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COLLECTORS CLUB PHILATELIST

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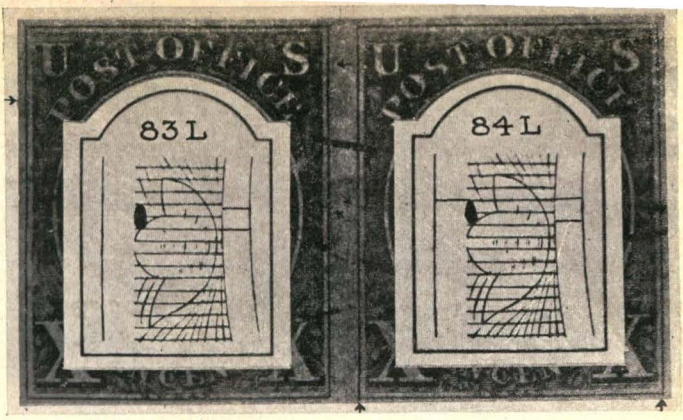
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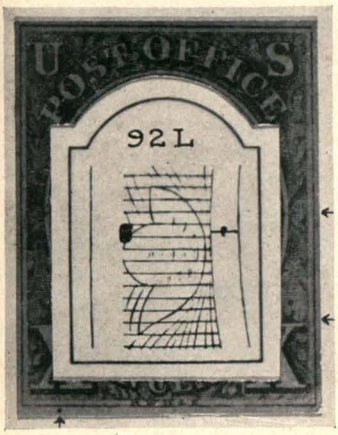
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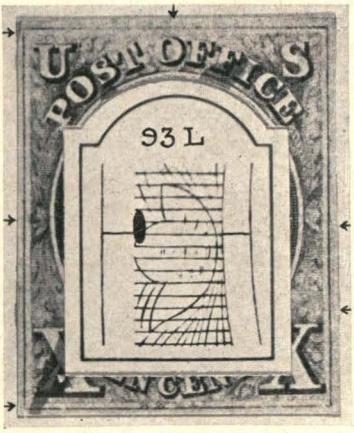
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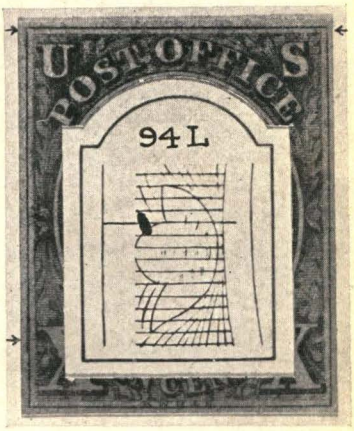
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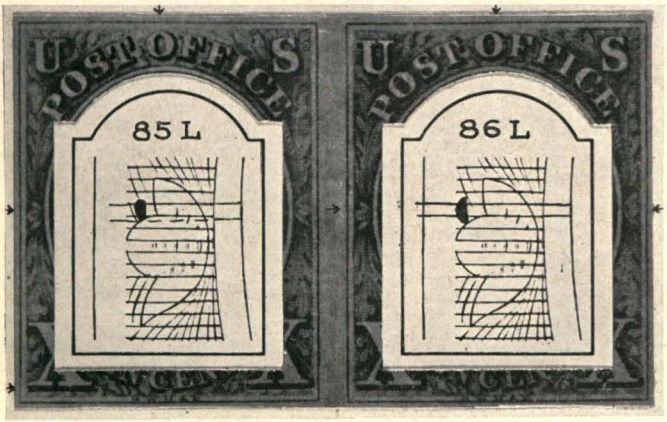




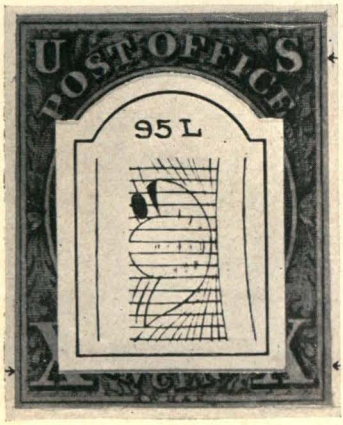


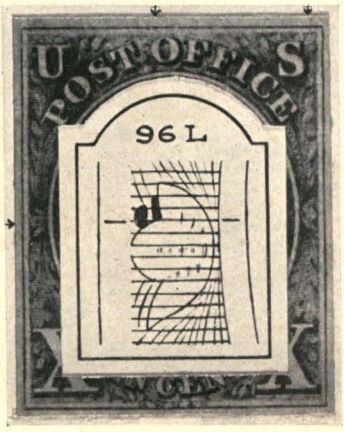


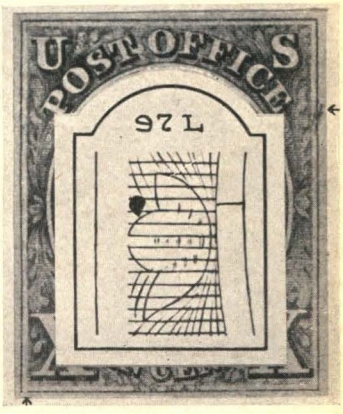




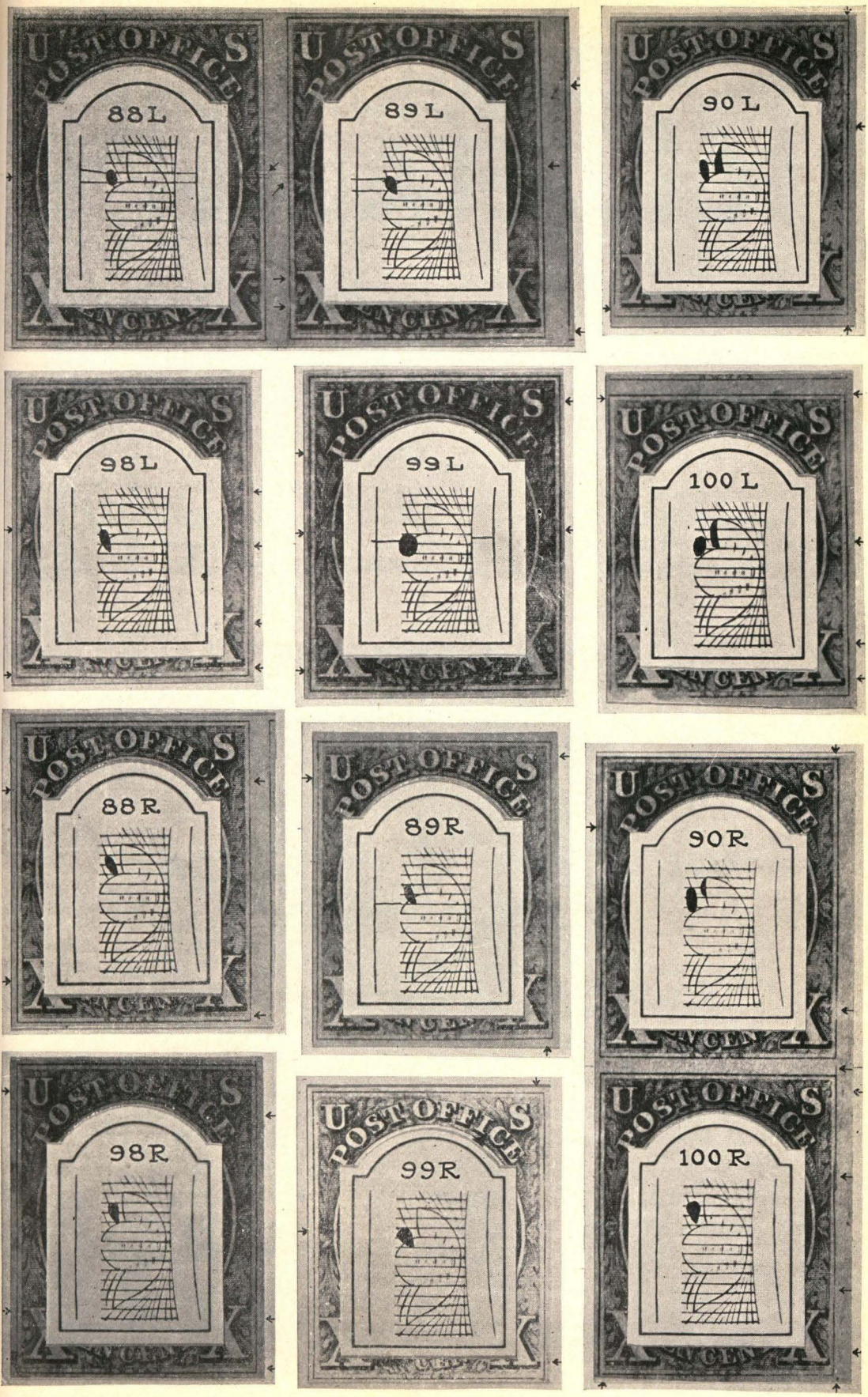








Showing Positions 82, 83, 84, 92, 93, 94, 85, 86, 87, 95, 96 and 97 of the Left Pane



Showing Positions 88, 89, 90, 98, 99 and 100 of the Left Pane and 88, 89, 90, 98, 99 and 100 of the Right Pane

COLLECTORS CLUB PHILATELIST

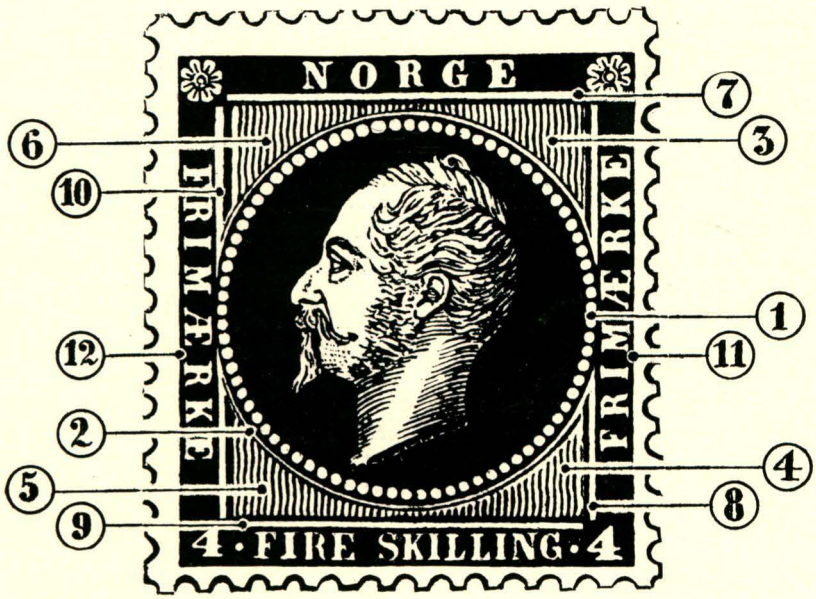
VOL. V JULY 1926 No. 3

Norway

The Plating of 4 skilling Oscar I — 1856-1860

By DR. JUSTUS ANDERSSEN, R.D.P., in Collaboration with J. JELLESTAD and ABR. ODFJELL, F.R.P.S.L.

NORWAY No. 1—the 4 sk. stamp—of January 1st, 1855—was made in Norway. but it was found "unsatisfactory" as stated in an official document, and as early as January, 1855, the postal officials decided to apply to Mr. Carl Tottie, the Consul General of Sweden and Norway in London, with a request to



1. Pearled circle
2. White circle line
3. N.E. spandrel
4. S.E. ~ " ~
5. S.W ~ " ~
6. N.W. ~ " ~
7. Upper white frameline
8. Right ~ " ~ ~ " ~
9. Lower ~ " ~ ~ " ~
10. Left ~ " ~ ~ " ~
11. Right side „Frimærke"
12. Left ~ " ~ ~ " ~

enquire whether new stamps could be made by reliable people in London, as well as obtaining information as to the cost of making the printing plates and supply of a paper "with a crown as watermark". The order was supposed to cover 6 million 4 sk. and 2 million 8 sk. stamps. Through the Consul General tenders were received—together with drawings—from the well known house of Thos De La Rue & Co. A price of £350 .0 .0 was asked for the original die and the printing plates—further 1 sh. 2d. a thousand for imperforated stamps—and 2 d. a thousand for having them perforated.

It seems as if the postal officials had decided to accept this tender—there still exists a draft for a contract in the postal archives, dated July, 1855, but as Sweden in the meantime had distributed their first issue of stamps, an application was made to the Swedish Head Postal Authorities with a similar request to find out "if the same persons, who had made the Swedish stamps just finished" would be willing to undertake the production of the new Norwegian stamps.

Through the Swedish Postal Authorities several tenders were received. Among these the Norwegian postal officials selected that given by engraver P. A. Nyman, of Stockholm, which was accepted and a contract was signed on the 13th of December, 1855, for the delivery of 6 millions of 4 sk. and 2 millions of 8 sk. stamps, at the price of 32 skilling banco a thousand. Herein was included a fee for the original engraving and printing plates, but the paper was ordered from the Tumba Papermill at a price of 10 Riksdaler—Swedish banco a ream.

Mr. Nyman delivered from the printing works on

June 5, 1856	2,000,000	4sk.	
July 23, 1856	2,000,000	4sk.	6,070,000
November 1, 1856	2,070,000	4sk.	
November 1, 1856	2,225,000	8sk.	

It was found in July, 1860, that the stock of 4 sk. stamp was insufficient, and a new order for 4 millions stamps was given to the same firm, which then, after the death of Mr. P. A. Nyman, was taken over by his son. They were printed from the same plate. The deliveries took place, viz.:

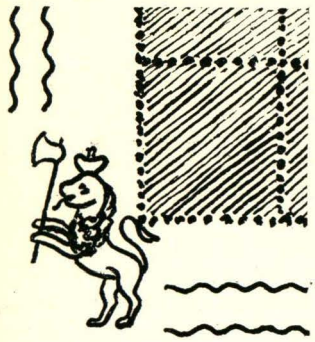
October 17, 1860	1,600,000	4sk.	
December 3, 1860	1,600,000	4sk.	4,000,000
December 21, 1860	800,000	4sk.	

It has been stated from different sources that the printing plate of the 4 sk. stamps, before the printing in 1860, had been retouched. Some claimed to be able to prove that the stamps of the second printing period (1860) showed an extention of the shaded lines of the neck, so that the white or unshaded space of the neck was narrower than on the stamps printed in the first printing period, 1856. If one, however, studies the material at hand, one will be able to find stamps from the 1st printing period (by the dates of cancellation) which show the similarly unshaded space, and that there exist several degrees of shading between the narrow and the wide unshaded space. It is therefore difficult to sustain the theory of the two types: Type I with the wide white space, Type II with the narrow one. It cannot be correct, as the above mentioned variations in the shading lines are the result of a more or less careful "découpage"—as already proved by Dr. Justus Anderssen, "Norge 4 sk. 1856—69 in Nordisk Filatelist Tidsskrift", similar to what is known of the stamps of Greece—of the first type.

The color of the stamps varies from deep blue through several shades to milky blue in the 2nd printing. The paper also varies much as well in the make as in the thickness. The stamps are without watermark—but there is a watermark in the margin of the sheet—as sketch shows.

The 4 sk. stamps can hardly have been brought into use before the beginning of 1857. The two earliest known cancellations are 13-1-1857 Kristiania and "Tromso 19-1-1857, this later may help the contention that the stamps were distributed in the latter part of 1856. In a circular of November 7th, 1856 the stamp had been an-

nounced:——New Stamps—4 sk. of a light blue and 8 sk. of a pink color will shortly be circulated——The present stamp can, of course, continue to be used and should be sold before the new ones." The Post Offices—excepting probably the larger ones, had not any large stock of the first 4 sk. stamp (Norway No. 1-1855), but these should be sold first.



Showing watermark in margin of sheet.

As stated above it is the same printing plate—without retouches—used in both printing periods: 1856—6 millions—and 1860—4 millions. The dies (clichés) were made "by a galvanic method" with mouldings from an original die, and were the same for all values of this issue, 2-3-4 and 8 sk., this left the label at foot blank for the insertion of the different values.* The clichés were joined together into a Block of 25 (5 x 5), four such blocks forming a Plate of 100. This as well as the printing plates for the other values, 2-3 and 8 sk. are still preserved in the Postal Archives at Oslo, the 4 sk. plate does not show any sign of retouching whatever—neither can it be seen that any clichés have been removed and exchanged in the above mentioned four blocks.

The printing plate shows as it is today severe signs of wear and tear. Several clichés are found with corners off, etcetera, which must be remembered when reconstructing the plate. In the later printings there are found minor or sub-variations in some clichés, which may be of valuable service when deciding the correct position of the clichés in the 25 block, but such variations are not found in the earlier printings. There will therefore always be a number of stamps from the earlier period of printing which will lack these small characteristic variations which prove the position of the stamps.

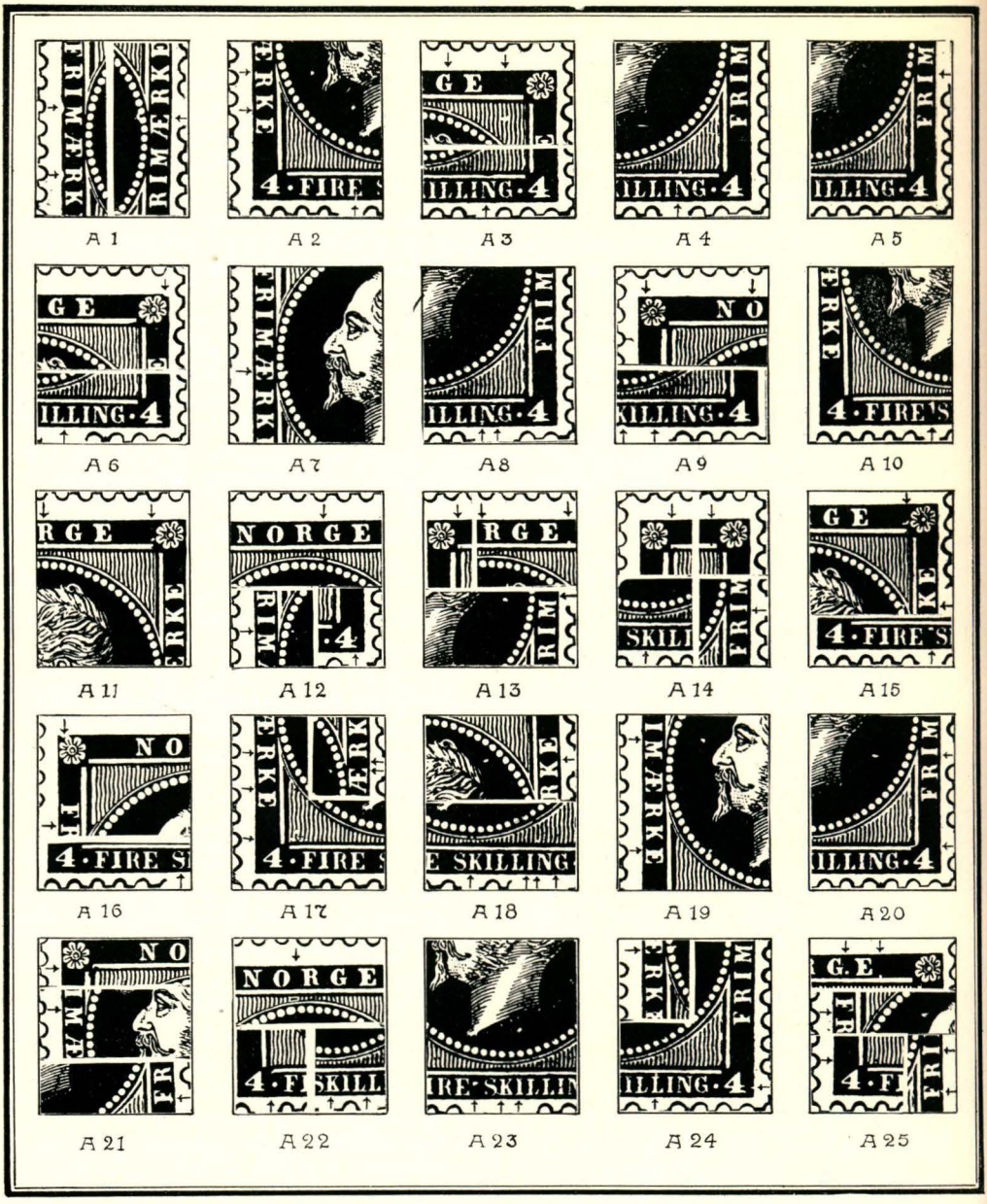
The design shows the head of the king (Oscar I) to the left on a solid ground within a pearled circle (80 pearls) surrounded by a thin white circle line, enclosed in a rectangular solid colored frame 22 mm. by 19 mm. The spandrels are composed of vertical wavy white lines and we will use the term of N E—S E —S W and N W for these four spandrels. Beyond these there are four white frame lines: upper-right —lower and left frame lines: Up the right side and down the left are "FRIEMAERKE", "NORGE" at the top, the value in words is at the foot, two numerals of value being in the lower angles (corners) and a Rosette ornament in the upper ones.

To make the article clear as to the meaning of the characteristics of the various stamps the arrows on the sketch are numbered:

As the original printing plate is composed of four blocks (5 x 5) we shall in this paper describe the stamps in each block from 1 to 25—and mark the different blocks with A.-B.-C.-D. in the following order

A	**B**
C	**D**

* From P. J. G. B. No. 185—1906.



BLOCK A

A1. The left side has some small dents under M and R in FRIMÆRKE. Left frame line as a rule pointed at both ends. The two pearls inside Æ and R in the right FRIMÆRKE meet in a pointed angle.

A2. White dots in front of the forehead, the beard and the throat—also two (weak) dots close together outside the neck and in line with R in FRIMÆRKE. From E in FIRE a hairline to the lower edge. SK and I in SKILLING are connected.

A3. The white circle is broken under G in NORGE. E in the left FRIMÆRKE crumpled. S in SKILLING the same. Lower frame line narrow above N in SKILLING. In the later printings there is a breakage in the 4th wavy lines in the NE spandrels. As a rule a tiny white dot between K and E in the left FRIMÆRKE.

A4. A white dot in front of the forehead in line with F in the left FRIMÆRKE. Below the S E spandrel and on top of the frame line there is a white dot above N in SKILLING.

A5. A double white dot under the neck and in line with IM in the right FRIMÆRKE.

A6. Upper right corner broken. LL in SKILLING joined. K in the left FRIMÆRKE slightly crumpeled. Lower frame line slightly indented above F in FIRE. A colored dot in the pearl to the left above S in SKILLING. Late printings have a break on fifth wavy line in the S W spandrel.

A7. A pointed dot on the pearl close to the Æ in the left FRIMÆRKE (see A24.)

A8. N in SKILLING—First foot prolonged downwards, second foot crumpeled with a tiny dot between the N and G. There is a line between the white circle line and the pearl inside I in the left FRIMÆRKE.

A9. Left rosette has a diagonal bar of color across the petals. A dent in the colored border under K in SKILLING. LL always joined. O in NORGE open at the top.

A10. An apostrophe between FIRE and SKILLING. Right upper arm of K in SKILLING has no top.

A11. A colored dot in the right end of the upper frame line. A white dot under R in NORGE on the same. A white dot to the left of the right rosette.

A12. White circle line broken under G in NORGE. The crossbar on the right 4 has an upward turned hook (sometimes only a dot). Between the two pearls inside I and M in the left FRIMÆRKE there in a tiny dot.

A13. A small dot outside the neck in line with M in the right FRIMÆRKE. Often a white period after NORGE touching upper frame line, which also has a tiny color spot in the left end. A thin line from R in NORGE.

A14. There is a dent at the left end of the upper frame line—the right end has a color spot. The white circle line is broken above K in SKILLING. There is a small dent above the foot on the left side of the I in the right FRIMÆRKE.

A15. A white oblong dot to the left of the right rosette. The pearl opposite K in the right FRIMÆRKE is joined to the white circle line by a thin line. A white dot in front of the forehead in the line with R in the left FRIMÆRKE. A white dot between FIRE and SKILLING.

A16. The upper edge above the left ornament broken. The outer heavy line in the N W spandrel does not touch the white circle line. S in SKILLING has a hump on the middle.

A17. The pearl inside ÆR in the right FRIMÆRKE is connected by a hairline with the frame line. There is also a tiny white dot on the inner side of this pearl. The white circle line is broken where it meets the left frame line by the S W spandrel.

A18. There is as a rule a white dot back of the head in line with K in the right FRIMÆRKE. The white circle line is broken twice above K and once above the I in SKILLING. In the S E spandrels the wavy lines are joined above IN in SKILLING. A tiny color line cross above NG in SKILLING.

A19. A white dot in front of the eye. Another slight one under the back of the head. A white dot on the pearl right above the I in FIRE.

A20. A white dot back of the head in line with I in the right FRIMÆRKE (is sometimes missing). The lower frame line is connected with the right frame line by a thin hair line (see C13).

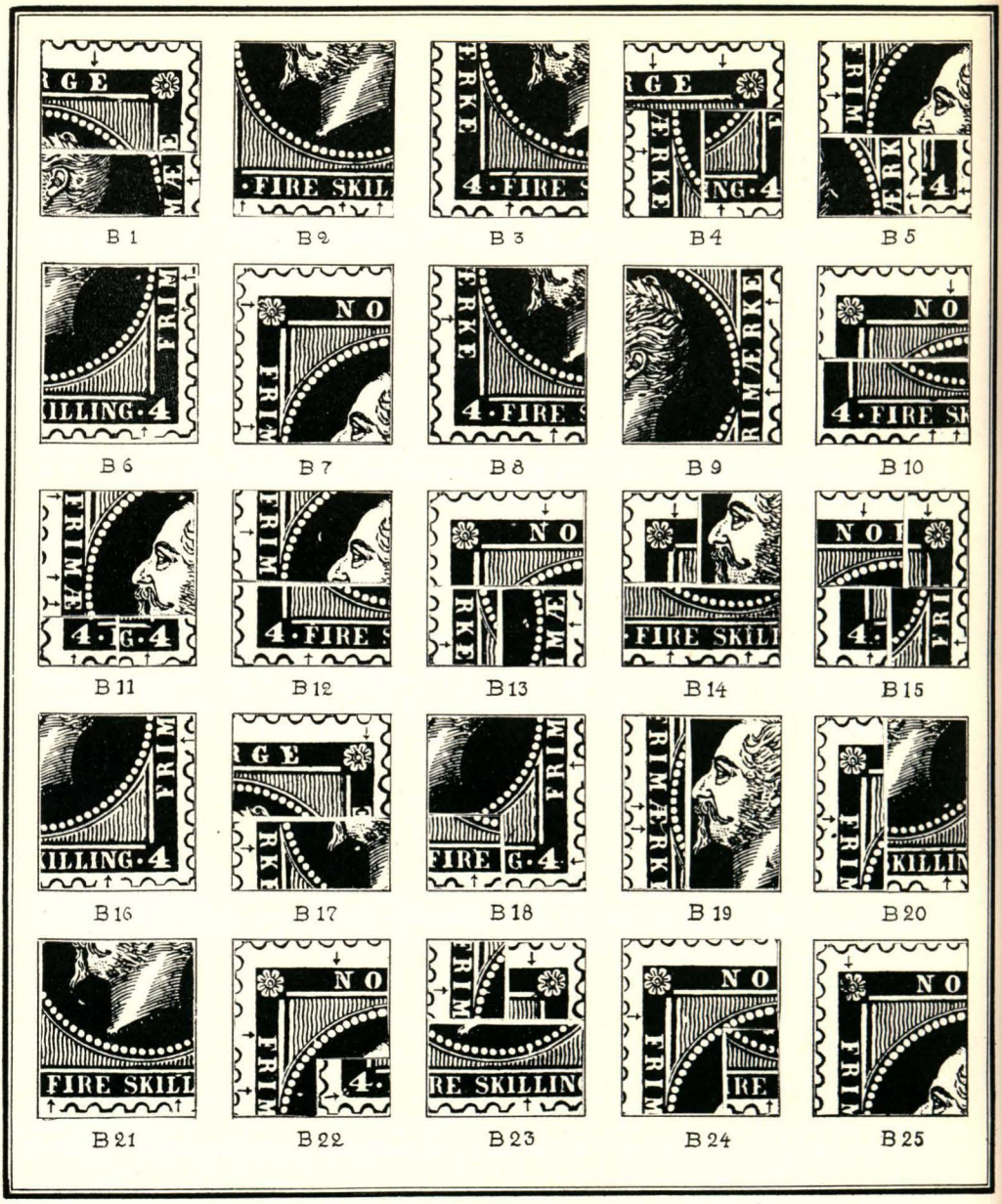
A21. A color line breaks the outline of the nose. The left end of the upper frame line and the upper end of the left frame line are pointed. The white circle line is broken where it meets the left frame line in the S W spandrel. A white dot under the foot line of the F in the right FRIMÆRKE. A long foot to right 4.

A22. A small color line cross the wavy lines under the OR in NORGE, and the pearl below this is egg-shaped. Lower frame line is pointed at the left end. K in SKILLING closed both at top and bottom and the LL is very often together.

A23. A white dot under the bust above I in SKILLING. A white dot between FIRE and SKILLING. K in SKILLING closed at bottom and connected with the S by a tiny line.

A24. There is a small dot extending out from the pearl inside of A in the left FRIMÆRKE. There is a line between the lower frame line and the second L in SKILLING. A small white cut in the right 4.

A25. A white period after G and another after E in NORGE, this later touches the upper frame line. A white dot in front of the forehead—and as a rule a small tiny dot under the lower part of the bust. I in the right FRIMÆRKE has a white dot at the top and from the foot of the F there is white line to margin. The third wavy line in the S W spandrel has a colored dot near frame line.



BLOCK B

B1. Upper frame line thinned under E in NORGE. A flaw behind the ear.

B2. S in SKILLING with a hump. The pearl inside ÆR in the left FRIMÆRKE has a small colored spot and the two pearls above are joined with a white hair line. A white dot in the shading lines on the throat back of neck.

B3. A hair line cross the lower frame line above the F in FIRE.

B4. The circle line broken where it joins the lower part of the left frame line. Upper frame line damaged at the right end and under G in NORGE. 2 or 3 dots over N in SKILLING in the S E spandrel.

B5. A tiny white dot in front of the eye. A dot after the right 4. Often a white line on the back of the head in line with the Æ in the right FRIMÆRKE.

B6. The lower frame line pointed at right. A white dot inside the pearl circle in line with M in the right FRIMÆRKE. A colored dot in this M.

B7. A colored dot in the left rosette. A dent in the top of the first white line in the S W spandrel. (This is not illustrated.) A double dot on the white unshaded part of the throat in line with the R in the left FRIMÆRKE and I in the right FRIMÆRKE. A white flaw in front of the M in the left FRIMÆRKE.

