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PHILATELIST

Volume 55 Number 4
July 1976

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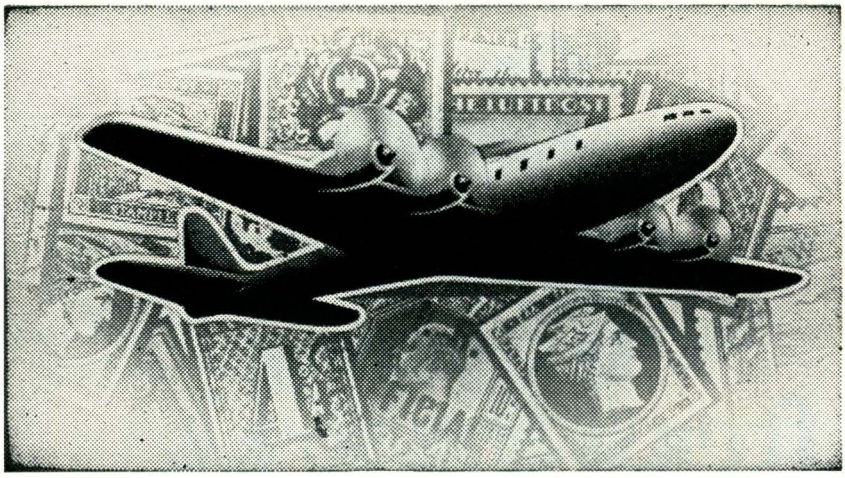
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3. The ASDA disseminates accurate and reliable philatelic information to the collecting fraternity either through the medium of the public press or by private means.

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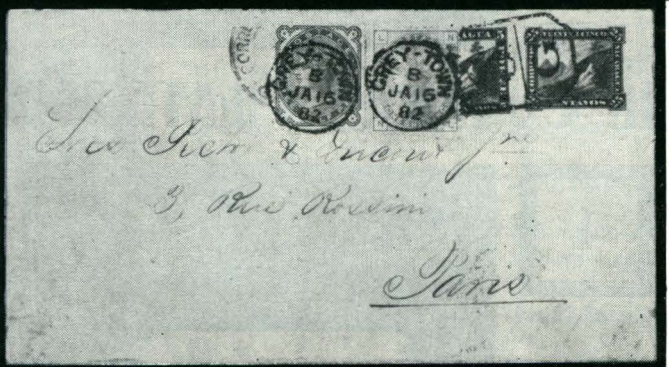
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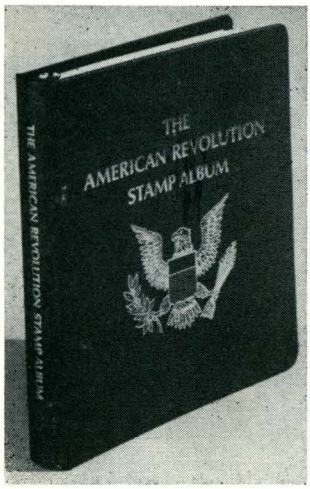
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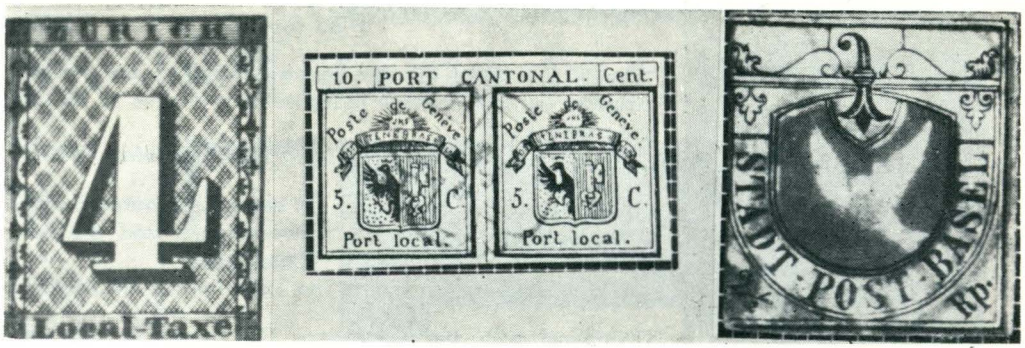
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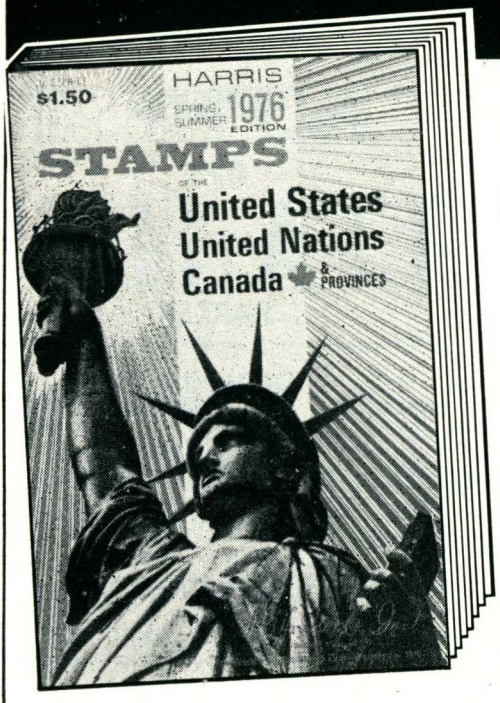
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The Collectors Club PHILATELIST

Volume 55, Number 4 July 1976

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EDITORIAL

LETTER FROM PHILADELPHIA

Now that *INTERPHIL 76* has passed into stampdom's history, an honest critique of its success must be divided into a number of considerations. That its popularity and attendance exceeded even the most optimistic anticipation of the organizing committee goes without saying. The number of people who paid admission fees was greater than that against which a tight budget was built. Figures still are not available at this writing (a month after the last ticket was sold) but we do not challenge the 43,000 figure given by a qualified Civic Center executive.

Stampdom's weekly newspapers saturated America's philatelic readership with reams of publicity. This attracted the perennial domestic and foreign show goers. Unfortunately, the communications media beyond this were entirely neglected until only a few days before the opening ceremonies, and even then was used solely in Philadelphia. The mass-circulation periodicals carried nary a word about *INTERPHIL 76*. Not even those that listed Bicentennial events each month or week included the exhibition!

The best and most influential piece of publicity that swelled the gate with non-collectors was a five-page feature carried by the Philadelphia "Bulletin" on the first Sunday. A full color front page of Irwin Weinberg and his "British Guiana" led readers to a series of articles written by Joseph L. Lincoln, in which he showcased, in lucid wordage, the fabulous treasures on view with an accuracy that is often so lacking in the lay press.

And that this inestimably valuable publicity accomplished its aims was proven through answers provided by visitors on the lines patiently waiting to get a glimpse of the "10 million worth of philatelic gems" at the show. Invariably they stared with fascination at the "Aristocrats of Philately" displayed in plastic bubbles previously designed to house rare jewels at another exhibition. Having seen them—and the armed guards constantly on duty—they left, most of them not bothering to see anything else in the cavernous hall. Although they may never be converted to stamp collecting, they did pay their $2 admission fee and probably used the experience for conversation during coffee breaks at the office or at cocktail parties in the evening.

Second most popular attraction for a majority of visitors was the "Postal Administrations" third of the Civic Center. This was constantly jammed with visitors anxious to buy just about everything in sight. Their purchasing enthusiasm betrayed their ignorance of what real stamp collecting is all about. But again, their presence pleased *INTERPHIL 76* ticket sellers and delighted the governmental vendors.

The United States Postal Service did nothing short of a Land Office business in the two sales areas, passing out souvenir sheets, Bicentennial "album kits," earlier commemorative stamps, and collecting money as rapidly as clerks could fill cash registers. One area was at the entrance where people could get what they wanted without having to buy an admission ticket; the other was in the hall below, along with counters at which impressions of each daily postmark were applied to just about every imaginable item from covers to neckties, just so long as at least a 13-cent stamp was affixed.

The booths all around this focus of attention, and rented by a few dozen foreign postal administrations' agents, also were crowded. Most of them had special items to mark either the exhibition, the Bicentennial or both, and while a goodly number of these were sold, the main sales were confined to single stamps that could be pasted into

"INTERPHIL 76 Passports" and then be obliterated with a handstamp—an idea cleverly copied from the Montreal Expo souvenirs of 1967. There were those agents that would obliterate only the special items (with face values of up to $4); others were content to do a single stamp. As one country's representative put it at the end of the show, "We worked harder and longer hours than at any other American show, yet here, visitors bought only the least expensive single stamp. At Interpex and Stamp Expo, on the other hand, we sold complete sets and packets for a greater cash income."

Professional dealers in the major section of the show seemed content with customer contacts and sales, but not exactly ecstatic. It was largely their rent money, advertising and other financial support that underwrote the cost of staging *INTERPHIL 76*. They did enough business to offset most expenses, but all voiced the opinion that the Postal Service and foreign government agencies drained off too many of the dollars collectors brought to Philadelphia. The British contingent was particularly hit, since most of their prices had been marked in pounds sterling before its value nose-dived during the week of the show. Adjustments had to be made on a daily basis, and finially changed to dollar figures.

As happened at several European shows during recent years—notably España 75—the mass of truly powerhouse material in the frames was examined and appreciated by only a small minority of those who came down the escalators to where the treasures were housed in about 3,000 frames, more than 80 of which had won a gold medal or better in previous international competition.

No critique could be complete without an appraisal of just what *INTERPHIL 76* contributed to the future growth of our century-old avocation.

First, the entries in competitive sections by neophites and novices were no match for the Honolulu Advertiser Hawaiians; Kanai's Mauritius, the Ishikawa United States, the Dietrich Afghanistan or the like. But they did show an awareness of and love for serious study. And with collectors such as this working with relatively inexpensive material today, we need have little fear for tomorrow's philatelic leadership.

What seems to us as having been conspicuously absent was any missionary effort to convert non-collectors to our hobby, or to encourage the untutored to more serious philatelic pleasure. The undue emphasis on devices to separate the visitor from his funds for non-postal, non-philatelic material that can be called peripheral at best, was all too blatantly manifest.

We were dismayed by the more than a passing number of governmental "stamp" producers whose output is consistently black listed that were permitted to rent booths for the sale of this sort of material to the uniformed. We cannot help but feel that whoever invited them to become part of *INTERPHIL 76* comprised principles for the sake of rental cash and thereby did honest philately a genuine disservice.

Considering the emphasis the Postal Service placed on *INTERPHIL 76*, it was surprising that for the opening ceremonies only subordinate Washington and local officials were on the dais. When one recalls that at all recent European shows, kings, princes, presidents and other highest dignitaries "cut the ribbon," this failure impressed us as an official slighting of a philatelic event which can take place on our shores only once in a decade. Not even Senator Hugh Scott, who accepted an invitation to be patron of the show (when neither the President nor the Postmaster General would accept the honorary post) showed up! Mr. Bailar did come to *INTERPHIL 76*, during the week when his Canadian counterpart joined him for first-day programs in connection with the US-Canada Ben Franklin commemoratives.

While the center of philatelic interest was focused on the Civic Center, it really was the astonishingly



Ernest A. Kehr, (l.) receives the first copy of Marcus Samuels, "Specimen Stamps of the Crown Colonies — 1857–1948," for The Collectors Club library from Ron Lee, President of The Royal Philatelic Society, London.

heavy schedule of social events that did so much to make *INTERPHIL 76* so popular a success. There wasn't a day during which two or more luncheons, receptions and dinners did not compete for attendance. Because there had been no coordination of events, most hosts set their own times only to find that guests already had accepted other invitations. The South African-Transkei party, for instance, conflicted with an impressive dinner given by a former ASDA president "to promote international friendship through philately." The British Consul General of Philadelphia had the same problem, but solved it by advancing the time so guests could enjoy cocktail hour refreshments for an hour and a half before having to be down the street for a sumptuous dinner given by the Franklin Mint.

One cannot speak of the social aspects of the show without proudly mentioning the luncheon the Collectors Club presented at the exclusive Union League Club and its magnificent Lincoln Hall. More than 280 members and guests (including members of the Royal Philatelic Society, London) filled the gracious walnut panelled salon for an afternoon of fraternal conviviality. They came from the farthermost corners of the earth, many renewing long-time friendships; others meeting correspondents on a first-time face-to-face basis. Another of the social highlights was hosted by the Royal Philatelic Society (which, incidentaly, shared the CC lounge at the show) for approximately 200 guests.

Between the enjoyment of wine and cheeses, President Ron Lee used the occasion to reaffirm the close relationship between the RPSL and the CC, climaxing it with the presentation to the latter's library of the first copy

of Marcus Samuel's just-published, "Specimen Stamps of the Crown Colonies—1857-1948," to this commentator as Governor of the CC and American Representative of the Royal.

At this point there is no need to recite some of the show's failings, most of which could easily have been avoided had the advice of veterans with much international show experience been sought or accepted. Fortunately these several snafu situations occurred behind the scenes and while they caused the committee and concerned visitors no small measure of trouble, few were witnessed by outsiders. Some began before the show opened and remained uncorrected by the time it was dismantled. One must be cited. While the organizing committee and its top executives exercised every possible precaution against leakage of jury decisions, the names of many winners were pretty well known a day or two before they were officially revealed at the banquet. All of which leads this writer to suggest that just as soon as judgements are made and confirmed, they be made public. The banquet, then, would be a festivity for the presentation of the physical medals and prizes rather than an overly-long and artificially contrived exercise in needless suspense.

In conclusion, let us emphasize what we explained before *INTERPHIL 76* opened: it never could have been accomplished without the dedicated toil of many of our officers and members who are not professionally engaged in philately.

All of them are identified in the official *INTERPHIL 76* catalogue-program so repetition here is unnecessary. There are those who served on various committees; who undertook onerous tasks as commissioners, jury members and group-tour conductors; the dealers and competitors. We must in all justice single out three personalities who faithfully have held officer terms of our club and brought that devotion to Philadelphia:

F. Burton Sellers, who toiled many a long month and endured countless sleepless nights to bring it all together;

Dr. Norman Hubbard, who singlehandedly assembled the Aristocrats of Philately that made Amphilex of 1971 so sensational plus some other royal treasures not displayed at the Waldorf-Astoria.

John R. Boker, who not only screened all provisional entries to assure that none but the very best material would be displayed, but also served as chairman of the international jury. *(E. A. K.)*

1976 PROGRAM AND CALENDAR OF EVENTS

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

Program Committee:

LOUIS GRUNIN, Chairman ABOTT LUTZ

STEAM TO NEW YORK

The early steamship services between Bermuda and New York, 1848 - 1880.

M. H. Ludington

From the beginning, in 1842, of the Royal Mail Steam Packet Company's steamship services to England, Bermudians hoped that similar communications could be arranged to the United States, with which the Colony had always had many personal and commercial ties. Sailing vessels, some of them Bermuda-built and owned, frequently sailed to and from New York and other U. S. ports, but no regular services were maintained, for the ships were obliged to take whatever cargoes were offered. Nevertheless, many letters survive, both to and from the United States, carried by these vessels as Ship Letters. Being dependent upon the weather, transit times varied considerably, from 4 to 18 days or more. Packet Mail could be sent, but was obliged to go by the Cunard sailing vessels to Halifax, where it was transferred to the Transatlantic steamers and returned to Boston or New York, a slow and more expensive route which, apparently was never used.

In November 1847 Cunard proposed to substitute small steamers for their sailing vessels on the Halifax-Bermuda route and Bermuda merchants petitioned the Governor to request that the new steamers also call at New York in both directions. This, however, would have delayed the long established Packet Mail between England and Bermuda via Halifax. Instead, the recently established R. M. S. P. monthly branch route between San Juan, Puerto Rico, St. Thomas and Bermuda was extended to New York. The original schedule of this route required that the steamers wait ten days in Bermuda before returning to St. Thomas, and the revision simply made better use of this wasted time.

The new service was inaugurated on 7 May 1848 by R. M. S. P. "Great Western" which arrived from St. Thomas and left on the same day at noon for New York, arriving there on the 10th, leaving on the 12th and stopping at Bermuda from the 16th to the 19th on the return voyage to St. Thomas.

With few exceptions, the steamers maintained this schedule quite regularly within a day or two, and each steamer often made two trips to New York before being replaced by another, as shown below:

Great Western	May and June 1848
Trent	July and August 1848
Severn	September and October 1848
Forth	November and December 1848
Dee	January 1849

R. M. S. P. "Dee" was supposed to take the February 1849 Mail, but R. M. S. P. "Forth" was lost off Yucatan on 14 January, so that the "Dee" took the Mails to England instead. Mail for the U. S. A. was sent by the Cunard steamer "Ospray" to Halifax on 16 February and forwarded to Boston.

