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PHILATELIST

Volume 56 Number 1
January 1977

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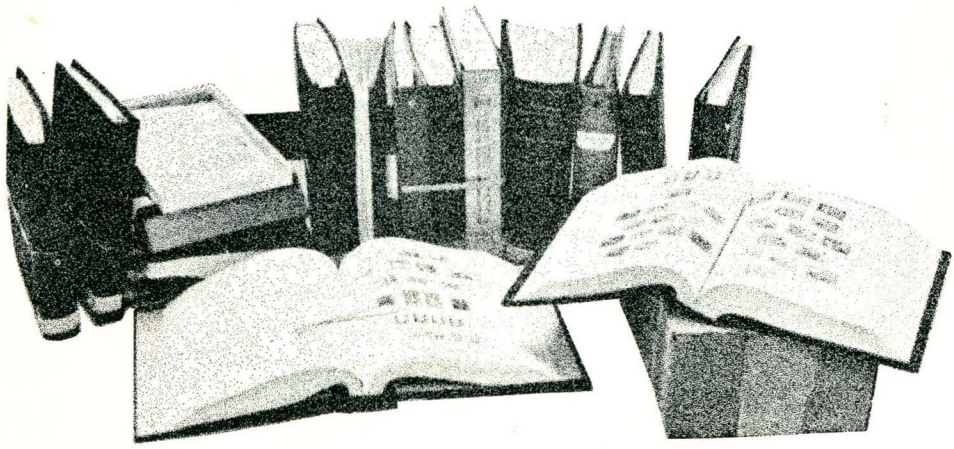
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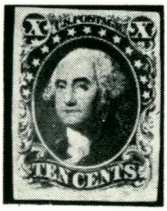
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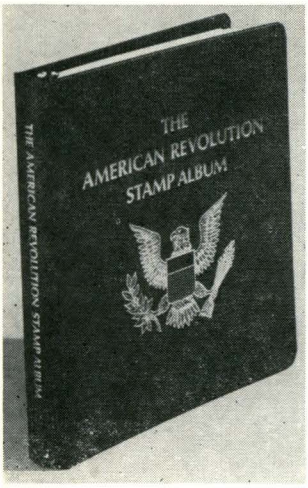
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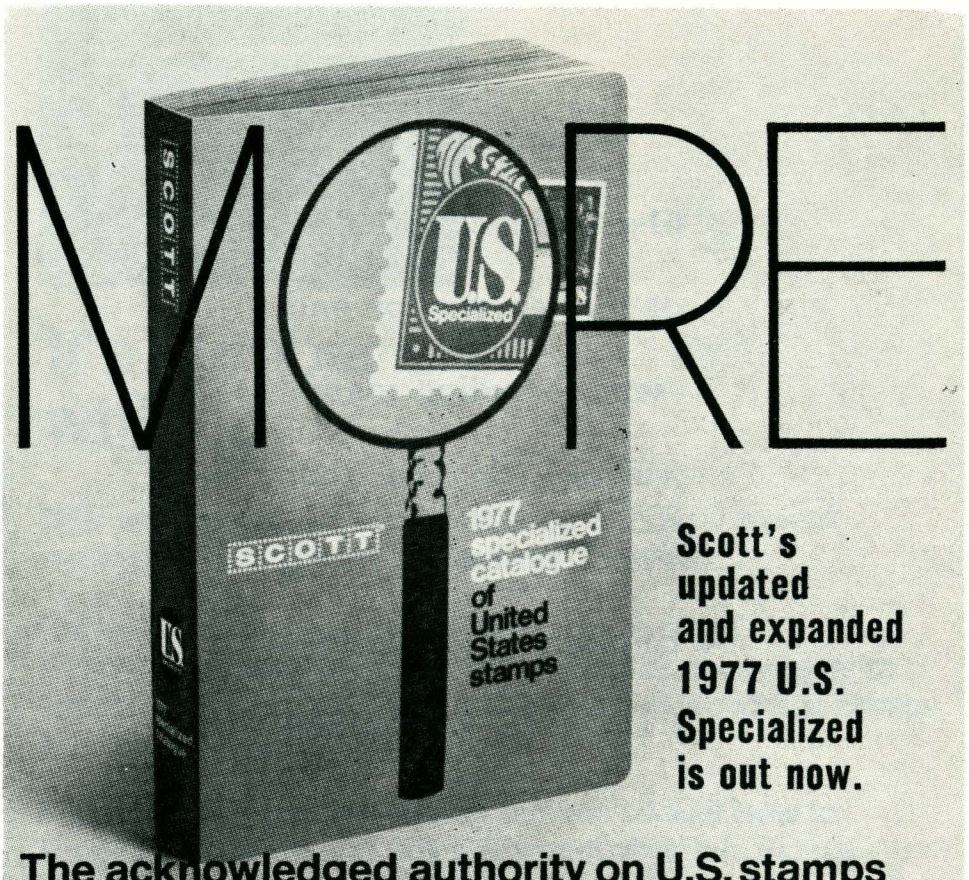
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More on Postal Markings. For the Postal Marking aficionados we've expanded the Markings history section. Now it goes all the way back to 1673. We've added a discussion of the stampless covers used between 1847 and 1855. And we've explored canceling methods, including the private "fancy cancels." What's more, a new Precancel section now illustrates most of the bureau styles as well as many locals. It no longer just describes them.

More on Booklets. For the first time, we've illustrated booklet covers, and added unexploded booklets to the Booklet Pane Section. And . . . we've also Scott-numbered all major booklets to make them easier for you to identify.

More on Christmas Seals. We've really streamlined our Christmas Seal Section, adding printing sources to the listings and renumbering se-tenant blocks as units, to conform with actual collecting practices.

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A Cape 1d. "woodblock" made £2,060

The Ahodesia "double head" 5d. green soared to £3,025

One South African 1910 2½d. essay fetched £1,375

The Austrian WIPA sheet brought £1,375

Strips of three Greek 1896 Olympics made £2,625

Strips of four Italian 1870 postage dues fetched £5,750

The Netherlands 1891 5 gulden reached £900 and the 1902 5g. £500,

The 1884 Official Document set £4,500 and the 1934 International set made £3,000

The Spanish 1879 set in mint pairs brought £3,000

The severed strip of eight Sicily ½gr. fetched £8,500 and a cover bearing a strip of four and a paid made £15,000. Pairs of the 20gr. and 2gr. on one cover only brought £11,000

A collection of first type Turkey off cover made £7,500

The block of ten Brazil 90 Reis fetched £10,000

A Mexican cover with an Eagle 2r. + French 80c. brought £1,125

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The Collectors Club PHILATELIST

Volume 56, Number 1 January 1977

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1977 PROGRAM AND CALENDAR OF EVENTS

January 5	— *PRESIDENTIAL FREE FRANKS*—Seymour H. Kaplan, Dobbs Ferry, N. Y.
January 12	— *ANNUAL MEETING*
January 19	— *SPORTS ON STAMPS*—Ira Seebacher, Ossining, N. Y.
February 2	— *ECUADOR*—Leo J. Harris, St. Paul, Minnesota
February 16	— *COLOMBIA, 1859-65,* Norman S. Hubbard, Cove Neck, N. Y.
March 2	— *THE OPENING OF THE WEST,* David T. Beals III & John A. Eggen, Jr., Kansas City, Mo.
March 16	— *SOUTH AUSTRALIA*—John O. Griffiths, Speen, England
April 6	— *NEW BRUNSWICK and NOVA SCOTIA*—Robert V. C. Carr, Youngstown, Ohio
April 30	— *U. S. AIRMAILS,* Philip Silver, Elberon, New Jersey
May 4	— *PERSIA, 1868-1880,* Samade Khorchid, Teheran, Iran
May 11	— *ANNUAL AWARDS DINNER*
May 18	— *DANISH WEST INDIES*—Victor E. Engstrom, Cranbury, New Jersey
June 1	— *AFRICAN COLONIES*—The Anne Boyd Lichtenstein Foundation
June 15	— *NEWFOUNDLAND AIRMAILS*—Cyril H. C. Harmer, London, England

SUMMER RECESS

September 21	— *THE FIRST HUNGARIAN STAMPS & THE CLASSICS OF 19TH CENTURY HUNGARY*—Gary S. Ryan, Northwood, England
October 5	— *TURKEY, 1863-64,* Tewfik Kuyas, Istanbul, Turkey
October 19	— *MAURITIUS,* Hiroyuki Kanai, Ashiya, Japan
November 2	— *UNITED STATES, 1861-68 ISSUES,* William K. Herzog, Saginaw, Michigan
November 16	— *HONG KONG & WORLD WAR II,* Peter Shek, Staten Island, N. Y.
December 7	— *WAR COVER CLUB,* Theo Van Dam, Moderator
December 21	— *BOARD of GOVERNORS' OPEN HOUSE*

EDITORIAL

THE FDC TRAVESTY

What travesties — if not downright criminal deceptions — are being devised, produced and advertised to separate the inexperienced from hobby budgets, and all in the name of philately!

We dismiss the gaudy stickers peddled to the gullible by skilled professional promoters as "postage stamps" and which rarely if ever see service as the prepayment of mail. We dismiss, too, the tonnage of real stamps that have been obligingly obliterated and wholesaled by postal administrations and State-owned offices behind the Iron Curtain or elsewhere at tremendous discounts from "face value."

We do not and cannot dismiss, however, the increasing practice of otherwise responsible officials who blatantly violate existing Postal Rules and Regulations. Rules that have existed for as long as the public has had postal communications facilities.

Ever since Henry Bishop introduced his 17th century handstamp, postmarks represented a government's solemn attestation that a piece of mail was received and dispatched at a very specific time.

Indeed, so widely accepted was this sacred postal trust that any number of criminal and civil law suits have been determined by postal markings on mail offered in evidence. (Even the climax of one of Hollywood's most famous films was based on cancellations applied to letters addressed to Santa Claus!)

Now in their eagerness to increase revenues without rendering mail service, some major postal officials are engaging in criminal acts* using the excuse that they are providing a convenient service to collectors.

The subject is First Day Covers and the markings applied to them.

In the vocabulary of philately, a First Day Cover is one that has been properly submitted and serviced on the same day as a new stamp or piece of postal stationery is initially placed on sale by an authorized postal administration.

Today that means no such thing. A "First Day of Issue" cancellation with the city name, the date and the time of "9 A. M." has absolutely no relation to the actual time that postmark was applied by machine or handstamp. This actually becomes a fraud that will confuse and confound future collectors who may want a genuine souvenir for their albums.

Until July 1936, (and in a very few instances since) domestic stamps were officially released in a number of cities and towns historically associated with an event being commemorated. Relatively few philatelic covers were prepared and dispatched by collectors, so postal clerks had little difficulty in postmarking those mailed on the designated day.

After that, Washington decided that a single place would be selected and designated as an "official first-day city" from which all covers would be serviced. With the release of the Northwest Territories three-center, the Post Office Department inserted for the first time, "First Day of Issue" in the New York City machine die hub which was inscribed, "Jul 13/9-AM/1937/N.Y."

With an ever increasing interest in such events and the consequent increase in the number of covers submitted to the postmasters of first-day sites, it became not only difficult, but impossible to service them within a 24-hour period. It became, then, a common practice to engage extra help as long as three weeks prior to the actual date to prepare and postmark the souvenirs. (Even this might be tolerated if one could be certain that

* "Criminal" is the proper term, for these acts are a very definite transgression of published federal regulations.

the prepared covers were stored and dispatched on the date in the postmark).

The fact is, however, that postoffices and their temporarily hired staffs couldn't finish their jobs in time so the same postmark was normally applied to covers for a week or more after the date had passed.

In fact, in the case of the Project Mercury stamp of 1962, the Feb. 20 postmark was applied to millions of covers up to just under seven months later! And to compound the falsification, the "Cape Canaveral" postmarking was done in Washington, D. C., because the Florida clerks could not handle the volume.

Exactly the same thing happened with the Moon Landing 10-center of 1969. "Sept. 9" postmarks were applied to some 8.743 million covers as late as the Spring of 1970.

The USPS is not alone in this repugnant practice. It has been and still is done along Manhattan shores in the UN General Assembly Building. First-day postmarks were applied to covers with the first stamps of October, 1951, until well after March of the following year. And since then we know of not a single stamp that hasn't been given first-day markings after the indicated time.

More recently, a new twist was given to this unethical activity. Several stamps and stamped envelopes were announced so shortly before the release date that Washington authorized collectors to order them for weeks after they had been put into service and still receive the first-day cancellation.

Latest of the Postal Service's ideas was announced in connection with the Battle of Princeton jumbo commemorative released on Jan. 3. Henceforth, collectors may buy their own stamps (provided local postoffices have them in stock) affix them to their envelopes and mail them to the first-day city within 15 days of the release date and still get a first-day-of-issue postmark.