B8. A hair line joins the circle line with the pearl inside K in the right FRIMÆRKE (not illustrated.) A break in the circle line above E in FIRE. A dent in front stroke of K in the left FRIMÆRKE, and a white bulge in E in the same word.

B9. A small break in the second white line in the N E spandrel. A thick short shading line—as a colored dot—in line with M in the right FRIMÆRKE on back of neck under ear.

B10. Bulge on upper frame line under O in NORGE. S and K in SKILLING joined with a white line. Colored bulge on lower frame line above E in FIRE.

B11. A white dot in front of the forehead where the hair commences. Lower frame line pointed at right. The Æ in the left FRIMÆRKE closed by a line from the middle to the upturn of the E. A colored dot in the nose. A break in the cross line of the left 4.

B12. A white apostrophe like dot in line with I and eyebrow in the left FRIMÆRKE. A white dot above F in FIRE.

B13. A double dot in line with M in the right FRIMÆRKE. A white spike top of left limb of N in NORGE and the E thickened with a white spike in the left FRIMÆRKE.

B14. The frame lines outside the N W spandrel joined with a white line. In the S W spandrel the white line broken above R in FIRE. The first I in SKILLING is joined with the lower frame line. The point of the moustache curled upwards to left.

B15. The right frame line pointed at top. Often a tiny dot at the back of the head in line with M in the right FRIMÆRKE. A hair line cross the upper frame line under NO in NORGE. A dot after the left 4. A break in F in the left FRIMÆRKE.

B16. The white line in the S E spandrel above N in SKILLING is short. A white dot under the back of the head in line with I in the right FRIMÆRKE. A break in F in the right FRIMÆRKE (as in B15.) A break in the foot of the E in the right FRIMÆRKE

B17. A white dot under the chin. Two petals joined in the right rosette (same as B 15.) Often R in FIRE crossed at top by colored line.

B18. A break in the white circle line in S E spandrel in line with R in the right FRIMÆRKE. There is a spike from E in FIRE towards the lower frame line. A white dot behind the right 4.

B19. In the unshaded part of the throat there is a triangular colored flaw. Æ in left FRIMÆRKE has double cross line, and is also joined to R by a white line.

B20. The foot of F in left FRIMÆRKE has a white dot under it. A small white dot inside the pearls above LI in SKILLING. Often a colored line cross the foot of I in the right FRIMÆRKE.

B21. A small dot inside the pearls under GE in NORGE. An apostrophe like white spot under the beard. A dot above and between the LL in SKILLING. The foot of F in FIRE has a white dot under it (same as B20.)

B22. A dot inside the pearl circle in line with IM in the left FRIMÆRKE. The S W corner broken and a double dot in front of the left 4. The crossing on figure 4 has a small hook. N in NORGE a colored dot. The pearl inside F in the left FRIMÆRKE often joined with the circle line.

B23. There is a small white spike from the pearl opposite the IM in the left FRIMÆRKE. The pearl above the double L in SKILLING is joined to the circle line. The upper frame line has a colored line across the right point.

B24. The second vertical wavy line in N W Spandrel broken. A typical colored dot in the pearl above E in FIRE.

B25. The left part of the left rosette covered by a colored flaw.

Philately Versus Stamp Collecting

By HARRY M. KONWISER

AT various times, in the course of Philatelic writing, there has been more or less intelligent discussion as to whether "it is better" to be a stamp collector or a philatelist.

There is a difference, of course not the proverbial hairline difference that a non-collector of stamps might suppose, but a big difference.

When you or I attempt to create a collection of the stamps of the world we are, *per se,* stamp collectors, and if we manage to learn considerable about printings, shades and perforations on these stamps we are, by that fact philatelists.

Possibly the confusion comes from the erroneous calling of all stamp collectors, philatelists. It is generally agreed that the word "philatelist" came into use about 1865 and its literal translation is "lover of stamps."

It naturally follows that a philatelist is also a stamp collector, but to call every stamp collector a philatelist is stretching the meaning of the term according to modern standards.

Specialism, of itself, does not make one a philatelist. and while on that question it might be well to point out that a general trend towards specialism will not help Philately. If every stamp collector turned specialist the future of philately might be endangered.

Non-collectors who are asked to look at specialized collections invariably fail to see any charm in the collecting of stamps. They can visualize the collecting of stamps from all stamp-issuing countries; but when you endeavor to interest them in a specialized lot of stamps, explaining the mysteries that lend interest to the collection, they may profess an interest, but if they are friends they usually frankly state that their interest could never be aroused to start collecting.

Sometimes the stamp expositions do not do all they should to arouse the non-collector, because so many of the exhibition collections are high-grade works of skill and science, and the average person imagines "it is too difficult" to collect stamps along the lines shown.

Philatelists. to get back to the main subject, are developed from stamp collectors, and those of the philatelic craft who have any regard for posterity should endeavor to create avenues of interest for general collecting. But in doing this mission work they might point out to the novice the fact that to collect the entire world is too much of an undertaking; that one might very properly limit one's collecting to one of the continents, or to stamps emanating from islands, or the colonies of certain countries.

Any stamp exposition that does not "play up" the ordinary, average sort of collection is overlooking an opportunity to create more collectors.

Philately is not the mere owning of stamps, no matter how scarce. The millionaire stamp buyer who knows next to nothing about his stamps, is no more a philatelist than is the boy who has received a stamp album for his birthday, accompanied by a one thousand variety packet. The boy may continue to buy as his means will permit and in course of time, become a philatelist.

Are philatelists necessary, it might be asked? Surely they are not necessary to the average dealer, who usually devotes considerable time, with small profit, to the philatelist. The stamp collector is less time-consuming and generally a "better" buyer.

Philatelists have their usefulness, no doubt. Without them there could be no illuminating philatelic literature, and many of us like to read about stamps. It is a lamentable fact, however, that all stamp collectors are not regular readers of stampic periodicals. Nor are all of them in the stamp societies. This is not altogether as it should be, for, in the main, most of the philatelists can get along without some of the stamp papers but no stamp collector should figure on remaining a real devotee of the hobby unless he reads a few stamp papers regularly.

If stamp collectors are not reading stamp papers as they should, perhaps the dealers, as a group are to blame. One wonders how many stamp dealers, starting from the topmost ladder of commercial philately, really urge their customers to subscribe to stamp papers.

Stamp collectors are good people for the future of philately, it might be summarized, but if their lot as collectors is enhanced it is probably due to the fact there are many intelligent philatelists; men who give of their time and thought, for the future welfare of the hobby.

The "Bull's Eyes" of Brazil

A comparative study of the obliterations and their relative rarity—1843-44

By Dr. J. Fred Emerson.

I HAVE always been somewhat amazed at the great number of different cancellations found on the first issue of Brazil; primarily because of the short period of twelve months they were in use, and the great distances separating the different sections of this vast country. But few people realize that Brazil at its widest point east and west, if super-imposed on the map of the United States, would extend two hundred miles beyond the Golden Gate. From Canada to Brownsville, Texas, Brazil would extend south for over a thousand miles, or to Tegucigalpa, Honduras. How was it possible in this short period to establish post offices and provide cancelling devices before the appearance of the second issue, July 1st, 1844. This no doubt explains the reason why most of the obliterations are so crude and atrocious.

By keeping an accurate account of every stamp that has passed through my hands in the past five years, I am able to note the following: Out of a total of 2,339 stamps examined, there were 159 unused, or a little less than 7%. The year date of 1843 was noted on 75 stamps, 1845 on 81 stamps and 1847 only once. I have failed to find a specimen with the 1846 year date. These, however, no doubt exist. Pen cancellations are scarce, only 31 were met with. M. S. S. and town are more common; 72 of these were tabulated. Black or faded brown cancellations prevail. I have noted 46 red or carmine, 40 violet (all from the same office). There were but two green cancellations and only one in blue. Circular cancellations were noted on 1,524 copies or about 65%. Undated towns, in straight line, between frames 303 or 13%. Undated towns, in straight line, without frame 112 or 5%. The remainder consisted of various types, such as rectangular, octagonal, shields, ovals, etc. Fifty-eight different obliterations were distinctly noted from 55 separate towns. These 55 towns are, for sake of convenience divided into four groups according to their scarcity.

Group A=Fig. 1 to 12 (Common)
Group B= " 13 " 28 (Scarce)
Group C= " 29 " 39 (Very Scarce)
Group D= " 40 " 55 (Rarities)

GROUP A.

Fig. 1.—Rio de Janeiro—Black circular, two types reading "Correio Geral da Corte" in a double lined circle with date in centre.

Fig. 1A.—Same, but without the circular frame, decidedly less common than No. 1—probably first type used from this station. Number found: 1055 (both types).

Fig. 2.—Pernambuco (or Recife) Shield in Black—reading "Corro de Perno" with date in centre. A very attractive and desirable cancellation when well applied. Number found: 95.

Fig. 3.—Bahia—(or Sao Salvador) Large circular in black. Reading "Correio da Bahia" in a double lined circle, with date in centre.

Fig. 3A.—"Correio da Bahia" in small black circle, without date (Scarce).

Fig. 3B.—Bahia—unframed—large letters—undated. Number found: 64 of types 3 and 3*a*. Number found: 19 of type 3*b*.

Fig. 4.—"Nictheroy", (Rio de Janeiro) Oblong black, undated—Common on blocks. Reading "Cidade de Nictheroy". Number found: 75.

Fig. 5.—Porto Alegre (Rio Grande Sul) Small double lined circular reading "Porto Alegre Sul", undated in black. Number found: 74.

Fig. 6.—Cidade de Campos—In large double lined oval in black undated. Number found: 66.

Fig. 7.—Ceara (or Fortaleza) Large letters in curved oblong frame—black—often dated in M.S.S. Number found: 60.

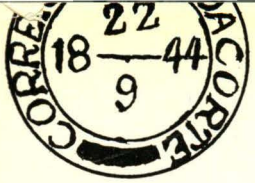


FIG. 1.

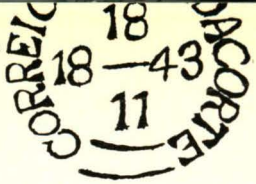


FIG. 1a.



FIG. 2.



FIG. 3.



FIG. 3a.



FIG. 3b.



FIG 4.



FIG 5.



FIG 7.



FIG6

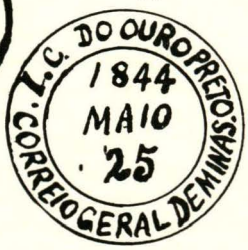


FIG. 11.



FIG. 8.

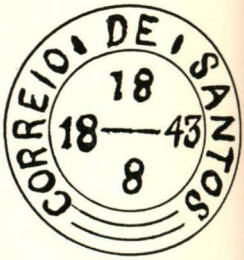


FIG. 9.



FIG. 10.



FIG. 12



FIG. 13.

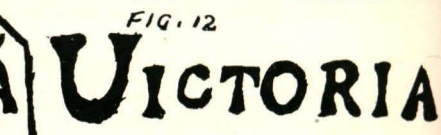


FIG. 14



FIG. 15



FIG. 16

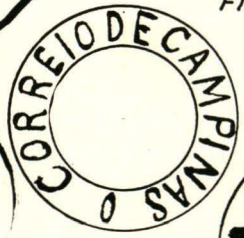


FIG. 17.

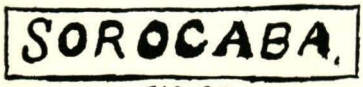


FIG. 20



FIG. 18.

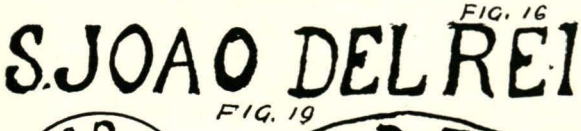


FIG. 19



FIG. 22.



FIG. 21.



FIG. 23



FIG. 24.

Fig. 8.—Colaba (?) "Correio Geral de Colaba" in single lined circle with M.S.S. date in centre. Cancelled in violet and very hard to read. Remarkable in that the dates are all between 1852 and 1854; possibly remainders have seen a couple in black without M.S.S. date. Number found: 40.

Fig. 9.—Santos (Sao Paulo) "Correio de Santos" in double lined circle with date in centre black—attractive. Number found: 26.

Fig. 10.—Maranhao "Correio de Maranhao" in double circle, date in centre—Comes in Red or Carmine. Very attractive when well put on. Number found: 22.

Fig. 11.—Ouro Preto (Minas Geraes) Reading "I. C. do Ouro Preto, Correio Geral de Minas", with date in centre—Double lined Circle. Number found: 17.

Fig. 12.—Villa de Vassouras (Rio de Janeiro) Reading: "V. de Vassouras", in oblong frame of saw teeth—Black—Undated. Number found: 14.

GROUP B.

Fig. 13.—Grampara (?), in Red large letters in octagonal oblong frame—often M.S.S. dated. Number found: 13.

Fig. 14.—Victoria—(Alagoas or Espirito Santo?) large letters unframed in black—undated. Number found: 12.

Fig. 15.—Diamantina (Minas Geraes) Block reading "V. Diamantina" in Double lined, curved oblong, undated. Number found: 11.

Fig. 16.—Pindamonhangaba (Sao Paulo)—Enclosed in a single frame—Black to brownish and undated. Number found: 11.

Fig. 17.—Campinas (Sao Paulo) "Correio de Campinas" in double lined circle without date, brownish black and *green*. I consider this cancellation in green to be a standard rarity; as I have only seen one other green obliteration which was in a *pale* shade and only partly put on, being impossible to recognize. This however was from a different town. Number found: 1—Green; 10—Brownish black.

In his most excellent treatise on the stamps of this issue, Col. G. S. F. Napier mentions having seen two indistinct green cancellations which he was unable to decipher.

Fig. 18.—Parahyba do Sul (Rio de Janeiro) Red large letters enclosed in a single line circle—undated. Very attractive. Number found: 9.

Fig. 19.—S. Joao del Rei (Minas Geraes) Black—Very large letters unframed—undated. Number found: 8.

Fig. 20.—Sorocaba (Sao Paulo)—Black—Large letters in a rectangular frame—undated. Number found: 7.

Fig. 21.—Rio Grande (Rio Grande do Sol) Black—in double lined circle dated. Number found: 7.

Fig. 22.—Villa da Lorena (S. Paulo) Brown—Probably faded black—Reading "Villa da Lorena", large letters in circle—undated. Number found: 6.

Fig. 23.—Aldeia da Pedra (?) Black—Large letters in curved rectangular frame—undated. Number found: 6.

Fig. 24.—Principe (?) Black—in small rectangular frame—undated. Number found: 5.

Fig. 25.—Sao Paulo—(S. P.) Black to pale bluish—Reading "Correio Geral de Sao Paulo", in double circle dated in centre. Should be very common as Sao Paulo is second largest city in Brazil. Number found: 5.

Fig. 26.—Paranagua (Parana) Black in curved rectangular frame—undated. Number found: 4.

Fig. 27.—Cantagalo (Rio de Janeiro) Black in curved rectangular frame—undated. Number found: 4.

Fig. 28.—Pelotas (R. G. do Sul) Black—Large letters in straight line unframed and undated. Number found: 4.

GROUP C.

Fig. 29.—Caza Branca (Sao Paulo) Black—Large letters in rectangular frame—undated. Number found: 3.

Fig. 30.—Sabara (Minas Geraes) Black—Large letters in straight line—undated. Number found: 3.

Fig. 31.—Sergipe (Sergipe) Black—Rectangular frame—undated, often found dated in M.S.S. Number found: 4.

Fig. 32.—Para (or Belem Minas Geraes) Black—unframed and undated. Number found: 3.

Fig. 33.—Parati (Rio de Janeiro?) Black—unframed and undated. Number found: 3.

Fig. 34.—Jiabira (?) Black—Large letters—unframed and undated. Number found: 3.

Fig. 35.—Rio Pardo—(Pro. Rio Grande do Sul)—Rectangular frame with concave corners. There is another small frame in the centre with lettering which I am unable to decipher. Very attractive. Number found: 3.

Fig. 36.—Cabo Frio—(Rio de Janeiro) Black in rectangular frame—undated. Number found: 3.

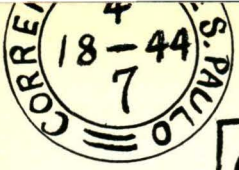


FIG. 25.

FIG. 26.

FIG. 27.

CAZA BRANCA

FIG. 29.

SERGIPE

FIG. 31

PELOTAS

FIG. 28.

SABARA

FIG. 30.

PARA.

FIG. 32.

PARATI

FIG. 33.

JIABIRA

FIG. 34.

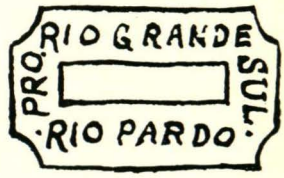


FIG. 35.

CABO FRIO

FIG. 36.

GUARATINGUETÁ

FIG. 37.



FIG. 43.

D. QUELUZ

FIG. 38.

AIRVOÇA

FIG. 39.

S: MATHEUS

FIG. 41.

VALENÇA

FIG. 40.



FIG. 44.

CASTRO

FIG. 45

SILVEIRA

FIG. 42



FIG. 49.



FIG. 46.

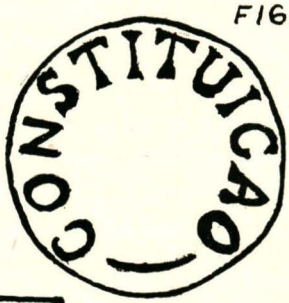


FIG. 47.

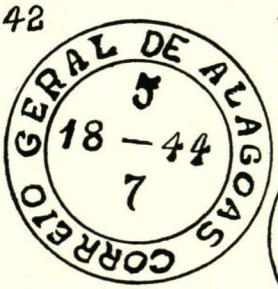


FIG. 48.



FIG. 53.

MACEIO

FIG. 50.



FIG. 51

Paraibuna.

FIG. 52

ABACATI

FIG. 54.

YTU

FIG. 55.

Fig. 37.—Guaratingueta—(Sao Paulo) Black in rectangular frame of several lines and saw teeth—Have not been able to find out if the ends are closed—undated. Number found: 3.

Fig. 38.—Queluz (in Sao Paulo or Minas)—Black—Reading=D. Queluz—Horizontal line under town—probably portion of frame—undated. Number found: 3.

Fig. 39.—Airvoca (?) Black—unframed and undated. Number found: 3.

GROUP D.

Fig. 40.—Valenca (Several listed)—Black rectangular frame—undated. Number found: 2.

Fig. 41.—S. Matheus (Several listed)—Black unframed rectangular letters—undated. Number found: 2.

Fig. 42.—Silveira (Sao Paulo)—Black in rectangular frame. Have been unable to prove whether ends are closed or not. Undated. Number found: 2.

Fig. 43.—Oliveira (Minas Geraes)—Black—Reading "Oliveira V*a*" in a double oval frame—undated. Number found: 2.

Fig. 44.—Angra dos Reis (Rio de Janeiro) Red—Single line oval frame. Very attractive—undated. Number found: 2.

Fig. 45.—Castro (Ceara?)—Black Undated curved rectangular frame. Number found: 2.

Fig. 46.—Porto Bello (Santa Catharina) Black in a single lined circle—undated. Number found: 1.

Fig. 47.—Constituicao (?) Black in a large single lined circle—undated. Number found: 1.

Fig. 48.—Alagoas (Alagoas) Black—Reading "Correio Geral de Alagoas" with date in centre—Double lined circle. Number found: 1.

Fig. 49.—Serro (?) Black Reading "C. do Serro", in a small single lined circle—undated. Number found: 1.

Fig. 50.—Maceio (Alagoas)—Black, in a rectangular frame—undated. Number found: 1.

Fig. 51.—Barra de S. Joao (Rio de Janeiro) *Blue* in a single lined oval frame—undated. A very beautiful cancellation in a rich shade of blue. This is a rarity of the first water as I have never seen or heard of this shade of postal marking on the first issue. Would be very pleased to hear of any. Number found: 1.

Fig. 52.—Paraibuna (S. Paulo)—Have seen one M.S.S. of this office undated. Number found: 1.

Fig. 53.—Guaratuba (Parana?) Black reading "Correio da Guaratuba", in a single lined circle—undated. Number found: 1.

Fig. 54.—Abacati (?) Black lettering in a single line unframed and undated. This may be a portion of a name as no such town is listed. Number found: 1.

Fig. 55.—YTU—(Sao Paulo) Black lettering, undated in frame. Number found: 1.

I have seen several of S. Pedro and S. Joao in black but these were only a portion of the cancellation.

It would be greatly appreciated if any of the readers who can contribute to this list would do so in order that a more complete record may be made of these, the postal markings of the first stamp of America and the second issue of the world.

INDEX TO THE FERRARI AUCTIONS

Compiled by Lt. Col. G. S. F. Napier

Lt. Col. G. S. F. Napier has undertaken an important work in the compilation of an index to the fourteen Ferrari Catalogs, including three title pages for binding the set in three volumes.

The prices realized are given in full accompanied by the Paris-London, Paris-New York and London-New York exchanges on the last day of each sale.

The whole work requires about ninety pages and advance subscriptions are being booked at 15s. 6d. in order to assure the cost of printing. At least 100 subscriptions are necessary and the names of the original subscribers will be printed in the work

Subscriptions should be addressed to Mr. Emerson, 41 Devonshire Place, London.

Decorating a Stamp Collection

By Christian L. Dull

As the result of several years of stamp collecting in conjunction with the pursuit of art studies, I have developed a collection which I believe to be entirely unique in its conception and treatment, and which has rewarded me with much favorable comment and requests to exhibit. I have had blank pages made to order and decorated them to suit the stamps.

The subject is hard to write about as it directly concerns neither the art nor the stamps, but the adaptability of the one to the other. A subject of this nature abounds with abstractions, which are very difficult to the immature writer, so I feel the most appropriate way to present it is to make a story of the incidents which have resulted in my collection as it is today.

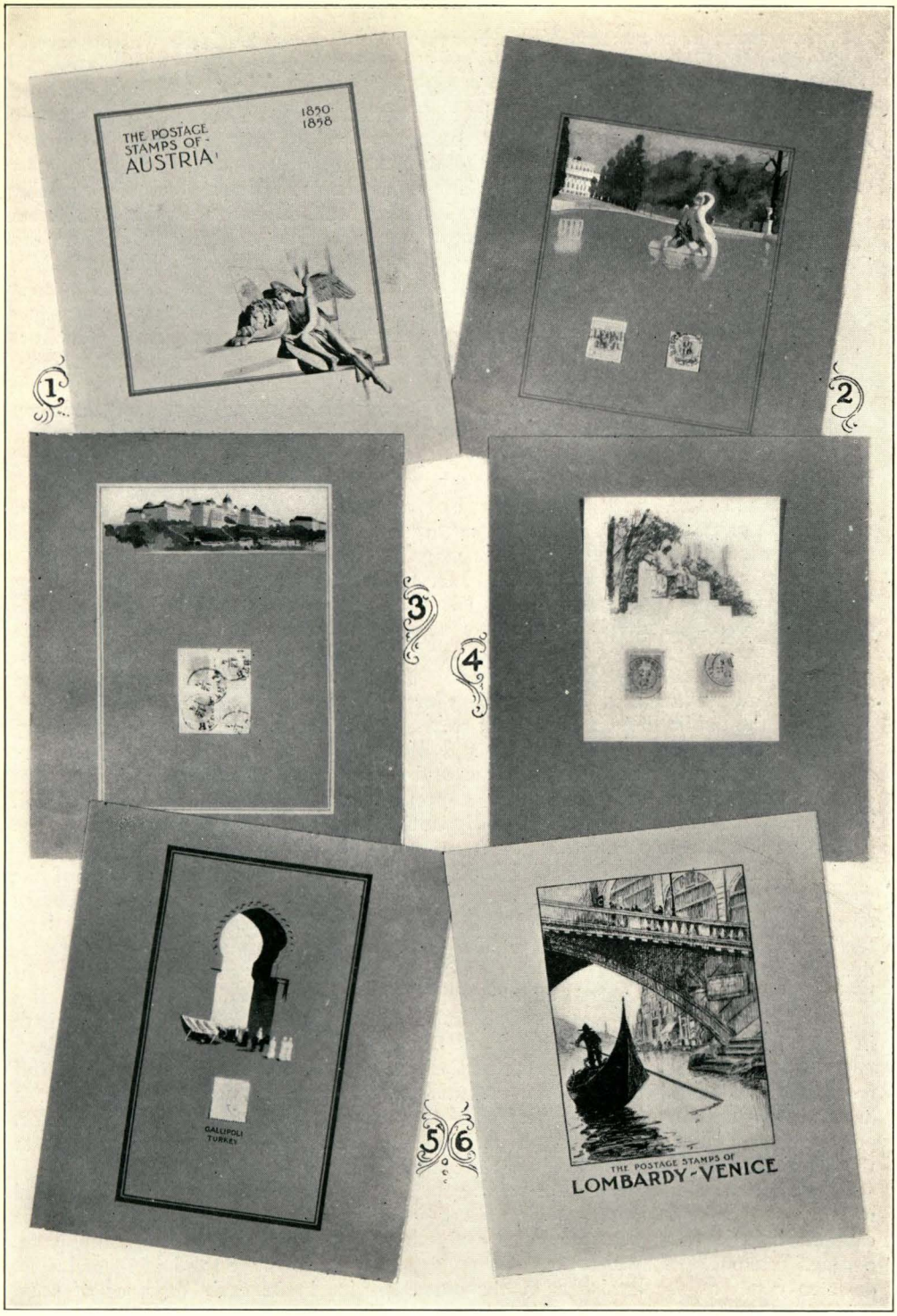
If we look back in history we find that incidents, apparently unimportant in themselves, have shaped the destinies of men and the results of their efforts. James Fennimore Cooper would probably never have become a famous author had he not chanced to read a poor effort by a contemporary and made a wager that he could do better. And United States can thank George Washington's mother, that she refused to let him become a British midshipman, even after he was all prepared to go and his baggage had been placed aboard the ship. In the story of stamp collecting there are no incidents so dramatic as these but nevertheless, seemingly unimportant things have given, not only my collection, but yours also, whatever characteristics it possesses today. Stamp collecting is as prolific as golf or fishing with stories of what might have been or how I got the good one.

My own progress was gradual. After several years as a general collector I developed preferences and gradually sold out the stamps that did not interest me, filling up on the others. I continued to eliminate countries until I had only U. S. left. Finally I sold the collection and took a couple of years philatelic vacation. When I started again it was rather indefinitely, purchasing any early pieces which seemed reasonable in price, until I finally settled on Austria.

"Mr. B", my employer at that time, was also a stamp collector and we spent much time reasoning out our problems together. When my collection was well started I brought up the question of mounting,—whether to buy cheap albums, spending the money saved for more stamps, or whether to get the best and enjoy a well mounted collection. We decided to get the best. Our satisfaction in our collection is based not so much upon the value of our stamps as upon the effort we put into it. If it is poorly mounted it can be a joy only to ourselves, but how much greater is our pleasure when we can share it by having a collection with such distinction and charm that others even non-philatelists, will admire it and enjoy looking at it.

A certain meeting of the *Philadelphia Stamp Club* offered an excellent example of this. Those who attended had the pleasure of seeing the two extremes of the point I have just taken. The first exhibit was a collection in one volume which had not been mentioned in the notices, yet it was the most interesting one I have ever seen. It was artistically arranged, only one piece on a page, first a cover of historical interest and then the official engraving of the character concerned. So the pages alternated all the way through, each pair telling a complete and interesting story and each taking its proper place in the whole. It was a philatelic masterpiece.

The other was advertised in the notices of the meeting and was very tiresome. The fact that it was several volumes only made it that much more tiresome. The collector knew fine stamps but seemed to have no sense of delicacy or refinement. He had scarce pieces and he rubbed it in. There was page after page of the same thing. Blocks overlapped and stamps were stuck in the margins. Several members



1. Title page.
2. Castle Schonbrun in Vienna.
3. Imperial Palace, Budapest.
4. Statue of Anonymous, who is supposed to have written the first history of Hungary.
5. Eastern atmosphere in this decoration for the Gallipoli cancellation on the Lombardy stamp.
6. The title page of Lombardy-Venice shows a gondola beneath the Rialto Bridge.

remarked about its monotony. This brings up another point. Here was an exceedingly valuable collection spoiled by the duplication of interest.

So Mr. B and I thoroughly agreed that our collections should be well mounted and that we would go farther than just giving them a good album. We must do it in a way that would feature the interesting qualities of all the stamps. We must make every page attractive and tell the whole story of the stamp, mounting only one on a page when necessary. We found a beautiful binder but the quadrille pages looked cheap. Besides, the white leaves had a brilliance that detracted from the stamps and failed to show the margins clearly. We tried black. While this gives a rich effect it is even more distracting than the white and completely kills black cancellations. Colors in contrast to the stamps set them off well, but the effect is cheap and bizarre. So after three months extensive searching through all the paper houses in the city we discovered in a gray, antique finish cover paper, all the qualities we had been looking for. It harmonizes with any color stamp. It is a negative color and recedes to take its proper place as a background, and does not clamor for attention as do the other colors. It offers enough contrast to show effectively the stamp and its margins, and is soft and pleasing as a whole.

So we had the pages made exactly as we wanted them, with no view toward sparing the expense and strangely enough when they were finished, linen hinged, gilt edged and faced with tissue, they had cost us less than half the price of the ready made pages. I misjudged the quantity necessary, however, but as Mr. B has never mounted his stamps I bought his pages to finish my collection.

