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Vol. XVI. JULY, 1937. No. 3.

The Railroad Postmarks of France

By CARROLL CHASE.

THIS article deals only with the railroad postmarks, and a few of their antecedents, of France and French Northern Africa;—Algeria, Morocco and Tunis. Ship and steamboat postmarks are not included. Neither are what the French call "Marques d'entrée en France"—(postmarks which indicate when and by what means foreign letter entered France) except those which were applied on the postal cars. The subject is very interesting from a number of standpoints. Such a collection is a graphic history of the French railroads and their gradual development up to the present time. As their number and extent has about reached the limit, and as many of the smaller lines are succumbing to the rivalry of the automobile for both passengers and freight as well as mail, the moment is opportune to describe them.

These postmarks are, generally speaking, small, neat and clearly struck. Black was the common color, but red, blue, violet and other colors may be found. They have been cataloged in part. A carefully made list of the first type of postmarks used on the main lines from 1855 to 1886 may be found on pages 241 to 257 inclusive of the "Nomenclature Générale des Bureaux de Poste Français, 1849-1876" by Langlois and Veneziani, published by Yvert & Company of Amiens. Unfortunately, it is just recently out of print and is now difficult to obtain. This list, in spite of certain errors and omissions, is very well done and represents a great amount of research. In *"Les Annales de Philatélie"* Vol. I, No. 5, for January-March 1934, Messrs. Bourselet and Langlois began an article on "Les Cachets des Bureaux Ambulants de France." This is the most serious of the French philatelic journals. It is published at 38 Rue de Lourmel, Paris, and costs thirteen francs per year, including foreign postage. Unfortunately, it appears only four times annually, so the article in question promises to run several years. This article gives a brief description, not always accurate, of the early postmarks and those used later on the main lines. Following this is a table, divided into the great systems, which lists the various postmarks and their types and dates, but as has been stated, only those of the main lines. This list is however, as far as it goes, the best published to date.

In the "Catalogue des Estampilles et Oblitérations Postales de France et des Colonies Françaises," in the writing of which several authors collaborated, on pages 196 to 214 inclusive, is found a careful listing and illustration of all the *types* of railroad postmarks from their beginning up to the present time. This catalogue of some 630 pages, also sold by Yvert & Cie., costs 40 francs—plus 4.80 francs for foreign postage. It contains an almost incredible amount

of information regarding French postmarks of all kinds from the earliest to date, and might well be used as a model for a similar work in the United States. It is so thoroughly illustrated that little or no knowledge of French is required for its use. The "Indicateur Chaix" (published by the Librairie Chaix, 20 rue Bergére, Paris) which corresponds to Bullinger's Guide in the U. S. A., costs twelve francs and the foreign postage about as much more. It is of great service. The index of stations is particularly complete and the maps are fine. This about completes the list of worthwhile references in the literature available to the American collector. There is a great mass of information on this subject in the library of the Post Office Department in Paris. This material has been very frequently consulted in preparing this article. It may be of interest to note that the French began the study of this subject as far back as 1898, the first serious article being by the late M. Doé of Troyes.

All of the main line railroads of France were until very recently, divided into seven great systems as follows:—Etat, Orléans (also known as the P. O.—Paris, Orléans), Midi, Lyon (also called the P. L. M.—Paris, Lyon, Méditerranée), Nord, Est and Alsace-Lorraine. Each has the monopoly of the main lines in a definite section of France, except that the Etat and Orléans conflict a bit in a part of Brittany. Five of these seven lines—all except the Midi and the Alsace-Lorraine,—run into Paris.

Just recently the Orléans system has been united with the Midi and is now called "Orléans-Midi." There is talk of further consolidations in the interest of economy. It might be added that before the Franco-Prussian War of 1870-71, what is now the Alsace-Lorraine, was part of the Est system. Scattered all over France are numerous short lines, many of which are independent of the seven great systems. Paris, of course, is the great railroad center of France. The fast trains are often so arranged that it is (and especially was once) quicker in travelling or sending mail from one town to another not too far from Paris, to go through Paris making a "V," rather than to go in a direct line.

As France is a close network of railroads, there are of course, a very large number of railroad postmarks—several thousand varieties. The handstamps used for these postmarks were all made by the French Post Office authorities, so are uniform. Their use was carefully regulated and postal clerks were compelled to use them with care. This naturally allows a more complete and accurate listing than is possible with many classes of early American postmarks which were not made by the Post Office Department, but by various private firms or even by the postmaster himself.

At the present time French railroad postmarks are cheap except for a few known to be rare, and even these, in my belief, are selling well below their real value. A great many may still be had for a few cents apiece. It does not detract from their interest, to say the least, that real bargains may be had for almost nothing, and that an unpicked lot of common stamps may yield a great variety. For great rarities exist, especially with the earlier types, even among the postmarks of the main lines. Certain examples that are listed, and in all probability exist, I have never seen, and even as great an authority as M. Langlois has never seen some of them either. Of course, single examples are known.

Railroad postmarks are to be found on practically all regularly issued French stamps, postage dues not included, though I have one or two examples even of the latter. The five francs stamps of 1869 and 1877, the one franc of 1849 as well as the very low values, 1, 2, 3 and 4 centimes, are all thus known. The modern commemoratives such as the Olympic games set and the Decorative Arts Exposition, etc., make a brave showing. Even certain Colonial stamps (especially the imperforates having the same design as the mother country) are occasionally found used in France, and a very few of them bear railroad postmarks.

French collectors of the old school like their cancellations squarely on the stamp and many even prefer them off cover. A more modern group realizes that it is necessary to collect otherwise, especially on cover, because many postmarks are almost or quite unknown on the stamps themselves. This leads to the following classification as to how the postmark may be found. These are given in the order of their desirability. First, the postmark on a stamp on cover. Second, on a stamp off cover, (legibly struck of course). Third, on the front of a cover but not on the stamp. Fourth, on the back of a cover. A fifth may be added—a postmark cut out of a cover. This last mentioned is more or less of a sacrilege but was often done in the past, and these little squares of paper are of interest in establishing data and often look well in a collection, mounted beside a stamp bearing the same postmark, incomplete or poorly struck. The collection of postmarks on the back of covers may seem strange to some American collectors, but it gives the only possible chance of anything like completeness. What real reason is there against this? The same postmarks were used and they indicate, as well as a postmark on the front of the cover, that a certain route had been taken.

There are three great classes of French railroad postmarks. First, those of the preliminary period including all used up to about 1854, and even a few similar ones used later. Second, those used in the postal cars on the main lines from 1854 or thereabouts, up to the present time. Third, those used on the smaller lines and on what are called in the U. S. A., local trains, on the main lines. These trains have no postal cars, but a compartment, usually in a second class passenger coach, is reserved for the exclusive use of the postal clerk. A fourth class may be included—railroad station postmarks. The postmarks of the second class have been most carefully listed and studied. The others to a less extent.

Let us consider first, the preliminary period. I have found it among the most interesting. Although horsedrawn post coaches, called by the French, malles-poste, had been in use for a very long time, no postmark indicating such service is known earlier than 1838. These malles-poste covered daily all parts of France and made almost incredibly fast time. They were comparatively light vehicles carrying only, 2, 3 or 4 passengers plus the mails, and were drawn by frequently changed relays of four horses, running day and night. In 1846 for example, sixteen lines ran from Paris and another fifteen connected points outside the capital. They averaged for certain routes four lieues (about 10 miles) or even more, an hour, so that nearly 100 lieues (about 240 miles) was covered in a day!



Figure No. 1.

Toward the end of 1838, November 4th of that year being the earliest date I have noted, a new type of postmark came into use but only at the main Paris postoffice. These are small, about 20½ mm. in diameter, show "Paris" at the top, (60) at the bottom and a number at each side, the bottom of the number being toward the outside of the postmark. *(See Figure 1.)* These numbers, always the same on both sides, run from 1 to 16 and indicate on letters addressed to Paris the line of mail coaches by which they arrived. When the letter originated outside of Paris and passed through the city for another destination the postmark was of the "in-transit" variety and indicated by what line the letter was

to be forwarded *out* of Paris. All of these postmarks that I have seen were on the back of the cover. I have found them only in blue. Here is the list of the fifteen lines, the town named being at the end of the route. It will be seen that they are listed from the north-west clockwise around to the same point.

1. Calais
2. Lille
3. Valenciennes
4. Sedan
5. Forbach
6. Strasbourg
7. Besançon
8. Lyon
9. Marseille
10. Toulouse
11. Bordeaux
12. Nantes
13. Brest
14. Caen
15. LeHavre



Figure No. 2.



Figure No. 3.

This list is copied from the "Annuaire des Postes" (the Year Book of the P. O. Dept.) for January 1839. These fifteen lines were thus arranged as early as 1838, and although the lists in the Year Books change a little, these postmarks, in use until April 1848, always indicate the same route. During this period two additional lines were created, which were given postmarks of another type. "Route de Genève" (Geneva, Switzerland) came into being in 1845, and "Route de Moulins" (Department of the Allier) is found from 1846. *(See Figures 2 and 3.)* As I have stated these numbered postmarks ran from 1 to 16 although at the beginning only 15 lines were listed. For a reason not absolutely clear, one route, that for Valenciennes, had two numbers, 3 and 16.



Figure No. 4.



Figure No. 5.

During the same period, 1838-1848, a similar postmark in two sub-types is found with the number 17 at each side. Usually in red, they are also found, though rarely, in black. One sub-type, not rare, had "(60))" at the bottom, and the other, much less common, one of the words Deuxième, Troisième, Quatrième, Cinquième or Sixième. *(See Figures 4 and 5.)* Both sub-types were used to indicate what were called the "supplementary departures and arrivals." The great mass of mail arrived at Paris by the 15 mail coaches early each morning and left Paris by the same means about seven o'clock each evening. These letters bear the postmarks numbered from 1 to 16. A certain number of towns, at first close to Paris, but in a gradually increasing zone as time went on, had one or two extra departures and arrivals during the day and the postmark with the number 17 indicated them. The sub-type with the words SECOND, THIRD etc. at the bottom were used to indicate that the letter thus marked had arrived at Paris in time for a certain delivery; but it is also found occasionally on letters in transit through Paris and here it means simply that the letter had arrived at Paris at the same time as those for the distribution in question.

A copy of the postmark of 1838, but only with the figures 1 to 7 inclusive at the sides and always in black, was employed in 1849 and later, but it does not

interest us, as it was used exclusively to indicate the number of the delivery in Paris.



Figure No. 6.



Figure No. 7.



Figure No. 8.



Figure No. 9.

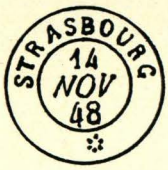


Figure No. 10.



Figure No. 11.