Trent	March and April 1849
Thames	May 1849
Avon	June 1849
Clyde	July 1849

An authority on early steamship communications between the United States and Bermuda, M. H. Ludington has also written a book on that group of Atlantic islands.

Great Western
August to December 1849
Thames January 1850

No special agreement between the British and United States post offices was made for this service. Letters to New York had to be prepaid 1s. and on arrival Ship Letter and internal postage, occasionally prepaid on deposit at the New York post office, but usually not, was added. Such high charges, compare to the Ship Letter rate by sailing vessels, were not popular, and identifiable letters carried by R. M. S. P. steamers from Bermuda to the United States are rare. Mail from the United States seems to have been handled by Forwarding Agents outside of the postal service, at least as far as Bermuda. Though their charges must have been considerably lower, such letters seem now to be equally rare.

Although the R. M. S. P. service

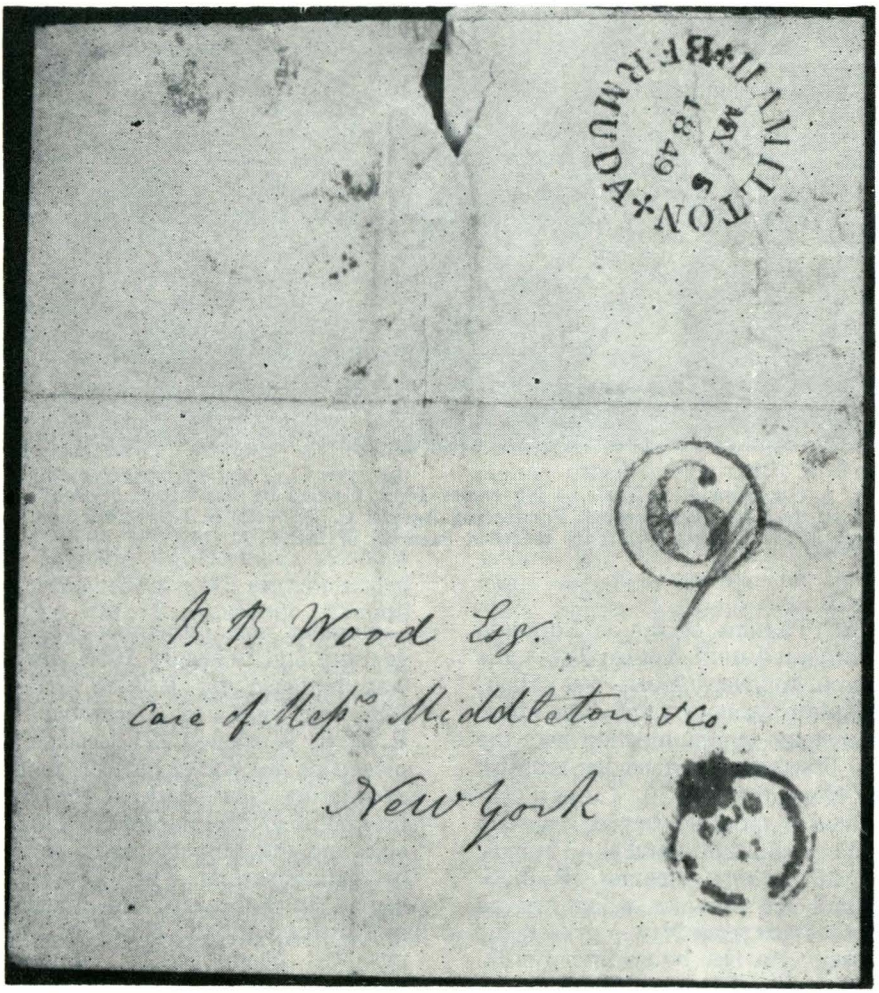


Fig. 1. Carried by R. M. S. P. "Thames" which sailed on 6 May 1849 and arrived at New York on the 12th. Rates: 1s. prepaid plus "6" (cents) of New York struck in red (denoting prepayment on posting at the N. Y. P. O.?)
Note. This was the first mail for which the Hamilton Crowned Circle was used, though it and a supply of red ink had been sent out on 13 November 1846. Gone bad, a new supply of ink in a brighter shade was in use within two weeks. The Hamilton datestamp is in black.

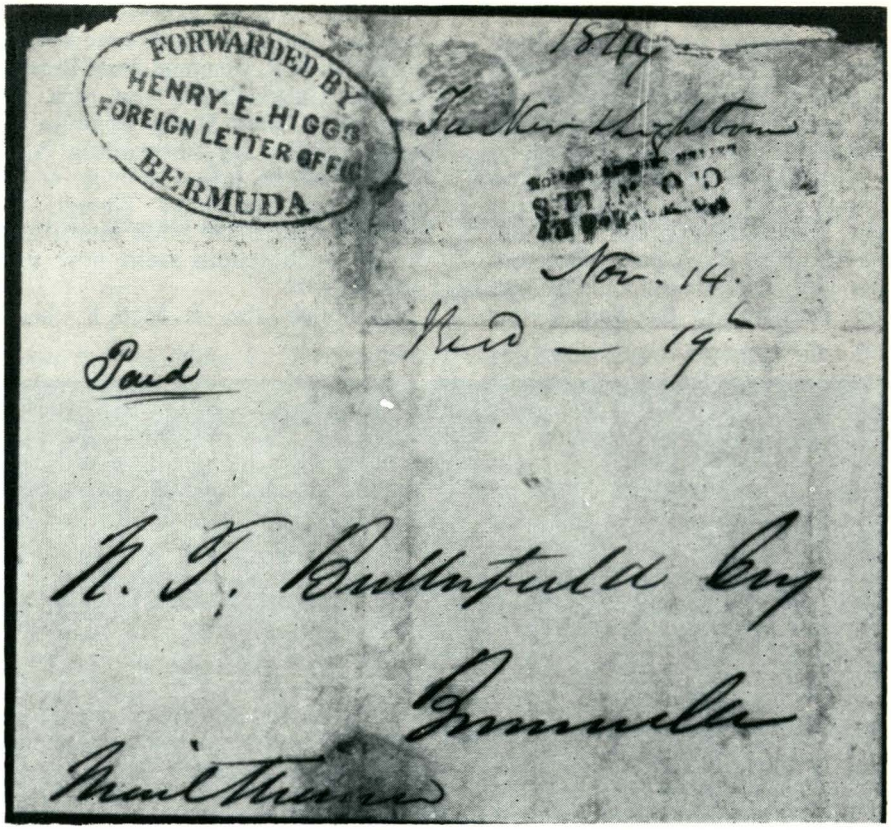


Fig. 2. Letter from New York 14 November 1849. Carried by R. M. S. P. "Severn" which arrived on the 19th. Sent through Forwarding Agents: C. O. Wells in New York and Henry E. Higgs in St. Georges, (the only recorded example of this F. A. C.)

from St. Thomas as far as Bermuda was continued until August 1850, the extension to New York was abandoned after January 1850, and there was no steam communication with the United States for the next ten months.

In November 1850 Cunard inaugurated a monthly service between New York, Bermuda and St. Thomas, employing a new steamer, R. M. S. "Merlin," 268 tons net, which arrived at St. Georges from New York on the 13th, sailing a few hours later for St. Thomas. She returned to Bermuda on 28 November, again leaving within a few hours for New York.

The "Merlin" maintained this schedule very regularly, within a few days each month, until November 1853, with the exception of August, September and December 1852 and January and February 1853 when she was replaced by R. M. S. "Petrel," 786 tons net. In December 1853 R. M. S. "Curlew," 321 tons net, was placed on the route, but was damaged re-entering New York at the end of the month. No replacement was available and the January mails were sent by sailing vessels. The "Curlew" returned in February and made four more trips until the New York terminus was abandoned in May 1854, apparently due to the curtailment of their services by Cunard owing to the use of some of their steamers in the Crimean War. The "Curlew" was transferred to a new route, Halifax-Bermuda-St. Thomas monthly, which was maintained by Cunard until

1886, with Kingston, Jamaica, replacing St. Thomas on 1 January 1880.

The postage rate by the "Merlin" to New York was 8d. per ½ ounce until 26 September 1851, when it was increased to 1s. Ship Letter and internal postage within the United States was charged on delivery. Letters to Bermuda had to be prepaid 5c, which was increased to 10c in October 1851, and were charged the British postage on arrival. As before, the use of Forwarding Agents could reduce the cost to some extent, but it is obvious that correspondents in Bermuda still preferred to send their letters by the frequent, and cheaper, sailing vessels.

A handstamp inscribed "UNITED STATES / VIA BERMUDA" was registered at the G. P. O., London, on 31 October 1851 and sent to St. Georges for this Cunard service. One example has been recorded on a letter from the United States to Grenada via Bermuda and St. Thomas in February 1853. The rates, marked in manuscript, are "10" (cents prepaid) and "1/-" (due on arrival).

For the next 14 years no direct steamship service to New York existed, although between 1861 and 1868 there was a Packet Mail service between England and Bermuda via New York. The letters were sent in sealed bags by the Transatlantic Cunard steamers to New York, where the New York post office held them until the departure of the next sailing ship for Bermuda. The total postage on these letters was 9d. to 1863 and 1s. afterwards, prepaid, which included 2d. to the U. S. for transfer charges, paid by London, 1d. Ship Letter fee paid by Bermuda and 1d. to Bermuda itself, the remaining 5d. or 11d. going to London. Since the transit time was very irregular,—one letter to Bermuda by this route took 42 days,—and the postage was so much more, this service was seldom used. In fact, no example has been found of a letter by this route from Bermuda to England, and only a few have been recorded in the opposite direction.

In addition, letters could still be sent by the Cunard steamers via Halifax and Boston, but this route continued to be rarely used. The postage was 5d. prepaid, of which 1d. went to the Bermuda post office and 4d. was credited to London. On arrival a charge of 10c was made, payable on delivery. Only two covers have been recorded sent by this route during the 1860s, one of them a blockade runner cover. A third, posted in Bermuda on 3 June 1871, the day after the direct steamer to New York had sailed, is the only example with Bermuda adhesives. It arrived in Boston on the 17th, over a week earlier than if it had waited for the next direct steamer.

By 1868 the Imperial Government, in keeping with their policy of reducing their postal control of, and incidentally their financial assistance to, Colonial governments, gave permission to Bermuda to contract for a regular steamship service to New York. The contract called for a subsidy of £3,000 per annum from the Colony and required that the steamers carry passengers, cargo and mail in both directions. The cargoes included, among other things, cattle and sheep to Bermuda for the victualling of the British garrison, and during the crop season, late April to late June, Bermuda vegetable produce for the New York market. Agriculture in Bermuda had been encouraged by Governor Reid (1839-1846), but really only started to become a valuable export after the Civil War, before the full recovery of the South. Under Governors Chapman (1867-1871), and especially Lefroy (1871-1877) and Laffan (1877-1882) the export of early vegetables became a major source of income requiring the use of extra steamers to carry the produce as quickly as possible to the New York market. However, the passing in 1892 of the McKinley Tariff Act to protect Southern farmers was a blow to Bermuda agriculture, though high quality Bermuda produce continued to find a market in New York in spite of the substantially increased cost.



Fig. 3. Hamilton NO 5 69 via New York and Liverpool (U. S. PACKET 24 NO 69) to Glasgow NO 24 69 (on back). Carried by S. S. "Fah–Kee" to New York. Rate: 7d. 6d. credited to the G. P. O., London, in red pencil.

The Colonial contract for mails covered only a Packet Mail service every three weeks between Hamilton and England via New York, where the sealed mail bags were transferred to Transatlantic steamers, usually of the Guion Line. The rate was established by the G. P. O., London, at 7d. per ½ ounce, of which 5d. went to England, 1d. to Bermuda and 1d. to the United States for transfer charges. The custom of the Bermuda post office of marking the credit due to the G. P. O. in red on each letter was continued until about the end of 1871. At first the amount marked was 6d., for the transfer charge was paid by the G. P. O. By April 1871 the Bermuda post office was paying this charge, so the amount marked became 5d. However, by the end of the year the system was abandoned, and letters were henceforth only marked if overweight or for some special reason.

American steamers were employed until 1874, and the first to obtain the contract was S. S. "Fah-Kee," a screw steamer of 699 tons, c. 8 knots, built in 1863 for service in the Far East. She was soon taken over by the U. S. Navy for patrol duty off the Carolinas for the duration of the Civil War. Sold in 1865, she had several owners and was bought in July 1868 by Harvey and Gardner of New York for the Bermuda service. She first left Hamilton for New York under contract on 24 September 1868, though no Packet Mail for England was announced in the newspaper until her second departure on 17 October.

However, from the first she undoubtedly carried mail for the United States. This, not being included in the official contract, was collected in a "Letter Bag" at the offices of the steamer's agents, Trott and Cox, in Hamilton, who placed it directly on board without sending it through the Bermuda post office. On arrival the mail bag was handed in to the New York post office, where the letters were treated as unpaid incoming Ship Letters and charged 10c due on delivery. Letters from the United States were prepaid with the internal postage of 3c and on arrival were taken to the Hamilton post office, where they were charged 2d. due, the incoming Ship Letter rate since 1865. Under the U. P. U. regulations, starting 1 July 1875, the United States prepaid postage to foreign countries, including Bermuda, was increased to 5c and remained at this rate for over 60 years.

This system survived until a Postal Convention between the United States and Bermuda went into effect on 1 October 1876, under which the prepayment of letters in both directions was made compulsory, and all mail

passed through both post offices.

The "Fah-Kee" maintained a quite regular schedule, sailing approximately every three weeks, though there were a few variations, as brief as 2 weeks and 3 days and as long as 4 weeks. Her last departure from Hamilton under contract took place on 2 July 1870 after a total of 32 round trips. She made a few more voyages to Bermuda in 1871, was laid up for a few months and then sold in February 1872 to the Quebec and Gulf Ports Steamship Co. Renamed "Pictou," she was employed as a coastal steamer in the Gulf of St. Lawrence and was lost by fire in a storm off Magdalen Island in November 1873.

The second contract steamer was the S. S. "San Francisco," a wooden-hulled paddle steamer of 1,137 (or 1,149) tons, built in 1853 as the S. S. "Keystone State" for service between New York and Nicaragua. During the Civil War, she too was taken over by the U. S. Navy and had a distinguished career on blockading duty off Charleston, S. C., cruising for blockade runners and in the assaults on Fort Fisher near Wilmington, N. C., at the end of the War. After refitting, she returned briefly to the Nicaragua run and then was sold by the Pacific Mail Steamship Co. to William H. Webb of New York, who placed her on the New York to Bermuda route. Her first departure from Hamilton under contract took place on 8 August 1870, with John S. Darrell as her local agent. Four months later, on 5 December 1870, she ran aground in Timlin's Narrows, between Hinson's and Marshall's Islands, when arriving at Hamilton. She was pulled off and towed to the Dockyard, Ireland Island, repaired and sailed for New York on 28 January 1871 for a final check.

The S. S. "Guiding Star," 2,596 tons, also owned by William H. Webb, on a return voyage from Europe, happened to call at Bermuda on 12 December 1870 for provisions and coal, accepted both a "Letter Bag" for the United States and a Packet Mail for England, and sailed for New York five days later on the 17th.

Another chance steamer, S. S. "Riga," called at St. Georges on 2 January 1871 for coal and sailed on the 5th with a Ship Mail for New York made up by the Bermuda post office, but there was no mention in the newspaper of any Packet Mail for England. Instead, a P. O. notice announced, exceptionally, that a Packet Mail for England would be taken by the Cunard steamer "Alpha" to St. Thomas on the 6th.

A substitute steamer, S. S. "Perit," carried the next three Packet Mails to New York, two in January and one in February, and in the next few years made quite a few trips to Bermuda, occasionally carrying the Packet Mails to England, but usually only Ship Mails to New York. She was of 713 tons gross, wooden-hulled, propeller-driven, built in 1863, and was owned by Spofford Brothers & Co. of New York.

The "San Francisco" resumed her service on 10 March 1871, sailing once every three weeks until 7 December. On Christmas Day 1871 a cable was received in Bermuda from the owner stating that the steamer was being withdrawn "for repairs" for two months, and no replacement was offered to fulfil the contract.

Again substitute vessels had to be found to carry the Packet Mails for England via New York, and the brigantine "Alice" carried the first of these, sailing on 29 December 1871. S. S. "Northumbria" of the Anchor Line, in transit from Messina to New York, called at St. Georges for coal and sailed on 17 January 1872 with the next Packet Mail. No further reports were found until the brigantine "Excelsior" sailed on 17 February with both a Packet and a Ship Mail.