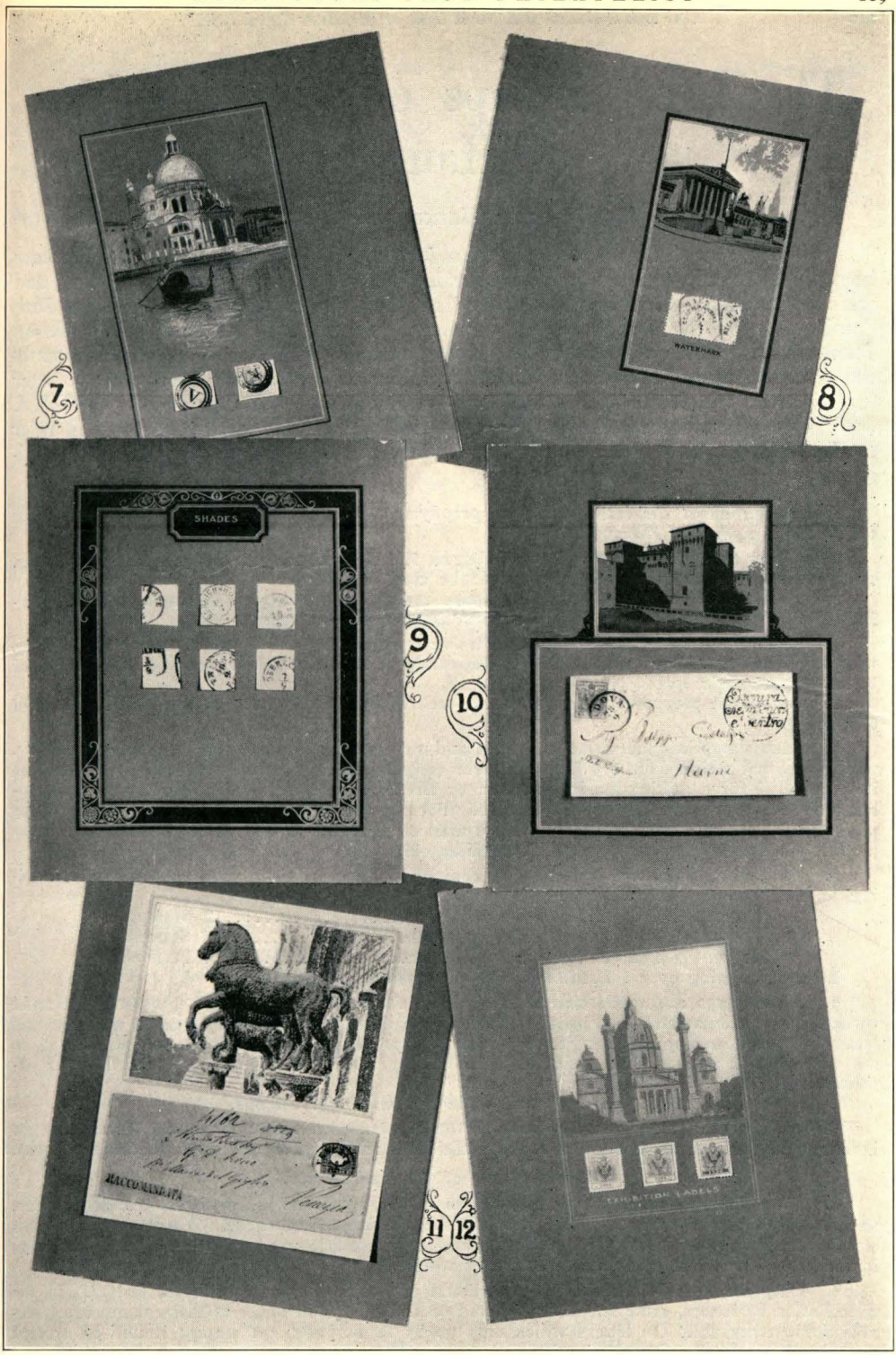
Our next idea developed at work, Mr. B has a large pile of magazine clippings which he keeps for suggestions for his advertising illustrations. Going through this one day in search of an idea for a soap advertisement, he found a decorative little Hawaiian beach scene. "There's something," he said "that would make a nice tailpiece for a page of Hawaiian numerals." I at once saw the possibilities he had suggested and for the next few days they occupied much of our conversation.

So in the public libraries, old book stores, magazines, and in my own art library I found material for my illustrations and decorations. Sometimes a bit of scenery in Austria or Lombardy, often a statue or building, sometimes a typical inhabitant or occupation. The cathedrals offer a prolific and beautiful source of material. The decorations are mainly borders of Byzantine motifs or little conventional designs suggestive of the stamp's story.

And this search for material I find just as interesting as the collecting of the stamps. How pleasant is an afternoon spent in poring over the volumes in a library or old book store. A whole essay could easily be written on this alone. And no less pleasant is the evening spent in designing the pages from the half tone reproductions in the books, and adapting them to whatever treatment I prefer. It is like taking an ordinary story and telling it in beautiful words.

Simplicity is the very essence of charm in decorating such a collection and I have in every instance tried to subordinate the decoration to the stamps, although I have not always been successful. Except for the title pages, where I have often used full color, most of the decorations are executed in only two or three colors. Then I have added interest with a wide variety of treatments. Black and white water color, poster effects, realistic full color, pen and ink, dry brush, pencil and crayon, all add to the effect with their own individual characteristics.

We cannot all be artists but we should all be able to appreciate the charm and mystery of a cover in its story half told of some quaint and interesting people, their characteristics, habits, temperaments and education, or of some delightful place, perhaps immortalized by a famous author, or so remote that we revel in its seclusion, or it may tell of the hardships of the postal service in its early days, or of some grim tragedy of war or a thousand other tales with a thousand other attachments of thoroughly human appeal, which attractively told would make a collection of such pieces an irresistable companion. And you will find your own satisfaction ample reward if you search out these stories and tell them in your own way.



7. For fancy cancellations of Venice the Santa Maria della Salute is shown.
8. This pair has a red Vienna registered cancellation and is watermarked. The decoration in the houses of Parliament in Vienna.
9. Border design using Byzantine motif.
10. The Palace of the Dukes of Ferrara is pictured here for this unusual postmark from that town.
11. The bronze horses of St. Marks is the subject of this illustration, where the cancellation is of Venice.
12. Karls Church.

The Free Stamps of the Kingdom of Hanover

By Director Heinrich Birnbach

The notes on *"Hanover Margin Numbers and Margin Inscriptions"* which have been printed in this paper, have been considerably enlarged under the above title, and were published in German, November 1st, 1925, in commemoration of the 75th Anniversary of the first Hanover postmark. At the Special Exhibition held in Hanover this work was awarded the highest medal. In order to present coherently the enlarged study, I have condensed the material, and submit herewith my later investigations which should be considered in connection with that already published.

For a general comprehension of the introduction of the Hanover stamps, I refer to the "Instruction" of November 20th, 1850, of the Hanover General Postal Director:

Instruction about the introduction of prepayment stamps to be used for correspondence within the Kingdom of Hanover.

According to Article 8 of the Law of August 9, 1850, referring to the new inland Post-tax, stamped envelopes or adhesive stamps could be used on letters.

In conformance with Par. 4, of the notice regarding exportation of the royal Treasury-Board of August 10, 1850, the following is brought to your attention.

1. Besides the stamped envelopes, adhesive stamps are for sale at all royal Post-Offices, where they can be had, after the 30th of this month, at the letter receiving window, in strips of 12, at 12 gge per strip.

If desired, the prepayment stamps can be ordered by letter-carrier, at an additional cost of 6 Pfennig.

2. Each stamp has the value of 1 ggr, and represents the prepayment for a single letter, which does not weigh over 1½ Loth Hanover weight, and is not liable to inland tax, because it is intended for a destination in Hanover, or Bremen, or Bremerhave, Hamburg, or Hagenburg, where royal Post-Offices are located. For the prepayment of letters to non-Hanover places these stamps cannot be used. Stamps used on such letters are not considered, as long as present conditions with the foreign Post-Offices exist.

3. For letters which are over weight, additional stamps must be used as required, according to the Hanover weight.

From 1⅛ Loth to not quite 2¼ Loth.....2 Stamps.
From 2¼ Loth to not quite 4½ Loth.....3 Stamps.
From 4½ Loth to not quite 9 Loth.....4 Stamps.

Letters weighing over 9 Loth cannot be prepayed by stamps.

4. The stamps are to be pasted on address side of the letter in the upper right hand corner. It is recommended to paste the stamps on tightly, for if it is loosened and lost, the letter is treated as unprepayed. Letters with stamps can be put in the letter box as well as the ones without stamps. The notice of the following served as a guidance to all Royal Post-Offices.

I. In reference to the accounting for Stamps.

(Here is given in detail the procedure for reporting on stamps sold, and submitting an inventory of the balance on hand so that a sufficient quantity can be sent to replenish the stock).

II. Procedure of postpaid stamps.

5. These stamps, besides being used by the sender, shall also be employed in Post Bureaux, so that a postpayment for inland letters can be eliminated on cards. All Post-Offices must stamp carefully upon receipt all ordinary and registered letters, as well as those liable to inland tax. The wetting is done by saliva or water.

6. Only the Post-Office in Hamburg should not paste the stamps on the letters. In the cancellation of letters, same should be printed on the stamps in order to make them unserviceable for further use. On letters which only go by R. R. posts, the stamps should be crossed out with a pen, at the first destination.

7. Ordinary letters are not recorded but treated as prepayed letters, while the registered ones are to be entered on a card; if only the return receipt has been paid, the letter is to be entered with the notation "Postage."

In the monthly notices regarding the amount of local letters (Cir. No. 202, Par. 4), the prepayed letters are not to be counted.

8. Care must be taken to put sufficient stamps on the letters. If in some instances this is not done, the letter should be marked "Not sufficient stamps", and is to be entered with notice (1), (2), etc., so that the missing postage can be added at the Post-Office from which the letters are distributed.

9. The Post-Office at the destination must also see that the necessary postage is put on the letters and if not they must supply the missing stamps and add same to the card.

10. The Post-Offices at the destination must see to it that the stamps are properly cancelled, and if this is not the case, to cross them with a pen.

11. Post-Offices which receive letters improperly cancelled and without sufficient postage as per 9 and 10, must report the facts so that a penalty can be placed upon the Post Bureau making the error.

12. If a stamp is found loose in a letter box, all mail matter in that box should be examined, if possible, to locate the envelope from which the stamp has dropped, otherwise the stamp should be torn.

13. On letters carrying stamps, believed to have been previously used, a notation to that effect should be made on the enoelope, "The stamp has been used before", and said letter goes forward postage collect.

14. In the event of forged stamps the attention of the Post-Office at the destination is called to that fact, which must endeavor to obtain the envelope from the recipient, and send same to the superior official together with a report.

15. The stamps are not to be kept in a damp place, as they might adhere and be rendered useless on that account. The reserve stock should only be used when the general stock is exhausted.

Should franco stamps get in a condition as to become unserviceable, such stamps may be exchanged by applying to the Post Master General.

Hanover, November 30th, 1850.
Royal Hanover Gen. Post-Direction.
(Signed) von Rudloff Haase.
Friesland.

According to Par. I of this *"Instruction"* the stamps should be sold in strips of 12, and each row should be numbered at the top and bottom. In spite of this ruling stamp No. 1 first appeared without any number. The correct margin numbers are found in the next printing (No's 2-5). This No. 1 stamp did not originally belong to our study, but as the whole article has been revised, it is necessary to mention it.

After the "Instruction" had appeared, Nov. 20th, 1850, the "Hanover Kurier" advertised the appearance of the stamp. As can be seen from the copies at the Post Office, the stamp was on sale on November 30th, 1850, and could be used the following day, so that the date of issue is December 1st, 1850.

The necessary quantity had to be made within a week. On account of this short length of time the stamp can be considered unfinished. The band numbers, which appear on all other printings, are entirely missing. The watermark which, on all other Hanover stamps, is in the form of a wreath, in this stamp is only a square, made of lines, and is so indistinct that it can hardly be seen. The color also varies. Many authorities have asserted that the sheets of No. 1 were printed with margin numbers. But that is not correct. No entire sheets have ever been discovered, but there exist unused strips of corner sheet margins, as well as used strips on entire letters which prove that the stamp was never printed with margin-numbers. There is a reprint of No. 1, but not in a sheet of 120, as the original, which is also without margin numbers. The reprint is recognized by the green color (instead of blue), also by the lack of red gum as well as by the missing watermark. The engraving was done by FICKENSCHER in Hanover, the printing by the printing office of Senator GULMANN in Hanover by means of a handpress. The paper was supplied by G. W. QUIRL & CO., of Osnabrück, The single sheets contain the numbers mentioned in the "Instruction": of 10 rows of 12 each, making 120 to the sheet.

A red gum was used for the adhesive which was difficult to imitate. At first the color was a yellow-red, but later this was changed to pink.

STAMP No. 2 LGGR. GREEN.

As proof of the different distances of the margin numbers from the stamp we now have an entire reconstructed plate, consisting of two sets with the margin numbers 1 to 12 at the right and 1 to 12 at the left.

On June 1st, 1851, Hanover entered the German-Austria Post-Association. For this reason it had to issue stamps of 1, 2 and 3 Sgr. (1/30, 1/15 and 1/10 Th.), and the following colors were used.

1 Sgr.—1/30 red.
2 Sgr.—1/15 blue.
3 Sgr.—1/19 yellow.

The color of the last two stamps was required by the other states, which kept their 2 Sgr. stamps in blue and the 3 Sgr. in yellow. The inland value of 1 guten Gr. was retained. As the new 2 Sgr. stamp, was similar to the blue paper of the first 1 guten Gr. stamp, a change of color was effected and the stamp was reissued in green. In designing the stamps of the second issue it was decided that numbers on top and bottom of the sheet margin be added. These numbers which run according to the numbers of stamps from 1-10 served as margin numbers. In the first issue we find the margin numbers at a greater distance from the design, while in the later issues the numbers are considerably closer. The three Convention-stamps (1/30, 1/15, 1/10 Thaler) have numbers on the upper and lower margin. In the inland value of the new issue of 1 guten Gr. green the margin numbers are to be found at the left and right of the sheet. These numbers can not be recognized as margin numbers but should be called "row-counters." They are also distinguished from the others inasmuch as they appear from 1-12 while the margin numbers only show the figures 1-10. Both varieties of margin numbers are found in different positions to the design. One and the same number is found at times at the level of the "A" of the word "FRANKO" which is on the right side of the stamp, at other times the number stands at the upper and sometimes at the lower end of the hand. This proves that for each new issue, new sets of margin numbers were used.

All values of this issue have in common the black-print on colored paper, the watermark oakwreath of single lines, forming a square. Each sheet contains 120 stamps in 12 horizontal rows, of 10. The currency of the time was as follows: 1 Thaler was equal to 24 guten Gr. (ggr) and 1 ggr equaled 12 Pfennig. On October 1st, 1858, the law of June, 1857, came into effect, whereby one Thaler was equal to 30 Groschen, and one Groschen equal to 10 Pfennig.

CHRISTIAN L. DULL ANNOUNCES

A New Service to Philatelists

To all those who have spent a lot of money on their collections, and whose natural pride in their fine possessions makes them wish an appropriate setting for the stamps, attractive, dignified and artistic, I am now soliciting commissions to illustrate, decorate or letter fine collections or to plan the arrangement and mounting to include such decorations or illustrations as will enhance its appearance

My background for this service includes ten years experience as a stamp collector and seven years as an artist, besides which you will benefit by my own successes and mistakes incident to building up the artistically unique collection which is illustrated, literally and pictorially in my article on decorating a collection.

To all those interested in this service I suggest that you write me today giving me all the information you think I will need, and I will reciprocate.

Address mail to me at 5853 Willows Ave., Philadelphia, Pa.

The Collectors Club Building

By H. L. LINDQUIST

THE original plans for *The Collectors Club Building,* as announced in our last issue and in the philatelic press at large, have undergone some modifications both in the appearance of the building and in the method of financing but only a slight delay was occasioned by these facts and the Club expects to move into its new quarters early in July.

Two important facts entered into this change in plans:

The first was that restrictions which developed made it impossible to bring the building out beyond the present line and as a consequence operations were held up until new plans could be drawn to conform with the requirements. While this will detract somewhat from the outward appearance of the building, the only difference in the interior will be the loss of approximately six feet from the front rooms of the first three floors.

The second development was that the 47 year lease has several provisions that prevent the original method of financing. The Collectors Club actually secures but a four year tenure of the building at which time the landlord has the right to recover the building by paying the value of the building, or he can give an additional 21 years term at a rate to be fixed at that time. Such an arrangement does not assure the Club a "permanent home" and the fund provided for that purpose has therefore been set aside and a Syndicate has been formed to finance the project and insure the Club against any loss in the matter.

This Syndicate has advanced the Club a loan of $60,000 with which to carry through the project as originally outlined and has taken a debenture in return on the following terms: the club will receive all rents and other income during the period of its occupancy from which it must pay the usual upkeep of the building plus a reasonable amount for its own rental. At the expiration of its present four year lease it will be credited with the recovery value of the leasehold and the Syndicate will accept in full payment of its $60,000 debenture such amount as the club may have at that time providing it is less than $60,000, but only $60,000 providing the amount should be greater than that. In other words the club has everything to gain and nothing to lose by the present arrangement.

The Syndicate which has been formed to advance this $60,000 is composed of such members of the club as care to join it and the full amount has been underwritten by a few of the active members so that it is assured of success.

Every member who subscribed to the originally proposed mortgage bond issue was given the privilege of : (1) withdrawing the full amount of his subscription; (2) of accepting a participation debenture at 5% interest for $100; (3) of accepting a participation debenture without interest for any amount he wished to subscribe.

The members electing to accept the third proposition (known as Series "B" debentures) must accept a loss if at the end of the four year period the amount repaid by the club is less than the $60,000 and no renewal of the lease on favorable terms is secured from the landlord. On the other hand they may receive a profit if the renewal of the lease is secured on favorable terms for in that event all profit accruing will belong to the Syndicate members.

It is most reasonable to suppose, however, that there will be some loss and it speaks well for the loyalty of the members to report that at the time this is written only two members have requested the return of their money and but one other has elected to take a "Series A" bond with the return of the balance. All others who have replied at all have elected to "stick" with the Syndicate and the Club will soon be in its new quarters without in any way jeopardizing its permanent home fund or assuming obligations beyond its capacity to pay.

New York Foreign Mail Cancellations 1870-76

Supplement to list in last issue

By J. Murray Bartels

NUMEROUS letters were received in response to the request for additional varieties of the above including several from foreign countries. This enables us to increase and correct the list which appeared in the last issue as well as to supplement some of the information. A number of new varieties are illustrated here and we begin with a brief description.

GROUP A. FANCY STARS

A 16. Small five-pointed solid star in center of a colorless one, the angles of which are filled by solid triangles. This has been submitted on 1873 1c by Fred R. Schmalzriedt, but its use in N. Y. has not been verified.

A 17. An eight-pointed solid star with open center has also been shown by Fred R. Schmalzriedt on 1873 10c.

GROUP B. GEOMETRIC DESIGNS

B 16. This is similar to B3 but surrounded by a circle, generally more or less broken. Dr. Carroll Chase has it on cover N. Y., March 20, 1875, with Continental 6c and 3c.

B 17. Very similar to B1 but center part composed of eight solid diamond shaped parts. Submitted by Hugh McLellan and Dr. Chase on 1873 6c.

B 18. A rather plain sunburst with about twenty-eight rays varying in length. Shown by W. C. Michaels of Kansas City on 1873 12c.

B 19. Solid circular disk surrounded by circle, the entire design intersected by two colorless lines crossed at right angles. In the collection of W. C. Michaels on N. Y. cover with National 10c dated Nov. 28, '71.

B 20. A small colorless savoyan cross in solid round disk, connected by four lines with an outer circle. Shown by Hugh McLellan on 1870 6c.

GROUP C. VARIOUS FANCY DESIGNS

C 5. This is merely an improved and corrected drawing from a more distinct impression submitted by W. C. Michaels on 1873 6c and Dr. Chase on same stamp on cover dated May, 1875.

C 9. An eight-pointed starlike design with points connected as shown in drawing and surrounded by a circle. Submitted by Hugh McLellan, Dr. Chase and Fred R. Schmalzriedt. One cover dated Apr. 24-76. Also seen on 1873 3c, 6c, 7c and 10c.

C 10. An attractive fancy design not easily described, see drawing. Submitted by W. E. Whitnall and H. McLellan on 1873 6c.

C 11. Solid disk with nine-pointed starlike design in center. Shown by W. E. Whitnall on 1870 12c.

C 12. A rather fantastic design composed of three separate parts, each resembling a piece of metal with two round holes. Shown by Fred R. Schmalzriedt on 1870 6, 7 and 24c.

C 13. Four solid elongated points, the bases forming an open center. Between the points but not touching them are sections of a broken circle. Shown by Hugh McLellan on cover N. Y., Feb. 27, 1873, with National 6c.

GROUP F. CORK DESIGNS

F 14. Small solid square flanked on each side by two small solid wedges. W. E. Whitnall submits it on cover N. Y. to England with two 1873 3c.

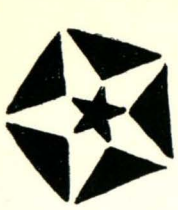
F 15. Four heavy bars crossing in center, which shows small opening. Copies seen are not very distinct. Hugh McLellan has a cover with National 6c dated N. Y., June 28-71.

F 16. Similar to F4, but composed of eight instead of six V's. Shown by W. E. Whitnall on cover with 1870 6c dated N. Y., Feb. 20-71, others dated June 1870 and March 1871.

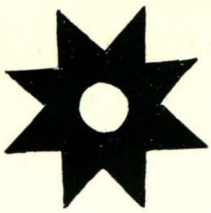
A little additional information on some of the designs illustrated last month may prove of interest.

A-2 has been seen in red on 1873 10c and in black on the 6 and 15c.

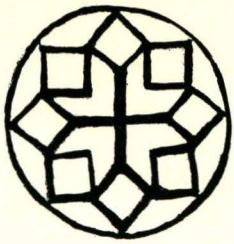
A-9 is shown in red by W. E. Whitnall on National 30c and in black on Continental 6c and pair of 3c, the latter covered by a red N. Y. transit postmark.



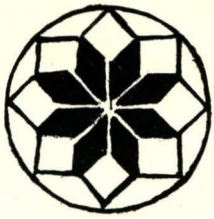
A-16



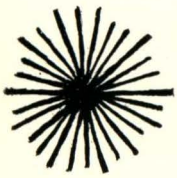
A-17



B-16



B-17



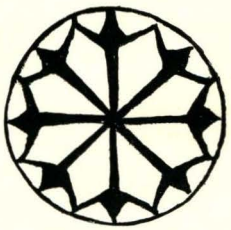
B-18



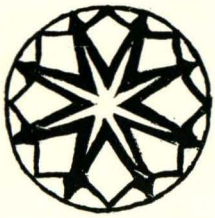
B-19



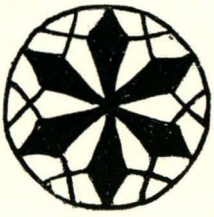
B-20



C-5



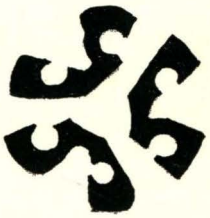
C-9



C-10



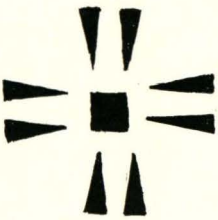
C-11



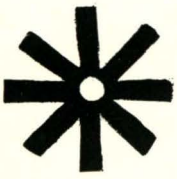
C-12



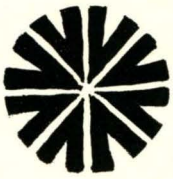
C-13



F-14



F-15



F-16

A-10 has been seen in red on 1870 6c and in black on 1870 6, 12 and 15c.
A-13 is shown by W. E. Whitnall on Continental 30c.
A-14 seems to be more common than at first thought. Seen on 1873 15 and in red on the 6c.
A-15 seems to have been used in Chicago and not New York. Have seen cover Chicago in blue dated July 24-74 to England with two 3c. W. E. Whitnall has it also on P. O. Dept. 1c. The center circle seems to be missing on some, making it a solid disk.

B-6. This design is shown by W. E. Whitnall surrounded by a circle on cover dated June 19-75 with 2c and 3c.

B-11. Its use in N. Y. has been verified. Also noted in 1873 12c.

B-12. Has been seen in red on National 24c.

B-14. Does not seem to belong in this group. At any rate, it was used at Hartford, Conn., on domestic mail as late as June 29, 1882.

C-5. Seen on cover N. Y. Apr. 3-75 with Continental 6c.

C-7. This has been seen in red on National 30c.

D-1. Comes also in red, has been seen on 1870 24c and in black on Continental 15c.

E-1. Our cut shows eleven lines in the pin wheel. This probably should have been 12, as our copy was not so very distinct. W. E. Whitnall submits the Continental 10c with both 12 and 13 lines, also the 1c with 13.

F-2 is not rare in red. Noted on National 6 and 7c, in black on Continental 15c.

G-1 has been seen on 1869 6c.

In addition to the designs so far illustrated, we have made a few drawings of others used between 1861 and 1869, which we hope to supplement and use in a later issue. For several of these we are indebted to Geo. Walcott.

Death of General Charles Austin Coolidge

PRESS dispatches have announced the death of Brigadier General Charles Austin Coolidge at his home in Detroit, Michigan, on Tuesday June 1st, 1826, at the age of 81.

General Coolidge was for many years an enthusiastic collector and took an active part in society affairs. He served two years as president of the American Philatelic Society, was a prominent worker in the Detroit Philatelic Society and was a member of many of the other leading philatelic organizations, including the Collectors Club.

We quote the following from the *New York Herald* of June 3, which was sent us by Herman Toaspern:

General Coolidge was born at Boston July 19, 1846, a son of Charles and Anna Maria Rice Coolidge. He was a direct descendant of John Coolidge, of Watertown, Mass., of whom President Coolidge is a descendant. He studied at Norwich University and the Wooster Medical College, and enlisted in the Union army as a private in October, 1862. He was assigned to the 16th Infantry, and saw service with the Army of the Potomac and the Army of the Cumberland until the close of the Civil War.

For bravery in the field he was made a second lieutenant of the 7th Infantry in May, 1864, and a first lieutenant two months later. During the Nez Perces Indian campaign in Eastern Oregon and Montana he was in command of Company A of the Seventh. He was wounded three times at the Battle of Big Hole, near Butte, and was breveted a major for his gallantry.

He went to Cuba with the Seventh at the beginning of the Spanish-American War and was in the engagements at El Caney and Santiago. After the surrender of Santiago he was in command of Fort Sheridan for a time and then was made a lieutenant colonel of the Ninth Infantry and sent to the Philippines.

In the insurrection there he took part in the Battles of Sidalon, Guaga and Angeles, in Pangasignan Province. He went to China with the Ninth at the outbreak of the Boxer rebellion in 1900 and was the first American to enter the Forbidden City of Pekin. Upon the death of Colonel Liscum, he assumed command of the regiment.

He was made colonel of the Seventh and joined his command at the Vancouver Barracks. A year later the regiment was ordered to San Francisco and General Coolidge was placed in command of the Presidio. He was stationed there when he retired in 1903.

He was a member of the Detroit Philatelic Society, the Loyal Legion, the Society of Santiago, the Military Order of the Dragon, and the Naval and Military Order of the Spanish-American War.

His wife, Mrs. Sophie Wager Lowry Coolidge, and three sisters, survive. Funeral services were held at Fort Meyer and he was buried in the Arlington National Cemetery.

Plating the 10c. 1847

By Elliott Perry

THIS installment includes a description of all the positions on the plate which have not previously been given. Eighteen positions comprising all of the two lower rows of the left pane, except the two marginal stamps in the first vertical row, complete the left pane, and the other six positions are in the two lower rows at the lower right corner of the right pane. Twelve of these twenty-four positions therefore comprise six positions in the lower right corner of the right pane and the corresponding six positions in the lower right corner of the left pane.

The twenty-four positions include many interesting and easily recognized varieties. Nearly all the stamps from the ninth horizontal row of the left pane show, more or less clearly, traces of the double horizontal line which is not found elsewhere on the plate. Twelve of the twenty-four positions are from the bottom row of the plate and stamps from these positions may occur with a sheet margin at the bottom. Four of the twenty-four positions may show a wide margin at the right as two are from the middle of the sheet and two are from the outer right side. Of these marginal positions two occupy corners and stamps from them may show wide margins at the right side and the bottom.

No. 93 L is one of the most strongly marked of the "short transfers", so called, on the entire plate. On No. 84 L both the right and left frame lines project slightly below the bottom frame and this is the only position on the plate showing this peculiarity. On No. 99 L the fine horizontal guide line is much stronger than on any other position on the plate and the line differs from all similar lines on other positions. No. 100 R. has a very noticeable split frame line at the right.

Comparison of No. 100 R with No. 100 L will convince any student that neither variety was produced by recutting the other. Copies of these two stamps with margins indicating they must come from a lower right corner afforded the first definite indication that all the 10c. stamps of the 1847 issue were not printed from a plate containing 100 subjects. When further study by Dr. Carroll Chase and William B. Sprague proved the existence of a great many more than 100 varieties the further conclusion was reached that the 10c. stamps, instead of being printed from one plate containing 100 subjects, were printed from two plates each of which contained 100 subjects and that the two lower right corner stamps were from position No. 100 of each of the two plates. Now, however, we can demonstrate that the two varieties occupied positions No. 100 L and No. 100 R on one plate of 200 subjects, divided into two panes of 100 each, and therefore that the two varieties do not come from separate printings or from two separate plates, but were printed at the same time from the same plate.

No. 82 L: The position dot is crescent shaped and its lower corner touches the middle segment of the trifoliate. The top frame was entirely recut and is rather heavier in the middle than towards the ends. The right frame was very carefully recut and shows few characteristics. Commencing 2 mm above the lower right corner there is a slightly thicker section extending upward for two or three millimeters. The thickness is on the inside of the line and makes the line appear to bend slightly inward. The bottom frame is straight and even but not heavy. The left frame was very carefully recut and shows only slight variation. Traces of one or two fine diagonal scratches may be found crossing the right frame line near its lower end. The most noticeable scratch is about 1½ mm long and extends upward and outward diagonally, merging into the frame line at the thick place a little below a point opposite the middle of "X". As on other positions in this same horizontal row of the left pane the stamps from this position show traces of two fine parallel guide lines crossing Washington's nose and cheek and at the right trifoliate. On No. 82 L both lines cross the white oval at the right and the white border at the right and the lower one may extend slightly beyond the right frame line. At the left both lines cross the white oval and the lower one crosses the white border to the left frame line. The upper one is less distinctly seen in the left border.

No. 83 L: The position dot is oval and placed at the edge of the background with its lower end touching the middle segment of the trifoliate. The top frame is quite carefully recut but tapers nearly to a point for ½ mm at the left end. The right frame was carefully recut and is quite straight and even. The bottom frame is also straight and even. The lef frame was entirely recut and is fairly even though somewhat crooked. Commencing opposite the bottom of "U" and extending downward for about 3 mm it is bent outward and there is a faint vertical scratch in the white border paralleling this curved section. There is a faint diagonal scratch in the margin at the right opposite the lower curve of "S". This scratch may commence at or near the frame line opposite the upper part of "E" of "OFFICE" and continues several millimeters. Faint traces of the double guide line may be found on Washington's cheek to the right of his nose and in the white oval at the left and right of the portrait medallion. The upper line also crosses the white border and extends a fraction of a millimeter beyond the right frame. The lower line extends part way from the tip of the trifoliate into the white border at the right. This position is readily identified by the traces of the double horizontal guide line and by the curved section in the upper part of the left frame.