When the postmarks from 1 to 16 went out of use in April 1848, no others indicating the routes are found until April 1852, except a group used from about April 1st, 1848 to May 1850 employed exclusively for the supplementary arrivals and departures. These are all rare because of the comparatively small amount of mail thus handled. They are all in pale blue until January 5, 1849, and after that date in black. The change in the color of the ink was due to the introduction of postage stamps January 1, 1849, which were not satisfactorily cancelled by the blue ink. This series of postmarks is given in *Figures 6, 7, 8, 9, 10 and 11.* The first five are found practically only in 1848 from April to December and the sixth from December 1848 to May 1850. The first four may be translated as follows:—"Bordeaux by the line to Châteauroux," "Special Courriers (or departures) by the line to Le Havre," "Rennes by the line to Tours," and "By the lines to Quièvrain (Belgium) and Boulogne." The fifth is very odd as the line or route was indicated by the name of the town which was its terminus. Fourteen such postmarks are known and more may be found. Those known are as follows:—Brest, Boulogne, Cherbourg, Clermont, Etranger (for foreign mail), Forbach, Limoges, Lyon, Marseille, Moulins, Sedan, Strasbourg, Toulouse and Troyes. These are all decidedly rare. The sixth postmark of this series has numbers running from 1 to 20, although I have yet to see 11 and 15. 15 however probably does not exist as the 15th section dealt only with letters for foreign parts. The routes indicated as far as known at present are the following:—

1. Boulogne & Calais
2. Lille & Valenciennes
3. Sedan
4. Strasbourg
5. Genève (Switzerland)
6. Lyon
7. Marseille
8. Toulouse by Limoges
9. Pau by Limoges, Périgueux & Agen
10. Bordeaux
11. This number has not been seen. Quite possibly Rennes by Tours
12. Brest
13. Cherbourg
14. Le Havre
15. Probably does not exist
16. Langres and beyond. Besançon, Mulhouse & Bâle
17. Suburbs of Paris
18. Forbach
19. Montpellier by Bourges
20. Nantes by Tours



Figure No. 12.



Figure No. 13.



Figure No. 14.

About April 1st, 1852 a new series of postmarks came into use. These indicate not only the principal departure of the evening and the first arrival of the morning but also the "supplementaries." *See Figures 12, 13 and 14.* The postmark indicate in Figure 12 was used on the front of prepaid letters from Paris, and on the back of letters, prepaid or not, in transit through Paris. The two types shown in Figures 13 and 14 were used exclusively on unpaid letters from Paris, the amount stated at the bottom indicating the postage due. The charge for such letters was changed from 25 to 30 centimes July 1st, 1854 and naturally the postmarks were changed at the same time. The figure at the left of the postmark indicated the section of the day during which the letter was handled, as follows:—1st Section 4.30 to 8 A. M., 2nd Section 9 A. M. to 1 P. M., 3rd Section 2 P. M. to 6 P. M. The numbers at the right, indicating the route, ran from 1 to 20, but I have not seen either 17 or 19, and it is possible they do not exist. A word in reference to the postmark shown in Figure No. 12 with "12" at the right. About April or May 1855 this handstamp had become so worn that it was replaced by another somewhat different type—*See Figure No. 15.*



Figure No. 15.

The routes indicated are, as far as it is known today, the following:—

1. Suburbs close to Paris
2. The North R. R. system, Lille, Valenciennes and later Quièvrain (Belgium)
3. Suburbs further from Paris
4. Bâle, Switzerland by Strasbourg
5. Troyes and beyond
6. Lyon
7. Marseille, Replaced August 16, 1855 by Route 18
8. Montpellier by Nevers
9. Toulouse by Limoges
10. Bordeaux
11. Beyond Bordeaux? Bayonne, Pau and Toulouse?
12. Brest by Chartres
13. Cherbourg
14. Le Havre
15. Foreign
16. Besançon and Genève by Dijon?
17. This postmark has not been seen
18. Forbach. Later, Marseille
19. This postmark has not been seen
20. Nantes by Tours

If anyone is particularly interested in these Paris route postmarks I have written a detailed study of them in French, which has appeared in booklet form. It is for sale by Yvert & Cie. at 10 francs plus 1.20 francs for foreign postage.

(To be continued.)

Confederate Stamps

By Cornelius W. Wickersham.

(Opening Remarks When Showing His Confederate States Provisionals, Paids, and General Issues, at the Collectors Club on March 17, 1937.)

THE collection of Confederate Provisionals and General Issues brings us into close touch with one of the most historic periods of our history. There is no group of stamps that is of more interest to Americans. When we collect Confederates, we are getting not merely pieces of paper, but symbols of the most stirring scenes in our country since it was founded. We must remember that this was the period when, commencing in December, 1860, one Southern state after another seceded, so that by June of 1861, eleven states had left the Union and had formed an independent government. During the next four years, the Southern people went through experiences of self-sacrifice, suffering and determined effort which have scarcely been equalled in the history of the world. They met equal determination from the Northern states. In the South was a population of seven million people, mostly Anglo-Saxon, in a life and death struggle with a nation larger in size and population and with greater resources of money, equipment and supplies.

Despite the odds against them, the Southern Confederacy came within an ace of succeeding. It is by no means impossible that if Stuart had been in touch with Lee during the vital days before the Battle of Gettysburg, or if Jackson had survived Chancellorsville and had commanded his corps in Pennsylvania, the Battle of Gettysburg might have had a different result. In this event, it is possible that the Confederacy might have succeeded, although it is equally possible that the determination of the Northern leaders, headed by Abraham Lincoln, and the tenacity of the Northern forces, on land and sea, would in the end have overcome all difficulties in reestablishing the Union which they sought to preserve.

These four years are illuminated by high endeavor and the names of great battles. First and Second Manassas (or Bull Run), the Seven Days, Fredericksburg, Chancellorsville, and Chicamaugua, were victories for the South, enshrining the names of Lee, Jackson and Longstreet. Gettysburg, Vicksburg, the Wilderness, Atlanta, the March to the Sea, and Cedar Run, were Northern successes inextricably connected with Meade, Grant, Sherman or Sheridan.

Throughout the war, except for one short period, the superior power of the navy of the United States played a vital part, and the influence of sea power on history has rarely been more clearly and effectively shown.

While the Southern states were seceding, the United States stamps remained current in the South until the end of May, 1861. At that time, both the United States Government and the Confederacy prohibited their further use in the seceded states. The Confederate Government was not yet ready with the General Issues, which later appeared, and, therefore, the local postmasters in towns, cities and villages thtroughout the South were thrown upon their own resources. This resulted in the Confederate Provisionals and Paids. The Provisionals covered a great variety of manufacture of stamps and envelopes. Three and perhaps four postmasters produced lithographs. Some Provisionals were engraved on wood, and stereotypes or electrotypes made from the engraving. Some were typeset. We find also typographs, woodcuts, typographs from woodcuts, and hand-stamping from woodcuts. In some instances manuscript initials, or words, or autographs, plus a hand-stamp, were used. In many instances, the dates were removed from cancellers, the words and figures "Paid 5" or "Paid 10," inserted in their place, and the converted canceller used to produce the result. The adhesives and the press printed envelopes presnt no difficulty as to classification,

but in the case of the hand-stamped Paid envelopes it is often a difficult question to determine in specific cases whether these were stamped on the envelopes before use and sold to purchasers, or whether they were hand-stamped at the time the cover was handed in to the post office for mailing and the postage paid. In the former case, the result is a true Provisional, and in the latter, an ordinary Paid.

We must remember that at that time the use of adhesives was not very old, only thirteen years having passed since the issue of the first United States general postage stamp. Prior to the introduction of adhesives, the hand-stamping of covers at the time of mailing and payment of postage was the common method of franking envelopes for the mails. It was natural, therefore, that many postmasters should go back to this method, and such was in fact the case. Where, however, a distinctive mark, showing payment of postage, was placed on the envelope prior to purchase, and the envelope sold for future use, we have a Provisional.

In Dietz' Confederate States Catalog and Hand-Book, Mr. Dietz says at page 75, that the vexing problem has now been solved, and that credit is due Mr. Stephen D. Brown for the application of the formula. This is in effect that hand-stamped "Paid" envelopes, if found unused, are *prima facie* Provisionals. All hand-stamped "Paid" envelopes, bearing a "control mark" either on their face or back, and showing a control date prior to the postmark date, are also to be classified as Provisionals.

So much for classification. But however classified, these covers, bearing rare and unusual stamps or marks, sometimes on patriotic covers, are of extraordinary interest, not only historically, but because there is must still to learn as to their manufacture and use. While the Provisionals were confined to use within a particular locality, they passed current by courtesy throughout the Confederacy.

Their use did not terminate entirely upon the issue and supply to postmasters of the General Issues of the Confederacy. Later on, when the Mississippi River passed into the control of the United States Government, it became difficult or impossible to supply postmasters west of the River, and thus we have a further use of Provisionals and Paids in Texas and Arkansas and parts of Louisiana in the later years of the War.

The first of the General Issues, the famous lithographs of Hoyer and Ludwig, came out in October and later months of 1861 and early 1862, and supplies could not have reached many of the postmasters until some time after issue.

There is not time here to give in detail the fascinating story of the manufacture and issue of the General Issues. Suffice it to say that besides the lithographed stamps, they included the De La Rue stamps, which were engraved in England and printed partly there and partly in Richmond, the "Ten" Cents, which was only in use a short time, and was discarded because the picture of Davis was thought to resemble Abraham Lincoln, and the famous Frame Line, engraved on steel by John Archer, printed from copper plates, and issued and used before a contract was made. The latter is said by Dietz to be literally a sample stamps, and as such perhaps unique in philately.

With this background of history, art and human endeavor, we may turn to our Confederate stamps, and feel that they are not merely evidences of franking of mail, but that each will bring to mind and imagination those historic scenes in our national history, through which move the tramp of marching feet, the bugle calls of Grant and Sherman, Jackson and Lee, and the determined effort of a large population, its suffering and self-sacrifice. In the end the Confederacy failed, in order that our Union might be preserved.

Use the application blank on page V in advertising section to introduce another member to the Club.

Recutting Plate Varieties on the 3c 1851-1857 Stamps (U. S. No. 33 and No. 34)

By C. N. Allen.

IN the preface to Dr. Carroll Chase's classic study, "The 3c Stamps of the United States, 1851-1857 Issue," published only nine years ago, the modest statement that his work is "far from a complete treatise on the subject, and that many of the statements made will later be found erroneous" occurs. He was a true prophet, for new discoveries have been made that would have saved him months of work—such as the discovery by Dr. Dorsett of St. Louis of a right pane from plate No. 1 and another from plate No. 3. Here are full panes, whereas Dr. Chase had to reconstruct his panes by the tedious method of over-lapping pairs, strips, and blocks. Compared with such researches, however, what follows must be taken as only suggestive of one small sector of the subject. This short illustrated sketch is written for the average adult collector of 19th century U. S. stamps who wants to progress to a *study* of these popular stamps as opposed to mere collection of the obvious gross differences of design or perforation alone. The material was integrated for personal benefit originally but was written up because of the many questions collectors have asked concerning recuttings on No. 33 or No. 44, or both.

If this study is to be helpful to the average collector, much of the detail of Dr. Chase's book must be ignored. It is in order, however, to paint a few bold strokes of historical background. The imperforate and perforate 3c stamps of 1851 and 1857, Scott's numbers 33 and 44, were given birth by act of Congress, March 3, 1851, when the domestic rate was reduced. The "5 and 10" set of 1847 was followed by a set of eight stamps, only three of which (the 1c, 3c and 12c values) appeared in 1851. The reduced rate and the commoner 3c imperforate No. 33 were popular from the start. The Houdon statue of Washington, the same as was used for our bicentennial issue and which is in the Virginia state capitol at Richmond, made a splendid vignette for the intricate background of the "tassellated frame, terminating in each of the four corners with a fine lathe-work rosette." The makers, Toppan, Carpenter, Casilear & Co., maintained their reputation for fine work despite the intricacy of the design and the many details of manufacture. The *medallion* was either engraved directly on the die block or rocked in from a transfer roll. The *rosettes* were rocked in from one transfer roll and the *tassellated work* from another. Then the design was completed on the original die block by adding the triangles, labels, diamond blocks, lines, and any retouching needed—all by hand. This last step—retouching—furnishes the focus for the greater part of what is said herein.