The "San Francisco" resumed her service under a new contract, sailing from Hamilton on 8 and 30 March and then every two weeks during the crop season until the end of June, after which she reverted to every three weeks. Trott and Cox replaced J. S. Darrell as the Bermuda agents under

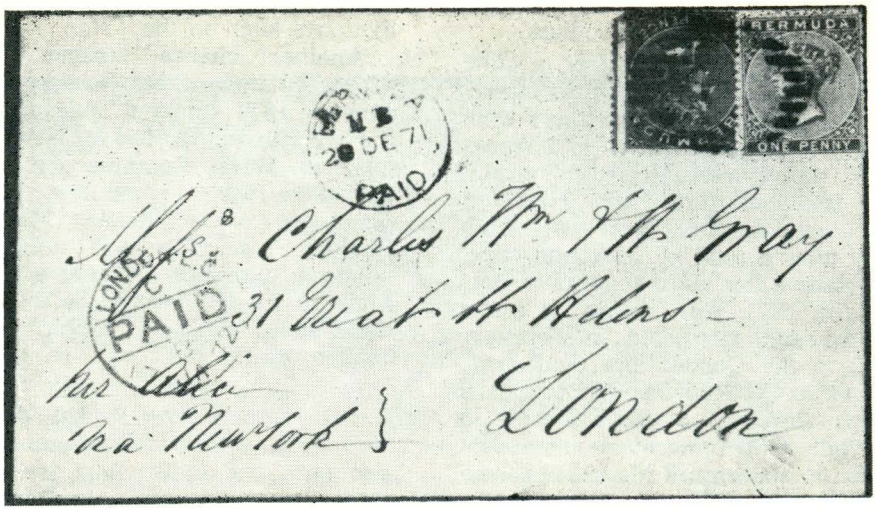


Fig. 4. Mangrove Bay 28 DE 71 via New York to London 17 JA 72. Carried by the brigantine "Alice" in the absence of a suitable steamer. Rate: 7d. Note that the credit to the G. P. O. is no longer marked.

the newly registered contract.

Meanwhile the Bermuda post office arranged for extra Packet Mails to be carried by S. S. "Metropolis." She was one of several steamers which had started to come to Bermuda for cargoes during the crop season, and in 1872 made seven round trips between the end of March and the end of June. In this particular year, however, instead of arranging her schedule so that she and the "San Francisco" sailed at weekly intervals, as was done in later years, her departures, in every case, were only a day or two earlier. The "Metropolis," built as S. S. "Stars and Stripes" in 1861, was a wooden steamer of 878 tons, and was active as a patrol vessel throughout the Civil War. Sold to Lunt Brothers of New



Fig. 5. Hamilton MR 27 73 via New York to London 16 AP 73. Carried by the substitute steamer S. S. "Perit," misnamed "Ferret" by the writer, which sailed on the 28th from St. Georges. Rate: 7d.

York in 1871, she was primarily employed on the New York to Havana route until 1877. She was driven ashore in a storm on the Outer Banks, north of Kitty Hawk, N. C., on 31 January 1878, with the loss of 90 lives.

The "San Francisco" sailed from Bermuda for the last time on 30 November 1872. A replacement, S. S. "Magnolia," 1,310 tons, built as S. S. "Augusta" in 1852, was provided by the owners for the next trip, which left Hamilton on 21 December. But on 3 January 1873 a cable was received from the owners stating that the "San Francisco" was again being withdrawn until March, and no other steamer was offered in order to fulfil her contract. This was too much for the Bermuda Government who thereupon cancelled the contract and published a notice in the newspapers requesting tenders for a regular and relable steamship service between New York and Bermuda.

Only four Packet Mails to England via New York were announced in the Bermuda Royal Gazette during January, February and March 1873, by the brigantine "Excelsior" on 13 January and 14 February, by S. S. "Rapidan" on 4 February and by S. S. "Perit" on 28 March.

On 26 February S. S. "Niagara," a paddle steamer of 909 tons, built in 1865 and owned by Lunt Brothers of New York, arrived at Hamilton for inspection for a possible contract. Apparently tentatively accepted, she sailed on 1 March with both Packet and Ship Mails for New York, but encountered such a severe storm that she was forced to return on the 3rd for repairs. The passengers and mails were transferred to S. S. "Petersburg," which had called at St. Georges for coal and which set out on the 7th but ran on a reef just outside the harbor. The passengers and mail were again returned to St. Georges and the passengers and Ship Mail left by various sailing vessels, while the Packet Mail was finally sent by the Cunard steamer "Alpha," which left for Halifax on the 13th. The "Petersburg," after her cargo and ballast had been removed, was towed off the reef in May, and was found not to have sustained any serious damage.

Meanwhile, S. S. "Florida," formerly the U. S. S. "Penguin," a 600 ton screw steamer owned by W. P. Clyde & Co. of New York, arrived

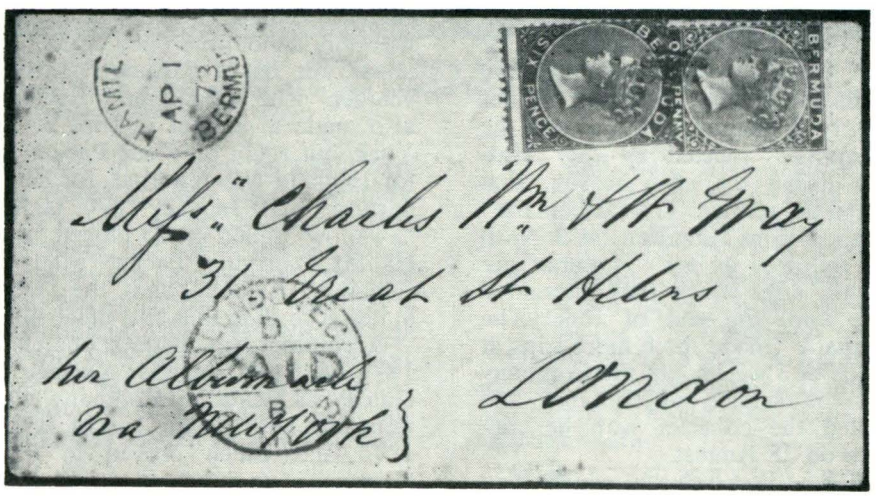


Fig. 6. Hamilton AP 17 73 via New York to London 6 MY 73. Carried by S. S. "Albemarle." Rate: 7d.



Fig. 7. Mangrove Bay "23 MR 72" (error for "23 MY 73") via New York to London 9 JU 73. Carried by S. S. "Hatteras," the extra crop steamer of 1873. Rate: 7d.

early in March and tried unsuccessfully to obtain the contract. However, she returned on a number of occasions during the 1873 crop season and carried Ship Mails in both directions.

The contract was awarded to the Old Dominion Steamship Co., owners of the sister ships "Rapidan," "Raleigh," "Albemarle" and "Hatteras," each about 868 tons, wooden paddle steamers with a speed of 12 knots. The "Rapidan" had already been inspected and approved on her trip early in February, but it was the "Albemarle," assisted by the "Hatteras" during the crop season, that operated the service. The "Albemarle" first sailed from Hamilton on 3 April 1873, followed by the "Hatteras" on 24 April, after which they alternated weekly until the end of June. The "Albemarle" made three more trips at intervals of 3 weeks, but the Company found the service unprofitable and cancelled the contract with her departure on 28 August.

U. S. S. "Worcester," which had made a brief visit to Bermuda, sailed on 4 September 1873 for Norfolk, Virginia, carrying both a Ship Mail for the United States and a Packet Mail for England, the only known occasion on which this was ever done by a United States naval vessel.

Throughout the rest of the year the steamer "Perit" ran approximately every three weeks to New York, making six round trips. But though she certainly carried Ship Mails on every trip, a Packet Mail for England was only announced once in the newspaper, for her departure on 19 November. The brigantine "Excelsior" also made a number of trips to New York, but again only one Packet Mail for England was reported, for her departure on 10 January 1874. H. M. S. "Swallow" sailed on 25 November for Halifax, carrying Packet Mails for England, Canada and the United States according to a post office notice.

A contract was made at the end of 1873 with the Canadian Quebec and Gulf Ports Steamship Company, which went into effect at the end of January 1874 and which proved to be so satisfactory to both sides that it was renewed many times, with more frequent sailings by larger steamers, until World War I when all the ships

were withdrawn for war service.

As before, the contract called for departures every three weeks throughout the year, except for the period of the crop season, about 20 April to the end of June, when the steamer was to run every two weeks, supplemented by another steamer in alternate weeks. After 1876 this extra steamer was being provided by the Company, which for the next 25 years virtually had a monopoly in the passenger and mail service between New York and Bermuda.

The screw steamer "Canima," 734 tons net (950 or 1060 tons gross), 10 knots, built at Glasgow in 1863, first sailed from Hamilton on 26 January 1874. Her next departure was not until 26 February, but henceforth she maintained a regular schedule until the end of August, when she was withdrawn for alterations. She was replaced for three trips by S. S. "Georgia," a similar steamer of 680 tons also owned by the Company. An extra Packet Mail for England was sent to New York on 17 March 1874 by S. S. "Sidonian," a vessel in transit.

The "Canima" continued as the regular steamer, sailing twice a month after January 1875, until she was transferred, after her departure from Hamilton on 13 November 1879, to a West Indies route. Throughout these years she was only withdrawn from service on four occasions:

1. 31 March 1876. Replaced by S. S. "George Cromwell" for one trip while undergoing minor repairs.
2. 29 December 1876. Replaced by S. S. "Alhambra" for one trip while being cleaned and repainted.
3. The month of July 1877 while undergoing refitting. No steamer being available, the Packet and Ship Mails were taken to New York by the bark "Eliza Barss" on 3 July and the brigantine "T. H. A. Pitt" on 1 August.
4. August and September 1879, while being refitted. Replaced by the S. S. "Bermuda."

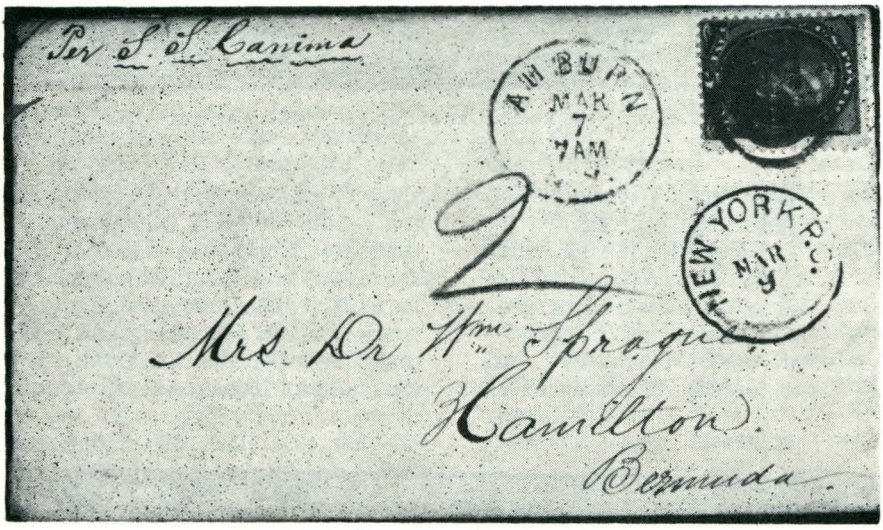


Fig. 8. Auburn, N. Y. MAR 7 (1875) via New York MAR 9 to Bermuda. Carried by S. S. "Canima" which sailed on the 10th and arrived on the 14th. Rates: 5c prepaid and 2d. Ship Letter rate collected on delivery.

During the crop seasons, the supplementary steamers, running fortnightly, and carrying extra Packet Mails under contract, were:

1874. "Metropolis" (4 trips) and "Perit" (1 trip);
1875. "City of Houston" (6 trips);
1876. "Bermuda" (5 trips);

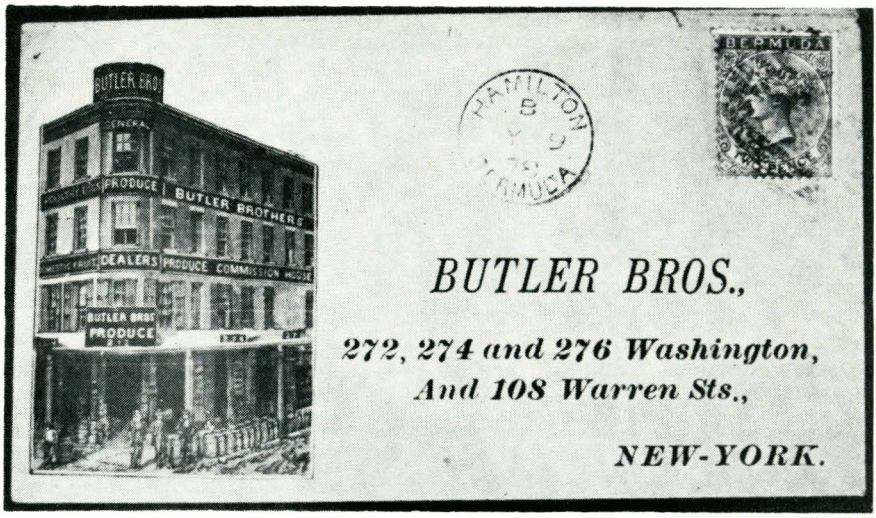


Fig. 9. Hamilton JY 9 78 to New York JUL 14 (on the back). Carried by S. S. "Canima." Rate: 2d.

1877. "Bermuda" (4 trips) and "Alhambra" (1 trip);
1878. "General Meade" (3 trips) which was renamed "Bahama" and ran 2 more trips.
1879. "Flamborough" (5 trips).

Details of the "Metropolis" and "Perit" have already been given. A steamer of the name "City of Houston," built in 1871 and normally on the New York to Galveston, Texas, route, was rebuilt and lengthened early in 1875, which increased her tonnage from 1,253 to 1,515. It seems possible that she made the six round trips to Bermuda as "trial runs" before return-

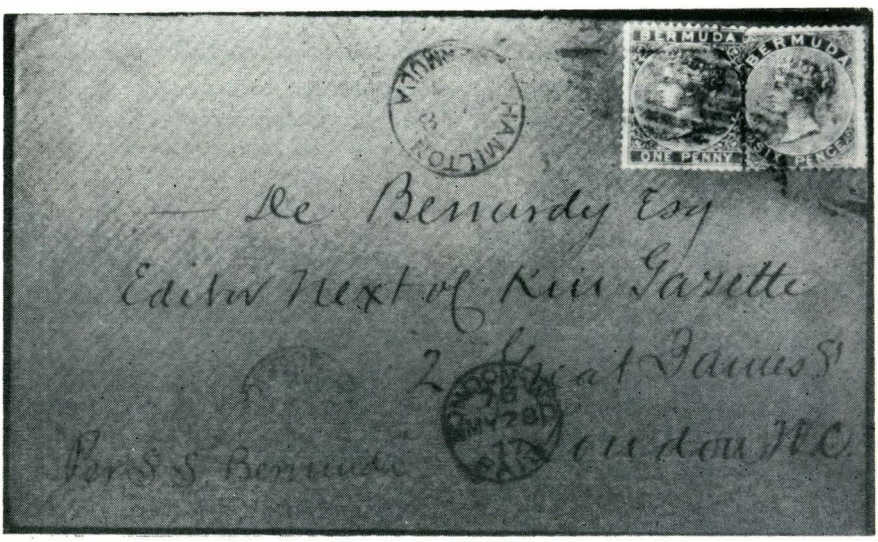


Fig. 10. Hamilton MY 8 77 via New York to London MY 28 77. Carried by S. S. "Bermuda," the extra crop steamer of 1877. Rate: 7d. This rate was reduced to 6d. about two weeks later.

ing to her regular service. No other steamer of this name was found in the records examined.

S. S. "Bermuda," owned by the Quebec and Gulf Ports Steamship Co., was a screw steamer of 746 tons net (1,159 tons gross), with a speed of 10 knots, and was built at Sunderland, England, in 1875. She first arrived at Hamilton on 10 April 1876 as the supplementary steamer for the crop season and repeated this service in 1877. Though originally built to replace the "Canima," she did not do so until the end of December 1879. At the end of April 1880 she was joined for five trips during the crop season by the Quebec Company's S. S. "Muriel," 1,200 tons gross, which also took over the regular service for four trips during July and August. The "Bermuda" returned in September 1880 but only made seven more trips, until the end of November, before being transferred to the West Indies.