From a purely philatelic point of view, covers being prepared and processed today (notably the "hand-back" ones that aren't even addressed) have utterly no significance whatsoever.

Disturbing and distressing is the fact that the very society that promotes first-day cover collecting seems undisturbed by this deplorable situation.

Almost every issue of its imposing monthly journal devotes pages to the description and discussion of fraudulent first-day covers of the pre-1940 era, yet does not warn its readers of the modern ones. Indeed, it encourages members to obtain and collect them. At a Philatelic Symposium sponsored by the Postal Service at a national show in Washington not long ago, the matter was brought up. Society spokesmen found no fault with the practice, saying that making it possible to get "nice, clean covers that hadn't been soiled by going through the mails" is a beneficial service to collectors.

Be that as it may, "pleasing collectors" can go even further in the delusion and deception of philatelists.

Back in 1965, dealers and collectors ordered about 300,000 covers bearing four new Vatican City stamps which they expected to be carried from Leonardo da Vinci Airport at Rome to J. F. K. International Terminal on Long Island aboard Alitalia's special flight #2800. That was the flight which brought His Holiness Pope Paul VI and his party to the UN for his historic appeal for World Peace.

Properly postmarked at the Vatican on Oct. 4, these covers also bear a backstamp dated "Oct. 4" at the UN. Tomorrow's collectors, therefore, will believe that these souvenirs were transported as indicated by the markings.

The fact is that AZ2800 had in its cargo compartment exactly two small blue sacks containing designed triptych covers prepared at the request of the late Francis Cardinal Spellman.

Vatican officials would not permit any other mail aboard the Papal plane so the other covers were left at the airport and dispatched via a cargo flight the following night. Though they arrived at the UN long after His Holi-

Continued on page 48

THE FIRST NATIVE POST OFFICES IN NEPAL A CHALLENGE TO THE SPECIALIST

By Frank Vignola

One of the most puzzling questions in Nepal philately is, "Which were the first native post offices in that country and when did they come into existence?"



Earliest recorded example of private mail processed through the native postal system. Palpa to Kathmandu, Dec. 3, 1879. Marked, "Mahasul Chukti" (postage, fee paid).

When we wrote our book, "A Guide to Specialization in Nepal Philately," Mac Linscott Rickette and myself realized that one of the major questions remaining unanswered in Nepalese postal history was which were the first native post offices to serve that tiny Himalayan Mountain country and when did each begin service.[1]

Frank Vignola lives in San Francisco. One of the top specialists in the philately of Nepal, his book, "A Guide to Specialization in Nepal Philately," co-authored with Mac Linscott Ricketts fills a in the sparse literature of that tiny mountain entity.

1. Page 4.

In an attempt to unravel the puzzle, we issued a challenge to collectors specializing in that area, asking them to form a collection of early covers bearing the first native postmarks of Nepal. Although I am one of the co-authors of the book, I, too, accepted the challenge because my philatelic curiosity on the subject was just as great, or greater than that of most students of Nepalese postal history. The results of my investigation follow.

Since there were no documents or records which could furnish the answers to our question, I decided to assemble whatever early covers I could locate, and from them arrive not only

at a listing of the first post offices, but also establish a definate time period in which such post offices could be considered as belonging to this classification.

In order to determine the proper time period that would qualify a post office as one of the first native post offices in Nepal, the specialist must have an understanding of Nepalese dates. Full details leading to this knowledge may be obtained from "The Native Postmarks of Nepal" by W. C. Hellrigl and Colin Hepper.[2] Generally throughout the classic period the Bikram Sambat calendar (B.S.) was used in Nepal. Essentially, to make a Sambat calendar postmark date approximately equal to the Gregorian calendar postmark date, one must subtract 56 years, 8 months, and 17 days from the Sambat date. Remember, too, that the Sambat year starts about April 14th A.D., and has 12 months, each varying between 28 and 32 days.

With this information in mind, we are almost ready to study the postmark dates on our covers and thus establish a definite time period during which the first post offices came into existence. But, before we begin, there are still a few prerequisites regarding the types of covers and their postal markings that must be considered in establishing this time period.

1. In our study, we should include pre-stamp covers that made use of manuscript postmarks.
2. We should include pre-stamp covers that made use of hand-stamped postmarks.
3. We should include "official" covers, whether pre-stamp period or stamp period, that made use of either manuscript or hand-stamped postmarks.
4. We should include "fee paid in advance" (Mahasul Chukti)[3] pre-stamp covers that made use of either manuscript or hand-stamped postmarks.
5. Finally, we should include covers franked with stamps of the first issue that were postmarked during the year of their issuance.

Based on these pre-requisites, and with the knowledge that the Gregorian calendar is approximately 56 years, 8 months and 17 days less than the Sambat calendar, one can now establish what I consider to be the time period in which a post office qualifies as one of the first native post offices opened in Nepal. Thus:

> Under the Sambat calendar time period, the dates would be from the last month of 1935 B.S. through all of 1938 B.S.[4] This would equate to March 14, 1879 A.D. through April 13, 1882 A.D. under the Gregorian calendar time period.

With that established, we will henceforth refer to dates based on the Gregorian calendar. Now we are ready to try and determine which native post offices were the first to be opened in Nepal, and how many there were.

There are numerous references by philatelic writers as to the number of post offices operating in Nepal by 1882, but none have been able to produce a verified listing. T. B. Khatri in his book, "The Postage Stamps of Nepal," says there were 48, but does not list them. This is more than other writers claim.

I, myself, can currently produce covers postmarked during the proper time period from 27 different post offices. N. G. Rajkarnikar and W. C. Hellrigl have advised me of 5 additional post offices that they can verify. This gives us a total listing of 32 qualifying post offices. No doubt, this total will increase by 8 to 12 after this article is published and specialists check their holdings and compare them with our listing at the end of the article. We believe that listing is accurate, but, of course, are open for corrections and additions.

In order to make this study more

2. To be published in 1977.
3. Mahasul Chukti covers were pre-stamp public mail covers with handwritten endorsements indicating that a specified amount of postage had been paid in advance.
4. According to N. G. Rajkarnikar, the earliest postmark recorded so far is dated March 23, 1879 A.D. (10th day of the last month, 1935 B.S.). Earlier postmarks probably exist.

comprehensive, the following subjects will be dealt with briefly:

1. How mail was processed in a town which did not have a post office.
2. Types of mail processed by the first native post offices.
3. Type of postal markings (postmarks, in transit marks, and receiving marks) used by the first post offices.

Many letters, no doubt, were written in towns that did not have a post office during the established time period. These usually would be delivered to their destination by runners or couriers who were not a part of the postal system. Occasionally, however, such letters would be carried by runners to the nearest town that had a post office, and be processed through the postal system to their proper destination. An example in the Vignola collection is a cover written in Jajarkot (which had no post office) and carried by runner to Dang Salyan where it was posted and forwarded through the native postal system to Kathmandu. Specialists more proficient than I at translating "Devanagari" should be able to make an interesting study of mail processed this way.

Three types of mail were processed through the first native post offices in Nepal during the established time period. Official "dak" was the first type, and it was carried without fee. (My earliest such official pre-stamp covers with native postmarks are dated in April 1879). Another type was public mail (Mahasul Chukti) in which the senders had to pay the postal service fees in advance. This information was indicated by a handwritten endorsement on the pre-stamp cover. Mahasul Chukti mail was processed through the first post offices as early as December 1879 according to my oldest such cover. The third type was stamped mail. The first usage of Nepal postage stamps to indicate payment of postal charges was in 1881, which falls within the time period qualifying a native post office as being one of the first post offices. A number of new post offices were opened when the first stamps of Nepal were issued that year.[5]



There were several different types of postmarks (as well as in transit marks and receiving marks) used by the first native post offices during the established time period. Generally, they can be classified as follows:

1. Manuscript
2. Circular
3. Rectangular

It should be noted that some of the early postmarks during this period were manuscript provisional markings. Such handwritten postmarks, according to W. C. Hellrigl, are quite rare as they were in use only a very short time until mechanical devices could be supplied to the post offices. Many interesting combinations of manuscript postmarks and mechanical receiving marks exist. I know of covers with the following manuscript types:

Type 1. Single line handwritten postmark showing the date plus the day of the week. (Chisapani Gadhi, 1879)

Type 2. Single line handwritten postmark showing the town, the date, and the day of the week. (Thada Gadhi, 1880)

Type 3. Single line handwritten postmark showing the date only. (Baitadi, 1881)

Type 4. Two line handwritten postmark showing the town written above the date, and with a line drawn between them. (Taulihawa, 1881)

5. The earliest date of usage of a stamped cover is one with Scott #1 postmarked May 5, 1881. It is in the Vignola collection and is recorded in "Asia's Stamp and Coin Monthly," June 1967.

Type 5. Two line handwritten postmark showing the town written above the date without a line drawn between them. (Silagadhi, 1879)

Type 6. Two line handwritten postmark showing the town written above the date, and with lines drawn under both the town and the date. (Taulihawa, 1881)

Type 7. Two line handwritten postmark with seal beside it (probably to verify the handwritten postmark). (Taulihawa, 1881)

No doubt, other variations of the early provisional manuscript postmarks exist. Although there was apparently no uniform procedure to be followed, most such markings included the name of the town and the date.

The majority of postmarks used by the first native post offices were circular handstamps of different sizes and types. They may be classified as follows:

Type 8. Town name above date (Nepal, 1879).

Type 9. Year above town name, above month and day (Dang Salyan, 1879).

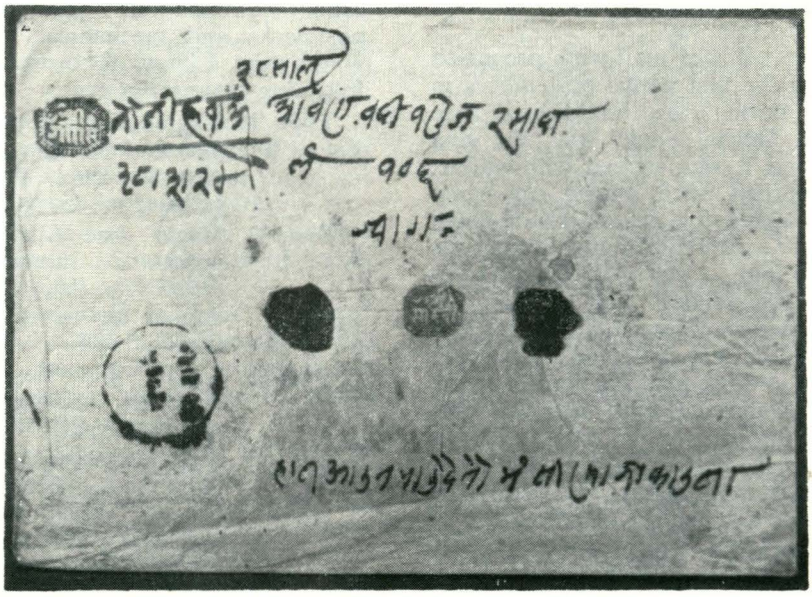
Type 10. Town name above month and day, above year (Doti, 1879).

Type 11. Postmarks with horizontal lines separating town name and date. Such postmarks may have one, two, or three horizontal lines separating town name from date (Palpa, 1879).

Type 12. Town name in large letters and with handwritten date (Hanumannagar, 1879).

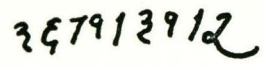
Type 13. Town name in large letters and with handwritten date, but with horizontal line separating town from date (Kalaiya, 1880).

Type 14. Town name in large let-

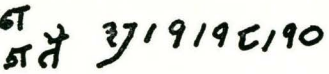


Stampless cover with combination manuscript postmark and seal (Type 7) from Talihawa to Kathmandu, July 7, 1881.