For rough comparison we may think of 40% of the printed stamps being issued imperforate. There were about 362 million of No. 33 as against about 658 million of No. 44. This is in line with the introduction of perforations to make separation of the stamps easier. These billion or so stamps were printed from twenty-nine plates numbered from 1 to 28 inclusive and one unnumbered plate designated as 0. The first and imperforate issue, No. 33, was printed from only nine plates and so may show more re-cutting as these plates were obviously very severely used. They were plates 0 and 1 to 8 inclusive. In addition, plates 2 to 8 were also used for printing stamps which were subsequently perforated.

Hence the burden on these first nine plates was very heavy. The other twenty plates, numbers 9 to 28 inclusive, were used for the later No. 44 only. (In speaking of No. 44, we shall hereafter think of Type I as being from plates 2 to 8 and Type II as being from plates 9 to 28 inclusive; 1857 issue.)

As indicated, it is remarkable that our stamps can be printed as much alike to superficial examination, at least, when we consider the many steps involved. It is safe to say that not a single copy of either No. 33 or No. 44 exists as the design was originally rocked onto the plate by the transfer rolls. Chase says that "*every* stamp on every 3c 1851-57 plate shows re-cutting at least to the extent of two or more of the frame lines." This naturally makes us wonder what kinds of plate varieties are to be found. There are five general types:

1. Shifted transfers: More than 125 on one type and over 100 on the other.
2. Short transfers: Caused by imperfect rocking in of the design by the transfer rolls. (Note A).
3. Cracked plates: On plate 5 only we can find four. (Note B).
4. Flaws: Other than cracks, such as the famous faulty toga-button. (Note C).
5. Re-cuttings: Hand re-touching on the plate to strengthen by giving depth to a line or lines. May be done either before use or later.

This study limits itself to varieties of re-cutting. There are several reasons for this limitation. In the first place, the amount and nature of re-cutting gave each plate its individuality. The compensation for poor transfer work by re-cutting was always done in an effort to bring a plate nearer to the ideal standard, but this hand cutting came to be the philatelic signature of stamps from each plate for on each plate the re-cutting was different and can be distinguished from that on other plates. Hence the student is able to identify copies of these stamps and tell from which plates they were printed. This in turn makes "plating" or the reconstruction of plates by stamps printed from such plates possible. Before we go into the details of the identifying re-cuts it is in order to study the possibilities for re-cutting and note the relative frequency with which the various parts were gone over by hand.

In studying the following diagram, note that the key arranges the frequency of re-cut parts from "never" to "always"—from 0 to 100% frequency of re-cutting. As Chase states, the two side frame lines at least, are *always* re-cut. This is true of no other part of the design.

The imperforate No. 33 shows two general types of recutting: with and without the inner line. Plates 0, 1, 2, 3, and 5 show one or both inner lines re-cut (except for a few from plate 1, early and intermediate stages). Plates 4, 6, 7, and 8 show neither inner line recut.

Normally, No. 33 shows all four frame lines, the two inner lines, the tops of the upper label and right diamond blocks recut. The second group of No. 33 shows recutting only of the four frame lines, with some exceptions. (Note D). It is commonly stated that the perforated issues show recutting other than the always-recut side lines. This does not take account of the issues printed from plates 2 (late) to 8 inclusive, which appear as No. 43 (Scott's Type I). It could be only generally true if we were dealing with so-called "normal" varieties of recutting and ignoring those caused accidentally. Chase listed, from his completely re-constructed plates, all the varieties of which we now have record. To indicate the complexity of our Chinese puzzle, here is a list, modified from Chase (pages 65-67), of both normal and error types of recutting the plates for U. S. No. 33, the imperforate stamp. (Some are also found on U. S. No. 43).

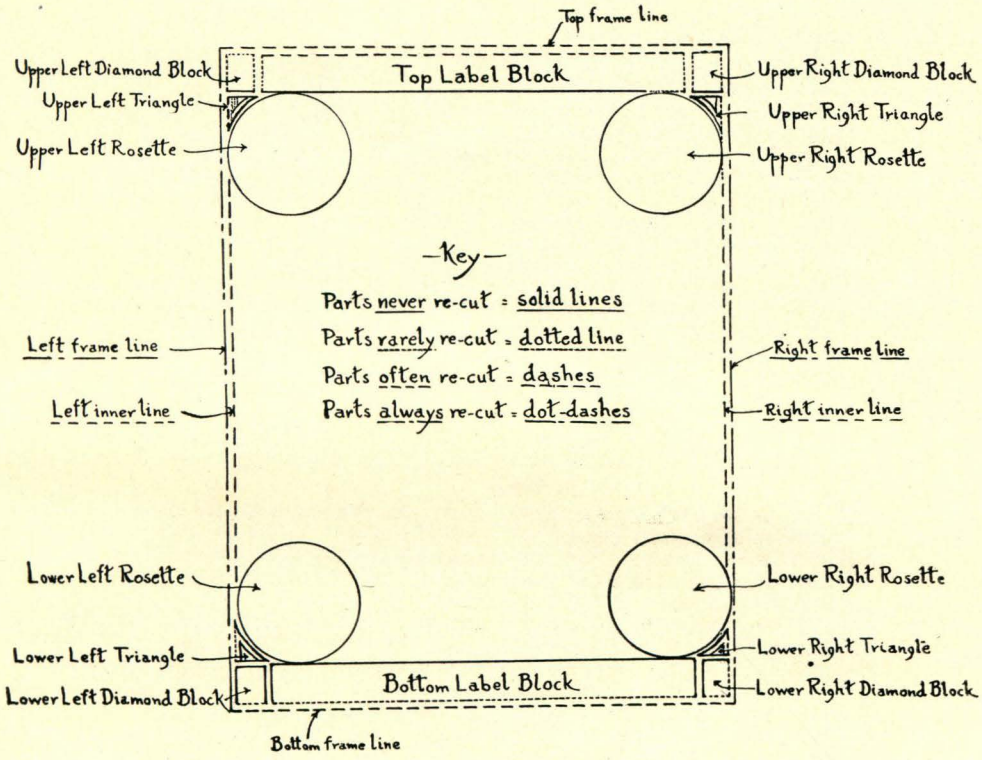


DIAGRAM 1 RELATIVE FREQUENCY OF RECUTTING THE VARIOUS PARTS OF THE DESIGN

(Adapted from Chase, Figures 13 and 51.)

I. NORMAL RECUTTING:

A. On stamps WITH inner lines:

1. 4 frame, 2 inner, top of upper label block, and top upper right diamond block.
2. 1 inner line, or half one inner line, or 1 inner line and half another.
3. 1, 2, 3, or 5 **vertical** lines in the upper left triangle.
4. 1 line in lower right triangle.
5. 1 or 2 lines in lower right triangle.
6. 1 line in upper right triangle, but not continuous with the inner line.
7. Top upper left diamond block.
8. Bottom lower left diamond block.
9. Bottom lower right diamond block.
10. Bottom lower label block.

B. On stamps WITHOUT inner lines:

1. 3 or 4 frame lines only.
2. Top upper or bottom lower label blocks.
3. Top upper right or bottom lower right diamond blocks.
4. Lines on the bust.

II. **ERRORS OF RECUTTING:**

A. **On stamps WITH inner lines:**

1. Any frame line which runs too far beyond corner.
2. Frame lines fail to meet at any corner.
3. Any crooked frame line.
4. Top or bottom frame line too close to or far from design.
5. Split in any of the four frame lines.
6. Left or right frame line too far from their inner lines.
7. Same, but too close together.
8. Either inner line crooked.
9. Left or right inner line running too far up or down.
10. Upper label block joined with upper left, upper right; or lower right diamond block joined with lower label block.
11. Top frame line turns downward and runs to upper left corner of upper left diamond block and not to left frame line.
12. Line connecting top of upper right diamond block of one stamp with top of upper left diamond block and the label of adjoining stamp.

B. **On stamps WITHOUT inner frame lines:**

1. Any of the frame lines running too far beyond the corner or failing to meet at corner.
2. Left frame line split at various places.
3. Left frame line extremely faint and very close to design.
4. Right frame line partly doubled.
5. Top or bottom frame line too far from or too close to the label block.
6. Any crooked frame line.
7. Line connecting upper label block and upper right triangle at top.
8. Same, but repeating again at bottom.
9. Line joining the lower label with lower right diamond block.
10. Many slips of the engraver's tool.

Such a listing may seem imposing indeed, but it is only a part of the mass of detail unearthed by Chase and others. For example, he offers a table to show the degree of rarity of some varieties and combinations, upon which he estimates the value which may be assigned. He finds 31 in a million show "no inner lines, one line recut in the upper left triangle and two horizontal lines recut at top of the upper right diamond block," 58 in a million show the "lower left diamond block recut," and so on. But we have no need for such complexities in this more elementary study. We are only concerned with a description and illustration of typical recuttings.

The history of each plate is known in all its details. (Chase gives fourteen criteria to determine a given plate: date made, conditions (early, late, intermediate), earlier use, number printed as index of rarity, amount of wear shown, transfer rolls and reliefs used, imprint and plate number, center line data, spacing and alignment, types and sub-types found, shifted transfers, cracks, recutting, and other plate varieties.) Our purpose is to understand typical recuttings wherever found. Diagram 2 shows specimens of typical recuttings.

On stamp "A-1" note that all four frame lines and the two inner lines are re-cut, but also the top upper label block and the top of the upper right diamond block. In "A-2" only the right inner line (in addition to the four frame lines) is recut, while in "A-3" this is reduced to only half the right inner line. In "A-4" note the four frame lines, half the left inner line, and all the right inner line are recut. The re-cutting is marked very heavily to give easy contrast. Now you will better understand that long list of "normal" recuttings.

The next illustrations will be more varied and show many errors of re-cutting as well as many normal varieties. First we shall note the recutting of inner lines on the "plate 10 group."