The "General Meade," 1,238 tons gross, was built in 1861 at Stockton-on-tees, England, as S. S. "Bermuda" to carry cargoes to and from the Confederate States. However, her speed was only 10 knots, and though she made one successful run to Savannah in September 1861, she was sent on her next trip from Bermuda to Nassau, where her cargo was to be transferred to faster steamers. She left Bermuda on 22 April 1862 but was captured five days later by U. S. S. "Mercedita" off Abaco Island, Bahamas, carrying a large cargo of munitions. Also on board were a printing press, the plates for the Confederate 1c and 5c (Plate 2) postage stamps as well as a stock of the stamps themselves, all being shipped by the printers, De La Rue & Co. of London, to the Confederacy. As U. S. S. "Bermuda" she was on blockade duty until 1865 when she was sold. A new owner renamed her "General Meade" in 1868 and ten years later sold her to the Quebec Steamship Co. After making three trips between New York and Bermuda, she was renamed S. S. "Bahama" on 1 June 1878 and made two more trips before being transferred to service in the West Indies. She was lost in a storm in February 1882 en route to New York from Puerto Rico.

The S. S. "Flamborough," 993 tons built in Sunderland in 1867 and also owned by the Quebec Steamship Co., first arrived in Bermuda on 7 April 1879, made five trips during the crop season and two more in late November and early December until the



Fig. 11. Bailey's Bay MY 12 81 to New York MAY 15 81 (on the back). Carried by S. S. "Flamborough." Rate: 2½d.

"Bermuda" was ready to take over. She again made two trips in December 1880 and many others during the next five years, being finally withdrawn in 1890.

As previously mentioned, a postal convention between Bermuda and the United States went into effect on 1 October 1876. The steamship company's agents in Hamilton, Trott and Cox, were no longer allowed to handle any mail except consignees' letters, and regular letters had to be mailed at the Bermuda post office. Letters to the United States had to be prepaid, but having no ½d stamps, Bermuda was obliged to charge only 2d. per ½ ounce. This situation lasted until ½d. adhesives were issued on 25 March 1880 and caused considerable financial loss to the Colony. A 2½d. stamp was finally issued on 10 November 1884. As for letters from the United States to Bermuda, the rate had been increased to 5c on 1 July 1875, as previously mentioned, and this rate was maintained. However, the postal convention eliminated the 2d. Ship Letter charge collected by Bermuda on these incoming letters.

The Packet rate on letters to England via New York was reduced in May 1877 from 7d. to 6d. per ½ ounce, and to 4d. on 1 April 1879. Also in 1879 a "Late Fee" or Supplementary Mail system was introduced in Bermuda whereby letters could be posted, at double the normal rate, up to 1½ hours after the closing of the mails at Hamilton, or a further 1½ hours later if posted at St. Georges. This Supplementary Mail was taken out to the departing steamer by the boat from St. Georges that went out to pick up the pilot. These letters were not marked but are easily recognized by their double postage rates and are not uncommon, particularly to the United States.

The Quebec and Gulf Ports Steamship Company gave up its coastal routes in the Gulf of St. Lawrence as it expanded to Bermuda and the West Indies, and on 29 April 1880 officially changed its name to "The Quebec Steamship Company.

As the tourist trade increased, the Company's steamers ran more frequently, and new, larger steamers were placed in service between New York and Bermuda: S. S. "Orinoco," 1,850 tons from 1881 to about 1901, S. S. "Trinidad," 2,200 tons, from 1885 to about 1905, which was enlarged to 2,500 tons in 1893, S. S. "Pretoria," 3,300 tons between about 1901 and 1905 and S. S. "Bermudian," 5,530 tons net in 1905. All the Company's ships were withdrawn during World War I and after the war Furness Withy obtained the contract, purchased the "Bermudian," which, after being renamed S. S. "Fort Hamilton," inaugurated the service of the new Furness Bermuda Line in 1919.

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NEW BOOKS RECEIVED BY THE LIBRARY

Postal History of the Australian Antarctic 1911-1965 by Roy M. Milner. 56 pages, illustrated, maps, softbound. Published, 1975, by Robson Lowe Ltd. Price £3.50 from H. J. M. R. Co., P. O. Box 610308, North Miami, Fla., 33161. Gift of the publisher.

Prefix Catalogue Illustre des Monnaies Luxembourgeoises 984-1976. Edited by R. Probst and A. Ungeheuer. 176 pages, illustrated, softbound. Published by Banque du Timbre, 17 Ed Prince Henri, Luxembourg-Ville, Luxemburg. Gift of the publisher.

The Stamps of the Orange Free State. Part II: The British Occupation 1900 by G. D. Buckley and W. B. Marriott. 211 pages, illustrated, hardbound. Published by the Orange Free State Study Circle, 3 Chesterton Drive, 18 Beaufort Road, Reigate, Surrey, England. Price $13.00, postpaid.



HUNGARY
ITS STAMPS AND POSTAL HISTORY
Part II

By Alain Gibbs

Although Hungary, while still a part of the Austrian Empire, contemplated issuing a stamp of its own as far back as 1848, more than twenty years were to pass before an independent Hungarian Postal Administration could become a reality.

It is not generally recognized that Hungary actually prepared to issue a postage stamp during the "Year of Revolutions" — 1848, some two years before Austria issued her first adhesive.

Portraying the Crown of St. Stephen surrounded by the words, "Magyar Alladalmi Posta. Egy Krajczar," the stamp was patterned after the design used for the current issue of bank notes. The colors chosen for it were red and green. Unfortunately, the stamp was never to get further than the proof stage. The Hungarian rebellion was suppressed and Austria, with a thought to future uprisings, split the country into six separately governed provinces.

It was not until 1867, nineteen years later, that Hungary once again achieved national unity, enjoying joint sovereignty with Austria under a common ruler, Franz Josef. May 1st of that momentous year saw an independent Hungarian Postal Administration come into being.

Their first move was to propose a

separate postage stamp for Hungary, but for political reasons the idea was abandoned. Instead, a compromise was effected which resulted in the 1867 issue of the Austro-Hungarian Monarchy. Designed to offend no one, the issue showed no country of origin, only a portrait of Franz Josef and the value.

Even that could not be attributed to Austria or Hungary. Austrian currency was figured in "kreuzers," Hungarian in "krajczars." Since the abbreviation for both was "Kr.," showing the value on the stamps in "Krs." effectively covered both currencies, satisfying everyone. Distributed throughout both countries, they were the first postage stamps received by the many newly created Hungarian post offices.

In 1870 it was decided to produce adhesive stamps totally independent of Austria and the newly formed Hungarian State Printing Office was chosen to produce the first issue. The process to be used was engraving.

A number of designs were submitted, most of them depicting the head of Franz Josef, the Crown of St. Stephen or both. Originality was not the keyword. In fact, the design that won out proved to be not so very different from the joint Austro/Hungarian issue in use since 1867. It comprised the head of Franz Josef surmounting the Crown of St. Stephen and a value tablet that even now abbreviated the currency to a simple "Kr."

With the design ready, a major difficulty arose. The new Printing Office was not equipped to print from engraved plates and a substantial delay in production was encountered. The original date of issue, scheduled for January 1, 1871, was put back to the first of May, a date that precluded the finished stamps from making their appearance in the post offices on time.

To compensate for the delay, it was decided to produce a "provisional lithographed" issue, a speedier method with which the Printing Office could cope. It was prepared and distributed and a second printing was made. Between them there were created some of the rarest items in European philately.

The 2Kr Chrome Yellow of the First Provisional Printing

Relatively early in 1871, the Hungarian State Printing Office produced several lithographic stones of one hundred impressions bearing the same design as the intended engraved issue. The stones were found to be poorly executed, resulting in blurred and unflattering impressions. A further set of stones was prepared and all previously printed sheets were destroyed with the exception of one or two sheets of the 2kr value printed in a shade known to us as "chrome yellow."



The 2kr chrome yellow of 1871. (Courtesy of Julian Clyde)

These sheets lay untouched for the next two years until after the general issue of the lithographed stamps and even that of the engraved series. Then, in 1873, these sheets found their way into the postal department of one of the state offices which began to use them for its mail. The result was that today about six used singles and one cover are recorded. All seven copies are cancelled Pesth on or about the 9th of August. No mint or unused copies are known.

In addition to its unmistakable shade of chrome yellow there are a number of characteristics by which this stamp may be distinguished from

the regularly issued lithographs, not the least of which is that it does not conform to any of the known transfer types of the 2kr. The stamp has a smudged, almost blotchy appearance with many of the framelines broken. The outline of the neck is closed at the base by a thick line and the laurel leaf protruding from the head of Franz Josef is blunted.

In November 1969, when the stamp was still uncataloged in British reference books, a single copy slipped virtually unnoticed through a Harmer of London auction and was sold for about $80. Although badly off-center, it would probably be worth somewhere in the region of a thousand dollars if placed on todays market.

The second issue of lithographed stamps was much more successful and all six values—the 2kr in shades of orange or yellow, the 3kr green, 5kr rose red, 10kr blue, 15kr brown and 25kr in mauve or violet—actually made their way into the post offices. These were the basic colors for the issue, although very many different shades are known of all values. Bright intense colors command a premium over ordinary copies. This is particularly true of the 25kr value which was printed in an ink so fugitive to water and light that few copies retain their original blue. Any collector exhibiting such stamps should take care to ensure that they are protected by a yellow sheet of plastic to reduce the amount of direct light falling on the album page. Some years ago at an international philatelic exhibition in Brussels I saw an entire album page of the 25kr value self-destruct during a ten day period, the stamps turning into pale shades of mauve and violet.

As before, the stones comprised one hundred positions made from a number of different cliches or transfers all of which may be identified through tiny frame breaks or constant flaws. As a general rule the stones were laid down vertically with one transfer being used for the first vertical row, a second transfer for the second vertical row, and so on. There are, however, exceptions to the rule. An additional transfer has been found in the proofs of the 3kr value which had never been used for the issued stamps. Also, although rarely, multiples show up that do not conform to the regularity described above. It could be that the scarcity of multiples from the lithographed issue precludes us from proving that a portion of the sheet may have been irregularly laid down due to a broken cliche—or that damage to a stone during printing was repaired by the substitute of another cliche.

Prior to the printing of the stamps that were to be issued, plate proofs were taken of all values. These exist in colors approximating those of the issued stamps. Although they cannot be considered rare, they add to the interest of any collection concerned with the developement of these issues.

Well centered copies of both the lithographed and the engraved issue must be considered unusual for the reason that a number of the sheets of 100 stamps were perforated 9¼x9½ in a single operation, giving the top sheet a better chance of being centrally perforated than the sheets beneath.

The 15kr. Printed on Both Sides — Not a New Discovery!

In 1967 Robson Lowe auctioned an example of the 15kr brown printed on both sides with this qualification, "This variety is unknown to us and in all probability is an error of great rarity. However, as the stamp has no pedigree or precedence, it is offered for sale without being subject to any return."

After a lengthy period of time I managed to aquire the stamp and was able to decide its status for myself. After all possible tests were applied, it was submitted to an expert committee. They felt that is was a genuine error, although to all concerned it was still an apparently unrecorded item. This stamp, however, is hardly a new discovery! It formed part of the great Ferrari collection and was sold as "lot 212" of the 8th sale. In my opinion, this important variety should be ac-

corded catalogue status — even if there aren't two copies to "prove" its existance. After all, hasn't the one cent British Guiana got a catalogue number although it is the single recorded example?



15kr lithographed stamp printed on both sides.

Numbers Issued

Although it was barely a month before the engraved issue made its appearance, the numbers printed of the lithographed issue appear to corroborate that the official feeling when the initial provisional issue was decided upon that the engraved issue would experience a far longer delay.

2kr 300,000
3kr 46,000
5kr 2,800,000
10kr 700,000
15kr 160,000
25kr 161,000

Covers, Cancellations and Postal rates

Almost any cover bearing stamps of the lithographed issue is a scarce item, this first issue commanding an additional popularity premium over those of the engraved issue. As is to be expected, covers paying the regular internal rate are the most common — in this case the 5kr rose. The 25kr is another matter, used on genuine postal cover it is a recognised rarity. The reason for this is that almost all 25kr stamps were used fiscally on money orders. In fact, they were used to such an extent that even singles of this value bearing an unquestionable postal cancellation are scarce to rare. For purposes of identification almost all fiscal or money-order cancellations contain the words, "PENZ UTALVANY."

Throughout the life of this and the subsequent issue cancellations vary very little. Generally they are virtually the same as those existing on the previous issues of the Austro-Hungarian period. One interesting facet of cancellation collecting on these issues is the so-called "thimble" or "fingerhut" postmarks that began to appear on the 1867 issues, but became more numerous after 1871. These cancellations take the form of a regular circular date stamp but are considerably smaller in diameter, resulting in complete impressions existing on stamps, an attractive asset that can add a substantial premium to their value. Some of these cancels are rare. Many were used in the small border or military post offices. Although, as far as I am aware, there has been no comprehensive study or exact listing of cancels of this type found on either the lithographed or engraved issues. I have seen, however, examples of the following cancels (all struck in black unless otherwise stated: Beslinoz, Bavaniste, Cazma, Delibat, Dobriza, Drenovce, Karlovitz, Militär Sissek, Mitrovic, Morovic, Neu-Borloven, Neu Gradiska, Peterwardein, Tata, Vinccovce (known in red & black), Zavalje (known in blue & black), Zengg (blue) and Zalna.

In my experience, the most common of these 18 cancellations are strikes of Militär Sissek, Mitrovik, Morovic, Neu Gradiska, Vincovce and Zengg. Other collectors may not agree.



10kr blue lithographed cancelled with "Thimble" type postmark of Vincovce.

A peculiar regulation concerning the registration of letters, and one which is often misunderstood, is that of the split postage method carried forward from pre-philatelic days. On letters to for-



The largest known multiple of the 2kr lithographed.

eign countries the amount of postage to cover the registration fee was placed on the reverse of the letter. On the rare occasion when stamps are found only on the reverse, it indicates that the postage was paid in cash and the registration fee in stamps.

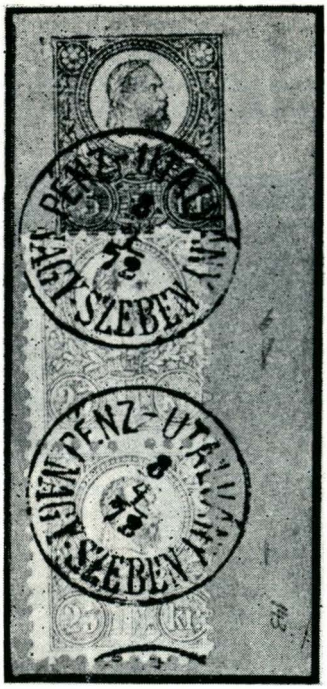
The postal rates of the time were extentions of those that applied to the Austrian Empire. The table produced below, although somewhat incomplete and in need of more research (particularly regarding foreign countries with which there was no postal agreement), shows the basic uses of the six values and some combinations that may be found.

2kr - Circulars, printed matter or death notices.
3kr - The drop letter rate.
5kr - Regular internal letter rate.
8kr - Registered town letter rate (drop).
10kr - Double letter rate. Rate to Milan.
13kr - Single letter rate to London and England.
15kr - Internal registered rate.
20kr - Internal registered double letter rate.
25kr - Registered rate to Italy.
25kr - Registered rate to Constantinople.
25kr - Rate to France via Vienna.
25kr - Single rate for money orders.
35kr - Internal registered expressed letter.

There are, of coarse, many other rates and combination frankings. Some are known as high as 96kr. Lack of material, however, the reason for such rates extremely difficult to interpret correctly.

The Engraved Issue

The Engraved plates were finally finished and available for printing the first of the stamps appearing just over a month after the appearance of the lithographed issue, a fact which in retrospect hardly seems to justify the expenditure of the time and labor spent to produce the six stones that were produced. The earliest known date of the 5kr lithographed is May 10th,



Pair of the 25kr lithographed on portion of money order cancelled with typical fiscal postmark.

1871, while the earliest known date of the 5kr. engraved is the 15th of June, 1871, a scant 35 days later.

Although the engraved stamps were of the same basic design as the lithographed ones, the difference in execution gave them an appearance of greater depth and brighter color. This difference between the two issues is generally very easy to see. But when is comes to an over-inked example of a lithograph or dryly printed engraved stamp some difficulty can be experienced — particularly in the 5kr. value when shades can be almost identical.

To allay any uncertainty regarding the classification of the two printings a simple test can be applied to the surface of the stamps. Indeed, this test can be used to determine the difference between any lithographed and engraved issue, l.e. Egypt, the provisional prints of new South Wales, etc. A thin piece of silvered paper is laid onto the surface of the stamp and a little pressure applied with the ball of the thumb. If the stamp is engraved, the silver paper will bear an impression of the relief, whereas, should the stamp be lithographed (and therefore printed by a flat process) the silver paper will remain totally smooth and will carry no impression at all of the design of the stamp.

Paper

The engraved issues were printed in the same pasic colors as those of the provisional lithographs. However, because they were printed over a longer period of time and three different papers were used, a greater variation of shades is found among the engraved stamps.

