VOLUME VI. No. 4. OCTOBER 1927.

COLLECTORS CLUB PHILATELIST

Published Quarterly by
THE COLLECTORS CLUB, NEW YORK CITY

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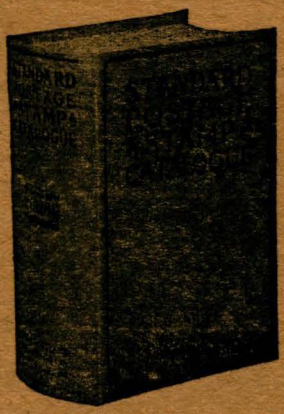
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COLLECTORS CLUB PHILATELIST

Vol. VI. OCTOBER, 1927 No. 4

Norway

THE PLATING OF 8 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.

2,225,000 of this stamp were delivered by the printing works of P. A. Nymann on the 1st of November 1856. On December 21st of the same year the postal cashier received 225,000. 15,800 of these were distributed to the various postoffices by the end of 1856. The issue supplied requirements until 1863, during which time the following deliveries were made:

1857	225,900	1861	386,100
1858	353,500	1862	371,700
1859	312,400		
1860	321,600	Total	1,987,000

The remaining 56,600 were delivered with and included in the 319,500 8 skillings stamps of 1863.

The stamp was used for inland letters of double weight, and for single weight letters to Sweden. The rate for single weight letters to several foreign countries was also in multiples of eight, viz.: Denmark and Danish states, Hamburg and Lubeck, 16 skilling; Prussia 24 skilling, Great Britain and Ireland 32 skilling, which explains why this stamp is so common in pairs and strips.

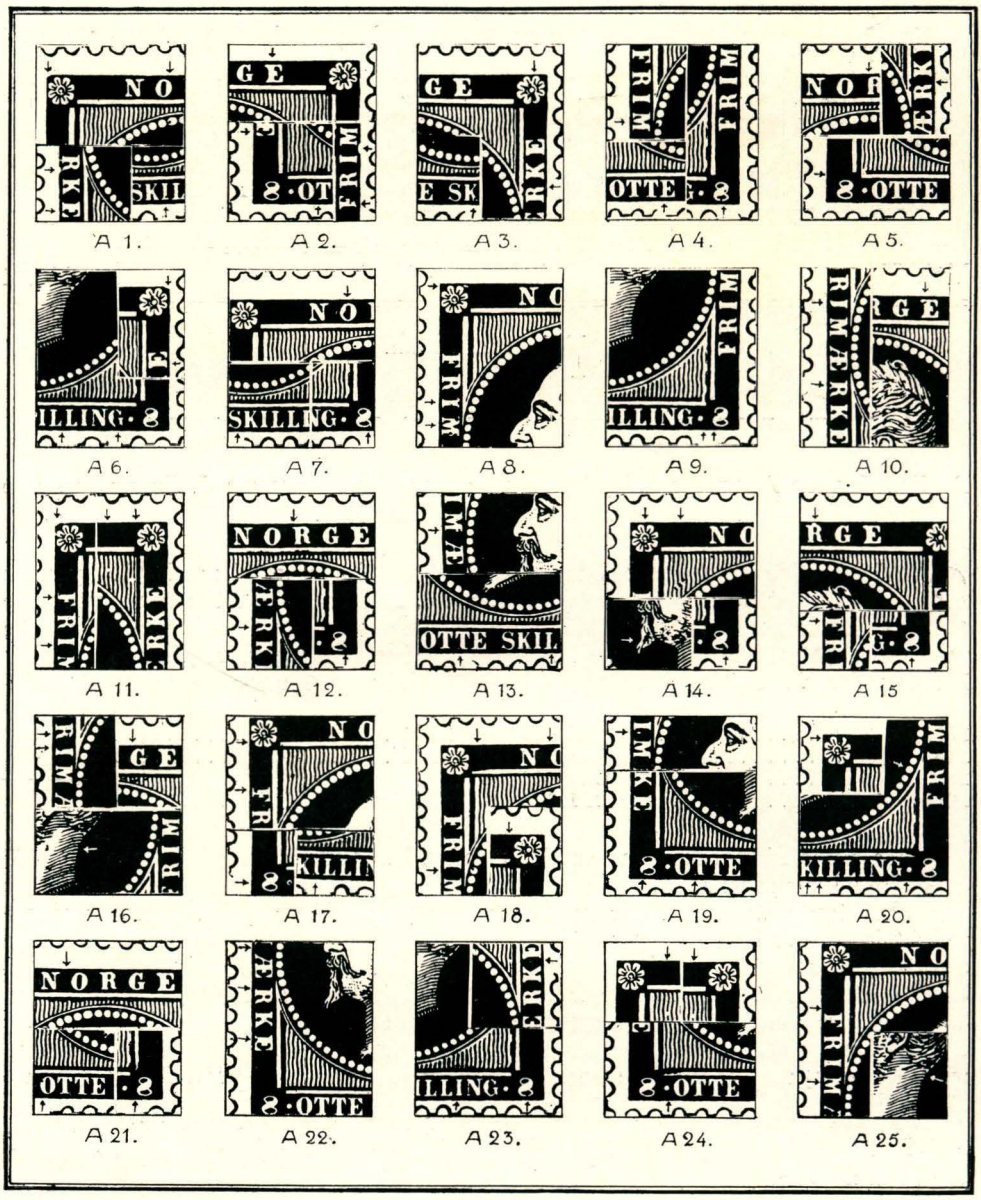
The original die for the 8 skilling is identical with the die of the 4 skilling with the exception of values altered in the lower corners and "OTTE" in place of "FIRE."

The make ready during the printing was carefully done and it is seldom that any differences worth mentioning are found in the shaded lines on the neck as in the 4 skilling.

The postoffices were advised by the postal authorities of the new value (8 skilling) together with the advice in a circular letter of November 7th, 1856 of the 4 skilling.

The composition of the printing plate is the same as in the 4 skilling and we shall use the same description for the plate and stamp as with the 4 skilling stamp (see Collectors Club Philatelist, Volume V. No. 3).

It may be said that in general all marginal stamps are heavily inked, this is caused by this special ink—"lakered": viz., one will find on the edges of the marginal stamps the ink concentrated as if it had formed the frame of the plate. Therefore all marginal stamps are heavy inked on the side corresponding to their place on the plate.



BLOCK A

A. 1 Upper and left side heavy inked. The upper left corner is broken—lower left corner is rounded. There is a small dent on the left edge below R in "—MÆRKE". The lower leg of E in the left FRIMÆRKE is broken. There is a colored line in the lower right side of I of SKILL. The pearl below O in NORGE has a colored dot.

A. 2 Upper edge heavy inked. There is a dent in the edge under M in the right FRIMÆRKE. The first I in the left FRIMÆRKE is missing the right foot line. A colored dot in the pearl under O in NORGE. A colored line is breaking the lower leg of E in the left FRIMÆRKE as in A.1. There is a colored dot in the S. W. spandrel above the first T in OTTE. In the N. E. spandrel the white lines under GE in NORGE is pointed. The F in the right FRIMÆRKE is uneven.

A. 3 Upper edge heavy inked. The right frame line is uneven inside of RK in the right FRIMÆRKE. K in SKILLING has a colored dot. The right rosette likewise.

A. 4 Upper edge colored. There is a colored dot in the big oval pearl under O in NORGE as well as in the pearl on the inside of M in the left FRIMÆRKE. There is a colored line crossing the white lines above E in OTTE. The right figure 8 has a colored dot.

A. 5 R in NORGE crumpeled. The first white line in the S. W. Spandrel joins the lower frame line. A small dent in the right frame line inside R. in FRIMÆRKE.

A. 6 The right corner rounded downwards. There is a break in the leg of the last E in the right FRIMÆRKE. Two colored dots in the hair under R in NORGE. A colored dot in G in SKILLING. The S. E. spandrel is heavily shaded above the double L in SKILLING.

A. 7 A colored dot in the oval pearl under O in NORGE. The upper part of S in SKILLING has a colored line. There is often a small white line from the right figure 8.

A. 8 Above the left rosette there is tiny white dot. A colored dot in the upper left leg of M in the left FRIMÆRKE.

A. 9 The last white line in the S. E. spandrel joins the lower frame line. The right figure 8 has a colored dot.

A.10 The right part of the foot of the first I in the left FRIMÆ is missing. There is a colored dot in E in NORGE. There is a colored dot in the foot of the last R in the left FRIMÆRKE.

A.11 In the N. E. Spandrel there are breakages in the first and seventh wavy line. The foot of F in the Left FRIMÆRKE, upper left corner broken. The left edge heavy inked.

A.12 Upper frame line thinned under OR in NORGE. The white circle line is broken where it joins the left frame line in the S. W. spandrel. There is a colored line crossing the lower part of the right figure 8.

A.13 The lower frame line pointed at right. There is a white dot on the outside of M in the left FRIMÆRKE. The first L in SKILLING has a broken leg. The last T in OTTE is missing the left part of the foot line.

A.14 There are three colored dots in the N. W. spandrel. The lower leaf in the left rosette has a colored dot, also a colored dot in the pointed beard. The right figure 8 is broken.

A.15 A white dot on top of R in NORGE. F in the left FRIMÆRKE has a colored dot. The right figure 8 is broken below, which gives the opening a triangular shape.

A.16 A colored line through the first R in the left FRIMÆRKE. The I in the same word crumpeled. The narrow upper part of the N. E. spandrel shaded. A colored dot between the shadows on the throath in line with I in the right FRIMÆRKE.

A.17 A tiny colored dot in both ends of the upper frame line, also a colored dot in F in the left FRIMÆRKE and in I of SKILL, and in the two dots before and after OTTE SKILLING.

A.18 Both ends of upper frame line pointed. A colored dot in the pearl in line with the I in the left FRIMÆRKE. The two pearls below NO in NORGE joined.

A.19 A white dot between I and M in the left FRIMÆRKE. The first T in OTTE has the foot line colored and the left 8 has a tiny break.

A.20 A colored dot in the left rosette. K and I in SKILLING crumpeled. Lower frame line pointed at right. The first R in the right FRIMÆRKE has a colored line.

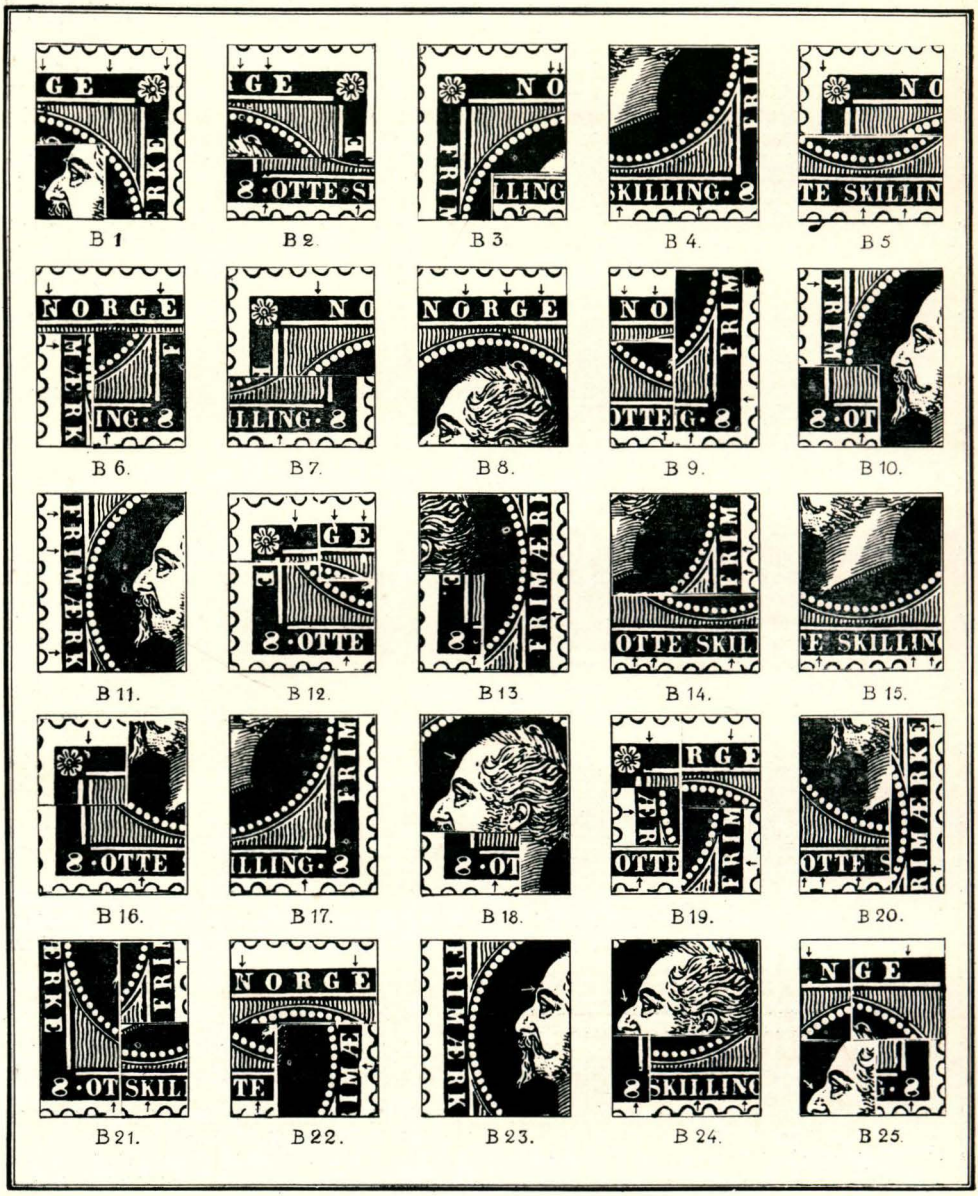
A.21 Heavy inked on the left edge. The upper end of the wavy lines in the NW spandrel under NO in NORGE uneven. The right frame line pointed at the lower end. A colored dot in O in OTTE.

A.22 A colored dot in the foot line of E in the left FRIMÆRKE. A white dot in front of the beard and the nose in line with the last R and I in the left FRIMÆRKE.

A.23 The last wavy line in the N. E. spandrel broken. The lower ends of the wavy lines in the S. E. spandrel uneven—above IN in SKILLING. The right figure 8 broken.

A.24 A white dot in the N. W. and in the N. E. spandrels. Lower frame line pointed at the left end.

A.25 The pearls below N in NORGE joined. A tiny colored dot in the top of M in the left FRIMÆRKE. The upper shaded line on the right side of the throat strongly drawn.



BLOCK B

B. 1 Upper edge heavily inked. The white circle is broken under G in NORGE. The seventh wavy line in the N. E. spandrel pointed upwards. The N. E. corner broken. There is a colored line above the nostril.

B. 2 Upper edge heavily inked. Lower frameline has a hook and is pointed at the left end. The pearl below RG in NORGE has a colored dot. The wavy lines in the N. E. spandrel below GE in NORGE is broken. S in SKILLING broken. The pearls above I in SKILLING joined. A colored dot in front of the curl of hair on the temple.

B. 3 Upper edge heavily inked. The oval pearl below O in NORGE has a colored dot. So has I in SKILLING. There is white dot inside the pearl circle below the O in NORGE.

B. 4 Upper edge heavily inked. The oval pearl below O in NORGE has a colored dot. The K in SKILLING has a colored dot. The wavy lines above IN in SKILLING in the S. E. spandrel are broken.

B. 5 Upper and right edge heavily inked. The N. W. corner broken. Tiny colored dots in K and second L in SKILLING.

B. 6 The N in NORGE has a colored dot, and E in NORGE has a broken footline. So has N in SKILLING. M in the left FRIMÆKE has a tiny colored dot.

B. 7 In the N. W. spandrel the middle wavy lines are uneven at the lower end. As a rule there is a colored dot in N in SKILLING.

B. 8 There is a colored dot in the O and in the E in NORGE. The circle line is broken under RG in NORGE.

B. 9 The N and the O of NORGE have a colored dot. The right frame line pointed at lower end. The E in OTTE has a broken footline. So has G in SKILLING. M in the right FRIMÆRKE is crippled.

B.10 Right edge heavily inked. F in the left FRIMÆRKE is slanting. There is a colored dot in the first T in OTTE.

B.11 There is a colored dot in the oval pearl under O in NORGE, also in the pearl inside FR in the left FRIMÆRKE. The letters I and K in the left FRIMÆRKE are crippled.

B.12 There are two cuts in the upper edge—one close by the left rosette—another above G in NORGE. The two wavy lines under E in NORGE (N. E. spandrel) are joined at the top. TE in OTTE are joined at the top.

B.13 There is a colored dot in the stop in front of OTTE. A colored dot in the big oval pearl under O in NORGE. A colored dot in the pearl inside RI in the right FRIMÆRKE.

B.14 Colored dots in both TT in OTTE and in the first I in SKILLING. Colored dots in the pearls inside FR in the right FRIMÆRKE.

B.15 The right edge heavily inked. E in OTTE is crippled. There are colored dots in IN in SKILLING.

B.16 A white dot beside the left rosette. The second T in OTTE has a colored dot.

B.17 Two of the wavy lines in the S. E. spandrel join the lower frameline above NG in SKILLING. There is a colored flaw in the hair above the ear.

B.18 A colored dot in the temple. O in OTTE is as a rule open at the bottom.

B.19 The upper frameline is thinned at the left end, and has a dent under G in NORGE. The footline of Æ in the left FRIMÆRKE is broken. R in the right FRIMÆRKE as well as the first T in OTTE are crippled.

B.20 The right edge heavily inked. The first T and E in OTTE are broken. This is also the case with S in SKILLING. A colored dot in the pearl inside I in the right FRIMÆRKE. E in the right FRIMÆRKE has a colored dot.

B.21 T in OTTE is crippled. So is K in SKILLING. A colored dot in the pearl inside I in the right FRIMÆRKE. The I is also a bit crippled.

B.22 The edge outside the MÆ in the right FRIMÆRKE has a dent. The N and the E of NORGE are crippled. The footline of E in OTTE is broken. The pearl inside L in the left FRIMÆRKE has a tiny colored dot.

B.23 A colored dot in the forehead above the eyebrow.

B.24 A diagonal color line by the nostrils. The footline of L in SKILLING is broken. A colored dot in the lower left frame line. The wavy lines in S. E. spandrel above NG in SKILLING are uneven.

B.25 Right edge heavily inked. A white dot on upper frameline to the left of N in NORGE. A color line breaking the white circle in the N. E. spandrel. The right figure "8" broken at bottom. A colored dot above the nostril.

Two Very Rare Philatelic Works

Gifts of JOSEPH S. RICH.

DAS POSTWESEN von seinem Ursprunge bis an die Gegenwart. Zum Teile nach officiellen Quellen geschichtlich und statistisch bearbeitet von ADOLF FRANZ STORCH. 8½x5½ in., 175 pp. 286 illustrations of stamps, Wien 1866.

No reference to this work can be found in any of the records of Victor Suppantschitsch which is indeed remarkable, nor is there any in the Crawford Library Catalogue of 1911, but it is mentioned as existing by Mr. Bacon in

his supplement, published 1926. Mr. Tiffany evidently never heard of Storch. The only reference by Suppantschitsch is to an article "Illustrierte Beschreibung aller Briefmarken der Erde", in his newspaper "Die Post", Wien, 1866. Storch was known to Mr. Bacon as author of "Der Briefmarken-Freund", a work of 43 pages published in 1866 and of "Post und statistische Tabelle", large oblong sheets illustrating 98 stamps. We would now be very happy if we could turn to an encyclopaedia of philately and find a few authentic facts concerning Storch, but this distinction awaits in the future. All we know is that Adolph Franz Storch described himself in the volume before us as a post official and editor of the journal "Die Post", and as a member of a society for the furtherance of science in Vienna. In his preface he states his object to describe the historic development of the post in each state, confining his attention to those that had at that time issued posage stamps. That the work was written to inform post officials quite as much if not more than collectors is evident. He states that the sources of his information were the following writers: J. C. v. Beust, Hecht, George Hinuber Amelang, Chr. Ferd. Lotte, Dessary, Huttner, v. v. Negelein, Jahn und Stephan.

