danzig. He incorporated it into the German Reich.

That little territory, bordering on the southern edges of the Baltic Sea, was the turning point of world history — the immediate cause of World War II. Hitler demanded that Danzig be returned to Germany. To get it, he invaded Danzig and Poland, so that history's greatest war had begun.

Danzig has had an interesting and varying history, one reflected in its postal emissions. Prior to its establishment as a Free State under the auspices of the League of Nations in 1919, it was a part of the German Empire. Prior thereto, Danzig had been a member of the North German Postal Confederation, the Kingdom of Prussia, and the Kingdom of Poland.

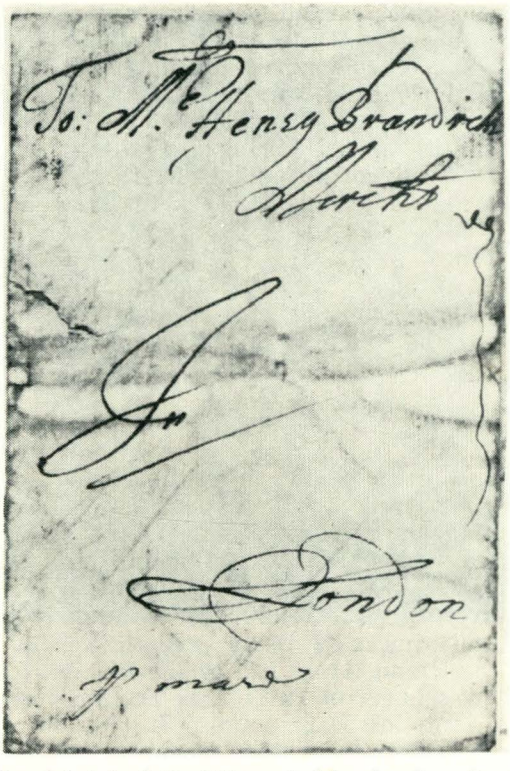


Figure 1. A folded letter dated April 30, 1650 carried by ship from Danzig to London, England. This is said to be the earliest known piece of mail from Danzig.

Postal History

Actually, the history of Danzig begins with its postal history. The earliest known item covering the postal emissions or regulations for delivery of messages goes back to 1619. It is a newspaper notice, which to our knowledge, remains in the archives of Danzig. It refers to a treaty established between the cities of Danzig, Thorn and Breslau concerning this messenger service. The second oldest known published regulation concerning postal deliveries, is an order dated 1622 which deals with the arrangements of delivery of mail between the aforementioned cities. This is the "Boten Ordnung" issued June 3, 1622 by the city of Danzig. The earliest cover or folded letter known is a letter carried by ship captain, endorsed "per mare," from Danzig to London, dated April 30, 1650 (Figure 1).

Now we pass to 1719. The period in-between is lacking in postal material. We have a letter dated December 27, 1719 from Danzig to Scotland via the Prussian State Post and endorsed "Franco, Amsterdam." It carries the London Foreign Office Bishop datestamp, January 11.

Next we have a letter dated August 18, 1759 which was privately forwarded from Danzig to Bordeaux. It is endorsed "Christial Sprengel," Amsterdam, August 27 and carries a French entry mark "D'Hollande" (via Holland).

It is of interest that during this period, approximately 1759 through 1793, there were two systems of delivery of mail. One was the private forwarder, the other the Prussian State Post. The Prussian post riders had to accompany the

heavily loaded caravans which carried freight as well. As a result, the delivery of mail was delayed considerably. For that reason, a system of private forwarders was established. They were not burdened with the freight deliveries, and could deliver letters much faster. They, therefore, were often preferred to the Prussian State Post.

It should be noted that all private forwarders either routed via Holland or Hamburg, even though the messages emanated from Danzig, and were to be delivered either to England or France. The Prussian State Post always is endorsed "Maseyk." This denotes that it used a routing different from those of the private forwarders.

A third type of cover shows the route mark "D'Hollande" (via Holland) but it does not have a private forwarder's notation. Therefore, there are three types of covers during this 1759-1793 period — the Prussian State Post, the privately forwarded covers with and without the forwarders' notation.

Napoleonic Wars

During the Napoleonic Wars, Danzig was used as a forward base by Napoleon for the invasion of Russia. Danzig was captured by Napoleon in 1807. He retained control of it until approximately 1814, during which period the Grand Army of the Republic had stationed various units there. Here is a "Premier Corp. Grande Armee No. 1," postmark dated April 15, 1807, backstamped Paris, May 12, 1807, being a letter from a soldier outside of Danzig. This army never did occupy Danzig, but the contents of the letter contains a description of the bombardment of Danzig and the general attack against the city. By May 21, the Grand Army had established itself in Danzig. Covers were shown mailed by soldiers to Paris from Danzig when occupied in 1807, and after the Grand Army left Danzig, up to July 8, 1807.

Two other items of this period were shown. They were from 1812 when the Grand Army was in Russia.

Disinfected Covers

One other very interesting period in history of Danzig was the cholera epidemic of 1831. Danzig, as true of most of Europe, used disinfected letters, with perforating holes. Covers bear the disinfectant cachets. One read "*Reinigung Stempel Dirschau,*" a red circular handstamp on mail from Danzig. The second type was an oval red handstamp reading "Sanitaets Stempel." It also exists in black. Finally, there was a manuscript notation denoting fumigation, "Desinficirt-Peters"; Peters was presumably the doctor in charge of the fumigating station at that time.

British Naval Mail

A third period of historic importance of Danzig was its function as transfer point for the British mail during the Crimean War. The British had organized a fleet on the Baltic Sea to blockade the Russian ports. Mail from the personnel of the British fleet was landed at Danzig where it received the Danzig transit mark and was then sent on to England.