No. 84 L: The position dot is pointed at its upper end and is placed close to the edge of the background with its lower end touching the middle segment of the trifoliate. The top frame was carefully recut and is not specially strong. It is definitely weakened by a slight "short transfer" over the "T" of "POST" and "OF" of "OFFICE". The right frame was entirely recut and is heavier than usual. It projects below the bottom frame a fraction of a millimeter. The bottom frame is straight and even but tapered slightly at either end and the last half millimeter at the left is rather weak. The left frame was carefully recut and is free of pronounced characteristics. The lower 5 mm or more is a bit heavier and the line declines outward slightly for about 3 mm at its lower end and projects below the bottom frame line. Traces of the double guide line may be found on Washington's face and crossing the white oval at either side. The upper line also crosses the white border from the top of the position dot and the lower line crosses from the bottom of the position dot to the left frame line. Indications of one or both lines may also be found in the white border at the right. Stamps from this position which have even a slight margin at the bottom are at once identified by the slight projection of both right and left frame lines.

No. 92 L: The position dot is nearly round and projects into the white border beyond the edge of the background, resting on the middle segment of the trifoliate. A line crosses the white oval between the trifoliate and the edge of the medallion and a dot or vertical dash of color may be noted crossing this line. The top frame was carefully recut and is fairly heavy. The right frame was partially or wholly recut but is weaker for about 10 mm downward from a point opposite the "E" of "OFFICE" and for 1½ mm at its lower end. Between these two sections it is noticeably heavier. The bottom frame is straight and even and rather heavy. The left frame was entirely recut and is quite straight and even, though somewhat weaker for about 2 mm at its lower end. Stamps from this position showing a margin at the bottom are at once identified by a strong dot about ¼ mm in diameter and ¼ mm below the bottom frame, 2½ mm to the right of the lower left corner. Stamps cut too close at the bottom to show this dot may be identified by scratches near the right frame line. The most prominent extends about 10 mm in the white border upward from the foot of the right "X". This commences in the shading of the "X," crosses the white border nearly to the right frame just above the upper arm of "X" and then crosses backward toward the lower tip of the trifoliate. Traces of the horizontal guide line may be found in the white oval at the right and crossing the right frame. It is usually well marked where it crosses the tip of Washington's nose and the right cheek and less so on the cheek to the left of the nose.

No. 93 L: The position dot is a long, narrow oval placed vertically at the edge of the background with its lower end impinging on the middle segment of the trifoliate. Traces of the guide line may be found in the white oval and in the white border at the left. The top line was very carefully recut, especially for 6 mm or 7 mm at the right end. It tapers sharply to a point at the left end and is much weakened in the middle by one of the most pronounced "short transfers" on the entire plate. The right frame was entirely recut and is quite straight and even. The bottom frame is also straight and even. The left frame was carefully recut and shows little variation except that the recutting stopped about ½ mm short of the top and bottom corners so that these corners are weak and not well joined. The very noticeable "short transfer" and the peculiar position dot enable stamps from this position to be identified without difficulty. Another guide is a long, narrow blur in the right margin paralleling the right frame about ¼ mm outside. This commences about 4 mm above the bottom frame and extends upward about 7 mm.

No. 94 L: The position dot is a narrow oval placed diagonally with its upper end close to the edge of the background and its lower end impinging on the middle segment of the trifoliate. There is apt to be a blur of color in the middle of the trifoliate to the right of the position dot and clearly printed copies may show the faint guide line crossing the

white border at the left and continuing part way across the white oval between the trifoliate and the left edge of the medallion background. The top frame was strongly recut and is quite heavy but the last ½ mm at the left tapers off nearly to a point. The right frame was recut and is quite straight and fairly even but the recutting stopped ½ mm short of the top frame, leaving the upper right corner open. The bottom frame was carefully recut and is quite even. The left frame is quite straight but the recutting stopped ¼ mm short of the top frame, and the upper left corner of the frame is not well joined. Stamps from this position showing the lower part of the left frame are at once identified by a double section of the frame extending nearly 3 mm opposite the upper arm of "X". The extra line merges into the frame about 7 mm above the bottom frame and ends sharply 3½ mm above the bottom frame.

No. 85 L: The position dot is oval or pear shaped and placed midway between the upper segment of the trifoliate and the edge of the background with its lower end resting on the middle segment of the trifoliate. Traces of the double horizontal guide line may be seen crossing the white oval between the trifoliate and the edge of the medallion background and projecting into the white border at the left of the position dot. The upper of these faint lines passes through the upper end of the position dot and the lower passes close to the lower end of the position dot. The top frame is straight but not especially strong and is much weakened by a very pronounced "short transfer". The right frame is very carefully recut and is straight and quite even. The bottom frame was recut and as usual has no marked characteristic. The left frame was carefully recut down to a point 1¾ mm above the lower corner. At this point the recutting stops abruptly and the remaining section is the fine original line of the die. This position may be identified easily. The double horizontal guide line crossing the position dot at once identifies it as belonging in the ninth horizontal row of the left pane and the strongly pronounced "short transfer," together with the weak lower end of the left frame line, completes the identification.

No. 86 L: The position dot is crescent shaped with its convex side coinciding with the edge of the background, and its lower end resting on the middle segment of the trifoliate. The double horizontal guide line is clearly seen. The upper line passes through the upper part of the position dot and the lower line passes through the lower part of the position dot. Both lines extend from the edge of the medallion background across the white oval, the trifoliate, the position dot, the white border and the left frame line. The top frame is straight and even but not specially heavy. It may be somewhat weakened in the center by a slight "short transfer" which much resembles the short transfer on No. 84 L but is rather more pronounced though not nearly so strongly marked as the "short transfer" on No. 85 L. The right frame is carefully recut and is quite straight and fairly even. It is heavier at the extreme lower end than at the upper end and the lower right corner is stronger than the upper right corner. The double horizontal guide line is clearly seen crossing the white oval from the edge of the background of the medallion, crossing the right trifoliate and the right border and ending at the right frame line. The bottom frame was carefully recut and is without noticeable characteristic. The left frame was extensively recut. It is quite straight but not very even, being much weaker for 5 mm at the upper end. This position is at once recognized as belonging in the ninth horizontal row in the left pane and may be distinguished from other positions in the row without difficulty. The frame lines on No. 86 L differ from other stamps at its left which have "short transfers" and the positions to the right of No. 86 L do not have "short transfers".

No. 87 L: The position dot is a narrow oval placed at the edge of the background and not touching the middle segment of the trifoliate. Along the left edge of the upper segment of the trifoliate is a dark area much resembling a second position dot. The double horizontal guide line is clearly seen crossing the white oval from the edge of the medallion background, crossing the trifoliate, the white border and the left frame line. The upper line goes through the upper part of the position dot and the lower line runs through the lower end of the position dot. Both lines project only the tiniest bit, if at all, beyond the left frame. The top frame is a strong line, straight and even except at the extreme left end, where it is slightly tapered. The right frame is carefully recut and is quite straight and even, but weaker for a fraction of a millimeter at the extreme lower end where it joins the bottom frame. The double guide line may be seen crossing the white oval, the right trifoliate and both lines extend part way across the white border toward the right frame line. The upper of these two very fine lines may reach the right frame on some specimens. The bottom frame is straight and even as usual. The left frame was entirely recut but is neither perfectly straight nor even. It is noticeably weak opposite the lower part of "X" and may be missing for a fraction of a millimeter at the lower end, so that the lower left corner of the frame is weak or open a trifle. A blurry scratch, which on clearly printed copies may appear as two fine scratches close together, extends vertically in the white border opposite the lower part of "X". There is a series of dashes in the margin less than ½ mm outside the left frame just above and below the top of "X". The upper scratch is ½ mm long and the lower is about 1 mm long, but may appear as three dots or

very short dashes. All these dots and dashes extend over a distance of 2 mm. This position is readily identified as belonging in the ninth horizontal row of the left pane and readily distinguished from the three positions at its left because Nos. 84 L, 85 L and 86 L all have "short transfers" at the top, whereas No. 87 L does not. No. 87 L much resembles positions to the right of it, particularly the adjacent position—No. 88 L—but in most cases it may be distinguished from No. 88 L without great difficulty. The fine scratches outside the left frame of No. 87 L in the margin between No. 86 L and No. 87 L are not found in the margin between No. 87 L and No. 88 L.

No. 95 L: The position dot is a rather large oval placed diagonally near the edge of the background with its lower end close to but not touching the middle segment of the trifoliate. On clearly printed copies often a heavy smear of ink crosses the trifoliate to the right of the position dot. The top frame was carefully recut and is straight and even. It may be slightly affected in the middle by a very slight "short transfer". The right frame was entirely recut and is fairly straight and not very even. There is a noticeable swelling extending about 2 mm just above the lower end of "X". The bottom frame is straight and even without marked characteristic. The left frame was very carefully recut and is quite straight and fairly even. There is a slight swelling or irregularity opposite the outer corner of "P" and at the extreme upper end the line is tapered from the inner side to form a point where it joins the top frame, making it appear to turn outward slightly at the upper left corner. Copies of this position showing a slight margin at the upper right corner may easily be identified by a short vertical dash outside and very close to the right frame opposite the lower curve of "S". This dash is ½ mm long and is shaped like a very narrow wedge, the sharp end being upward. Two other positions of the pane have a somewhat similar dash in very much the same location. On No. 95 L the dash is placed slightly lower, being opposite the lower curve of "S," whereas on No. 6 L and No. 28 L the dash is opposite the middle of "S". On No. 6 L the pointed edge of the dash is downward. On No. 28 L the position dot is placed further to the left than on No. 95 L and the left frame differs quite noticeably from that of No. 95 L.

No. 96 L: The position dot is fairly large and roughly oval shaped. It is placed near the edge of the background with its lower end resting on the middle segment of the trifoliate. In the corner between the upper and middle segemnts of the trifoliate is a dark area resembling a second position dot. Traces of a fine horizontal guide line crossing the position dot may be seen crossing the white border at the left and in the white oval between the trifoliate and the left edge of the medallion background. The top frame was strongly recut and is much weakened by a very noticeable "short transfer". The right frame was entirely recut and is quite straight and fairly even, except at the upper end. It curves inward opposite the middle of "S" and outward above the top of "S". The bottom frame is straight and even as usual. The left frame was carefully recut and is quite straight but not perfectly even. Two millimeters at the lower end are weaker and 6 mm or 7 mm above the weak section are much stronger. At the upper end the line tapers to a point and is very weak for ½ mm where it forms the upper left corner, so this corner of the frame is not strongly joined. This position is apt to give trouble. It resembles other positions that show a similar "short transfer" but copies on which the upper right corner is intact and the cancellation favorably placed may be identified by a faint scratch which, extending downward and slightly to the right from the top margin, crosses the top frame ¾ mm from the right end and continues downward across the top border and through the background between the upper end of "S" and the right border. Other copies may be identified by very careful comparison of the position dot and left frame line.

No. 97 L: The position dot is roughly wedge shaped with the pointed end close to or touching the middle segment of the trifoliate. The outer corner is close to the edge of the background. The top frame is a strong even line pointed at the extreme left end. The right frame was very carefully recut and is quite straight and even and is somewhat weaker from the foot of "X" to the bottom corner. The bottom frame was recut but it is not heavy and recutting stopped about ½ mm short at the left end, leaving the lower left corner of the frame open. The left frame was carefully recut and shows no very marked characteristic. There is a slight swelling opposite the lower end of "U" and it is a bit weaker for about 1 mm just above the middle of "X". Traces of the faint horizontal guide line may be seen crossing the white oval between the left trifoliate and the edge of the background. Most specimens from this position are easily identified by two parallel diagonal scratches on the right frame opposite the lower end of "E" of "OFFICE". The outer scratch commences about 5½ mm below the top frame and, extending downward diagonally to the left, ends at the frame line or in the white border. The inner scratch commences on the right frame 6 mm below the upper right corner and extends downward to the left for 1 mm, or more, ending in the background. These scratches are very similar to the pair found near the top of "X" on the right frame of No. 77 L. As No. 77 L occurs both with and without these scratches it is possible that No. 97 L may also occur without the scratches, which are usually characteristic of it.

No. 88 L: The position dot is of medium size and placed diagonally close to the edge of the background. The top frame was entirely recut and is fairly strong, especially at the left end over "U". The right frame is fairly straight but not even throughout. There is a noticeably weak place for about 3 mm opposite the right trifoliate and another about 1 mm opposite the middle of "X". The bottom frame is straight and even and fairly heavy. The left frame was very carefully recut. It is quite straight and even with very few noticeable characteristics. This position is at once identified as belonging in the ninth horizontal row of the left pane by portions of the double guide line found crossing both the left and right trifoliates. At the left the lines cross the white border and the white oval and the upper one passes along the upper end of the position dot while the lower one passes along the lower end of the position dot. At the right both lines may be distinctly seen crossing the white border and extending about ¼ mm into the right margin beyond the right frame. They extend inward toward the medallion background but terminate about half way across the white oval.

No. 89 L: The position dot is rather large and its lower end penetrates the middle segment of the trifoliate. The top frame was strongly recut and is quite even except at the left end where is a slight swelling over the left serif of "U" and from this point to the corner the line tapers. The right frame is fairly even but not very straight. For about 3 mm opposite the trifoliate it bends outward slightly. The line stops just short at the upper right corner, leaving this corner not quite complete. The bottom frame is straight and even but not heavy. The left frame is quite straight but weak or broken in many places, particularly for about ¼ mm opposite the shading under the upper arm of "X" and for about ½ mm opposite the middle of "X". Traces of the double guide line immediately identify this stamp as belonging in the ninth horizontal row of the left pane. At the left both guide lines pass through the position dot, and across the white border and the left frame line, terminating close to the outer side of the frame line. They may also appear very faintly crossing the white oval at the left. At the right a faint trace of one line may be found in the white oval and in the white border. A faint vertical scratch or blur may also be found in the white border between the trifoliate and the bend in the right frame line.

No. 90 L: The position dot is a narrow oval placed close to the edge of the background with its lower end resting on the middle segment of the trifoliate. In the corner between the upper and middle segments of the trifoliate is another dark area appearing like a second position dot. The top frame is carefully recut but is not specially heavy. The right frame shows evidences of considerable recutting, particularly in the upper half where it is crooked and uneven. It is heavy opposite the "E" of "OFFICE" and there is a noticeable swelling 1 mm long on the inner side half way between the lower corner of "E" and the trifoliate. The lower end of the line is thinner and fairly straight. The bottom frame is straight and even without noticeable characteristic. The left frame was entirely recut except for 1 mm at the lower end where traces of the original fine line of the die remain. The lower left corner of the frame therefore is noticeably weak. On clearly printed copies having margins at the upper and lower right corners a very fine vertical guide line or traces of it may be seen connecting the upper right corner of No. 90 L with the lower right corner of No. 80 L. These corners are exactly in line and between them the guide line usually appears as a series of dots or short dashes. The very fine dotted guide line extending downward across the bottom margin toward No. 100 L passes just outside the upper right corner of No. 100 L, the latter position being placed slightly to the left of this vertical line. No. 90 L is easily distinguished from other positions of the 10th vertical row of the left pane and of the right pane by the weak lower left corner where recutting of the left frame line stopped a millimeter short. No. 90 L is distinguished from other positions on which the left frame was not completely recut at the lower corner by the presence of the vertical guide line at the upper and lower right corners. For instance, on No. 45 L and No. 85 L there is no vertical guide line at the right and on No. 85 L there is a very pronounced "short transfer" at the top, whereas on No. 90 L recutting of the left frame line stops opposite the foot of "X" instead of slightly above the foot of "X" and there is only a faint trace of a "short transfer" at the top. On No. 90 L traces of the double horizontal guide line so noticeable on most of the other positions in this ninth horizontal row of the left pane are extremely faint or entirely missing.

No. 98 L: The position dot is wedge shaped and placed diagonally with its upper corner coinciding with the edge of the background and its lower corner slightly penetrating the middle segment of the trifoliate. The top frame is evenly recut but is not specially heavy. The right frame is characteristic and immediately identifies this position as belonging to the "AEF" group. The line is very weak for about 4 mm extending upward from opposite the lower tip of the trifoliate, and the stronger section above ends abruptly at the upper end of the weaker section. Another weak section is found opposite the upper half of "X". The bottom frame is straight and even but not heavy. The left frame was carefully recut and is quite straight and fairly even for its entire length except at the extreme top and extreme bottom. About ¼ mm at the upper end may be noticeably weak and the section from opposite the foot of the left "X" to the lower corner where it joins the bottom frame is decidely weak. Copies from this position with sufficiently wide margin at bottom are at

once identified because No. 98 L is the only bottom row stamp of the plate with "AEF" characteristics. The position dot is also helpful since on so few positions does it penerate the trifoliate. Copies of No. 98 L may also be identified by scratches in the right margin. A long double scratch extends parallel and close to the right frame for about 8 mm along its upper half and other scratches are found inside and outside the right frame opposite "X" and opposite the lower end of the right trifoliate.

No. 99 L: The position dot is round and unusually large. It is placed partly on the middle segment of the trifoliate with its outer edge coinciding with the edge of the background. Often a heavy blur of ink extends across the trifoliate and the white oval at the left from the right side of the position dot. The top frame was carefully recut and is straight and even. The right frame was extensively recut but is noticeably weak for 10 mm at the upper end. The bottom frame is fairly straight and even. The left frame was recut irregularly and is noticeably uneven. There is a heavy section opposite the "P" of "POST" and above this place the line is much weaker. This position is usually very easy to identify. The fine guide line crossing the stamp can be seen near the left trifoliate and crossing the right trifoliate and the white border at the right. It can also be plainly seen crossing the portrait. It is unusually heavy and on clearly printed copies careful examination shows it to be composed of two very fine lines very close together. No other position on the plate shows trace of a guide line having this characteristic. Copies of No. 99 L may also be identified by a vertical blur in the white border at the right opposite the middle of "S" and by a series of vertical blurs or scratches close to and just outside the left frame. This scratch is found intermittently except above the "P" of "POST" and for a few millimeters opposite the upper part of "X" and is most noticeable opposite the trifoliate and opposite the lower part of "X".

No. 100 L: The position dot is nearly round and placed at the edge of the background close to or touching the middle segment of the trifoliate. Along the left edge of the upper segment of the trifoliate or in the corner between the upper and middle segments another dark area resembling a position dot may appear. The top frame is straight and even but not specially heavy. The right frame was extensively recut and presents a very irregular or patched appearance. It extends upward nearly ¼ mm above the top frame at the upper right corner. For nearly 10 mm in the middle it is noticeably heavy and there is another swollen or heavy section just below the top of "X" and opposite the foot of "X". A spur ½ mm long extends downward on the outer side of the frame line opposite the shading at the foot of "X," the upper end of the spur merging into the lower end of the thick section of the line already mentioned. On the inner side of the right frame a short spur or dot of color extends into the white border directly opposite the point of the middle segment of the right trifoliate. Traces of the fine vertical guide line may be seen on the outside of the right frame along the upper half of the frame. At the lower end of this section the guide line is continuous; at the upper end it is dotted and opposite the upper part of "E" it is extremely faint or missing. The bottom frame is straight and even without special characteristic. The left frame was extensively recut and is fairly straight but decidedly uneven. It stops a trifle short at the top, leaving the upper left corner of the frame open, and is very weak for 3 mm opposite the middle of "X". This position is readily identified by the peculiarities of the right frame line and the traces of the vertical guide line.

No. 88 R: The position dot is oval or cresent shaped and placed closer to the upper segment of the trifoliate than to the edge of the background. The top frame was carefully recut and is straight, even and fairly heavy. The right frame is quite straight but is noticeably uneven. The upper 8 mm are very weak, and the lower section of the line is stronger, particularly opposite the upper part and middle of "X," but is quite weak for 1 mm at the lower end. The bottom frame is quite straight and even but not heavy. The left frame is quite uneven and not very straight; 5 mm or 6 mm at the lower end are quite heavy and there is another heavy section for about 2 mm opposite the lower end of "P". This position may be identified by the weak section of the right frame line and by a very faint vertical scratch about 2 mm long in the left margin 1 mm outside the left frame line, its lower end being about 2 mm above a point opposite the upper arm of "X". Copies of this position may also show a dot in the left margin ½ mm outside the left frame 4 mm below the upper left corner of the stamp, and another dot in almost the exact center of the lower right "X".

No. 89 R: The position dot is rather small and triangular in shape. Its outer corner coincides with the edge of the background and its lower end touches the middle segment of the trifoliate. The top frame is quite even and not particularly strong. The right frame is not quite straight and is somewhat uneven, the stronger section extending from opposite the lower part of the trifoliate to the shading under the upper arm of "X". The bottom frame is straight and even but not heavy. The left frame is a fine continuous line, showing little variation. It is somewhat weaker for 2 mm or 3 mm opposite the lower part of "U" and may show two short heavier sections appearing as dots, or very short dashes, opposite the upper part of "P". This position may be identified by a vertical scratch which commences in the background close to the white border above the foot of the right "X" and extends downward, passing along the outer edge of the colorless foot of "X," crosses the

shading under the foot of "X" and continues across the white border at the bottom, the bottom frame line and the bottom margin into the upper right corner of No. 99 R. The upper section of this line may be somewhat blurred.

No. 90 R: The position dot is oval and placed near the edge of the background with its lower end touching the middle segment of the trifoliate. The top frame was entirely recut and is straight and fairly even. The right frame was partially recut, its most noticeable characteristic being a short weak place opposite the middle of "S" and a very noticeable weak place or broken section 2 mm long, extending downward from opposite the top of "X". The bottom frame was carefully recut and shows no variation. The left frame was extensively recut, and is quite straight but somewhat uneven, being weak for 4 mm at the upper end and stronger for 7 mm at the lower end. A very short weak or broken place may be seen at a point 2 mm above the top of the trifoliate. This position is most readily identified by the broken section near the lower end of the right frame and by blurs and scratches at or near the upper corners. At the upper right corner are two fine scratches, the outer of which is probably a section of the fine vertical guide line. This is very close to the outer side of the frame line and extends downward below the middle of "S". The other scratch crosses the top frame and extends downward very close to the inner side of the right frame, ending opposite the upper part of "S". There is a vertical dash about 1 mm long and ¼ mm outside the left frame opposite the outer corner of "P" and several very fine blurs or scratches inside and outside the left frame from opposite the top of "P" almost to the top frame line.

No. 98 R: The position dot is oval or wedge shaped and is placed midway between the upper segment of the trifoliate and the edge of the background, with its lower end close to or touching the middle segment of the trifoliate. The top frame is heavily recut but tapers off somewhat at the left end where it joins the left frame line. The right frame line is fairly straight but not even, being noticeably weak for 2 mm below the outer corner of the "E" and noticeably strong for about 3 mm above the upper arm of "X". The bottom frame is quite straight and even. The left frame is both crooked and irregular, being noticeably heavy from opposite the lower part of "U" down to opposite the middle of the trifoliate. This position may be identified by the peculiarities of the right and left frame lines and by several other marks which usually show. There is a line crossing the white oval slightly above the middle of the left trifoliate. Commencing opposite the lower segment of the left trifoliate, a line of faint dots extends downward and slightly outward in the left margin for about 2 mm, 1 mm outside the left frame. There may be a diagonal blur or scratch crossing the white border at the left. This starts on the left frame line opposite the top of "X" and extends upward diagonally to or into the part of the oak leaf which rests on the upper arm of "X". Faint vertical scratches or blurs may be found in the white border at the right corner of the frame where sometimes there appears to be a diagonal line extending upward to the left from the corner of the frame.

No. 99 R: The position dot is rather large and wedge shaped; its outside corner is near the edge of the background, and the lower corner penetrates the middle segment of the trifoliate. Frequently there is a blur of color extending across the trifoliate from the position dot. The top frame was evenly recut, is not heavy and may be weakened toward the right end from a slight "short transfer". The right frame is neither straight nor even. A very short break may be noticed opposite the middle of "S" and the line swells considerably below this point down to opposite the lower corner of "E". It is also somewhat stronger opposite the upper and lower tips of the right trifoliate. The bottom frame is quite straight and even though not strong. The left frame was carefully recut and is quite straight and even. It appears to bend outward slightly from opposite the upper part of "X" to the lower left corner where it joins the bottom frame line. This position may give trouble. The unusual location of the position dot accompanied by a heavy blur of color crossing the upper segment of the trifoliate is a good clue. A better clue when it shows distinctly is the lower section of the scratch which extends downward from the lower right corner of No. 89 R. This scratch, or traces of it, may be found in the background opposite the upper part of "S" close to the white border in the upper right corner of the stamp. Parts of two parallel vertical scratches may be found in the white border or in the edge of the background at this point. Another mark which may be helpful is a blurry scratch parallel to and about ½ mm outside the right frame line at the lower right corner of the stamp. This extends below the bottom frame into the bottom sheet margin.

No. 100 R: The position dot is wedge shaped with its pointed end downward and placed midway between the upper and middle segments of the trifoliate and edge of the background. The top frame was strongly recut and is straight and even. The right frame was extensively recut and is characteristic. It appears to extend upward beyond the top frame fully ¾ mm but this extension may be part of the original fine guide line. The frame line was recut downward and stops abruptly 9½ mm below the upper right corner. For nearly 3 mm at its lower end it is parallelled on the inner side by the middle section of the right frame which when being recut instead of meeting the top section passed the lower end of the latter and parallelled it on the inner side. The frame is very weak or broken for 2 mm above the top of "X" and bulges outward slightly opposite the middle of "X". The bottom frame was recut but the recutting stops ¼ mm short at the left end leaving the

lower left corner of the frame open. The left frame was strongly recut, especially toward the lower end opposite the upper part of "X," and inclining inward opposite the left oak leaf turns outward slightly just below the lower tip of the trifoliate. It extends downward a trifle beyond the bottom frame. In addition to the peculiarities of the right frame already noted there are several other readily distinguishable marks at the right side of this position. There is a dot of color in the middle of the white border opposite the middle point of the trifoliate and nearly in line with this dot there are two much larger dots in the right margin. One of these is about 1 mm outside the right frame and the other which is larger and placed slightly higher is 2½ mm outside the right frame. A "V" shaped blur like the tail of a comet extends upward from a point just above the inner of the two outside dots. There is another faint dot located ½ mm directly below the lower right corner of the stamp and a much stronger dot ½ mm below and outside the lower right corner. A line extended downward and outward at 45° from the lower right corner of the frame would pass through this strong dot. There are two noticeable scratches near the lower right corner of the stamp. One of these is vertical and is found in the middle of the white border extending upward 2 mm from the foot of "X". The other line is a series of faint dashes commencing about ½ mm outside the right frame opposite the foot of "X" and curving inward extends upward parallelling the right frame for several millimeters. Another strong dash ½ mm long is found ½ mm outside the right frame opposite the top of "S". There is a faint blur parallelling the lower end of the left frame line opposite the lower part of "X" not quite ½ mm outside the frame. [THE END]

The A. P. S. Convention

By H. L. Lindquist

PROSPECTIVE delegates to the convention of the *American Philatelic Society* to be held in New York City on October 18th, 19th and 20th, 1926, should make their reservations early in order to be assured of suitable accomodations.

The combined attractions of the *International Philatelic Exhibition* and the *A. P. S. Convention,* held in the most interesting city in the country at a time when delegates can combine a visit to the Sesqui-Centennial Exposition at Philadelphia, will undoubtedly prove a magnet that will draw an unprecedented attendance.

On Sunday evening, October 17th, there will be a pre-convention get-together meeting in the parlors at the Waldorf-Astoria which has been selected as convention headquarters. This will enable the early arrivals to get acquainted and plan to get the most out of their stay in New York. An orchestra will be provided and light refreshments will be served.

On Monday morning the first session of the convention will be called to order and except for a short intermission for luncheon will continue until 2 or 3 p. m. In the meantime the ladies of the convention will be taken in hand by a special committee for a shopping and sight-seeing tour followed by a luncheon.

So many of the delegates will desire an opportunity to visit sections of the city, that no formal entertainment has been provided for Monday afternoon but competent guides will be avaible to escort parties to any points of interest in which they might be interested.

After dinner all delegates and visitors will attend the International Philatelic Exhibition at the Grand Central Palace in a body and spend the evening inspecting the treasures on view there.

On Tuesday, October 19th, the convention session will be confined to the morning hours only, during which period the ladies will again be shown the shopping districts. As early as possible in the afternoon all will asssemble at Battery Park where a special boat will take the party to Bay Ridge to be guests at the *Crescent Athletic Club.* Sports of various kinds will be staged for the benefit of the visitors followed and dance that will occupy the entire evening. Some surprise entertainment might reasonably be expected at this affair.

Wednesday, the last day of the convention, will require much of the day to complete the necessary business of the meeting and in the afternoon the ladies will be taken to a matinee at one of New York's leading theaters.

In the evening the official banquet will be held at the Waldorf as the climax to the convention.

Postmaster Stamps of Alexandria, Va.

By J. Murray Bartels.

In the issue of the C. C. Philatelist, Vol. II, No. 1, dated January 1923, all five known copies of the Alexandria Postmaster stamps were illustrated and quite extensively described with all known details of each copy's history.

Quite recently the sixth has come to light and in order to complete our record we are pleased to illustrate with a few notes regarding its discovery.



No. 6 – THE LEADBEATER COPY

Some time last April Edward S. Leadbeater of Alexandria, proprietor of the old city's most prominent drug store, which had been owned by his father and grandfather before him, ran across three old letters addressed to his father of same name, while visiting relatives at Parkins' Mills near Winchester, Va., over in the Shenandoah Valley. These three letters from his Alexandria home were written within a few days of each other during August 1846. The one dated Aug. 25 was the only one bearing an adhesive, which was the fifth copy on buff, the third of Type I—with forty rosettes in the outer circle (Type II has 39) and one ray of the asterisk touching the "P" below. The stamp is affixed with a wafer in center as can be seen in the illustration. Like four out of the other five copies, the stamp itself has no cancellation. The postmarks on the cover are fairly distinct, reading Aug. 25-ALEXANDRIA, D. C. (then in the District of Columbia, but very soon afterwards ceded back to the State of Va.) also PAID and "5" in a rectangle.

This specimen was trimmed very closely, all of the outer circle of rosettes being either partly or entirely cut away. It was evident that one of the other letters had also at one time borne a similar stamp but had been removed or dropped off and lost. This showed remnants of a similar wafer but the third letter had been mailed in the ordinary manner without a stamp. The addressee (well remembered by the writer back in the nineties) was then a boy about seven years old. His widow in reading over old letters with a view of destroying everything of no value saw men-

tioned the name of a friend of her husband's who is still alive. Thinking that the eighty year old message would have some interest for this friend, showed it to him and he informed her that the stamp was probably quite valuable.