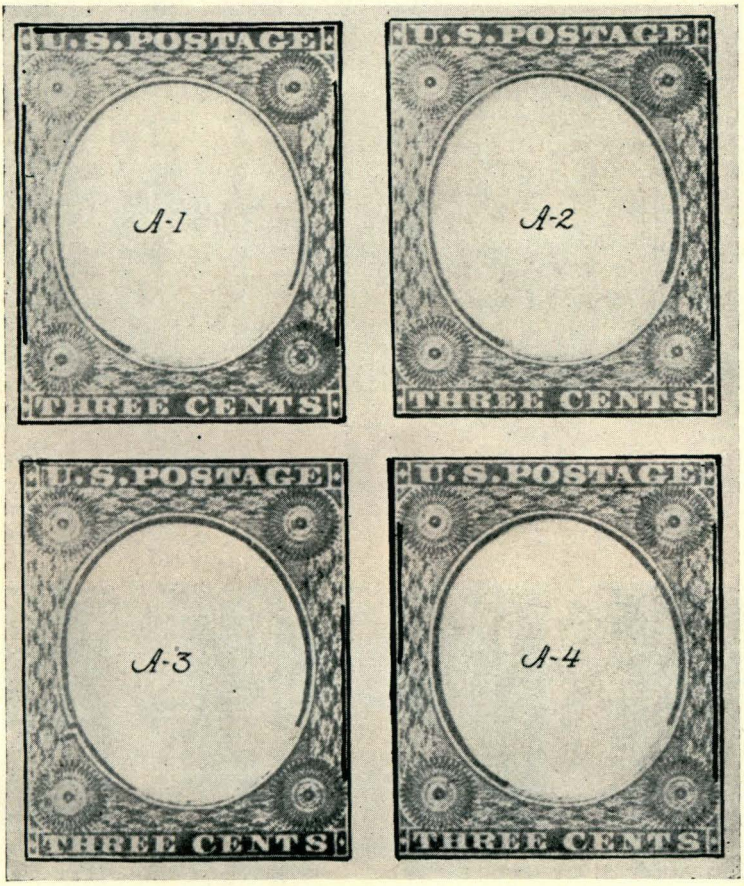
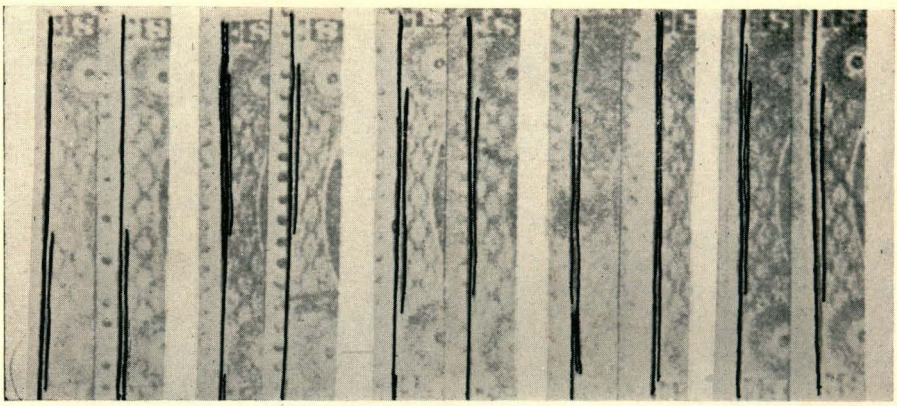


Diagram 2. Examples of Common Types of Recutting.

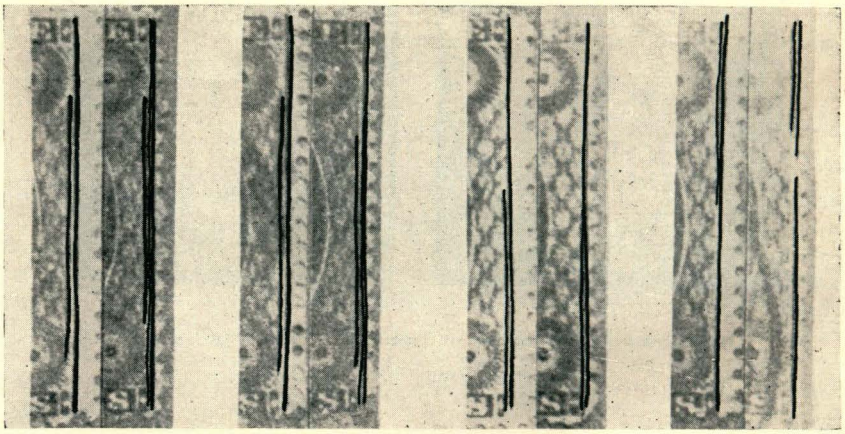
(Adapted from Chase, Fig. 52.)

It is very difficult to show the difference between early and late subjects from the plate ten group by means of illustrations, but possibly diagrams 3 and 4 may be helpful. Usually the difference can be shown by contrasting the darker and lighter lines or in split or double frame or inner lines. In the following diagrams, the right sides of the stamps are paired in order to try to bring out recuttings of the inner frame lines alone. The need for considerable study with many specimens of these stamps and with a good glass and light is recognized, and diagrams 3 and 4 are not able to more than suggest the differences to be found.

Perhaps the reader has already asked himself, "Why bother" with all this detailed study of stamps? The first is the ideal: know your stamps. There is a decided difference between the hunter of "scratches and fly-specks" and the careful study of the identifying differences of stamps printed from various plates. It is as interesting and important to the philatelist as reading ridges and whorls is to the detective faced with equally identifying differences of a given fingerprint or typing various samples of blood is to the serologist about to assist in a careful blood transfusion. Secondly, there is the ever-present matter of relative rarity which in turn means differences in value of the com-



Type AE & AL 10L 10E&L | Type BE & BL 20 R 11E&L | Type CE & CL | Type DE & DL | Type EE & EL



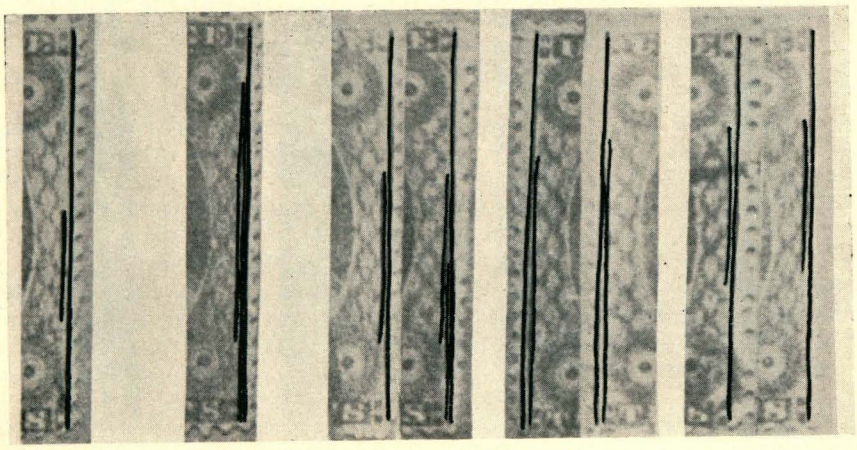
Type FE & FL | Type GE & GL | Type HE & HL 50 R 11E&L | Type IE & IL

Diagram 3. Recut inner lines on the Plate 10 group.

The "Plate 10 group" consists of plates 10 and 11 in three stages: early, intermediate, and late. The re-cuttings are marked over heavily to bring out the hand-work of re-cutting by contrast in the early and late stages only.

(Adapted from Chase, Fig. 92.)

moner varieties and the rarer types of recutting. The catalog gives a part of the story; Dr. Chase worked out relative rarity in an elaborate analysis of many stamps examined. But lest we give the impression that a fortune awaits the student of these stamps and the successful completion of "plating" or reconstructing the complete plate from singles and strips and blocks, one nationally known student of these stamps has estimated that the market value of plates 0 to 8 inclusive have a range from approximately $230 for plate 2 in the



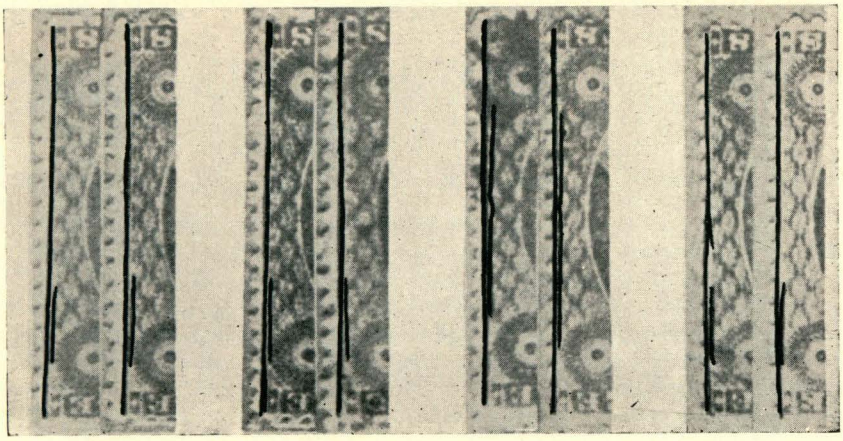
Type J^{E} Should also exist ^{L} but has not been seen.

Type $K^{(L?)}$ Also a strong double transfer.

Type L^{E} & L^{L}

Type M^{E} & M^{L} 79L10E&L

Type N^{E} & N^{L} Top row Plate 11.



Type O^{E} & O^{L} 5L10E&L Also a slight double transfer.

Type P^{E} & P^{L} 17R10E&L

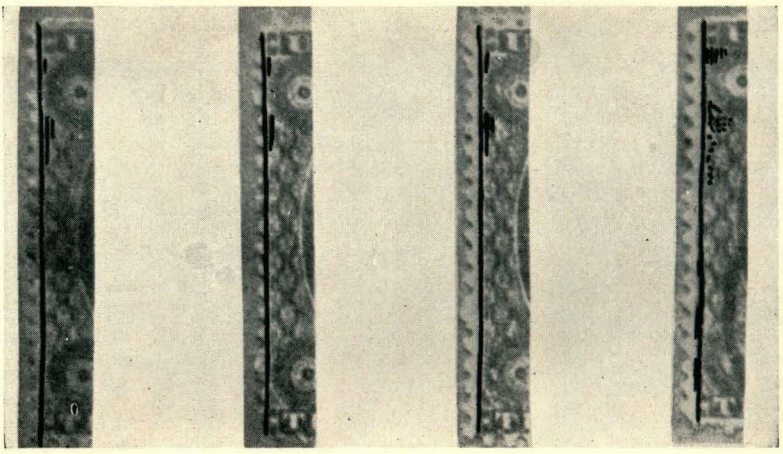
Type R^{E} & R^{L} To the left of Type D on the plate.

Type S^{E} & S^{L} 22R10E&L

Diagram 4. Recut inner lines in the Plate 10 group. (Continued.)

(Adapted from Chase, Fig. 93.)

late state to $542 for plate 0. These prices are entirely arbitrary and tentative, of course. Similarly, proof of a first-day cover bearing No. 33 would not be easy; only some six to ten or so covers so used on July 1, 1851 are known. Only plate No. 1, early state, was in use July 1, 1851 and it was removed from use and the designs re-entered to change it to the intermediate state on August 1, 1851—just a month later. The student of No. 33 who can identify the plate from which a copy was printed can make positive identification of a first day cover by his knowledge of the dates during which the various plates were used.

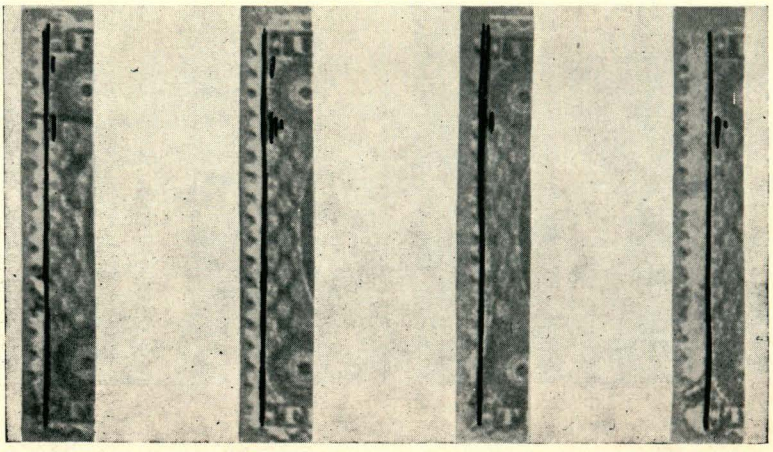


Type A
58R15

Type B
59R15

Type C
59L (15?)

Type D
Plate position unknown.
5 lines recut in upper left triangle.



Type E
69L (15?)

Type F
19L (15?)

Type G
Plate position unknown.