MANUSCRIPT POSTMARKS



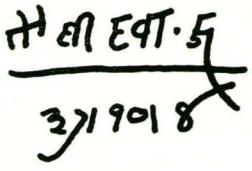
TYPE 1



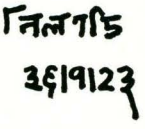
TYPE 2



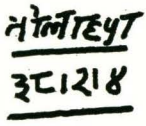
TYPE 3



TYPE 4



TYPE 5



TYPE 6



TYPE 7

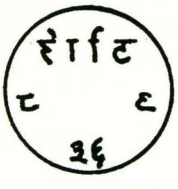
CIRCULAR POSTMARKS



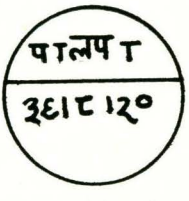
TYPE 8



TYPE 9



TYPE 10



TYPE 11



TYPE 12



TYPE 13

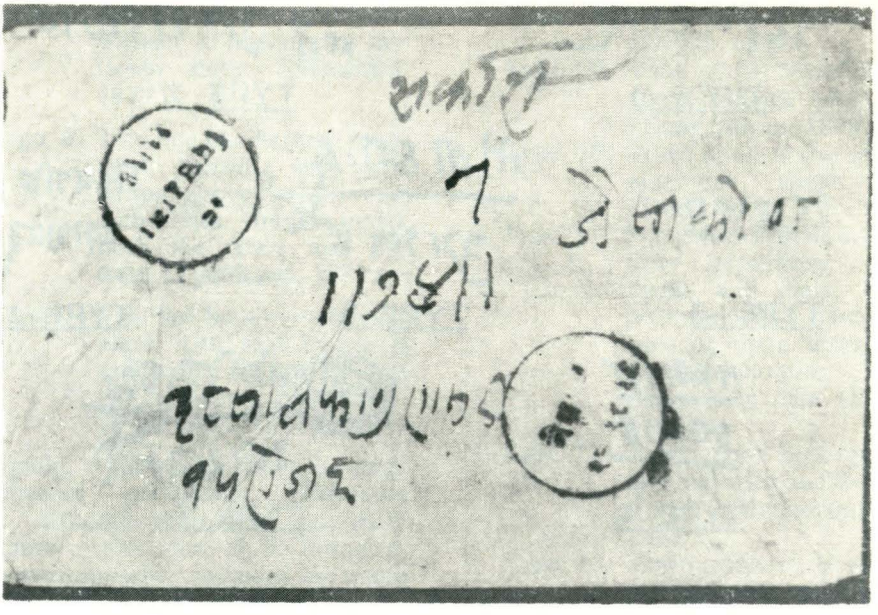


TYPE 14

RECTANGULAR POSTMARK



TYPE 15



Stampless cover with circular postmark (Type 9) with variety. Month and day of month not separated the same way on bottom line as in regular Type 9. From Piuthan to Kathmandu, Feb. 27, 1882.

ters on two lines, but usually with handwritten date next to it (Chisagadhi, 1880).[6]

Another type of postmark used during this time period was a rectangular handstamp.

Type 15. Town name in large letters above a handwrtten date, separated by a horizontal line (Rangeli, 1881).

We believe, through the foregoing, that we have established a logical time period which qualifies a post office as belonging to that select group of native post offices first opened in Nepal. Given this period, March 14, 1879 through April 13, 1882, we, as mentioned previously, can now list 32 post offices that were in existence at this time; but believe the list can be increased. Below, we have classified the various types of postmarks used by the native post offices in this period.

Manuscript Postmarks

1879 Silagadhi

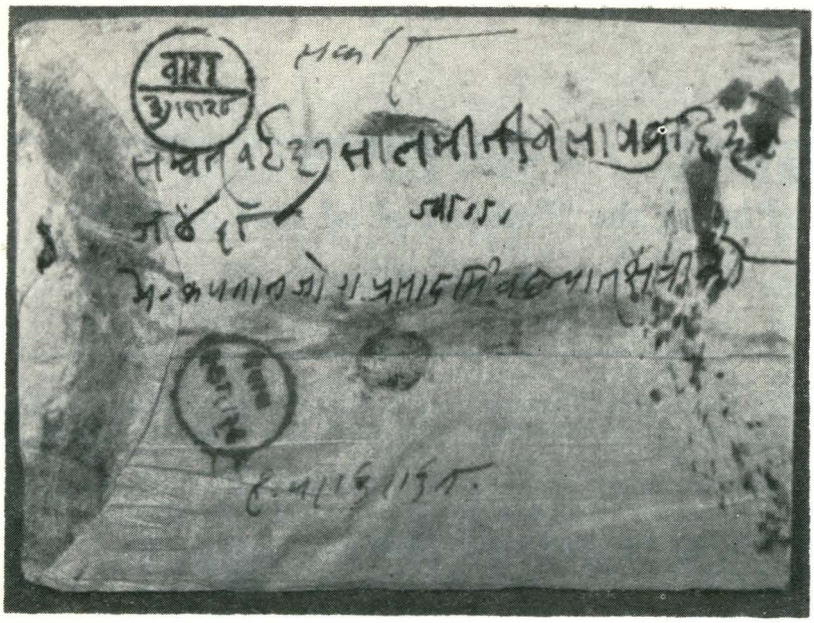
1880 Thada Gadhi

1881 Baitadi
(No handstamp postmarks of the above towns recorded during this period).

Circular Postmarks

1879 Chisapani Gadhi (Sisagadhi)
Dailekh
Doti
Hanumannagar
Kalaiya (Bara postmark used only in Kalaiya at first. W. C. Hellrigl advises that

6. There is an example of this postmark in the Vignola collection with a manuscript boxed date written above the postmark. However, this variety does not fall into the established time period.



Stampless cover with circular postmark and handwritten date (Type 13) From Kalayia (Bara) to Kathmandu, May 11, 1880.

Kalaiya was the capitol of the Province of Bara).

Nepal (Kathmandu)
Palpa
Pokhara
Rauthat
Ridi
Salyan

1880 Banke
Jaleswor
Kanchanpur
Piuthan

1881 Bhagwanpur
Butwal
Dandeldhura
Dhankuta
Dolkha
Gorkha
Janakpur
Jumla
Lyanglyang
Parasi
Taulihawa
Trisuli

1882 Dhulikhel

(Manuscript postmarks as well as circular postmarks used also by some of the above towns during this period).

Rectangular Postmark

1880 Rangeli

The only other post offices that I know of that may have been 'first post offices' during the established time period are:

BARDIA, BOJPUR, CHITWAN, DAHBAN, KADARBAN, OKHALDUNGA, SARLAHI, SINDHULI and SIRAHA

Covers from these towns have been recorded by either W. C. Hellrigl or myself, but they are postmarked from 1882 through 1889 — after the established time period.

Acknowledgements are due Dr. W. C. Hellrigl, Dr. F. E. Vignola and N. G. Rajkarnikar for their efforts in making this article possible. All were most willing to pass on their original research and philatelic knowledge on the subject as well as to correct my amateur attempt at translating my early covers. My thanks to them.

COLOMBIA

Plating the "Cubiertas" of 1865 and 1867

By Alex Rendon

The meaning of "Cubierta" and its usage is explained in Mr. Rendon's previous article appearing in the May 1976 Collectors Club Philatelist (Page 169).

Figures 1 through 3 show the plating characteristics for each position of the 3 "Cubiertas" dealt with in this article. The position of each stamp in the sheet has been numbered as follows:

25c	1865
50c	1867
1	2
3	4
5	6

50c	1865
1	2
3	4
5	6
7	8
9	10

ISSUE OF 1865

This very first issue consisted of two denominations, 25c and 50c, lithographed except for the flag which was handpainted in the national colors, yellow, blue and red. The lettering and part of the design were printed in brown and the remainder of the decorations in yellow. Small imprint below the bottom frameline reads "Lito. de Ayala y Medrano Bogota 1865." The 25c "Cubierta" was for use on covers *without* contents ("Certificacion sin contenido") and the 50c was for covers *with* contents ("Certificacion con contenido"). Used 25c "Cubiertas" are quite rare. Apparently few people sent certified letters that did not contain valuables. The 25c was printed in sheets of 6 (2 x 3) and the 50c in sheets of 10 (2 x 5).

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25 Centavos

Pos. 1 — Small indentations on outside of top frameline above "E" of ESTADOS and "N" of UNIDOS. Small color dashes between "M" of COLOMBIA and top frameline.

Pos. 2 — Depression in thick line over ruled background to the right of the "e" in "Salio de."

Pos. 3 — Small dot between "L" of COLOMBIA and top frameline. Tiny dot just below top leg of second "S" of ESTADOS.

Pos. 4 — Small white dot in top frameline above "A" of COLOMBIA.

Pos. 5 — Small white dot in top frameline 25mm. from left corner.

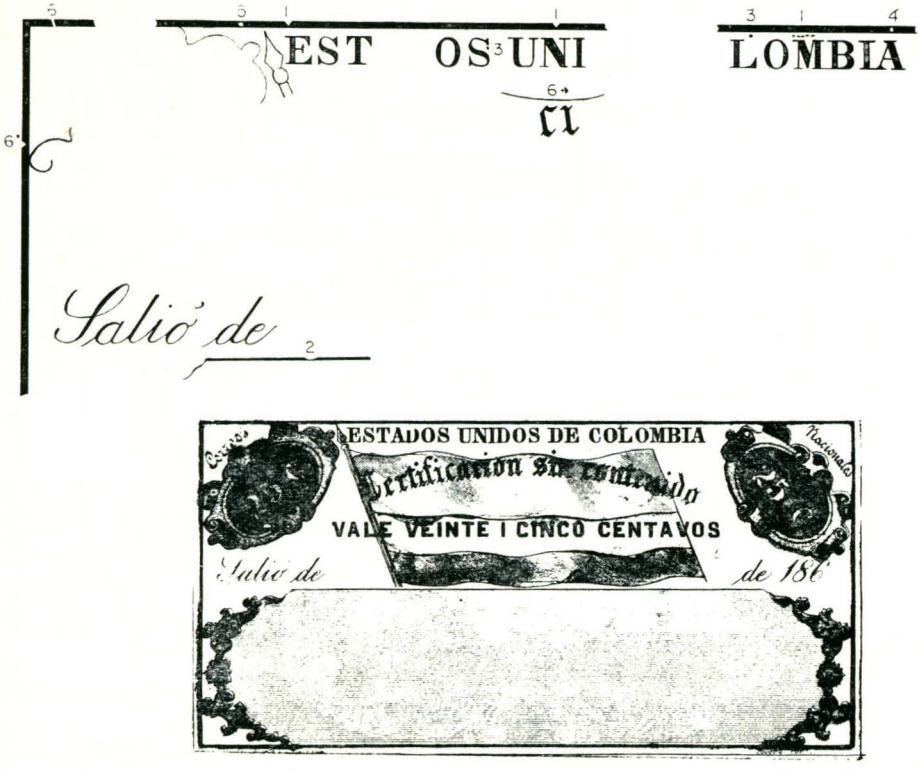


Figure I. 25c 1865 issue.

Pos. 6 — Diagonal white line crossing top frameline 3mm. from left corner. Small dot and indentation in left frameline 12mm. from top corner. Square dot over third "i" of "Certificacion" is broken and it appears as a tiny dot and a triangle.

50 Centavos

Pos. 1 — Thin color line near top left corner connecting top and left framelines. Vertical white line across brown background and "5" in left "50c" (in some copies this line is also visible in ornamental design at left of ruled background).

Pos. 2 — Two small projections on outside of top left corner, one upward and the other to the left. Color dot in ruled background, 9mm. from left and 21mm. from bottom framelines. Small projection on underside of bottom frameline, 47mm. from right corner.

Pos. 3 — Color dot outside left frameline opposite "S" of "Salio de," 31mm. from top corner. Color dot between "C" and "O" of COLOMBIA.

Pos. 4 — Dot and dash just above top right corner. Small dot inside top right corner, 1.2mm. from top and

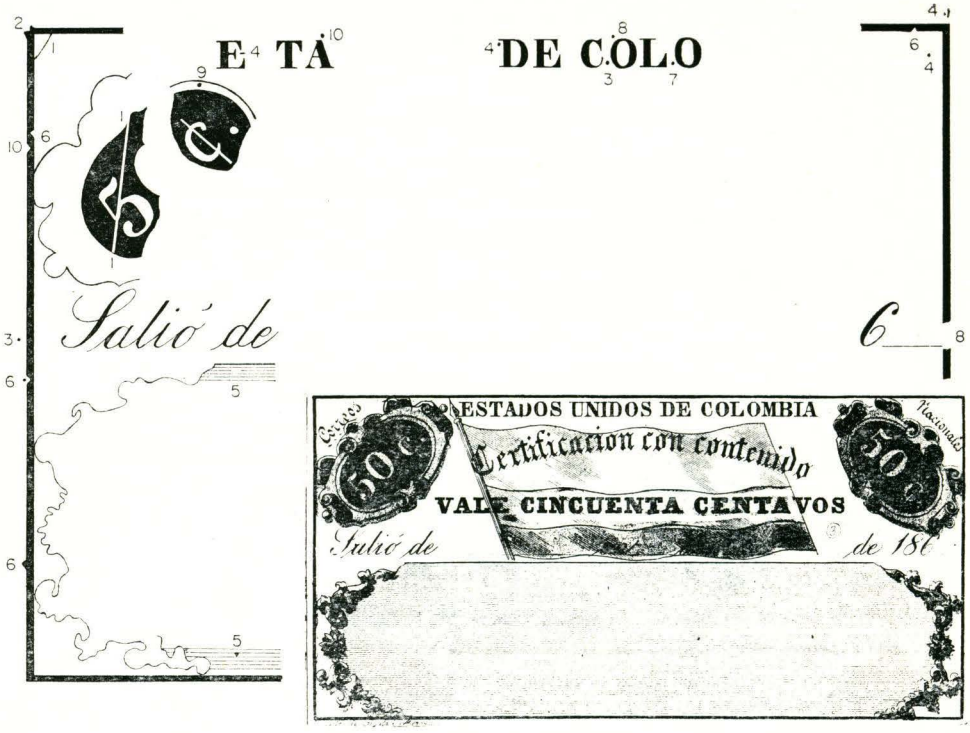


Figure II. 50c 1865 issue.