Someone got in touch with Perry W. Fuller, a stamp dealer in Baltimore, who purchased the stamp at a figure close to catalog value (now $7,000). Meanwhile news of the find got into the press and one dealer offered $5,000 without seeing the copy, but cancelled this later when he discovered that the stamp had been so closely trimmed. Mr. Fuller has placed the cover with a collector whose name is not known as a prominent philatelist and of whom he had never heard until some friend mentioned it to him as a prospective buyer. With it went the other letters without stamps.

While speaking of Alexandria covers without stamps, the writer has been fortunate (no, it was unfortunate) on no less than four occasions while stamp hunting near his old Virginia home to run across Alexandria letters written in 1846 and 1847 with all three postmarks shown on these covers but not one of them bore a stamp. Three of these are at hand while writing these notes. The first is dated July 22-1846 and all postmarks are in orange brown. It is addressed to Fredericktown, Md. The second, stamped in black as usual, is dated April 22-1847 and addressed to Miss Emma Edwards—near Warrenton, Va. This is more interesting as the postmaster who wrote "No. 45" on the Lambert copy (No. 3), wrote "PAID 151" on this letter.

The third copy is indistinctly dated, but the contents of the letter indicate August or early September 1847, the letter being addressed to Troy St., New York. The word PAID is omitted from this cover, but the town handstamps and the framed "5" are the same on all three. The only known blue Alexandria stamp was not used until Nov. 25-1847, after the regular Government stamps had issued nearly five months.

The International Philatelic Exhibition

GREAT strides have been made toward completing the arrangments for the *International Philatelic Exhibition* to be held in New York during the week of October 16th to 23rd and it will unquestionably be the greatest display of philatelic treasures that have ever been brought together.

A. R. Rogers, general manager of the Grand Central Palace, who collected stamps some years ago, has been retained as manager for the Exhibition and with his expert knowledge and facilities, in addition to those of the general committee, no means will be overlooked to make the Exhibition a lasting milestone in philatelic affairs.

The dealers have pledged a substantial sum to advertise philately to the general public and it is believed that a lasting benefit will result from the scores and hundreds of new collectors that it is confidently expected this Exhibition will create.

From a purely philatelic standpoint the Program of Exhibits that has been outlined will bring together an aggregation of collections that has never been equaled; the judges will come from all parts of the world to pass upon the respective merits of those entered in competition; and the awards will be handsome medallions designed by the eminent sculptor Emil Fuchs—whose name will add especial interest owing to the fact that he designed the King Edward stamps of Great Britain.

Complete Programs are available without charge, for the asking. Every Collector large or small should plan to attend as many sessions as possible, for it is certain that the displays seen and the contacts that can be made will be one of the opportunities of a life time.

And if you plan to attend you should by all means become a member of the *Association for Stamp Exhibitions, Inc.,* which is in charge of the affair, by sending $2.00 to the treasurer Theodore E. Steinway, 109 West 57th St., New York City.

Guam, Ten Cents Brown, Type II.

By HERMAN TOASPERN, F. H. S. L.

THE brief announcement in the April number of the *Philatelist* created a great deal of interest both on the part of collectors and dealers. It had been proven hitherto that all the overprinted GUAM stamps were the brown shade Ten Cents, Type I. This proof rested on a check list of Plate Numbers, but an unexplained factor entered in and we now know two types.

For several years I have been watching the postage stamps of 1898-99 and the ones overprinted for the island possessions, hoping to locate the second types of both GUAM and PORTO RICO in the face of what appeared to be convincing proof that they could not exist. I took my copy to a well known expert who hastily pronounced the Ten Cents Type II genuine, but the surcharge forged. Chagrined, I went to the office of that consoler and comforter of men, Percy G. Doane, who examined it and pronounced the surcharge genuine. Back I went to the first gentleman and he then examined it more carefully and reversed his previous decision.

The Island of Guam, one of the heritages of the Spanish-American War, is the largest of the Ladrone Islands, being about 30 miles long and 10 miles wide. On May 10, 1899, Captain R. P. Leary, U. S. N.. who had been appointed Governor and Postmaster of Guam, sailed on the S. S. Yosemite for the islands. A few days before sailing he requested the Third Assistant Postmaster General for a supply of postage stamps surcharged GUAM. The Bureau of Engraving and Printing was advised immediately, and the following day the stamps were ready for delivery.

This rush-order first printing was from handset type, as there was no time to make electrotypes. The type was from a uniform font, and there were no varieties. The lot was turned over to Captain Leary soldered up in a tin box, for protection against dampness and heat.

The lot consisted of 450 sheets, made up as follows: One Cent, 10,000; Two Cents, 30,000; Five Cents, 5,000; a total of 45.000 stamps. The gallant Captain was certainly optimistic in his ideas as to the amount necessary for the population. At that time the white population could not have been 200, while the natives in the four largest islands of the group numbered less than 8,000.

As soon as it became known that a special surcharge had been issued for Guam, a half dozen dealers got busy. By mail, enclosing money orders, and by telegraph they besieged Captain Leary to sell part of his supply. The Captain being a true Navy skipper gave them as much attention as he would have given a "gob" at "request mast"—or less. He curtly informed them that the stamps were for postal use and not to paste in albums.

Rumors flew thick and fast that some inverts and imperfect sheets were printed, but that all had been destroyed and collectors and dealers wept! Captain Leary had made it well known that dealers and collectors were crazy, and he was determined that the postage stamps would be available only for postal purposes.

But, he reckoned without his master. On July 8th the Yosemite touched at Singapore. The dealers were hot on the trail. When the hospital ship "Solace" sailed from 'Frisco to Guam July 1st, one of the officers had $50 of a dealers money with which to buy sets. He was determined to get them, if only a set at a time. Another dealer forwarded 25 envelopes, self addressed, requesting the sets unused, or 25 sets used on the envelopes to be mailed back to him.

On August 1st the Yosemite touched Manila. Fifteen days latter some American dealers received the gladsome tidings that a cable surveying ship, by which they had sent money for sets was shipwrecked! And to add insult to injury, to harass them still more, it was reported that a shipment of Philippine stamps overprinted, had arrived at Manilla, all stuck together from the heat!

Captain Leary had not been in the Islands a month, when he relented. Between the climate in mid-summer and the dealers and collectors on his neck, he wilted and began to fill orders. He woke up to the fact that here was a satisfactory way to make money for Uncle Sam and Guam. In October, 1899, he sent in a second requisition for stamps as follows:

One Cent	15,000. (Plates 794, 795, 832, 975.)	Fifteen Cents	5,000. (Plate 264.)
Two Cents	75,000. (Plates 759, 799, 860, 888.)	Fifty Cents	4,000. (Plate 75.)
Three Cents	5,000. (Plate 447.)	One Dollar	3,000. (Plate 76.)
Four Cents	5,000. (Plate 793.)	Special Delivery	5,000. (Plate 881.)
Five Cents	15,000. (Plates 835, 949.)		
Six Cents	5,000. (Plate 923.)		
Eight Cents	5,000. (Plate 929.)	Total stamps ordered.....	152,000
Ten Cents	10,000. (Plate 932.)	Face value	$10,850

Now, it was quite obvious that less than 200 whites, plus the members of the American administration could hardly be expected to spend over $10,000 for postage even in five years. With no stretch of the imagination could it have been thought that Guam would use up 3,000 One Dollar stamps, when for the fiscal year ending June 1899, the whole United States had only requisitioned for 14,500. The late J. W. Scott, J. M. Bartels, H. F. Colman and others cried out in despair, scolded the Bureau, the Post Office, the Navy Department and the Treasury Department for this speculative issue.

The shipment as given above was forwarded on November 10th, with parafine paper between every sheet, in a soldered tin box. The second surcharging was done with exactly the same type as before. There are no differences. In the second shipment however, the One Cent was discovered later with inverted surcharge.

The existence of the $1 stamp in both Types I and II is easy to explain. Plate 76, the only plate manufactured and used for this issue was of 200 impressions. The left pane shows 100 impressions of Type I, the broken circle variety. The right pane shows 50 impressions of Type I and fifty of Type II, the last five vertical rows being Type II, the complete circle type. Therefore it is possible to find horizontal pairs or blocks *se tenant* from the center of the right pane.

In the table of numbers issued given above it will be noted that the Plate Numbers are given. The plates of the Two Cents are all Type III, at any rate for the second printing.

We can therefore explain all but the Ten Cents and it is my conclusion that the Type II came from a special printing. It was necessary to supply the *Universal Postal Union* in Berne with 750 sets of all colonies. This was done, and in the case of Guam, 200 of all values except the 1, 2 and 5 cents were specially overprinted. 100 were printed to make up the necessary quantity of the Special Delivery.

Two more copies have been unearthed, one by Ferrars H. Tows and the other by Edward Stern, and both of these gentlemen believe them to be of the Special Printing. What probably happened is that the two sheets necessary of the Ten Cents were grabbed at random, one or both being from Type II plates.

Early in April 1901, the supply of stamps began to get low, and the Postmaster and Governor Schroeter ordered 5,000 Ones. 3,000 each of the 3, 4, 6, 8 and 10 cent values and 2,000 Special Delivery. The stamps were printed, but before they were sent away the Island was withdrawn from the supervision of the Navy Department, and the postal system came directly under the U. S. Post Office Department. The stamps were burned, and the next supply of stamps for the Island was the regular U. S. issue.

In justice to the men who discovered the variations in the Ten Cents 1898-99 and One Dollar, let me publish their names lest we forget. B. W. H. Poole discovered the two types of the Ten Cents, and the late Joseph B. Leavy found the two types of the On Dollar.

Franks of the Western Express Companies

By Dr. Victor M. Berthold.

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IF there is one branch of United States philately worthy of the deepest attachment that chains the collector to his favorite pursuit, the Franks of the Western Express Companies may claim that exalted position, because these philatelic tokens of the United States reflect, far more than adhesive stamps, the marvellous development and rapid progress of the western part of the United States. They are, inseparably interwoven with the history of the Golden West. They speak mutely, but convincingly, of the work of the Pioneers, those strong, courageous men, who were the founders of the Empire of the West; some of them lured by the lust for gold, but many driven by their unquenchable love for adventure to explore the great unknown regions, previously untouched by the foot of the white man.

In order to establish a background for the proper appreciation of these issues, I shall now sketch, as briefly as possible, two periods. In the first, prior to the discovery of gold in 1848, I shall outline the means of ocean transportation of the U. S. mail from the Atlantic to the Pacific coast. In the second, commencing with 1849 and terminating with 1866, I shall give you a synopsis of the various contracts made by the U. S. Postmasters-General, aiming at the establishment of overland mail transportation between the East and the West, culminating in the realization of a fast transcontinental mail service—the famous Pony Express.

I am happy to say that when we come to the year 1849 I can offer you a pleasant surprise, because I shall take you along with me on an overland trip which an old friend of mine made with his parents, starting from New York to the Golconda of the West. In this narrative I shall follow closely the diary which the father of my friend kept as he proceeded on his journey of many thousand miles across rivers, prairies and sage-brush plains, through mountain passes where the snow lay deep beside the beaten trail, and across the wide, silent reaches of the great American desert.

BASIC POSTAL LEGISLATION

Before I attempt to take up this subject, a few words to bring before you a picture of the early days. After the annexation of Texas in 1845 there existed in the United States two separate civilizations, the East and the West, divided by 2,000 miles of wilderness, deadly deserts and snow-capped mountain ranges. West of the Mississippi was a frontier of about 200 miles, while in the East modern civilization was fast overcoming the intervening distance between the Atlantic and the Mississippi by steamboat and railroad transportation.

Beyond the Sierra Nevada there was rapidly unfolding a new kind of civilization, represented by men of great daring and stupendous energy, desiring instinctively to be in closer touch with their fellow-citizens of the East. Indeed, their political views, their all-embracing sense of nationality, and their ingrained business habits, demanded such closer relations. Whatever obstacles were in the way could not and did not deter these men from their quest of the realization of their vision. Quoting the language of a recent writer:

> "The East began to cry to the West, and the West to the East, each voicing a desire for quicker communication."

As our story progresses we shall see how the cry from the West to the East became the slogan of two great rival groups, each representing important freighting interests, and how, by their unceasing efforts the interconnection of the Atlantic and

Pacific coasts was finally and triumphantly realized. One of these competing groups fought for the construction of a Central, or Northern route between St. Joseph (Mo.) and Sacramento (Cal.). The names of Chorpenning and of Russell, Majors and Waddell, are inseparably connected with this Central route. On the other hand, the establishment of a great Southern artery between Independence (Mo.) and San Francisco (Cal.) was conceived and realized by a coterie consisting of Wells and Butterfield, the standard-bearers of the second group. After many contentions, during which now one, now the other rival group temporarily rose to supremacy, the Wells, Fargo Company remained the dominant factor in the field.

In March 1845, three years prior to the cession of California to the U. S., and also to the discovery of gold on the American River near the present town of Coloma by John Marshall, Jan. 24, 1848, the Congress of the United States passed an Act which constitutes the first and basic legislation for the transportation of mail between any of the ports of the United States, and the port or ports of any foreign power. The second, and equally important legislation, was the Act of March 3, 1851, which established certain Post Roads in the United States and Territories thereof, by which Act the Postmaster-General was authorized to enter into contracts for a period, not longer than four years, for transporting the United States mail through any foreign country.

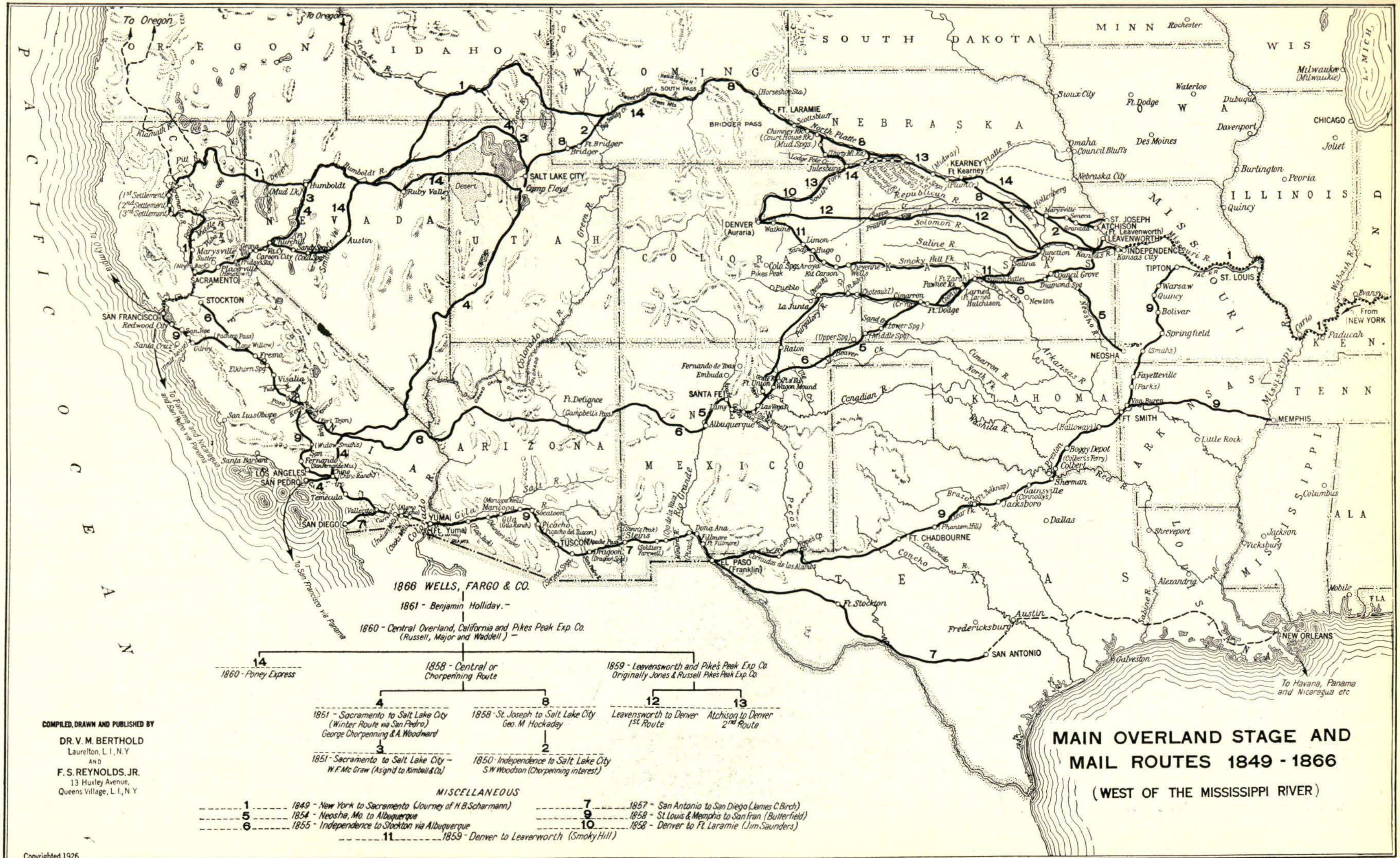
As our present subject is the development of the means of mail communication between the East, or Atlantic Coast of the United States, and the West, or Pacific Coast, it suffices to state that prior to July, 1850, communication with the Pacific Coast was mainly provided by steamships, plying between New York, Havana and the Isthmus of Panama, at which point mail, express and freight was transferred across the country and re-shipped on the Pacific side.

Historical accuracy demands that I should not overlook a chronicle in the "Annals of San Francisco" for 1848, from which it would appear that in that year the first express, called the "California Star", had left San Francisco for Independence (Mo.) guaranteeing to accomplish the overland journey in 60 days.

PACIFIC MAIL COMPANY

Probably foreseeing the future great commercial possibilities of the West, there had been organized in New York in 1847 a powerful maritime corporation, the "Pacific Mail Company", presided over by William H. Aspinwall. This Company was formed to provide a monthly mail service for the new territory opened up by the Treaty of Peace of April 13, 1848, between Mexico and the United States, and also to reach the vast unexplored Oregon Territory, which had become available by the Anglo-American Treaty of the same period. Puget Sound had been selected for the Western terminal, but the discovery of gold in California frustrated the execution of the original plan and San Francisco became the terminus. The first steamer sent out by the Pacific Mail Company, named the "California", left New York on Oct. 5, 1848, Captain John Marshall commanding. Owing to the outbreak of the gold-fever among the passengers and crew, the boat was forced to dock at San Francisco on February 28, 1849. At that time San Francisco was but a settlement of about 500 inhabitants. This date may be taken as that on which the first direct letter mail from New York reached San Francisco.

The Pacific Mail Company remained in the field for 77 years and ceased to exist in November, 1925. Only once, during its long and successful career was the company threatened by a business competitor—the Mexican Ocean Mail & Inland Company—represented by A. C. Ramsey and E. H. Carmick of New York, On March 3, 1853, Postmaster-General Hubbard had entered into a conditional contract with these parties to carry the mail at $424,000 per annum for semi-monthly service from Vera Cruz (Mexico) via Acapulco, San Diego and Monterey, to San Francisco and back, in 13 days, each way, being an extension of two of the trips on the New Orleans and Vera Cruz line through Mexico for the purpose of carrying the mail, and thus making one through-line in 16 days—later on in 14 days— between New Orleans and

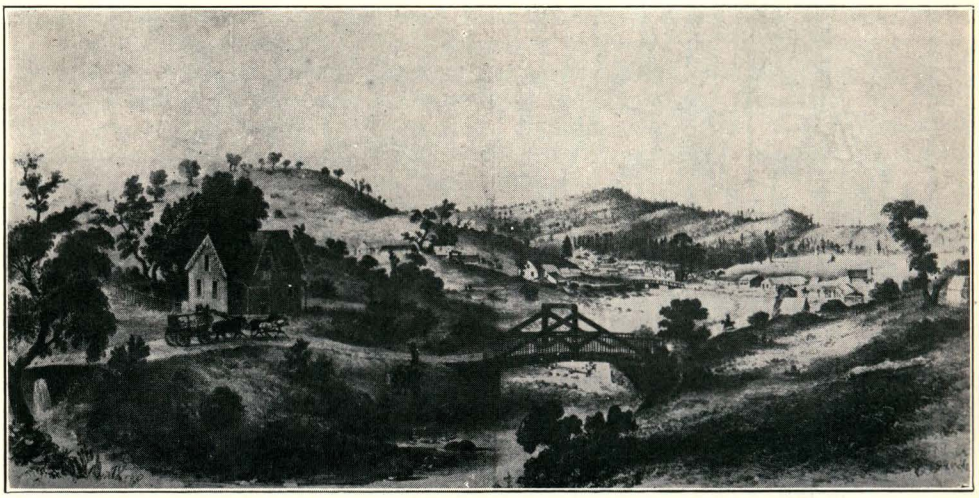

MAIN OVERLAND STAGE AND
MAIL ROUTES 1849 - 1866
(WEST OF THE MISSISSIPPI RIVER)
1866 WELLS, FARGO & CO.
1861 - Benjamin Holliday.-
1860 - Central Overland, California and Pikes Peak Exp. Co.
(Russell, Major and Waddell) -
14
1860 - Poney Express
1858 - Central or
Chorpenning Route
1859 - Leavensworth and Pike's Peak Exp. Co.
Originally Jones & Russell Pike's Peak Exp. Co.
4
1851 - Sacramento to Salt Lake City
(Winter Route via San Pedro)
George Chorpenning & A. Woodward
8
1858 - St. Joseph to Salt Lake City
Geo. M Hockaday
12
Leavensworth to Denver
1st Route
13
Atchison to Denver
2nd Route
3
1851 - Sacramento to Salt Lake City -
W.F. Mc Graw (Asg'n'd to Kimbell & Co)
2
1850 - Independence to Salt Lake City
S.W Woodson (Chorpenning interest)
MISCELLANEOUS
1 1849 - New York to Sacramento (Journey of H.B. Scharmann)
5 1854 - Neosha, Mo. to Albuquerque
6 1855 - Independence to Stockton via Albuquerque
11 1859 - Denver to Leaverworth (Smoky Hill)
7 1857 - San Antonio to San Diego (James C. Birch)
9 1858 - St Louis & Memphis to San Fran (Butterfield)
10 1858 - Denver to Ft. Laramie (Jim Saunders)
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PACIFIC OCEAN
OREGON
IDAHO
WYOMING
SOUTH DAKOTA
NEBRASKA
MINN
IOWA
WIS
ILLINOIS
IND
MISSOURI
KANSAS
COLORADO
UTAH
NEVADA
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
ALA
TENN
KEN.
FLA
SAN FRANCISCO
SACRAMENTO
STOCKTON
LOS ANGELES
SAN PEDRO
SAN DIEGO
SALT LAKE CITY
DENVER
(Auraria)
FT. LARAMIE
KEARNEY
Ft Kearney
ST. JOSEPH
ATCHISON
LEAVENWORTH
INDEPENDENCE
ST. LOUIS
TIPTON
NEOSHA
FT SMITH
MEMPHIS
SANTA FE
Albuquerque
EL PASO
(Franklin)
TUSCON
YUMA
FT. CHADBOURNE
SAN ANTONIO
NEW ORLEANS
To Oregon
To Olympia
To Panama and Nicaragua and San Pedro via Panama
To San Francisco via Panama
To Havana, Panama and Nicaragua etc
From NEW YORK

San Francisco. Mr. Carmick, in a communication to the Postmaster-General dated Nov. 12, 1853, writes:

> "We desire to establish a great national highway from ocean to ocean over a route in which there is a saving of 1,800 miles between New Orleans and San Francisco, and the day is not far distant when all of the present routes will only be secondary. There is but one opinion on this subject among all Californians."

I bring this enterprise to your attention because, in the transportation of the mail through Mexico, from Vera Cruz to Acapulco, a route called by Humboldt the "Asiatic Road", and the oldest one on the continent of America, the company, on an actual try-out, employed fast express riders similar to the Pony Express of 1860. On August 17, 1853, the riders left Vera Cruz at 4 p.m., and delivered the mail at Acapulco on August 23rd at 4.30 a.m., accomplishing the trip in about five and a half days.

No doubt a few historical data will help you to form a mental picture of the situation which then existed in California. From 1848 to 1849 there was no definite basis for either law or government. Early in 1849, however, a temporary government had been set up in some of the principal localities, and in September of that



SOUTHERN APPROACH TO JAMESTOWN, May, 1853
(Tuolumne County, Cal.)

year a convention of the settlers, meeting in San Francisco, framed a Free State constitution and appealed to the Union for admission. Acting upon their request, the Congress of the United States admitted California as a Free State on September 7, 1850.

Competent writers have estimated that fully 80,000 people reached the Pacific Coast during 1849. To further complete the picture I may add that in 1850, of the total estimated population of California, women constituted but 8 per cent., and only 2 per cent. in the camp or mining districts. By far the majority of the inhabitants consisted of what we today call a "floating population". On unfounded rumors thousands of persons, swept away by an insatiate desire for gold, would flock to new and distant localities, where many perished from disease and starvation, the rest returning in rags and poverty. Take for an illustration the rush to the Kern River in 1855, and to the Fraser River in 1858, when 20,000 people migrated, so that many of the interior settlements of California lost half their population, while others were entirely deserted. As a matter of fact, the rush to the Fraser River precipitated a real estate crash in San Francisco, which for a time threatened a complete financial ruin.

Another phase of this special turmoil—this floating, restless stream of humanity and one which has never been exactly paralleled elsewhere in the history of the world—was the overnight mushroom growth of new settlements, many of which changed their names after a few years or disappeared, leaving but memories of olden glories; or using Robert Louis Stevenson's terse language: *"Impromptu cities, full of gold and lust and death, sprang up and than died away again."*

Naturally, the majority of these settlements sprang up and died in the great gold-belt of California which extended from Grass Valley (Nevada County) and Nevada City in the north, down through Placerville and the Central Mother Lode District to the Mariposa foot-hills south of Sonora and Jamestown, both in Tuolumne County. Among such mining camps or incipient towns, served by many of the early Western Express Companies, we find:

Angel's Camp	Hell's Delight	Port Wine Diggings	Soda Bar
Callahan's Flat	Last Chance	Jackass Hill	String Town
Chinese Camp	Poor Man's Creek	Roaring Camp	Squabbletown
Dead Man's Gulch	Poverty Bar	Poker Flat	Whisky Hill
Flap Jack Ranch			

and last, but not least, Murderer's Grave, a settlement which existed until 1859 on the main road betwen Fort Yuma and Tucson. Although, undeniably, these names and countless others are characteristic of early California history, and thus have an associated glamour, I feel that the Californian of today will not begrudge their disappearance from the map.

As I write these lines I have before me a news item about Ophir, printed in the *"Daily Alta California"*, published in San Francisco, December 22, 1850. The article is a reprint from the *"Placer Times"*, and reads:

> "Within the last few weeks a town has grown up a few miles from Auburn, by the name of Ophir. It is in a large ravine, some five miles below Auburn, and contains from 15 to 20 stores and several thousand miners in the vicinity."

The same paper has another paragraph:

> "The town spoken of above—Ophir—is one of those golden frost-works which have sprung up in California, glittering like frozen mist or sleet on the treetops on a sunny morning. May they not melt away as rapidly."

Some years later, in the 1861 Directory of Placer County, we find the following entry under the name of Ophir:

> "In the fall of 1850 a log cabin was built there. Ophir is two and a half miles below Auburn, on the Auburn Ravine. In 1852 it was the largest town in size and importance in Placer County. Five hundred votes were cast for Presidential election in 1852. In July of that year the whole town burned and Ophir never recovered. Nothing much remains of it now—1860/61—just a shadow."

The town of Columbia, which once aspired to be the capital of California, had 16,000 inhabitants in 1850, who, according to creditable eyewitnesses, supported 143 faro banks and similar establishments. At present its population is but 300. Speaking of Columbia, it is certainly interesting to recall that in this place there still exists the old Wells-Fargo building, with its great iron doors, hasped by massive bars. Originally those doors were brought around the Horn at a cost of $125 apiece.

In this connection I also wish to call your attention to what is still known as Bret Harte country, near Stockton, California. Stockton figures in *"An Episode of Fiddletown"* and in *"Tennessee's Pardner"*.

Over the hills from Stockton, in the country of the Stanislaus River are a number of places which I have already mentioned, such as Tuttletown, Squabbletown, Chinese Camp, Angel's (61 miles from Stockton), all made famous by Bret Harte and Mark Twain.

Of Tuttletown, where Mark Twain used to trade when he lived with his friends, the Gillis family, on Jackass Hill, there is nothing left now but the old inn. It was from Jackass Hill that the author started out on a prospecting trip with a friend into the country above Angel's, and where they staked a twenty-day claim notice and then

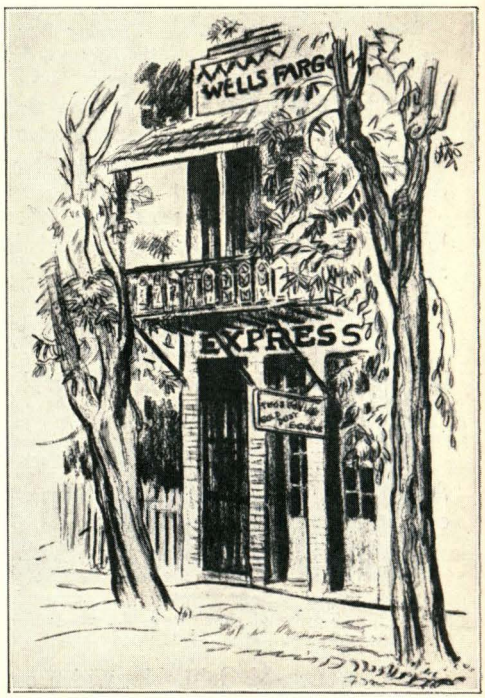
drifted back to Angel's Camp. There Mark Twain met a fellow who told him the clever yarn of Jim Smiley and the jumping frog, which was the first story that made Mark Twain famous.

Before I enter upon the next chapter I wish to add for the information of those of you to whom the Franks of the 262 Western Express Companies, known to me, have so far been an unexplored field of United States philately, that 50% of these Expresses sprang up, had their being, moved and operated within the great gold-belt of California; also that more than 80% of the Western Express Companies extended their operations to that region. Owing to this fact, the names of places long buried are still found as cancellations on the envelopes of the various early Western Express Companies, and of course they are highly valued and correspondingly high priced and rare. So far, the earliest date that has been chronicled is December 10, 1850.