Type J
57R15

Diagram 5. Recut trangles. Plate 9 to 13 group.

The recut lines have been strengthened for contrast.

(Adapted from Chase, Fig. 94.)

Having noted something of the re-cutting of the inner lines, we now examine Diagram 5 to make the catalog notation "5 lines recut in upper left triangle" clearer. (See Type D of this diagram). The story seems clear, save for one type of re-cutting: on Diagram 1 we locate the upper triangles as being above the upper rosettes. Now on Diagram 3 note not only the short vertical dashes recut in the small upper triangles, but larger dashes just below the upper rosettes. The recutting *in* the triangles themselves is what "recut triangles" means. The other dashes are often very common and certainly more extensive.

Additional Notes.

Note A. In addition to the four or more cracks found on plate 5, late state, Chase classes 10 R 2L as a crack rather than as a "recut button." Plate 2, late state, has another position showing a line across the button which may be a crack.

Note B. The "gash on shoulder" variety comes from four positions on plates from transfer relief "C" which had a flaw which showed up on every plate position where it was used, as in the top row positions of plates 4, 6, 7, and 8, and irregularly in some of the others as the "orange browns."

Note C. All recutting was done before plates were put into use. For example, no stamps were printed from plate 1, late state, both before and after recutting. Its first or early state gave way to the intermediate state when the plate was taken out of service, the designs re-entered, and printing resumed. Finally, the plate was withdrawn again, designs re-entered again, and all positions strongly recut to make the late stage printings as we now know them.

(Special thanks are due Mr. Leo. J. Shaughnessy of Sharon, Pa. for the above notes and other heldful suggestions in the preparation of this brief monograph.)

A Cancellation Stamp "Before Being Lettered" Used in Reggio Emilia in June 1859

By Doctor Emilio Diena.

Translated by A. F. Lipari from "*Il Corriere Filatelico,*" January 31, 1937.

As is well known, engravers and lovers of engraving call as prints which are made before the plates have been engraved with the wording or legend, "before being lettered." Therefore it seems appropriate to refer to a cancellation stamp which has been temporarily used before it has had the wording engraved on it by the same term. I refer to the circular Reggio cancellation stamp, 24 mm. in diameter, and which has in its center the Savoy shield with the royal crown over it. POSTA LETTERE in small capital letters had not been engraved on the top nor REGGIO at the bottom. The stamp is of brass with a wooden handle.

It is not difficult to give the reasons which induced the Post Office of Reggio Emilia to use this stamp before it had been lettered as above noted. Such special use has not been mentioned so far by the specialists, but the use at Modena and at Reggio in the latter half of June 1859 of a cancellation stamp bearing the Savoy coat of arms for each of these offices was first mentioned by my late and beloved brother in an article he wrote in 1878.*

Following the advances of the Franco-Italian troops which ended with the victories at Magenta and at Melegnano (June 4 and 8) and after the entry in Milan of the two allied Sovereigns, the Duke Francis V of Austria-Este, on the morning of June 11, left Modena and repaired with a large part of his followers to Mantua, from whence he later went to Castello of the Cattajo, in the vain hope of again retrieving his Duchy.

A Provisional Regency—last resort of the ducal regimé—was established on the same date, but it lasted only two days. A municipal government followed

*Les timbres du Duché de Modene, oblitérés par des cachets aux Armes de Savoie in "Mémoires du Congres international des timbrophiles, Session de Paris, 1878." (Neuilly Sur-Seine, 1880).

on June 13, which prescribed that "all coat of arms of the defunct Government be definitely lowered." On June 15, the Provisional Commissariat ordered all public agencies to do away with all stamping of the past Government and secure immediately new ones bearing the emblem of the Sardinian Government. This order was later confirmed by a dictatorial decree of September 2.

The Postmaster General at Modena and the Post office at Reggio followed these orders at once and secured a special cancellation stamp for Modena and one for Reggio which were to be used for cancelling stamps and in this way displaced the Este eagle with the Savoy emblem so as to render in a measure the use of the ducal stamps bearable, while awaiting a new issue.

In my book on the stamps of Modena and the Modense Provinces (Modena 1894) I mentioned these cancellation stamps and indicated that the earliest use of the Modena cancellation stamp that I had been able to ascertain was June 21 and for that of Reggio, was June 27th following.

Later researches have not yielded earlier dates than June 21st. Inasmuch as I have found that the cancellation stamp with the Savoy emblem was not put out until the 18th, it may be possible that use of the stamps was made on June 19th or 20th, but not before.

The stamp was placed in use on the other hand, at Reggio on June 17th, namely only six days after the Duke "had temporarily taken leave of his subjects."



No. 1.

I note from *Fig. 1* that in addition to the postmark in gray-black on the stamp (oily ink) another mark was made on the cover. However, I know only one cover with such double mark.

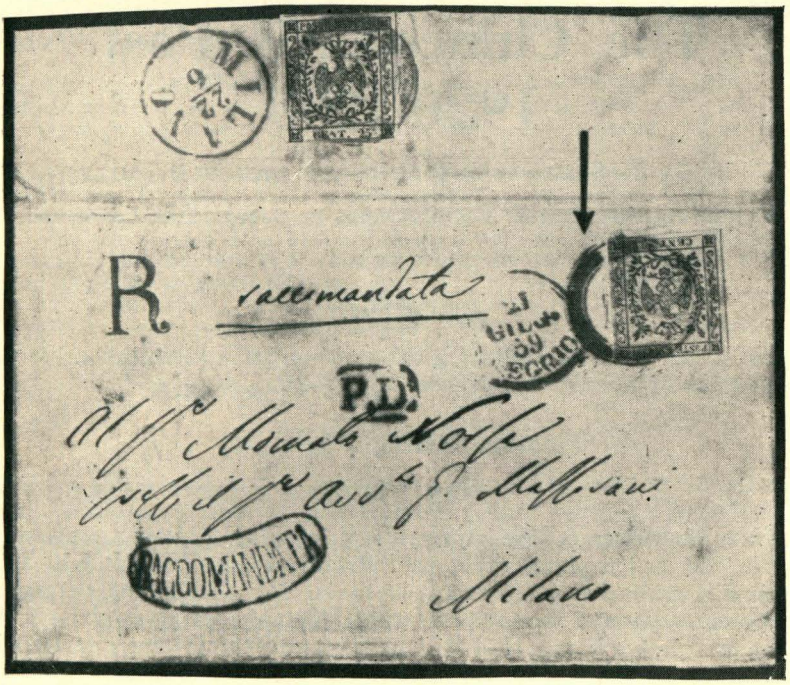
I am inclined to believe that the stamp was used at Reggio from the afternoon of June 17, in as much as I have another cover of the same date on which the stamp was cancelled with the 6 parallel line postmark. This opinion is backed by the notation on cover "After departure" *(Fig. 1)* (Dopo la Partenza).

The omission of the legend between the two circles is apparent. I have two other covers, one of June 21 and the other of the 22nd *(Fig. 2)* which bear out this omission. The legend appears on the 25th but I cannot exclude the possibility that it appeared two days before. Further researches may clear up this point. In any case it may be stated that the "before being lettered" stamp, as I have chosen to call it, lasted at the most 8 days.

I have seen several covers with the stamps cancelled during this brief period with the six line postmark, among which there is one dated June 24th. Furthermore, we must consider the fact that the stamp was held by the engraver to add the legend to it.

Some may want to know the value of stamps cancelled by postmarks without the legend. I would not dare to express an opinion on the matter, but the fact that the use of the stamp without the legend lasted, as we have seen, not more than 8 days and probably less, indicates its rarity, without mentioning the exceptional interest it bears.

It is needless to remind the collector that it is preferable to secure specimens on entires. I know only two values thus cancelled—5 and 25 cent. While on the



No. 2.

subject, I may add that the rarity of the ducal stamps cancelled with the Reggio postmark is in the following order: 10, 5, 25, 15, 40 cent., 1 lira.

The 10 cent holds first place because with the introduction of the uniform 20 cent rate it brought about the frequent use of two copies of the 10 cent on the same cover. I know of only five or six specimens of the 1 lira, among which there is only one entire registered letter (August 15th).

This rarity progressive scale may serve also for the ducal stamps used at Modena (Savoy emblem between 9 horizontal parallel lines, 32 mm. long) but 1 have never seen the 1 lira stamp thus cancelled.

Although the entire cancellation of Reggio is known to the specialists, I consider it advisable to reproduce it. It would have been better to have illustrated a ducal stamp with this postmark, but the light marks due to the quality of the ink, do not permit its reproduction. I have therefore preferred to show a stamp of the provisional issue *(Fig. 3)*.



No. 3.

The brass stamp used at Reggio during this historical period is still in existence and is preserved in the Italian Postal Museum. It is however somewhat out of shape and nicked, due no doubt to the great number of times it was dropped.

The Chinese Air Post 1920-1935

By JAMES STARR, F. R. P. S. L., AND SAMUEL J. MILLS.

Drawings by James Starr. Photographs by George S. G. Cavendish.

(Continued from page 121.)

ADDENDA.

We are in receipt of the following information from various sources since the different sections of the article have been published.

Tientsin-Peking Flight, ([1])

May 7, 1920.

Exception is taken to the title, our informant claiming it should read 'Peking-Tientsin' as the plane left the aerodrome of Nan-Yuan at 9.40 A. M. and the mail was distributed at Tientsin at 11 A. M. The plane returned from Tientsin the same day and the mail was distributed at Peking at about 6.30 P. M. Our informant further states that he has photographs of covers carried in each direction and also press articles giving the particulars.

Moukden-Newchwang Flight, ([8])

May 6, 1924.

We have received from Dr. Ruland the following information:—

POSTAL NOTIFICATION NO. 81

The public is hereby notified that according to information received from the Manchuria Aeronautic Department, the Moukden-Newchwang airmail service will commence on 1st April, 1924. The airplane will leave Moukden at 10 A. M. every Tuesday and Friday, and leave Newchwang at 10 A. M. every Wednesday and Saturday.

Feng Tien District Head Office
Moukden, 25th March, 1924

N. J. BLIX
Postal Commissioner.

Dr. Ruland states that although he has never seen a cover dated April 1st, he has reason to believe the service opened at that time as he secured covers dated early in April. He also states that the service was maintained fairly regularly on the above schedule until sometime in June when it was discontinued. He further states that he sent covers to the Postmasters at Newchwang and Moukden at intervals of three weeks and the postmarks indicate that they were carried according to schedule and that no special cachet was ever provided for the service.

Upon discontinuance of the service, airmail stamps were withdrawn from sale at the Moukden and Newchwang offices, the only ones where they had been on sale.

In regard to the essay shown in Figure 11, F. J. Field states, "I have seen a set of three stamps *imperforate* and without the 'specimen' overprints".

On February 19, 1937, we received from Canton, under date of January 24, 1937, a letter from a correspondent who gives us the following information. He

is not at liberty to disclose the source of it but states it is absolutely reliable and he has the proof in his files.

"This service was actually inaugurated on the first of April, 1924. The plane left Moukden at 10 A. M. every Tuesday and Friday and returned from Newchwang every Wednesday and Saturday at the same hour. It required two hours to make the flight.

"As early as April second a damaged plane necessitated the forwarding of mail from Newchwang by train. There were many irregularities of the service when, through accidents or other delays, the plane was unable to operate, and mail prepared for the air service was dispatched by train, and if the postal cancellations were correctly applied it would be only by looking at the times that it would be possible to ascertain if the cover was carried by the plane or by train.