These stamps were printed early in 1871 on thick hand-made paper of good quality measuring .050. This remained in use until 1873. In that year a thinner, slightly more calendered paper came into use for all values except the 25kr. That value is only found on the .050 paper. At a later date (probably late 1873 or early 1874) a third paper, distinctly thinner than either of the preceeding two, was used for the 2kr/15kr values. This last paper measures .030.

Numbers Printed

Several authorities give the amounts printed of the engraved issues, usually without the 25kr value which appears to be in dispute. The figures for the other stamps are:

2kr 14,700,000
3kr 3,700,000
5kr 63,000,000
10kr 8,400,000
15kr 4,200,000

The only figure that I have seen for the 25kr value is 633,000, one which seems to be erroneous. The 25kr stamp in reality should be as common as the 15kr value and a great deal commoner than the 3kr value — even though with its major usage as a fiscal stamp, the vast majority should habe been destroyed. These apparent scarcities bear no relation, however, to the figures given for the 3kr or the 15kr which are in the region of 4 million — many times that of the 25kr.

Varieties

The 3kr exists printed on both sides, while the 70kr exists in a used vertical pair imperforate between. These are the only two major printing varieties to be found in the engraved issue.

Layout of the Sheets

Some time ago I had the opportunity to examine complete sheets of the plate proofs for all values of this issue. There was nothing immediately different about the majority of the values until I came to the 25kr. A constant plate flaw was evident on every stamp of the 2nd, 5th, 7th and 10th vertical rows, signifying that the plate had, like the lithographed stones, been laid down in a vertical manner. There is nothing greatly significant about this except to suggest that the layout of the stones and the plates might possibly have been done by the same person.

The 15kr Copper Brown

This rare shade has often been misclassified owing to the lack of understanding of how it occurred.

A special printing on the second type of calendered paper appeared in 1875 using an ink and a gum that reacted together. The result, owing to the suffusion of gum and ink, was a stamp that had the appearance of all over staining. Copies which appear to be on white paper are either not the correct shade or have been washed to remove what was thought to have been staining. The result of this misunderstanding is that copies in superb condition are almost impossible to obtain and examples with defects may be considered to be very fine.

The "Kubin" Bisects of the 2kr

During 1873 the 2kr engraved stamp was bisected. It can be found together with whole 2kr stamps on covers emanating from Kubin (now Kovin) prepaying the local 3kr rate. The story behind some of these covers is an amusing one.

There lived in Kubin a bibulous law clerk named Georg Dimitrovic whose alcoholic appetite was larger than his salary. A steady, and often unsteady, patron of a local tavern presided over by a Mrs. Miuza, his credit was often in question, causing him to write many letters to the lady in an attempt to keep himself and his credit afloat. The result was a fairly regular correspondence between Georg and Mrs. Miuza ensued for the year 1873 which, fortunately, has been preserved.

Most of the letters bear the regular 3kr to prepay the local rate, but some are franked with bisected 2kr stamps. It seems that Georg obtained used singles of the 2kr that had been partially cancelled, bisected them and reused the half that was uncancelled. Vertical or diagonal, it made no difference to the alcoholic Mr. Dimitrovic. A half a 2kr was glued to the envelope, a regular 2kr was placed alongside and off it went to Mrs. Miuza.

As far as can be determined there was no official decree permitting the bisecting of these stamps and none of the covers appear to have been surcharged, indicating that the frankings were accepted by the Kubin postmaster.

Although not all of the "Kubin" bisect covers emanate from Mr. Dimitrov, any example not bearing Mrs. Miuza's address, a Kubin postmark dated 1873 and the signature of Georg Dimitrov, can hardly be questioned too vigorously.

Mixed Frankings

This section technically includes both the lithographed and engraved issues together with the 1867 Austro-Hungarian issues and the"envelope" issue of 1874.

All had definate periods of postal validity and the vast majority of "mixed franking" occured when the issues overlapped, sometimes for no more than a few months. More rarely, frankings exist whereby stamps from officially invalidated issues have been used on letters that slipped through the mails apparently unoticed.

Today the philatelic market seemingly accepts such pieces on the same financial level as correct usages. In former years collectors did not pay high premiums for later, unofficial or illegal use. I have even seen an instance where an auctioneer asked for a



Example of mixed franking between the 1867 Austro–Hungarian issue and the lithographed stamps.

premium purely for the reason that the item, a "late usage," was of such an unusual nature.

The first type of mixed franking is that containing stamps of the 1867 Austro-Hungarian issue and the lithographed or engraved issues of 1871. The official date of issue for the Hungarian stamps was May 1st 1871 while the date of invalidation for the Austro-Hungarian stamps was July 31st of the same year. By this token such combinations were only possible for a period of three months. This resulted in some rare instances where the two issues were used together to prepay a particular rate, usually an unusual one. Obviously there was no reason to use two or more stamps to pay common rates such as the 5kr internal when a single 5kr stamp was so available.

The lithographed 1867 combinations are far commoner than those of the engraved issue merely because the "possible" overlap period of the engraved combinations was narrowed to less than two months as opposed to three of the lithographed stamps.

The other kind of mixed franking is between the "envelope" issue of 1874 and 1871/2 stamps where the exact reverse is true. Here the engraved combinations are by far the commoner, while less than a dozen mixed frankings with the lithographed issues have been recorded to date. These are from the two year period of validity which extended to 1876.

Forgeries and Reprints

There are very few dangerous forgeries of either the lithographed or the engraved issues with the possible exception of the three values produced by Sperati. These are the 2kr, 3kr and 15kr lithographed. They are relatively easy to detect when compared with a regular specimen. This is because of tiny flaws and Sperati's method of printing, a form of photo-lithography slightly different from that used in 1871. Additionally, although the colors are relatively similar in appearance to the eye, any forgery placed under ultra-violet light will give a very different reaction than that of a normal or genuine stamp owing to the different composition of the inks used.

The other form of forgery occasionally met with is the cutting out and perforating of postal stationery to



1875 cover showing the 96kr rate made up from engraved/1874 mixed franking. Addressed to Empress Elizabeth in France.

simulate the lithography issue. Such perforated cutouts, however, do not pose a serious problem. For one thing, the total regularity of the perforations on such items are a dead giveaway. Other differences are the numerous printing defects such as badly defined lines and the fact that they do not conform to any known type of transfer, though in some ways the postal stationery stamps are considered to be directly related to both the lithographed issues and the engraved issues through an intermediate die produced at some time during the printing of the lithographed stamps. This, however, is pure conjecture until considerably more work is done on Hungarian Postal Stationery and some die proofs can be directly identified as belonging to this group and not that of the issued stamps.

In 1883 and again in 1896 there appeared two reprintings of the engraved isue on gummed, watermarked paper perforated 11½. The colors of the two printings vary so slightly that it is virtually impossible to tell them apart with the exception of the 2kr which was printed in yellow and orange respectively. Once or twice I have seen reperforated examples of this reprint purporting to be the regular engraved issue of 1871/2, but the different paper, brighter colors and the watermark (which does not exist in the earlier issues) make it easy to test such items.

Conclusion

I have attempted in this two-part article to depict the postal history of Hungary and show the development of her stamps, as well as explain the rarer shades. I have tried to demonstrate that what seems to be simple and uncomplicated when encountered in a catalog can, in truth, be a highly complex and involved issue. I have tried, too, to include some of the rates, number of stamps issued and even cancellations, but have deliberately avoided such things as rarity factors for covers or shades.

The philatelic market is a changing one and no one can correctly ascertain what the plus/minus popularity factor of such items will be some ten years hence when any single piece could become removed from the logical financial progression of rarity and achieve a new, totally unrelated level.

SAMOA

The Palm Trees Issues, 1886-1900

By Robert P. Odenweller

Continued from page 182, Vol. 55, No. 3, May 1976

The Postal Stationery

It was apparently recognized by Davis that postcards would be of interest to collectors, and he accordingly ordered some to be made after the fire of 1895. The cards took two forms: A basic 1d value single card and a similar value in different color on a two part reply card. The die of the 1d Palm Tree stamp was used to strike the molds for the production of eight electrotype cliches which are still in existence.[46]

The great rarity of these cards and a previous void in knowledge of dates and numbers printed led to a number of speculations in the philatelic press and some descriptions of the cards which are puzzling.[47] It is possible that either the observers who wrote of the existence of shades which are not presently known were told of their existence without actually verifying them, or that the cards they described are proofs or essays which have not turned up in recent years.

An analysis of an admittedly small, but relatively significant sample of cards has indicated that they probably fall into 4 groups as printed and used. In all, 7,328 of the single and 788 of the reply cards were printed. The original group of cards, the result of two printings in 1895, provides the source of almost half of those printed. The cards are on thin, roughly surfaced stock. All cards seem to vary somewhat in size, being approximately 127mm x 89mm, with variations of up to 6mm observed. New Zealand Marine Post Office transit markings, to be described in the Postal History section, have as yet not been recorded on the early cards.

On the single cards, the printed portion was in shades of blue, varying from deep blue to a greenish blue. A more explicit attempt to allocate the shades may be found in the catalogue lists. It seems that 1½d was considered the rate for postal cards, and as the rate was not available in a design, ½d stamps were added to the cards to make the correct rate. On all but the last printing, the added ½d stamps were the purple brown issues, with the change to ½d green making its appearance on the final printing.

The second, small printing (288 of each type) was issued in 1897 and early 1898. These are on a much smoother, highly surfaced stock of card which has a greenish cast. These are known canceled to order and one case has a ½d stamp which has double horizontal perforations. In the shade of the stock, this printing is slightly more tan than the final printing, though otherwise quite similar, with the main point of easy distinction between the two being the different color of the added ½d stamp.

The third printing took place in late 1898 and early 1899. The color of the printed portion varies but tends toward a grenish blue. It has been conjectured

46. PSNZ Vol. V. p. 674.
47. Op. cit. Romney Gibbons. p. 20, 21, et al.

that some of the cards issued have been altered in shade over the years. A single observed card in the pale greenish shade of the stock used for the third issue could have been the basis for this conjecture, but when a number of examples are seen together, it is obvious that they are of a separate and distinct common origin. Three copies which went through the mail, two of them on the same day with some unusual features described in the Postal History section, all bear the "NZ Marine P.O." marks of the period.

The fourth and final printing of cards was available for less than three weeks and was almost certainly intended for Davis' remainder stock. These may occur either "unused" or canceled to order. None are known genuinely used.

The reply cards are of great rarity, particularly in commercially used condition, Unaddressed cards, canceled to order with a November 28, 1895 date stamp, have led to the theory that this may have been the first day of issue.[48] Card stock and surfacing are similar to those of the matching issues of the single cards.

The Catalogue Listings

A particularly useful type of specialized catalogue was introduced by Mr. Campbell Paterson of Auckland, New Zealand a number of years ago. Two features make it quite different from the normally encountered form of specialized catalogues — it is loose leaf and it treats each value of each design as an entity. In other words, the catalogue starts with the 1d of the first issue and treats every printing and variety of the 1d stamp sequentially before moving on to the 2d. It is this treatment that I have chosen to use for the Palm Trees issues of Samoa. The obvious value of such a treatment is that not only can one be sure he has not missed a listing that may be sandwiched between two major printings in a normal catalogue (or worse, yet, included as a note telling of its existence) but also he can gain a perspective of the relative characteristics each printing bears to the other.

An interesting feature of such an approach to cataloguing stamps is that the list may be used either by itself or as a supplement to normal catalogues. An examination of the lists, however, should convince the reader that they are, as is usual for specialized catalogues, more thorough in their treatment and also avoid some of the errors that have been perpetuated elsewhere.

Basically, the stamps may be identified by three symbols, and once the key symbols are understood, reference to any stamp, even without the use of the catalogue, should follow quite easily. All of the Palm Trees issues (including the Malietoa and Flag designs) share the basic identifier "B". This permits the use of "A" for the earlier Express issues and for later expansion as well. Following this are the two primary symbols used for identification of the stamp. The second symbol is a number which indicates the denomination of the stamp as originally printed, on the following scale:

1 = ½d	4 = 2½d	7 = 6d
2 = 1d	5 = 4d	8 = 1/-
3 = 2d	6 = 5d	9 = 2/6

Immediately following the number is a lower case letter which designates the printing by paper and perforation, as follows:

Indicator	Short name or feature of printing
a	Original printing
b	Change of perforation
c	Printing on VM 4 paper
d	Change of paper

48. PSNZ Vol. V. p. 674.

		Paper Mesh	Watermark Spacing	Perforation
e	Temporary use of perf 12½ machine			
f	First Perf 11 issues			
		HM	6	12½
		HM	6	12 x 11½
		VM	4	12 x 11½
		VM	7	12 x 11½
		VM	7	12½
		VM	7	11
g	Interim printings of certain values having unusual features (changed color of the ½d and 1d, black 2½d perf 10 x 11, and the cream paper of the 1/- and 2/6)			
h	Coarse paper	Coarse VM	7	11
j	Special printings only found overprinted			
k	Printings overprinted "Provisional Gov't"			

and two special designators for the unorthodox Malietoa design:

ax	Original Malietoa printing	VM	7	12½
gx	Black error of perforation	VM	7	11

With these basic indicators it is possible to describe a stamp very precisely. For example, B5c would be the 4d Palm Trees design on the "Life Insurance" paper (with vertical mesh and 4mm between the NZ and the star), perforated 12 x 11½. One may in the same way make reference to an entire printing by use of a single letter. Thus, the very small printing of all seven palm trees denominations in March 1891, perforated 12½ on VM 7 paper may be referred to as the "e" printing.

Where different shades are known, they are indicated each by a number in parentheses, such as (1), (2), (3), etc. This would immediately follow the printing designator to distinguish one shade from another where necessary. In the lists, each printing date is indicated along with numbers printed as a single line entry. Where more than one printing contributes to the stocks of a basic stamp, they are indicated by i, ii, iii, etc. and if the shades corresponding to these printings are known or suspected, they are cross referenced by these numbers. Thus, when it is known that the Palm Trees are being discussed, two designators (three, if a shade must be distinguished) are all that are needed to describe a stamp.

With the overprinted stamps, an expansion of the format gives all the information one might need. All overprinted stamps are indicated by an "O" before the "B". Then follows the full designation of the stamp as described above, which is useful in some cases for separation from other possible varieties, and in other cases as full descriptive information. As before, much of this "full description" may be deleted for the shorter description or "nickname" as desired, though the full indication will give a complete description of the stamp as overprinted.

Following the printing letter indicator (or shade, where applicable), the following basic overprint indicator is used.

A, B, C, D, E, F On basic 4d stamps are the corresponding types of the "Five Pence" surcharge, see text for description.

5 On basic 4d stamps, indicates the "5d" surcharge.

R = "R3d" surcharge

S = "Surcharged 1½d"

T = "Surcharged 2½d" (think *T*wopence-halfpenny)

Finally, these surcharges are separated by a type indicator which follows the basic overprint indicator to complete the full description:

After the "R" and "S" indicators;

1, 2, 3, 4 indicate the corresponding types, see text for description.

After the "T" indicator;

a, b, c, d, e indicate the sequence in which the 2½d surcharge was applied to the various stamps (which are, of course, fully identified after the "B", for complete reference).

After the "5" indicator;

"a," indicates the variety with a stop after the "d," no further indication needed for the normal issue, as only "5" is necessary.

The resulting full indication of a stamp could seem somewhat overpowering if the reason for each element is not understood. For example, OB3fS1 is the Overprinted Palm Trees 2d value on the perf 11, VM 7 paper, with type 1 of the "Surcharged 1½d" overprint. This and the others could be shortened considerably, however, when discussing these issues with philatelists familiar with the nomenclature. Tb, for instance, is sufficient to designate the 2/6 with the 2½d surcharge, for which the full descriptive notation is OB9gTb.

Since most printings did not comprise all stamps, certain of the letters following the numbers will be missing, but it is felt that the commonality of letters indicating different printings will be useful, and may thus be more readily referenced to other catalogues. For example, as before, the "a" designation is used only for the original printing, and not the first printing of each denomination.

Postal Stationery

It is usual that catalogues provide some manner of guidance regarding rarity. One that is not to be reprinted, however, must either be resigned to showing rarity information that will soon be out of date, or use some form that will be less specific but have meaning over a longer period of time. An attempt is made here to indicate rarity on the following scale, according to numbers of copies known to exist.

U = (unrecorded — if found, possibly unique) existence possible but none yet reported.
RRR = (extremely rare) 1 to 5 copies known
RR = (very rare) 6 to 15 copies known
R = (rare) 16 to 50 copies presumed or known
S = (scarce) 51 to 150 copies presumed likely
N = (normal, not rare) More than 150 copies, but not likely to have been remaindered
C = (common) available in quantity — probably remaindered stock

An interesting feature of some of these issues is that some which were remaindered unused, thus gaining a "C" in the unused column, may as yet have been unrecorded used, thereby reflecting a "U" rating in the used column. Such knowledge cannot fail to be useful and may result in an occasional find well worth any effort expended.