1mm. from right frameline. Tiny dash in front of crossbar of "E" of ESTADOS. Color dot just below top tail of "D" of "DE" in ". . . DE COLOMBIA."

Pos. 5 — Second and third lines of ruled background interrupted below "d" in "Salio de." Color dot in ruled background between fourth and fifth lines from bottom, 21mm. from left frameline (above "d" of "Medrano" imprint).

Pos. 6 — Indentation inside left frameline 10mm. from top corner. Indentation and dot outside of left frameline 34.5mm. from top corner. Projection outside of left frameline 12mm. from bottom corner. Indentation inside of top frameline 3mm. from right corner.

Pos. 7 — Color dot between "L" and "O" of COLOMBIA.

Pos. 8 — Right frameline has 2mm. interruption in front of "186 . . ." Small dot just above and to the left of first "O" of COLOMBIA.

Pos. 9 — Small dot in space between solid brown background of left "50c" and thin line, above "c" of "50c."

Pos. 10 — Color dot just above "A" of ESTADOS. Indentation outside left frameline 11mm. from top corner.

ISSUE OF 1867

50 Centavos. Printed in sheets of 6 (2 x 3) in black on white paper with handpainted flag. Small imprint below

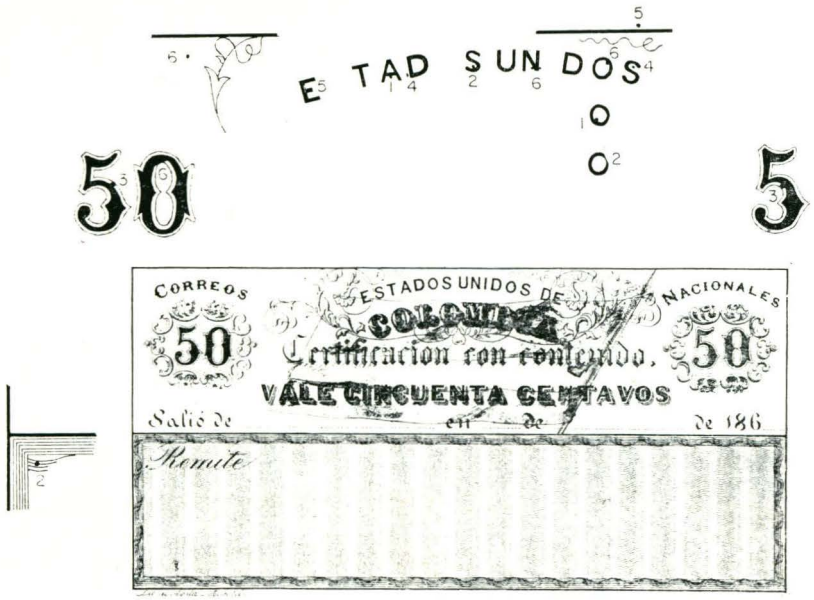


Figure III. Issue of 1867.

bottom frameline, at left, reads, "Lito. de Ayala Bogota."

Pos. 1 — Black dot attached to underside of crossbar of "A" of ESTADOS. Tiny dot inside "O" of UNIDOS at 7 o'clock.

Pos. 2 — Dot inside bottom loop of second "S" of ESTADOS. Dot in top left corner of wavy background. "O" of UNIDOS blunt at 2 o'clock.

Pos. 3 — Each of the left and right "5" of "50" has a black dot between its body and the thin line that surrounds it: the left "5" on the outside at 2 o'clock, the right "5" on the inside at top center.

Pos. 4 — Small dot just to the bottom and left of the "D" of ESTADOS. Small dot inside top loop of "S" of UNIDOS.

Pos. 5 — Small dot outside top frameline over "S" of UNIDOS. Small break in "E" of ESTADOS where crossbar meets vertical line

Pos. 6 — Small dot inside "O" of UNIDOS, at 2 o'clock. Small line across right foot of "N" of UNIDOS. Dot 2mm. from top and 34mm. from left framelines. Thickening on inside of "0" of left "50," at top, filling space between body and thin line.

THE ESTABLISHMENT OF POSTAL FACILITIES AT ADEN

By Murray A. M. Graham

Continued from page 416, Vol. 55, No. 6, Nov. 1976

"The Most Noble the Governor General in Council observes that, owing to the constant confusion, risk and harassment occasioned by the present arrangements in the Post Office at Aden, on account of its being five miles away from the harbour, it has been determined to remove the Post Office to Steamer Point, turning the present place into a receiving house.

"His Lordship in Council, therefore, directs that a tabular statement of the changes proposed may be submitted for the sanction of this Government."

This Coghlan did on April 26th, prefacing it with the following comment:

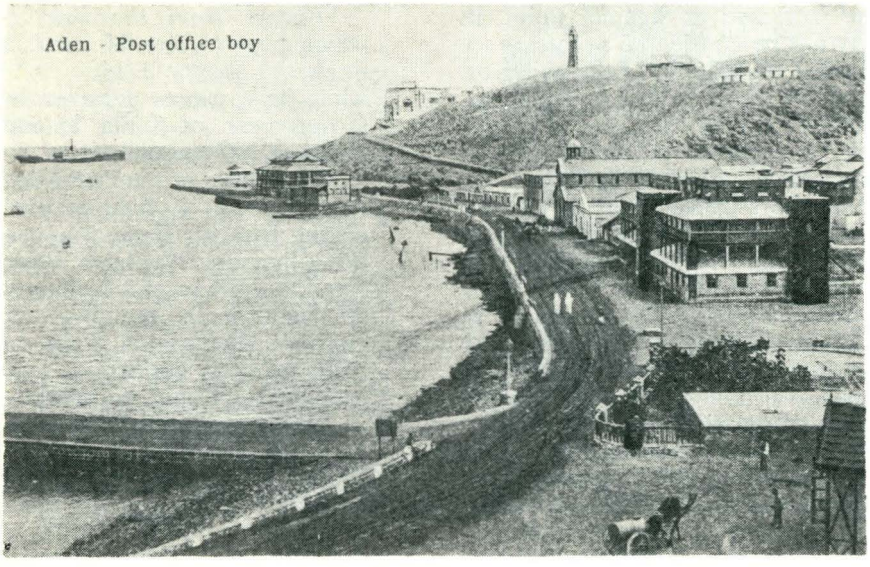
"The following Tabular Statement exhibits the present and the proposed Establishment. The latter is made as low as is consistent with efficiency, and the small increase of Rupees Thirty three per mensem will relieve us of a vexing inconvenience.

The remainder of the letter is taken up by "the subject of the Post Master" and lastly, with the building of the new office at Steamer Point, for which Coghlan was going to ask the Executive Engineer to prepare a Plan and Estimate for sanction. This proposed establishment differed from the one that Coghlan submitted on March 13th 1855 by the exclusion of a third clerk @ Rs.25 a month. It should be noted that the establishment existing in 1856 was two peons less than that which Captain Hunter says the Aden Post Office had in January 1839!

The next batch of correspondence on this topic opens with a letter to Coghlan on September 18th, from Dr. Impey, the current Postmaster General in Bombay. The letter shows, if it does little else, that Dr. Impey cannot have had much idea of what had been going on at Aden:

"From several complaints which have been made to me of the delay and inconvenience experienced by shipping in Aden Back Bay and the

	Present Establishment			Proposed Establishment			Total Increase Solicited
	Number	Rate of Pay	Amount of Each	Number	Rate of Pay	Amount of Each	
Post Master	1	100/"/"	100/"/"	1	100/"/"	100/"/"	———
Head Clerk	1	50/"/"	50/"/"	1	60/"/"	60/"/"	10/"/"
2nd Do.	1	25/"/"	25/"/"	1	30/"/"	30/"/"	5/"/"
Peons	2	16/"/"	16/"/"	2	9/"/"	18/"/"	2/"/"
Do.	—	———	———	2	8/"/"	16/"/"	16/"/"
Total	—	———	191/"/"			224/"/"	33/"/"



Aden — Post Office Bay (Misspelled Boy on the card).

Residents at Steamer Point in having to send several miles to post and receive their overland and other letters and also in frequently losing the advantage of the unavoidable detentions of Steamers &c, it appears to me that it would be most desirable that a Post Office should be established at Steamer Point where the mails could in the first instance be opened and sorted and the necessary letters removed.

"I addressed the Post Master on the subject a few mails ago and he has acquainted me that it is under discussion by you and I should be obliged by any information you possess on this point and can afford to me.

"It strikes me that more than a mere Receiving House is required, in fact a Post Office, but it will be necessary before submitting the question to the Director General and Government of India for sanction, that I should have some particulars, such as the number of houses and residents at present at Steamer Point and generally inhabited, the number of vessels ordinarily in harbour &c, which I should be obliged by your supplying me with."

Coghlan replied politely enough on October 19th to this request for information that was already available in either Bombay or Calcutta and forwarded a, "copy of the entire correspondence which has passed between this Residency and the Government of Bombay on the subject of the transfer of the Post Office to Steamer Point, which contains all the information you require." Dr Impey wrote (December 2nd) thanking Coghlan for his "compilation of correspondence regarding the removal of the Post Office at Aden to Steamer Point," and told him that "I have made an immediate reference to the Off. Director General to obtain the sanction of Government of India to the erection of a Postal Office at Steamer Point as proposed by you."

Unknown to Coghlan, the new Officiating Director General (Mr. Paton) had already written to Hart on September 18th, part of which (that dealing with the Post Master) is quoted

earlier. I now quote the unwelcome part that dealt with the Establishment:

"Unless the rate of wages has of late increased at Steamer Point, it may not be considered necessary to increase the salaries of the writer or peons by their having to reside as formerly at that place, and if orderlies be required to attend at the Post Office agreeably to Section 34 of the Post Office Rules to receive Soldiers' and Sepoys' letters, it may not be necessary to increase the number of peons.

"The Post Office at Aden is scarcely a source of any revenue to the Indian Post Office. The Steam Postage is almost the only postage collected there, and it is credited to Her Majesty's Government.

"I may take this opportunity to observe that if there be accomodation for the Post Office in the building where the Assistant Resident now holds his Office, I would beg to be allowed to suggest that it be held there in place of the State being put to the expense of Rupees 3582 for a new or special building for the purpose."

It was not until the 23rd of December 1856 that Hart got around to forwarding Paton's letter to Aden. In it he asked Coghlan to be "good enough to favor Government with your opinion as to the practicability of the revised proposition made by Mr. Paton." Quite predictably, Coghlan reacted strongly to Paton's "revised proposition." He made this abundantly clear in his reply to Hart (January 21st 1857):

"I cannot concur with Mr. Paton that as the Aden Post Office is not a source of any considerable amount of Revenue to the Government of India, it may *therefore* be conducted with an inferior establishment and be accomodated with an inferior building such as a Police Chowkry, or Office; the same reasoning would reduce every Department in Aden, for no revenue is derived from any of them.

"*Except from the Post Office* which pays to Her Majesty's Government about £2400 a year, while its expenses defrayed by the Government of India amount to about £307 annually.[1]

"The duties of the Post Master at Aden are not so light as the Officiating Director General appears to think they are; the Aden delivery is small, but the receipt & shipment of so many mails monthly requires constant attention, & if the duty is to be properly performed, a proper establishment must be provided.

"With respect to Establishments, I should prefer to leave the Post Master to state his own opinion. I am sure Mr. Rassam will not exaggerate his case — his letter dated the 19th Instant accompanies.

"With respect to accomodation I am of the opinion that two offices are necessary, one at the Point and one in Aden — it matters not which is called "Head" and which the "Branch." But two offices there ought to be, and a sufficient establishment common to both to be employed, at the discretion of the Post Master, in either.

"The Post Office should have the means of delivering all letters; in this climate and in this Garrison where the duty is so heavy the employment of Regimental Orderlies to fetch letters from an office 5 Miles distant is out of the question.

"Nor can the Post Office at the Point be combined with the Police Office or Station — the Police Office consists of a cutcha building containing two small rooms and it is not adapted for such a purpose.

"It would be a measure of economy as well as of efficiency if a proper Post Office were erected at Aden Cantonment instead of the

1. Apparently the Brigadier's indignation got the better of his English here. I suggest he was trying to say that the Aden Post Office was the only Department there that made a profit — the galling part was that the "Home" Governmen was the only beneficiary!

House in the Town which is at present rented for that purpose, and which costs Government 30 Rupees per month."