Thanks to the painstaking research work of W. R. Parker of Stockton, Cal., I am enabled to state from a news item in the *"Stockton Republican"* of March 30,



Above: **WELLS FARGO & CO. EXPRESS OFFICE, TIMBUCTOO (see note) (Yuba County, Cal.)**



At right: **WELLS FARGO & CO. EXPRESS OFFICE, COLUMBIA (Tuolumne County, Cal.)**

1853, the following interesting statistics, showing the amount of stage and express business out of Sacramento in lines to the Sacramento Valley. Summarizing these data it appears that there were then in operation 12 important stage-lines, employing 747 horses. 67 coaches, and representing a total investment of $368,000. If you remember that this is but a list of the Express Companies doing business out of Sacramento, you can form a pretty good idea of the total number of Western Express Companies that existed in California as early as 1853, and of the important service they rendered in the development of the Pacific and Northern territories.

I note that Dr. Caroll Chase, in his publication entitled *"The 3c. Stamp of the United States,* 1851-57", writes:

> "I have elsewhere estimated that from 1852 to 1861 the express companies carried over 99 per cent of the mail."

And finally, a word about the frequent changes in the names of the early settlements, brought about mainly by the kaleidoscopic fluctuations of the population. Indeed, this is one of the most fascinating studies in connection with the Western Ex-

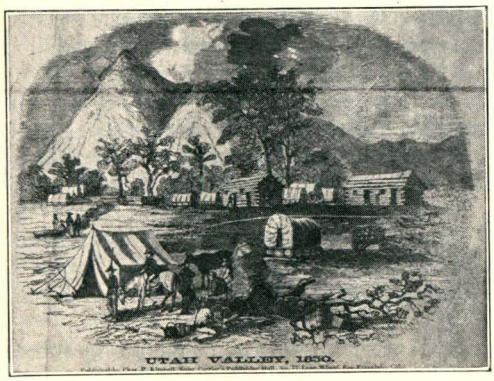
NOTE: Only remaining building in Timbuctoo. Restored in 1925.

press Companies. I wonder how many of you are aware that New Helvetia and Sacramento City are the same. That it was the famous Captain Sutter who established Sutter's Fort at New Helvetia. That Stockton was once known as Tuleburgh. That Hangtown was a suburb of Placerville. That Rabbit Creek, where gold was discovered in 1851, is the city of La Porte. That Fiddletown is Oleta; Ophir, Oroville; Sutter's Mill, Coloma; and Stringtown, Mooretown. As late as 1877 the Wells, Fargo Company ran an express from Mooretown to Oroville, both in Butte County.

While the data submitted barely suffices to visualize the conditions that prevailed in California during the first few years of its existence as a member of the Union, it will at least prove to you that the most urgent necessity was the creation of rapid means of intercommunication.

ESTABLISHMENT OF OVERLAND MAIL ROUTES

Prior to the cession of California in April, 1847, General Kearney had organized a quasi-public mail service between San Francisco and San Diego. Two years later, May 31, 1849, Colonel Geary was appointed Postmaster-General of San Francisco.



UTAH VALLEY IN 1850

As the influx of people into California assumed larger proportions, the need of providing communication between the East and West became so imperative that Congress took the matter in hand and authorized the Postmaster-General to advertise for bids to carry the U. S. Mail by stage-coach once a month from Independence (Mo.) via Fort Laramie (Wyoming) to Salt Lake City (Utah), a distance of 1,200 miles, from whence connection would be made by stage to Placerville (Cal.). Thus, through a contract between the Postmaster-General and Samuel H. Woodson of Independence, there came into existence on July 1, 1850. the first subsidized overland mail route west of the Missouri River, known in later years as the Central or Chorpenning Route. I may state that even, as early as 1850, Major George Chorpenning was financially interested in the Woodson contract, an unsuccessful enterprise. In regard to this route the Annual Report of the Postmaster-General for 1857, A. B. Brown contains the following comments:

"The United States had a mail carried for years between Independence and Salt Lake, and the records of the Department show the following facts: The mails for November, December and January, 1850-51, did not arrive until March, 1851. The winter months of 1851-52 were very severe. The carrier and postmaster reported that they started in time but had to turn back. The mails of February, March and December of 1853 were impeded by deep snow. Those of January and February, 1854, on account of deep snow, did not arrive until the month of April. There was no improvement in the service, even down to the November mail of 1856, which left Independence November 1st, and on account of deep snow was obliged to winter in the mountains. The snow caused almost an entire failure for 4 months of the year. These actual experiments made from 1850 to the present time, without referring to the concurring testimony of explorers and travelers, put this route entirely out of the question."

I have cited the above to bring vividly before you the hardships to which the gold-seekers of 1849 were exposed.

I now take up the manuscript to which I previously referred which bears the heading

SCHARMANN'S OVERLAND JOURNEY TO CALIFORNIA

Pages from a Pioneer's Diary

The first paragraph reads as follows:

"A German company numbering 60 people, attracted to the new Eldorado by a spirit of Wanderlust, and by a desire for gold, had chosen me, H. B. Scharmann, as their leader. On the 20th of March, 1849, we started from New York for the gold regions of California, 4,750 miles away."

Through an agent of Bingham's Transport Line in Philadelphia the Argonauts had made a transportation arrangement as far as St. Louis at $10.00 per person. The journey began at 6 o'clock in the evening on the above named date, and the travellers reached Philadelphia at 7 the next morning. In other words, the distance of 90 miles between New York and Philadelphia required about 13 hours.

On account of violent rainstorms the company was detained in Philadelphia until March 22nd. At 8 o'clock on the morning of that day they boarded a train and traveling all day and the greater part of the night, they arrived in dense darkness in Columbia. Here they were packed into a canal boat. After four days, the boat skirting the Susquehanna River, they reached the foot of the Alleghany Mountains. Here they again boarded a train of cars which, as Scharmann states, were "moved up and down the mountain by machinery." In the evening they left the train and continued their journey by canal boat, which brought them to Pittsburgh at 7 o'clock on April 1st. Here they trans-shipped on the steamer "Enterprise" and were carried down the Ohio River to St. Louis. The steamer stopped several hours at Louisville, and arrived at St. Louis on the morning of April 11th. In this city the travelers tarried for a few days to lay in a store of provisions for the long overland trip. On the day following their arrival in St. Louis Scharmann concluded an agreement with the captain of another steamer to take the company up the Missouri River as far as Independence, a distance of 360 miles, at $2.50 per person. In this manner the company reached Independence on April 28th, pitched their tents, and waited for the arrival of the Committee which had been sent out to bring the cattle. The necessary preparations caused a delay of four weeks. At last, having harnessed the horses to the wagons, they started towards the prairie on May 20th, with 40 cows and five yoke of oxen.

After his return from the West Scharmann inserted the following paragraph in his diary:

"This overland journey is one of the most unfortunate undertakings to which man may allow himself to be lured, because no one can form a correct conception beforehand of this kind of travel. To be sure, there is a beaten path, but there are no stopping places with even the slightest signs of civilization. Everyone is going, and no one is coming back. You leave your camp in the hope of finding water and a grazing place for your cattle, but it happens not unfrequently that you are forced to stop in a place where neither water nor grass can be found. This means intense suffering, both for man and beast, and frequently an irretrievable loss."

From Independence to the Kansas River, a distance of 130 miles, the company passed over a boundless prairie of the best grass land. Thence proceeding along the Kansas River they saw, for the first time, Indians, who, as Scharmann writes, acted fairly decent towards them. At a point where the trail crosses the Kansas River they found a boat to take them over, but the cattle had to swim. From the Kansas River to Fort Kearney, a distance of 180 miles, the country consisted of broad meadows alternating with gently undulating hills and green valleys. On June 22nd they arrived at Fort Kearney where they rested for two days in order to replenish their store of provisions. With the dawn of the 24th the travelers broke camp and wended their way towards the next point of destination, Fort Laramie. situated at the foot of the Rockies. about 340 miles from Fort Kearney. Continuing their journey, they reached the Platte River, which they followed for 80 miles to the branching point. Not without considerable difficulty, due to the turbulent condition of the river, they accomplished the crossing of the southern branch, despite the fact that in the middle of the stream the water reached to the bodies of the wagons and threatened to upset them. The courageous company then proceeded westward, and again met friendly Indian tribes. Allowing men and beasts but a short resting period at the end of each day, they

finally arrived at Fort Laramie, where they tarried for three days, caring for their exhausted cattle and repairing the wagons.

At Laramie, eager to hurry on as fast as possible, Scharmann took his family, consisting of his wife, two sons and a three-year old girl, and started on ahead of the rest of the company. He drove along the Platte River to a point where the Mormons had constructed a ferry. With unabated energy he made the South Pass, where he found 5,000 oxen and many mules and wagons, together with their owners, the majority on their way to California, and the rest to Mormon City. Scharmann joined the California group. At the Big Santee River, the next point of destination, the travelers rested for a day and then continued, passing through a 40-mile desert to Green River, where pieces of shattered wagons littered the trail. Thence they drove through deep valleys, rocky gorges, and over steep mountains, constantly risking the loss of their entire outfit. When they came at last to Bear River they gave the tired cattle two days rest and then moved along the Snake River, where they met Indians of the same name, a tribe related to the Sioux. In his eagerness to reach the Humboldt River, Scharmann followed a trail through a region which he describes as most desolate and uncanny, which led for miles through bleak, black hills and barren lands of eternal monotony. Grimly determined to push on, he came to the Humboldt River which he followed to a point where the trail intersects with that leading to Oregon. At the branching point they saw a sign, advising travelers to take a new and shorter route to Sacramento Valley. It was Scharmann's misfortune, however, to follow the advice of Captain Palmer, whom he met there accompanying a Government supply train from Oregon to Fort Hall. Assuming that this official was the best informed person, Scharmann decided to follow the Oregon trail which, as Palmer stated, led across the Sierra Nevadas to Sacramento Valley, and was the shortest road. This advice proved disastrous to all concerned. Leaving the Humboldt River, the travelers struck a desert 70 miles wide, with a few water holes, but no grass for the cattle. The oppressive heat which prevailed during the day, and the clouds of alkaline dust raised by the cattle and wagons, greatly aggravated their sufferings. A graphic description of the utter desolation of this region is the following entry in the manuscript:

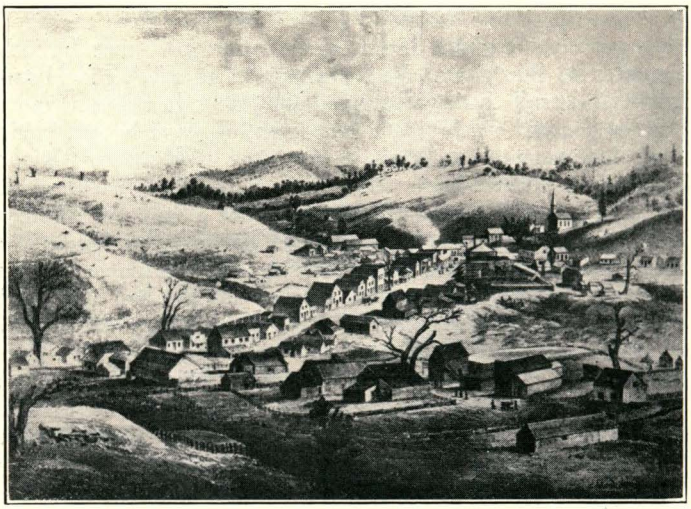
> "On the road over which we traveled during the day I counted 81 shattered and abandoned wagons and 1,663 oxen, either dead or dying. To save whatever they could, the owners had unharnessed the cattle and had driven them on rapidly. Those who had no families had put their bundles on their shoulders and proceeded on foot. The families were still more to be pitied. I covered 17 miles from 11 in the morning until 8 at night. My whole water supply barely sufficed to make a cup of coffee for my wife. This was our whole supper."

I am obliged to omit many pages of the manuscript, which reveal the intense sufferings of the travelers, due to lack of food and water, the severity of the climate, and the loss of most of their cattle. The party would have perished from thirst had it not been that after miles of dragging along their fever-ridden bodies they struck an old water-hole. From that point the road improved somewhat, and the Argonauts fell in with other travelers, the majority of whom carried their utensils on their backs, because the cattle had died from starvation and the wagons had been abandoned.

Thus they came to Muddy Lake, and following the trail for 80 miles they saw in the distance a huge mountain chain—the Sierra Nevada—the last barrier which separated them from the longed-for gold fields. To reach the summit of the first range they were obliged to unpack their provisions and utensils and drag them up on their backs. Without any path whatever they had to descent the other side of the mountain. The exhausted family passed the night in the valley, where they met some Indian tribes. Late the next day they reached the Pitt River, which they followed, crossing the stream no less than eleven times. Enduring many other hardships they dragged on until October 19th, when all the family, excepting Scharmann, were forced to give up the struggle.

By the merest streak of good fortune the Governor of California had sent out

wagons with provisions, to meet and assist travelers coming over the trail. As Scharmann, near collapse, made a detour in the valley, he perceived five wagons approaching. His hope revived, and scarcely able to utter a word. he was greeted by the captain in charge of the convoy, who inquired how he and his family had fared. On learning of their terrible plight, the captain gave Scharmann crackers and beef, sufficient to keep them in food until they could reach the First Settlement in the Sacramento Valley, still 50 miles distant. These 50 miles proved to be the most difficult and dangerous part of the entire journey. Half of the way the trail led down such a steep and precipitous mountain that they could only proceed by sliding. They passed the night in the valley, continuing, the next morning, over another mountain, even steeper than the first, entirely covered with great boulders. Further progress became almost impossible, for the oxen failed, and the wild barrier of rocks and the massed regiments of fir and pine trees necessitated the abandonment of the only remaining wagon. Taking whatever they could carry, the unfortunate people walked on and covered seven miles of racking torture that day. Recognizing the inability of his family to endure any more hardships, Scharmann placed his most valuable articles on a horse and rushed ahead to get help. After traveling for twelve hours the longed-for Sacramento Valley spread out before him, and at four o'clock on the afternoon of Nov. 1st he reached the First Settlement about seven months after leaving New York City. After obtaining food for his family he immediately started back. Three days had passed since he parted from his family, and upon his return he found them in a most heart-rending plight. His manuscript reads:



SONORA FROM THE NORTH, May, 1855
(Tuolumne County, Cal.)

> "When I inquired after my little daughter, mother and sons began to cry. Amidst their tears they told me that my darling little girl had died. I was deeply stirred by this unexpected misfortune, but I tried to speak words of comfort and hope, while my own heart was almost breaking."

Picture to yourself the distressing situation and you will appreciate the indomitable spirit of the man who, instead of lamenting, merely adds:

> "When we came at last to the Settlement I pitched my tent and obtained medical help for my wife."

Another entry is of interest:

> "Snow had fallen in the mountains and the emigrants came pouring in from all sides; prices for food rose, so that almost everyone was forced to spend his last cent. Many were ill and a number died, for few people bothered about them. Nowhere else have I seen such absolute heartlessness as among these crowded sufferers."

Rainy weather had now set in, which made further traveling impossible, and the family remained at the settlement for five weeks. As his wife's health did not improve, Scharmann decided to leave for the Feather River where the Second Settlement was located. This they reached on December 6th. On the 13th they again set out for the Third Settlement, which he left two days later for the Gold River,

25 miles away. On the 20th he came to the first gold-ditch in the Sacramento Valley, (then known as Long's Point), about 125 miles from Sacramento, where 350 tents had been pitched. He writes:

"When I arrived at the river everything had been dug up, so that most of the gold had been taken, and the best a miner could earn by his labor was from $3 to $5 a day. For 200 miles along the river the section swarms with gold miners. Nearly all of them are ill, living in flimsy tents and sleeping at night on hard beds that are frequently soaked by the downpour of rain."

The manuscript continues:

"My faithful wife grew worse, and on the 28th of December, 1849, a week after our arrival, she died in my arms."

It is impossible in the space at my disposal, to bring before you Scharmann's highly interesting and instructive descriptions of the various mining places, bars, diggings, and temporary camps which he visited thereafter, in the hope of at last making a lucky strike. For some time he lived and worked at the Middle Fork of the Feather River, where, as he states:

"The average gold-digger, by his arduous labor, earns $16 per day."

In May, 1850, he went to Marysville. Here he reports the existence of 170 houses, "all brought there from the Atlantic states, while the rest of the habitations were tents." From there he obtained passage in a skiff to Sacramento City, 60 miles south of Marysville. As he anchored outside the city on the morning of May 20, 1850, he counted 17 three-masters and about 100 smaller vessels in the harbor.

"The city itself had about 1,000 well-built houses, and trading and improvements of all kinds were in progress."

Leaving Sacramento he followed a road along the American River, and having proceeded about 25 miles he came to a great bank, called in those days a "Bar", where some 300 men were busily engaged washing gold. In this mining camp he again tried his luck, because it was only 25 miles from Sutter's Mill where the first gold nugget had been discovered.

Scharmann mentions as current gossip that an Indian was the person who found the first gold nugget, valued at about $100, and that this find had been the cause of future investigation. He writes:

"All along the American River about 1,500 persons are busily seeking gold, new men flocking there constantly."

In July, 1850, Scharmann returned to Marysville and from thence to Sacramento City again. Of this trip he writes:

"There is a certain charm about the trip through the valley. In all directions roads lead to the gold ditches in the mountains. Every three or four miles the traveler finds an inn, built of canvas and poles, wherein a regular cut-purse system holds sway. A sip of brandy costs 25 cents; a meal consisting of nothing else but bread, tea, and half-raw meat costs $1.50."

On August 2nd he reached Negro Bar, about 23 miles from San Francisco where his two sons were working as gold-diggers. Here he and 260 other miners formed a company to change the course of the river and to lead it into a canal. It was calculated that the work would be completed within six weeks, and naturally the company expected to reap a rich harvest from the gold to be found in the river-bed. On October 8th the dam, and also the canal one mile in length, had been completed, but next morning the dam broke, and their labor and hopes came to naught.

After this bitter experience Scharmann stayed for some time at the Mocolumne and Stanislaus rivers. In the spring of 1851 we find him at Nevada City, then at the Bear River and Grass Valley, where he reports that for the first time he saw quartz ditches. He states that a few of these were really treasure coves, yielding about $100 a day. "This", he writes, "is the highest gain that I ever heard of in California."

(To be concluded in the next issue)

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ADVERTISING RATES UPON REQUEST

FROM THE EDITOR'S VIEWPOINT

No doubt it would be in better taste for us to modestly present this issue and let it speak for itself but there are so many articles in it of more than ordinary interest that we cannot refrain from "*blowing our own horn*" and giving credit where credit is due * * *

In the first place *Elliott Perry* has brought to a close his monumental work on plating the 10c, 1847. There are few instances of greater philatelic achievement than this and *Mr. Perry* has earned a secure place in the *Philatelic Hall of Fame* not alone by this outstanding effort but by his many other important contributions to philatelic research and history. Much of the credit for the successful conclusion of this study is due to the support and encouragement of *Ernest R. Ackerman* upon whose collection the study is based. The completed work will now be revised for publication in book form and reservations should be made by those interested, as the edition will be limited.

The Plating of the famous "*No. 4 Norway*" is here presented for the first time and should further stimulate interest in this popular stamp. The work was originally carried out for the *Oslo Society* but we are very fortunate in securing the first publication rights for our journal. The method of showing the various flaws in the plates is a new development and surely shows them up splendidly. Every design is hand drawn, a work that required both philatelic knowledge and technical skill. The committee in charge of this work headed by *Dr. Justus Anderssen* in collaboration with *J. Jellestad* and *Abr. Odfjell* are well known for their other important contributions in this particular field. The continuation of this article, we hope will be followed by others covering the plating of the other stamps in this issue.

Dr. Victor M. Berthold presents a vivid picture of the days when the *Pony Express* transported the mails in our western states. It is well that the facts pertaining to these early days of our postal history be retained while they can still be gathered and there is no better man in this country to undertake this work than *Dr. Berthold.* He is the recognized authority on these times and issues and has had the privilege of assembling the great collection of *Alfred F. Lichtenstein* upon which he has done a monumental work that should be preserved in permanent form. *Dr. Berthold* has had an able collaborator in this work in *Frank Reynolds, Jr.* who is responsible for the splendid map on page 131. This map is the result of much research and is historically and geographically correct in every particular.

The splendid article on the cancellations on the *Brazil Bull's Eyes* by *Dr. J. Fred Emerson* touches upon a subject that is exceptionally popular at the present time * * * The response to *J. M. Bartel's* previous article on cancellations has resulted in several other varieties being added to his list and his description of the *Alexandria No. 6* keeps our record complete * * * *Christian L. Dull* presents some beautiful views from his collection and offers a service that many of our readers will want to know about * * * It is difficult to restrain one's enthusiasm when so many good articles develop at one time and in connection with the many other departments and articles supplied by our correspondents * * * A bomb has been exploded in the philatelic circles of *Great Britain* * * * *The Stamp Trade Protective Association* has requested the postal authorities of *Great Britain* to intercept publications from abroad which contain illustrations of postage stamps * * * Such a request is so astounding as to be unbelievable and it is hoped that an aroused adverse public sentiment will quickly prevent any such action being taken * * * *The American Mercury* has started a department for collectors in which an opportunity is offered to advertise rare books, autographs and stamps

* * * To most collectors the name of *Baron A. de Reuterskiold* is well known owing to his wonderful work on the *Stamps of Switzerland* which still stands as one of the finest philatelic books ever printed * * * As a consequence the sale of his collection as announced by *Luder-Edelman & Co.* in this issue will be of more than ordinary interest * * * Another new work on *Austria* is in course of preparation and will be published when enough subscriptions have been obtained to make it possible. The price is about $2.50 postpaid and those interested should write *"Die Postmarke", Wien LX., Kolingasse 2, Austria* * * * An invitation is extended members of the *Collectors Club* to visit *The London Stamp Club and Reading Rooms,* 89 Farrington St., Ludgate Circus, whenever they are in *London* * * * Our thanks are due to the president *F. Hugh Vallencey* for the courtesy * * * Our members are urged to show interest in the project of *F. A. Bellamy* to install a permanent exhibit of *United States Stamps* showing the picture of *George Washington* in *Sulgrave Manor* * * * If you are willing to donate stamps or cash toward this project the editor will be glad to pass on the information * * * *Hans Lagerloef* points out a new error just discovered in the 2c. 1891 Jubilee issue of *Hong Kong* in which *"Jubilee"* is spelt *"Jubiiee"* * * * *Paul Kohl, A. G. Chemnitz* announce the theft of a practically complete collection of *European stamps* as well as a specialized collection of *Mexico,* the property of *Dr. Schaefer* * * * Dealers and collectors are requested to watch for any unusual offerings in these stamps * * * *The Philatelic Shillalah* has again appeared to disturb the equanimity of many of our dealers and collectors * * * A little tabasco helps to liven up matters if it does not get too personal but our main objection to the sheet is the fact that it is anonymous * * * Suspicion as to the perpetrator has narrowed down to a very few including *George Sloane, Harry M. Konwiser* and *Herman J. Toaspern* * * * And the next issue completes our fifth year of publication.

PONY EXPRESS
AND
WESTERN FRANKS

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Collectors Club Philatelist—Philatelic Literature Supplement

VOLUME II. JULY, 1926. No. 3—(W. No. 7).

Review No. 7—Quarter Ending July, 1926.

PEPLOW (F. J.): (The) POSTAGE STAMPS OF BUENOS AIRES. By F. J. Peplow. London: Printed for Private Circulation. XCMXXV. Published by the author. One hundred copies printed. (10) + 72 + (6 blank) pp., 11¼x7½ in., paper cover, price 3 pounds, 3 shillings ($15.75), post free.

In June, 1919, I received a prospectus of this work consisting of 4 pp. (inside two printed on), inviting me to subscribe at 1 pound, 1 shilling, which I immediately did and a few days ago I received my copy No. 13. From the "Preface" I quote: "During the years 1911-12 I published in 'THE PHILATELIC RECORD' (Vol. XXXII (1911), 47-73-93-173-188, Vol. XXXIV (1912), 25-154-211), a series of articles on the stamps of Buenos Aires, which form the basis of the present work. It was originally my intention to issue a reprint of the articles, with no more than textual correction and revision, but while engaged thereon I met with so much additional official information that I found it desirable to undertake a more extended view of the whole subject. Furthermore, I had the opportunity of examining several important collections of the stamps, and the original hasty study I made from the Ehrenbach-Moser collection was considerably amplified by this means . . . Of my original articles little remains but the historical part, texts of decrees, etc., and much of this has been rewritten or supplemented, while the purely philatelic matter is almost entirely new. My chief and almost only authority for details of the postal organization and administration and the circumstances under which the stamps were issued has been the official year book: *'ANNUARIO DE LA ADMINISTRACION GENERAL DE CORREOS PRESENTADO AL EXMO. GOBIERNO POR EL ADMINISTRADOR GENERAL'*, 1859-60-61-62 . . . In the work of revision I have been fortunate in securing the aid of a number of philatelists interested in these stamps. To the late Dr. Jose Marco del Pont I owe not only the use of the volumes of the *Anuario*, but also much valuable information . . . I have to thank Mr. T. W. Hall, Pres. of the Royal P. Soc., for the use of his collection of the stamps . . . To Mr. Charles J. Phillips I record my thanks for taking every opportunity of assisting me with my study . . . From the late Mr. Hugo Griebert I received many points of information and permission to use his articles on the reprints. I cannot better express by special indebtedness to Mr. Alfred F. Lichtenstein than by saying that I feel that my book owes to him whatever may be of permanent value. He not only gave me the results of his great philatelic knowledge and experience of the stamps, but placed at my disposal the wonderful collection he has brought together, upon which is founded the greater part of the treatment of the stamps in my book. He also allowed me full use of the remarkable acquisition he made of the original plates, and with a view to making them of assistance to specialists, has granted their use for illustration, and has allowed me to draw upon the stock of reprints, which in the best interests of philately he removed from the market, in order to make them indirectly serviceable to collectors." From "Introduction": The literature on the stamps under discussion is unusually meagre, and in fact of original matter there has been published practically only one work of any considerable value; this is the *"Timbres de la Republique* Argentine et de ses diverses provinces", by J. B. Moens, Paris, 1882, the second volume including the stamps of Buenos Aires, with information derived from official sources. The first definite information upon these stamps appeared in *"Le Timbre-Poste"* for 1864: "Les Timbres-Poste de Buenos Ayres," by G. A. II (64) 78, translated in the "Stamp Collector's Magazine," III (65) 4, and so far as I have been able to discover this is the only important article upon Buenos Aires which has appeared in English. (For additional references see "Am. P. S. Index", pp. 184-5). The Contents: Preface, VII; Contents, IX; Description of the Plates, X; *"BIBLIOGRAPHY"*, X; Introduction: Summary of the history of Buenos Aires—Early postal history—The British in South America—British control of the foreign mails—Postal service and communications in 1858—Description of the post office—Instructions to postmasters, pp. 1 to 13. *Issues of the Ship Type:* First issue, 29 April 1858—Decree for the adoption of postage stamps—Process of manufacture of the plates—The plate used for the 4 pesos—

Vicissitudes of the original plates—Their cancellation—Official record of the destruction of balance of stamps—First balance sheet, 1858—Comparative rarity of the stamps of the first issue—Prices in early catalogues—Printings of the first issue, pp. 14 to 29. *Second issue, 26 October 1858.* Revision of the tariff by Decree, 2 October 1858—Alteration of plates to provide the necessary stamps—Printings of the second issue, pp. 30 to 34. *Third issue, 1 January 1859*: Change of color of the 1 peso—Description of the plate originally used for the 4 pesso—Official record of destruction of remainder of the second and third issue—Second balance sheet, 1859—Printings of the third issue. pp. 35 to 40. *Issues of the Head of Liberty Type*: First issue, 3 Sept., October 1859—Development and progress of the service—Tariff by Decree 15 October 1859—The Postmaster-General and the post-office monopoly—Branch office established—Improvement of the postal service—Negotiations for postal convention with France and England—Buenos Aires enters the Argentine Confederation—Register of stamps instituted by the Postmaster-General—History of the postal service summarized in an official communication—Process of manufacture of the plates—Proofs—Balance sheets, 1860-62—Printings of the first issue, pp. 41 to 54. *Second issue, 12 November 1862*: Nationalisation of the Buenos Aires posts—Printings of the second issue—Proposals for uniform stamps for the Argentine Republic—Suppression of the stamps of Buenos Aires—Possible remainders of the stamps, pp. 55 to 58. *Essays, Reprints and Cancellations:* The "Gaucho" essays—Cancellation of original cliches, etc., by the government in 1893—Two series of reprints from these—Proposals for earlier reprints—The Latour reprints—Reprints made in 1925—Cancellations, pp. 59 to 70. *REFERENCE LIST:* pp. 71 and 72 . . . *DESCRIPTION OF THE PLATES:* Plate I.—View of the public office at the General Post Office, Buenos Aires; II.—View of the gallery showing alphabetical lists of letters insufficiently addressed; III—Postage stamps issued in Buenos Aires; IV—Impression in black from an electrotype made from the original plate as finally used for printing the 1 peso blue, issued January 1859; V.—Impression in black from the original cliches, remounted by Latour and used for printing the Latour reprints, "Ship" type; VI.—Impression in black from the parts of the original plates used for printing the Latour reprints, "Head of Liberty" type; VII.—*Specimens of the Latour reprints.* Selected to show the papers used; VIII.—Types of cancellations . . . This work is not only the reference book on these stamps but also becomes a member of the exclusive group of "PHILATELIC CLASSICS."

HEURGREN (*Paul Gerhard*): LA POSTE DANS LES TEMPS ANCIENS ET MODERNES. Avec le concours de Thorsten Gerle, Albert Henning, Teodor Holm, Birger Lundell, V. K. A. Petrelius, Alex. L. Romdahl, Johannes de Rudbeck, Nils Strandell, Fredrik Vetterlund, F. K. Wilhelmsson, Patrik Vretblad. Publie par Paul Gerhard Heurgren. Stockholm. Forlag: P. Heurgren. (En Souvenir du Cinquantenaire de L'Union Postale Universelle.) 175 + (1) pp., 9¾ x 7 in., bound in white cloth with title in gold, many illustrations through the text.