We come to a very interesting prisoner-of-war letter dated Danzig, February 1871, showing a postpaid stamp. The inscription reads "Post free order of August 7, 1871." It is addressed to Dordoin in France and on the back is the franking seal of the prisoner-of-war command in Danzig. Until only recently it was not known that Danzig had been used as a prisoner-of-war camp during the Franco-Prussian War. Over a period of years we were able to assemble a number of these letters which has finally proven that Danzig was used as a prisoner-of-war camp during that war.



Figure 2. Folded letter postmarked January 31, 1817 from Danzig to Bordeaux, France.

Prussia

Now we backtrack for a moment to the period when Danzig became a part of Prussia in order to study the development of the postmarks of Prussia as issued to Danzig. Prussia, in 1817, issued handstamps to be used as cancellations, denoting the point of origin and the date of mailing. The first type issued by Danzig is the large double line handstamp. Talmann, who wrote a tremendous work on the handstamps of Prussia, advises that these handstamps were issued approximately March of 1817. We illustrate a cover dated January 31, 1817 showing Type 1 of the handstamp (Figure 2). This is the earliest known use of this particular handstamp from Danzig.

Then from 1820 to 1866, ten different types of Prussian handstamps were exhibited. The later types were carried over and used on covers franked with Prussian stamps. One such cover is cancelled September 13, 1859 and another November 29, 1860. In the 1870s, the stamps of the German Empire were used.

It was in 1867, approximately, when the postal system of Danzig was expanded to include three post offices, whereas previously there had been only one main post office. This introduced the well-known horseshoe cancellers with the numerals No. 1, 2 and 3 to denote the post office where the particular item was cancelled.

Free State Of Danzig

The First World War ended in November 1918. Danzig remained a part of the German Republic until the establishment of the Free State under the auspices of the League of Nations on January 10, 1920. From January 10, 1920 to April 30, 1920, the stamps of Germany were used and they are classified now as the forerunners of the stamps of Danzig.

The first issue of Danzig was placed in use on June 14, 1920, but German stamps remained valid for postage until July 19, 1920.

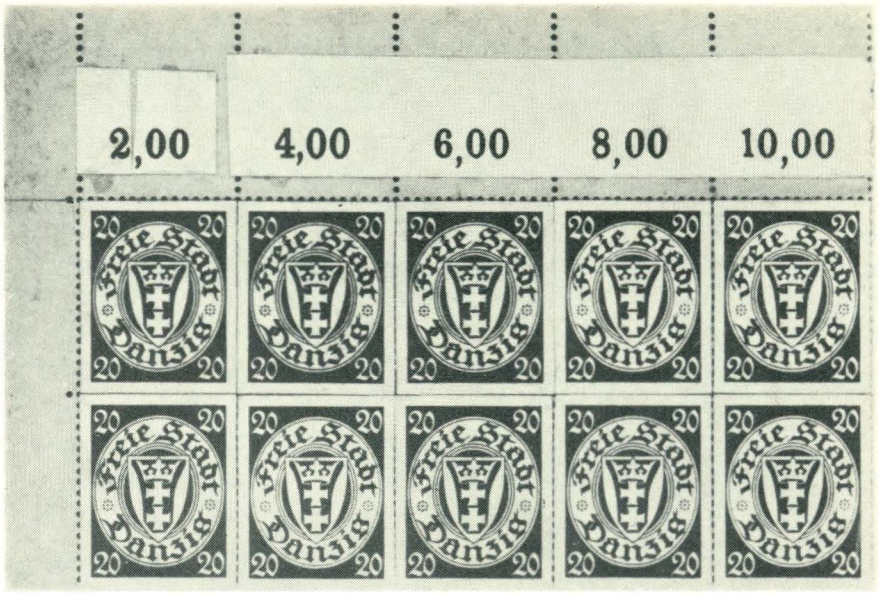


Figure 3. Proof sheet as made up by the Danzig printing firm of Julius Sauer.

Provisional Issues

The first issue of the Free State of Danzig is known as the Berlin issue, because it was overprinted in Berlin. The basic stamps, of course, were those of Germany. There are some interesting varieties such as double and inverted overprints.

The second provisional issue was printed by the firm of Julius Sauer in Danzig. The work was not good because the firm had never printed stamps before; actually it was a publishing house. Thus, this issue also has errors of overprints, and many copies are found with broken type. The cruder overprinting helps distinguish it from the first (Berlin) overprints.

The third provisional issue is known as the Innendienst Set. It actually consisted of three values — 60 pfg., 1 Mark and 2 Marks. But since the other values were overprinted from the same plates as the 60 pfg., the entire issue has come to be known as the Innendienst Set. The lower denominations, however, are known as the "Small Innendienst Set" and the one of 60, 1 Mark and 2 Marks is commonly known as the "Large Innendienst Set."

Many of the following issues were printed by the firm of Julius Sauer in Danzig which was actually a book printing company and had never before been required to print stamps. As a result, many ingenious methods were improvised in order to secure designs for stamps to be issued and also in the actual printing.

The fourth provisional issue featured a page with handpainted proposed designs by staff artists of the Danzig printer Julius Sauer. They were painted on stamps of Germany which have the safety burelage underprint on the stamps. Each of these overprints are individually handpainted in water colors.

Again, they were printing varieties and errors in this fourth provisional issue. Copies also come without the burelage underprint.