Rassam's letter had this to say:

". . . the Officiating Director General very much underrates the work of the Aden Post Office as well as the amount of revenue derived from it.

"We shall soon have as many as six Outward and six Inward mails a month, besides occasional Ship Mails. This is on an average nearly one every alternate day. It is true that on the intermediate days the clerks have not a great deal to do, but when Steamers are in harbour they are worked night and day and have more to do than they could accomplish for a continuance.

"There is I gather from the public prints a probability of a new line being put on by the Peninsular and Oriental Steam Navigation Company, but even should the rumour not prove correct, I know not how the work is to be conducted with the present establishment if a portion of it be located at Steamer Point.

It is hardly possible that Regimental Orderlies can be sent thither, a distance of 5 Miles and it is quite certain that the two peons now attached to the Post Office will be inadequate to the delivery of letters in Camp.

"It is true that the Indian Government does not derive a large revenue from the Post Office, nevertheless this does not make the work of this Office less. On an average of the last two years, as much as £2395/19/10½ per annum was realized, whereas the expense of the Establishment barely amounted to one eighth of that sum. Under these circumstances would it not be very appropriate if Her Majesty's Government, which derives nearly all the profit, should defray part of the expenses of the Aden Post Office.

"In perceiving the necessity of an Office at Steamer Point, it must not be imagined that the one in the town can be dispensed with. On the contrary, both are necessary, that at the Point will answer very much the character of a Packet Agency and General Office for receiving and dispatching Mail.

"The amount of labour entailed on this department by the multiplication of Steamers has so greatly increased, that an additional Clerk to be permanently located at Steamer Point is an absolute necessity whether a Post Office be established there or not, in order to receive the mail from one Steamer and tranship them, and grant necessary receipts.

"It is impossible to make use of the Police Office at Steamer Point as a Post Office, as it is barely large enough for the purpose for which it is built. Moreover its materials (reed mats & timber) are too inflammable to render it a fit place in which to keep Her Majesty's Mails."

Besides allowing for the appointment of an official whose sole responsibility was to be the Post Office and thereby closing the period when its control was somebody's subsidiary job, we find that the Resolution of May 22nd 1857 also allowed for an increase in the Aden Post Office Establishment and the building of a new Post Office at Steamer Point:

"The Director General further proposes with a view to render the Post Office *subordinate* Establishment efficient, to incur a permanent additional charge of Rupees 33 a month as specified below, the propositions involving a permanent increase of Rupees 133.

	Present	Proposed
Head Clerk	50	60
2d. ditto	25	30
2 Peons @ 8 to 9	16	18
2 Assist. Do. @ 8	—	16
	91	124
		91
Increase		33

"He likewise solicits sanction to the expenditure of Rupees 3,600

for the erection of a Post Office at Steamer Point, and to the temporary charge not exceeding 35 Rupees a month as house-rent, until the new Post Office can be built.

"To the propositions above noticed the Director General for strengthening the Post Office Establishment at a permanent additional charge of Rupees 133, and renting a house at a cost of 35 Rupees per mensem, for so long as the new Post Office is not completed — the Right Hon'ble the Governor General in Council has been pleased to accord his sanction."

Then on January 11th 1858 Lieutenant H. Wilkins, the Executive Engineer, Aden, wrote to Coghlan:

"I have the honor to inform you that the new Post Office at Steamer Point with its outbuildings is complete. I have desired the Deputy Post Master to take charge of the same."

It, no doubt, was "the building of mud and plaster" mentioned by Hunter (op. cit.). However, both the building and the establishment were soon found to be unequal to the ever increasing load placed upon them, judging from the lengthy appeal (Feb. 25, 1859) sent to Coghlan by the new Postmaster General in Bombay, a Mr. David Leighton:

"It appearing from reports received from my predecessor, who examined the Aden Post Office on his way home, that some difficulties are experienced in its management, I have the honor to address you on the subject in the hope that you will have the goodness to render me such assistance as may be in your power towards placing the Office on a proper footing, as without your aid it would be difficult for me to arrange for its efficient working — it being so far removed from my control.

"The points noted by Dr. Impey are the following:

1stly. The insufficiency of its present establishment at Steamer Point, when the Homeward and Outward, and Australian Steamers arrive at Aden simultaneously.

2ndly. The difficulty experienced in ascertaining the actual hour of departure of the Steamers, timely information not being afforded by the Captains or Admiralty Agents of the Vessels.

3rdly. The bad arrangements for landing the Mails and conveying them to the Post Office.

4thly. The bad arrangements for the conveyance of the Mails from Steamer Point to the Camp.

5thly. The urgent necessity for a new Post Office at Steamer Point, the present building being unsited /sic/, and in a very bady state of repair.

6thly. The want of Office furniture at Both Camp and Point Offices.

"As regards the 1st point "Insufficiency of Establishment," it seems to me simply impossible to give the Aden Post Office such an establishment that it should be thoroughly efficient and able to work rapidly when two or more Steamers come together into the Port — for half the month at least, the Post Master and his men /would have/ nothing to do, and Government would never consent to entertain a large staff of clerks who would be perfectly idle half the time.

"I cannot help thinking that a little more method would alleviate the difficulties seen by Dr. Impey. There are, I apprehend, in the Aden Mail Boxes, three classes of letters, viz.

One for the Residents at Aden Point.

Another for Residents in Camp.

And a third for non-Residents.

The letters should therefore be as quickly as possible divided into these three separate classes.

"The first class must contain very few letters, and could be readily delivered. The second, it would

probably be best to send away in a lump to the Camp Office there to be re-sorted, and here it may perhaps be in your power to render assistance by lending a clerk for a few hours to help in the sorting of the letters, and peons to aid in their delivery. If you cannot arrange for this on the arrival of every Steamer, I trust you will be able to do so, at all events, on the arrival of Steamers from England. The letters by the Homeward Mails, i.e. from India for Aden, are not probably so numerous as those by the Outward Mails from England, and it's, therefore, only for the sorting and delivery of these last, that the loan of a clerk and peons are solicited.

"After the letters for Camp have been got away from the Point, which should be done as quickly as possible, the third class of letters, i.e. for non-Residents, should be sorted alphabetically and be put away in lettered pigeonholes, and if the letters of this class were very numerous it would obviously facilitate their delivery if there were two series of lettered pigeonholes, one for letters arriving from the Eastward and the other for letters arriving from the Westward.

"I conclude that such pigeon holes could be made up without much difficulty, but as there appears to be a scarcity of carpenters and other workmen in Aden, I should esteem it a favour if you would allow the Post Master there to be supplied with a carpenter for the purpose of getting these receptacles for letters made up, that is, if the Office at Steamer Point is not already supplied with a sufficient number of them.

"It would seem that the Post Master complained to my predecessor that, from an insufficiency of hands to sort letters when two Steamers were in together, he cannot get his Mails out quick, and, therefore, receives unmeasured abuse especially from the Australian passengers and shipping which he finds it difficult to put up with. But with a little contrivance of the above kind, I am satisfied there ought to be no difficulty in delivering to passers by any letters which had arrived *before* them, and where two Steamers come into Port simultaneously the Post Master should take a decided course and civilly inform passengers that the letters received by those Steamers could not be delivered for so many hours.

"If it is out of your power to lend a clerk and peons to aid in the sorting and delivery of letters on the arrival of the Mails from England, I shall be glad to know whether you consider the present Post Office Staff at Aden sufficient for the duties devolving on it, or whether the entertainment of another clerk is requisite. I shall also feel much obliged by your informing me whether in your opinion, considering the place, the expenses of living there and the average rate of wages received by clerks at Aden, the salary of Rupees 100 allowed to the Post Master is adequate remuneration. Dr. Impey speaks of the Post Master and his clerk having been up all night sorting letters as if it were a great grievance, but it is plain that in an office of that kind, the Post Master must be content to take the rough with the smooth; one day he has nothing to do and the next day, no doubt, he has too much to do. I do not see how this can be avoided, but I shall be ready to propose that his pay and that of his clerks be increased if it can be shown that there has been an increase in the work, and that in comparison with the salaries allowed in other departments at Aden the Post Office establishment is underpaid.

"I now come to the 2nd point noted by Dr. Impey — "want of timely information of the departure of vessels" — On this subject, I have addressed the Agent of the P. and O. Company in Bombay, who

in reply writes "due notice is always given of the probable hour of departure of the Steamer at Aden, but owing to the heavy coaling work at that Port, and the nature of the tides, the exact hour of leaving cannot be fixed, and this I believe lies at the bottom of the complaint as the Steamers are frequently detained unavoidably two or three hours after the time fixed for starting.

"The late Post Master, Mr. Potts, who returned by the last Steamer, has informed me that notice of the intended hour of departure was always given on the arrival of each Steamer at Aden, and that he invariably sent up a written notice to Camp without delay, so that it would appear that Dr. Impey was misinformed on this subject. He does not state by whom the complaint was made, but as the Post Master had no cause to complain, it was, most probably, preferred by some resident in Camp.

"It appears to me that Residents in Camp ought to be pretty well able to judge, on the arrival of a vessel, the time which they have left for closing their letters, even without being furnished with a written notice of the intended hour of departure. For each vessel has, I believe, to coal there, and this operation occupies never less than six, and more generally from eight to ten hours. At any rate six hours detention may be reckoned on as certain, and as the approach of each Steamer is notified in the Camp by signal, or gun, according as it arrives by day or night, each Resident must be well aware that he has six hours left to him to finish his letters, and surely that time ought to be sufficient.

"Mr. Potts states that you never complained yourself about want of timely information of the departure of Steamers, but that, though the postal notice was despatched to Camp immediately on the arrival of each Steamer, complaints of the shortness of time allowed were made by other Residents. There are, of course, persons in all parts of the world who will put off their letter writing to the last moment, and who would not be satisfied or be in time even if they received a 36 hour notice, and I conceive that it was some one of this class who complained to Dr. Impey. As far as I can learn there would appear to be no good grounds for the complaint.

"However I am under an impression that the hour of each Steamer's departure is more or less fixed by you in communication with the Captain or Admiralty Agent, and I cannot, therefore, doubt that you would be most willing, as soon as the hour is fixed, to adopt such means as may be requisite for its being promptly notified to the Residents in Camp.

"With regard to the 3rd point noted by my predecessor, Viz. "the landing and shipping of the Mails," it would appear that Dr. Impey was misinformed on the matter. He has stated that the Captains of the vessels and Admiralty Agents raise objections to landing the Mails, urging that it is the duty of the Post Office, and he recommends that a boat be kept by the Postal Department for the express purpose of landing and shipping the Mails. Now Mr. Potts informs me that on no occasion was ever any objection raised, but that the Admiralty Agent, or, in the absence of such Officer, one of the Officers of the Ship always brought the Mail boxes to this Office, and took them from it without making the slightest difficulty to so doing.

"The P. and O. Company are bound by their contract to provide a boat for the conveyance of the Mails to and from the shore, which fact Dr. Impey seems to have overlooked when proposing that there should be a Post Office boat for that purpose. The Post Office must be careful not to take any steps which could be construed into acknowledg-

ing an obligation to land or ship the Mails.

"The conveyance of the Mails from the shore to the Post Office and vice versâ is another matter. The Admiralty Agent is bound to deliver the Mails at the Office, and to receive them from it, but I conceive the Post Office must afford him the means of so doing. Up to the present no charge on this account would seem to have been incurred by my Department, but if requisite, a contract could be entered into with one of the Post Office clerks, or any other person who would engage to have coolies or camels always ready to carry the boxes to and from the shore on the arrival and departure of the Steamer by day or night.

"The conveyance of the Mails from Steamer Point to the Camp and vice versâ would seem to be on a bad footing. I see no objection to contracting with one of the clerks of the Post Office for the duty, if the Post Master will take care to see that the work is honestly and fairly performed and that the rate of hire is such that as to give a reasonable profit, and not as Dr. Impey says it is now, an exorbitant one.

"On the subject of a new Post Office at Steamer Point stated by Dr. Impey to be urgently necessary, I have addressed the Bombay Government who will, doubtless, issue the necessary instructions to the Engineer Authorities at Aden.

"It would seem that office furniture is required both at the Office at Steamer Point, as well as in the one in Camp. There appear to be no small presses to stand on a table with two little drawers and 24 partitions for the letters of the alphabet for the safe custody of letters which are kept in deposit, and stamping boards are also wanting. The Post Master should get these made up, if possible, at Aden, but if they cannot be made there, I will supply them from Bombay.

"Dr. Impey reports that the Post Master and his clerks pay themselves out of the postage collections, and draw whatever more is required over and above the collections to make up their salaries from the Treasury. This is a most irregular proceeding; all collections ought to be paid in weekly, or on any day when the Treasury is opened, and the pay of the Establishment ought to be drawn separately from such transactions. I have addressed the Accountant General on the matter, and have requested him to authorize the Establishment drawing its pay in anticipation of audit.