Although we have many volumes on the history of the post and postroads on our Library, none were written by these authors, and the only one who finds mention in Crawford is C. F. John, "Post-Reise-Handbuch" 286 pp. Berlin 1823. He describes the ancient history of the post in less than two pages and then takes up the different stamp issuing countries in alphabetical order after treating the several German States. For example in the case of Baden, he mentions 1811 as the date a post was first established and that it was for a time under the jurisdiction of Thurn and Taxis and assumed its own direction in 1854. He then gives statistical tables taken evidently from official sources, illustrating its growth in several departments in 1859 and 1864. He then gives a separate page to the postage stamps, describing those issued from 1850-1862, illustrating four of them. These illustrations are numbered consecutively from 1 to 286. A comparison with the cuts in the "Damen Bazar" 1862-63 would indicate that these were taken as models and marked in a similar fashion. It is generally conceded that Fred Booty was the first to illustrate stamps, **"Stamp Collectors Guide"** 200 ill. 98 pp. in 1862. Mount Brown published his first catalog in 1862 whereas the splendidly illustrated series in the magazine "Pittoresque" began also in June 1862. This was the work of M. Natahe Bondot and was copied with little change by **Carrels Illustrated Family Paper,** London 1862-67 and the **"Bazar"** Berlin 1862-64.

It would appear that this work of Storch was one of the earlier separate works in the German language to illustrate postage stamps.

While the cloth back of this work before me is gray with age, the covers are in the original black cloth elaborately ornamented in front with gold leaf designs and the pages are all gilt edged. It is evidently an edition de luxe and appears to have been owned by J. A. Pukaliki, whose name is stamped in blue below that of Storch

Seltz (Chas. M.)

Charles M. Seltz's Price Catalog of Postage Stamps. 6x4 in. 14 pp. no cover. Boston, 1866.

Chas. M. Seltz was the pseud. for F. H. King, who was one of the first if not the first dealers in Boston. His price list, two in number, issued in 1865 and 1866, and his work "The Postage Stamp Collectors Handbook" 20 pp. Boston, 1866 mentioned in Crawford are also in our library but the work above listed is not mentioned anywhere and is evidently meant for a catalog as well as a price list. As it has 14 instead of 20 pages of the handbook and the latest date mentioned is 1866, it is safe to say that it was issued after the second price list (31) pp and the Handbook. The word catalog in the title is spelt "CATALOGU".

These are but two of the many items given to our Library by Mr. Rich that are very rare if not indeed unique.

Unhappily your Librarian ir the only one who knows in detail what treasures we possess. It is our duty to publish this information for the benefit of all. I have in long hand written over 25,000 cards and Mr. Ricketts doubtless even more. Both Mr. Ricketts and myself hope sometime to write a Correspondence or Encyclopaedia of Philately based on the library which will make it immediately available to every use. Unfortunately it would be a very expensive work. But have we not in America a man with the spirit of the Earl of Crawford, who would be glad to serve America and the world of Philately as he did in England?

J. B. CHITTENDEN, Librarian.

Hunting For Western Franks

By W. Parker Lyon.

DURING the past three months I have travelled over 3000 miles through the old mining districts of California; places where in the gold rush days millions of dollars worth of gold was mined and a great multitude of miners and commercial men lived in prosperity. Then along came the law against placer mining and suddenly a populous district became deserted. Where ten thousand souls lived in a town perhaps twenty live today. I found *Hornitas* deserted, its crooked streets and crumbling brick buildings a mute reminder of the early fifties and the gay throngs in the town dance halls, gilded saloons and narrow, crooked streets crowded with saddle horses tied to hitching rocks.

Grass today fills the streets and many an iron door hangs ajar with the roof caved in and the floors fallen into the cellar. *Mariposa* where the first court house in California was erected in 1852 presents a busy attitude for it is located on the new highway into Yosemite and tourists stop and look things over. *Hornitas,* sixteen miles away, is isolated on a road that goes no where. Taking a cross road of sixteen miles around a couple of mountain ranges where a slip would send you 2000 feet below into a roaring river, over a road so narrow you wonder what you would do if you happened to meet another car, you cross a couple of rivers and you are in *Coulterville.*

This place used to house ten thousand souls but today perhaps fifty. The city was burned about 25 years ago and is in a state of ruins. It has still one hotel, well run for the mountains. You see abandoned mines everywhere. Then you go over another one of these side roads, a real narrow affair possibly ten feet wide, cross another river or two and you are in *Jamestown,* then *Sonora* and *Columbia* and *Toulumne. Jamestown* and *Sonora* still do business after a fashion but *Columbia* is in the discard. The old Wells Fargo office still has its old agent who does nothing but sweep out and talk to visitors for their place is well advertised. *Tom Conlin* is the agents name and he is a dandy fellow of the old school.

A gold scale that once belonged to Wells Fargo and Co. is one of the principal exhibits of the place and Conlin is proud of telling how he bought a scale that had weighed millions of dollars worth of placer gold for $10, whereas it is worth a thousand. It is the prettiest scale I ever saw and is in a large glass case capable of weighing three thousand ounces at one time.

Then I went to *Knoghts Ferry* and from there to *Stockton, Sacramento, Marysville, Dobbins Ranch, Oregon House,* rough and ready *Timbuctoo, Grass Valley, Nevada, La Porte, Downieville, Chinese Camp, San Andreas* and in fact most of the towns whose name appears on the Western Franks.

On the four trips my frank purchases were practically nil as this country has been combed for the past twenty years. Phillips, a former employee of the Wells Fargo Bank at San Francisco, now deceased, bought most of them. Then followed four others who have pretty well cleaned up everything. For a few cents in cash and much palaver they have gathered franks that have sold in New York auctions for many thousands of dollars. The natives now seem to be educated as to the value of a frank and many feel that they have previously been tricked out of their covers. I am frank to admit that I consider that the man who gathered the franks was entitled to what he earned. One purchaser would hold a cross-eyed baby on his lap and tell its mother what a beautiful child she had and in this way work himself into her good graces and cheerfully take her franks as compensation.

But while no franks were to be found I did secure a fine lot of express relics. I am very proud of my museum which creates the proper atmosphere for my

frank collection. I have all sorts of Wells Fargo treasure boxes, both wood and steel, and many with a history. I have safes that were on the river steamers and which carried Pony Express mail.

I have a large number of canvas mail bags of many different express companies and leather satchels that carried the bullion to the banks. In the dead of winter, the horses that hauled the stage for the express had to wear snow shoes and I have many styles of these, as well as snow shoes worn by the men.

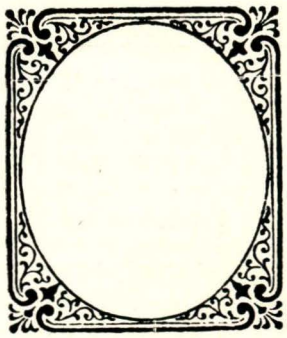
My collection also includes odd notched handled revolvers, sawed-off shot guns and ten pairs of gold scales which are worth several thousands of dollars. In fact, you have to pay dearly for what you get up in the mines now, as there are so many curiosity hunters other than frank or stamp collectors.

I have made quite a few original finds and during the last two years I have bought enough other finds to know that the man who says that 95 per cent. of the letters used in the early days bore an express frank was dead wrong. If he said 2 per cent. he would be nearer right. At *Coulterville* I found an old Chinese store that had escaped the fire. It had been closed for years but about a year ago a white man bought the adobe building and four acres of ground for $500. There was a grape arbor with four mammoth grape vines that I'd give him two thousand dollars for if he would transplant them to my Pasadena home. This shows how cheap things are in these old deserted mining towns. I called on this man and he invited me to look the place over. Chinamen usually save their old letters in the original envelopes, I have found from many Chinese finds. In a box I found an accumulation of letters from 1858 to 1884 and in the lot of over 2000 envelopes there were 21 franked covers. This is no exception to the rule so I think this will disapprove the statement that 95 per cent. of the early letters were handled by the express companies.

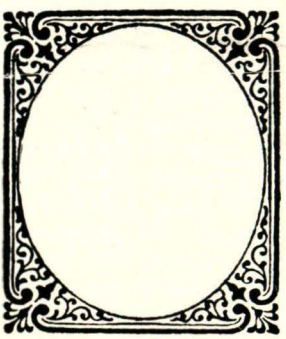
For my express museum I am putting up a building that will house a couple of old stages, my old express relics and my frank collection. I have dozens of wonderful old prints of the stages as well as hundreds of reward notices for the arrest of bandits who had robbed stages. I might say about the gold scales that they are so accurately balanced (being jewelled like a watch) that if you put two equal pieces of paper in the balances and mark one with a pencil, the pencil mark will cause one arm to fall.

Normal and Inverted Frames

The illustrations showing the Normal and Inverted Frames on the stamps of the Danish West Indies Bicolored Issues of 1873-1901 appearing in our last issue (July 1927 p. 125) were both in the Inverted position and we reprint them below in the correct positions:



Normal Frame



Inverted Frame

The Workings of the Chinese Post Office

By H. F. Bowker.

IN 1884 the tariff published by the Customs Post contains the following under the head of "Remarks. 2".

> "It is a convenience to the Customs and again generally to the senders if letters to foreign countries be handed in already stamped with sufficient foreign stamps for foreign postage. Such letters need only then have Customs stamps affixed sufficient to defray the postage I.—In China."

Reference to table I. shows the local letter rates to have been

> "Between any two of the following places:—Peking and Treaty Ports, Pakhoi and Kiungchow excepted, 3 candarins per ½ ounce or under" and "Peking or Treaty Ports and Pakhoi or Kiungchow, 6 candarins per ½ ounce or under."



Plate II. Franked with Chinese and U. S. Stamps.

Plate II illustrates a cover coming under the paragraph quoted above. This cover is from the hand of Commodore W. C. Eaton, United States Navy, Retired, at the time when he was Chief Engineer of the U. S. S. PALOS, on duty in Chinese waters. Philatelists interested in Chinese stamps owe a debt of gratitude to this officer as he interested himself in the affairs of several of the post offices of the Treaty Ports during the term of their operation and was a prolific writer to philatelic publications in defense of the legitimacy of their issues of stamps at the time when they were being attacked by the short lived Society for the Suppression of Speculative Stamps. Being on the ground at the time, his letters are a veritable mine of information and numerous covers now resting in collections of Chinese stamps are from his correspondence. That he had philatelic foresight is evidenced by the instructions to the addressee on the face of this cover, "(Preserve this envelope)", years in advance of any general interest in entire covers.

This cover is franked for that part of its journey within the confines of China with three copies of the 1 candarin issue of 1885 of the Chinese Customs Post, which are readily identified by a specialist as being of the later printings. The United States stamp is the 5 cent brown number 223a. Both Chinese and United States stamps were attached by the sender before the envelope was posted with the Customs Post at Tientsin, as they are tied to the cover with the usual oval chop of that Custom House. Although we are able to identify the oval Chinese chop on the face and the usual circular backstamp of the Customs on the reverse, both in blue ink, the day of posting is obscured. Sufficient that the month and year are shown as February 1892. The oval cancellation in purple of the United States Postal Agency, Shanghai, dated 16 Feb 92 also ties the stamps to the envelope. The United States stamp is further tied with a five bar "cork" cancellation, in black, which may have been applied by the Customs, Shanghai, Feb 14, 92, San Francisco, Paid All, Mar. 14, 92 or at Hamilton, N. Y. Mar. 19, 1892, all of which cancellations are on the reverse of the envelope in black ink.



Plate III. Kewkiang Locals with Hongkong.

A further inspection of table II. shows the rate,

"To foreign countries generally, 9 candarins;
To U. S. via Japan, Japan, Hong Kong, Corea, 6 candarins;
To Australia, etc., 18 candarins;
To Bolivia, Costa Rica, 22 candarins."

From this it may be assumed that letters fully prepaid at these rates by means of the stamps of the Imperial Customs Post, China Nos. 1 to 7 inclusive, would be conveyed to their destination via an exchange post office in Shanghai. It is believed that the practice was for the Customs Post Office in Shanghai to pay the amount in cash represented by the foreign letter rate to the foreign post office which accepted the mail for transmission to destination. The foreign post office then placed their own stamps on the covers and so franked the mail to its foreign destination.

The chaotic condition of postal arrangements in China during the years previous to 1897, when all the Treaty Port private post offices were supressed, are eloquently illustrated by plates II and III. It may well be imagined that naval vessels traveling between the various ports of China had to have a large

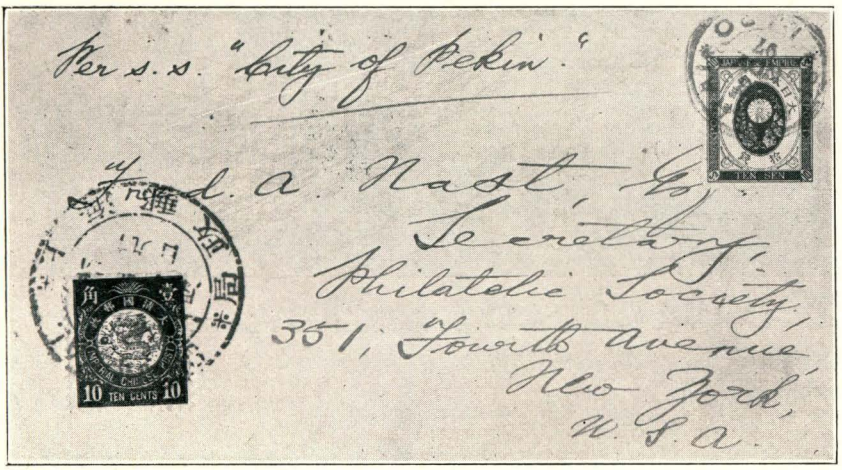
variety of stamps of the issues of the several Treaty Ports as well as those of the Customs and later the Chinese Imperial Post Office and those of the several foreign powers which maintained branch post offices in China, in order that their mails might be handled in as expeditious a manner as was possible under the conditions then obtaining. One was under the necessity of selecting the routing of ones mail out of the country if any degree of postal efficiency was desired and one could only blame ones self if the results did not come up to the expectations. It is easy to imagine that many hours were whiled away by people, exiled in China by the exigencies of their occupations, in determining which of the several available posts would be patronized at the moment.

That the private posts of the Treaty Ports had at times a real service to offer, despite the damnation of the S. S. S. S., is demonstrated by the cover shown in plate III, which was mailed in Kewkiang on the Yangtse Kiang four hundred and forty-five miles from Shanghai on 17 June 1894. It was received by the Shanghai Local Post June 19th and delivered by them to the Shanghai branch office of the Hong Kong Office at 10 o'clock the same day, as the envelope was already franked with a ten cent Hong Kong stamp, number 41, truly a quick trip at a cost of one cent Mexican currency, about the equivalent of one-half cent of our money. No further postmarks are in evidence to tell the details of the journey to New York where the letter arrived August 10th, 1894 and was sped on to its destination where it arrived at 9 A. M. the next day.

Attention is invited to the now obsolete form of spelling of the word Shanghai in the postmark on the Hong Kong stamp, given as SHANGHAE, but which through accident to the canceling stamp is terminated with a letter F.

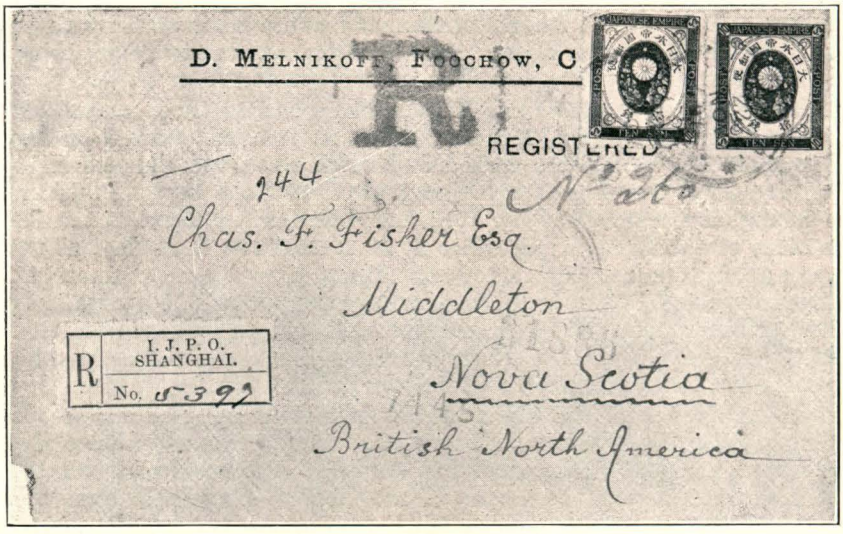
As time went on and the service of the Customs Post became more efficient it was found that it must either expand or die. It had not superceeded the *I Chan.* It made no attempt to usurp the functions of the *Min Chu,* but it had expanded to embrace the general collection and delivery of mails within the confines of China. It had no means other than the guarantee of superior service to insure its use by the public at large.

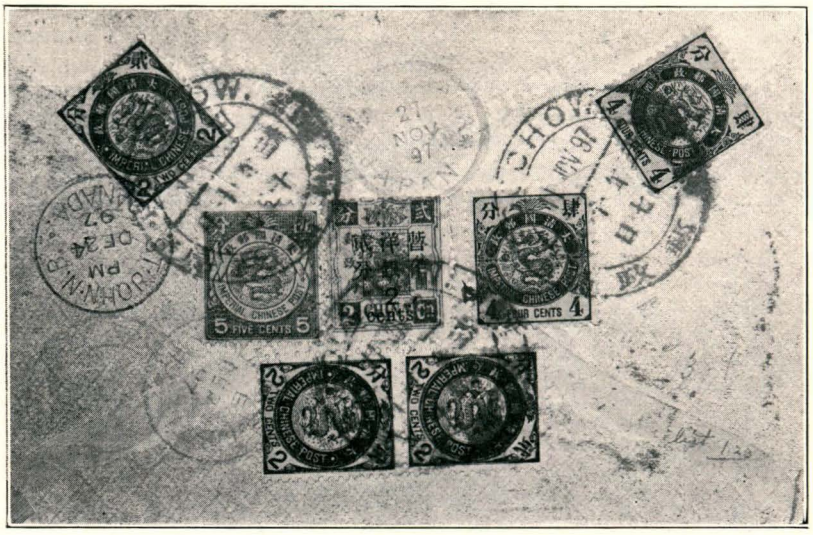
One remarkable feature of this service was that the Postal Service undertook to collect mail addressed to points outside of China at the various ports at which post offices were maintained, transport it to Shanghai, deliver it to a foreign post office for transmission to destination without making any charge whatsoever for performing this service.



Combination of Chinese and Japanese Stamps.

Our first example of a cover showing this feature is of truly philatelic interest, in that it is addressed to the then Secretary of the American Philatelic Association. Mailed at the Chinese Post Office at Shanghai with postage prepaid by a ten cent stamp, China No. 55, on the 13th of November 1897 it was transmitted to the Shanghai Imperial Japanese Post Office on the same date. An examination of the back stamps reveals the fact that it was routed to Yoko-



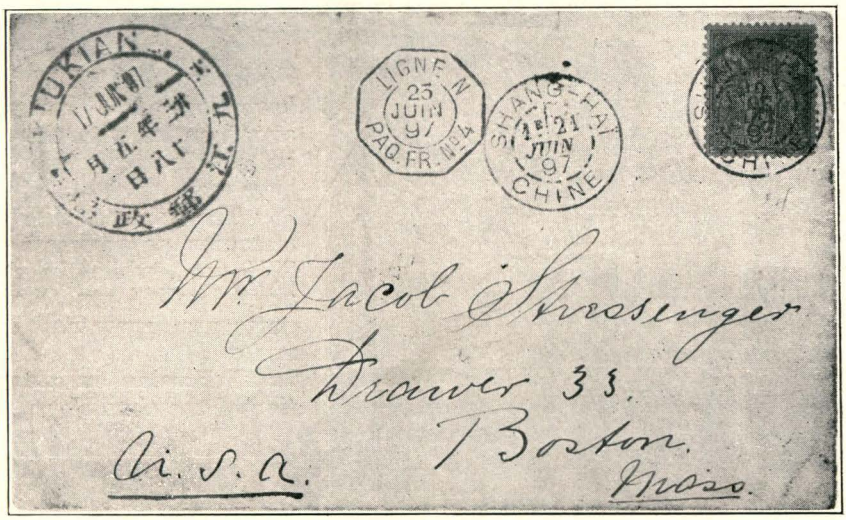


Front and Back of Cover showing Chinese stamps for Local Postage and Japanese stamps for International Postage.

hama, arriving there 19 November 1897 and thence to New York, arriving 10 December 1897.