In the years 1922 and 1923 Germany and its satellite areas went through a terrible inflation of their currency, which was reflected in their postal emissions. Danzig was a part of the German satellite area. It also experienced the severe

inflation period, so that at times there were insufficient stamps with which to frank covers. Often cash payments were necessary. For example, postage due stamps were not printed fast enough so that regular stamps had to be used for postage due.

In the post-inflation era, when Danzig had re-established its currency, it issued the third definitive issue. Cliché proofs of this particular design in black pasted on pre-perforated cardboard was the accepted printing method of Danzig stamps during this time by the firm of Julius Sauer. Note the original artist's drawing of the 20 pfennig (Figure 3). A block of ten shows the paste-up in accordance with the German system of the counting numbers, all pasted on pre-perforated cardboard. With the issued stamps, each one of these black essays, if they were used, were individually retouched in India and white ink before the final stamp plate was made.

The Daposta issue, which was issued in connection with the Daposta stamp exhibition, had both ordinary postage and air post. Proofs of all stamps in black on white wove paper were shown.

Air Post Issues

The air mail period begins with the year 1920. The Germans had instituted two airlines from Berlin to Denmark and Sweden and to Holland and England, respectively. Danzig was permitted to connect to these airline flights beginning October 1920. The letters were sent via fast train from Danzig to Berlin and then transported by air on the respective lines to their destination. Permission, however, was not granted Danzig to connect to any other German domestic lines at the time.

In order to denote the use of air mail for these flights, Danzig issued a

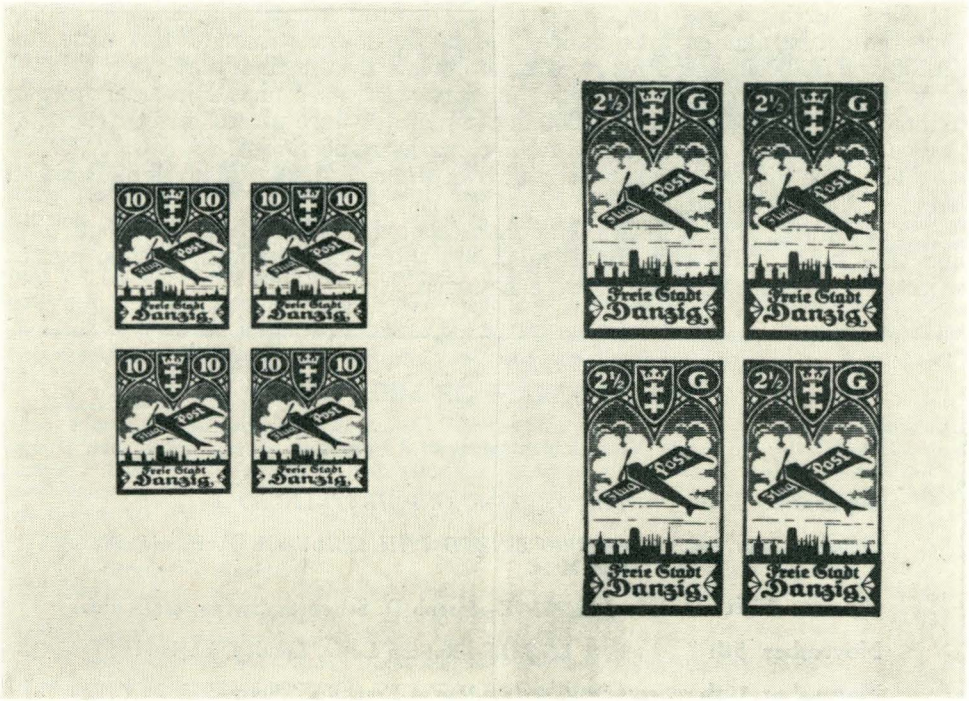


Figure 4. Proofs of the fifth air post issue in sheets of four.

set of air mail stamps on September 28, 1920 with overprints on Germany's 40 pfg. Germania issue. Since this issue was to be overprinted by the firm of Julius Sauer, staff artists of the printer handpainted proposals for various types of overprints on stamps which were on hand and supplied by the Danzig Post Office. The first has the winged propeller motif which was not adopted, but which was similar to the first issue of Switzerland's air mails. The winged posthorn motif was adopted for the 1 Mark.

On April 1, 1921 a new air route was instituted from Danzig via Koenigsberg to Memel. Since the previous issue of air mails had been sold out, on May 3, 1921, the first definitive air mail issue was issued. By 1921, all German domestic airlines were accessible to Danzig. On April 14, 1921, an airline with Amsterdam was reestablished. On June 6 connections with Posen were begun. On the 21st of October 1921 all air mail service was terminated for the winter months, even though from February 10 to 22 air mail connections to Berlin, and from February 18 to 21 to Koenigsberg, were temporarily reestablished because of a railroad strike.

On May 6, 1922 air mail connections were again opened to Stettin, Berlin, Koenigsberg, Memel, Riga and Kovnow — although the line from Koenigsberg to Smolensk in Moscow had been opened on May 1, 1922. After the middle of August 1922, Danzig was permitted to use all air routes which went to foreign countries from Berlin. On September 1, 1922, Danzig started air mail service to Warsaw and Lemberg.

Again on September 30, 1922 most of the airlines were terminated for the winter, although the line to Warsaw continued to be in use until December 22 and the line to Moscow remained in use until January 30, 1923.

The third definitive air post issue was a reissue of the second definitive issue with changed watermark.

The fourth air post issue long became invalid due to the inflation by the time the actual stamps were issued. Since the lower values of this issue, the 50,000 and 100,000, had already become obsolete by the time they were printed, only the 250,000 and 500,000 denominations were ever placed in used unoverprinted, and the 50,000 and 100,000 denominations were placed in use after they were overprinted 2 million and 5 million marks respectively.