"On and after May 2, 1924, wherever possible, the return trip was made on the same day and the service was suspended at the end of June, 1924."

Shanghai-Nanking Section, (14, 15, 16, 17)

July 8, 1929.

On page 156 it is stated that the green chop was used at the flying field at Nanking. We are advised by Mr. Chollot, under date of November 30, 1936, that it now appears that the green chop was applied at the Aviation Department of the Ministry of Communications at Nanking, more or less as a souvenir for the occasion, and it does not seem certain that any covers on which it was applied were actually flown, although the cover he saw had the stamps duly cancelled with it.

He states that the Post Office contends that they only used ordinary black ink chops and he further states that until a cover is seen with the correct cachet of arrival at Shanghai, letters carrying the green chop should be considered cancelled to order as souvenirs of the occasion.

Referring to the inverted date in the souvenir chop we have been asked whether this is to be found only on letters dated July 8 or also on those of the 9th and 10th.

We would state that all covers we have seen were dated July 8 and consequently we have only seen inverts of that date. If an inverted date is to be found on the first day cover it is probable that it will be found on the covers dated the second and third days but again we cannot definitely state that it is.

Under date of March 5, 1937, Mr. Chollot writes that he is now informed that the error in date only occurred at the Shanghai post office on the first day and that for a "short period."

Von Gronau Round-the-World Flight, (64)

The text states that "not being a regular postal route, airmail stamps were not used on the covers". We are advised that the above statement should read "not generally used" as our informant says he has one cover, autographed by Captain Von Gronau, which bears a 45 cents airmail stamp of the 1929 issue and is duly cancelled Shanghai 24th September, 1932, and Manila as stated. This letter was addressed to W. Bruggman, well-known collector and specialist.

Further details of this flight may be found in the *North China Daily News*, Shanghai, September 24 and 26, 1932.

Shanghai-Canton, (82, 83, 84)

October 24, 1933.

Regarding the trial flight of July 7, Mr. Chollot advises that he has "lately secured a cover clearly postmarked Canton, 7th July, 1933, 22nd hour (it seems)

and backstamped Shanghai, July 8, 18th hour." He states he has no doubt of its genuineness.

Tihwa-Peiping.

In regard to the cover mentioned under figure 34, this letter is addressed entirely in Chinese. It was sent to Wan Hwan Wen at the Peiping National University, Peiping. Mr. Wan was probably a student and had gone home which accounts for the fact that the letter was forwarded to Mengtsz. It was probably forwarded to Canton via Shanghai over the China National Aviation Corporation's lines as the direct Eurasia route from Peiping to Canton had not been opened at that time.

We have been unable to obtain any definite information as to whether this letter was flown direct from Tihwa to Peiping or whether it came over the regular Eurasia route to Loyang.

The question of the flights between Tihwa and Peiping at this time needs very intensive investigation. We have been utterly unable to obtain any definite confirmation of the rumor that direct flights were made, but by many they are considered to have taken place.

Practically all the non-philatelic airmail from Tihwa went to a firm dealing in jade, etc. in Tientsin as previously noted. When the Sinkiang Provisionals began to be in demand this firm unearthed all the old envelopes in their possession and sold them, most of the stamps being removed from the covers or sold with small pieces of the covers attached, and almost all of them were of the 5 cents and 10 cents values.

Dr. Ruland states (January 20, 1937) "From covers I have it is obvious that the reason for the introduction of the 5 cents and 10 cents airmails was not to supplement the use of the 15 cents and 30 cents by an increase of rate to 20 cents and 40 cents. In fact, you never see the two issues on cover in combination. The early issues were withdrawn and out of sale when the second lower two values were issued. The new rate was $1.00 to China proper and 50 cents to Kansu. You always find the 10 cents in combination with 90 cents regular airmail stamps. When these stamps were issued the regular airmail stamps were available, but the $1.00 value had not been issued nor the 50 cents. This is the reason for their later issuance."

Dr. Ruland means that the new rate of $1.00 to China proper is the rate from Tihwa in Sinkiang Province to the main part of China, and the 50 cents is to the neighboring province of Kansu.

Vicompte De Sibour, ([62])

Peiping-Paris, France,

August 25, 1932.

Under date of February 28, 1937, we received from a correspondent (who is absolutely in position to know but cannot have his name mentioned) the following information:

He writes "the statement of Mr. Field to Mr. Ruland that the de Sibour flight had a 'semi-official character' is not correct." Our correspondent was in Peiping at the time and knew Sibour and his wife. Sibour and the French Minister were very anxious to carry mail on this trip and applied to the Directorate at Nanking for authority to carry the mail but no reply was forthcoming. Our correspondent prepared a number of covers. The bag was made up, or at any rate everything was prepared, the day before the flight, but as no authority had come from Nanking (although the flight was sanctioned by the Peiping Commissioner), the Legation and Madame de Sibour were advised that no official mail could be carried. Late that afternoon a wire from Nanking arrived

stating "that mail must on no account be made up and handed over, as until arrangements had been made with intermediate countries (Soviet) no mail could be sent across their territory." He states that his own covers, therefore, were torn up and that no mail was sent from the post office, and goes on to say "I see that de Sibour did carry covers; I have seen one in . . . . collection."

We are compelled to conclude from the above that this flight was entirely unofficial as far as mail-carrying was concerned.

POSTSCRIPT.

CHINESE AIRPOST EVENTS OF 1936.

The outstanding event of this year was the establishment of two through routes from China to Europe. One of these can by no means be considered as belonging to the Chinese Postal Service as it is a strictly British route from Hongkong to London. The other was a combined route from Canton to Hanoi, flown by the Southwestern Aviation Corporation, where it connected with the French line to Marseilles. Both, however, are so intimately connected with the Airpost of China that we feel they should be included in the article.

In North China very little of note has been brought to our observation during the year.

The *Philadelphia Inquirer* under date of October 18, 1936, states:

"Japan's long-held wish to establish airlines to China was reported today by Chinese newspapers to have been fulfilled.

"General Sung Cheh Yuan, chairman of the political council governing the semi-autonomous Hopei and Chahar provinces, signed an agreement at Peiping with Japanese representatives providing for establishing of air routes between several North China points and Japan, the newspapers said.

"Cities in Shantung province, south of Hopei, were reported to be included in the plan.

"The agreement, the newspapers added, specifies formation of a Sino-Japanese corporation in which Chinese would retain control of a majority of the stock. Thus, it would be organized on a basis similar to that of the China National Aviation Corporation, which operates airlines throughout China and in which American interests own 45 per cent. of the stock."

We have received absolutely no other information on the above Sino-Japanese line and give the above for what it is worth.

In South China, however, there was much more activity and the year opened with a great dispute between the China National Aviation Corporation and the Southwestern Aviation Corporation as to which of them should have the privilege of flying the Chinese mail from Canton to Hanoi to make connection with the "Air France" line to France.

CHINA NATIONAL AVIATION CORPORATION'S LINES.

Canton-Fort Bayard-Hanoi Route, (*113, 114, 115*)

Trial Flight, February 14, 1936.

With the growth of the Chinese airmail, the postal authorities were exceedingly anxious to establish a through route from China to Western Europe. The first effort resulted in the Eurasia Aviation Corporation's Transsiberian Route which had to be abandoned after a few months' existence.

The second attempt was made by the same Company via Tihwa, Tchukuchak and Central Asia. This also had to be scrapped on account of domestic dis-

turbances in Sinkiang and Mongolia. The remaining possibility was via a connection with the French "Air France" line at Hanoi, and on February 12, 1936, the following notification was published in the Chinese papers:

"NOTIFICATION No. 1490.

Canton-Hanoi air mail line, inauguration of, notifying; international air correspondence superscribed "Via Hanoi" concerning.

The public is hereby notified that a direct weekly air mail service from Canton to Hanoi via Kwangchowan* and vice versa will be established from the 14th February, 1936.

Linking at Hanoi with the Hanoi-Marseilles air mail service, the Canton-Hanoi line will serve as intermediary between the Chinese and the French air mail services and will thus enable the air correspondence originating in any place in China to reach its destination in South Asia, Europe and beyond within comparatively short time.

The first aeroplane of this new line will fly from Canton to Hanoi on the 14th February, 1936. From that date, aeroplane will leave Canton every Friday.

Air correspondence intended for conveyance by the Canton Hanoi air mail line must be superscribed by the sender, on the address side of the envelope, with the annotation "Via Hanoi" or (four Chinese characters meaning the same thing) below the usual blue label "Par Avion."

In addition to the usual international ordinary postage plus registration fee, if any, air correspondence originating in any place in China to South Asia, Europe and beyond intended for conveyance by the available national air services to Canton for onward transmission by the Canton-Hanoi and the Hanoi-Marseilles air mail lines is to be provisionally franked at the following rates which cover all air fees including the domestic air mail tariff irrespective of number of flying zones:

By air mail services from any place in China to:	L.C. & A.O. per 5 grs. or fraction thereof	By air mail services from any place in China to:	L.C. & A.O. per 5 grs. or fraction thereof
Kwangchowwan	$0.25	Central or Western Europe	$0.65
Hanoi	0.25	Argentine	2.65
Bangkok	0.30	Brazil	2.35
Rangoon	0.30	Bolivia	2.65
Calcutta	0.35	Chili	2.65
Djask	0.45	Falkland (Island)	2.65
Bouchir	0.50	Paraguay	2.65
Bagdad	0.50	Peru	2.65
Damas	0.55	Uruguay	2.65
Beyrouth	0.53	Algeria	0.75
Castelrosso	0.53	Mereco	0.75
Athens	0.60	Tunis	0.75
Corfou	0.60	French West Africa	1.00
Naples	0.63	Belgian Congo	1.05
Marseilles	0.63	Madagascar	1.40
Other places in France	0.63	French Congo	1.05

These rates are liable to be altered at any time.

On the day before the first flight, 13th February, mails will be closed at Head Office as follows:

Registered mail	9.30 p. m.
Ordinary mail	10.00 p. m.

Post Office,
Canton, 12th February, 1936

F. A. NIXON
Director of Posts for Kwangtung."

A few days prior to this the China National Aviation Corporation published a new time-table, effective as of February 13, 1936, in which was given their already established route from Shanghai to Canton, and the new route, Canton-Hanoi via Fort Bayard. According to this, planes would leave Canton at 6:30 in the morning, reach Fort Bayard at 8:30, leave at 8:50, arrive at Hanoi at

Ed. Note—Kwangchowan (the correct spelling is KWANGCHOWWAN. It is the same place as Fort Bayard) is a very small French Concession at the top of the east side of the peninsula, running down to Hainan Island.

11:15. Returning, they left Hanoi at noon, arrived at Fort Bayard at 2:25, left at 2:45 and reached Canton at 4:40. East and West-bound service was scheduled to run every Friday. A foot-note on the time-table states "The Company provides no meals and water on plane. Passengers are therefore advised to bring their own food with them."