The brief descriptions and text of this section are intended to make useful the catalogue section which follows. Any reader who wishes to look more closely into the history of the issues and of political events in Samoa at the time of the printing of the stamps, plating of flaws on certain values, illustrations of progressive proofs, and other such desirable supporting information are strongly advised to refer to the excellent coverage given in "The Postage Stamps of New Zealand" Volume V previously referred to. Other books are mentioned in the bibliography. Information in depth concerning the postal history of this era will be treated in the third and final section of this account.

The catalogue listings for the Postal Stationery are indicated by SC for single card and RC for reply cards, both before the standard B designation. In this case, the "a" designated is for the first printing of the cards, "b" the second, and so on.

(To be Continued)

The Clubhouse

The Meeting of March 3, 1976

NETHERLANDS CLASSICS

Presented by Dr. Fred Reed

Twelve interesting and comprehensive frames of Netherlands Classics were presented by Dr. Reed at this well attended meeting. Made up from a study collection, photostats, literature and correspondence, the pages were selected to inject food for thought and to promote interest in the classic stamps of the Netherlands.

Much interesting material was displayed. Among the high-lights was a black print of the 5 cent plate I on cardboard. Seemingly a proof, it was made mainly for exhibition purposes. Plate I is a most difficult plate and only the existence of complete sheets made reconstruction possible.

In 1895 the Dutch Philatelic Society issued its standard work. At the time it was discovered that an original plate — 10 cent, plate IV — still existed at the Mint. This plate was borrowed for the book and entrusted to a member of the society to make lithographic reproductions of it. The member, Joh. Moesman, made direct prints from the plate in many different colors and even went as far as affixing some of those prints on letters mailed to himself. Four of these letters were shown, three in the approved colors of the first issue. Also shown were singles and panes from Moesman's efforts. With them was the lithographed pane, in green, used for the book. Each stamp of this pane is imprinted "Nadruk" (reprint) on the back.

Three reconstructed plates were exhibited; the 5 cent, plate I because Dr. Reed and others did not believe it could be done, the 10 cent, plate II because it is the most difficult of the 10 cent plates (except plate I-A) and the 15 cent of which there is only one plate. There were 17 plates in all and only 2 complete reconstructions of them all exist.

Dr. Reed ran an interesting color



5 cent PL. I:94 steel blue. Was No. 30 in the poll and got 3 votes.

experiment showing that no two experts ever agree to the correct definition of what is the steel blue shade of the 5 cent value of the first issue (it catalogues $1400 mint). He showed two pages with 48 copies of the 1852 5 cent blue numbered from 1 to 48. The audience was asked to select the stamp they thought was the steel blue. The votes were varied with the largest number selecting a stamp from plate I, the next highest casting their vote for a stamp from plate II, etc. Dr. Reed showed an article with translation from a Dutch philatelic journal which claimed there was no steel blue, milky blue, gray blue, indigo blue, etc. Based on spectroscopy, the article insists that the pigment used in these stamps is "Berlin Blue." Said Dr. Reed, "With all due respect to science, we philatelists must reserve the right to differentiate between such striking variations within one color. We name these shades by agreement according to the association which they evoke. We associate a steel blue with a battle ship and a milky blue with a cow — and I do not care whether there is no steel in a steel blue and no milk in a milky blue; but I refuse to call them all Berlin blue regardless of how much Berlin is in it — and I claim qualification for this statement: I was born and

raised in Berlin — "Ich bin ein Berliner!"

Postmarks are a favorite of Dr. Reed and he showed many beautiful examples of rare markings, among them a very rare "MASTRICHT A" on a 5 cent with a "MAASTRICHT B" also very rare and from the elusive plate I-A. It is the only one known from this position.

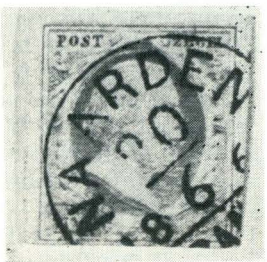


5 cent Maastricht A

Other rare markings exhibited were the "NAARDEN C, the 10 and 15 cent shown have the best strikes known of this postmark. Another rare marking exhibited was the "WINSCHOTEN A" in black, an instance where a colored postmark is normal and black the rarity.

Numeral cancellations (Puntstempels) were shown. These are rare and are usually found on remaindered stamps from late plates. Also exhibited was a copy of the 5 cent, plate II which the Dutch expert, Poulie, states in the book on this plate doesn't exist.

Straight line cancels on cover and in color were shown, among them a 5 and 10 cent blue "MONSTER," which does not mean "specimen" or "Frankenstein," but is a little Dutch town.



10 cent Naarden C

Another interesting cancel from DELFT was shown. Long thought to be a forgery, it is not. Its use is still unexplained.

A frame of railroad postmarks followed and one of Administrative markings — Na Postijd (After Hours), Aangetekend (Registered), Ontoereikend (Insufficient Postage), Military Camps which included the only known pair of the 10 cent with the cancel of Kamp by Zeist C.

Pen postmarks were shown, postmarks in violation of regulations, faulty postmarks, Franco postmarks on early plates, framed Franco forerunners used experimentally in the first months of 1860 and officially introduced in April 1861 and town postmarks on late plates.



Framed Franco used in Amersfoort in Jan. 1860, a forerunner.

A letter with a complete set postmarked "WILLEMSTAD C" which has the only known 15 cent with this strike was shown as were also some forged covers. One signed by a reputable Dutch expert contained a stamp from plate IV. Plate IV did not come out until a year after the letter was written. It turned out that the stamp had been added after the expert had signed the cover.

A photo of a similar forgery was exhibited which had been detected by the Dutch expert, van Balen Blanken. This time a repair substituting a badly damaged stamp was used to make the cover whole. Again the wrong plate had been used for an otherwise cleverly executed fake — a plate VI which is

unknown with a town postmark. The cover was put up at a recent European auction only a few weeks ago without mentioning the fakery.

Dr. Reed closed his presentation with items of sentimental value. On display was his first stamp of the first issue which he swapped for at the age of 15. Another 15 years were to pass before he got the first 15 cent value. Five double items were shown that were all acquired at different times, but made a whole. Dr. Reed owned stamps with the right half of a 15 cent "MONNICKENDAM" for a long time when he accidently got the other half from a friend in Australia. Here were also the smallest halfround town mark, HATTEM A and a letter postmarked TILBURG C 81.4.1861 — a long April! Next to that was a completely unknown postmark, "AMSTERDAM 4/10" an arrival mark.

Before ending his talk, Dr. Reed brought up a problem he had placed before the club at a talk he gave 9 years ago. It is the amount of stamps still existing from the early days. "I have trouble getting up to 100,000 when I add up the 20 largest collections I can think of. They are collections which contain from 2,000 to 20,000 stamps. Let us suppose that the many smaller collections add up to another 100,000 stamps and that there are again another 100,000 stamps in dealer's stocks and hidden, plus another 100,000 stamps still undiscovered. With all this we still arrive at only 1% of the originally issued 40 million plus. What happened to the other 99%.

"In closing I would like to pass on to you the amusement I experienced when I read in Frank Julsen's, "The 19th Century Stamps of Holland," the official instructions issued to the public for the use of postage stamps. Article 16 states, "It is forbidden to use a postage stamp more than once for franking. In order to prevent stamps from being used again they are cancelled at the dispatching office after verification, and are by this means of no value in future." Little did they know . . .! *(Ira Zweifach)*

The Meeting of May 19, 1976

CLASSICAL SPAIN

Presented by DR. LUIS CERVERA VERA

The meeting on the night of May 19th gave us the opportunity to admire one of the best collections of the Classical Issues of Spain ever put together. Dr. Cervera Vera, who flew here from Madrid to show this superb material, is an architect and urban developer by profession. He is also a noted Spanish historian with over 30 books to his credit and shares with 39 other Spaniards the honor of being an Academic member of the Royal Academy of Arts in Madrid. All of this was reflected in his presentation. One hundred and sixty pages, covering a period of 15 years (1850/1865) and concentrating on the first four issues, were on display.

Ten years ago, when Dr. Cervera decided to form a collection of the classical issues of Spain, he set up a plan whereby every issue would be represented, both mint and used, by the best possible pieces obtainable—all without breaking the cohesion and balance of such a collection. That he succeeded was demonstrated by what we saw and by the fact that he was awarded the Grand Prize of the Class of Honor at the International Stamp Show in Basel, Switzerland in 1974.

Spain issued its first stamps on January 1, 1850, and each year on the same date from that point on, a new issue was put on sale. The first value of the 1850 issue is the 6 cuartos black, a stamp which has been the object of numerous studies. We saw a mint block of 21 of the first type plus a reconstruction of the report blocks of the two different plates—24 subjects in Plate I and 40 in Plate II. Two examples of first day usage, of the four that are known, were on dis-

play besides another 30 covers showing rare prephilatelic postmarks, most of them unique.

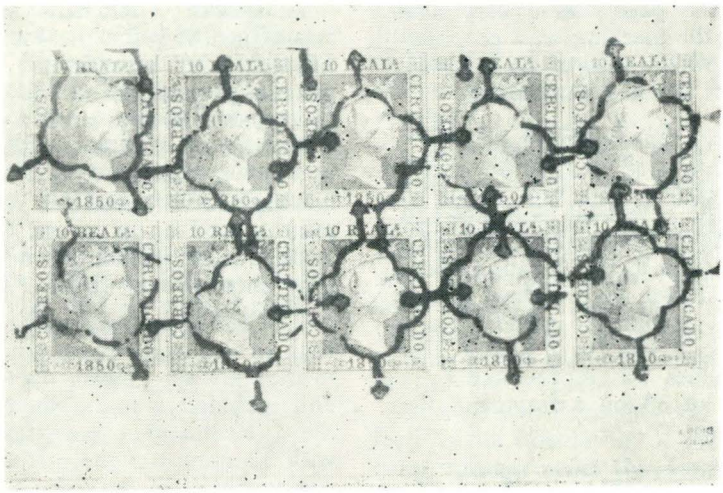
Dr. Cervera makes a point of explaining how the popular "Spider" cancellation of Spain came to be. On display were six "Spider" covers, all used during the first two months of 1850, with different trial types of mute cancels. They, by the way, are extremely rare. After this trial a decision was made to use the "Spider" all over Spain and orders were given for the construction of these cancelling devices, Dr. Cervera owns the original document containing those orders. Some said this cancellation was selected because it was the one which protected more or defaced less of the portrait of Queen Isabella II that appeared on the stamps.

The other four values; 12 cuartos, 5, 6 and 10 Reales were represented by a reconstruction of the report blocks of each value in mint condition, also with black "Spider" cancellations and with red date cancellations, each one separate—a feat which he is the first to accomplish. The whole gamut of color shades that these stamps gave rise to was well represented and complementing this, an array of covers showing singles, multiples and combination usage of each value was presented. Included was the unique block of 10 of the 10 Reales used in fragment, the largest multiple known, a photograph of which is annexed.

On January 1, 1851, the second issue was put on sale, the previous one being declared obsolete. In spite of this, some still tried to use the old issue and it is amazing to find how strict the postal authorities were at this time. This was demonstrated by several covers of this and the following issues on which usage as early as the 1st of January of the following year was invalidated and a fee of 1 Real was charged to the recipient of the letter.

A 2 Reales value appears for the first time in 1851. According to Dr. Cervera the 2 Reales of that year, '52 and '53 are the "prima donnas" of Spanish stamps. The catalogs reflect this opinion with the high prices given for these stamps.

Of the 1851 2 Reales value, we saw four beautiful mint singles, 3 used singles cancelled with black, red and blue "Spiders," a couple of used pairs and 4 covers, one with a pair. Next there was a gorgeous copy of the color error—chestnut instead of rose—of the 5 Reales 1851. He called this stamp the "Canary Islands error" be-



10 Reales of 1850 (Scott #5). Cover with block of 10. The biggest piece known.

cause the only sheet of these chestnut color stamps was returned by the postal officials of those islands to the printing office in Madrid with a complaint about the color. Supposedly destroyed, 15 copies showed up during the next 50 years. This is indeed one of the finest examples of this rarity. The 5 Reales was also represented by the two biggest mint blocks known, 8 and 10 pieces. Of the 6 Reales a mint block of 12, the largest known, was side by side with a very rare registered letter to Paris with a single stamp covering all the charges, one of two known.

With the 1852 issue the "Spider" cancellation was officially retired, being substituted with an oval grill of several horizontal lines. Still, it was used in some places for a while and a block of 24 stamps of the 6 Cuartos 1852, the largest known bearing the "Spider" was shown. Next to it was a block of 35 with the correct grill cancellation. A selection of unique cancellations on the 6 Cuartos value followed, crowned by a most interesting cover cancelled with the prephilatelic mark of CEUTA — AFRICA, one of the Spanish provinces. It made a pair with another cover with the same cancellation, but bearing a 12 Cuartos value. Here we learned a nice way of showing items like these. Added to the page was a very nice example of the marking on a prephilatelic cover which allowed us to check every aspect of this cancellation.

Next was the 2 Reales of 1852 represented by 2 mint copies, 2 used copies cancelled with the very rare blue "Spider," a vertical used pair and the only known used strip of 3, which was at one time in the Burrus Collection. Also shown were several covers with mixed frankings including one with a block of 4 of the 2 Reales. The 5 Reales values was represented by a used block of 33 on a fragment, the largest known.

A very interesting cover opened the exhibit of the 6 Cuartos value of 1853, cancelled with what Dr. Cervera called a "Nobility mark." He explained that at that time there were vast estates in several parts of Spain, the owners of which put stamps on their own mail and cancelled them with a seal bearing their Coat of Arms or with a Wax Seal. Obviously, it was sanctioned by the authorities. A used block of 4 of the 12 Cuartos 1853 value with grill cancellations applied twice in red and twice in black, motivated a lively interchange of ideas about how this occurred. To set the record straight, one should know that the mute cancels were to be applied in Black, while the daters were usually applied in Red. This was done despite an order by the Postmaster General dating from the late 1840's in which he divided continental Spain into zones and assigned a different color to each one. Since every postmaster had at his disposal both black and red ink the confusion was understandable.

The selection presented of the 2 Reales of 1853, besides examples in mint and used, included a used block of four containing what could be considered the highlight of this collection, a unique cover with a block of six and a single of this value. (See photo).

Of the 6 Reales 1853 a mint vertical strip of 4 was shown side by side with a used block of 30, both the largest multiples known.

A special 3 Cuartos stamp was issued in 1853 for the local mail of Madrid. After being in use for several months protests about the high price of the service motivated a drop to a 1 Cuarto rate and a new stamp. Late in 1854 the service was discontinued, leaving two very desirable stamps both mint or used, or on covers. All of these were present, including proofs and the only known cover of the 3 Cuartos.

The 1854 issue was well represented both in the white paper printings and in the very rare bluish paper varieties and included a mint block of 23 of the 1 Real and a beautiful fragment with 32 stamps of the 6 Reales, extraordinarily well cancelled. Both are unique.

In the last frame of his exhibit,

Dr. Cervera combined what he considered the most outstanding pieces of all the issues between 1855 and 1865. They included a mint block of 9 of the 1855 1 Real with the 3 Reales error of color — blue instead of the normal brown violet. In 1861 a new value of the 19 Cuartos was introduced to cover the postage to Belgium, on exhibit was the only known mint block of this stamp.

To end his display, Dr. Cervera showed two outstanding examples of the very popular, "Frame Inverted," error of the 12 Curatos of 1865. One is the largest known used block of 27 —3 x 9—the other the famous cover with a block of six—2 x 3—both containing the error.

A brief question and answer period followed. All in all it was a most interesting and educational night.

(Dr. Roberto M. Rosende)

The Meeting of April 21, 1976

The "DALE-LICHTENSTEIN" GERMAN STATES

Exhibited by Courtesy of the

Anne Boyd Lichtenstein Foundation

Presented by Ethel Harper

Club members were treated to a fascinating display at this meeting, both in the frames and through color slides, of the "Dale-Lichtenstein" German States. Shown through the courtesy of the Anne Boyd Lichtenstein Foundation, the collection was shown and discussed by Miss Ethel Harper, a trustee of that organization. Miss Harper opened her talk with the following remarks:

"My co-trustees extend to you their greetings and appreciations of your invitation to participate in the Collectors Club program during this Bicentennial Year.

As with previous exhibitions from the "Dale-Lichtenstein" collections that are entrusted to the Anne Boyd Lichtenstein Foundation, the purpose is not to present a highly specialized study, but rather a general display, which we hope will appeal to all, perhaps help some, and maybe encourage beginners in their pursuit of our hobby.