The fifth air post issue was issued on June 5, 1924. Many proofs sheets were exhibited (Figure 4).

The Danzig exhibit of Mr. Hennig's concluded with the five different postage due issues. As with the regular and air mail portions, proofs, essays, rejected and accepted designs were featured.

1969 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

September 17th	— *THE BALTIMORE PHILATELIC SOCIETY*
October 1st	— *COMPUTERIZED PHILATELY*—H. E. Harris, Boston, Mass.
October 15th	— *PALESTINE*—Joseph D. Schwartz, Sacramento, Calif.
November 5th	— *U. S. LOCALS*—Robson Lowe, London, England
November 19th	— *BOER WAR*—Daniel Franklin, Thornwood, N. Y.

Book Reviews

Encyclopedie des Timbres-Poste de France, Volume I, 1849-1853. 599 pages and Annexes (848 pages), published by the Academie de Philatelie, Paris and available from: M. Pannetier, 16 Rue Chaudron, Paris Xe, France. Approximately $40.00 plus postage.

The "Encyclopedie des Timbres-Poste de France," much talked about, has finally reached these shores after a long publication delay.

The two impressive tomes are the beginning of what is to be the definitive work on French philately and postal history. Conceived in 1929 and started four years ago, they cover the period between 1849 and 1853 under the Second French Republic.

Weighing 11 pounds, with a total of 1449 pages of excellent paper, large type, good reproductions of stamps, covers and documents, in solid leather imitation bindings, the books are the collective work of members of the Academie de Philatelie* assisted by a number of collectors. Regretfully, we could not find the mention of a single name of those who participated in this remarkable work, although it is known that Mr. P. Pannetier was the president of the Commission for the Encyclopedia, the late A. Rochette the secretary, and with Mr. J. Pothion and Mr. A. Marchand, these gentlemen were the principals of the team of researchers, writers and editors.

In the two books, the portion devoted to stamps proper consists of 96 pages. The remainder is a most comprehensive study of contemporary postal history, rates and markings (495 pages), an exhaustive listing and data of all post offices (388 pages) and a section devoted to the reproduction of significant official documents (467 pages).

In a truly scientific approach, the informative text is interspersed with references, historical records and with literally a thousand charts reconstructed from postal archives or specialists' data. The commentary throughout is meant to be succint, even to the point which may sometimes appear equivocal to an inexperienced reader.

The most lively but shortest portion of the Encyclopedia pertains to the description of 1849 classical stamp issues. Official documents related to the project, design, production and sales of stamps are well assembled and tell a story of technical particulars as well as of historical and anecdotal background new or hardly ever published before. Plate-making process, including die engraving, transfer, retouching, copper plating, number of plates produced, their sizes, varieties and costs is followed by a thorough description of paper and its preparation. The long and tedious printing press set-up required to obtain neat

*The French "Academie de Philatelie" was created in 1929 by a group of philatelists, experts and stamp dealers following a proposal made by M. Tournier, editor of the now extinct "Messager Philatelic.." Following the example of the French Academie founded in 1636, there are forty active members elected for life. In addition the "Academie" elects ten French and thirty foreign corresponding members.

The purpose of the "Academie de Philatelie" as defined in 1929 was:

—Study of stamps.
—Publication of a historical, representative and descriptive catalogue of French stamps and eventually of French Colonial stamps.
—Study of colors, counterfeits and forgeries.
—Publication of monthly meetings conferences and discussions.

Special Committees are formed by members from time to time to work on assigned projects, such as *the Encyclopedia.* The Academie was instrumental in the establishment of the "Musée Postal" in Paris.

and clean impressions is explained at length as are little known circumstances of intermediate and definitive printings.

The gumming process with its exact composition and the long-vanished supplier's name are there, as well as a complete description, in a chart form, of the stamps' production shop and the duties of the responsible headmen. The records of the final stamp control offers a superlative account as to the dates and quantities of stamps printed, delivered to post offices or destroyed.

In contrast to an excellent beginning, the text related to colors is far from adequate and identification of different shades was left out. Instead, two specially prepared pages were printed with the six basic color varieties as follows: four shades of vermilion, six shades of carmine, four shades of orange, six shades of blue, four shades of green and four shades of bistre. All colors were printed with mineral pigmented inks allegedly similar to those used in 1849-1853. Instead of giving a name to each different color variety, the intermediate areas between printed shades are called: areas "A"-"B"-"C"-"D" etc. The text which follows may describe, for instance the color of the third printing of the 1 Franc carmine to be in area "D," meaning that its color may vary between two adjacent printed unnamed shades of carmine.

Apparently, the authors tried to avoid any semantic controversy in defining different color graduations. Indeed, they state that " . . . different shades exist within a color but this becomes the domain of 'catalographs' (sic) and philatelic dealers . . . " A rather inconsiderate attitude toward the interested collector trying to solve his ever-present color problem.

The last part of this section covering adhesives is a recapitulation describing the definitive issues, their tête-bêches, quantities used, and reprints, leaving out a number of known printing flaws, differences in sizes, forgeries, and other useful details which could have been expected to be part of the Encyclopedia.

Throughout this section, the name of Anatole Auguste Hulot — assistant engraver of the Mint, inventor, organizer, brilliant technician, despot and a little bit of a thief — the true creator of the French stamps from 1848 to 1876, appears as a character out of a novel. We are told how his epistolary communications with the Administration and his bewildering and unconstrained treatment of his chiefs and ministers, whenever there was a request for rendering expense accounts or justification for delays in delivery. All this finally lead him to obtain in 1851 a concession and a contract to manufacture and supply the Postal Administration with all adhesives at a fixed price of 150 francs per 1000 stamps and 1500 francs for each new plate, while using the Mint as his shop. His letters and postal documents reproduced in the book give many insights and narrate step-by-step the actions of this rather greedy but unusually talented functionary.