Our second example is that of a registered letter posted with the Foochow Chinese Imperial Post Office 11 November 1897 addressed to Middletown, Nova Scotia. It was exchanged at the Imperial Japanese Post Office Shanghai 22 November 1897 where foreign postage in the amount of 20 sen was paid by the

Chinese Post Office, some slight unexpected profit accruing on the transaction due to an excess amount of postage in the amount of one cent having been prepaid when the Chinese stamps were affixed. It arrived at Yokohama 27 November 1897; at San Francisco, California December 16, 1897; had a curious obliteration of a double lined letter O applied at some unidentified office with 12 the date 22 within the inner circle and the 97 at the bottom between the lines of the letter; at St. John, N. B., Canada 24 December 1897 and we trust arrived at its destination for Christmas, the following day, the back stamp of Middletown being too faint for a conclusive opinion to be formed in the matter.



Carried without payment of Chinese postage.

The most conclusive evidence of the altruistic attitude of the Chinese Imperial Post Office is to be found in our third example. Accepted at Kewkiang 17 June 1897 totally devoid of Chinese stamps, but fully prepaid for its journey from Shanghai to Boston by a 25 centime stamp of the French Post Office in China No. 4, it arrived at the Shanghai Imperial Chinese Post Office 19 June 1897, was delivered and had the French stamp cancelled in the Shanghai office of the French Post Office 21 June 1897, was postmarked with the octagonal cancellation of the French mail line on the 25 June 1897; postmarked by the Japanese Post Office at Yokahama on 29 June 1897; received the backstamp of the Boston, Springfield & New York Railroad Post Office July 26, 1897, Trip 14; and that of Boston at 4 P. M. July 26, 1897.

Many more similar instances could be shown of the desire of the Chinese postal authorities to educate the people to the use of their rapidly expanding postal system. By means of methods as outlined senders of letter for abroad were encouraged to hand their letters for foreign countries to the Chinese Post Offices franked with Chinese stamps at the International Postal Union rates.

The Chinese service affixed appropriate foreign stamps of the same value, according to the routing to be given from Shanghai, and delivered the letters to the foreign postal agencies. In this way, though they received no part of the postage, they induced the people to look to their service for the handling of all mail matter. They also received incoming foreign mail from the foreign postal agencies in Shanghai and gave it free distribution from their offices throughout China.

Formosan Stamps

By George Kingdon Parsons.

Supplementary Notes.



Since the last of my article in the April 1927 issue I have located a commercial stamp entire with the counterfoil. It is the only one I have seen.

The stamp or right panel measures approximately 33x 72½ mm., while the stub is about 19x72½ mm. These two parts are separated about 8 mm.

Following is a translation of the characters.

Counterfoil		
Send to and deliver at	Reign	Weight
	Year	
		Ounce
	Month	
		Chien
	Day	
		1/10
		Ounce
	Hour	

Control character

Serial no.

Received money

Postal Administration Commercial Stamp		
Send to and deliver at	Reign	Weight
	Year	
		Ounce
	Month	
		Chien
	Day	
		1/10
		Ounce
	Hour	

International Philatelic Exhibition To Be Held in Durban, Natal, July 1928

UNDER the auspices of the Philatelic Society of Natal, the philatelists of South Africa are cooperating for an International Philatelic Exhibition to be held at Durban in July, 1928.



A Ricksha Boy in South Africa.

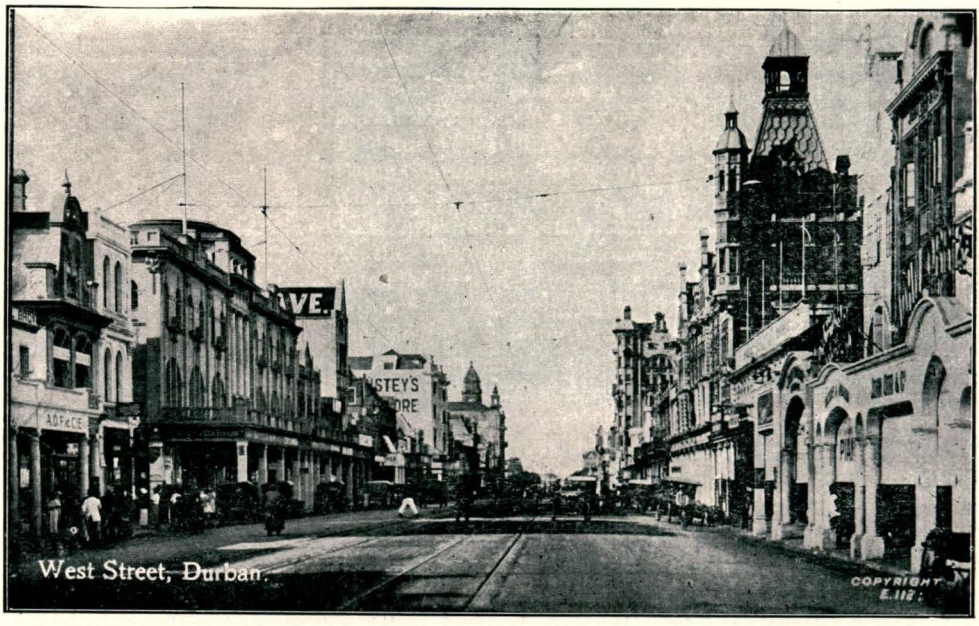
A program has been prepared consisting of eighteen classes properly subdivided, of which one sub-division is devoted to the stamps of the United States in conjunction with those of the Confederate States, the Hawaiian Islands and Mexico. The stamps of the Union of South Africa and the individual colonies are naturally given the place of honor, followed by Great Britain and the British Empire, then Europe and colonies, American and other Countries.

Single Issues Specialized, General Collections, Junior Collections, Rarities, Air Mails, War Issues and Miscellaneous are all given adequate representation

and a special class is devoted to General Collections of Stamps exhibited by Boy Scouts.

A prospectus and full details can be secured by addressing the Secretary, Norman Welsford, Philatelic Society of Natal, P. O. Box 588, Durban, Natal. The accompanying illustrations have been loaned us by the Society and show Durban to be a thriving city. The exhibition offers a splendid opportunity for our members to see a portion of the world that few of them have visited.





Typical Views of Durban.

Handstamped Franks Used as Cancellations on Pony Express Letters 1860 and 1861 and the Pony Express Stamps and Their Use

By H. C. Needham and Dr. V. M. Berthold.

8. THE PONY EXPRESS STAMPS AND THEIR USE

a. The Pony Express and Central Overland Mail



IN February, 1861, there was much discussion in the 36th Congress about mail contracts. A bill was introduced providing, among other things, for transferring the Butterfield Overland Mail line to the Central Route and for the conduct of a semi-weekly Pony Express until the telegraph was completed. During the argument Senator Gwin favored an appropriation of One Million Dollars and giving the contractors on the Central Route the right to bid rather than giving it outright to the Butterfield interests. He did not think it fair to the men who had started the Pony Express to transfer the subsidy to others.

Senator Latham said he understood the Butterfield Company had agreed to take over the stock of the Central Overland California & Pike's Peak Express on the Central Route at an appraised price.

The original projectors of the Pony Express—Russell, Majors and Waddell —did *not* receive the new mail contract. Instead it was awarded to the Butterfield Overland Mail Company by contract approved by that Company March 12th, 1861.

The Act of March 2nd, 1861, provided that the Southern route be discontinued *on or before* July 1st, 1861; that the Butterfield contract, as amended, be executed before March 25, 1861; that the Overland Mail Company be compensated with two months pay, under the terms of the old contract, for damages and expenses in making the change and transfer to the Central Route.

Even prior to March 12, 1861, the properties of the Overland Mail Company began to move to the Central Route. The consolidated line started to function not later than April, 1861, and was in full operation July first of that year. The

postage rate on letters from April 1st to July 1st was Two dollars per ½ ounce or fraction. Wells Fargo & Company at San Francisco had ordered stamps prepared by Britton & Ray in denominations of $2 (Red) and $4 (Green).

We have no information as to the exact terms of the agreement made between the Overland Mail Company and the Central Overland California & Pike's Peak Express Company which resulted in bringing the two lines together, nor do we know what compensation Wells Fargo & Company received for transporting the Pony mail from Placerville to San Francisco via Sacramento. It is quite evident that the terms were satisfactory and that Wells Fargo & Company was the recognized accounting authority as they checked by means of adhesive stamps nearly all mail for the East.

The C. O. C. & P. P. Ex. Co. maintained an office at San Francisco from which mail was dispatched and received, but on account of the extensive business of Wells Fargo & Co., a large percentage of the mail was dispatched and received at and through the W. F. & Co. office. It is claimed that the Central Overland California & Pike's Peak Company (Russell, Majors & Waddell) operated the Pony Express and the Daily Mail and Passenger Coach service from the Missouri River to Salt Lake City, and the Overland Mail Company (Butterfield-Wells Fargo interests) operated that portion of the line West of Salt Lake City, through its subsidiary, "The Pioneer Stage Company." The loss, during the period of operation of the Pony Line, has been estimated by numerous writers as not less than $200,000.

As The Amended Butterfield Overland Mail contract for *daily carriage* (by stage) of Overland Mail expired on June 30, 1864, the Postmaster General, in October, 1863, advertised for bids for a continuation of the service. Contracts were finally let to Benjamin Holladay for the service from the Missouri River to Salt Lake City at $365,000, and to William B. Dinsmore, President of the Overland Mail Company, for service from Salt Lake City to Folsom City, California, (the California railroad having been extended to that City) for $385,000 a year. These contracts ran from October 1, 1864, to September 30, 1868. The trips were to be made in sixteen days eight months in the year, and in twenty days during the remaining four months. They were to carry through letter mail, mail matter prepaid at letter rates, and all local and way mails.

Much of the travel on the eastern end of the line (Holladay section) was to Denver, Colorado. On the western end there was considerable travel and express transportation between California and the region of Virginia City, Nevada. The Comstock mines were flourishing and business was brisk. In the early summer of 1864 *three* separate companies operated *daily stages* from California to the Nevada mines. The *"Pioneer Stage Company"* carried the daily overland mail as far as Virginia City. The route taken was by way of Placerville, Strawberry Valley, Genoa and Carson City. The *"California Stage Company"* was the principal competitor, operating stages from Sacramento to Virginia City via the Henness Pass route. *"The Pacific Stage* and Express Company" operated also a line of six-horse Concord coaches over the same route, but this concern ceased operation in the Summer of 1864.

For a more complete history of the mail routes by land and sea we refer to the article written by Dr. V. M. Berthold and published in the COLLECTORS CLUB PHILATELIST, Vol. V, Nos. 3 and 4, July and October, 1926.

b. The Stamps of the Pony Express

Under the terms of the amended Overland Mail contract, approved by the Company March 12, 1861, the entire outfit of the Overland Mail Company on the southern route was to be transferred to the Central Route, and an agreement had been made by the Overland Mail Company with the Central Overland California & Pike's Peak Express Company for consolidated operation on some agreed terms.

We would be greatly enlightened as to the exact arrangement if we could but see the Minute Books of the two companies covering the year 1861; however, the various covers now before us, bearing stamps of the Pony Express, give some valuable information. It is quite apparent that the companies, early in April, 1861, had at least partially consolidated and that for the purpose of accounting and to show the volume of mail matter carried by the Pony Line, Wells Fargo & Company had ordered Britton & Ray of San Francisco to prepare stamps in the denomination of the rates charged between April 1st, 1861, and July 1st, 1861, viz., $2.00 for letters not exceeding ½ oz. and $4.00 the double rate. In accordance with this request the following stamps were prepared and issued:

$2.00 Red; $4.00 Green;

We illustrate covers bearing the $2.00 stamp.



Covers Showing the $2.00 Pony Express.

These stamps were finely lithographed and printed on a medium wove paper, in sheets of 40; 2 panes of 20, 4 horizontal by 5 vertical; they were used entirely from the Western end of the Transcontinental Line, quite largely from San Francisco, but occasionally we see the cancellation of Sacramento, Carson City, Virginia City, etc. The earliest cancellation we have seen is San Francisco May 4th; the latest San Francisco June 29, (1861). These adhesives were generally attached to U. S. Ten cent stamped envelopes *without* the Wells Fargo frank.

$2.00 RED.

We note the following:

$2.00 Pony stamp cancelled May 4th; with our Type A; on ten cent stamped envelope, white paper, Bartels Die #7; #32; San Francisco to New York.

$2.00 Pony stamp cancelled May 14th; with our Type A; on ten cent stamped envelope of 1860, white paper; Bartels Die #11; No. 85; San Francisco to Ohio.

$2.00 Pony stamp cancelled May 22nd, two copies; with our Type A; on ten cent stamped envelopes, white paper, Bartels Die #11; No. 85; San Francisco to Boston; San Francisco to Maine.

$2.00 Pony stamp cancelled May 25th; with our Type A; on ten cent stamped envelope of 1860, buff paper, Bartels Die #11; No. 86; San Francisco to St. Louis.

$2.00 Pony stamp cancelled June 19th, two copies; with our Type A; on ten cent stamped envelopes of 1860, buff paper, Bartels Die #11; No. 86; San Francisco to New York.

$2.00 Pony stamp cancelled June 22nd, two copies; with our Type A; on ten cent stamped envelopes of 1860, Buff paper; Bartels Die #11; No. 86; San Francisco to New York; San Francisco to Boston.

$2.00 Pony stamp cancelled June 29th; with our Type A; on ten cent stamped envelope of 1860, buff paper, Bartels Die #11; No. 86; San Francisco to Westchester, Pa.

In each instance the Government envelope stamp, or the cover, shows the cancellation of St. Joseph, Mo., in green.

The covers mentioned above originated in San Francisco or vicinity.

We note an unusual cover as follows:

$2.00 Red on U. S. stamped envelope, buff paper, Bartels Die #7; No. 33; 10 cent green, 1853; on which envelope was originally impressed the Freeman & Co. frank in green, over which is impressed the Wells Fargo frank, Berthold Type 12, with additional Wells Fargo frank, Type 12, vertically on left end of cover. Over the stamp is the usual oval cancellation of Wells Fargo & Co., inscribed Carson City, June 16 (1861).*



Cover Showing W. F. & Co. Frank Over Freeman & Co.

$4.00 GREEN.

Covers bearing this stamp are very elusive. Copies off cover seldom show a date, as the cancellation, our Type A, was not always struck in the proper position to indicate the day of usage. We do, however, have a copy with a plain cancellation April 21 (1861).

If any of our readers can show a $4.00 green, either on cover, or off cover, bearing a distinct month and day cancellation, we would be pleased to receive a photograph, or memoranda thereof.

The use of these two stamps terminated June 30, 1861, for the reason that on July 1, 1861, the new Government contract went into effect and a new system of accounting became necessary. It is, however, quite possible that a few of the $2.00 red and $4.00 green might well have been used at a later date. We have not found evidence that these stamps were actually demonetized. The last mentioned supposition is borne out by a cover* we have examined bearing the $2.00 Red with the usual Pony cancellation (our Type A), on U. S. ten cent envelope, Scott 2326, buff paper. There is also attached a U. S. adhesive ten cent green 1857, Type 2. The envelope bears likewise Wells Fargo frank, Type 12, color red. This would seem to indicate that this $2.00 red was used during the period when the Transcontinental Pony rate was $1.00 per ½ oz., and was so used to prepay carriage over the route at the double rate. This interesting cover was cancelled at San Francisco *September 21*, (1861) and addressed to New York.

c. The New Rates

On July 1, 1861, the new contract procured by the Butterfield-Wells Fargo (Overland Mail) interests went into effect. At that time the War had broken out and the Overland Mail people had for some three months been actively engaged in transporting their equipment to the Central Route. They were not so fortunate as to save it all, for the residents along the line, who sympathized with the Southern, or Confederate cause, had appropriated certain of the property, particularly horses and mules. For this reason the northern mail and general express and freight business had been sent over the Central Route, or by Sea, for some three months prior to this date.

In anticipation of the change in postage rates to take effect July 1, 1861, Wells Fargo & Company had Britton & Ray of San Francisco prepare additional adhesive stamps of the Pony type; these stamps were of the following denominations and colors:

$1.00 Rose, Red; $2.00 Green; $4.00 Black.

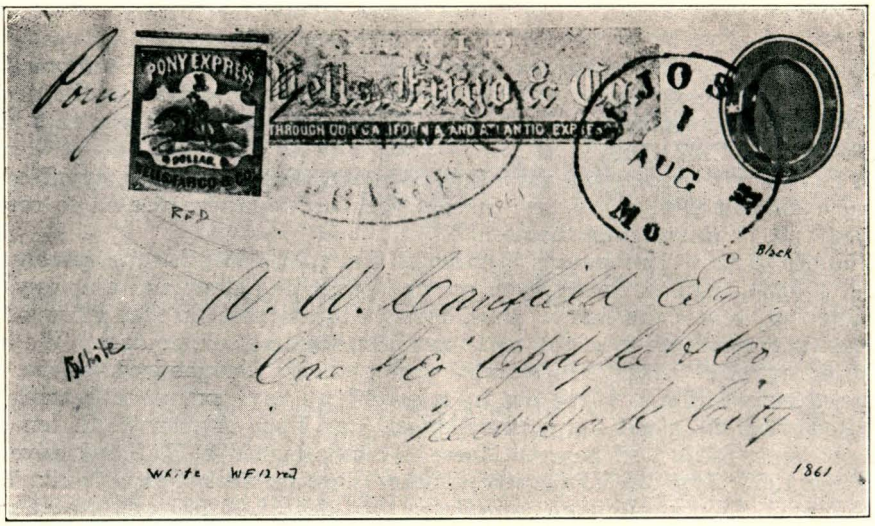
The stamps were printed by lithography in sheets of 40; 2 panes of 20; 4 horizontal by 5 vertical. Of the $1.00 value there were several printings, the first in rose on a rather heavy wove paper and issued gummed; the later printings, of which there were remainders, were in Red on a medium wove paper, and were usually ungummed. We have been unable to find evidence that of the other two values more than one printing was made, although there were remainders of these values in the office of Wells Fargo & Company for some years after the Pony service had ceased.

Quite naturally the $1.00 value was the one most frequently used, as the new rate in effect from July 1st until October 24, 1861, (or shortly after that date) was $1.00 per ½ oz. or fraction thereof.

The $2.00 Green and $4.00 Black were prepared and issued to prepay the double or quadruple rate.

We illustrate three covers showing the use of these values.

*Collection Hon. E. R. Ackerman.







Covers showing the $1, $2, and $4.00 Pony Express.

As a rule the adhesive Pony stamps of this period (July-October, 1861) were affixed to U. S. stamped envelopes of various issues and types, with Wells Fargo & Company frank impressed, and were cancelled by our Type A. They were always used from the West on letters addressed to Eastern points. The U. S. envelope stamp on the cover received the cancellation of St. Joseph, Missouri, or Atchison, Kansas; this latter cancellation came into use in September and October, 1861.

The railroad having been completed to Atchison, this point on the Missouri River, although farther south was, on account of the winding course of that stream, a slightly shorter trip for the pony rider than was St. Joseph and was therefore made the Eastern terminus of the route.

Mail going over the Pony Route, originating in Hawaii or the Orient, naturally would and did not have the Wells Fargo & Company frank on the cover. Occasionally a domestic letter, bearing the Pony stamp, would be sent in an ordinary envelope.