Contents: Introduction, p. 5; Tables des matieres, 6; *La Lettre Pendant* 5,000 *Ans* par Johannes de Rudbeck (Premier infendant et directeur du Musee des Postes de Stockholm), 9 to 28; *La Poste dans les Arts Graphiques* par (Johannes de Rudbeck, 31 to 40; *La Lettre dans L' Art* par Axel L. Romdahl (Professeur et directeur du Musee des Arts de Gothembourg), 43 to 52; *La Poste dans la Musique contribution al'histoire du cornet de postillon* par Patrik Vretblad (Docteur es sciences; Maitre de musique; Redacteur principal a la Direction Generale des Postes), 55 to 68; *La Poste dans la Poesie* par Paul Gerhard Heurgren (Redacteur des postes), 69 to 77; *La Presse et la Poste dans le Passe* par K. Wilhelmsson (Redacteur des postes; Redacteur en chief de "Svensk Trafiktidning"), 79 to 95; *Le Plus Ancien des Documents Postaux Connus en Suede* par Birger Lundell (Redacteur des postes; Expert de livres), 97 to 101; *LES PIECES REARES DES COLLECTIONS DE TIMBRES DU MUSEE POSTAL SUEDOIS A STOCKHOLM* par Nils Strandell (Expert philatelique; Membre de la Royal Philatelic Society, de Londres), 105 to 115. (This article was reprinted, reviewed in "C. C. P." IV (25), 172. *Traits de la Jurisprudence des Temps Passes extraits de vieux actes postaux suedois* par Teodor Holm (Receveur; Historien), 117 to 122; *Les Associations du Personnel des Postes en Suede* par V. K. A. Petrelius (Receveur a Upsal; President de L'Association des Employes des Postes), 125 to 139; *Poetes Suedois dans la Poste* par Fredrik Vetterlund (Maitre de conferences Auteur), 143 to 156; *Halvar Danils L'Oeuvre Philosophique d'un Receveur des Postes* par Albert Henning (Redacteur des postes a Kristianstad; Auteur), 159 to 161; *La Poste Aerienne* par Thorsten Gerle (Redacteur principal a la Direction Generale des Postes), 163 to 175 . . . A fine hand-book on Posts and Postage Stamps mostly concerning Sweden.

LEHAIN (*Geoffrey M.*) *and NEWMAN* (*Alfred*): THIRD CANADIAN PHILATELIC EXHIBITION. Oct. 5-9, 1925, under the auspices of the St. Lawrence Stamp Collectors, Montreal. Exhibition Hand-book including Official Catalogue. Compiled and edited

by Geoffrey M. Lehain and Alfred Newman. Montreal, Canada, Century Stamp Co. 107 + (2) + XXXXIII (Adv.) pp., 9 x 6 in., paper cover, price $1.00, illustrations through the text.

Contents: Romance and Stamps, p. 2; 3rd Can. P. Ex., Patrons, Officers, Committees, 3; A Word about the Ex., 4; Programme, 5; A Sketch of Postal Organization Through the Ages. With an outline of the development of the Postal Service in Canada. By Victor Gaudet, K.T. (Postmaster of Montreal), 7; The Specialist. By Fred Jarrett, 21; The 15 Cents, 1868-1900 (Big cents issue). By Dr. Lewis L. Reford, 23; Rowland Hill. By Mr. J. Powell Davies, 32; The Revenue Stamps of Canada. By Edward E. Goodchild, 35; Air Mail in Canada. By T. M. Barrington, 41; Exhibition Cancellation, 44; The Relative Values of Early Canadian Stamps Based on the number printed. By Charles J. Phillips, 47; The 11¾ Perforation in Canadian Stamps. By Dr. Lewis L. Reford, 53; The Exhibition Medal, 54; *"PHILATELIC BIBLIOGRAPHY OF CANADA."* By Edward E. Goodchild, 55; Canada Precancelled Postage Stamps. By Frank S. Thompson, 57; The Exhibition: Jury of Awards, Rules and Regulations, 59; Classification of Exhibits, 60; Donations, 62; List of Special Trophies, 65; Alphabetical List of Exhibitors, 68; Numerical List of Entries, 72; Classified List of Entries, 81; A Survey of the Exhibition, 93; The Auction, 99; Auction Cat., 100; Advertisements, pp. 1 to XXXXIII. . . . This adds another hand-book to the separate works of Canada, being much more than an official catalogue of an exhibition, as the contents show and being limited as to copies printed will soon be in the class used (second-hand) copies only.

TURTON (*Alan*): PRICED CATALOGUE OF THE AIR POSTS OF THE WORLD. Their Stamps, Cachets, and Other Postal Markings. Published by Alan Turton, Air Post Specialist, 59 Bishopsgate, London, E. C. 2. FIRST EDITION, 1925. (2) + 154 + (4) pp., 7½ x 4⅞ in., bound cloth, price 7/6, illustrations through the text.

Contents: Foreword; Priced Catalogue (alphabetically arranged), pp. 1 to 154. This I believe is the first complete catalogue of Air Mail Stamps published in English and is a very good one for a first edition. The U. S. part is found on pages 133 to 152 and lists covers and stamps by years 1910 to 1924.

FIELD (*Francis J.*), *LTD.:* (A) COMMERCIAL AND HISTORICAL ATLAS OF THE WORLD'S AIRWAYS. Foreword by Sir W. Sefton Brancker, Air Vice-Marshall, K. C. B., Director of Civil Aviation. Birmingham, England: Francis J. Field, Ltd., 57-58 New St., Wholesale Agent: H. F. Johnson, 44 Fleet St., London, E. C. 4. 85 pp. (inc. 1 and 2 cov. pp.) + 9 (adv. pp.), 8⅜ x 5½ in., bound flexible cloth cover, price 2/6 nett. Illustrated by many maps through the text.

Contents: Pioneers of the World's Aerial Highways (Map), Frontispiece, 6; Foreword, 7; Contents, 9; Aeras Served by Air Line (Map), 10; Introduction, 11; Aircraft: The Servants of Commerce, 12; Insurance against Air Risks, 14; Forwarding Goods by Air, 16; How to Use the Air Mails, 17; Countries and States Issuing Special Stamps and Labels for Use on Air Mail, 21; Air Post Terms, 22; Some Long-Distance Flights, 23; Balloon Posts of Paris, 24; Collecting Souvenirs of the Air. 26; Notes on Airways of the World—Past and Present. Illustrated by Maps: Great Britain, 32; Northern Europe, 37; Central Europe, 39; The Airways of Central and Northern Europe (list of cities and towns that have air routes), 43; Italy, 49; Switzerland, 51; France, 53; Egypt, France to North Africa, Spain and Morocco, 54; Portugal, China, 56; India, Union of South Africa, Southwest Africa, 58; Persia, Iraq, Syria, 60; Siam, Indo-China, 62; Japan, 64; Dutch East Indies, Philippine and Hawaiian Is., Belgian Congo, 66; Australia, 68; New Zealand, Great Barrier Is., 70; Newfoundland, Canada, 72; United States of America, 74; West Indies, Central America, 76; Mexico, French Guiana, 78; Brazil, Argentina, Uruguay, 80; Columbia, 82; Ecuador, 83; Index, 84 and 9 pp. of Advertisements. . . . This is a valuable little hand-book as it contains so many maps of past, trial and regular air mail routes.

BEREZOWSKI (*Alexander*): HANDBUCH DER LUFTPOSTKUNDE. Katalog samtlicher Marken und Abstempelungen der Luftposten von Alexander Berezowski unter Mitwirkung des Herrn Dr. Robert Paganini, Zweisimmen. 1925. Druck and Verlag: J. K. G. Wagnersche Buchdruckerei, Neustadt (Orla). (2) + 288 + 16 (Adv.) pp., 7 x 4½ in., bound cloth, price Mk. 7. With many illustrations through the text and one plate of Liegnitz 1913 Zeppelin-Marke (fac-simile) plate of 4 stamps in color.

Contents: Vorwort, 1; Einteilung, 4; Alphabetically priced catalogue, 9 to 285; Index, 286 to 288; and 16 pp. Advertisements. . . . Another fine catalogue of air covers and stamps. U. S. listed on pp. 251 to 285.

CHAMPION (*Theodore*): CATALOGUE HISTORIQUE ET DESCRIPTIF DES TIMBRES DE LA POSTE AERIENNE. Texte bilingue: Francais et Anglais. Contenant un chapitre special, tres detaille, sur les ballons montes du Siege de Paris (1870-71). Paris: Theodore Champion, 13 Rue Drouot. FOURTH EDITION. 1925. Illustrated through the text.

Contents: Preface, 3, 6, 8, 10 (French, 5, 7, 9, 11); Timbres "Officiels", 13 to 80; Semi-Officiels, 81 to 153; Obliterations, 155 to 325; Timbres qui n' ont pas ete emis pour la Poste aerienne, 327 to 332; Siege of Paris (1870-71); Balloon Post, 333 to 376; Pigeon Post, 376 to 382; Siege of Metz (Paper balloons), 382 to 384; Index, 385-398, and 4 (adv.) pp. and 7 order blanks. . . . Quoting from "Preface": "Here is the fourth edition of our aerial catalogue which—we scarcely need recall the fact—was the first to deal with this latest branch of Philately, and supply the Air Mail Collector with a sure guide. In fact we are able to state, not without justifiable pride, that, over a lengthy period we were the only house to bear the great task necessary for collecting, and presenting in reasonable form the voluminous data pertaining to aerial post. . . . A further improvements marks the present edition from its predecessors. The English speaking countries had, perforce, only our French Catalogue for reference. To facilitate perusal and study of this edition, we have to that end printed it in two languages: French and English. The English translation is the work of Mr. Randle Taylor, and we are pleased to acknowledge here our appreciation of his zeal and activity. We shall continue, as we have done previously, to publish each month in our *"Bulletin Mensuel,"* a special section for aerial posts, thus, we will keep the present edition up to date." U. S. section, pp. 34-35, 210 to 248.

FRANCOIS (L.): GUERRE DE 1870-1871. Les CORRESPONDANCES PAR BALLON MONTE DU SIEGE DE PARIS, par L. Francois. Amiens. Imprimerie Yvert & Tellier, 27 Rue des Jacobins. 1925. (4) + II + (2) + 121 + (1) pp., 9 x 5⅝ in., paper cover, price, 12 francs. Illustrations through the text.

Contents: Introduction; "BIBLIOGRAPHY"; Chapter I.—The organisation of the aerostatic post and its operation, pp. 1 to 5; II.—The correspondence—kinds, 6 to 19; III.—The delivery of correspondence by balloon—prepayment in postage stamps, 20 to 32; IV.—Postmark and cancellations, 33 to 49; V.—Way postmarks of the flight—Private marks affixed in flight, 50 to 61; VI.—The postmarks of destination, 62 to 68; VII.—Identification of the balloons, 69 to 101; VIII.—Forgeries, 102 to 104; Appendix—Decrees, 105 to 111; List of localities in the Seine department, 112; Table giving department letter, date and hour of sailing, name of balloon, aernaute, passengers, destination, time arrival, distance travelled, hours of flight, etc., compiled by Thedore and Gaston Mangin, folded page, 113; Alphabetical list of towns and postal number in 1870-71, 115; Postal rates to different countries, 116; Letters sent from Paris by land, 117-118; Letters sent through the German lines by special agreement, 119; Index to subject headings, 121.

"BIBLIOGRAPHY OF AIR POST LITERATURE":

Besides the five last reviews there have been published the following books and pamphlets concerning Aeroplane Mail:

BRUNEL (Georges): (La) Voie Postale Aerienne. R. Tancrede, 15 Rue de Verneuil, Paris. 8 pp., 10⅝ x 8⅜ in., published price 1/6.

CHAMPION (Theodore): Catalogue Historique et Descriptif des Timbres de la Poste Aerienne. FIRST EDITION. September, 1921. (6) + 63 + (3) pp., 7 x 4¼ in., paper cover, price 4 fr. SECOND EDITION. 1922. (8) + 121 + 3 pp., cloth, price 10 frs. THIRD EDITION. 1924. (4) + 240 + (2) pp.

HOBRECKER (Karl): (Die) ersten deutschen Luftpostmarken. (Sonderdruck aus "Berliner Briefmarken-Zeitung", 1912). Berlin: P. Kosack. 1912. 7 pp.

HUGHES (W. E.): Stamps of the Flying Post. A Descriptive Catalogue and Guide for Collectors. Alan Turton, London. 1922. 41 + (1) pp., 7¼ x 4⅞ in., price 1/2.

LEE (Charles E.) & GRAY (C. G.): Aircraft Year Book. 1923. (Advertised, was it issued?) London.

MELVILLE (Fred. J.): Aero Stamps. A Descriptive Catalogue with Prices. London. (2) + 17 + (1) pp., 7⅛ x 4⅞ in., price 20¢. (FIRST EDITION.) Aero Stamp Collecting. A Practical Guide and Descriptive Catalogue. SECOND EDITION. 56 + (6) pp., price 1/2.

PAGANINI (Dr. Robert): Geschichte der Luftpost. Historischer Katalog samtlicher Luftposten. Edmund Stein, Potsdam. 39 + (1) pp., 10 x 7⅜ in., paper cover.

RIDGWAY (Brig.-Gen. R.): Air Post Stamps. ("Stamp Collecting" Hand-book No. 22), 44 + (4) pp., 7¼ x 4¾ in., paper cover, price 2/6. Author's Ed., cloth, price 5/6.

SIAM (Government of): Aviation in Siam. Price 2/9.

STENGER (Dr. Erich) & MATZENAU (Carl Conde de): (Die) deutsche Luftpost. Wertzeichen und Abstemplungen. (2) + 41 + (5) pp., 9½ x 6⅜ in., paper cover, 2/6.

CHUCHIN (F. G.): CATALOGUE OF THE RUSSIAN RURAL POSTAGE STAMPS. Edited by F. G. Chuchin. Commissioner for Philately and Vouchers of U. S. S. R. Moscow, 1 Twerskaya-Yamskaya, 3. 1925. 204 + (4) (Adv.) pp., 7¾ x 5 in., paper cover, price

Contents: Preface, p. 3; Preface, 7; The Rural (Zemstvo) Post, 9 to 20, written by S. Antonof; Catalogue of the Russian Rural Postage Stamps, 23 to 192; Alphabetical Index of Districts, 193; Alphabetical Index of Governments, 196; List of the more

common words and expressions in Russian Zemstvo-post language with their translation in English, 199; and 4 pp. adv.; also plates I—I to XLV, illustrations of the different issues, and loose map of the districts with names, etc. in the Russian language. This being priced (where possible) and the latest is probably the most complete catalogue in existence and as such is a very valuable one, especially as it is published in English.

PACHONSKI (A.): CATALOGUE OF POSTAGE STAMPS OF POLAND AND CENTRAL LITHUANIA. 1926. Published by A. Pachonski, Philatelic House, Jasna Nr. 16, Warsaw, Poland. XXIII + (1) + 67 (134) + 3 pp., 6⅛ x 4½ in., bound cloth, price 2/6. Printed in four languages: Polish, French, German, English in parallel columns on two pages and one plate: showing sheet of 100 stamps of Central-Lithuania 19020 Issue, 6Mk on 50Sk.

Preface: "We beg to present herewith to collectors the catalogue of the stamps of Poland and Central Lithuania. The necessity for a work, which would include not only Polish but also Central Lithuania stamps has been felt, and we are, thanks to the collaboration of eminent specialists, at last able to present to the public, a full list of all the stamp issues of Poland up to the present moment. This publication, which strictly speaking is not merely a price list, but also a work of reference, has as its object the fixing on the international market, of the current values for Polish and Central Lithuanian stamps. The present edition has been prepared in four languages to allow of its use internationally. It represents the results of careful and accurate studies and should be an indespensable work of reference to all collectors interested in the above stamp issuing countries."

Contents: Preface, pp. V-VI; Conditions of Sale, VII to X; Remarks, XI; Dictionary: French, English, German, Polish, XII to XXIII; Cat. of Postage Stamps Poland, 1 to 55; Cat. of Postage Stamps of Central Lithuania, 57 to 67; Advertisements, 2 pp.; Errors (typographical), 1 p.

WENNBERG (Harry): HARRY WENNBERG'S HANDBOOK OVER SVERIGES FRANKOTECKEN. Avd. I. Frimarken 1920-1924. Avd. II. Helsaker 1916-1924. Forlag: A.-B. Harry Wennberg, 82 Drottninggatan, Stockholm. 1925. 13 + (14 to 50, printed one side only) (37) pp., 7⅞ x 5⅜ in., paper cover, price 1/8.

Contents: Vara Svenska Frimarken 1920-1924, p. 3; Nagra Upplysningar om Tillverkningen av de under aren 1920-1924 I Sverige utgivna Frimarkena av Johannes Rudbeck, 7; Avdelning I. Frimarken 1920-24, 15 to 29; Avd. II. Helsaker 1916-24, 32 to 50.

COULSON (Horace E.): UNITED STATES 1893 Issue. The 2 Cent (Columbian). A Philatelic Research. By Horace E. Coulson. 1926. Published by Harris Publications Ltd., Windsor House, 46 Victoria St., London, S. W. I. 32 (64) pp. (printed one side only), 7¼ x 5 in., paper cover, 2/-(50c); art paper edition for private binding, 50 copies printed, price 3/3. ("Philatelic Magazine" Handbook, No. 8.)

Contents: Contents, p. 2; Historical, 3; Introductory, 4; Chapter I. Plates—Number Printed—Color—Varieties. Type I—Varieties. Type II, pp. 5 to 8; Chapter II. Some Minor Varieties of Type I—"Do" Type II, 9 to 11; III. Broken Hat Variety, 12; IV. Shifted and Double Transfers, 13-14; V. Guide Dots, 15 to 17; VI. Characteristic Cancellations, 18 to 28; VII. Check List, 29 to 31; *Bibliography* "Philatelic Magazine" Handbooks, 32. The check list catalogues 112 varieties (which is probably not complete as it is compiled from a single collection) of a common 2c U. S. stamp of which 1,464,588,750 and 1050 proof sets were issued and lists varieties as follows: 7 shades—21 frame (types I and II)—10 Minor (I)—10 Minor (II)—5 Broken Hat—11 Shifted and Double Transfers—7 Guide Dots—41 Characteristic Cancellations.

YVERT & TELLIER: ESSAI DE CLASSIFICATION DES TIMBRES-POSTE. 1925. Yvert & Tellier, Amiens. 15 + (1) pp., 6⅞ x 4¼ in., paper cover, price 1 fr. 50.

Contents: Stamps Without Surcharge—I. Name of Country indicated by Roman letters, p. 3-11. Name of Country not indicated by Roman letters, 4 to 9; Stamps With Surcharge—III. Surcharge giving the name of Country, 10—IV. Surcharge giving a new value, 11—V. Surcharge giving a new coinage, 12—VI. Miscellaneous Surcharges, 13 to 15. A fine list of inscriptions, Oriental characters, etc. found on stamps that confuse the beginner.

BELLAMY (Frank Arthur): (A) CONCISE REGISTER OF THE COLLEGE MESSENGER POSTAGE STAMPS, ENVELOPES AND CARDS USED IN THE UNIVERSITIES OF OXFORD AND CAMBRIDGE, 1871-1895. TOGETHER WITH THE STAMPS USED BY THE OXFORD UNION SOCIETY, 1859-1885. Compiled by Frank Arthur Bellamy, Hon. M. A.; F. R. A. S.; F. R. P. S. L.; Corresponding Librarian of the Collectors' Club, New York. Oxford: J. Vincent, 109 High St. 1925. 20 pp., 10⅜ x 7⅝ in., paper cover, price 2/8.

From the "Introduction": "The cause and reason of this concise cat. or Register—are fourfold; to supplement the excellent pioneer account (The Oxford College Stamps, by Prof. A. S. Napier, S. Gibbons Monthly Journal, Vol. IV, Dec., 1893, pp. 120 to 123) of these very interesting relics of a unique phase of British Postal History; to correct in brief form the far too numerous errors and omissions in Mr. Cummings' published

history (College Stamps of Oxford and Cambridge, Oxford and London, 1904, 109 pp.) of these stamps; to give a very concise precise of my much larger history, from a wider general and philatelic aspect, which I fear will have to be preserved in its present manuscript form of nearly 700 quarto pages, owing to the expense of printing; also to fulfil a request made to me by a friend ten years ago to publish a full catalogue of all known varieties. The historical account referred to is the result of more than thirty years special investigation upon the use and history of these postage stamps, envelopes, and cards, and the formation of my collection of these items, many being unique, has progressed continuously until it includes 2500 specimens, and has become by far the finest collection of these stamps in existence.

Contents: Introduction, p. 3; Register: *Oxford,* Keble, 7 to 11—Hertford, 11-14—Merton, 14—Lincoln, 15—Exeter, 15-16—St. John's, 16—All Souls, 17—Balliol, 17—Oxford Union Society, 17 to 19; *Cambridge*: Selwyn, 19—Queens', 19—St. John's, 20.

WARD (W.): HOW TO TELL POSTAGE STAMPS USED IN SCOTLAND. By W. Ward. Cancellation Numbers, Penny Posts, etc. With Coloured Maps showing Postal Towns, Ferry and Ship Routes. 1926. W. Ward, 37 Lorne St., Lytham, Lancs. England. 16 pp., 7⅞ x 5¼ in., paper cover with additional Scottish plaid paper cover, price 1/6 net.

Contents: How to tell Postage Stamps Used in Scotland, 3; Postage Stamps of Great Britain Used in Scotland, 5 to 8; "Penny Posts", 9; Penny Posts, Ferries, and Ship Marks, (a) without numerals, 9-11. (b) with numerals, 11-12. (c) Numbers allotted after 1884, 12-13. (d) Stamping Numbers allocated 1892-1908 prior to letters in triangles, 13-14; Advertisements, 15-16. With double paged large maps: (1) London Midland and Scottish Railway Map of Northern Scotland; "Do" Southern Scotland. From page 3, I quote: "This by no means attempted to be a complete record or list of the varieties of Scottish postmarks of cancellations, but an endeavor to compile a catalogue of all known official Scottish cancellations from "1840" by numbers. The extraordinary interest taken by all collectors of British Stamps in specially noting their Scots' postmarks, and the frequent queries as to their designation is the mere excuse for this preface and publication. The "PENNY POST" Cancellations may not be complete but are compiled from Official and Private Records. No attempt is given to essay a comparative value—some, and many, are extremely rare—but I trust the list will satisfactorily assist many correspondents "and save me tons of letters and queries."

VERNE, COLLINS & CO. LTD.: VERNE, COLLINS & CO.'S ILLUSTRATED AND PRICED CATALOGUE OF THE STAMPS OF NEW ZEALAND AND ISLAND DEPENDENCIES. Verne, Collins & Co. Ltd., 140 Hereford St., Christchurch, N. Z. SECOND EDITION, 1925. 68 pp., 7¼ x 4½ in., paper cover, price 1/6 Net, with illustrations through the text.

The First Edition of this priced catalogue was published in 1923 and consisted of 57 pages and so this new edition has gained 11 pages. From Introduction: "The immediate success which attended our efforts to supply collectors of the stamps of New Zealand and the Island Dependencies with a reliable guide to the issues and their values, was made apparent by the reception accorded the first edition of this work. The present edition has been entirely revised and many new varieties have been added.

Contents: Introduction, p. 1; New Zealand, 2 to 45; Cook Islands, 45 to 49; Rarotonga, 49-50; Aitutaki, 50-52; Niue, 52-55; Penrhyn Island, 55-57; Great Barrier Island, 57-58; British Antarctia, 58; Samoa, 59-68.

MUNK (Dr. Herbert): KOHL-BRIEFMARKEN-HANDBUCH. 11. Auflage. Vollstandig neu bearbeitet von Dr. Herbert Munk. Verlag des "Vereins der Freunde des Kohl-Briefmarkenhandbuchs" Berlin W 8, Friedrichstrasse 162. *Lieferung* 7. DEUTSCHES REICH (Continued), pp. 929 to 1056+(8 adv.) pp., 7½ x 4½ in., paper cover, price 1/8. *Lieferung* 8. DEUTSCHES REICH (Completed), pp. 1057 to 1086 and NACHTRAG: Afghanistan to Deutches Reich, pp. 1087 to 1240—Title page, Preface, Index and Introduction to Band (Vol.) I + (8 adv.) pp., do, do, 2/8. Also Vol. I can be had (the 8 parts bound) complete in blue cloth cover for 15/8. Binding Case for Vol. I. may be had for 1/6.

Thus Vol. I., consisting of 1,428 pp., is the outstanding reference work of the different countries listed and is therefore the MOST VALUABLE HANDBOOK AND CATALOGUE OF THE COUNTRIES OF THE WORLD FROM AFGHANISTAN TO GERMANY. The contemplated translation in the English language by The Collectors Club can come none too soon. My advice to all is to buy this book now while it is to be had at the published price.

ASCHER (Dr. Siegfried): GROSSER GANZSACHEN KATALOG 1924. Teil IV. Honduras-Mittelkongo, pp. 497 to 656 (inc. cover), 8 x 4¼ in., stiff paper cover, price 1/8. Binding Case for Band I. (Sections I to IV), with Addenda: Afghanistan to Haidarabad, pp. 657 to 696, and Title page, Index, Introduction, etc. XIX + (1) pp. and paper cover, price 2/8. Also to be had complete bound gray cloth, 720 pp., price 10/6. The title of Vol. I reads: GROSSER GANZSACHEN-KATALOG 1925. Auf Veranlassung

des Berliner Ganzsachen-Sammler-Vereins zusammengestellt und bearbeitet von Dr. Ascher, Berlin-Wilmersdorf. Band I. Afghanistan-Mittelkongo. Borna-Leipzig: Verlag von Robert Noske. One more volume will complete this work (probably IV more parts) and then it will be the outstanding reference work on entires (Envelopes, Post Cards and Wrappers, commonly known as "Stationery") for the entire world. This catalogue is a necessary one as it is the only one that has been compiled in many years of the entire world. The philatelic press, auction catalogues, etc. are constantly publishing articles on complete collections which do not mention the entires of the countries treated of and therefore are not complete. No country can be complete without the envelopes, post cards and wrappers, as they are just as much an official issue as the adhesives, being on sale at the various post offices in all countries at the same stamp window where the adhesives are bought. I believe that these neglected issues are again coming into their own as they were from the beginning to about 1901, when our catalogue makers decided to cut-the-out of the catalogues on account of bulk. This is a SUPPLEMENT TO KOHL'S HANDBUCH and when both are completed will be the complete handbook or reference work to the complete official issues of all countries.

OTT (*C.*): (Die) POSTSTEMPEL VON SCHLESWIG-HOLSTEIN. Von C. Ott. Verlag "Die Postmarke," Ges. M. B. H., Wien, IX., Kolingasse 2. 1925. 2. Verbesserte Auflage. 22 + (2) pp. (inc. cover), 9 x 6 in., paper cover. This is a second Edition of this work which was reviewed and contents given under Review No. 3, Half-year Ending, July, 1925. See "C. C. P.—P. L. Sup.", Vol. IV, p. 112.

(Die) POSTSTEMPEL DER HANSASTADTE. Von C. Ott. 30 + (2) pp. (inc. cover), do.
Contents: Hamburg, 4; Lubeck, 17; Bergedorf, 22; Bremen, 25. These two pamphlets are Nos. 3 and 6 of: Veroffentlichungen der Abstempelungssammler-Gruppe des Oesterreichischen Philatelisten-Klubs "Vindobona", a series of pamphlets (handbooks) on postmarks of various countries. Other pamphlets in this series are:

MULLER (Edwin): Oesterreich und Lombardei-Venetien, Ausgabe 1850, Verzeichnis der Abstempelungen. 1922. 58 pp. (Want, so cannot give contents.) No. 1.

MAYER (*Dr. Stephan*): (Die) Abtempelungen von Hannover. No. 2. (Want.)

MULLER (*Ewin*): Sprachenstreit und Poststempel im alten Oesterreich-Ungarn. 1925. 47 + (1) pp. (inc. cover), do. No. 4.
Contents: Introduction, 3; Oesterreichisches Reichsgebiet, 7; Ungarisches Reichsgebiet, 33.

LEO (*Alexander*): (Die) Abstempelungen der Auslandspostamter von Grossbritannien. 1925. 14 + (2) pp. (inc. cover), do. No. 5.
Contents: Introduction, 3; (Die) britischen Postamter Mittellandischen Meer, 4; (Die) britisch westindischen Postamter, 6; (Die) britischen Postamter in Mittel-und Sud-Amerika und auf den nichtbritischen westindischen Inseln, 8; Feldpostamter, 12; Flottenstationen, 13; *"BIBLIOGRAPHY"*, 14.

PIKE (*A. H.*): CHECK LIST OF METERED MAIL PERMITS. Compiled by A. H. Pike, 21 Moeller St., Binghamton, N. Y. List No. 3. 16 pp., 11 x 8½ in., price 25c. This is an addendum to first two lists.
Contents: Postage Meter Co., 2 to 13; Mail-O-Meter Indicias, 14 to 16; Postage Meters Used in Canada Nos. 4000 to 4052, 16; Postage Meters Used in Great Britain, 16.

EDITRICE FILATELICA: ANNUARIO FILATELICO. II Edizione, 1924. Editrice Filatelica, 19 Corso Francia, Torino. VIII + (4) + 307 + (1) pp. and 8 leaves (dividing book into sections), 8⅜ x 5½ in., paper cover, price L. 12.
Contents: *BIBLIOGRAPHY*: Publicazioni di Editrice Filatelica, p. V; Intro., VI; Directory of Italian Philatelists by towns, pp. 1 to 235; Corrections, Etc., 237-240; Alphabetical Index of Italian Philatelists, 241-281; Index to Italian Societies, 283-284; *BIBLIOGRAPHY*: Index Philatelic Journals, 285; Index to Italian Towns, 287-294; *BIBLIOGRAPHY*: Decrees concerning Italian stamps issued since 1924, 295-297; Maps, 299-305.

INDICE BIBLIOGRAFICO FILATELICO (Fino a tutto il 1924). 1925. Editrice Filatelica, Torino. I EIXIONE. 14. (2) pp., 11⅛ x 8¾ in., paper cover, price L. 3. Also Special edition better paper, price L. 3.50. ("Collana di Pubblicazioni Filateliche No. 4.")
Contents: Index to special works on Countries, alphabetically arranged, pp. 3 to 12; Miscellaneous Works, 12 to 14.

BEGALLI (*Romano*): ANNULLAMENTI SPECIALI (Catalogo-elenco degli annullamenti occasionali e di publicita emessi dai 1894 al 1924). Parte I—Italia. 1925. Editrice Filatelica, Torino. I EDIZIONE. (2) 12 (24, printed one side only) (2) pp., 11⅛ x 8¾ in., paper cover, price L. 3.50. Also Special Ed., price L. 5. ("Collana di Publicazioni Filateliche No. 2.")
Contents: Introduction, p. 2; Catalogue of special advertising postmarks of Italy, 4 to 12.

GRIONI (*Federico*): CATALOGO PREZZO-CORRENTE 1926 dei Francobolli D'ITALIA—FIUME—S. MRINO—COLONIE ITALIANE AND UFFICI ITALIANI all'ESTERO. Federico Grioni, Milano: Via dai Monte Napoleone, 45. Amiens: Imprimerie Yvert &

Tellier. 1926. (8)—123—(1)—16 (adv.)—(1) (Index)—(3) pp., 7⅜ x 4¼ in., bound cloth, price L. 15.