In the second part, following the history of adhesive stamps and under the title of "Correspondances" which should be understood to be postal history, there are unique studies of postal services, rates, cancellations, datemarks, routings; they form the most interesting and novel part of this opus magnum. It comprises nine chapters of which two (the first two) are related to France proper, two (third and seventh) to Colonial and Army post offices, three (fourth, fifth and sixth) to rates and postal services from France to Europe and overseas, one (eighth) to French Offices Abroad and one (ninth) to Coastal steamers, railroads and Paris post offices. Pages of tabulations showing different rates and markings in use during the 1849-1853 period and collated from official documents or collected materials constitute the main feature of that section. In addition to many reproductions of covers, each tabulated item is cross-referenced by a number identifying its origin with datemarks, cancellation and often the routing used during a given period. Such information will prove invaluable

to many collectors of postal entires.

Two chapters are particularly worthy of praise: in Chapter II all known temporary, special or substitute cancellations are listed by post offices and dates starting on January 1, 1849. Chapter V supplies a most complete record of dates, rates and frankings between France and other European countries.

Also to be noted are interesting excerpts of postal ordinances regulating the service between France and the United States. Scheduled departures of American mail packets in October-December 1851, March-December 1852 and May-August 1853 are provided.

The "Annexes" which is the second book of the first volume of the Encyclopedia consists of two parts. In the first one, there is a listing by French departments of all post offices in existence since the 17th century with all possible details regarding their operations: a wealth of information for those specializing in regional or local collecting. The second part supplies in a chronological order from 1828 to 1853 relevant administrative documents not appearing in previous texts. They include postal treaties with foreign countries, laws and ordinances related to the creation, changes and supervision of post offices, postal routings, rates and personnel administration. In the latter section, one can learn that a mailman had the duty to walk fifteen miles each working day and also was to have a stock of stamps for sale at no profit to himself.

The publication of the Encyclopedia is, of course, a real achievement of scholarship and a milestone in the French philatelic literature which is one of the wealthiest in general. However, a major shortcoming impairs all the usefulness of this work: there is no index, no running headlines, not even a listing of chapters! Many technical imperfections are present: lack of a consolidated table of abbreviations, gross typographical errors on many pages and even in captions, a disparate choice of setting types which vary from chapter to chapter or within a chapter; even the title page heading Chapters IV, V, VI is included under Chapter III. All this points to a hasty and unprofessional editorial job for which, in the case of this monumental reference work, there is no excuse.

It appears now, from an item published in the journal, "Echo de la Timbrologie," that the Academie is preparing an index which will be supplied free to all purchasers of the books. We understand that 2,000 copies of the Encyclopedia were printed and the publication is to be continued on the basis of one volume every two or three years. The next installment will describe the Napoleon III issues. It is hoped that it will be done in collaboration with Dr. Fromaigeat, who is certainly the most qualified expert in this field today as well as a competent editor.

In all, the Encyclopedia in spite of some imperfections, is the most informative record ever published on French posts of the 1849-1853 period and a reference work essential for any seasoned collector of French classical stamps.

In order to thoroughly and competently review this encyclopedia, this reviewer had to compose his own index. This is being turned over to the Collectors Club library to be included with these reference works for the convenience of the users. *(M. W. Martin)*

The Harry F. Allen Collection of Black Jacks; A Study Of The Stamp And Its Use by Maryette B. Lane, Elliott Perry, Consultant. Clothbound, 158 pages, 183 illustrations. Published by the American Philatelic Society, P. O. Box 800, State College, Pa. 16801. Price: $10.00 postpaid.

This book is far more than just the record of one man's collection, for it undoubtedly is the definitive work on the U. S. 2c black Jackson — "Black Jacks" — of the 1860s. It is a considerable tribute to the late Mr. Allen that

his collection was so complete and extensive that it could be, by itself, the basis for the definitive book. It is even more of an accomplishment by Mrs. Lane, with Elliott Perry sharing in the glory as consultant; the work is both very well organized and contains considerable original research.

The book is divided into six parts and an introduction, the latter discussing the background of the stamp and the studies and collections that have been made of it. Most of the first 110 pages of the book cover the postal history of the stamp. Part I, following, concerns the *Black Jack in the Civil War,* with illustrations showing Black Jacks on patriotic, Sanitary Fair, and Prisoner of War covers, as well as other Civil War uses. Part II describes Black Jack domestic covers, illustrating drop letters, bisects, prepaid ship and California covers, and a Lincoln mourning cover among others.

Part III is the longest section of the book. This was compiled with a good deal of assistance from Prof. George E. Hargest, editor of the "Trans-atlantic Mails" section of the "Chronicle of the U. S. Classic Issues." This part, containing over 60 illustrations of foreign rate covers bearing Black Jacks, is really a capsule textbook of foreign mails of the '60s. Rates to some 26 countries are described. Mrs. Lane concludes this section with a comment this reviewer applauds; "Interesting as these covers to foreign countries may be, it is this writer's opinion they are not basically Black Jack covers, but rather covers which *happen to bear* one or more Black Jacks . . ." Mrs. Lane's comment is perfectly correct, as the Black Jack was issued for use on domestic mails of low rates. Just the same, Black Jacks on covers to foreign countries must be part of a Black Jack collection, and including a section about them in the book was both desirable and necessary.