"In conclusion, I trust that my anxiety to place the postal governments at Aden on such a footing as to benefit the community of the place will prove sufficient apology for my troubling you on matters not properly coming within the sphere of your duties. When the working of a Post Office is not carried on with method or efficiently, the public suffer, and it is to prevent this that I apply to you for assistance, and I have taken the liberty of directing the Post Master to wait upon you for the purpose of receiving your instructions on the points noted in this letter, and for any others which appear to you calculated to ensure the Post Office duties being more expeditiously and more correctly carried on."

Captain Playfair, the Assistant Political Resident, sent Leighton's letter (March 7, 1859) to the Post Master, Waller, under cover of a letter in which he listed briefly the questions that Leighton wanted answered, crisply ending his letter with this admonition, "You will naturally adopt the course suggested by the Post Master General for the payment of your establishment."!

Waller's answers to these questions were sent to Playfair four days later:

"In reply to your queries regarding the Post Office management here, I beg to offer the following:

"If the Political Resident could spare a clerk to assist on the arrival of the Mails in sorting the letters in Camp, it would facilitate their delivery there. But as the whole of the letters have to be looked over at the Point office in order to select the letters for the Point residents and also those of the non-residents, it occurs to me that, during the operation, it would be comparatively easy to divide the rest of the letters at once, according to the departments they are intended for, and so send them to the Camp office, to be distributed by the clerk there.

"I have no lettered pigeon holes of the kind mentioned here, and as I apprehend there would be some difficulty in getting proper ones made at Aden, I would suggest that they be sent up from Bombay.

"As it is necessary to sort the Mails on their arrival and dispatch them to Camp quick, I think another clerk at the Point office would be very necessary to accomplish this, more especially when two Mails arrive at the same time, and a Mail to be made up, or to meet cases of illness.

"The present arrangement for sending the Mail to and from Camp is by Horse. A Mail sometimes arrives when the horse is in Camp, waiting to bring down the Aden Mail, in which case another horse has to be employed, when one perhaps cannot be had without considerable difficulty and delay, or probably not at all. I think the arrangement for the Mails to and from Camp by Contract is objectionable.

"First, if given to one of the Post Office clerks it might distract his attention from his office duties at the very time he is particularly required.

"Second, at the time the Mail is required to be conveyed, the contractor's horse may be employed on private work, or tired out from such recent employment. The present expense of conveying the Mails to and from Camp is about Rs.30 per mensem and no contractor I apprehend would undertake it for that, without the prospect of employing his horse during the interval, and so rendering him unfit when he may be required to convey the Mail. I should therefore suggest that two Somalle /Somali/ horses and a light mail cart should be purchased by Government, and maintained for the conveyance of the Mails to and from Camp.

"I should recommend that the office furniture mentioned should be sent up from Bombay, as it would be difficult to get them properly done here.

"The payment of the establishment as suggested by the Post Master General will be adopted.

"Statement of Letters and Newspapers received from and dispatched to the following places during the months July to December 1858.

	Inwards		Outwards	
	Letters	Papers	Letters	Papers
Bombay	11877	2844	8974	800
Calcutta	2039	1557	1471	176
Australia	157	129	143	17
Mauritius	112	66	638	952
Europe	5585	5316	10898	536
Miscellaneous	1153	813	1241	350
TOTAL	20923	10725	23365	2831

Detailed Statement of the Aden Post Office Establishment for the years 1849 & 1859.

Number	Designation	Establishment in 1849	Establishment in 1859	Proposed Establishment	
1	Head Clerk	Rs.50	Rs.60	Rs.70	Rs.10
1	Second Clerk	25	30	40	10
1	Third Clerk	—	—	35	35
2	Peons @ Rs.9	—	18	18	—
2	Peons @ Rs.8	16	16	16	—
	TOTAL	Rs.91	Rs.124	Rs.179	Rs.55

Coghlan incorporated the information given to him by Waller in his reply (March 16, 1859) to Leighton:

". . . The first point noticed is the insufficiency of the establishment. I quite agre with Dr. Impey if, as I gather from your letter, he recommends an increase to it. I have not ceased to do so for years past, but after a lengthened correspondence I succeeded only in obtaining a slight increase to the Clerks' pay, and the entertainment of two additional peons. I then advocated a third clerk and I am still of the opinion that until this increase be sanctioned, efficiency cannot be attained.

"I think you under-rate the work devolving on the Post Office; the total number of regular mails made up during the month from or to Europe, India, Mauritius and Australia is twenty two thus, and if extra steamer ship mails &c be counted, this number will be much higher and there is every reason to believe that ere very long the average will be one every day.

"The monthly number of covers received into and issued from the Post Office on an average of the last six months is a follows —

Outwards — 4,366
Inwards — 5,274

but this does not represent more than the postal service of the place, and the trouble incurred in receiving and transhipping mails "in transitu," attending to Steamer passengers &c, is not shown by these figures.

"It is quite impossible for me to render the Post Office any assistance by lending part of my establishment, which is at all times fully employed and frequently overworked on the arrival of steamers.

"I would therefore suggest that an increase to the postal establishment be sanctioned according to the subjoined scale, which for the sake of comparison I have constructed with the present establishment, and that allowed ten years ago, when the work was less than one quarter of what it now is, and when there was only one office open.

"This proposed establishment is an increase of Rs.88 over that sanctioned when the Post Office was first established /in our view, Brigadier Coghlan has made a mistake here; he meant to say ten years ago, i.e. in 1849. Otherwise the table would be wrong too. A post office (of sorts) was we know established, under military control, in *1839,* twenty years before/ and mark the

Number	Destination	Amount 1849	Amount 1859
1	Post Master	100/"/"	100/"/"
1	Head Clerk	50/"/"	60/"/"
1	2nd Clerk	25/"/"	30/"/"
2	Peons @ Rs.9	———	18/"/"
2	Peons @ Rs.8	16/"/"	16/"/"
	Total Rupees	191/"/"	224/"/"

difference — Aden was then a petty village with very little trade and with only monthly communication between Europe and India. Now it has a population of 25,000, and a trade of a million and a quarter sterling per annum. Mail Steamers arrive on an average every alternate day and, in addition to these, merchants vessels, whose aggregate burden exceeds one lac /100,000/ of tons per annum, frequent the Port.

"The most rigid economist can hardly argue that the increase I advocate is disproportionate to the necessity.

"With reference to your suggestions for sorting the letters, I do not think that any considerable saving would result from their adoption. All letters must be to a certain extent arranged at the Point to ascertain to which of the three classes they belong, and it involves little extra labor to complete the work and send them up to the Camp office ready sorted. The pigeon holes would doubtless be useful and together with the office furniture as is required could be procured or made in Aden.

"Regarding the 8th para of your letter, I need say little. The abuse which the post master complains of is doubtless highly unpleasant, but it might be averted by the exercise of a judicious firmness on his part and by atention to the course you have suggested. I have already several times advised the Postmaster on this head.

"Regarding para 10 of your letter, I would observe that there are sometimes errors on both sides. I need not do more than instance what occured on the arrival of two of the latest Mails at Aden. The Steamer "Ganges" arrived from Bombay on the 5th Instant, and the Admiralty Agent verbally reported to the Post Master that the Steamer would leave at 5 a. m. on the following day. The latter closed the Mails at 10 o'clock of the night of arrival which appears to me to have been an unnecessarily early hour. Again the Steamer "Candia" arrived from Calcutta on the 13th Instant, the Admiralty Agent informed the Post Master that the vessel would leave at 8 p. m. and a Public notification was issued accordingly. He subsequently changed the hour to 5 p. m. which necessitated a second notice being issued. These mistakes will occur sometimes in spite of the best arrangements, but I do not attach much importance to them. I do not think that those persons who habitually delay posting their letters till the latest safe hour are deserving of much sympathy if they occasionally suffer. The hour for closing the mails is always fixed by the Post Master after receiving the report of the Admiralty Agent, and I have no control whatever over the arrangement; my letters are never late.

"Dr. Impey is, as you observe, in error in recommending a boat to be kept for landing the mails; these are always brought on shore and taken off by the boats of the Steamers. The distance between the landing place and the Post Office is very trifling and it would be no great hardship were the Peons required to carry the Boxes thither.

"There are, in my opinion, objections to entrusting the duty of transporting the mails to and from Camp to Post Office employees. The better plan would be to purchase or hire two camels; one of which should be stationed in Camp and the other at the Point ready for any emergency.

"I cannot see that there will be any difficulty in obtaining whatever furniture may be required by the Post Office. It may be a little more expensive than in Bombay, but it is procurable.

"The only question now remaining is that of the Building called a Post Office at the Point — it is insufficient and must be enlarged. It sometimes /happens/ that a Mail

for Mauritius or Galle is detained by accident to the Steamer and is left here. This has several times occured and I can myself bear witness to the inconvenience which the Postmaster experiences on such occasions. The principal room, small for ordinary work, is totally inadequate for a hundred or two hundred boxes. Mails for absent ships of the Royal, or the Indian Navy, or merchant vessels accumulate; the stream of passengers is constant and increasing, many letters for them are left here and the enquiry at the Office window is distracting. Improved accommodation is therefore a necessity, and I think the best plan will be at once to erect a substantial Office with rooms suitable for the residence of the Postmaster.

"In concluding this long report I beg leave to assure you of my anxious desire to further the efficiency of your department at Aden, and that I will at all times cheerfully afford you any assistance in my power."

Leighton's reply (August 19th) showed that Coghlan's "long report" had at last brought about a change of heart in India and recognition that something positive needed to be done about the Aden Post Office. However the "false economists" managed once again to score a partial victory; Leighton expressing his fear that "the erection of a new building for the Post Office must lie over."

"I have the honor now . . . to inform you that the establishment detailed below has been sanctioned by the Government of India for the Aden Post Office under date the 17th June last, No. 5178 in the Financial Department:

Deputy Post Master . .	Rs.250/"/"
Head Clerk	70/"/"
2nd do	40/"/"
3rd do	35/"/"
2 Peons	18/"/"
2 do	16/"/"
Contingencies	20/"/"
Total	Rs.449/"/"

"You will observe that the increase to the establishment recommended in your 6th para has been approved of, and I should esteem it a favor if you would appoint any man as Third Clerk in the Office whom you may consider fitted to carry on efficiently the duties required of him in that situation.

"In reference to your 17th para, I have been authorized "to arrange for the conveyance of the Mails between the Point and Camp by Camels, if the arrangement can be made at a moderate cost, to be charged for contingently." I shall feel much indebted to you if you would engage two good Camels at any rate of hire which you may consider reasonable and just. The charge can be paid in anticipation of audit — contingent bills on account of it being submitted by the Deputy Post Master by the first mail leaving Aden for Bombay after the beginning of every month. One of the Camels should, as you advise, be stationed in Camp, and the other at the Point to be ready for any emergency.

"Adverting to your 9th para: I fear the erection of a new building for the Post Office must lie over. I have twice addressed the Bombay Government on the subject, forwarding a Copy of your opinions as to the necessity of the measure, but I regret to say without effect. Government appear disinclined to allow themselves to be convinced that the building of a new Post Office at Aden is an urgent matter. Possibly the point might be gained, if you urged it direct on Government.

"The question of Office Furniture should, I am of opinion, be allowed to lie over till the arrival of the new Post Master from the London Office, when he will be able to report what articles are actually requisite to enable him to carry on his duties satisfactorily.

"In bringing the requirements of the Aden Post Office to the Director General's notice, I recommended



Steamer Point in modern times.

that it should be placed under your general Superintendence, and that it should be an understood thing that the Political Resident was to exercise an "ex officio" Control over it. On this point the Director General expresses himself thus: I see no objection to your directing the Post Master to consider himself generally subject to the control of the Political Resident, informing the latter officer that you have done so. I hesitate about making this arrangement in any way more formal or binding way, as it might, under an officer of a different character than Brigadier Coghlan, prove an inconvenient one. The great point is that a good understanding should obtain between the Resident and the Post Master General, such as is at present the case, and then no difficulty will be likely to arise as to the degree of control and interference which the former is justified in exercising.

"I should feel much obliged by your exercising such control and superintendence over the Post Office at Aden as you may deem necessary should you have no objection to do so, and I have directed the Post Master there to consider himself subject to your Authority, and to attend upon you for orders and instructions with his duties on which he may be in doubt."

Coghlan (September 2nd) writes to say "that it will be impossible to procure the services of any clerk for the Post Office in Aden, one should therefore be sent from Bombay." He also assures Leighton that "the other points adverted to in your letter shall receive my earliest and best attention."

The Postal Compilations covering the next few years (up to 1865) contained little of any moment concerning the Post Office Establishment: one exchange dealt with the loss and subsequent re-instatement of the use of a Commissariat Camel for transporting the Mail between Camp and Steamer Point; another established that, unlike those working in other departments in Aden, the Post Office peons did not get a grant of rations — they had to pay for them out of their wages.