Special souvenir covers for this flight were provided by the Aviation Company. At the upper left corner is a map showing the countries transversed, in

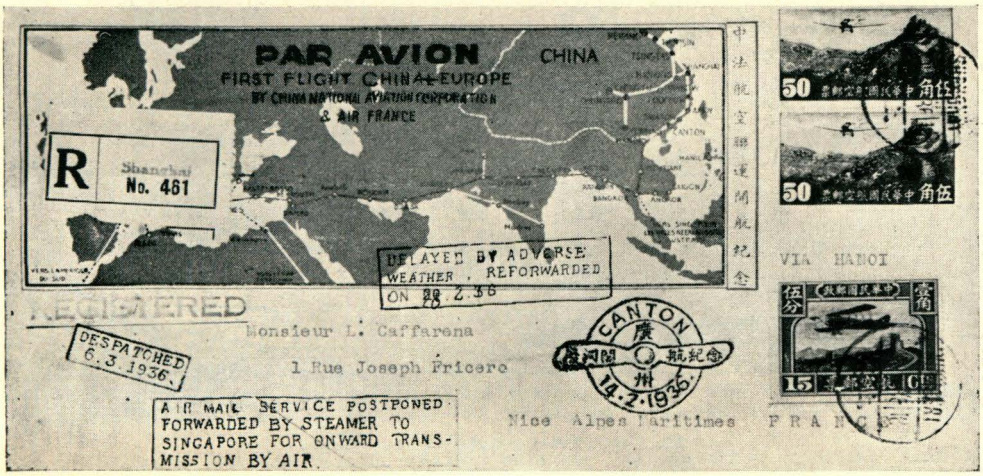


Fig. 48. Trial Flight Canton-Hanoi Souvenir Cover.

green with a narrow black border. To the right of this is a vertical label in Chinese meaning "To Commemorate the Opening of Continuous Air Service Between China and France".

The plane left Canton on Friday morning, February 14, and arrived at Fort Bayard (Kwangchowwan) an hour and three-quarters later.

One cover we have was mailed at Shanghai and is franked with a pair of the third issue 50 cents air stamps and a 15 cents air stamp of the second issue. These are postmarked with the ordinary Shanghai cancellation. The postmark reads February (date illegible) 1936, 18th hour, in addition to which they bear the special chop for this flight as shown in Fig. 48A which is in black ink. On

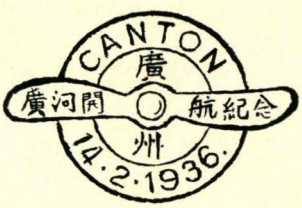


Fig. 48A. Special Chop.

the propeller blades, reading from the right, are the Chinese characters meaning "Commemorating the Opening Flight Between Canton and Hanoi". Above and below the blades in the center of the circle are the characters for Canton.

The second cover, an ordinary envelope, was mailed in Canton and is franked by a $1 stamp of the New Life Movement issue which is cancelled by the same special postmark as described above.

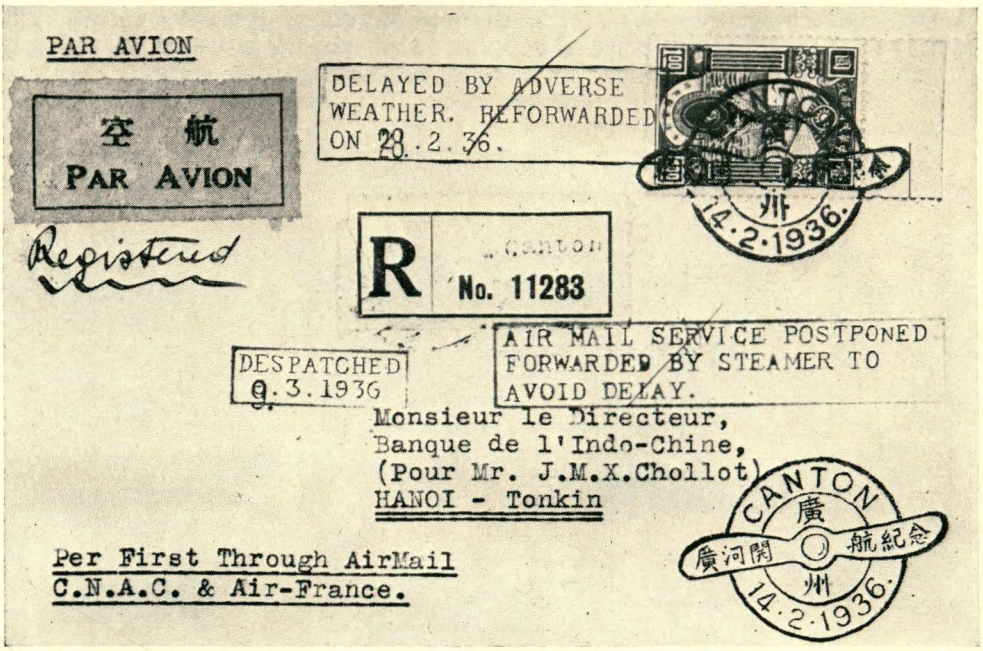


Fig. 49. Trial Flight Canton-Hanoi.

Our information is that covers "received the ordinary backstamp, plus a four-line cachet (on the reverse) reading "Premier voyage ligne aeroenne Canton-Hanoi escale de Fort Bayard". This, if a fact, must refer to mail delivered at Fort Bayard as there is no such backstamp on either of our covers.

Owing to inclement weather the plane was unable to leave Fort Bayard in time to make the Hanoi connection and so it returned to Canton on the following Monday. It is said that mail carried on the return trip had the Fort Bayard cachet on the front and was cancelled "15.2.36". This mail was backstamped at Canton 17.2.25.16, or February 17, 1936, 4 P. M.

The above remarks in regard to backstamps and new cancellations evidently refer to mail which was posted at Fort Bayard for the return flight. Mail carried on the outbound flight from Canton for points beyond Fort Bayard was brought back to Canton on the return flight of February 17 without, as far as we can see from our covers, any postal markings at all applied at Fort Bayard.

It is said that this returned mail was forwarded to Europe by steamer but this is not an entirely accurate statement, for this returned mail was held at Canton for three weeks. During this period three attempts were made to despatch this mail, on the first two of which it was delayed by bad weather and on the third it was stopped by the postal authorities as will be related. These statements are proven by the cachets applied to the covers by the postal authorities. The first is an oblong 53½x15 mm. reading "Delayed by Adverse Weather, Reforwarded on 21.2.36," in red ink. February 21 was the next scheduled flight of the plane to connect with the 'Air France' line and it is evident that the plane failed to go forward on that date because the figure '21' is surcharged with the figure '28' in blue, showing that an effort was made for the third flight on the 28th of February.

In the meantime the Southwestern Aviation Corporation had apparently filed a protest against the flying of this route by the China National Aviation Corporation and the flight scheduled for February 28 by the latter company was prevented from taking place.

The *South China Morning Post* of Hongkong for February 29, states:

"The China Aviation plane "Fukien," which arrived here yesterday carrying full load of mails for Hanoi, was detained yesterday at Tai Sha Tau Aerodrome by the local Authority here, pending settlement of the outstanding dispute between the China Aviation Corporation and South-west Civil Aviation Company in Canton.

"The China Aviation has recently obtained Nanking Government consent to run the airway between here and Hanoi, but the arrangement was opposed by the South West Civil Aviation Company. The latter company claims that the former is a Sino-American organisation, and should not operate the Canton-Hanoi line.

"We are informed that the plane was held by the officials of the Bureau of Public Safety.

"Knowledge of this was denied by the Commissioner for Foreign Affairs."

The *Canton Daily Sun* of the same day gives the following statement:

"Quite a sensation was created yesterday when the Canton-Europe air mail service was suspended by failure of the "Fukien" (Douglas Dolphin) to take off on its scheduled flight to Hanoi to make connection with "Air Orient" for Marseilles.

"Three bags of mail were on board the Fukien amphibian in the morning, and local senders of letters can reclaim them to-day from the General Post Office. The rest of the mail posted in Shanghai, and other northern points will be sent back by the same monoplane which will return to Shanghai on Sunday.

American Ownership

"Captain Cecil Sellers, veteran air mail pilot, brought the Douglas Dolphin to Canton from Shanghai on last Thursday, February 27. The Canton-Hanoi service is operated by the China National Aviation Corporation, an organ of the Ministry of Communications, but forty per cent. of its shares is owned by the Pan-American Airways.

"It is learned that the Southwest Aviation Corporation opposes the Canton-Hanoi service on the ground that the Canton-Europe air mail service was planned out by Mr. Liu Pei-chuan, managing director of the South-west Corporation. Mr. Liu petitioned to the Ministry of Communications for a franchise to carry air mails by his planes from Canton to Hanoi via Lungchow, West Kwangsi.

Unfairness Alleged

"Instead of approving Mr. Liu's scheme, Mr. Chu Chia-hua, then Minister of Communications, assigned the Canton-Hanoi service to the China National Aviation Corporation and made arrangement with the French line to forward air mails from Hanoi to Europe.

"The South-west Aviation Corporation raised a strong protest against this arrangement, but Minister Chu said that the contract with "Air Orient" was signed and could not be changed. The South-west concern was owned by the Kwangtung and Kwangsi Provisional Governments. Besides Mr. Liu Pei-chuan, the other two directors are Mr. Ou Fang-pu, Provincial Commissioner of Finance, and Brig. General Wang Shun-chih, representative in Canton for the Fourth Group Army.

Local Agents Silent

"It was not revealed who ordered the cancellation of the flight yesterday. Mr. Liu Han-yung, agent of the C. N. A. C. could not be reached yesterday, while Mr. Liu Pei-chuan, head of the South-west Corporation, is away at the hot spring in Chung Fa. Other officials of the company declined to make a statement.

"Meanwhile, foreign residents in Canton have to send their air mails to Europe through K. L. M. which leaves from Singapore to Amsterdam. All such mails are forwarded to Singapore and will go through from here in twelve days."

On March 2nd the *Canton Daily Sun* had the following statement:

"There was no detention of the Douglas Dolphin monoplane of the China National Aviation Corporation, although it was not permitted to take off on Friday morning for Hanoi. The machine piloted by Mr. Cecil G. Sellers left here at 6:30 a. m. yesterday on its scheduled flight to Shanghai.

"Reports stating that the monoplane by the police authorities were "flashed" abroad from Hong Kong, according to a dispatch from our Hong Kong correspondent, who added that the "scoop" was secured from the vernacular newspapers in Hong Kong.

" 'I made no attempt to take off on Friday morning,' Mr. Sellers told a representative of this paper on Sunday. 'I was notified at 6 a. m. Friday not to proceed to Hanoi, and I didn't.'

"The pilot said that he would make a full report to the company upon arriving at Shanghai yesterday afternoon. In view of the overcast weather along the China coast yesterday, it is possible that the Douglas might have been delayed at the way ports. The local agents of the C. N. A. C. declined to say anything.

Flights Without Permission

"It was authoritatively learned that the recent trial flights from Canton to Hanoi were made without the knowledge and permission of the local authorities. Upon learning of the flights, the Canton authorities advised the Ministry of Communications not to undertake the flight by C. N. A. C. planes but to award the franchise to the South-west Aviation Corporation.

"The Canton-Hanoi service, as stated in our issue last Saturday, was thought out by the South-west Aviation Corporation. It was further learned last night that Dr. Chu Chia-hua, the Minister of Communications, turned down the petition of the South-west for a franchise on the ground that "such a service is not an urgent need" but after a month the franchise was awarded to the C. N. A. C. by Dr. Chu.

South-west Contentions

"The contention of the South-west Aviation Corporation is that their planes, mostly Stinson, have met with no accidents to passengers or to the machines while the planes of other two companies though piloted by foreigners, met with several fatal crack-ups. It is also pointed that the C. N. A. C. is owned forty-five per cent by the Pan-American Airways, Inc., while the South-west is owned and directed by the Kwangtung and Kwangsi governments.