Part IV covers collateral material, such as Andrew Jackson franks, patriotic covers bearing a Jackson portrait, the Confederate 2c Jackson stamp on cover, and other similar material connected more with Andrew Jackson than the Black Jack stamp.

Part V is titled *Fancy Cancellations and other Postal Markings on the Black Jack.* Some dozen full page plates are devoted to fancy cancellations — those whittled products of the postmasters of the '60s which are so popular with collectors today. The remainder of this part displays station and a few carrier markings (some of which, like "U. S. Penny Mail" could only have been applied to a Black Jack in error), "STEAM," "New York Steamship," "Registered," "Missent," "Paid," and all sorts of similar origin or rating markings.

Part VI covers the technical end of printing the Black Jacks. It is here that Mrs. Lane reveals some original research where she gives a truly positive method of distinguishing the 1875 Re-Issue, Scott No. 103. This is a major philatelic accomplishment. This chapter also includes the famous Atherton and Preston shifts, grills, proofs, imprints, and just about every variety dear to those who enjoy "micro" variety part of philately.

The book concludes with Acknowledgements, Bibliography, and a very important Authors' Note wherein there is listed all the items of the Allen Collection which were *not* taken when this collection was stolen from Mrs. Lane's home on March 26, 1966.

The handbook, as published, has many improvements over the serial version that appeared in the "American Philatelist." Many parts have been rewritten. We have found few if any errors in the serial which were not corrected in the book; many of the illustrations have been made over.

If the book has a flaw, it is with quality of illustrations; this, in spite of a great deal of effort by author, printer, engraver and editors. The problem was actually caused by the theft of the collection, parts of which had only been recorded on color slides. Generally speaking, color slides are not a good source

for the sharp kind of black and white prints necessary for good book illustrations. Those producing this book have really done an excellent job with the materials available. There are no really poor illustrations in the book; it is just that some are much sharper and clearer than others.

Ownership of this book is most advisable for any serious collector of United States classic stamps. *(R. B. Graham)*

Handbuch der Schweizer Vorphilatelie 1695-1850 (Handbook of Swiss Postal History 1695-1850) by Jean J. Winkler; published by the Verband Schweizerischer Philatelisten-Vereine (Association of Swiss Philatelic Societies); 554 pages; illustrated; clothbound. Price not stated.

This work incorporates and revises the earlier "Les marques postales de la Suisse 1650-1850" and includes discoveries made since the publication of the last supplement of 1961.

This handbook lists 4,152 different markings (not counting varieties), of which 2,213 are illustrated. Additionally, there are 213 miscellaneous illustrations including maps and facsimiles.

The subject-matter treats (but is not limited to) the Old Confederation; the Helvetic Republic including its military mails; the French Armies of Occupation; the Swiss territories annexed by France (1792-1815); as well as the Cantonal mails (1803-1848). Each subject is introduced with a detailed historical analysis along with verbatim quotations from important postal documents and directives.

There is a key to the abbreviated postmarks of the period as well as a list of towns and localities including their Cantonal affiliations.

The system of assigning a "degree of rarity" — there are thirteen — to each marking was retained from the earlier work; a useful feature which was found to be of greater help than the assignment of monetary values which are subject to market fluctuations. This listing was up-dated by a conscientious re-evaluation of several items on the basis of a survey of availability and recent discoveries of additional material.

The novice, who is unfamiliar with the geopolitical complexity and the intricacies of Swiss postal history, may be somewhat hampered by the lack of a cross-reference to the numbers assigned to the illustrations, at least to one of the running numbers of the listings (the opposite reference *is* given). These various listings might, incidentally, be supplemented by a purely chronological index. Improvements of this sort would benefit the non-specialist and thus, increase the appeal of this book to a wider circle of users. This volume is, unquestionably, the current standard work on the subject. It is the result of years of painstaking research, culminating in a compendium of Swiss postal history of the highest quality.

An English translation is deemed desirable and is under contemplation at this time. *(Rolf P. Salinger)*

New Zealand Stamps With Perforated Initials, by R. D. Samuel, 52 Pages, Illustrated, Card Cover. Published by the Postal History Society of New Zealand, Inc., P. O. Box 1605, Auckland, New Zealand. Price to Members $N. Z. 1.00, Non-members $N. Z. 1.50 Postpaid.

Few areas of interest in New Zealand philately have been neglected as much as New Zealand stamps with perforated initials. This study provides a comprehensive analysis of New Zealand perfins in concise, although thorough, form.

The history of perfins starts in Great Britain where the necessity for business firms to safeguard private stocks of mint stamps was recognized. There the practice was adopted of either overprinting or underprinting the stamps with a company's identifying mark. The use of perforated initials for the same purpose in New Zealand is first recorded in 1883. As New Zealand was one of the pioneers in postage meter use, the use of perfins declined from a peak around 1908 to complete disuse today.

After a chapter which offers sensible hints on ways to collect perfins, a well organized and detailed listing of New Zealand perfins is offered. Notes under each category present the known information on dates of usage and other comments of interesting points. A series of appendices concerning collateral material related to the basic subject completes the study.

The book combines simplicity of presentation with conciseness which add up to pleasant reading. Though the book can be completed in one sitting, it represents a careful study of most of what is known at this time about the subject of New Zealand perfins. *(Robert P. Odenweller)*

Standard Postcard Catalog (First Edition) by James L. Lowe. 64 pages Illustrated. Paperbound. Published by Better Postcard Collectors' Club, 318 Roosevelt Avenue, Folsom, Pennsylvania 19033. Price $3.95.

Many catalogue publishers could take a production hint from Mr. Lowe. His introductory comments are set in easily read type, thus, making the use and understanding of the material a much easier task.