The complicated background to the history of the German Empire over the centuries is tied in with that of the Holy Roman Empire and most of the ruling houses of Europe. It is largely based on a feudal structure of Kingdoms, Duchies and Principalities, over which Emperors ruled with varying degrees of success.

To some extent it is also reflected in the chronicles of the posts and postage stamps of Europe, dating from the Thurn and Taxis Postal Services developed in the fifteenth Century and which prospered and served Europe generally for more than 350 years.

Towards the middle of the seventeenth Century, after the Thirty Years War, Prussia and Austria emerged as powerful rivals, each developing independent services, as did some of the other German States. As a result the Thurn and Taxis Posts suffered loss of business and territory.

The Revolutionary Wars at the turn of the nineteenth Century, followed by the French Occupation of Germany, and the Federation of the Rhine formed in 1806, brought more setbacks to the Thurn and Taxis operations.

The fall of France did little to occasion more than a small degree of recovery.

The Congress of Vienna in 1815 reduced the number of sovereign German States, and also created the German Confederation. From then on the German states began to organize their own individual postal systems, and subsequently to issue their own postage stamps. The Thurn and Taxis extensive postal services virtually ceased in the 1850s.

The Austro-Prussian War of 1866 lead to the dissolution of the German Confederation and the formation of the North German Confederation. The latter was an alliance of 22 North German States under the lealership of

Prussia. In 1868 the stamps of the North German Confederation superseded those of the member states and continued in use until the general issue of the German Empire in 1872.

Although the Southern German States, notably Baden, Bavaria and Wurttemberg were closely tied to the North German Confederation, they maintained their own postal systems and issued their own stamps until they joined the German Empire. Bavaria continued to issue and use its own stamps until 1920, and Wurttemberg used its postage stamps until 1902, its Officials until 1920 and its Municipal stamps until 1924.

This, of course, is a very condensed background, but I hope helpful as an introduction to this display which comprises selections from the stamps of Baden, Bavaria, Bremen, Hanover, Lubeck and Oldenburg.

In addition to the classification of the postage stamps, the cancellations of all the German States offer a wide field of study. The regular color of most is black, but red and blue and green also exist. The numeral cancellations enclosed in concentric circles, or "targets" and several types of "cogwheel" devices can be matched to the corresponding towns in which they were used. There are straight line, oval and circular types; "Postablage," the mail collecting stations cancellations, "Bahnhof" and "Bahnpost" railways and train cancellations. Also stamps of one State bearing the cancellations of another. Examples of most are included in this display, as well as unused singles and multiple pieces.

Although an exhaustive study of any one stamp or any one type of cancellation on different stamps can be developed, this presentation will convey but a general demonstration and discussion which we hope will include something to interest the beginner, the general collector and the specialist. One of the joys of our hobby is that our choice can wander where our inclinations may lead us. There are no boundaries or confining rules for the collector to adhere to."

Miss Harper opened the display with stamps of Baden issued from 1851 to 1865. An outstanding group, it included many superb items both in the frames and on slides. Among them were three exceptional corner mint blocks of the 3kr on orange yellow, 6kr. on blue green and 9kr. on deep rose all of the 1851 issue. They were followed by a particularly attractive cover bearing a marginal copy of the 6kr. green of 1852 cancelled '115" for Rastatt, with a circular dated town mark and a straight line "Brieflade." All were struck in red.

A fine selection of cancellations on stamps of the 1853-1858 series was shown, with wonderful examples of small and large cogwheels, railroad cancels, etc.

Also shown were some beautiful items from the 1860, 1862 and 1862-1886 issues. In this group was a copy of the scarce variety of the 9kr brown "printed on both sides."

Next on the program was Bavaria, a former kingdom and second chief German State after Prussia. The first German State to issue its own stamps (Nov. 1, 1849) Bavaria was the last to retain its independent postal system.

The stamps from 1849 to 1862 were selected for display and included all numeral types, unwatermarked and imperforate.

A selection of the 1kr. black of 1849, Bavaria's first stamp, was shown in many shades that varied from deep black to light gray black. The mint examples were of exceptional quality.

A slide was shown of one of the greatest rarities in the entire group of German States and, for that matter, in the world — the 1kr. black tete beche. The original, in a mint marginal block of 12, was not present because it had been sent to Philadelphia to be included among the Aristocrats of Philately in the Court of Honor at INTERPHIL '76.

Also shown were stamps on "Dickenson" paper (paper with vertical threads of red silk running through it), exceptionally fine multiple pieces of the 3kr. blue and various types of interesting numeral cancels.

There was a particularly nice domestic cover with a strip of six, a pair and a single of the 1kr. to make the 9kr. rate from the 1850-1858 group, as well as a gutter pair of the 9kr. yellow green used. Another gutter pair of the 3kr. pink 1862 was also on exhibit. (Fig. 1)

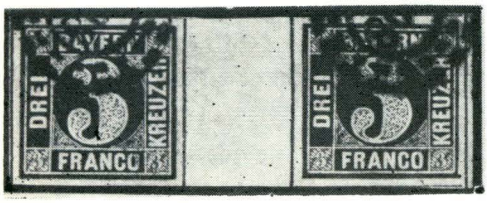


Fig. 1

Two nice 6kr. blue covers were shown, one of them franked by a diagonal bisect to make a 3kr. This was only used from Munchberg from July 31 to August 19, 1866. Closing the Bavarian section were pages with choice copies of the 18kr. red, cancelled with most of the known types.

An outstanding group of the stamps of Bremen came next. Examples of all issues were on display, ranging from the 3 grote of 1855, Bremen's initial stamps, through the final issue of 1866-1867. Included were the three types of the 3 grote and a mint horizontal strip on horizontal laid paper with all three types se-tenant. (Fig. 2) The differences occur at the bottom of the stamp below "EM" of Bremen, where the central ornament has either one, two or three vertical lines in the loop." (Fig. 3)



Fig. 2

Examples of the 1856-1860 issue followed which incluled the two types of the 5 grote se-tenant. Also shown was another great German States rarity, the 7 grote black on yellow, perf. 13, used. The one shown was an eye-catcher. On cover, the stamp was perfect and was tied by a clear black "Bremen 9.10" in rectangle. The mint copy displayed and the one on piece was not to be sneezed at either.

Three copies of the extremely rare 10 grote blue used were also shown, one with a blue cancel. They occupied the same page as a mint block of four.

Next came a gem of a cover to New York franked with a pair of the 10 grote. Ranking in rarity with the 7 grote on cover, they were neatly cancelled with a single strike of the rectangular 'Bremen 1.6" and bore a red framed 'Paid."

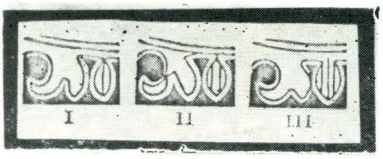


Fig. 3

Closing the Bremen exhibit was a page of selected mint and used copies of the 5 silbergroschen green.

The former kingdom of Hanover was next on the list with a selection of the imperforate issues used between 1850 and 1860. Some of the highlights were a most attractive page of used singles and multiple pieces of the 1 gutengroschen typographed on blue paper cancelled in black, blue and red, a lovely horizontal strip of three of the 1gr. on piece with three clear strikes of the straight line 'ARTLENBERG"; two major rarities of this "State," a top block of four of the 3 pfennig rose 1853 used on piece and nicely cancelled HANOVER in blue, plus a vertical pair of the same cancelled "HARBURG 25/1" on part of a newspaper, "HAMBURGER THEATRE-CHRONIC."; and a scarce combination of the 1/15 and 1/10 thaler of 1856-57 used on an 1858 registered cover.

Lubeck, a former Imperial Free City, and one of the last German States to issue stamps, came next with examples of all the issues from 1859 to 1864 in the frames and on slides.

Shown was the first set issued Jan.

1, 1859, of which all the values are of extreme rarity in used state, with the possible exception of the 2 schillings. Also the 2s brown error, another great rarity, in which "Zwei ein Halb" (2½) appears in the left ribbon instead of "Zwei" (2). (Fig. 6)

Another choice Lubeckian item in the frames was the normal 2s usel with the 1s on piece with a clear strike of "Lubeck Bahnhof" in double circle.

Oldenberg, a Grand Duchy from 1815 to 1918 was the last German State to be exhibited with examples from the issues of 1852 to 1867. Exceptionally interesting was a brilliant cover franked by a faultless strip of the 1/3 silbergroschen 1851 issue. The stamps with excellent margins all around are cancelled "Heppens 21/1" boxed in blue. The cover is backstamped arrival "Jever 22/1" also in blue.

The three types of the 1/30 thaler of the 1852 issue was shown as well as stamps from the 1859 issue in all values. Included was a magnificent copy of the 1/3gr. on green with enormous margins and an equally fine



Fig. 4–5

used one with part of the blue boxed "Neuenberg" cancel. With the possible exception of the 1861 ¼gr. orange yellow, this used copy is probably the rarest stamp in Oldenberg.

A copy of the 1gr. blue "printed on both sides" (Fig. 7) was shown from the 1861 issue. Also on display were examples of the other values of this issue and those of the 1862-1867 issue. The exhibit closed with a slide showing a cover franked by the ½gr. orange, 2gr. blue and 3gr. bistre to New York with the inscription, "via Bremen."

It was an interesting display and much thanks are due Miss Harper for opening the Foundation's vaults and permitting us to see such fine material.

THE CLUB ENTERTAINS

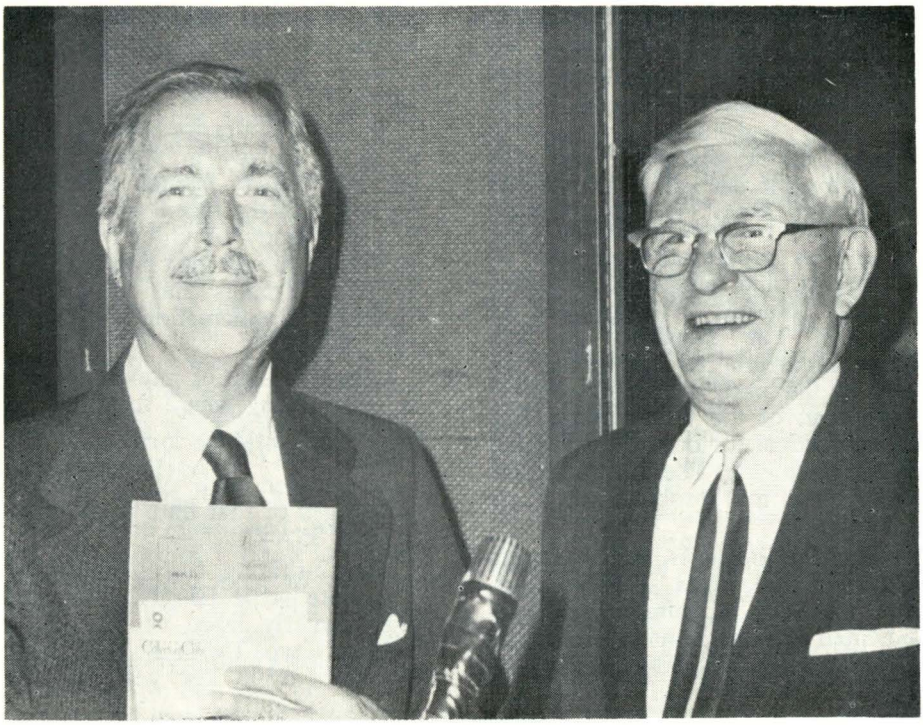
An especially bright spot on the club's social calendar, May brought three enjoyable events that brought much pleasure to members and their guests.

Leading off the festivities was the Annual Dinner held on May 12th at the Tower Suite. One hundred of us gathered at a pleasant spot on top of the Time & Life Building in New York to honor the recipients of the club's 1975 awards and enjoyed an excellent meal.

Guest of honor was George T. Turner winner of the Alfred F. Lichtenstein Memorial Award. Honored also were Louis Grunin, recipient of The Collectors Club Medal for the "Best Program of 1975," and runners up for that award, Dr. Roberto M. Rosende and Raul Gandara. Seated with them were Ruth and Gardner Brown, runners up for The Collectors Club Philatelist Medal for "Best Article in the CCP for the past year.

John R. Boker, introduced by Master of Ceremonies, President Haverbeck, was speaker of the evening and presented Mr. Turner with his award, culminating what proved to be a pleasant evening enjoyed by all. Thanks are due Ira Zweifach for his usual impeccable arrangements.

Two weeks later, on May 26th, the club held an "Open House" to welcome out-of-town and overseas members and their wives passing through New York on their way to INTERPHIL. Once again more than a hundred of us gathered in the club lounge and library to greet the many visitors from here and abroad. In addition to guests from out-of-town we welcomed members from England, France Germany, Switzerland and as far away as Australia. Food and drink at this



John R. Boker, (l.) introduces 1975 Lichtenstein Award winner George Turner at the Tower Suite banquet.

festive cocktail party were plentiful and friendship and warmth in high gear. Enjoyed by all, it provided a delightful interlude before INTERPHIL. Much thanks are due to Abott Lutz for his arrangement and deployment of the refreshments, to Sid Schwartz for yeoman service at the very active bar and Tim Holmes and Dick Beresford for auxiliary services.

The following week (on Sunday, May 30th) in Philadelphia the club staged what turned out to be one of, if not the outstanding social events at INTERPHIL — The Collectors Club Luncheon at the Union League Club in that city. Held in the Lincoln Hall of that august establishment in honor of INTERPHIL, it attracted 280 members, their wives and friends. Guests of the club were our overseas members and members of the Royal Philatelic Society of London who had crossed the oceans to attend that event. Needles to say, our guests came from every part of the globe.

The Lincoln Hall, an immense paneled room eighty five feet square with ceilings almost forty feet high, made a most imposing setting for the splendid buffet and open bar that regaled those who attended. A huge success, the lunch which began at one thirty, stretched on until almost five o'clock with few guests parting until the end.

Thanks for this memorable afternoon are due the committee who made the arrangements, chose the menu and took care of the many details involved in the undertaking. They are Louis Grunin, Abott Lutz, Bernard Harmer, Ernest Kehr and Ira Zweifach. A job well done.

Book Reviews

1977 Scott Standard Postage Stamp Catalogue, Vol. I. Scott Publishing Co., New York, N. Y., 734 pages plus Addenda. Flexible binding. Available from dealers and the Scott Pub. Co. $13.00.

It was bound to happen and this year it did. The Scott Standard Postage Stamp Catalogue will now comprise four separate volumes instead of three. The endless proliferation of new issues, needed and unneeded, precluded any other solution to the problem of expansion. The thousands of new stamps threatening to swamp the collector in the past year made further enlargement of the three-volume format impractical for both the publisher and the philatelist. The fourth volume should solve that problem for some time to come.

Volume I, however, which covers the United States and affiliated territories, the British Commonwealth and the United Nations, remains unaffected by the change. The new breakdown takes place in volumes II, III and IV. Volume II will now list postal emanations from Afars and Issas to Funchal, Volume III will start with Gabon and end with Oltre Giuba, volume IV will begin with Panama and will close with Zambezia.

Although unaffected by changes in country breakdown, volume I does have some new features, revisions, over 1900 new issues and 39,663 price changes.

Especially interesting in this volume is a new feature added to the "Information For Collectors" section in the front of the catalogue dealing with such topics as, "Counterfeits and Forgeries," "Repairs and Fakes." These are subpects that most collectors find deeply interesting, but often confusing.

The articles on "Counterfeits and Forgeries" and "Repairs and Fakes" refer to various types in these categories and give some idea of what to look for, and what to expect. While they won't turn an average collector into an expert or act as a panacea to the advanced philatelist, they do "point out some of the pitfalls that one encounters while making the philatelic journey through fields of beautiful flowers interspersed with thorny weeds."

Two new countries have been added to those already in volume I. They are the Gilbert Islands and Tuvalu, the result of the recent division of the British Colony of Gilbert and Ellice Islands. You will also find that British Solomon Islands has dropped the "British" in anticipation of coming independence.

Other revision of interest are found in Hong Kong where the three 1879 stamps formerly listed as "For Use on Postal Cards Only" (Nos. UX1-3) are now included with other provisional surcharges of that date and are listed as Nos. 35A-C.

The 2-shilling rose "British Vice-Consulate" type III (A2) with black seal formerly listed as #25 is now listed as a type I with the number 32A. Priced at $300 last year, it is now listed at $1000.

There are substantial changes in the early issues of Samoa. A type IV has been added to the first issue (1877-82). The 2 and 9-pence values of this issue exist only in this type. Perforated varieties have been separated and placed in minor sets in the second issue of 1895-92. Perf 12½ stamps are listed under 1886-92 and stamps perforated 12x11½ are under the years 1887-92. Three varieties of the "N Z and Star" watermark have been noted in the listings of the Palm Tree design.