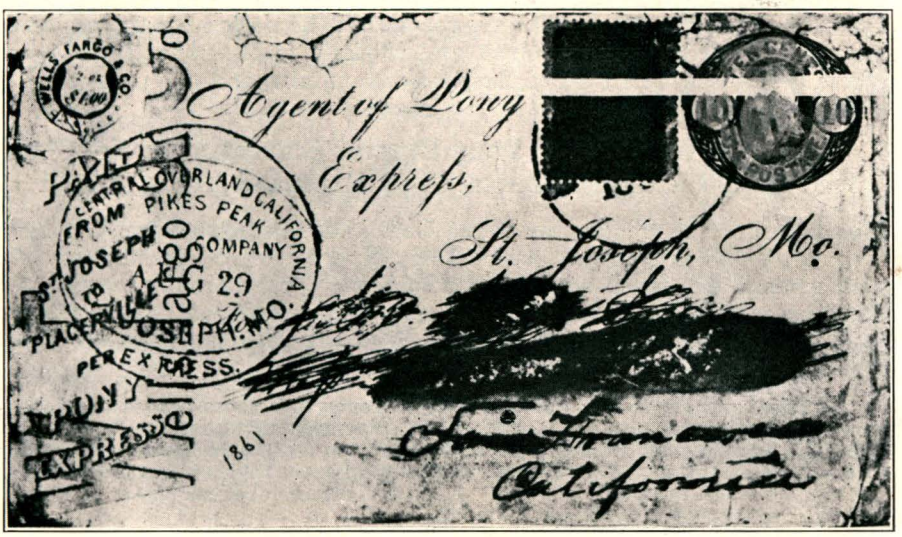
The earliest date of use, as shown by the covers now before us, is July 3, (1861). The latest date is October 23, (1861).

We have, however, seen a cover bearing the $2.00 green, with Wells Fargo & Company frank, Berthold No. 5, cancelled San Jose. The envelope has impressed the Three cent rose issue of *1864*, white paper, knife 11.

The above U. S. envelope was not issued until September, 1864. We note this item without comment.

d. Wells Fargo & Company "GARTER" TYPE.

$1.00 BLUE ON WHITE WOVE.



We now come to consider that most interesting stamp called the "Garter" Type. This stamp was prepared by Britton & Ray of San Francisco, and printed in panes of 16, 4x4, on white wove paper. Several panes were impressed on a sheet, cut in convenient size for handling, but usually of the size as above indicated. The stamp was prepared and used *solely* on mail matter originating in the East and is found generally on the specially prepared envelope as illustrated. The printed frank on the left end of the cover paid the $1.00 per ½ oz. rate for the Pony service; the Garter stamp paid the $1.00 additional fee for "excess" weight. The stamp, properly cancelled, is a great rarity.

Many counterfeits of this stamp exist; all of these, however, of good workmanship, have a thin short line under "½" and over "oz."

If the stamp was used on covers other than the special envelope ("Care of) "Agent of Pony Express, St. Joseph, Mo." we still have to see such a copy properly cancelled. The presumption is that it was used only where a double rate was indicated.

How much interest we would take in going over the order books of Britton & Ray for 1861! We would shout with glee if we could only know when the order for stamps was given; how many were printed and delivered, and to which places they were sent, but, alas, the records of Wells Fargo & Company were destroyed many years ago in a fire which consumed the company's building in San Francisco, and we are informed that the record books of the printers no longer exist.

e. Newspaper Stamps

These stamps not having been used on the Pony Express lines are not considered in this article.

Newspapers were sent by stage or by sea, the Pony line carrying letter mail only.

Use of the U. S. Adhesive and Envelope Stamps of the Issue of 1857 and Prior Thereto

The question might be asked as to the use by the Pony Express or Wells Fargo & Company, both of Government adhesive and envelope stamps of the issue of 1857 and prior thereto, after the breaking out of the War and after the Government had notified the Postmasters that they would not be receivable for postage after August 1, 1861. The answer is that the period for the use of such stamps was extended at various times and officially to December 1, 1861, when used from the loyal States East of the Rocky Mountains and to January 1, 1862, when used from loyal States West of the Rocky Mountains.

f. Use of the Wells Fargo Pony Express Stamps After the Close of the Second Transcontinental Pony Express Service of 1861

Shortly after the completion of the Overland Telegraph Line, October 24, 1861, the contract for transcontinental Pony Express service terminated. That the Californians greatly desired, and confidently expected, a renewal of the transcontinental Pony Express service after the completion of the telegraph line, appears from an editorial in the *San Francisco Evening Bulletin* of April 9, 1862, which contains the following paragraph:

> "The Pony Express is quite certain to renew his paces across the continent by about the first of April. This enterprise will cost the Overland Mail Company a good many thousand dollars; but it is to be hoped that both the public at large and Congress will remember it to their credit in the future. To the personal efforts of Senator Latham are you especially indebted for this additional accommodation."

That this expectation on the part of the Californians was not realized is well known.

On the 26th of October, 1861, the Wells Fargo Company issued a circular to its agents, announcing the discontinuance of the service, and calling in all adhesive Pony Express stamps that remained unsold.

Thus Wells Fargo & Company gave official notice of the discontinuance of their Pony Express service about four months after the same company had published the following announcement in the San Francisco daily papers: (this refers particularly to the new rates of postage)

July 1, 1861. "Wells Fargo's Pony Express service will commence July 1, 1861, between Placerville and San Francisco, connecting at Placerville with the Overland Mail Company's Pony Express. Letters must be enclosed in our 20 cent Government franked envelopes and charges beyond Placerville prepaid at the rate of $1.00 per one-half ounce or fraction. All letters not enclosed in Government franked envelopes will be charged 25 cents each. (Signed) Wells Fargo & Company"

In the *Evening Bulletin*, San Francisco, Saturday, June 7, 1862, appears the following telegram to Wells Fargo & Company:

"The Overland Mail re-opened. The route has been restocked and put in complete order again. On Monday (June 9) the stages will resume running from Placerville etc. Some of the 22 missing mails due here for the past month will probably come to hand soon. The mails from San Francisco detained are those for March 20th to April 25th, excepting 19th and 21st of April which were sent by steamer via Panama. The missing mails from the east are from April 1st to 22nd inclusive."

The Overland Mail on the Western end of the route from *Salt Lake City to Sacramento* had been sub-let to the Pioneer Stage Company; this was the enterprise of McLane and probably under control of Wells Fargo & Company. From *Salt Lake City East* Holladay controlled the Line.

At this time there was serious competition for the passenger, mail and express business between San Francisco and Sacramento and points in Nevada, that is to say, Carson City, Virginia City, Silver City, Genoa, and points in the vicinity of these large mining towns.

Wells Fargo & Company and the Pioneer Express Company had as serious competitors the "California Stage Company" and the "Pacific Stage & Express Company." On account of the active competition for business Wells Fargo & Company determined to establish a Pony Express route between San Francisco, Sacramento, Carson City, Virginia City and neighboring mining camps to expedite carriage and distribution of letter mail.

Early in August the Company announced that on *August 11, 1862*, a new Pony Express service would start from San Francisco at 4 P. M. and would arrive at Virginia City the next afternoon. The Pony, with his rider and mail, would go from San Francisco by boat and would make connection with the boat on the return trip. The charge for ½ oz. letters was "ten cents" extra over and above the cost of the franked envelopes; such envelopes were sold at various prices from twenty-five cents down to a nickel. The rates were often changed, not only for the franked covers, but for the extra postage rate for the Pony service, as competition increased or decreased.

That the extent of the letter service transacted by the Company during 1863 was very great is proved by the subjoined paragraph taken from the *Sacramento Union* of November 20, 1865:

"In 1863 Wells Fargo & Company bought from the United States Government over two million three cent envelopes; 15,000 six cent; 30,000 10c-18c; also 70,000 three cent adhesive stamps to put on franked envelopes; also 12,000 six cent stamps for same purpose."

We have not been able to obtain sufficient data as to the exact time the rates were changed from 10c to 25c; however, the following stamps were used during the period from August 11, 1862, until probably July 1, 1864, for on this latter date the amended contract made between the Government and the Butterfield-Wells Fargo interests for the transportation of Overland Mail terminated. The service, however, continued after that date, but no new contract was entered into until the Fall of 1864.

10 cent brown; 10 cent chocolate; 25 cent blue; 25 cent rose;

The stamps of the value of 10c and 25c were lithographed on a medium white wove paper, printed by Britton & Ray at San Francisco, in sheets of 40, in 4 panes of 10, 5 vertical by 2 horizontal.

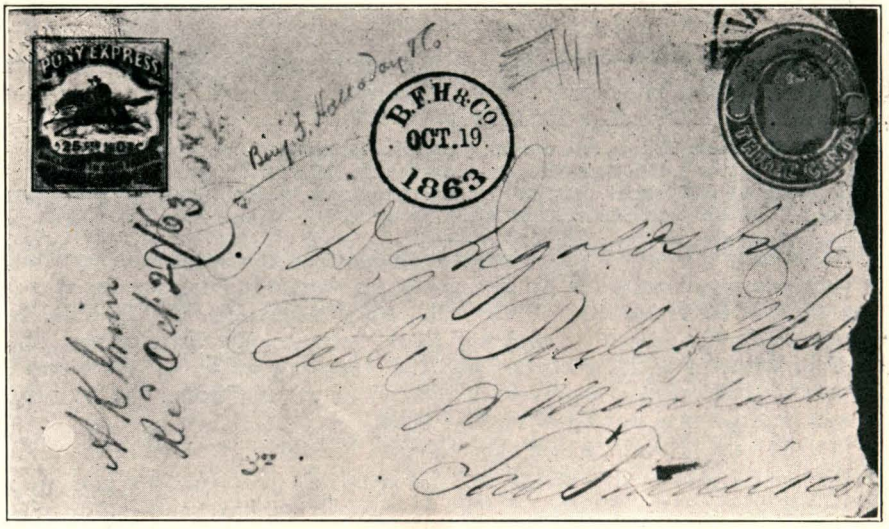
During at least part of the period above mentioned Wells Fargo & Company evidently ran a Pony Express North from San Francisco and Sacramento to Marysville and South to San Jose. Nearly, if not all of the 25 cent denomination, printed in blue, were used on the line to and from Virginia City, and points in that vicinity, and were so used during 1863-4 as shown by manuscript notations on covers. The 25 cent rose, however, is generally found bearing the cancellation of Marysville or San Jose. Of course, occasionally is found the cancellation of San Francisco, Sacramento, Carson City, Virginia City, and other points along the line of the Overland Mail or Pioneer Stage Company.

The two different colors of the 25 cent value were prepared and used for purpose of accounting, but occasionally miners, or merchants going from one division to another, would use the stamp on an improper or irregular section; such stamps, however, were apparently always recognized.

We illustrate the adhesive stamps of this period.



The 10c Pony Express.



25c Blue. The 25c Red is of the same Type.

Wells Fargo & Co. Impressed Envelope Stamps 1862-4

During this period (1862-4) three impressed envelope stamps were prepared and used as follows:

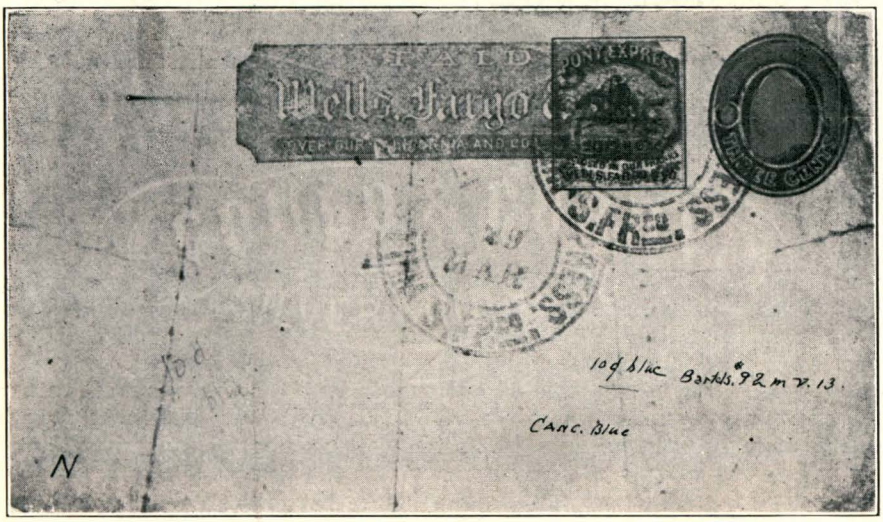
10 cent blue; 10 cent red; 25 cent red;

These were impressed upon U. S. three cent rose stamped envelopes of 1861, Bartels Die 15, and partly covering Wells Fargo frank, Type 5. The 25c red was occasionally impressed on three cent stamped envelopes without the frank.

Mr. H. B. Phillips in "*Filatelic Facts and Fallacies*" January, 1897, says, in speaking of the *ten* cent struck in red: "At the time this was adopted Wells Fargo & Co. had an immense business in the letter service between these points (San Francisco and Virginia City) and this surcharge was adopted to save time and expense in preparing and applying the 10c adhesive 'Pony' stamp, and so covered the necessity of a special frank for this route, over which they made an extra charge for the carriage of letters. It is rightly considered one of the rare varieties of Wells Fargo's philatelic creations."

No mention is made of the 10 cent blue in the article—probably he had never seen a specimen.

The 25 cent envelope stamp is more or less familiar to philatelists; the 10c variety, however, is so unusual that we here illustrate two items, one with the 10c stamp impressed in blue, the other with the same stamp impressed in red.



The rare 10c variety in blue.

For years the catalogues have mentioned a *ten cent brown* Pony Express envelope stamp. Evidently when the early catalogues were prepared it was assumed that the 10c envelope was, or would be printed in "brown" to conform to the color of the adhesive stamp. We may say that we have never seen the Wells Fargo & Company 10c envelope stamp printed in brown. While the red 10c envelope stamp is a great rarity, the 10c in blue is probably the rarest stamp of the Wells Fargo issues.

We conclude our article, a strenuous labor of many months, expressing the hope that our efforts to shed light on this difficult philatelic subject may stimulate and heighten the interest of collectors, both in the Pony Express cancella-





Above, the very rare 10c variety in red.

At left, the 25c Red.

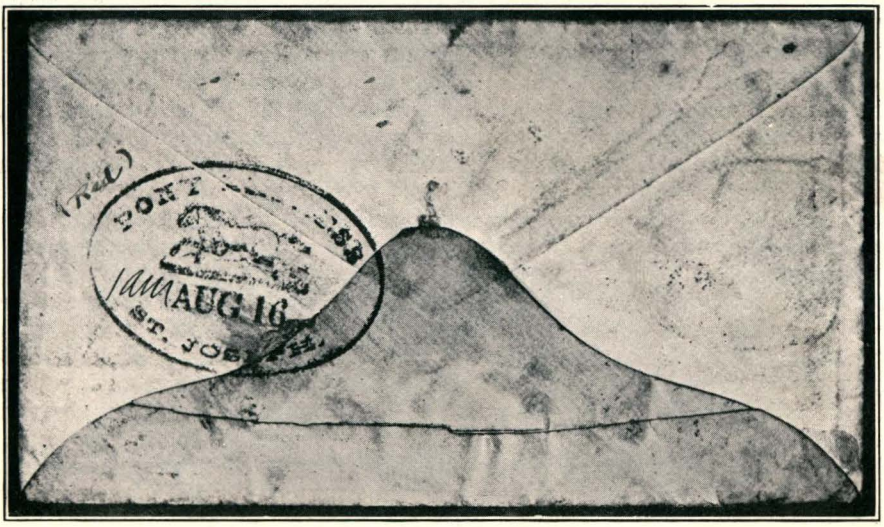
tions and in the adhesive Pony Express stamps. We are well aware that on account of the scarcity of material at our disposal we have been obliged to make some conjectures and conclusions which may turn out to be erroneous by later discoveries. For this reason then we do not expect on the part of our readers a free and unreluctant acceptance of our conclusions for this is not the purpose of any research work that is worth while. However, we feel that, whatever imperfections may come to light, we may honestly claim that the student of this highly interesting branch of philately now, for the first time, has a solid foundation, a careful collation of all information, so far obtainable, concerning this subject, and it is our sincere hope that this may lead to further researches by others interested in this field of United States philately which, after all, has a background of tremendous historical value. Indeed, without any exaggeration whatever, it may be claimed that the Pony Express franks and the adhesive stamps are symbolizing the spirit of America, striving to maintain inviolate the union of the United States.

ADDENDA.

Since writing the above article we have received from Dr. Ralph W. Paine of Greenfield, Massachusetts, a photograph of a most interesting cover now in the Doctor's collection. The item which we illustrate bears the earliest date we have yet seen of our Type C cancellation of the C. O. C. and P. P. Ex. Co., viz.,

August 4, 1860. It is also interesting and valuable as it bears a U. S. adhesive of the issue of 1857.





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The Alexander H. Stephens Correspondence

By Ernest Wiltsee.

THE recent acquisition of almost 200 covers from the Correspondence of the Hon. Alexander H. Stephens, Vice President of the "Southern Confederacy", has proved to be quite rich in Postmasters "Hand-Stamped" envelopes and pre-adhesive cancellations. These covers were not in the best of condition but no effort has been made to clear or repair them. The "Postmasters" adhesives had evidently been sorted out and disposed of previously, as only one New Orleans cover of this class was obtained.

This correspondence is singularly attractive from the fact that in almost every instance a digest of the letter was made on the back of the envelope by Mr. Stephens' Secretary, Mr. Hidell. He was very systematic, always commenced with the writers name, his address and the date on which the letter was received. This has made the deciphering of illegible cancellations easy.

Out of the entire correspondence 59 covers contain the original letters. And they give such a retrospect as to the actual happenings and mental conditions of the brave people who were then engaged in that hopeless struggle, that the writer is having them copied in full.

On account of the fact that all these covers are addressed to one person, he being Vice President of the Southern Confederacy, and in addition that each bears on its reverse the digest in the hand writing of his secretary, all these items are rendered authentic beyond question, which gives them and their varieties an unimpeachable status not otherwise obtained. They consequently are of much value in authenticating issues of that now far-away period, and upon which it is so difficult to obtain historical light. In addition, this collection of letters is of great interest to the writer, as, being addressed to the second in importance of the Standard Bearers of the Southern Confederacy, it gives a light as to the mentality and ability of his constituents, and to a certain extent gives one an idea as to the reasons which made the "Cause" of these brave people a hopeless one, compared to the well organized business-like minds of their antagonists of the North, so well supplied with factories and resources.

The new items not yet cataloged are 6 in number. These can be considered as proved. There are four other items enumerated below, which in the writers opinion will be ultimately found to be true "Postmasters Stamped envelopes," namely, sold out of the window to purchaser, to be cancelled when used and mailed. These interesting uncataloged items follow:

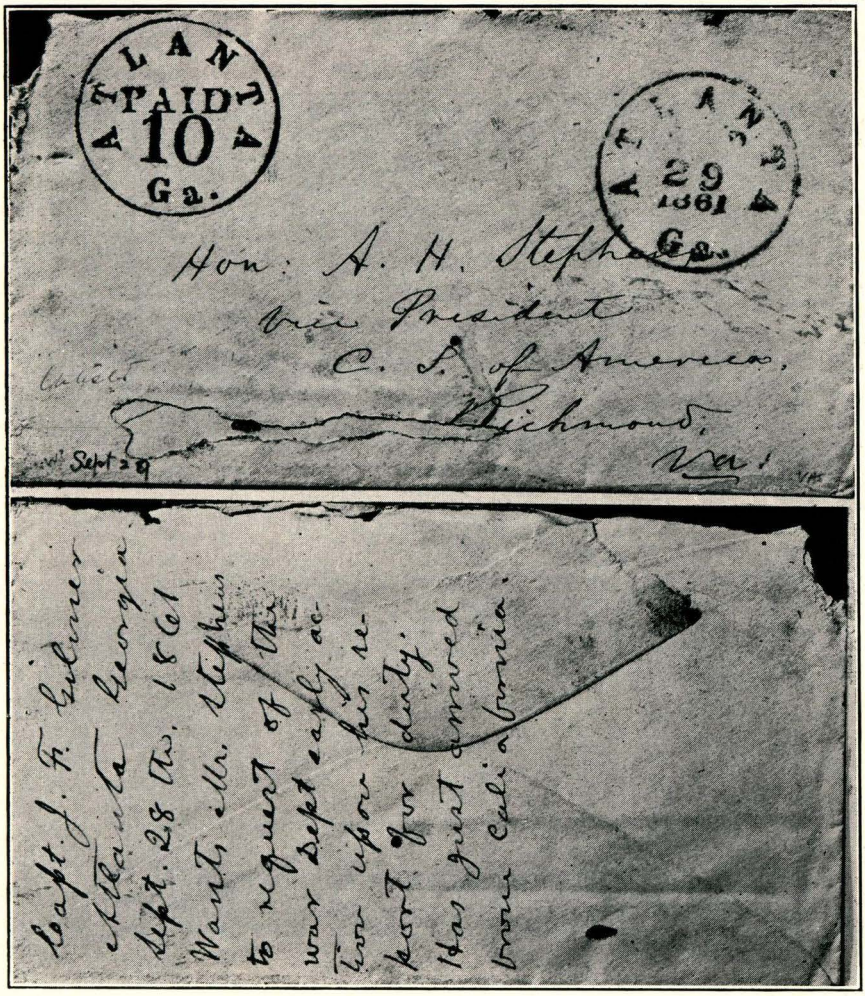
No. 80. *Atlanta, Geo.* 10c black on amber, large "10" with "Atlanta Ga. Paid 10" in circle, instead of the customary "Atlanta *Geo.*" The difference in the inks of the two cancellations is quite obvious even in the photograph herewith. The annotation on the reverse shows this date to be Sept. 29, 1861, the letter evidencely having been written the day before it was cancelled in the P. O. The extensive collections of Geo. Walcott and E. S. Knapp do not reveal any Atlanta with the handstamp "Ga." instead of "Geo.", and as far as the writer knows it is unique, the only other large "10" occurring in Scott 10b.