Deltiology is related to philately, so that several parts of Mr. Lowe's book will be of interest even to the advanced philatelist. The brief historical introduction is of interest to the postal stationery collector. Particularly, I found amusing the story of the Elks trainride from Philadelphia to Los Angeles. They printed double post cards of the daily events aboard the train, but they prepaid only 1c for postage and had them accepted by the post office.

The catalogue's introduction is followed by an outline of post card history which includes patriotic covers and business advertisements. Of interest to the exposition cancellation collector is the very comprehensive and exhaustive list of major and minor events, (U. S. 10 pages, Foreign 2 pages). Under the Colombian Exposition alone, there are nine different types of the official Goldsmith cards and 31 other major card sets listed.

The last half of the book is devoted to listing major sets and series by topic. This is followed by a topical listing for lesser items and prices according to collector demand. It is not an exhaustive list because the author felt that would make the book too confusing. Hopefully, this section will be expanded as the demand continues.

One of the topics is "stamps" pictured on the front of cards and one post card is illustrated. The item listed would probably enhance a stamp collection by displaying these post cards next to the original stamp, as part of the stamps' history. On page 59, there is a small section called "Philatelic Items;" it prices cancellations realistically for such areas as Alaska, pre-1920, flag and ship cancels, and stamps on cards.

My only criticism of this otherwise fine publication is that in an effort to keep costs down the material was arranged without sufficient margins and major headings follow each other, separated by only a heavy black line. This is sometimes confusing and probably may be changed in future editions.

I would recommend this book to a stamp collector who would like to dress up his album with related material. *(John Dowd)*

The Library Committee reports the acquisition of the following:

Les Timbres-Poste Illustres 1840-1864 By J. B. Moens. Reprint by Giulio Bolaffi, Torino, Italy. 148 pages. 54 plates. French text. Paperbound. Courtesy of the publisher.

Magyar Belyegek Arjegyzeke 1969. Magyar Filatelia Vallalat. 320 pages. Illustrated. Hungarian text. Paperbound. Gift of Dr. Leslie A. Garay.

Catalogues of the Lars Amundsen Collections of Classic Europe, Asia, South America and German States by Stanley Gibbons Auctions Ltd., London, England.Bound Volume. Courtesy of the publisher.

Ellington-Zwisler Rocket Mail Catalog 1904-1967. Edited by Jesse T. Ellington and Perry F. Zwisler. John W. Nicklin, Publishing Coordinator. 245 pages. Illustrated. Clothbound. Courtesy of the publisher.

Catalogo de Estampillas de Colombia 1968. 3rd Edition. Edited by Leo Temprano. Filatelia Tematica L. T., Bogota, Colombia. 156 pages. Illustrated. Spanish text. Paperbound. Gift of Mr. Charles Ekker.

Poczta Polowa Legionow 1914-1918 by Jan Z. E. Berek. Published by the Union of Polish Philatelists in Great Britain, London, England. 92 pages. Illustrated. Polish text. Paperbound. Courtesy of the publisher.

Komunikat Filatelistyczny, Nos. 104-111, 1967-68. Courtesy of the Union of Polish Philatelists in Great Britain.

Philacolor Briefmarken Spezial-Farbkatalog 1969. Verlag fur Farbige Briefmarkenkatalog, Munich. 88 pages. Illustrated. German text. Paperbound. Courtesy of the Hamil Stamp Co., Inc. Baltimore, Md.

Series of 1941 Wine Revenue Stamps of the United States of America by Ray W. Bidwell. 44 pages. Illustrated. Paperbound. Published by the author. 1965. Gift of Mr. Louis S. Alfano.

Niederschrift des Tonband-Protokolls zum Symposium Aerophilatelie. FRABA 1968 in Frankfurt/Main. 49 pages. Illustrated. German text. Paperbound. Gift of Mr. Henry M. Goodkind.

The Revenue Stamps of Finland by Dr. Harald Olander. Edited by William Ittel, Pittsburgh, Penna. 39 pages. Illustrated. English and German text. Spiral binding. Paper cover. Courtesy of the editor.

Standard Postcard Catalog by James L. Lowe. Better Postcard Collectors' Club, Folsom, Pennsylvania. 64 pages. Illustrated. Paperbound. Gift of the author.

Catalogue of Mongolian Stamps 1968. Philatelic Agency of Mongolia. 64 pages. Illustrated. Paperbound. Gift of Mr. George P. Knowles, Biggleswade, Beds., U. K.

Die Beruhmtesten Briefmarken by Max Hertsch. Verlag Hallwag, Bern und Stuttgart. 1957. 48 pages. Illustrated. German text. Hard cover. Courtesy of Zumstein & Cie.

Pa Kua, Vol. 1, No. 1. Photocopy. Gift of Mr. Ernest W. Hirschfeld.

The New Mexico Philatelist, Vol. XV, No. 1-Vol. XXI, No. 6, Oct. 1962-July 1969. Gift of Mr. Clarence E. Foster.

Story of My Flying with Complete Technical Descriptions of My Aeroplane by Calbraith Perry Rodgers. Jack Knight Air Mail Society, Brookfield, Ill. 8 pages. Illustrated. Paperbound. Gift of Mr. Earl H. Wellman.

JL Shelley Stamps Simplified Catalogue of Varieties on Queen Elizabeth II Postage Stamps. 11th Edition. 1968. 118 pages. Illustrated. Paperbound. Gift of the publisher.

Shalan Catalogue of Missing Phosphor Lined Issues of Queen Elizabeth II Great Britain Postage Stamps 1969. Shelley Stamps P.T.S., London, England. Courtesy of the publisher.