These are but a few of the revisions to be found throughout the book. Quite a few of the latest issues of many countries have been shifted to accomodate recent additions to definitive sets.

All in all, the catalogue reflects the careful editing and thought expended on it each year by Editor-in-Chief James B Hatcher and his staff. It remains an indispensible tool for collectors new and advanced, and in every field of philately.

(Ira Zweifach)

Establishment of the First U. S. Government Post Offices in the Northwest Territory — Jerry B. Devol and Richard B. Graham. The American Philatelic Society, State College, Pa., 1975. Clothbound $4.00 postpaid.

What is the Northwest Territory? If any persons not familiar with its boundaries should infer it covers areas which later became such northwest states as Oregon and Cailifornia, they should quickly disabuse themselves. Actually, as set forth in the Ordinance of 1787, all territory west of Pennsylvania and north of the Ohio River to the Mississippi was included. The northern border was Canada. From that territory, the states of Ohio, Indiana, Illinois, Michigan, Wisconsin and a large part of Minnesota were subsequently carved.

Since a number of U. S. military posts have been established, even prior to the Ordinance of 1780, it is natural that covers should exist to or from personnel at the forts. The authors quickly assert, however, that such covers carried by military courier, interesting though they may be, are not the concern of their efforts. They have purposely limited themselves to covers carried within the U. S. Postal Service set up in the territory.

Actually, such covers are relatively few in number; as a consequence, the authors have had to rely upon much correspondence presently in museums and historical societies.

Establishment of U. S. mail routes closely followed the establishment of permanent settlements in the territory. Then, of course, the needs of the settlers required a regularly-maintained postal service as opposed to the happenstance of military courier mail. There is a naturalness about the interplay of the military and civilian life styles that called for such a logical sequence of events.

The army first had to rout out the British who clung to such established military strong points as Forts Oswego and Niagara in New York, Fort Miami in what is now Toledo, Ohio, Fort Mackinac and Detroit, even after the date of the Ordinance of 1787. The Indians also clung to their homes in the territory and were a factor in the necessity of military growth.

Among the earliest settlements in the Northwest Territory was Marietta, Ohio founded in 1788. In the same year, Losantiville, later renamed Cincinnati, was established. Both cities were on the Ohio River, Marietta actually located at the point where the Muskingum River flows into the former.

A plan to establish mail service from Pittsburgh to Cincinnati was first outlined in letters between Major Isaac Craig, the military commander at Pittsburgh, and Timothy Pickering, Postmaster General of the United States at Philadelphia. Later, General Rufus Putnam, leader of the 47 souls who settled Marietta, was brought into a three-way correspondence. Suffice to say, the net result was the establishment in June of 1794 of a postal route linking Pittsburgh with Cincinnati. Mail was first carried overland between Pittsburgh and Wheeling, then in Virginia. From Wheeling to Cincinnati it went by rowboat on the Ohio River with exchange of mails at Marietta and other cities.

One would expect, then, that the earliest known covers, after the establishment of this fledgling postal service, would date from 1794. Such a cover, mailed from Marietta in November of that year, is illustrated. But, first, the authors had to contend with an even earlier Marietta cover, dated December 27, 1789, which seemed to indicate that mail service had started some five years earlier.

By a tortuous and carefully orchestrated analysis, the authors arrive at the conclusion that the numbers were transposed and that the correct date of the cover is 1798. Postal historians must sometimes perform a type of real detection. It is suggested that, for those brethren in philately who labor in the field of postal history, a specially-designed badge be made available to be worn with great pride and distinction.

The authors quote extensively from

the 1794 correspondence of Pickering, Putnam and Craig. Details of the size of the boats to be used on the river, the number of hands required to man them, the places where mail will be exchanged and other mundane matters are set forth in great detail. One amusing point deserves special mention. In listing the several items of anticipated expense, Pickering allotted 15 cents a day to each boatman as subsistance pay. A rather low budget for even those halcyon days, the Postmaster General of the United States does not come through as a spendthrift in the exchange. Watching his nickels and dimes, he must have added the two to forge the 15-cent a day rate.

From the correspondence among the three men and from letters written by Joseph Habersham, who succeeded Pickering as Postmaster General, the problems of mail carrying over this Northwest Territory route are amply noted.

The authors next discuss the discontinuance of this mail route by the Government and its assignment to a contractor, Charles Greene, Sr. of Marietta. Greene's administration of the route was apparently not too successful and occasioned some correspondence from Habersham to General Putnam. Putnam's letter attributes the icing over of the river as one of the reasons for the failure to perform adequately.

Though the authors admit that their story of the development of the mail route in the Northwest Territory has placed much emphasis on Marietta, they encompass in the final portions of their book the history of such other points as Vincennes, Kaskaskia and Detroit, cities presently located in the states of Indiana, Illinois and Michigan, respectively.

Appended is a list of all known Northwest Territory covers. These total 118, almost half being from Marietta. The authors have wisely listed the names of the correspondents, the points of departure and destination and the dates, thus obviating the possibility of future duplication.

As noted previously, most of the documentation in this 48 page book emanates from correspondence exchanged among the principal persons mentioned. Reading this correspondence and the author's carefully annotated comments, one comes away with an appreciation of the trials incident to the settlement of the Northwest Territory and the establishment of a postal service to fit the needs of its settlers. This is a truly worthwhile book with much evidence of the scholarly approach that is the hallmark of the competent postal historian. *(Philip Silver)*

The Hong Kong 'China' Overprints, by K. L. Perrin, Publ. Colonial and Foreign Stamp Company Limited, Cheltenham, Glos., England. Available from publisher at £2.50.

The inspiration for this handbook was the Webb book on "Hong Kong and the Treaty Ports of China and Japan" as revised by the Hong Kong Study Circle in 1970. The author found that limited study was given the King George V issues of Hong Kong overprinted for use in the British Agencies in China. These issues as overprinted span the period 1917-30.

The work accomplished by Mr. Perrin gathers an impressive amount of detail concerning the official background of the 'China' issues, and is as extensive an investigation into the philatelic features of the basic stamps and overprints as can be done.

Since all but one of the Treaty Ports ceased postal operations in 1922, in addition to the fact that fiscally the period was stable and the issues efficiently executed, there is not a great deal of philatelic variety among the 'China' issues. Nor is there any spectacular political scenario to be reflected in postal rates and history, as occurred in the 20 years following 1930, when the closing of Wei Hai Wei to British postal activity marked the end of usage for these stamps.

However, the handbook is thoroughly researched and the subject touches on many peripheral areas, including British G. P. O. policy for

Hong Kong and the decline of the Treaty Ports in the face of rising Chinese nationalism. Drawing on sources at the Post Office Records Department, the National Postal Perrin has put together the definitive Museum and the Crown Agents, Mr. handbook on the Hong Kong 'China' stamps themselves. The illustrations are extensive, the narrative well-organized in every respect.

Illustrations of postmarks commonly found on the stamps suggest interesting possibilities for a postal history volume on known usage. As it is, the book is important for collectors of Treaty Ports and the stamps of Hong Kong, and a good reference work for those involved with China and British colonial stamp policy. *(T. Holmes)*

NEW NEMBERS

No.	Name	Address	Collecting Interest
5875	Robb Gordon Associate Non–Resident	Livonia, Mich.	Canada, Jamaica, British Areas
5876	James C. Craig, Jr. Associate Non–Resident	Charlotte, N. C.	Indonesia, Tristan da Cunha
5877	Aldean Allen Wahl	Williston, North Dakota	U. S. Commemorative Isues & Postal Cards; Confederate States Postal History
5878	Neville Gomm	Johannesburg, Rep. South Africa	Rhodesia, Lesotho, Swaziland, Botswana, U. S. A.
5879	Ronald Mac Intyre	Stroudsburg, Pa.	Cuba under U. S. Administration
5880	Richard Thomas	Brightwell–cum–Sotwell, England	U. S. 1869 to 1905
5881	James P. Gough Associate Non–Resident	Annapolis, Md.	Ireland, Gough Island, Chile
5882	C. P. Alejandro Sierra J.	Guadalajara, Mexico	U. S., Mexico & Air Mail Worldwide
5883	Roland Scott Williamson	Sarnia, Ont., Canada	Canada, Great Britain
5884	David James Ramsay	Hamilton, Ont., Canada	Literature on Forgeries & Fakes
5885	Lee Grimes	New Haven, Conn.	France in general, Zoological topicals
5886	Louis Guadagno	Brooklyn, N. Y.	Postal History
5887	Roger Chickering	Berkeley, Calif.	Pacific Islands
5888	Stephen D. Schumann	Hayward, Calif.	Brunei, Labuan, North Boreno, Sarawak, World Postal Stationery
5889	Sheldon J. Friedman	Des Plaines, Ill.	U. S. Air Mail 1918–25, U. S. Black Jacks on & off cover
5890	David L. Drury	Fort Wayne, Ind.	U. S. State & Local Revenues
5891	Richard C. Frajola	Boston, Mass.	Postal History of Milano, Italy
5892	Arthur A. Falk	Jericho, N. Y.	French Military Mail 1767–1812, Germany
5893	Irwin Rosen	Brooklyn, N. Y.	U. S., Japan, Paintings on Stamps, Die Proofs
5894	Robert I. Myerson	New York, N. Y.	U. P. U., U. S., Austria, Germany
5895	William L. Robinson	Chicago, Ill.	China, Chinese Postal History, Japan, Manchoukuo
5896	Richael T. Naughton Associate Non–Resident	Chicago, Ill.	Tell Boy Issue of Switzerland U. S.
5897	Anthony S. Niskanen	New York, N. Y.	
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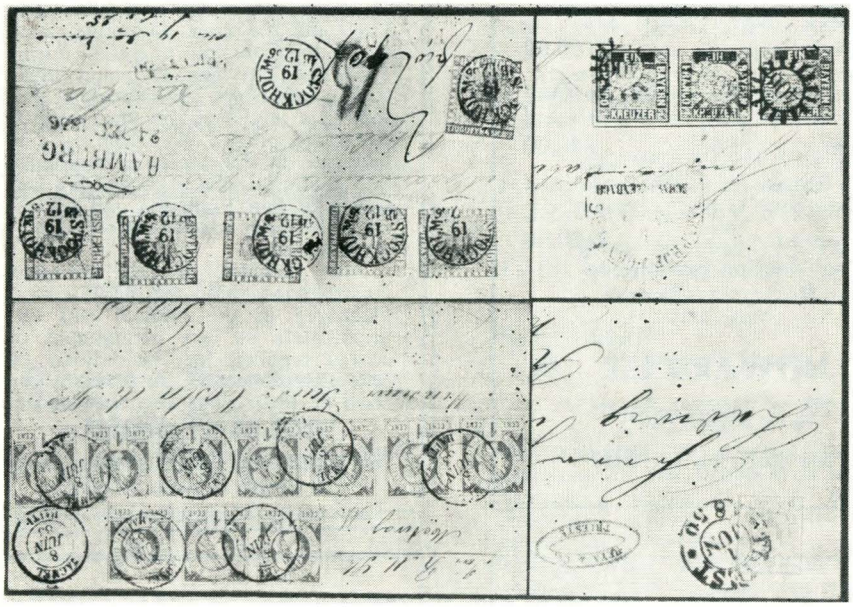
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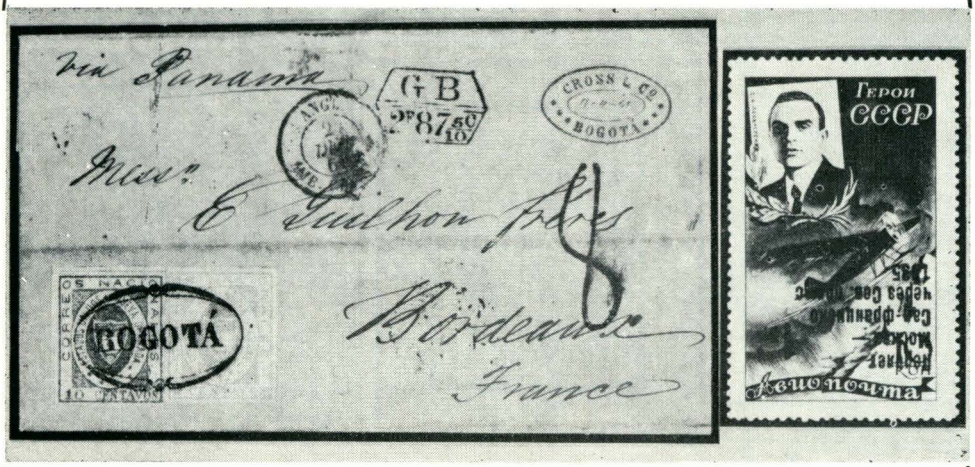


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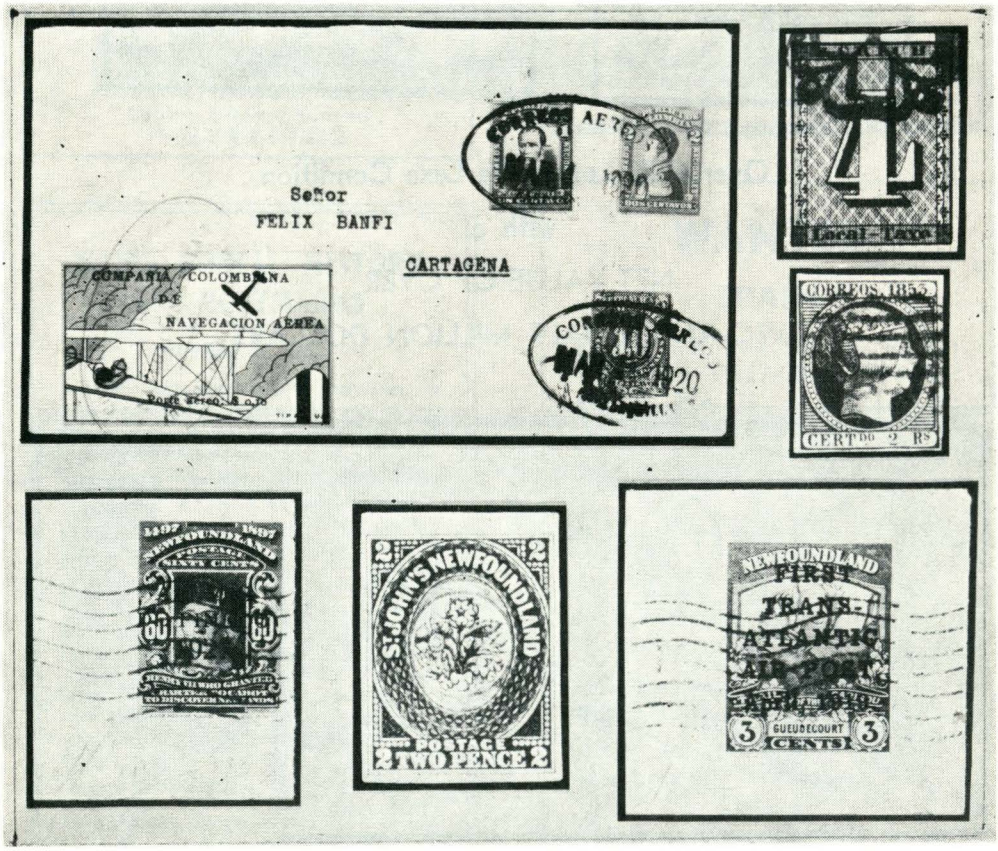
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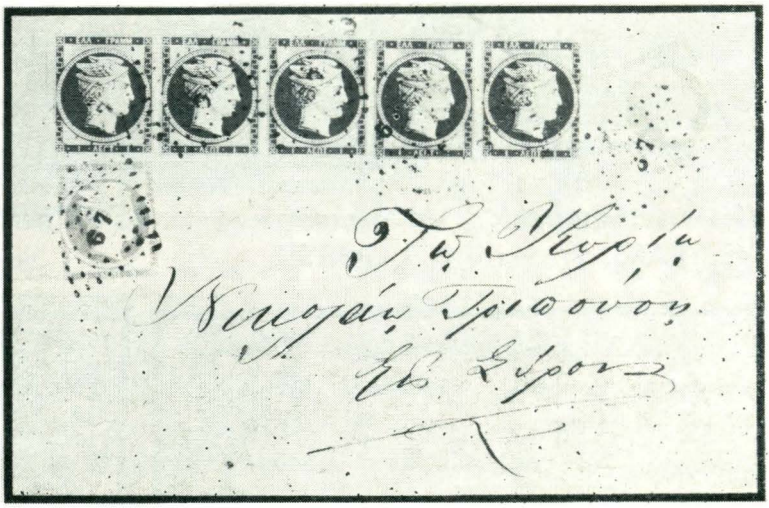


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