The annotation on this back shows the well known bravery and self sacrifice of the Sons of the South who resigned commissions and rallied to her cause from all parts of the world.

No. 79. *Atlanta Geo.* 10c on 5c black, on amber, handstamped with new value, Scott 10b. Evidently the only previous known color for this item was

on orange paper, while this can best be described as straw. This interesting data on the reverse is as follows:

"J. A. Stewart Atlanta Ga. 8th Uov. 1861. On the state of the country. Advocates a return to the Union to stop the war. Is in favor of reconstruction. Wants the South to offer terms of peace. Says there is a growing discontent which will soon break out in open resistance."



Showing front and back of No. 80, Atlanta, Geo.

Nos. 75-76. *Atlanta Geo.* E2 10c black (Scott Nos. 10 & 10a.) These three items are all different as to color, and I list them as amber, buff and straw, of which the last two would be new.

Before leaving "Atlanta" it is interesting to note that the dates of cancellation amply corroborate the change of the postal rate July 1st. 1861 from 5c to 10c. Nos. 82 and 78 postmarked June 5th and 18th bear the 5c rate. Nos.

75-76-80-79 and 77, postmarked July 18th, Sept. 13th and 29th, Nov. 7 and Dec. 8 bear the 10c rate. No. 79 (Scott 10b) having evidently been handstamped 10 after having originally been prepaid as 5c. That No. 80 with the new changed handstamp "large 10 Ga" instead of "Geo." should be postmarked Sept 28, while 10b handstamped with new value 10c on 5c should be postmarked Nov. 7, is a mute additional witness that these "handstamped postmasters" were sold out of the window long before used, certainly before July 1st 1861. The new large "10 Ga." may have been in use only a short time before adhesives appeared. This item was postmarked Sept. 29 1861. I am informed by Mr. Dietz that the earliest 5c green adhesive (200) appeared Oct. 15, 1861.



Showing front and back of No. 93, Warrenton, Ga.

No. 93. *Warrenton Ga.* 10c (in script) 5c black on amber.

No. 92 and No. 93 are *Warrenton Ga.* No. 92 is the usual Warrenton "without adhesive." The postmark was used exactly as here shown to the end of the war, on all the various classes of envelopes and adhesives.

No. 93 is of much interest. It bears the rare "Warrenton Ga 5 paid" postmaster handstamp in addition to the date cancellation of Aug 6 and is on amber paper. It is interesting to note that No. 92 was of date June 13. Evidently the Warrenton Postmaster decided to follow the fashion of Atlanta, Columbus, Thomasville, and other Georgia towns which issued Postmaster's Envelopes, and got himself the "5 paid" handstamp which is more elaborate than any of the others. I have only been able to find two specimens of this rare Warrenton Handstamp, both in the noteworthy collection of Geo. Walcott, and both on orange. I think this item is the only one known where this "5 Paid" has been changed to a 10c and on amber paper. The date tells the story. It was evidently prepaid before the rate changed on July 1st and had to be changed ot 10c to conform to the new rate.

No. 90 and 91. *Thomasville Ga.* 5c black on orange (Scott 137E1) are new items as it only occurs in the catalog as black on white. The photograph of No. 90 shows that this item was unmistakably sold out of the window as a stamped envelope, as it bears no cancellation, while Nos. 89 and 91 bear the regular Thomasville cancellations of June 24th and 10th respectively. The accuracy of the catalog in quoting this item as a handstamped Postmaster is thus conclusively proved.

The two Thomasville handstamps E1 and E2 were possibly used concurrently as E2, June 24 was postmarked between the dates of Nos. 90 and 91 "June" and July 10 respectively. Although of course No. 91, July 10, might easily have been sold before June 24, and the day in June of No. 90 is unknown. Contrary to usual custom this annotation is on the face, not on the usual reverse, and in Mr. Stephen's own hand writing, which accounts for the omission of the day of the month, always noted by his accurate secretary. As the letters from all of these interesting Thomasvilles are missing, we have no internal evidence to guide us.

No. 83. *Knoxville* 5c blue on white (Scott No. 67 E1) is interesting as being an excellent copy and uncancelled either on face or reverse.

No. 85. *Milledgeville* 5c on white (Scott No. 93 E1) is interesting because of its being forwarded from Crawfordsville to Richmond, and bearing in addition the Crawfordsville "Paid 10" and "Fwd" of that excellent Crawfordsville Postmaster. He never missed the forwarding charge.

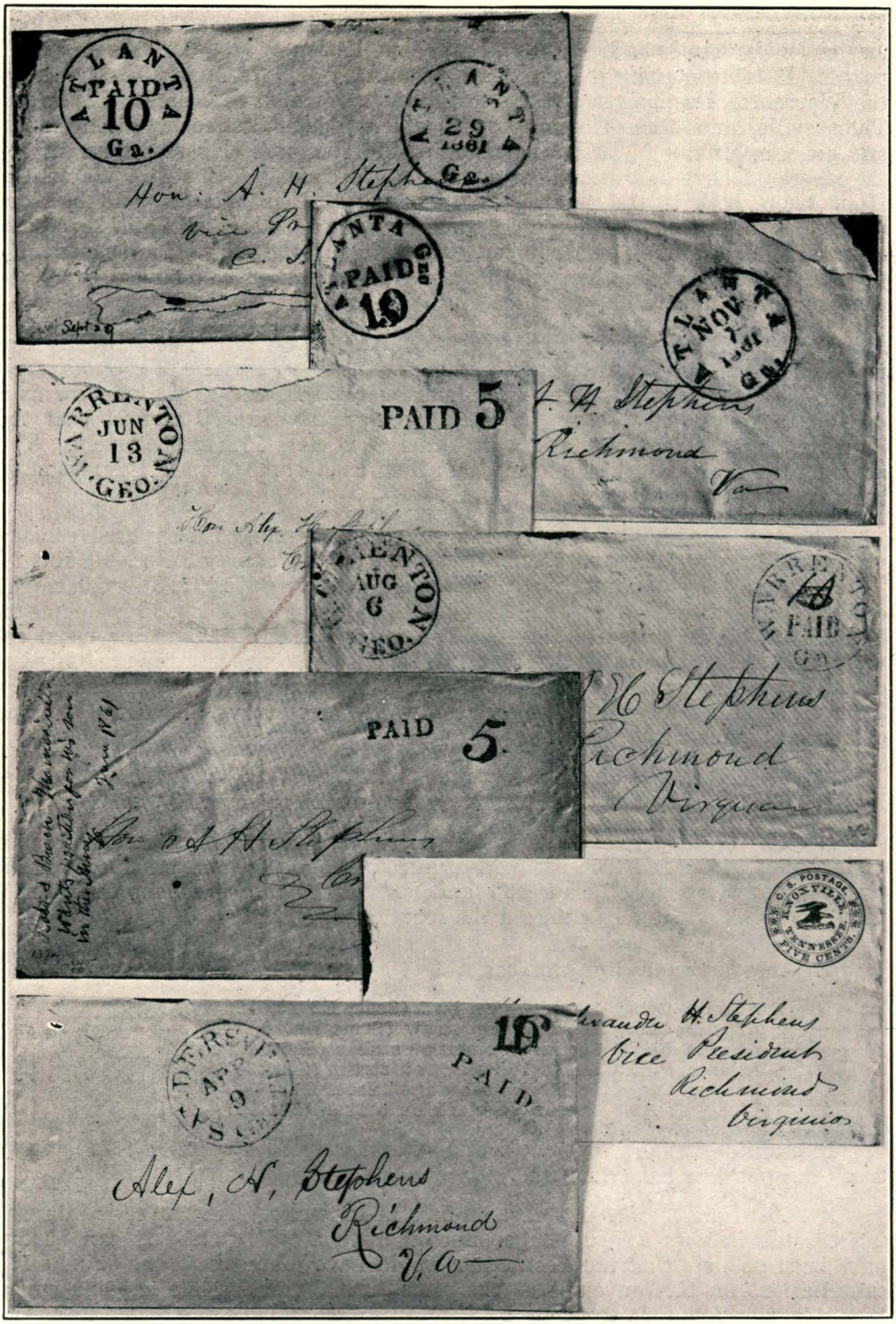
The new types are 6 in number.

1	Atlanta Geo.	10c black on buff (Scott E2 10, 10a)
2	Atlanta Geo.	10c black on straw (Scott E2 10, 10a)
3	Atlanta Geo.	10c on 5c black on amber (Scott E2 10b)
4	Atlanta "Ga."	Large 10c black on straw (Scott?)
5	Thomasville	5c black on orange (Scott E1)
6	Warrenton	10c on 5c black on amber (Scott?)

In addition to the above are found several envelopes which are apparently true "Postmasters handstamped."

No. 39. *Sandersville Ga.* 10c on 5c blue on white. This cover is interesting because itshows a "10" superimposed upon a "5" paid. It can hardly have been possible that the Postmaster would have placed both the 5c and 10c cancellations on this envelope at the same time. The feasible explanation is that it was sold as a 5c envelope prior to July 1st, and the 10c added after the rate was raised.

No. 34. *Newnan Ga.* It has been deemed wise to photograph here both the usual "Paid 5" Newnan Ga. and No. 34 which bears a large "10" super-



Interesting Covers from the Stephens Find.

#80 Atlant, Geo. (see pp. 194-195)
#79 Atlanta, Geo. (p. 194)
#92 Warrenton, Ga. (p. 197)
#93 Warrenton, Ga. (pp. 196-197)
#90 Thomasville, Ga. (p. 197)
#83 Knoxville (p. 197)
#39 Sandersville, Ga. (p. 197)

imposed on the small "5," the customary "Paid 5" being of course not of the Stephens correspondence. There is little doubt but that the "Paid 5" was sold as a "Postmaster's handstamped" envelope, because under no theory would the two stampings have been imposed at the same time. Furthermore, careful examination shows that the inks of the two stampings were different, indicating that they were applied at different dates.

Nos. 94, 95, 96. We now come to three interesting Savannah covers. The correspondence includes three copies of the Savannah Geo. handstamping, No. 94 without the "Bug" and Nos. 95 and 96 bearing that emblem in addition to the handstamping.

No. 96 is here reproduced because it bears the "Paid 5" and "Paid 10" superimposed, and in that respect, so far as the writer knows, is unique. Again the presumption can only be that the "Paid 5" was placed first and the "Paid 10" added when the letter was mailed after the rate had been raised.



More Covers from the Stephens Find.

#34 Newnan, Ga. (p. 197)
#96 Savannah, Ga. (p. 199)

#38 Sparta, Ga. (p. 200)
Newnan, Ga. (compare with No. 34)

As to the "bug", it is the opinion of the writer that this emblem was used as a control by the Postmaster to prevent the counterfeiting of the plain "Paid 5" or "Paid 10" in oval, which would not have been difficult to copy. Similar controls have been used in foreign countries, and to the writer this is the most likely solution of the use of this strange emblem. There is no record in the Post Office at Savannah to substantiate this, but in that time of crisis and confusion when so much was left to the initiative and originality of the various Postmasters, as evidenced by their many and varied issues, there is little reason why a written record should have been made.

If the above solution should be the true one, all Savannah envelopes bearing the "bug" will be true "Postmasters stamped envelopes" and entitled to be cataloged as such. It is to be hoped that philatelists who have chosen "Confederates" for their study, will work upon this problem until the solution of the mystery of the strange Savannah "Bug" be definitely solved.

In this correspondence are 74 covers which bear the Postmaster "Paid" pre-adhesive cancellations, not including the fifteen Postmasters stamped envelopes. Being from the Vice President's constituents in the smaller towns of Georgia, many are little known. Among the more unusual are: Tennville, Riceboro, Union Point (in ochre), Griffin, Barnesville (blue), Louisville (blue), Lexington (red), Red Clay, McDonough, Washington, Cartersville, Decatur (red), Franklin, and Scarsborough, Georgia, and Churchland (red) and Fairfax Court House, Virginia.

Among these Covers, is that of Sparta Ga. No. 38. Attention is called to the fact that the cancellation is in red. Afterward, when adhesives came, this Postmaster adhered to his red cancellation, during the use of numbers (201) and (203) cancelling his adhesives with a "grid", in addition to the town cancellation. The items carrying excellent copies of (201) Nos. 111 and 112, are on the full letters, no envelopes being employed. The other item, No. 113, carries a pair of 5c (203) and on all, the red grid on the blue stamp makes a very pleasing combination. No Spartas with 5c green (200) occur, so I am unable to state whether the Postmaster cancelled this stamp with the red grid or not. I hope that other collectors will give some light on this interesting point. A Sparta cover postmarked Feb. 4 1863 was cancelled in red but curiously bears a pair of uncancelled 5c blue (206) lightly superimposed over one side of the cancellation.

This was the last date upon which a red Sparta cancellation was employed. Others of Mar. 14, May 24, Sept. 5, Nov. 8, and 19th 1863 are in an indistinct muddy gray. Evidently the Postmaster's beloved red ink was exhausted, for it does not appear again.

Out of the entire correspondence only 5 "grids" are found: 3 of Sparta, 1 of Winnsborough N. C. and 1 of Greensborough Ga. Out of the entire number only 1 "target" occurs, and this being on one of the only two envelopes which escaped the annotation of our faithful chronicler on the reverse, the origin of this "target" must remain unknown. These "targets" are doubtless cancellations from army camps which had no P. O. address.

There are 4 copies which bear the "Forwarded 10" of Richmond, which seems to have been one of the few towns which provided a handstamp for this procedure.

Letter No. 128 is interesting because it bears this annotation—"Passport to visit Georgia March 1862," and it contained the passport, which is included in the collection.

It is a somewhat noteworthy fact that it was found necessary as early as March 1862 to issue passports to visit other states in the Confederacy, and particularly to such an eminent personage as the Vice President himself. It would seem to show signs of disintegration.

The prophecy of No. 79 was fulfilled. It is an interesting but I think little known fact, that the County of Jones, in the neighboring State of Mississippi, early in 1862, declared for the North, went into poen rebellion against the Southern Confederacy, declared itself to be the "Republic of Jones", elected a President (Nathan Knight) and Vice President, elected an upper and lower House of Congress, raised a standing army of 1100 men, and stranges of lal, maintained an open rebellion, was not attacked, and successfully carried through to the end of the war! Evidently the Southern Confederacy had too many problems on hand to waste time and men in a conflict with the belligerent Republic of Jones. Unfortunately, as far as I can ascertain, they issued no stamps!

There are five turned envelopes, Nos. 50, 89, 107, 116 and 147.

No. 107 was mailed at Marble Works Ga. on Dec. 25, 1862 to Rev. W. J. Cotter, Greensboro, Ga. Cotter turned it leaving a beautiful dark 10c No. 201 on the inside and mailed it on Dec. 30th from Greensborough (handstamped) to Vice President Stephens at Crawfordsville where it was received and annotated Dec. 30th.

No. 147 "turned" bears a worm-eaten but absolutely genuine copy of the 10c No. 210 perforated. Examination shows it to be perf. 14—with many of the round cuttings left in the perforated apertures as in the case of the rough perforations of early Barbados and Trinidads.

Apart from the Philatelic values, the contents and annotations have an historic value and shed considerable light upon the trials of the times. It is difficult to know how much to include in the space of this brief article. The contents seemed to be of enough interest to have all these letters copied in full. They throw considerable light upon the times, trials and difficulties of the Southern Confederacy.

Among the annotations are:

#3 "F. E. Eve, Chapel Hill N. C. Mar 10 1862. Wants a commission in infantry or Cavalry. "Not sufficiently known among the lower classes to be voted one." "

#4 "P. Reynolds Covington Ga. July 2, 1861. Appointed commissioner to obtain a produce loan for the Confederate Gov't. Desires to know whether it is not best for the Gov't to purchase the cotton crop and pay for it in Confederate Bonds."

#8 "D. J. Alexander Esq. Fairfax C. H. Va. Sept 14 1861. Wants Mr. Stephens to get him a furlough to go to Richmond to recover from his sickness." D. J. Alexander was a nephew of A. H. Stephens. Letter shows great moritality from typhoid.

#23 "James A. Nisbett. Cloverdale Tenn (Posted at Chattanooga July 10 1861). Tenders his son's Company to Confederate States and requests Mr. S. to use his influence to obtain from the War Department prompt orders."

#31 "J. D. Mathews Lexington Ga. July 18th 1861. Wishes Mr. Stephens to have his Company the "Tom Cobb Infantry" armed and called into service. He wanted "guns that would kill a Yankee at 150 yds." "

#24 "J. Barrett Cohen 21st April 1864. Columbia S. C. Has received Mr. Stephens speech. What he thinks of it. State of affairs at the North. Effects of the Funding Bill in Columbia. Lord Russells letter to Lord Lyons about the C. S. Newspaper article of Gov. Foote. Recd 26 April."

#37 "D. K. Whitaker Richmond Va June 10th 1861. Securing apartments for Mr. Stephens in Richmond."

#39 "John J. Pugsley Sandersville Geo. April 9 1862. Wants Mr. Stephens to get him a place or position where he may serve his country." "As for pay I ask it not." He had consumption.

#40 "D. A. Newson Penfield Geo. Dec. 15th 1861. Wishes Mr. Stephens to defend him at the March term Green County Court. He is charged with shooting S. F. Pick."

#43 "D. G. Cotting Washington Ga Oct 15th 1861. Wants some civil appointment. Money very scarce. Cotton a small crop." **Note** He recommended shipping

out cotton no matter whither. So they can get the worlds money which they need worse than the world needs cotton."

#75 "Jos. S. Martin Atlanta Ga. July 18th 1861. Wishes to receive the appointment to "Enter as a spy the Federal Camp" and encloses a letter of recommendation from John Calhoun."

#83 "Wm G. Swan Knoxville Tenn. Aug 28th 1861. Wants to be appointed Commissioner to Europe."

#88 "Thomas Carter Raleigh N. C. July 12th/61. Says he will go to Europe to purchase garden seed for the South if the Con. Government will pay his expenses."

#108 "John A. Nelson Macon Ga. Feb. 19th 1862. Have a law passed by Congress empowering the Captains or Lieutenants of Company, to draw the pay due deceased soldiers for their families. Many families are too poor to pay costs to take out letters of administration."

#117 "Hon D. M. Barringer Raleigh N. C. August 20th 1862. Hopes Mr. Stephens will not hesitate to come to his house when he visits Raleigh again, when Mrs. B and himself will be most happy to show you all hospitality as long as you like to stay."

#118 "Reuben Webster Fort Gaines Ga. May 7th 1862. Wants John T. Webster discharged. He is blind in the right eye."

#127 "Passport to visit Georgia March 1862."