Contents: Preface, erc. (4 to 8); Cat., 1 to 119; Sets of stamps, 120-123; Adv., 15 pp., Index. A fine catalogue of Italian and Italian Colonies and States with many of the stamps priced.

LANGLOIS (M.) & VENEZIANI (Eug.): NOMENCLATURE GENERALES DES BUREAUX DE POSTE FRANCAIS de toutes categories avec indication des griffes obliterantes qui leur ont ete attribuees (1849-1876). Amiens: Imprimerie Yvert & Tellier. 1926. (4)—279—(1) pp., 7⅝ x 4½ in., paper cover, price 3/2.

Contents: Preface, 3; History of Cancellations, 5; Paris Office, 9 to 24; Town Offices (alphabetically arranged), 25 to 209; Alsace-Lorraine, 211-218; Meurthe-et-Moselle, 219-220; Var, 21; Corse, 222; Algeria, 223-233; Foreign, 234-240; Miscellaneous, 241-257; Railroad, 258; Army Field, 259-274; 1849-75 Post Office Numbers, 275-276; Index, 277-2779. A valuable pamphlet for the collector of the stamps of France as any cancellation number can be located if the name of the town is known.

GYOZO (Dr. Weinert): MAGYARORSZAG LEVELBELYEGEINEK KATALOGUSA 1850-1925. Fuggelek: Az u. n. Megszallais-es-nyugat Magyarorszagi Belyegek, osszealliotta Weinert Gyozo Dr. A. Hirado Kiadasa, Bratislava, Pozsony. 167—(1) pp., 7⅞ x 4½ in., paper cover, 2/—.

Contents: Preface, 3; Part I: Austria stamps used in Hungary, 5 to 26; Hungarian stamps, 27 to 97; III: Occupation stamps, 99 to 146; IV: Nyugatmagyarorszag, 147 to 156; 157-167 Adv.

WARD (W.): (The) POSTAGE STAMPS OF FRANCE 1840-1925. By W. Ward. London: Harris Publications Ltd., Windsor House, 46 Victoria St., S. W. I. 1926. 80 pp., 7¼ x 4⅞ in., paper cover, price 2/8.

Contents: Index, p. 2; Introduction, 3; First Official Posts, 5; Chapt. I: 1st Issue, 1849 (2nd Republic), 6; II: Stamps of the Presidency, 1852, 11; III: Issues of the III. Empire, 1853, 62, 13; IV: Laureated Issues of the Empire, 1862-70, 16; V: Provisional (Bordeaux) Issues of 1870, 20; VI: Balloon and Pigeon Posts During the Siege of Paris, 1870-71, 24; VII: 1st Issue of the 3rd Republic, 1871-73, 26; VIII: Issues of 1872-3, 28; IX: 1876-90 Issues, 30; X: Issues 1891-1900, 35; XI: World's Exhibition (Paris) Issue of 1900, 37; XII: Re-Drawn Issue of 1902, 40; XIII: Sower Type of 1903, 41; XIV: Re-Drawn Sower Types of 1906-16, Including Re-Issued 5c. and 15c. and New 45c. Value, 43; XV: 1917-18 Issues on "G. C." Paper, 45; XVI: 1918-20 Issues on "Mince" Paper, 47; XVII: 1920-25. Re-Issues and New Colours, 48; XVIII: Pasteur Issues, 50; XIX: Olympic Games Commemoratives, 51; XX: Ronsard Commemoratives, 53; XXI: Exhibition of Decorative Arts Commemoratives, 54; XXII: Philatelic Exhibition Commemoratives, 1925, 56; XXIII: Red Cross and Charity Issues (Official), 56; XXIV: Newspaper Postal Tax Stamps of 1868-61; XXV: Postage Due Stamps, 64; XXVI: Precancels of 1920-24, 69; XXVIII Millesime Numbers, 69; XXVIII: Railway Parcel Stamps, 70; XXIX: Military Stamps of France, 72; XXX: Foreign Agency and Official Postal Cancellations of France, 74; XXXI: Check List of the Numbers of the Departments of France, 75; XXXII: Biographical Notes on Artists and Engravers of French Stamps, 76; *"BIBLIOGRAPHY"*: Other Information on the Stamps of France can be found in the following books, pp. 78 and 79. This is "Philatelic Magazine" Handbook, No. 10 and Mr. Ward certainly has condensed a great deal concerning the stamps of France into this small pamphlet of 80 pages and is the first book in the English language to cover all the issues of France. A check list of all varieties is given at the end of each chapter. So, Mr. Collector, you need this book.

MEREDITH (W. G.): (The) POSTAGE STAMPS OF IRELAND 1922-1925. By W. G. Meredith, 5 Elmbourne Road, London, S. W. 17, May, 1925. 48 pp. and 4 plates, 7¼ x 4⅞ in., paper cover, price 2/6 Net. SECOND EDITION. The First Edition, consisting of 16 pp. was reviewed in the "C. C. P." III, 4 (Oct., 1924) page 172D.

Contents: Introduction, 1; Index, 2; Dollard Overprints, 3; Thom Five Line Overprints, 8; Thom Three Line Overprints, 17; Harrison Overprints, 20; Permanent Issue, 21; Priced Check List, 22; Controls, 24; ERRORS AND VARIETIES: 1. Errors appearing on the original British Stamp, 29—II. Major Typographical Errors in the Overprint, 30—III. Errors due to Shifted Settings or Overprints, 31—IV: Varieties due to Defective, Broken or Misplaced Type, 34—V. Miscellaneous Varieties, 47; Distinguishing Features of the Various Overprints, 48.

POOLE (Bertram W. H.): (The) STAMP COLLECTOR'S GUIDE. By Bertram W. H. Poole. Published by Severn-Wylie-Jewett Co., Portland, Me.-Beverly, Mass. (Mekeel's Handbook No. 2). FOURTH EDITION. 54—(2) pp., 9¼ x 6⅛ in., paper cover, price 35 cents.

Contents: Author's Foreword, 2; Chapter I: Design, 3; II: Color, 4; III: Paper, 5; IV: Paper Varieties, 6; V: Watermark, 8; VI: Separation, 10; VII How to Measure Perforations, 12; VIII: Gum, 13; IX: Line Engraving, 14; X: Surface Printing, 15; XI: Lithography, 16; XII: Embossed and Type Set Stamps, 17; XIII: Reprints, 19;

XIV: Remainders, 20; XV: Fakes and Counterfeits, 21; XVI: Bogus Stamps, 22; XVII: Errors, 23; XVIII: Proof Essays, 24; XIX: Provisional Issues, 25; XX: Miscellaneous Explanations, 27; XXI: Postage Due Stamps, 30; XXII: Official Stamps, 31; XXIII: Registered Letter Stamps, 33; XXIV: Express and Special Delivery Stamps, 34; XXV: Acknowledgment of Receipt Stamps, 35; XXVI: Parcel Post Stamps, 37; XXVII: Postal Fiscals, 39; XXVIII: Postal Savings Bank Stamps, 40; XXIX: Newspaper Stamps, 42; XXX: Stamps for Other Special Purposes, 43; XXXI: Collection Arrangement, 47; XXXII: A Guide to Classification, 49.

HEKKER'S (N. V.) POSTZEGELHANDEL: CATALOGUE OF A SUPERB COLLECTION OF RARE POSTAGE STAMPS TO BE SOLD BY AUCTION BY N. V. HEKKER'S POSTZEGELHANDEL, Reguliersbreestraat 24, Amsterdam. At Hotel "Krasnapolsky" Warmoesstraat 183, Amsterdam, on Tuesday and Wednesday, June 1st and 2nd, 1926. 48 pp., 10½ x 7⅝ in., paper cover. SUPPLEMENT: "Photos of Rare Postage Stamps, 27 plates of 440 types, (every item in catalogued illustrated), 8⅞ x 6⅛ in. A very unusual auction sale of stamps. Printed on fine paper. Each lot is listed as follows: No. of lot; Photo page (Supp.); Date; Description; No. in Catalogues: Yvert & Tellier, Stanley Gibbons, Scott. After the sale, this catalogue with prices attached, will be a good reference on the stamps described.

WALTER (Ernst A.): GESCHICHTE DER POSTFREIMARKEN VON ALTDEUTSCHLAND. Eine Historische Gesamtdarstellung des Philatelistischen Gebietes der Altdeutschen Staaten von Ernst A. Walter. Freiberg I. SA. Verlag von Kurt Geissler. 1921. 84 pp., 9⅜ x 7½ in., paper cover.

Contents: Index, 2; Vorwort, 3; Bedeutung der Klassischen Marken fur Gegenwart u. Zukunft, 5; Klassischen Marken des Bayernlandes; (A) Ziffermarken, 7. (B) Wappenmarken, 10; Marken des Sachsenlandes, 13; Marken des Konigreiches Preussen: (A) Bildnis-Marken, 18. (B) Wappen-und Ziffer-Marken, 19; Markenausgaben von Schleswig-Holstein aus den Jahren 1850-1866, 23; Konigreich Hannover und seine Postfreimarken, 28; Postfreimarken des Grossherzogtums Baden, 32; Portomarken der Badischen Landpost, 37; Wurttembergischen Kreuzermarken 1851-1874, 40; Thurn und Taxis, 46; Braunschweigischen Franko-Marken, 54; Freimarken des Grossherzogtums Oldenburg, 58; Marken des Postbezirkes der Freien Stadt Bremen, 61; Markenausgaben von Mecklenburg-Schwerin, 64; Marken des Freistadtischen Postbezirkes Hamburg, 66; Marken der Freien Stadt Lubeck, 70; Freimarken des Bergedorfer Postbezirkes, 74; Marken von Mecklenburg-Strelitz, 77; Norddeutsche Postbezirk, 79; Bemerkungen zu nebenstehender chronologisch, ubersicht, 82; Nachwort, 83.

MELVILLE (Fred. J.): UNITED STATES POSTAGE STAMPS 1922-1925, by Fred J. Melville, President of the Junior Philatelic Society. MCMXXV. Published by the Philatelic Institute, London, 26, Plumstead High St., S.E. 18. 93—7 (blank) pp., 8⅛x6⅜ in., paper cover, price 2/6 net (62c plus postage).

All philatelic America should rejoice, but we don't. I only wish we did, for Mr. Melville has given us a handbook on our very latest stamps that is meant for beginners, medium collectors and, yes, you advanced collectors also. For in this handbook of 93 pages is given all that is known concerning these issues to date. To begin with, I quote from "Introductory Note": "No country in the world has produced so many issues of such sustained interest and beautiful execution as the U. S., and with the intensive specialism in its earlier issues, these are passing into the collections of Midas and Croesus. But the object of the present study is to indicate the charm and interest that remains for the lighter-pursed collector in such a series as is current to-day in the great republic of North America. The series appeals on the score of pictorial variety, harmony of treatment, excellence of engraving, and diversity of colour. It appeals to the philatelist: (1) different methods of manufacture, (2) plating possibilities, however, are excluded on account of the great number, (3) re-entries (some already found), and (4) retouches (two already known). But, beyond all this, the series comes with an appeal unique in the annals of regular stamp issues. In it and through it the Post Office Department has chosen to express the ideals of a nation, and has given full reign to sentiment. Contents: Introductory Note, p. 7; Chapter I. The Inspiration of the Issue, 11; II. Process of Manufacture, 15; III. The Issue of 1922-23—One Cent to Five Dollar, 33 to 67; IV. Harding Memorial Stamp, 68; V. Additions to 1922-23 Series—½c, 1½c and Fractional Provisionals, 72 to 74; VI. Huguenot-Walloon Series, 77; VII. Lexington-Concord Series, 79; VIII. Norse-American Series, 81; IX. Air Mail Stamps, 85; X, Special Delivery—10c, 15c, 20c, 89; XI. Special Handling, 91; Appendix: Output, 92. The scheme of cataloguing the regular issues is as follows (given under each value, where they apply): Illustration, description, color, first issued, biography (in case of portraits)—descriptive (in case of a picture) —philatelic: Imperforate; Booklets; Plate Varieties; Rotary Plates; Coils; Plate Numbers. All in all, a very fine catalogue of these stamps. The illustrations are exceptionally fine. Wake up American collectors and procure this catalogue, for you need it if you collect these stamps.

WILLIAM R. RICKETTS.

THE COLLECTORS CLUB.

120 West 49th Street . . New York City

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NEW MEMBERS

Since the January issue of 1926, the following gentlemen were elected members of the Club:

679 Fred'k J. Grant, Zanesville, O.
680 Louis Lazarus, Oakland, Cal.
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682 Alan F. Arnold, Syracuse, N. Y.
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705 Cyrus F. Adams, Chicago, Ill.
690 Stanley B. Ashbrook, Fort Mitchell, Ky.
691 Wm. Van, Winnipeg, Can.
692 Geo. J. Gruen, Cincinnati, O.
693 H. E. Candler, Detroit, Mich.
694 Celestino, Piva, New York City.
695 Adolph Steeg, Buffalo, N. Y.
696 Howard Kellogg, Buffalo, N. Y.
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700 Alvin Good, Cleveland, O.
701 Alexander G. H. Cerf, Montclair, N. J.
702 S. W. Richey, Cincinnati, O.
703 Beverly S. King, White Plains, N. Y.
704 Bernard E. Charter, Milford, Conn.
706 Theodore L. Behr, San Francisco, Cal.
707 Frank Ernest Wilson, Birmingham, Eng.
708 Eric H. Kling, Wellesley, Mass.
709 Wm. C. Kennett, Jr., Hazelwood, O.
710 Chris. E. Burckel, Cleveland, O.
711 Hon. Harold C. Brooks, Marshall, Mich.
712 Fred'k Alfred, Brooklyn, N. Y.
713 Arthur James, New York City.
714 Chas. A. Nast, Denver, Col.
715 W. Houtzamer, London, England.
718 John Aspinwall, Newburgh, N. Y.

CANDIDATES FOR MEMBERSHIP

The following gentlemen are candidates for membership:

716 Harry A. Perkins, Hartford, Conn.
Proposed by W. D. Pierson.
Seconded by J. B. Chittenden.

717 Louis G. Barrett, West Roxbury, Mass.
Proposed by C. K. B. Nevin.
Seconded by Fernald Hutchins.

719 Samuel Tanenbaum, New York City.
Proposed by Edward Stern.
Seconded by J. C. Morgenthau.

720 Philip M. Weiss, Cincinnati, O.
Proposed by Adolph Fennell.
Seconded by H. M. Konwiser.

721 Malcolm H. Ganser, Norristown, Pa.
Proposed by Eugene Klein.
Seconded by J. B. Chittenden.

RESIGNATIONS

D. D. Berolzheimer, Woodmere, L. I.
Wm. G. Pilgrim, New York City.
R. G. Hitchman, Toronto, Can.

DEATHS

With deep regret we report the death of Mr. Otto Luft, of Richmond Hill, L. I., who died April, 1926. He joined the Club as member No. 555 in January, 1925.

The death of General C. A. Coolidge is reported on page 116.

Library Report for 1925

Mr. President and Gentlemen of the Collectors Club.

I am happy to report that the Library is fully card-cataloged, and that 20.000 cards are now available to determine what we have. Your Librarian is engaged in card-cataloging in addition, known works in Philatelic literature which we do not now possess. I have been slow in purchasing works which are not in the Library, as W. R. Richetts has not been able to furnish me with a set of cards of his Library. The outstanding need is that we

should obtain a duplicate set of cards, describing his Library and prepare for him an index of our Library.

In addition to the many gifts that we have received, and are recorded below, I have received notice from the heirs of Edward Boker Sterling, of Trenton, N. J., that he has left to us all of his philatelic Library. I understand that these will require several boxes and much space as well as considerable time to catalog. Mr. Sterling, his son, is retaining them until we move to our new Club House. Mr. Ricketts also writes that he will send several cases, and is only waiting for us to find a proper space for them.

The Board of Governors donated $100.00 for Library purposes, very little of which has been expended.

We are greatly indebted to Harry M. Konwiser, for his many hours of labor, in taking over the task of assorting and card cataloging our duplicate collection. I again remind the Collectors Club that it should plan the establishment of an endowment for the Library. It could easily absorb all of the time of a Librarian and a Stenographer. The finest piece of work we can do for Philately, will be to publish a catalog of our Library, which like that of the Earl of Crawford, should include a description of all known philatelic literature.

In behalf of the members of the Club it becomes my pleasant privilege to express our deep appreciation of the very many valuable gifts which we have received in 1925. A list of the special works and their donors is hereby annexed, and made part of this report. I have not, however, had time to include a list of the journals with whom we have regularly exchanged.

Mr. Ricketts has continued his elaborate and splendid review in the columns of our Journal, which is readily admitted by everyone interested in philatelic literature, to be of the highest standard and of great philatelic value.

Mr. Ricketts proposes to spend the first week in April in New York, and we hope in that time to prepare an outline of the nature and character of our Exhibit of philatelic literature, authorized by the Board of Governors fo the Exhibition in October.

Respectfully submitted,

J. B. CHITTENDEN,
Librarian.

Many Journals. Donated by D. D. Berolzheimer.

Many Journals. Donated by W. W. Jewett.

Poststempel von Oldenburg. Donated by D. D. Berolzheimer.

U. S. Stamps first Ed. bound. Donated by D. D. Berolzheimer.

Brushnells Magazine Vols. 1-5 1919-22 complete. onated by D. D. Berolzheimer.

Reprint Costors W. S. Locals (Orig. Parts.) plete. Donated by D. D. Berolzheimer.

Poststempel von Oldenburg. Donated by D. D. Berolzheimer.

Handbuch der Abstempelungen Altoesterreich. Lieferung 3. Donated by E. Muller.

Confederation. Donated by H. S. Severn.

Magazines Danmarks, Dansk Vestindiens Helsager. Donated by K. P. K.

Scotts American Postage Stamps Album. Donated by Dr. Morgenthau.

Handboek der Postwearden van Nederlandsch's Indie, second edition 1870, De Luxe binding 15 x 11½. Donated by Ned. Ver. Post.

Nederlandsch Philatelisten Adresboek, 1924. Donated by Editor.

Collections of the Nova Scotia Historical Soc. Donated by A. E. Lichtenstein.

Maison Romeko Prix Courant, 1925. Donated by Editor.

Katalog der Bayerischen Postkarten nebst Preisverzeichnis. Donated by Dr. E. Stenger.

Deutsche Kriegsmarken und Kriegsganzsachen. Donated by Dr. E. Stenger.

Bogeneinteilung und Auflagenummern Bayern's Postwertzeichen. Donated by Dr. E. Stenger.

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Evenings at the Collectors Club

Netherland and Colonies shown by Dr. C. W. Hennan

On Wednesday, March 24th, Dr. C. W. Hennan of Chicago displayed a portion of his collection of Netherland and Colonies.

At the commencement of his remarks, Dr. Hennan explained that he could only show a portion of his early Dutch stamps as a considerable portion of the collection was away in London being written up by Mr. Frank Godden ready for the Exhibition in October.

Dr. Hennan's remarks on relative rarity and on the under valuation of many of the rare items were most interesting.

Throughout the collection he showed a number of die proofs, essays and rejected designs many dating from 1851, among these a block of 9 of the first 5c. of the original plate proof.

In the issued stamps he showed typical varieties of each plate of each value in pairs, singles and strips.

In the perforated stamps of 1867 to 1871 he showed a wonderful lot of the different die varieties and perforations, many on covers and with many varieties of rare perforations, among these the very rare 15c. Die I. perforated 10½ x 10.

Dr. Hennan also drew attention to a number of dangerous counterfeits especially those coming from Switzerland and Paris, some of which were really very close imitations of originals especially the large 10 Gulden. In this, as he pointed out, the best test is that the counterfeit is slightly shorter all round than the original.

In the Dutch Indies an interesting exhibit was covered, dated from 1805 and used for 10 stivers.

Covers were also shown of 1842 of unpaid and paid type.

Probably the finest thing in the issued stamps that was shown was a 10c. imperf of 1864, a used strip of ten believed to be unique.

Another fine piece was the 1865, 10c. perforated, block of 9 used.

All varieties of perforations in the later issues were shown in singles, pairs and blocks.

Dr. Hennan drew attention to the fact that in Scott's catalog the 2c. of 1876 in yellow or yellow-orange color, very close to the color of the 2½c., has been thrown out as they believe them to be bogus. He states, however, that he has correspondence from the Dutch Government certifying that these are absolutely genuine.

In the later issues especially in the Provisionals, Dr. Hennan showed many errors, such as double and inverted surcharges and overprints and also a rare specimen set issued to Postal Delegates at Stockholm in 1924 and a specimen set on the Jubilee issue which are stated to be exceptionally rare.

The stamps of Curacoa and Surinam were also shown with many rare and uncataloged varieties.

Cuba Exhibited by Hans Lagerloef

On Wednesday, April 7th, Hans Lagerloef gave a display of the stamps of Cuba together with a very interesting talk on Cuba itself, which he had recently visited.

At the commencement of his talk he told us that he had just come back from Sweden and he brought the special greetings of the Postmaster General to the *Collectors Club* and gave us the good news that the Swedish Post Office had decided to make an exhibit in October at the Grand Central Palace and the Assistant Postmaster General of Sweden will come over personally for this purpose.

Mr. Lagerloef, who is well known in Sweden through his numerous and valuable donations to the Stockholm Postal Museum informed us that the authorities in Sweden were anxious that this Museum should not get into the rut so often found in Government Departments. They had, therefore, formed an Association termed, the "Friends of the Postal Museum in Stockholm." In this Association there are only two Honorary Members, H. R. H. the Swedish Crown Prince, and Hans Lagerloef.

Mr. Lagerloef exhibited a large photograph of a design that has been made to be shown here in October consisting of a very fine portrait of the former Postmaster General of Sweden made entirely of Postage Stamps.

In speaking of the stamps of Cuba, Mr. Lagerloef drew attention to the fact that he thought there were more fakes used postally in the stamps of Cuba than in any other country.

He said that thanks to men like General Goethals and Sergt. General Gorgas, Cuba had been made one of the healthiest places to live in and Havana had the lowest death rate of any City in Latin America.

Mr. Lagerloef then passed round four volumes of his large and important collection of Cuba.

A special feature in this was the great number of essays and proofs of these stamps that he had been able to get together. Even specialists like Ferrars H. Tows stated that in this collection there were many such essays that he had never seen.

Competition Night at the Club

The informal competitions which the entertainment committee provides from time to time always create consideration attention, and at the meeting held April 21, 1926, some especially interesting collections were shown.

The first prize was awarded to Hans Lagerloef for a selection of interesting pages from his vast collection, that were of outstanding importance. The most valuable items in the lot were the 1d and 2d Post Office Mauritius—possibly the most popular of the world's rarities. The members spent much time over the pages, for they were of such diversified character that nearly every specialist found something of interest in the lot.

Second prize was awarded to Charles J. Phillips for a specialized collection of Servia. This collection was an inspiration to many, for it showed what could be accomplished in the way of philatelic research with a comparatively small outlay of cash.

The other collections were also of interest and the only regret of the judges was that they could not all be awarded prizes. The judges were O. A. Schenck of Columbus and Harry M. Konwiser.

T. Charlton Henry Exhibits British West Indies

The collections of Major T. Charlton Henry are always a particular joy to the specialist, for every specimen is immaculate and as perfect as it is possible to obtain.

His collection of the 20th Century issues of the British West Indies which was shown at the meeting held on May 5th, 1926, is practically complete and consists of unused blocks and singles of every variety and shade.

Many of the blocks are practically unique and Major Henry was given a hearty vote of thanks for his interesting display.

Exhibition of E. R. Ackerman Collection of Combination Covers

On the evening of May 19th a selection of three groups from Congressman E. R. Ackerman's collection was shown at the Collectors' Club by Elliott Perry.

First there were shown two volumes of British stamps used from British post offices in foreign countries—many of the stamps being on covers. A number of these are exceedingly rare and may perhaps even be unique. Several of the covers bore stamps of the countries in which they originated in addition to the British stamps.

One of the more interesting covers bore several copies of the 2 sh. blue Great Britain of 1867 and several copies of the 5c green Peru of the 1866 issue. The envelope was postmarked "Iquique, Peru," having been used before the war between Peru and Chili. Iquique is now in Chili.

The second group of the exhibit consisted of about a dozen pages from Mr. Ackerman's collection of the Confederate States general issues. Several large blocks of the large 5c green and 5c blue were shown and a complete pane of 100 of the 2c green, together with several covers bearing this 2c. There were also a number of unusually interesting covers bearing the large 10c blue and also the 10c rose and an unused pair, strip and block of the 10c rose.

The third group comprised one volume containing covers bearing United States stamps used in combination with those of other countries, particularly Hawaii, Danish West Indies, Mexico and Peru. Some of the covers carried in the West Indian mail bore stamps of three different countries, while one cover, which quite possibly holds the record for such combination usage, bears the stamps of four different countries.

The exhibit was viewed with great interest and at the close a hearty vote of thanks was given Mr. Ackerman.

Cape of Good Hope – Exhibited by A. F. Lichtenstein

On Wednesday, June 2nd, the last meeting of the season was held, at which Alfred F. Lichtenstein exhibited his magnificent collection of Cape of Good Hope. He drew attention to many interesting points and stressed the rarity of various stamps which, in his opinion, differed materially from the catalog prices.

In the triangular stamps, the exhibitor mentioned that it was uncommon to find used copies with three good margins. The unused he considered much rarer than catalog prices indicated when in superb condition.

Throughout the collection an effort has been made to obtain rare cancellations with a view to later study. The ordinary cancellation consists of the letters, "C. G. H.," within bars. Town postmarks and colored postmarks are distinctly rare, but the exhibitor specially warned us against bank cancellations which are often sold as town cancellations whereas they are relatively common.

In the first issue on the blued paper the more important items were some superb unused including pairs of the 1d. and 4d.

In the used a block of 8 of the 1d. on cover and a very interesting soldier's letter used to England and franked with only a 1d. red instead of the usual 4d. rate.

In the Perkins Bacon printing on white paper there were two fine blocks of 8 unused and an extremely rare 1d. printed on the back, this stamp being pale rose on the face and a kind of carmine red on the back not being an offset but a clear distinct double print.

The 4d. stamp was shown with a distinct blue cancellation and quite a number with red cancellations.

Two halves of the 4d. were shown cut the wrong way and used for the single rate.

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A London Letter

June, 1926.

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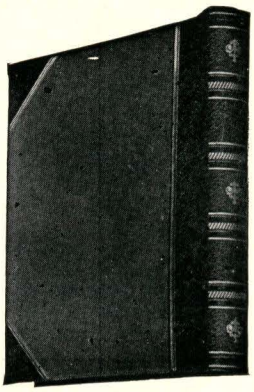
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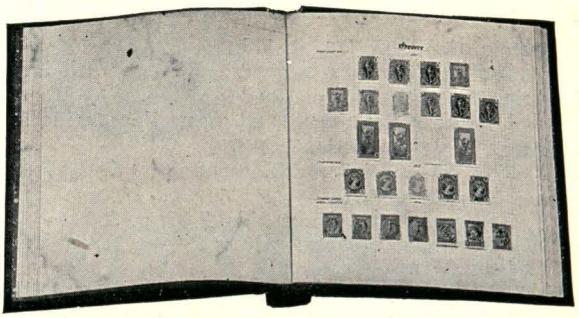
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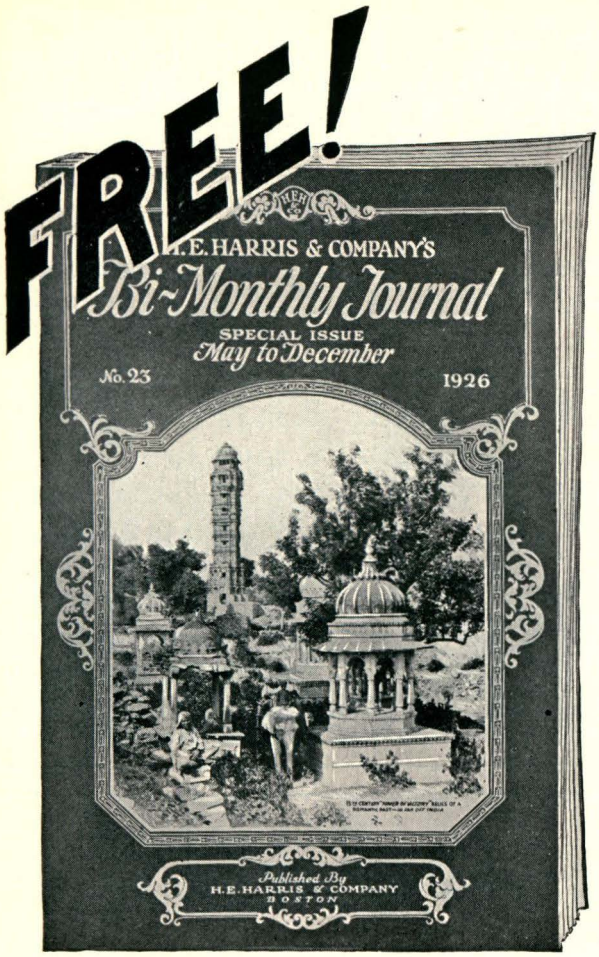
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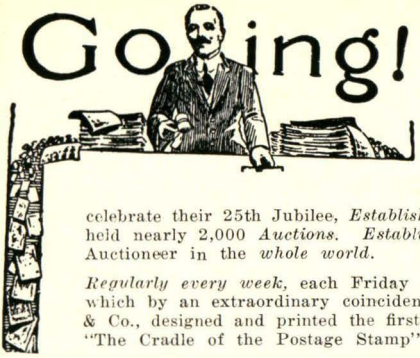
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FINLAND 1856 imperf., about 60 copies including pairs and covers, in the 1860 and 1866 issues I have many hundreds of the perforation and cancellation varieties. I also have a fine unused block of nine of the 5 mk 1885.

DENMARK No. 1 in singles and pairs. Also one unused copy of the very rare chestnut brown (not listed by Scott). The very rare No. 15 on cover as well as in pairs. No. 36 a used pair in which both stamps have the small 10. Also a used and an unused pair with the normal stamp as well as inverted frames, etc.

DANISH WEST INDIES. 1855-1872 issues including a number of 14 c. inverted frames, etc.

ICELAND, a quantity of the 1873 issue well centered and genuinely used. Also inverted frames.

About August 1st, I leave for Europe and will visit the principal stamp-centers attending the stamp exhibition in Stockholm in September. I expect to be back the first week in October for the New York Exhibition. If there is anything I can do for you communicate at once. Telephone Sterling 0998.

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Christmas Card of Post Office Jubilee, with illustrations of the card, envelope, and obliterating marks	2	6
Elliott's Caricature of Jubilee Envelope	0	9
Harry Furness' Caricature	5	0
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