Kolar 1969 Israel Stamp Catalogue. Y. H. Kolar, Givatayim, Israel. 126 pages. Illustrated. Paperbound. Courtesy of the publisher.

Ich Sammle Erinnerungen by Y. H. Kolar. Published by the author, Givatayim, Israel. 1966. 127 pages. Illustrated. Paperbound. Gift of the author.

Religion in Philately. Selections the Best of Coros, Part One. Edited by W. J. Hoffman. 40 pages. Illustrated. Paperbound. Gift of the COROS Society.

Religion on the Stamps of the United States. Edited by Waller Sager. COROS Handbook No. 3. 32 pages. Illustrated. Paperbound. Gift of the Society.

The Interim Period Postage Stamps of Israel, March to July 1948 by Bruno J. Forsher. Handbook of the Society of Israel Philatelists. 1969. 124 pages. Illustrated. Paperbound. Gift of the Society.

Malta Machine Cancelaltions. Paper No. 38. Malta Study Circle, Harrow, Middlesex, England. 23 pages. Illustrated. Paperbound. Gift of the Society.

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Stamps Tell the Story of the Vatican by Emery Kelen. Meredith Press, New York, N. Y. 1969. 132 pages. Illustrated. Hard cover. Courtesy of the publisher.

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Handbuch der Bezirksaufdruckmarken, Teil 1. Compiled by Werner Flaschendrager. Transpress VEB Verlag fur Verkehrswesen, Berlin. 1967. 245 pages. Illustrated. German text. Paperbound. Gift of the publisher.

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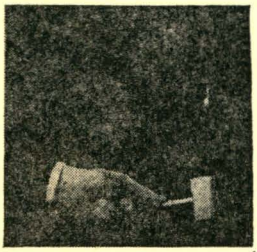
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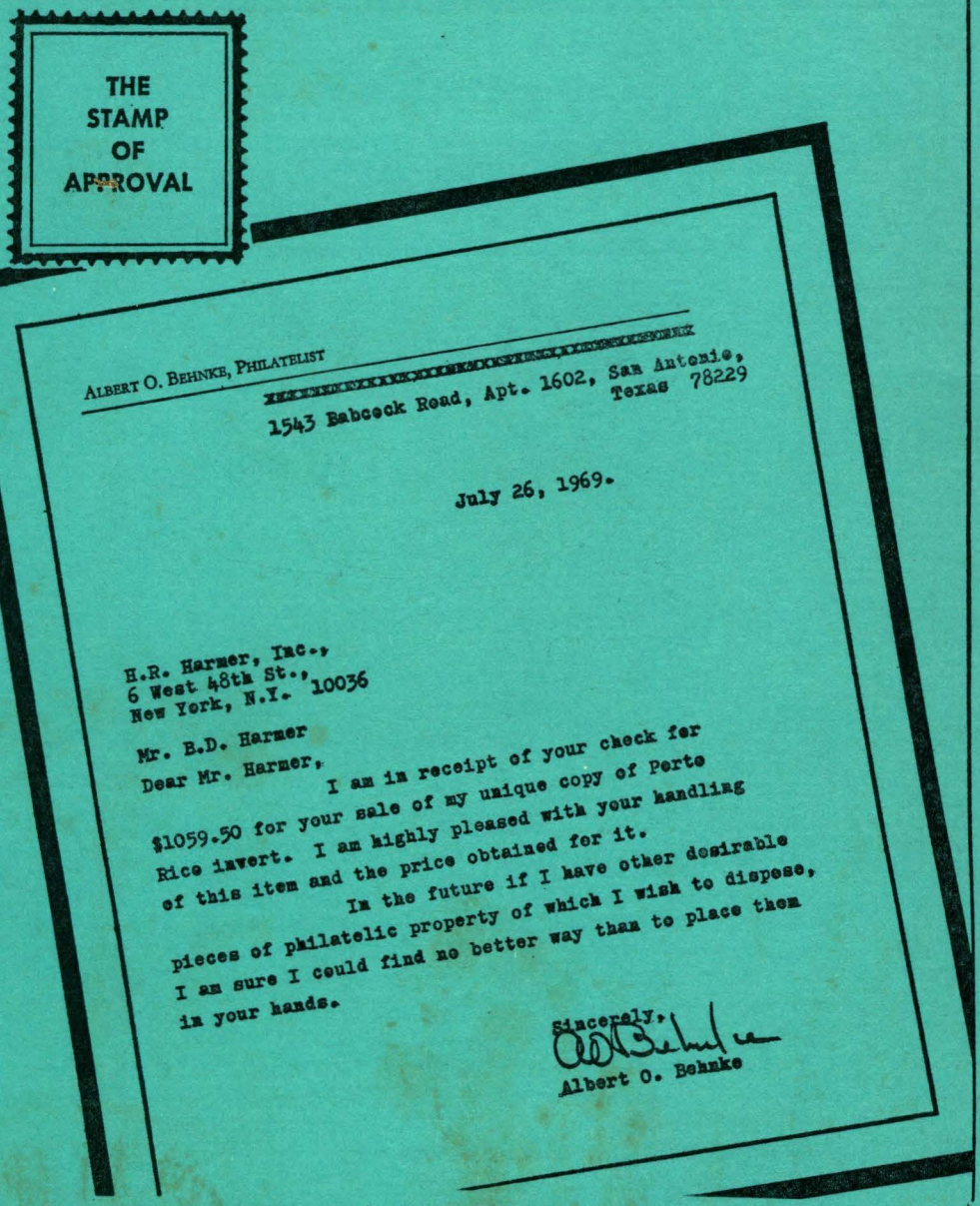
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