#133 "J. H. Keese Carrolton Ga 3rd May 1864. Thinks he has made an improvement on the "minie" ball and "offers it to the authorities for investigation." "

#139 "Mrs E. A. Hardin Kingston Ga July 24 1863. Encloses a letter she desires forwarded to her husband who is a prisoner in Fort Warren. Her husband is a citizen and was taken while endeavoring to run the blockade. Answered."

#141 "Capt. E. B. Thomas Co. F 24th Ga. Regt. Camp at Richmond Va 6 March 1865. Says there is a vacancy in the Secret Service. Asks Mr. S. to give him a letter of recommendation to the Sec. of War to secure it. Says he has been seven times wounded and is not fit for field service. Res'd 29 March."

"The Pageant of Civilization" By F. B. Warren

A Review by Herman Toaspern.

(EDITOR'S NOTE: The following review of Mr. Warren's interesting book was written by Mr. Toaspern for the Literary Supplement of the New York Herald Tribune and appeared in that magazine, July 17th, 1927. It is reprinted by permission.)

EIGHTY-SEVEN years ago, Rowland Hill, a distinguished postal administrator, later knighted for his services, conceived the idea of compulsory prepaid postage. William Mulready, R. A., sketched the accepted design for a prepaid envelope to be sold to the public. It represented Britannia seated, the British Lion at her feet, dispatching winged messengers to the four points of the compass. On either side of the envelope were sketched Quakers and Indians, a group under palm trees, Chinese with conspicuous pigtails, Turks, etc. In the lower corners recipients of mail were eagerly reading their letters.

This envelope was the germ of an idea, not only of compulsory prepayment of mail, but of using postage stamps to delineate great events in history, honor famous men and picture the story of nations. Within three weeks after the epic flight of Colonel Lindbergh, a special stamp was issued to commemorate the daring achievement of a United States air-mail flyer.

The subtitle, "World Romance and Adventure as Told by Postage Stamps," briefly sums up the contents of this volume. It is written primarily for adults,

and yet is in no sense technical. It satisfactorily answers the oft-repeated question, "Why do people collect postage stamps?"

Mr. Warren treats postage stamps not as so many bits of paper differing from one another in various mechanical attributes of form, color and design, but as symbolic things, intimately identified with the warp and woof of human events. He has gone deeper than the surface and has dealt with the underlying spirit of stamp issues, the romance and poetry of the postage stamp. Using them as a background, the author paints with bold strokes in successive chapters the discoveries of Columbus, and European holdings in the Americas. "England Begins an Empire," the drama of Liberty begins and ends in Latin America and "The Star of Spain Sets." Chapters follow logically, "The Drama of the Mediterranean," "The War That Shook the World," "German Dismemberment," and post-war chapters on the awakening of Russia and the Far East.

Two chapters are devoted to United States postal issues, their significance and history. While the balance of the book is profusely illustrated, these chapters lose much interest due to an ill conceived law prohibiting illustrations in full of national stamps. In this respect we are the only nation that forbids reproduction of national postal issues in technical works. One chapter shows the development of transportation in America and postal history prior to governmental control in full of the posts. The story moves rapidly through the pony express and steamboat days, through to the railroad and aeroplane. A second chapter takes up the story to date along with our Colonial possessions and their history.

The story of the forming of the greatest postage stamp collection the world has ever known, by Baron Philip la Renotiere von Ferrary, and its subsequent disposal by auction in Paris is of intense interest. Prices paid by well known men for famous pieces are quoted, as well as the total sum realized. A discussion of rare stamps and the causes which make for value follows. Two lists of the world's rarest postage stamps, prepared by competent experts, are reprinted from other sources, together with appraised values.

With such a complexity of historical fact and legend pictured on postage stamps the author is forced to dispose of great men and events with a well turned sentence or an anecdote. The book gives the impression of being hastily written, though historical events are as a whole essentially correct.

Mr. Warran's personal observations on men and events are not always reliable. For instance, he observes: "Thus did Monroe and Canning, with the quickly conceived and announced Monroe Doctrine," etc., hardly in accord with fact. It was the crystallization of years of discussion on the part of early American statesmen. An argument favoring China in an attempt to explain her untenable position on foreign concessions is a bit of schoolboy analogy. Very bold indeed is "Male poets of the sixteenth and earlier centuries were not the sexless esthetes and effeminates of the twentieth century."

Many little errors that have crept in will be noticed only by the stamp collector. A picture of Calixto Garcia on a Cuban stamp is titled Jose Marti. Mention is made of the Liberty Bell having made its first appearance on the Centennial envelope of 1876, which is not true. It was not pictured prior to 1926 on a United States stamp. A laughable error is a Turkish stamp, showing a peasant soldier returning to his wife and two children. The woman is veiled, and the illustration is captioned "A Nun Is Pictured." In view of the relations between Turk and Christian it is hardly likely that an experienced collector could make such an error.

The book is set in widely leaded ten-point monotype and printed on a heavily coated paper. The illustrations could be better in many instances.

In spite of minor criticism the "Pageant of Civilization" is heartily recommended to the stamp collector, for those who have felt the lure of stamp collecting and the casual reader. It is fascinating, readable and worth while.

St. Louis Holds Stamp Show

By Harry M. Konwiser.

AN interesting feature of the forty-second annual convention of the American Philatelic Society, held at St. Louis, August 16-18, was the public exhibition of stamps held at the Municipal Art Museum, Forest Park, St. Louis, August 15-22, under the auspices of the St. Louis Collectors Society.

There were no awards and the admission was free, the normal attendance for the museum (10,000 weekly) having been considerably exceeded.

Stamps were shown in flat cases, about 250 sheets being on exhibition. The police work was done by the regular museum guards and the insurance for the exhibits was paid for by the Museum authorities, who were especially pleased by the great interest shown in the portions of collections on display.

The St. Louis "show" clearly demonstrated the expressed belief that small shows could be conducted at but little expense, for the great good of philately.

The exhibits and exhibitors were as follows:

Pony Express Covers—Alfred Lichtenstein.
Sydney Views—Theodore E. Steinway.
Patriotic Covers—Hugh M. Clark.
Netherlands and Colonies—Dr. W. C. Hennan.
U. S. Proofs—John Klemann.
Air Mail Covers—John Klemann, Jr.
Mexico ½ Reales—H. A. Diamant.
Netherlands—Louis Yeckel.
12c, 1851—Paul McGuffin.
Penny Blacks—Thos. Hunter.
Early Europeans—L. A. Burmeister.
St. Louis Bear Mail—Morrison Pettus.
Mulready Covers—Ralph Eilers.
Evolutionary Collection—Delf Norona.

(Most of the exhibitors, it might be noted, are members of The Collectors Club.)

In addition to the thanks of the committee of the St. Louis club the exhibitors received an engraved bronze medal, suitably inscribed.

Apparently the seed sown at the recent International Exposition has borne fruit, and it is possible that not only will the American Philatelic Society hold "an annual show" but other cities, with easily available libraries and museums will proceed to hold local stamp shows.

St. Louis showed "it can be done" provided there is a bit of man power and I offer the suggestion that the Society for Stamp Expositions interest itself in these "small shows" as they are a safe and sane route (likewise inexpensive) to philatelic promotion.

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COLLECTORS CLUB, 51 West 48th St., New York

South Africa, 1910-1926

By Stephen G. Rich, Ph. D.

On May 31, 1910, colonial government came to an end in the Cape of Good Hope, Natal, the Orange Free State, and the Transvaal. From that date onward the four former colonies were united as the Union of South Africa, a "crowned republic" or limited monarchy, with George V as king. This is strictly a *national* government, coordinate with that of Britain or Canada, entirely independent. As one of the coordinate kingdoms of which George V is king, South Africa shares in the common service of ambassadors, navy, etc. which these members of the British Empire maintain.

The philatelic affairs of this recent addition to the national governments of the world are, according to the catalogs, meager. For the specialist and the collector that delights in oddities, the case is far different. This article is based upon the writer's own collection, and is designed to show some of the philatelic points of interest of South Africa. It has purposely been limited to 1926, in order that the airmail stamps and recent pictorial and triangular issue may be treated satisfactorily by themselves, later. There are two brochures on Union of South Africa: one, by the present writer, published in 1922; the other, by J. Ritchie, published in 1926 in Johannesburg and embodying the Reynolds brochure of 1921, said to be out of print. These two brochures overlap only slightly. Neither one alone gives an adequate account of the South African issues; but each deals rather fully with a particular few aspects.

1. The Interprovincials of 1910-1913.

Upon the formation of the national government, the four colonial postal administrations were consolidated into the single national administration with offices at Pretoria. Up to August 15, 1910, the colonial issues of stamps were continued in use in each province of the Union; but it is not unlikely that use of stamps of one province in offices in another may have occurred between May 31 and Aug. 15. I have not been able to secure any such interprovincially used stamps or any records of such; but as I have a Natal postcard (½d) postmarked Germiston Station, Transvaal, Aug. 1909 (day not visible), I have every reason to believe that such accidental interprovincial uses will also be found for the middle of 1910.

By official order dated Aug. 15, 1910 and promulgated Aug. 18, all postage and revenue stamps, as well as postal stationery, of the former colonies, became valid in all parts of the Union. This order applied to all stamps at that time valid in each province: see either brochure for lists of these. One result of this has been the interprovincial use, by philatelists desiring to make curiosities, of obsolete but valid issues. I have, for example, Orange River V. R. I. ½d, Scott No. 44, used at Muizenberg, C. P., Dec. 1910; and have seen Cape 1d on 2d seated figure, Scott No. 51b, used at Johannesburg, Sept. 2, 1910.

But the regular and authorized interprovincial use of the current stamps of the four former colonies constitutes the real first issue of the Union. Hence this first issue must be collected with cancellations or use in copies known to have been purchased at particular offices. Obviously, the interesting and philatelically worth-while specimens will be those showing both place and date in the cancellations.

It is generally stated that all sixteen possible combinations exist: the stamps of each colony used in each may be obtained. This holds true if we neglect the dates; but certain combinations are rather scarce. Cape stamps used in the Orange Free State are infrequent: I have only the 1d used there in 1911 and 1913 and the ½d with place but not date visible. I have not seen or heard of any

other specimens. Natal in Orange Free State is the most difficult combination: I have the 2s6d used in Bloemfontein, probably but not surely in 1913, and have no record of any other specimens. Orange River stamps used in the Orange Free State are rather scarce and nearly all date from 1910.

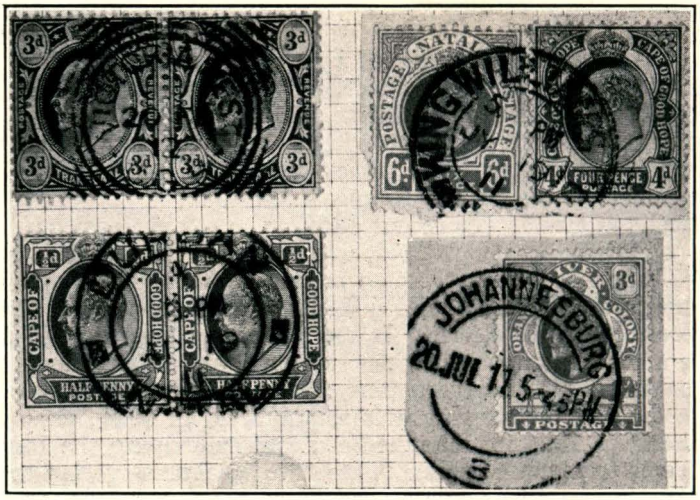


Fig. 1. Interprovincial Items.

In figure 1 I show four of the clearer interprovincial items, including one piece with stamps of two provinces used together: Natal and Cape stamps used in the Cape.

If we arrange the interprovincials by years, we shall find that the following is the general record of usages:

1910: Mainly used in home province: Cape in Natal, Cape in Transvaal, Orange River in Natal, Orange River in Transvaal, Transvaal in Cape, and Transvaal in Orange Free State begin, with ½d, 1d and 2d denominations. Interprovincials dated 1910 are scarce.

1911: Cape stamps in Natal, Transvaal, fairly usual. Natal in Cape and Natal not scarce; in Transvaal very plentiful. Orange River in Cape and Transvaal plentiful. Transvaal in Cape and Natal plentiful; Transvaal in Transvaal apparently scarce.

1912: Cape in Cape very scarce and mostly high values. None or very few Cape stamps in other provinces. Natal stamps very scarce: none in Natal known to me, and one in Cape; one in Transvaal, and none in Orange Free State. Orange River Colony stamps in Transvaal fairly plentiful, 2½d up; none known in other provinces.. Transvaal stamps plentiful in all provinces, but least so in Orange Free State.

1913: Cape 1d in Natal only Cape stamp known to me for this year; Natals very scarce, with 2s6d at Bloemfontein, Orange Free State (date questioned) and 5d used in Natal, the only known specimens. Orange River stamps very scarce, with 2½d used at Capetown the only specimen known to me. Transvaal stamps very plentiful from all four provinces.

Combinations of the stamps of more than one province are not unusual; those of two provinces are fairly plentiful, dating from 1911 and coming mostly from Cape and Natal post offices. There are very few combinations from other years. Three-province combinations are known to me in two specimens only: both being one stamp each of Cape, Natal and Transvaal. One of these is from Capetown in 1911 and the other from the same city in 1912.

With the appearance of the permanent Union issue of Sept. 1, 1913, the period of interprovincials comes to an end. There were some few remainders of

Cape ½d used in Natal in 1914, of Orange River 2½d used in Transvaal at Johannesburg, and at Capetown, and various values up to £1 of Transvaal used in Natal. All interprovincial cancellations later than 1914 must be looked upon as "made to order" by philatelists taking advantage of the availability of duplicates on hand to use them for postage. My philatelic friends in South Africa have used such stamps, even to some of the later Queen's head Natal stamps and the Orange River V. R. I. surcharges, on mail to me, right up to the middle of 1927.

I have not been able to find any special printings of the stamps used for interprovincial service, with one exception. The last 4d of Orange River, Scott No. 72, comes in a darker olive green in all interprovincial copies that I have seen or own, than in any specimens uncancelled or with pre-Union date on postmark, that I have yet seen. I find no varieties of color, paper, etc. in the remainder of the interprovincials that are not regular in specimens postmarked with dates in the year previous to formation of the Union.

2. Interprovincial Postage-Due Stamps.

When the Union was formed, the Transvaal had in use a series of postage-due stamps. These are difficult to find with pre-union cancellations. They are plentiful with interprovincial cancellations, and also with those from the military occupation of Southwest Africa from 1915 on. In 1912 their use in Natal begins, and they can be found with dates from that year on through 1920 in that province. Cape cancellations of them are known to me from 1913, 1918 and 1920; Transvaal cancellations from 1911, 1912, and 1914.

The use of these due stamps was not discontinued with the appearance of the Union's own due-stamps in 1915. On the contrary, it appears as if the two sets were used simultaneously and interchangeably practically up to the exhaustion of the stock of both and the production of the lithographed Union dues in 1922. The fact that some of the Transvaal dues were surcharged for Southwest Africa and issued there in 1923 bears out this inference. Interprovincial due-stamps of any date must therefore be regarded as probably genuinely used. I am not able to illustrate the interprovincial dues because the cancellations are either faint or smudgy in all cases.

At this point it may be in order to remark that postal stationery also exists in interprovincial use. Natal and Cape envelopes in the Transvaal, Cape wrappers in the Transvaal, and Transvaal post-cards in Natal are the more plentiful varieties. Cape stationery in the Cape up to 1912 is also found. The 1d international post-card of Transvaal was in use and on regular sale in Natal as late as 1916, although the Union 1d post card had already appeared.

3. Commemorative Stamp, 1910.

The opening of the first Union parliament, November 4, 1910, was commemorated by a 2½d stamp, of large size and attractive design. I have explained the symbolism on this stamp in my brochure of 1922, and need not repeat it here; but I must correct a statement there made as to the printer. This stamp is a product of Thomas de la Rue and Sons, Ltd., of London. Philatelically the only point of interest is the immense variability in shade. From an ultramarine-blue (not an ultramarine) to a dark blue, a dull dark blue, a deep blue, and a prussian blue, the shades range. I have ten easily distinguishable shades.

4. The 1913-25 Permanent Issue.

This is usually counted as the first national issue of stamps of South Africa. It is a dignified issue, but rather tame in appearance: thoroughly lacking in distinction and equally lacking in anything offensive to the eye. As both my 1922 brochure and the Ritchie brochure give a great range of information about the

varieties, etc. this article may be confined to matters not treated in the other two places.

A. Watermarks.

The national issue is printed on paper watermarked with head of springbok: one watermark to each stamp. There is a fairy-tale still circulating to the effect that there are two sizes of watermark; and it must be admitted that there is considerable appearance of difference of size among the watermarks as seen on single specimens. But a measurement of each and every dimension of these watermarks shows that there is never more than half a millimeter difference between the particular dimensions on a "large watermark" specimen and one with "small watermark." The differences in apparent size are due to the slightly different bendings of the wires forming the nose of the springbok. Fig. 2, reprinted from my 1922 brochure, shows these differences in exaggerated form, and also certain other watermark varieties about to be mentioned.

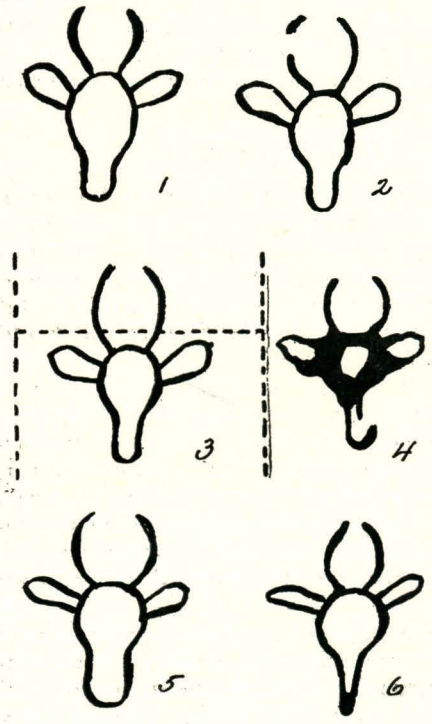


Fig. 2. Watermarks.

No. 1—Normal.
No. 2—Broken.
No. 3—Overlapping, showing perforations.
No. 4—"Blotch", 1½d, 1920.
No. 5—"Large".
No. 6—"Small".

In cancelled specimens the greasy ink of the cancellation, penetrating the paper, often causes an optical illusion that makes the watermark seem larger or smaller. When the circular border of the cancellation comes close to the nose of the springbok, it apparently lengthens it; and when this border runs across the tops of the horns, it apparently shortens the watermark. Heavily-printed specimens, especially in the darker shades of the ½d, 1d, and 2½d, have the design showing through the paper fairly strongly, and the oval surrounding the medallion produces this same optical delusion.

In printing the stamps, or in cutting the sheets of paper for printing them, the watermarks are not always centered perfectly, one to each stamp. Quite frequently a watermark will overlap two stamps, either vertically or horizontally; and once in a while sheets will be printed with the watermarks over the corners of four adjacent stamps. For these the name "multiple" has been used; but with the inauguration of a genuine multiple springbok watermark for the 1926 issue, this term must be discarded. I therefore here name this variety "overlapping watermark," describing it as vertically, horizontally, or cornerwise overlapping, as the case may be.

Damaged bits, producing broken watermarks, exist; the two conspicuous cases that I have found are illustrated in figure 2. It is probable that the "blotch" watermark there shown is due to pulp adhering to the broken bit.

There are two recognized watermark varieties, however. First is the inverted watermark. This is quite scarce except on the 1½d of 1920, to be described later. The other is the entire absence of watermark, found in the 1d and 2d, and decidedly scarce. There appear to have been a few sheets of paper used

in one printing which were trimmed so that a margin without watermark and wide enough for the sheet-margin and one row of stamps, was left along one side.

The following is the list of watermark varieties thus far known:

Inverted: All save 2s6d, 5s and £1. All coil stamps.
No watermark: 1d, 2d.
Broken watermark: ½d, 3d.
Overlapping horizontally: ½d, 2d inverted, 3d, 4d, 6d, 1s, 2s6d, 10s.
Overlapping vertically: 1d, 2d, 3d, 5s, £1.
Overlapping cornerwise: ½d, 3d, 6d.
(The 3d orange of 1913, not the later 3d blue, is here meant).