Captain Hunter in his "Statistical Account" tells us that, "the growing wants of the Settlement led in 1868 to the building of a more commodious

Continued on page 48

The Clubhouse

The Meeting of Nov. 3, 1976

CONFEDERATE PHILATELY

Presented by CHARLES E. KILBOURNE

The evening of Nov. 3, saw a most interesting display of Confederate material brought to us by Charles E. Kilbourne of Charlottesville, Virginia. Dividing his presentation into two parts, he showed six frames of patriotic covers which depicted their extensive use during the life of the Confederacy. This was followed by a color slide show of some fifty rare and unique items emphasizing rates, usages and the unusual. They consisted of Packet Boats, Express Mail, Postmaster's Provisionals and the General Issues. Mr. Kilbourne's remarks follow:

"Confederate philately began December 20, 1860, when South Carolina seceded from the Union. Leading the display is a cover mailed on that date in Charleston, South Carolina, bearing United States stamps.

This opening stage of Confederate philately is of unusual interest. United States stamps were used until May 31, 1861, although the U. S. Postal Service continued to operate in the Southern states as they seceded from the Union, and even after the Confederacy was formed on February 4, 1861, functioning until the end of May.

Several of these patriotic covers clearly show such usage between the date of a state's secession and its admission to the Confederacy. They are examples of what is called, "Independent State Usage." The shortest span of time of such usage was in North Carolina, lasting from May 20 to May 27 — just seven days. This "seven star" patriotic cover from Wilmington, North Carolina, dated May 26, illustrates this rare usage.

After the admission of a state to the Confederacy the United States Postal Service, as noted previously, continued to handle mail until late May. This unusual circumstance of the Post Office of one nation handling the mails of another, and probably hostile nation, gave rise to the "Provisional" use of United States stamps by the Confederacy. Patriotic covers showing such usage from South Carolina, Georgia, Mississippi, and Virginia fill most of Frame 1.

The Confederate Post Office took charge of its mails June 1, 1861, and two colorful First Day covers are shown. Since, at the beginning, the Confederate Postmasters had no stamps (Government issued stamps were not available until October 16, 1861), they resorted to several kinds of emergency measures for marking the mails. The most common was the use of town and date handstamps and handstamped "Paid" and rate markings. Frame 2 and most of Frame 3 show "Handstamped Paids" on patriotic covers in many designs including flags, cannons, tents, soldiers, portraits, scenes and cartoons. Several of the patriotic designs shown are the only ones known. There are also examples of quite rare designs, such as the "Hanging Lincoln."

Soldiers in the field were allowed to send their letters home, "collect." These "Soldiers' Due Letters" constitute another facet of handstamped markings. Patriotic covers of not only Confederate sentiment, but also captured Union Patriotics used by Confederate soldiers complete Frame 3 and part of Frame 4. Again there are rare designs, including a cover and letter sheet of a nine star flag design.

Frame 4 also shows patriotic covers used with Postmaster's Provisional stamps and handstamps — another way the Postmasters of the C. S. A. met the lack of regular stamps. Of note

is a newly discovered patriotic from Savannah, Ga. To date only one example is known. And finally, Frame 4 begins the use of regular issue stamps on patriotic covers.

Regular issue stamps, beginning in October 1861 and extending throughout the remaining years of the Confederacy, are scarce on patriotic covers. The most frequently seen with patriotics are the issues prior to 1863. As the war dragged on, the supply of envelopes, particularly those with printed designs, was virtually exhausted. A few home made patriotic covers made their appearance. All are scarce. One shown is an overall flag stencil, in color, with twelve stars. The cover originated in Texas, was carried by hand out of the mails, and finally posted in Richmond, Aug. 15, 1862.

Frame 5 continues the use of regular issues on patriotic design covers. By 1863 many of the patriotic designs were very simple and printed in black rather than color. Confederate printers could make these designs, and there still was black ink, or blue, available. Three items, one showing the "TEN" stamp and two showing the "Frame Line" stamp, one with a pair, highlight this frame.

The four pages of covers in Frame 6 complete this part of the presentation. Of note among these covers is the 20c green on a patriotic cover, also the last cover shown, bearing a 20c green diagonal bisect, mailed in Crockett, Texas, May 22, 1865. It is the last known cover to be carried by the Confederate mails."

The slide program began with a Southern Letter Unpaid cover from New Orleans to France. This particular handstamp, used by the Postmaster at Louisville, Kentucky, is an early example of the severance of mail relationship between the North and South. A packet boat cover followed. Carried by the Mary E. Keene and mailed up the Mississippi River from New Orleans, the Confederate postage was paid by a half-dime attached with sealing wax, since no stamp was available. At New Orleans the Postmaster removed the coin and applied a 5c New Orleans Postmaster's Provisional stamp.

Several Express covers, carried by the American Letter Express, Adams Express, and Southern Express, illustrated the use of such companies, in conjunction with the Confederate mails, to keep correspondence going during the opening few months of the war.

One of the most interesting emergency measures resorted to by Confederate Postmasters when (after June 1, 1861) they had no stamps, was the issuance by some of them of their own provisional adhesive stamps. These were usually recognized as having paid postage only when used by the issuing post office itself. They were generally withdrawn, or use terminated, after government stamps became available late in 1861 or early 1862. A few Postmasters west of the Mississippi River, principally in Texas, used such provisionals in 1863 and 1864 after Federal Forces had taken control of the river and supplies of stamps became exhausted.

A number of examples of these adhesive stamps from various cities and towns were shown. They were selected from Mr. Kilbourne's collection to illustrate the methods used to prepare these stamps. A brief story was told about each. Covers showing unusual uses and rates were also included. Among these were a number of very rare two cent provisionals. Several covers showed Provisionals used to pay Confederate postage (required by law) on covers carried by Express companies. One cover from New Orleans to Richmond, a triple weight letter, carried six copies of the 5c brown on white New Orleans Postmaster. In all, there were over thirty Postmaster's Provisional covers.

The last part of the slide program dealt with the Regular Issues of the Confederate Post Office. Here covers with unusual usages, and record unused blocks and strips of stamps from those issues were shown. The first

Continued on page 47

Book Reviews

Canada — The 1967-73 Definitive Issue, by F. W. L. Keane and J. Paul Hughes plus various authors. Published by George S. Wegg, Ltd., 36 Victoria St., Toronto, Ontario M5C 2N8 Canada.

Collectors of Canadian stamps need not be in the dark any longer. The modern definitive set which has been a constant source of confusion for collectors since its release in early 1967 is now the subject of an exhaustive study by a team of prominent Canadian philatelists. The resulting book stands as a highly informative illustrated record of the most intriguing Canadian issue since the famous "Admirals."

The book, neatly divided into subspecializations of the set, is the specialists' dream. It not only includes clear explanations of paper shades and fluorescence, different printings, precancels, coils, special panes, perforations, plate numbers, tagging, counterfeits and fakes, but also deals with other philatelic specialties which may be included in a collection of this definitive issue. The data is brought to life through photos, charts and tables. Still other categories covered in further detail are errors and varieties, booklets and "Cello-Paqs," tagged stamps and postal stationery.

Each author makes an important contribution to the understanding of the postal history of the period. Especially enlightening are the sections on postal stationery and the invaluable table of earliest recorded dates of issue.

Today, 10 years since it first appeared, the "Centennial" set is already considered a classic with the scarcer varieties priced accordingly. Used mixtures which contain much variety, a good starting point for anyone wishing to collect the set, can still be found quite inexpensively. In this regard, the system devised by Keane and Hughes for sorting used stamps of this issue will be most helpful.

The book is not light reading. Explaining the changes of printers, papers, tagging, plates, gums, inks, booklets and so on, is not an easy task. To further clarify the background of this issue, the brief history on Page 5 would benefit by a more detailed explanation. Once the circumstances of issuance are known, the many varieties are better understood.

Followers of the Centennial definitives will be overjoyed to find previously scattered information beautifully put together, information that is right up to date. New research and insight by the experts is now brought together in one source book. Although, with new findings on this fascinating series of stamps still turning up, the final word on this set is yet to come, this is undoubtedly the best on the subject, an essential reference for the serious modern Canadian collector.

(John Carlson)

Balloon Post of the Siege of Paris, by Louis A. Chaintrier. Translated from the French by Everett E. Thompson, George W. Angers and Joseph L. Eisendrath. Includes Angers' translation of the memoir on Pigeon Mail written by Charles de Lafoylle in 1871 and the Balloon Mail Section of the American Air Mail Catalogue. Edited by Joseph L. Eisendrath. Introduction by Ernst M. Cohn. 163 pages. Hardbound. Available from George D. Kingdom, Box 499, Conneaut, Ohio 44030. $12.50 Postpaid.

The Balloon Post of the Siege of Paris is a translation from the series that appeared in L'Exchangiste Universelle, the French philatelic journal from March 1954 through January 1963 and also was serialized in The Airpost Journal from October 1954 through March 1970. An excellent example of how philatelic research can be done, it is a book you will want to buy.

In the 1920's and 30's Louis Chain-

trier visited the landing spots of the balloons sent out of Paris during the siege. It is obvious from his records that he interviewed still living eye witnesses and examined the newspapers of the region. His details are impressive, as when he states, "The same day (Jan. 26) the balloonist left Abbeville by train at 7:26 a. m. for Bordeaux, carrying the mail and also the three pigeons." In most instances we don't know precisely how he found this out, although his general methodology is apparent. The example we've chosen is particularly interesting because there was no train from Abbeville to Bordeaux. Amiens was the next town towards Bordeaux and had been captured by the Germans in late November. If the translation is precise, it doesn't say he *took* the train to Bordeaux, instead it says he *left* Abbeville by train *on his way towards* Bordeaux. This leaves room for him to do the rational thing and take the northbound train from Abbeville to Calais and then take a boat to St. Malo where he could take a train for the rest of the journey.

Exhaustive as Chaintrier's work is it leaves room for further research!

Prior to Chaintrier very little had been published about balloon mail except for the equivalent of "name, rank, and serial number." Very few of those associated with the Paris Balloons wrote books about their adventures and only a few others were interviewed by the press. Chaintrier together with his contemporary, Dr. J. le Pileur, filled the huge gaps in such information. The former concentrated on the balloon flights and what happened to the balloonists afterwards, while Dr. le Pileur turned his efforts to the significance of the cancellations on the mail.

As stated in the introduction by Ernst Cohn, Chaintrier's book is somewhat out of date. Subsequent research has increased our knowledge about some of the balloons and, in a few cases, corrected Chaintrier. However, this book is a first source, and *IT IS IN ENGLISH,* a fact which overshadows the small type used.

Those of us with "Balloon Fever" will appreciate Editor Eisendrath's inclusion of the balloon section of the American Air Mail Catalogue, albeit without prices. It is of great help in identifying a partcular piece of balloon mail. Again, while more detailed sources are available, they are not in English.

Thanks to Eisendrath and the American Airmail Society we now have a book which gives a more complete story about balloon mail than any other single reference in French or English.

(Ruth and Gardner Brown)

Confederate Postal History, An Anthology from "The Stamp Specialist." Edited by Francis J. Crown, Jr. Quarterman Publication, Inc., 5 South Union St., Lawrence, Mass. 01858. $50.00 Postpaid.

The postal history of the Confederate States of America has been written about in great detail in this century. Besides basic reference works such as those of August Dietz, Sr., numerous studies have appeared over the years in a profusion of philatelic journals and periodicals. Much of it has long been out of print and seldom becomes available to the interested student.

Mr. Crown's anthology is an effort to remedy this situation by making some of these articles more accessible. In this case, he has chosen to have reprinted all of the Confederate articles that appeared in *The Stamp Specialist* from 1939 to 1948. (That series of works, started by Harry L. Lindquist, has as its counterpart today *The American Philatelic Congress Book* which presents serious and advanced studies of various aspects of philately). The articles appearing in *The Stamp Specialist* not only presented new information, but also proved of lasting value. Much of this information is as valid today as when originally published over a quarter of a century ago in spite of the many new discoveries in Confederate postal history.

The calibre of the authors who con-

tributed the articles suggests why they are of enduring quality. Included are, Stanley Ashbrook, August Dietz, Sr., Howard Lehman, Van Dyk MacBride, George Malpass and Lawrence Shenfield.

Every Confederate article that appeared in *The Stamp Specialist* series has been reprinted in its entirety in this anthology. They have been divided into different chapters to present the history of the Confederate postal system in logical sequence. They begin with Dietz's "The South's Way of Life, Random Notes for the Student of Confederates" which gives the reader some understanding of the emotions and psychology of the people of the Confederacy during the war years.