B. **Paper.**

Two distinct papers, thick and thin, exist in this series of stamps. I note that the ½d and 1d appear on both papers in 1913 and 1914; that the ½d continues on both papers through 1920 and is then always on thin paper. The 1d is on thick paper through 1920, except for the early ones on thin paper; from 1920 on it is on thin paper until the end. The 2d appears on thin paper in 1913, and not again until 1921; but then continues on thin paper to the end. All the other values appear to be on thick paper up to about 1921, and thin paper thereafter, except those from 5s up. These last I have not yet found on thin paper.

There are numerous borderline-cases, in which it is hardly possible to decide whether the paper is thick or thin, especially in material from 1924 and 1925.

C. **Colors.**

From the ½d up to the 1s value, there is quite a wide range of colors or shades in every denomination. Specimens with known dates of purchase or with dated cancellations, especially the latter when not soaked off cover, enable me to show that there was a distinct and definite series of color-changes for many values. This series of changes was probably not intentional, but caused by the scarcity of particular pigments during and after the World War.

The ½d begins in a medium green, with occasional specimens in a dark green. By 1916 a paler yellowish green appears; in 1919 a very pale yellowish green is frequent but stamps of the original color are still found. In September 1920 a pale bluish green appears; and this is the dominant color through 1921. From 1922 on a full green of a grayish tendency becomes frequent; and along with it, in 1923, the original medium green is restored. After 1923 bluish greens, often quite pale, grayish greens, and medium greens, are all found.

The 1d begins in scarlet, and stays that color till 1916. Then come carmine lake and carmine in 1916, and a tendency towards paler scarlet in 1918. In 1919 nearly all the stamps are a pale red, almost a pink. 1920 shows a range from almost a vermilion to pink and some scarlet. In 1922 and again in 1924 the original scarlet color re-appears; but specimens of a pale and pink hue continue to the end.

The 2d stays a good full brown-violet until 1919; then becomes a dark lilac. At the end of 1920 and the start of 1921 a deep brown-violet appears. Thereafter nearly all specimens are pale, and from 1924 on are mostly red-lilac.

The 2½d originally ultramarine-blue, becomes a darker ultramarine in 1921 and stays that color until discontinued in 1922.

The 3d shows no distinct color-tendency after the first printing, in pale orange, has been replaced by one in orange-brown. Both pale and full colors continue until the blue 3d was issued in 1922. The medallion occurs in both black and gray-black through this whole period, and with both colors of border.

Except for a tendency towards a yellowish olive-green in 1918 to 1923, I find no definite trend of shades in the 4d. The range of shades is less with this stamp than with the lower values.

The 6d becomes redder and paler in its purple from 1918 onwards. Black and gray-black heads occur at all dates.

The earlier 1s stamps are of a yellowish-orange hue, tending to become somewhat darker with a brownish shading from 1921 on. Owing to the limited use of this stamp in 1920 to 1922, when the telegraph rate was raised, it is not unlikely that a large part of the specimens used later are really from earlier printings. The later orange colors, deep and usually brownish, are quite variable.

The 2s6d comes with pale-green, green and bluish green border; with medallion ranging from dark maroon to nearly lilac. I do not find any definite datings for the changes.

The 5s is somewhat lighter in both border and medallion in 1914 specimens than in those from 1916 on, but otherwise shows no changes. The 10s appears to show a darker border, grayish in tendency, and lighter medallion, from some time after 1920. Of the £1 I believe there was only one printing, as I find no color-varieties that can be surely said not to be fadings.

D. **Engraving and printing varieties.**

There exists a host of minor varieties, some requiring a microscope to discover, in the various stamps of this issue. Ritchie's brochure lists many of them: but curiously enough, he fails to mention several of the more interesting and the more conspicuous ones. It will be most in point here to mention the unrecorded varieties and refer those interested in the others to Ritchie's brochure and mine of 1922.

The most common variety is that in which the word "OF" in UNION OF SOUTH AFRICA appears as "or." The lower limb of the F is missing. It is now known in almost all values,—certainly up to the 1s. In the 6d this is found on the same stamp with several other defects; and I suspect but do not know, that the same will hold true for other bi-colored values.

Next in degree of commonness is the broken front line of the beard. This occurs in various positions along the front line; and also with two breaks in the line. I find this on the ½d (as early as 1914), 1d, and 2d.

There is a fairly conspicuous but scarce variety in which a line near the bottom of the beard is continued across from the front to the bottom of the beard, giving the general appearance of a loop at the tip. This I have found on the ½d, 1d, 2d, and 3d. It has hitherto been recorded only on the ½d (in my 1922 brochure; not mentioned by Ritchie).

Missing letters in various parts of the inscription are known. I have the ½d with O of Postzegel missing; have the 1d with the T of Postzegel missing; know of the 1d with O of Postzegel missing, and with EGEL of this word missing; have the 6d with Z of Zuid missing. Several of these are not hitherto recorded.

Broken letters sufficiently damaged to read as different ones, and letters with additional strokes changing them, exist in fair variety. The "or" variety has been mentioned above as the most common. The 2d comes with OE for "of" (1921), and the 6d is reported with this same variety. The ½d is reported with SOJTH for "south." The 1d is reported with SOIH and AIRIKA, not on the same stamp. I have it with POSTACE. The 2d is reported with SOUTF, with AERICA and with ZOID. The 2½d is reported with AIRICA. In the 4d and 6d AIRICA is found and also several intermediate forms in which part of the upper or lower bar of the F is seen. On the 6d SOUTH, SOUIH, and AFRIKA with parts of the F missing, are known. I have stamps showing combinations of about half of these various 6d defect-varieties. In the 6d the word "Postzegel" suffers much mutilation, becoming POSIZLGLL when most damaged. All varieties of extent of damage from none t othis may be found. The 6d further exists with —UID.

(TO BE CONTINUED.)

THE COLLECTORS CLUB PHILATELIST

Published Quarterly by

THE COLLECTORS CLUB, 51 WEST 48th STREET, NEW YORK CITY

H. L. LINDQUIST, Editor

Subscription Rates $2.00 per Year
Single Copies 50c.

ADVERTISING RATES UPON REQUEST

FROM THE EDITOR'S VIEWPOINT

As we reach our *sixth milestone* it is well to pause for a moment and survey the situation * * * Are we realizing our ideals? * * * Have we a definite objective? * * * Are we justifying the support we are receiving? * * * Are we getting all of the support to which we are entitled? * * *

These are all pertinent questions and on the whole we believe they can be answered esmphatically in the affirmative * * * But there is room for improvement and the time has come when we should more clearly chart our course and set forth under full sail for bigger and more important accomplishments.

During the past six years our progress has been steady * * * Our fondest expectations could have pictured nothing more satisfactory * * * Our *membership* has more than quadrupled * * * We have built a *philatelic library* of outstanding importance * * * We have secured *club rooms* that are magnificent as compared with our previous quarters * * * We have established a *Philatelic Award of Merit* * * * We have published two *philatelic works* of superlative merit * * * We have supported many worth while *philatelic activities* * * * We have stimulated favorable *publicity* that has done much to create an appreciation and respect for philately * * * We have issued this *quarterly magazine* regularly * * * and we have reached our *first objective* * * * *The Club this year is entirely self supporting* * * *

In a growth as rapid as this has been, with the officers and committees all on a *volunteer basis*, it is inevitable that many things should be neglected and that others have not been pushed as aggressively as might have been desired * * * But these are matters that can easily be remedied by *organization* and the *closer cooperation* of the members and our *next objective* should be to interest a larger group of our members in carrying on the work of the club with a view to undertaking greater activities and pushing them more systematically * * *

These *increased activities* should include *weekly* or *monthly exhibits* at the club rooms for school children and the general public * * * the translation and publication of sections of the *Kohl Handbook* to which the *Collectors Club* holds the *American Copyright* * * * the *compilation* and *publication* of the several other *handbooks* which the Club has undertaken * * * The encouragement of *original philatelic research* to be published in this magazine * * * A study of the Club needs in connection with a *Permanent Home* * * * The preparation and distribution of *publicity matter* on philately * * * The organization of a *Central Bureau* for the tabulation and preservation of data pertaining to the philatelic rarities in existence * * * The creation of a *Laboratory* equipped with every modern appliance and convenience for the study of stamps * * * A *program* covering every phase of philatelic interest, including discussions, debates, competitions and displays that will compel the attendance of every collector and dealer * * *

These are but a few of the activities that could be undertaken to advantage * * * Think them over and then let us have your suggestions and your offer of assistance in developing those in which you are interested * * * The *Collectors Club* is one of the biggest potential factors for the good of philately in existence and it is up to us to realize these possibilities to the utmost * * *

Every advanced collector, whether a specialist in the stamps of *Mexico* or not, should secure a copy of *S. Chapman's* wonderful work on *The Postage Stamps of Mexico, 1856 to 1868* which was fully reviewed on page 97 of our April 1927 issue. * * * It was issued as *Handbook No. 4* of the *Collectors Club Series* and the present prices are $20.00 for the regular edition and $50.00 per copy for the de luxe edition * * * But a limited number of copies are still available and we urge our readers to secure it while it is still obtainable * * * The same advice holds true for the splendid book on the *Victoria Half Lengths and Queen Enthroned Issues* by *Charles Lathrop Pack* * * * This book sells for $10.00 but members can still obtain a copy at $5.00 * * *

Through an oversight a page of *stamp illustrations* in our last issue appeared without the customary defacing marks although fortunately most of the stamps were cancelled copies * * * While we feel that the regulation in regard to stamp illustrations is unnecessarily rigid, we believe in obeying the letter of the law in the hope that sooner or later a revision will be permitted that will enable us to illustrate properly * * * We shall guard again any recurrence in future issues. * * *

Harmer, Rooke & Co. who have conducted their stamp auctions at 69 Fleet Street for the past 20 years have recently moved to larger and better appointed offices at 188 and 189 Strand, which is exactly opposite Australia House * * * They have held a series of highly successful sales during the past season and announce some particularly important sales for the coming months as mentioned in our advertising pages * * *

Robson Lowe of *London* has also found it necessary to secure larger quarters and his announcement will be found in our advertising columns * * * He has been making notable progress in the philatelic world and has been appointed agent for the *International Exhibition* to be held at Durban in 1928 * * *

G. Cameron Rapkin, the present senior partner of the internationally known firm of *G. F. Rapkin,* philatelic accessory manufacturers of London, is now making his annual trip through the United States and Canada, and will no doubt be a welcome visitor to many of our readers * * * His itinerary covers all of the leading centers * * *

In addition to the *International Philatelic Exhibition* scheduled for *Durban* during 1928, plans are well advanced for a similar exhibition at *Monaco* under the supervision of *Theodore Champion* of Paris. * * * Details can be secured by addressing the secretary, *Louise Bouzonnie,* Case Postale No. 7, Monaco-Ville * * *

Give some thought to the plans outlined for the C. C. and let us hear from you about them. H. L. L.

The active cooperation of the members of the Collectors Club is solicited in connection with the philatelic displays to be held at the Club Rooms during the coming Fall, as well as the other activities indicated above.

Collectors Club Philatelist – Philatelic Literature Supplement

Vol. III. OCTOBER, 1927. No. 4—(W. No. 12).

Review No. 12—Quarter Ending, October, 1927.

COLLINS (R. J. G.): (The) CANCELLATIONS OF NEW ZEALAND. With Notes on the Early Philatelic History. By R. J. G. Collins. 1926. Published by Verne, Collins & Co. Ltd., T. & G. Buildings, Hereford St., Christchurch, N. Z. (2)—62 leaves (124pp. printed on one side only)—13 Plates (blue prints of types of postmarks, plates lettered "A to M"), 10½x8¼ in., paper cover, price 21/- ($5.25). 250 copies published. The press work is in purple ink mimeographed (hectographed).

This is a second work on New Zealand Stamps by Mr. Collins, the first: "NEW ZEALAND." An illustrated handbook of 82pp., giving a most complete history of the Stamps of New Zealand, published in 1922. The value of this work to collectors' of New Zealand Stamps is shown by the Contents: Introduction, p. 1; Historical, p. 3; Cancellations: (1) Postal Cancellations, 12—(2) Machine Cancellations, 44—(3) Packet Cancellations, 46—(4) Parcel Post Cancellations, 47—(5) Postmarks on Registered Matter, 48—(6) Paid Cancellations, 49—(7) Late Fee: Railway and Ships' Letters Cancellations, 50—(8) Special Cancellations Used at Exhibition Etc., 51—(9) Postmarks on Dead and Registered Letters, 52—(10 Fiscal and Telegraph Cancellations, 53—(11) Used Abroad Postmarks, 54—(12) N. Z. Expeditionary Force Postmarks, 54—Appendix: Location of Post Offices, 55—Guide to Illustrations, 62; Blue Print Plates of Types of Postmarks, "A to M".

OLDFIELD (Captain Herbert R.): (The) STAMPS OF THE TREATY PORTS OF CHINA AND OF FORMOSA. By Captain Herbert R. Oldfield, L.L.B., Late Hon. Secty. of the Royal P. Soc., London. London: Sefi, Pemberton & Co., Ltd., 12, South Molton St., W. 1. 1927. VI—61—(1)pp., 9⅝x7¼ in., paper cover, price 4/6 ($1.12) net, illustrations through the text.

This is No. 4 of a series of philatelic handbooks entitled "Studies in Philately", general editor: Alexander J. Sefi. The work is another classic to be added to philatelic libraries. From Chapter I: Introduction—"These Treaty Port stamps, or Chinese locals as they are usually called, used to be listed in the recognized catalogues. Stanley Gibbons dropped them many years ago, the Scott S. & C. Co. retained them until 1908 or 1909, and Kohl's and Bright's contain most of them still. They came under the ban of the short-lived Society for the Suppression of Speculative Stamps (an English society that existed during the nineties with a small American Branch, which in some instances was a detriment to rather than a help to philately as we now look back upon the work done is my opinion), but so did many other issues which, nevertheless, survived, and **some of which profited thereby,** such as the St. Anthony 1895 issue of Portugal. There is no doubt that in several cases—two or three notoriously so—the stamps of some of the Treaty Ports were issued and in many cases multiplied for the benefit of collectors rather than for the necessities of the postal service. * * * Notwithstanding all this and everything else that can be said against them, the fact remains that these stamps represented and secured actual postal service, in some cases to a very considerable extent, and in all of them, even the most notorious, to a certain extent. The stamps of Shanghai were issued by a Municipality and have always been recognized and catalogued. There is no real difference between them and those issued by other ports except in degree. The stamps of Hankow, Kewkiang, Chinkiang, and Amoy were issued by the municipal authorities, those of Chefoo, Ichang, Foochow, and Nanking by local authorities, and those of Chung-king and Wuhu by private individuals, but all of them, in a greater or less degree, and more particularly Hankow, Amoy, Foochow, and Chinkiang, were legitimate and bona fide postal issues actually required and actually used to secure postal services." Contents I: Introduction, p. 1; II: **Honkow,** First Issue, 3—2nd, 4—3rd & 4th, 5—Provisional, 6—5th, 6—Provisional, 7—Postage Due, 7—Reference List, 8 & 9; III: Kewkiang (Kiuki-

ang), 10—Postage Due, 13—Reference List, 13 to 15; IV: **Chinkiang,** 16—Postage Due, 17—Service, 19, Reference List, 19 to 21; V: **Amoy,** Local, 22—1st Regular, 24—Provisionals, 25—Postage Due, 26—Reference List, 26 to 28; VI: **Chefoo:** 29—Reference List, 33; VII: **Ichang,** 34—Reference List, 36; VIII: **Foochow,** 37—Reference List, 38; IX: **Nanking,** 39—Reference List, 41; X: **Chungking,** 42—Postage Due, 43—Reference List, 43; XI: **Wuhu,** 44—Postage Due, 47—Reference List, 47 & 48; XII: **Jehang and Tientsin, Wei-Hai-Wei,** 49 & 50—Reference List, 50; XIII: Formosa—Explanation, 51—1887 Issue, 52—1st Two Issues (for Official use only), 53 & 54; XIV: Formosa—Stamps for Public Use, 55 to 57—Engraved Iss., 57—Issues of Tai'wan Republic, 58 to 60; Conclusion, 61.

ORLO-SMITH & CO.: (The) COMMONWEALTH SPECIALISTS' CATALOGUE 1926-7. Published by Orlo-Smith & Co., Webb's Building, 234 Collins St., Melbourne, Aust. Sept., 1926. 32pp., 8½x6½in., paper cover, price 2/6 (62c.)

A standard specialized priced catalogue of all varieties of Commonwealth stamps. Contents: Introduction, p. 2; Section I: Kangaroo Series, 3 to 8; Sec. II: Engraved Stamps, 9; Sec. III: Georgian Series, 10 to 21; Sec. IV: Controls, 22 to 24; Harrison Prints, 25 to 27; Sec. V: Postage Dues, 28 to 32.

WARREN (F. B.): (The) PAGEANT OF CIVILIZATION: World Romance and Adventure as Told by Postage Stamps. By F. B. Warren. Published by The Century Co., New York. London. VII—(1)—490—(2)pp., 9x6in., bound in red cloth, art paper, price $6.00.

For sixty-seven years stamp collectors have been striving to make the hobby a recognized scientific study. The Ferrari Collection sales by the French Government did more to accomplish this than any other event in philately's history and now this book has finished the struggle for all time. Here is a book, published by one of the largest publishing plants in the world, for the general public and not stamp-collectors only and is different than any other book ever published in behalf of the hobby. (From the description on 3rd page of wrapper as the best introduction): "A fascinating and rapidly moving story of people and personalities, of civilizations and states, of wars and discoveries and inventions, of shipwreck and conquest and martyrdom and achievement, all told as they about the postage stamp engravings of more than a hundred nations. The complexity of historical fact and legend which is pictured on those finely cut postal engravings is admired by the connoisseur, though often not understood by him. Mr. Warren has woven a world history out of the events depicted on postage stamps of civilized and uncivilized nations, from Good Hope to Guatemala, from Tahiti to Canada. Myth and historical fact, kings and slaves. religious faith and scientific discovery, all the imaginings and accomplishments of mankind—and even mankind's sins—are in some measure perpetuated in the delicate tracery of myriads of stamps. Explained, coordinated and synchronized by Mr. Warren in his lively and vigorous narrative, there results a picture of mankind from the days of Eden—a veritable Pageant of Civilization. For the stamp collector, for everyone who has felt the lure of philately, Mr. Warren's book affords a treasure trove of rare information and unqualified delight. Quite as much for the general reader, seeking entertainment and information, here is a profusely anecdotal world history quite unlike any that has heretofore been written."

Contents: Chapter I: One Queen Beats Two Kings—Spain and Portugal set out to own the world and almost succeeded in doing so, p. 5; II: France Wins, Loses, and Wins Again—The story of the second of the world's great republics and its vast colonial system, 21; III: England Begins an Empire—Adventures lay the groundwork in the West for the domain on which the sun never sets, 49; IV: Steam Supplants Sinew—Pioneers and refuges clear a wilderness and build the beginnings of the American Nation, 77; V: America Attains Full Stature—The romance of the world's first republic and the expansion of its colonial system, 95; VI: A Priest Starts A Revolution—The drama of liberty begins and reaches a climax in Mexico and Central America, 119; VII: The Star of Spain—South America's republics are born after revolutionary campaigns that blanket a continent, 141; VIII: The Spread of England's Empire—Daring exploits and colonizers establish settlements in Asia, Africa, and Australasia, 160; IX: The Dutch Put Out to Sea—The adventure-filled story of the hardy Nederlands. The stories of Belgium, Luxemburg, modern Spain, Portugal, and Brazil, 190; X: The Drama of the Mediterranean—A panorama of Italian romance and history from Romulus and Rome to Benito Mussolini. Te Story of Greece, Turkey, and Albania, 233; XI: The War That Shook The World—The rise and fall of the German Empire, 271; XII: German Dismemberment—The surgeons of diplomacy carve out new nations over

the peace tables of Versailles, 289; XIII: Charity in Many Guises—Beloved and strange personalities are pictured by many nations to enlist sympathy and unloose the purse-strings, 317; XIV: A Giant Stretches His Muscles—Russia from Rurik and the Romanovs to Moscow Soviet and the Union of Soviet Republics, 349; XV: Postal Rarities of the World—Stores of the origin of historic errors. A complete listing of stamps worth $1000 and upward. Famous collectors in many lands, 371; XVI: The Ancient and Awakening East—China, Japan, and Persia open the doorways of antiquity. The potential "League of Asia". The Kingdom of Solomon and Sheba. The black Liberian Republic, 401; XVII: Scandinavia Misses Its Opportunities—Europe's Northland missions. The new ring of Baltic republics. Rumania's two exceptional queens. The Swiss are loyal to a legend centuries old, 431; XVIII: Roads to Recollections—Kings and commoners, poets and peasants, authors and assassins, achieve commemoration in many lands of the earth. Tragedy stalks the Hapsburg dynasty, 447; Index, 473.