Other major articles incorporated in this compilation are Stanley Ashbrook's, "Confederate States of America," "Some Notes on the Postal Legislation, Postal Rates, Postal Uses and Earliest Known Dates of Use of the Stamps of the General Issues," "The Confederate States of America: Issue of April, 1863, Ten Cent Blue," which deals with the plating of the frameline. Also found is Van Dyk MacBride's, "Confederate Stamps on Provisional Covers," "Confederate Blockade Covers: Including Some Unusual Examples," "Camp Shenandoah, Va. A Confederate Mystery" and "The Autographed Field Letters of General Robert E. Lee." These are followed by August Dietz' "The Engraver of the Five Cents De La Rue," Lawrence Shenfield's, "The 'Southn. Letter Unpaid' Marking of Louisville, Kentucky, June and July 1861," "Prisoner of War and Flag of Truce Covers," "How the Fighting Men of the 5th Texas Regiment C.S.A. Got Their Letters Across the Mississippi to Texas" and George Malpasses' "A Checklist of Uncataloged Envelopes Bearing Patriotic Designs of Southern Sentiment."

Also included in this 336 page hardcover volume is an index to subject matter and a bibliography keyed to the text which is comprised of articles and works that either update or provide additional information.

Any Confederate philatelist or collector interested in the above facets of philately should find this book to be a worthwhile and important addition to philatelic volumes in their library.

(Brian M. Green)

CONFEDERATE PHILATELY (Contd.)

cover, with a strip of five of the 5c Green No. 1, was mailed in Richmond October 17, 1861. It is believed to be the earliest General Issue date on cover. Another cover, a "Thru-the-Lines" item, showing two half-dimes attached with sealing wax to pay postage and carrying fee, probably originated in Baltimore. Addressed to Bremo Bluff, Virginia, it entered the Confederate, mails at Norfolk, Va., Jan. 1, 1862, where the Postmaster received one of the coins and applied a 5c Green No. 1. The other coin was a fee for the boatman who brought the cover across Chesapeake Bay to Norfolk.

A cover showing the use of the 2c Green No. 3 — two whole copies and a bisect all in a strip — used to pay the 5c rate from West Point, Mississippi to Marion, Alabama, was shown. This is the only known use of a bisect for one cent payment. All other bisects are of the 20c Green No. 13 and paid the 10c rate.

Of note among the blocks and strips were large pieces of the 10c rose "TEN" and "Frame-Line." To finish the program four "Trans-Mississippi Express" covers were presented. One, with four copies of the "TEN," is the only known use of that stamp by this Express. Another, showing four 20c Greens, an 80c rate, is the only known double weight Express cover paid with stamps. This item ended the slides and the program. A question and answer period followed and the meeting was adjourned at nine o'clock sharp.

ADEN (Contd.)

structure, which was completed at a cost of about Rs.20,000." This suggests to me that the objections raised in 1859 to the erection of an adequate accommodation for the Post Office were eventually overcome. Although I noted nothing in the volumes up to 1865 to suggest that this campaign had been re-opened, it could not have been delayed much longer.

This chapter is inescapably brought to its conclusion by the fact that 1865 was the latest year examined. However I hope readers will agree that the arrival in Aden of Jackson Walter Barwise on that long ago day in March 1860 finally brought to a close the development stage in the growth of postal facilities at Aden. Thereafter, that development entailed no more than the steady enlargement of a mature postal establishment.

EDITORIAL (Contd.)

ness had returned to the Vatican, the Chief of Postal Administration had them backstamped with "Oct. 4" rather than the date of the actual, later day they were received because he "did not want to disappoint so many collectors."

We have never questioned or criticized any person for collecting what most pleased him — or her. And we don't have any complaint about unaddressed, falsified first-day covers. But, for the love of Rowland Hill, Heinrich von Stephan, Benjamin Franklin, Montgomery Blair and others eminent postal reformers, let's not allow such items be called "postal" and acceptable under the umbrella of philately!

They belong with such peripheral material as Christmas seals, phantoms, bogus issues, profit-motivated locals and other Cinderellas. *(E. A. K.)*

NEW BOOKS RECEIVED BY THE LIBRARY

Zumstein Katalog Schweiz Liechtenstein und Campione. 1976 Edition. 307 pages, illustrated, softbound. Bi-lingual: German and French. Published by Zumstein & Cie., Bern. Gift of the publisher.

Zumstein Spezialkatalog und Handbuch Die Ganzsachen der Schweiz. 6th Edition, 1975. 207 pages, illustrated, softbound. Published, 1975, by Zumstein & Cie., Bern. Gift of the publisher.

Kottelat Katalog Schweiz Liechtenstein. 1976 Edition. 291 pages, illustrated, spiralbound. Published, 1975, by Kottelat & Cie., Postfach 1806, 3001 Bern, Switzerland. Bi-lingual: French and German. Gift of the publisher.

AFA Danmark, Grønland, Faerøerne, Dansk Vestindien Frimaerkekatalog 1976. Published by Aarhus Frimaerkehandel. 168 pages, color illustrations, softbound. Gift of the publisher.

AFA Skandinavien Frimaerkekatalog 1976. Published by Aarhus Frimaerkehandel. 264 pages, illustrated, softbound. Gift of the publisher.

Scott Standard Postage Stamp Catalogue. 132nd Edition, 1976. Published by Scott Publishing Co. 3,077 pages in three volumes, illustrated, flexible binding. Gift of the publisher.

Stanley Gibbons Stamps of the World, 'Simplified'. 41st Edition, 1976. Published by Stanley Gibbons Publications Ltd. 1444 pages, illustrated, hardbound. Gift of the publisher.

Stanley Gibbons British Commonwealth Stamp Catalogue. 78th Edition, 1976. Published by Stanley Gibbons Publications Ltd. 888 pages, illustrated, hardbound. Gift of the publisher.

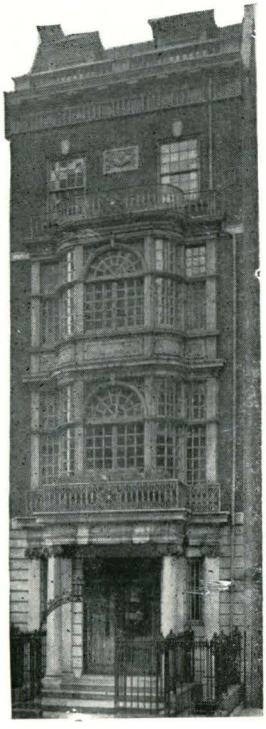
Turske Poste na Podrucju Jugoslavije by Mirko Rasic. 32 pages, illustrated, softbound. Published, 1974, by "Filatelista." Available from "Filatelista," Majke Javrosime 20, Belgrade 11000 Jugoslavia for $1.50. Gift of Mr. Rasic.

The Noble Official Catalog of United States Bureau Precancels. 58th Edition 1976. 224 pages, illustrated, looseleaf. Published, 1976, by Gilbert W. Noble, P. O. Box 931, Winter Park, Fla. 32789. Price $4.00. Gift of the publisher.

Topical Issues of 1975 With 1976 Catalog Numbers by Ruth Y. Wetmore. Published, 1976, by the American Topical Association, 3308 North 50th Street, Milwaukee, Wis, 53216. Price $3.00. Gift of the publisher.

A Post-Habsburg Index (of Austrian Town names) by H. C. & P. R. Davis. Published, 1975, by Harry Hayes, 48 Trafalgar Street, Batley, West Yorkshire WF17 7HA, U. K. Price U. S. $9.90 post paid. Gift of the publisher.

Boston Postmarks to 1890 by Blake and Davis. Reprinted, 1974, from the 1949 edition by Quarterman Publications, 5 South Union Street, Lawrence, Mass. 01838. 367 pages, illustrated, hardbound, price $30.00. Gift of the publisher.



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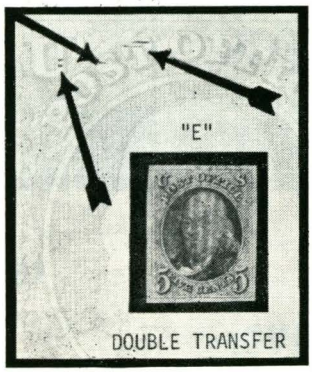
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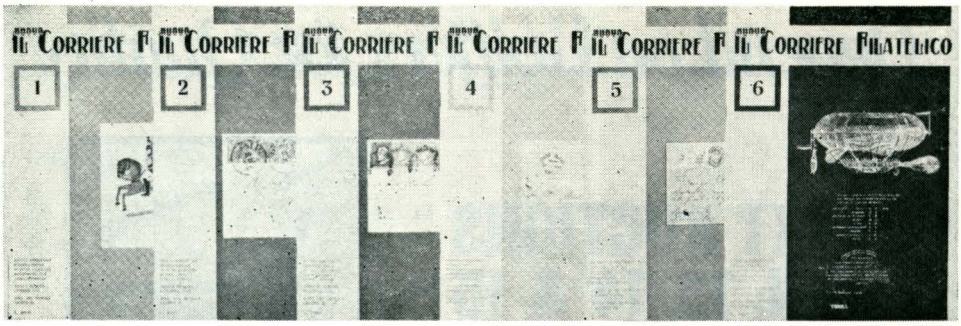
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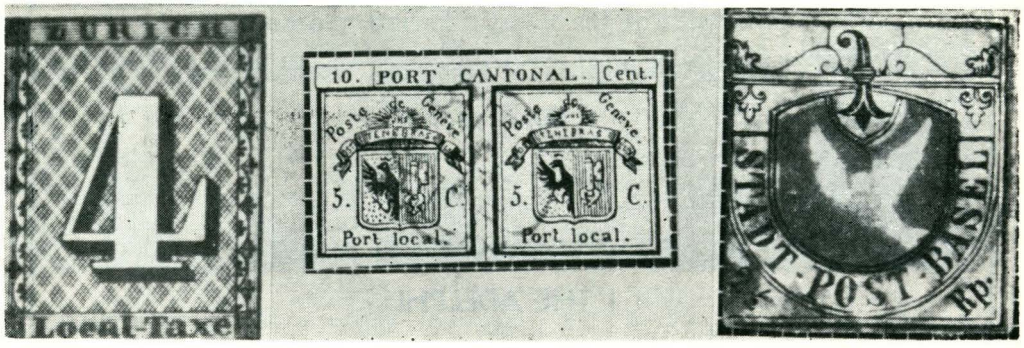
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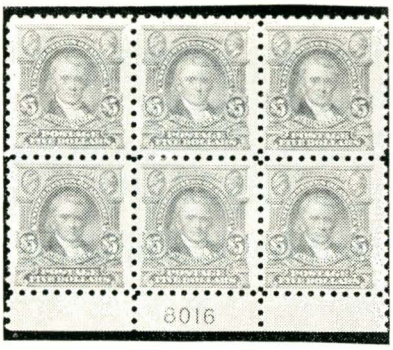
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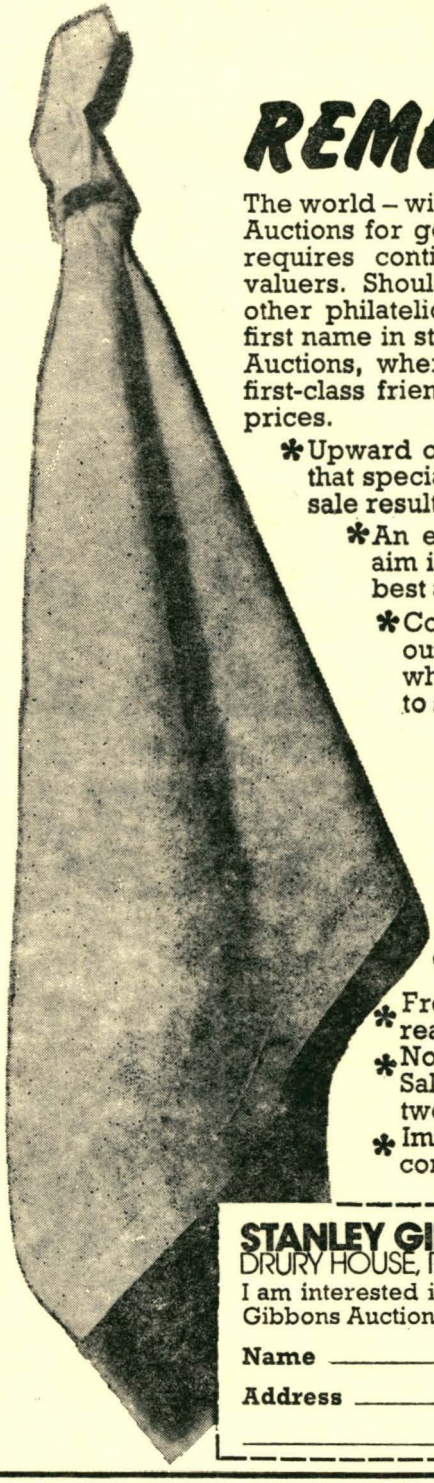
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