MITCHELL (W. I., M. D.): CATALOG OF UNITED STATES BUREAU PRECANCELS. Compiled and Priced by W. I. Mitchell, M. D. Edited by Al Burns. Published by Weekly Philatelic Gossip, Holton, Kansas, U. S. A. SECOND EDITION. March, 1927. 36pp. (30 to 36 adv.), 5⅝x4¼ in., paper cover, price 25c.

The Bureau precancelled stamps are unlike any others as they are printed and precancelled in one operation and can be told mostly at a glance, being clearly printed and more evenly centered than most precancels. This little catalogue gives a complete list of all known up to time of publication with prices. It is arranged alphabetically by states, with different cities under each. There are eight styles of type used which are illustrated on page six. A valuable catalogue and a necessary bone to precancel collectors.

ROTNEM STAMP CO.: STANDARD PRECANCEL STAMP CATALOGUE. 1928 (Twelfth Edition). Rotnem Stamp Co., 809 Northwestern Building, Minneapolis, Minn. VIII—4 (pink paper)—pp. 5 to 614 (cat.)—42pp. (1928 Price List Rotnem Stamp Co., For Postage and Precancel Collectors, printed on pink paper), 9x5¾ in., paper cover—price $2.15, cloth—$3.15.

This catalogue is the last word on United States Precancel Stamps and is the handbook of the Precancel Stamp Society and the Board of Editors comprises the greatest experts on precancels. This the twelfth edition is as complete with prices as possible to make it up to date of publication, August, 1927. There are many illustrations of types throughout the text and Universal Style Chart illustrated on pages 1 to 3. The catalogue proper is printed in three columns to the page, alphabetically arranged by States and cities. A very valuable addition to the U. S. library.

BURNS (Al) & SONNE (C. C.): STANDARD PRECANCEL STAMP CATALOG 1927 CANADIAN SECTION. By Al Burns. Assistaed by C. C. Sonne. Rotnem Stamp Co., 809 Northwestern Bldg., Minneapolis, Minn. 18—(2)pp., 8⅝x5¾ in., paper cover, price Fifty Cents.

Contents: Index, p. 1; Introduction, 2; History in Brief, 2; **BIBLIOGRAPHY:** Reference Works, page 3; Special Notes, 4; PART I: General Bar Types, 5 to 7; PART II: City Types, 7 to 18. Universal Style Chart is given on 2nd cover page with many type illustrations through the text.

"BIBLIOGRAPHY OF AIR POST LITERATURE". Additions:

BERKSHIRE EXCHANGE: (The) AMERICAN CATALOGUE OF AIR MAIL AND FIRST DAY COVERS. Listing all known flights of the United States, Canada and Newfoundland, and First Day Covers of the former. Each item accurately priced. Illustrated. FIRST EDITION 1927. Published in the interests of Air Mail and First Day Cover collecting by the Berkshire Exchange, Cummington, Mass. 37—(3)pp., 8¾x5¾ in., paper cover, price $1.00.

Contents: Introduction, p. 1; Canada, 2; Newfoundland, 5; United States Air Mail Covers, listed by years 1910 to 1926, 6 to 21; U. S. Contract Air Mail Routes, 22 to 27; Regular Issues, 27 to 28; Advertisements, 29 to 37.

VALLANCEY (F. Hugh): A GUIDE TO PHILATELIC LITERATURE. (THIRD EDITION). In Three Sections: (1) Great Britain. (2) British Empire. (3) Foreign Countries. Section I: GREAT BRITAIN. A List of Handbooks and Articles with Their Market Values. By F. Hugh Vallancey. 1927. Pub. at the Offices of "Stamp Collecting," 89 Farringdon St., London, E. C. 4. 12pp, 7¼x4½in., paper cover, sent free. Section II: BRITISH EMPIRE. A List of Handbooks and Articles with Their Market Values. Do. 55—(1)pp., do.

This publication is of great value to all philatelists on account of the reference list of articles on the different countries, while to a collector of philatelic literature it is indispensable. Each section is divided into two parts, Part I: Handbooks, II: Articles. In section II, the colonies are listed in alphabetical order under each part.

POWER (E. B.): CHECK LIST OF ALL BRITISH COLONIAL STAMPS ISSUED DURING THE TWENTIETH CENTURY. Jan. 1901 to Jan. 1927. With Prices for Unused Copies. E. B. Power, Room 521, 15 John St., New York City. FIRST EDITION. 2—II—128pp., 6¾x4⅜in., paper cover, price 50c.

During the past twenty years Mr. Power has issued several check lists of British Colonial and United States Stamps all of which have been very useful to American collectors. This new list is a fine check list of all the major varieties (all errors and perforation varieties omitted) and with prices for unused copies only . Are there any stamps more beautiful than the British Colonial unused? Contents: Preface, p. 1; Check List, pp. 1 to 120; Unused Sets, 121-123; E. B. Power as an Importer, 125; Index, 127.

YVERT & TELLIER: YVERT & TELLIER CATALOGUE DES TIMBRES-POSTE DE LA FRANCE ET DES COLONIES FRANCAISES 1927. Imprimerie Yvert & Cie, 37, Rue des Jacobins, Amiens. X—910—(2)pp., 7⅝x4⅝in., paper cover, price 42 Francs.

A wonderful handbook on the stamps of France and Colonies. France covers 188 pages and lists all kinds of varieties, errors, etc. with 31 pages devoted to essays, newspaper, military, parcel-post, postage due, telegraph and telephone stamps and 64pp. describing the postmarks. The colonies are treated just as thoroughly alphabetically, with an Appendix at end on the seige of Paris describind and listing the different balloon, envelope and post cards used at this time, and a folded table of the Balloon Post during the siege (1870-1) compiled by Theodore and Gaston Mangin. This new edition of France & Colonies is the standard handbook on these issues.

SCHOELLER, PICARD & SPOHR (Committee: "Association des Collectionneurs d'Entires Postaux): CATALOGUE DES ENTIERS POSTAUX DE FRANCE, d'ALGERIE DES COLONIES FRANCAISES, PAYS DE PROTECTORAT ET DE MANDAT, AINSI QUE DE LA PRINCIPAUTE DE MONACO ET DU TERRITOIRE DE LA SARRE. FOURTH EDITION. Entierement revue par MM. Schoeller, Picard & Spohr. Yvert & Cie, 37, Rue des Jacobins, Amiens. 1927. 159—(3)pp., 7⅝x4⅝in., paper cover, price —. Special edition on art paper numbered 1 to 50, price 3/6 ($0.87).

This is a companion volume to above listing and describing the envelopes, post cards, letter cards and wrappers of France and colonies, the two books covering everything pertaining to philately of these countries. You need both if you are interested in French stamps. Both books are illustrated with varieties and types throughout the text.

LARSSON (E. W.): CATALOGO DE LOS SELLOS DE CORREO DE LA REPUBLICA ARGENTINA. Conlos precios a que pueden ser adquiridos de los principales comerciantes de sellos. Editado por E. W. Larrson (editado por la Revista Filatelica Americana Rosario de Santa Fe), Rosario, Mitre 640, Arg. Rep. 32pp., 7x6⅜in., paper cover, price 2/6 ($0.62). PART I.

This is a nice catalogue of the major varieties of Argentine stamps from 1858 to 1890-1 Issues with prices. It is clearly printed with fine illustrations, and worth having in the library.

HEINZ (Bernhard): (Die) FEHLDRUCKE DER TSCHECHOSLOWAKISCHEN BRIEFMARKEN—DIE TYPEN UND WASSERZEICHEN DER MASARYK-MARKEN. Mit 12 Abbildungen und 1 Wasserzeichentafel. Beaarbeitet von Bernhard Heinz, Brunn. Verlag: Phil. Buro, Max Trill, Brunn. Kiosk II. Druck: Josef Kjar, Brunn. 48pp., 6½x4¾in., paper cover, price 1/6 ($0.37).

Contents: Int., 2; Hradschin-Marken, 3; Ausgabe Taube, 14; Ausgabe Kettensprengerin, 16; I. Ausgabe Volkswirtschaft, 20; II. Do. 21; Ausgabe Husit, 22; Ausgabe Masaryk, 23; Zeitungsmarken, 24; Eilmarken, 25; Nachportomarken, 25; Portoprovisorien auf Hradschin-Marken, 28; Portoprovisorien auf den Marken der Volkswirtschaft, 31; Portoprovisorien auf Portomarken, 34; Portoprovisorien auf Marken Kettensprengerin, 35; Zeitungsmarken-Provisorien, 36; Beschreibung der einzelnen Typen bei den Marayk-Marken. 7. Marz 1925 bis 7. Marz 1927, 38 & 39; Die Stellungen der Wasserzeichen bei den Masaryk-Marken, 41; Ubersichtliche Zusammenstellung der Masaryk-Marken nach Typen und Wasserzeichen (tables), 42 & 43; Druckzufalligkeiten u. a. bei den Masaryk-Marken, 44 to 46; Adv. 47 & 48.

"BIBLIOGRAPHY OF AIR POST LITERATURE". Additions:

MAUCK (MILTON T.): Air Mail and First Day Cover List No. 8. Completely Revised May, 1927. Milton T. Mauck, 36 Ridge Road, Rutherford, N. J. 14—(2)pp., 11⅛x8¼ in., paper cover, sent free.
An interesting price list, send for it.

MULLER (Edwin): (Die) POSTMARKEN VON OSTERREICH von Ing. Edwin Muller. Verlag "Die Postmarke" Ges M. B. H., Wien. 1927. XX—427—(1)pp., 9⅝x6¾ in., bound in cloth. Price —.

JANOS (Jaszai Emanuel): A MAGYAR BELYEGEK KATALOGUSA. Ira: Jaszai Emanuel Janos. Budapest, 1927. Kiralyi Magyar Egyetemi Nyomda. 232pp., 9⅜x6¼ in., paper cover, price —.
These two fine handbooks on Austria and Hungary deserve an extensive review and I am asking Dr. J. Brace Chittenden to review these in the next number of the Journal. Dr. Chittenden has specialized in the stamps of both these countries and is therefore the logical one to review them.

CHOW (M. D.): (A) HANDBOOK OF CHINESE POSTAGE STAMPS. By M. D. Chow. This is being published as a serial in "PHILATELIC BULLETIN", A Bi-Monthly Journal devoted exclusively to the Chinese and Far Eastern postage stamps. Pub. by The Chinese Philatelic Society, 1256, Boone Road, Shanghai, China. Edited by M. D. Chow. The Handbook is found in the journal as follows: Vol. I, No. 1 (Sept.-Oct., 1925) pp. 3 to 12; I, No. 2 (Nov.-Dec.) pp. 7 to 19; II, 1 (W. No. 3), Spring No., 1926, pp. 3 to 18; II, 2 (4), Summer No., 1926, pp. 1 to 12; II, 3 (5), Autumn No., 1926, pp. 1 to 7; II, 4 (6), Winter No., 1926, pp. 12 to 31. As this is the first handbook on these stamps and published in English it is of great importance. This magazine received a special bronze medal at the New York Int. P. Ex., Oct., 1926. The first few pages each month is published in English, the remainder in Chinese and a few plates. The installment contained in Vol. I, No. 1, has been reprinted in pamphlet form, consisting of the first 10 pages of handbook in a paper cover, 8¾x6in., entitled: THE REVISED EDITION FOR THE FIRST PART OF A HANDBOOK OF CHINESE POSTAGE STAMPS. By M. D. Chow. Pub. by The Chinese Philatelic Society, 141, Seymour Road, Shanghai, China. It is not for sale, but sent gratis to those who buy Vol. I, No. 1 of the Chinese Philatelic Bulletin, by sending the first leaf of said journal (containing Constitution of the Society) together with 8 cents for postage.

LOCHER (Edouard): OFFRES ILLUSTREES. No. 30. Edouard Locher, Tegna pres Locarno, Suisse. 16pp., 8¾x6in. Illustrations of single and sets of stamps on a solid black ground, with descriptions and prices under each.

SERRANE (F.): TYPES D'ALSACE-LORRAINE. Reprinted from (Echo de la Timbrologie 31-10-25). 4pp., 10½x7in., price 1/1.—This describes the 1 Cent, Types I and II; 4 Cent. I, II, III, IV; 5 Cent, I, II; 10 Cent, I, II; 20 Cent, I, II, III, IV; 25 Cent, I, II.

HAENE (A. de): BELGIQUE. VARIETES DU TIMBRE DE 1 CENTIME VERT, EMISSION 1869. Par A. de Haene. Novembre 1926. Collection de la "Revue Postale", 9—(1)pp., 9⅝x6¾ in., price , paper cover, and 3 plates.
Contents: Preface (A de Geyter), p. 3; Notes, 5; Varieties of Shades, 6; Varieties of Impression, 7; Various Varieties, 9; Special Note, 9.

DIETZ (August): (The) STORY OF THE POSTOFFICE DEPARTMENT OF THE CONFEDERATE STATES OF AMERICA AND ITS POSTAGE STAMPS. In the June number of the "Southern Philatelist" is a 4pp. supplement entitled "Last Call for Dinner!" To the Occupants of Philatelic Pullmans and Day Coaches. In which Mr. Dietz calls attention to the small number of subscriptions he has received for this monumental work, barely one hundred. In the July number he has agreed to extend the last call for the present. There are three editions: Edition de Luxe at $50 00, Library Edition at $10.00, and POPULAR EDITION at $5.00. Wake up American Collectors and let's subscribe for the full edition of this Popular Edition, many of you can afford five dollars, send your subscription to Mr. Dietz and make this book an assured fact.

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W. S. Barker, Lexington, Mass.
Proposed by C. K. B. Nevin.
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OBITUARY.

Noah W. Taussig, New York City.

It is with regret that we report the death of Noah W. Taussig, Chairman of the Board of the American Molasses Co. of N. Y. on Saturday, July 9th, 1927. Mr. Taussig was a collector for many years and occasionally contributed articles to the philatelic press.

Rolf L. Berentzen, Oslo, Norway.

Abr. Odfjell of Oslo, Norway reports the sudden and unexpected death of Rolf L. Berentzen, president of the "Oslo Filatelist Klub" on Wednesday, July 20th, 1927. Mr. Berentzen was a prominent business man and a favorite amongst the younger generation in Oslo. In 1924 he was the secretary of the "First International Stamp Exhibition of Norway". He was 39 years of age.

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Prices are also quoted for an enormous variety of cancellations, something that has never been attempted before. Here you will find the correct market price for cancellations in black, blue, red or green. For Town cancellations with month only, then for the rarer Town cancellations with year date shown. For Grids, Targets, Bars, Express Co., Railway, Steamboat, etc.

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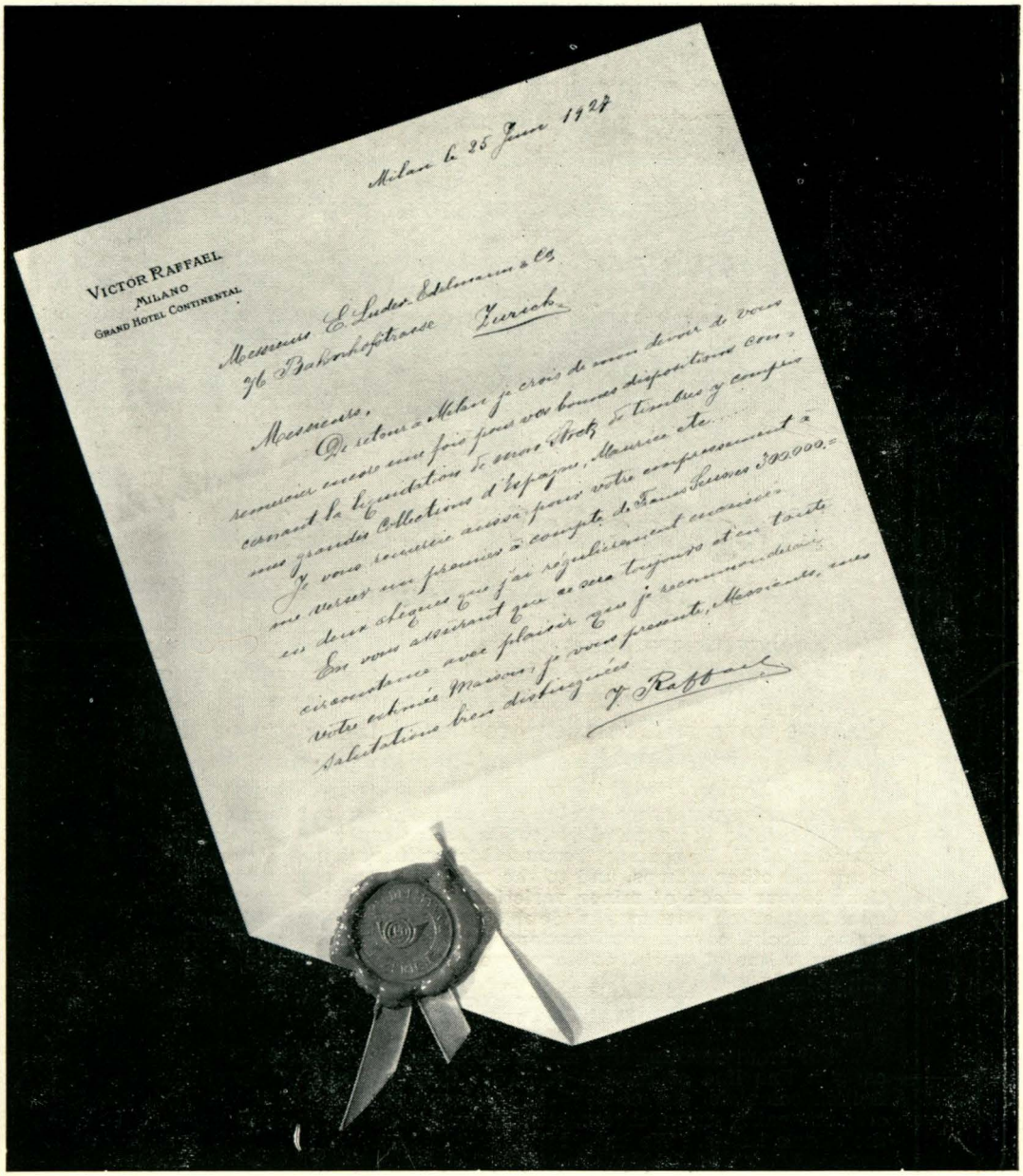
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No. 5	0.20	Blks. of 4	0.60
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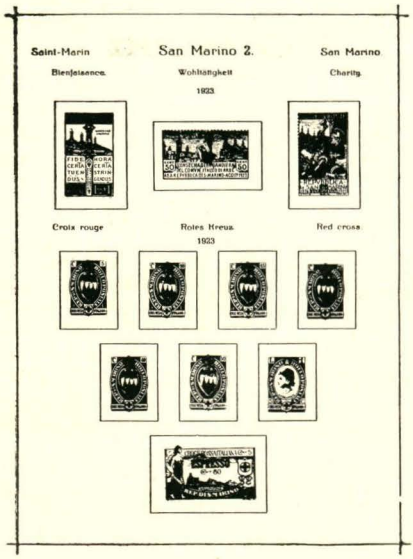
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