"Foreign correspondents here were informed that the Ministry of Communication can assign the operation of the Canton-Hanoi to the South-west company without breaking the contract it signed with "Air Orient."

The local papers were full of the dispute for a week or more. During all this time the original mail for Hanoi was apparently laying at the post-office and both our covers received a third chop in red ink. The one on the souvenir cover is 71x17 mm. and reads:

"Air Mail Service Postponed
Forwarded by Steamer to
Singapore for onward transmission by air."

That on the cover from Canton is 71x13 mm. and reads:

"Air Mail Service Postponed
Forwarded by Steamer to
Avoid Delay."

The souvenir cover received a fourth chop measuring 28x9 mm., in blue, reading "Dispatched 6.3.1936," while the Canton cover received the same chop in black ink, the "6" being later surcharged with a "9".

On March 7th, the *Canton Daily Sun* reports:

"The China National Aviation Corporation has cancelled further flights to Hanoi scheduled for yesterday morning. A Douglas Dolphin plane arrived here yesterday from Shanghai and will return north on Sunday at scheduled time,"

and the *South China Morning Post* of March 9th, says:

"Arrangements had been made for the China National Aviation Corporation's Douglas Dolphin plane to proceed from Shanghai to Canton with mail. From Canton the mail will be put on board a steamer for Haiphong where it will be placed on the train and rushed to Hanoi some sixty miles away. There it is hoped to connect with the 'Air-France' line for Europe." (This apparently was never done).

On March 10th, the *Morning Post* of Hongkong stated that the Minister of Communications had decided to assign the Canton-Hanoi airmail contract to the Southwestern Aviation Corporation and the China National Aviation Corporation was forced to withdraw from the service.

While this controversy was going on a British Royal Air Force of seven planes, commanded by Air Commodore Sydney Smith, left Singapore on a 7,000 mile good-will tour to China and Japan. The planes arrived at Hongkong on Sunday, February 16, 1936, carrying mail from Singapore, Manila, Kuching and Kudat. Covers from Manila bear a black ink cachet reading

Via Flying Boat
of the
British R. A. F.
February 16th.

Through the co-operation of the Hongkong postal authorities and Air Commodore Smith, mail was received at the post office for the ports of Amoy, Shanghai, Kagoshima, and Lake Kasumiguaura, the last two being in Japan, about 1000 letters in all, mostly for Shanghai and Japan.

A special cachet in a double line border was prepared and used, reading:

By Courtesy Air Flight
Hong Kong China Japan
Royal Air Force
Feb. 18th 1936

This was in purple ink and is the first time a cachet had been used at the Hongkong post office. Due to inclement and foggy weather the planes could not leave on the date intended and a considerable delay resulted.

We are under the impression that political disturbances prevented the completion of this flight to Japan and at any rate on March 7th, two of the planes left Hongkong for a brief visit to Canton. They arrived about 9:45 A. M. and returned to Hongkong at 3:45 P. M. the same day.

Learning of the situation in regard to the delayed mail, Air Commodore Smith very kindly volunteered to take the mail addressed for points beyond Singapore on his return flight, and the mail left Canton on that day in the afternoon. That portion of the returned mail which was addressed to Hanoi was not taken by Commodore Smith as his planes did not touch that point and it was shipped to Hanoi by the ordinary route.

Our souvenir cover bears a notation on the back that it left Canton March 7th, via Singapore Good-Will R. A. F. Flying boats and it is backstamped at Nice but the date is illegible.

The second cover is backstamped Hanoi, March 13, 1936.

The controversy between the two aviation companies seems to have been settled some time at the end of March as the *South China Morning Post* on March 20 says that in taking over the Canton-Hanoi Route, relinquished by the China National Aviation Corporation, the Southwestern Aviation Corporation is giving the former $180,000 for each of the two new airplanes which are being flown from Shanghai so that the route can be opened on April 10 by the latter Company.

On the first of March, the following notification was published by the China National Aviation Corporation:

AIRMAIL POSTAGE

To be reduced from March 1st, 1936.

25 CENTS TO ANY CITY IN CHINA

For the convenience and the benefit of the public, the present Zone System of domestic airmail postage rate will be abolished on February 29, and effective March

1st the rate of domestic airmail postage between any two cities in China, irrespective of distance, will be 25 cents per unit of 20 grams, plus 5 cents ordinary postage.

C. N. A. C. AIR LINES:

Shanghai-Peiping.	Stops at Nanking, Haichow, Tsingtao and Tientsin.
Shanghai-Chengtu.	Stops at Nanking, Kiukiang, Hankow, Shasi, Ichang, Wanhsien and Chungking.
Chungking-Kunming.	Stops at Kweiyang.
Shanghai-Canton.	Stops at Wenchow, Foochow, Amoy and Swatow.
Canton-Hanoi.	Stops at Fort Bayard. Connecting with Air France Lines to Europe. (25 cents per unit of 5 grams for airmail letters to Hanoi).

AIRMAIL SAVES TIME

China National Aviation Corporation

51 Canton Road, Shanghai. Te. 12955-4-3

SOUTHWESTERN AVIATION CORPORATION'S LINES.

While the above mentioned dispute was taking place, the service between Kiungchow, (Map route 4) (Kinchow), and Nanning was suspended as per the following notice:

NOTIFICATION NO. 1493.

"With reference to Notification No. 1483, the public is hereby notified that the air mail lines between Kiungshan (Kiungchow) and Pakhoi, and between Pakhoi and Nanning are temporarily suspended. Air mail matter for Pakhoi is still accepted but is transmitted by aeroplane to the nearest air-served office to Pakhoi, and then forwarded to destination by quickest route.

F. A. NIXON,
Director of Posts of Kwangtung."

Post Office,
Canton, 20th Feb., 1936.

London-Hongkong Route, ([116])

On March 14, 1936, the first through mail left London and reached Hongkong on the 24th at 1 P. M. According to *Mekeel's Weekly Stamp News* some of the mail was not backstamped until the 27th. The plane used on this flight was the R. M. A. "Dorado." Normally the mail is carried by the Imperial Airways, via Paris, Marseilles, Rome, Brindisi, Athens, Alexandria, Bagdad, Basra, Sharjah, Gwadar, Delhi, Cawnpore, Calcutta, and Rangoon to Penang in the Malay Peninsula. There it is changed to a smaller plane and carried to Hongkong.

Mail leaves London every Saturday and is due in Hongkong ten days later. No official cachet was used from London on the first flight.

On this flight ten covers were carried from Germany to Hongkong. These were cancelled Berlin, March 12, and are backstamped Victoria, Hongkong, March 25. First flight mail from Singapore was cancelled March 21 and backstamped on the 24th with no special cachet.

The return flight was made at 11 A. M. on March 27. The same plane was used and 18 bags of mail were dispatched from Hongkong, weighing 207 lbs. 4 oz. The mail was made up of 6506 letters and 194 postcards to London, and 3648 letters and postcards to other places. A number of these were to various points in the United States. T. Hines, superintendent of mails at Hongkong, estimated that about 75% of this mail was philatelic.

Covers were postmarked various dates before the flight, ours being postmarked March 26, 11:30 A. M. and backstamped Phila., April 15, 1936. The special chop shown is in violet ink.

Upon receipt of the above cover we mildly remonstrated with Mr. Chollot who had sent it to us, asking why he had not posted it at Canton for transmission

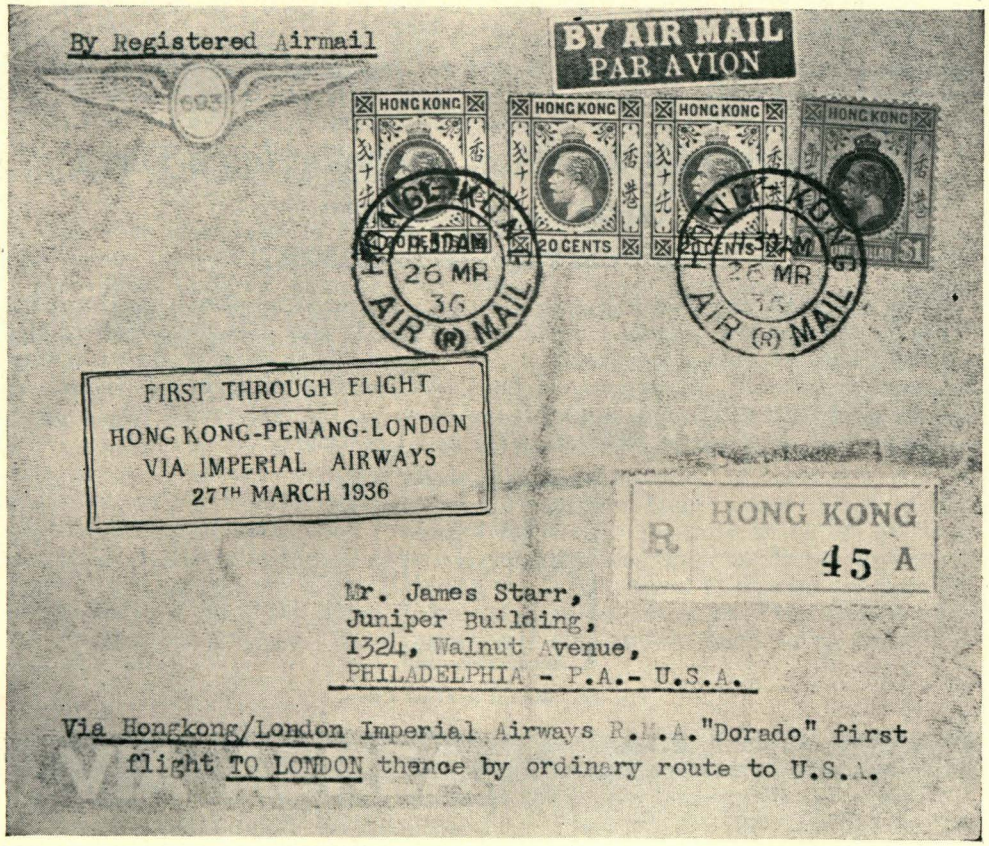


Figure 50. First Through Flight Hongkong-London.

via the Imperial Airways flight and then we would have had a genuine Chinese cover carried on this flight. To this he replied under date of July 27, 1936 as follows: "Do not think it is such a simple matter. Evidently I, and others, wanted to send covers from China to take the first plane (Dorand) but . . . no arrangements being entered between China and the Imperial Airways, the mail, even up to date of writing, posted in China, would go by boat to Singapore, thence by air! That is, I cannot from Canton send a letter to take the Imperial Airways plane from Canton even at date of writing! Consequently, people simply send their letters to correspondents in Hongkong. Such of the vagaries of the postal service in the Century of Progress."

Later on in the year, this condition was remedied as will be seen further on in the article.

EURASIA AVIATION CORPORATION.

According to the following postal notice, this Company appears to have extended the line from Sian to Yunnanfu on the first of April. We have no further information than the postal notice.

POST OFFICE

Notification No. 1508.

Sian-Kunming (via Chengtu) Air Mail Line: ([117])

According to information received from the Eurasia Aviation Corporation, the

Sian to Kunming (via Chengtu) Air Mail Line will be formally inaugurated on the 1st April, 1936.

F. A. NIXON,
Director of Posts for Kwangtung.

Post Office,
Canton, 27th Mar. 1936.

SOUTHWESTERN AVIATION CORPORATION'S LINES.

Canton-Hanoi Route, ([119])

First Trial Flight, June 19, 1936.

On June 19, the Southwestern Aviation Corporation flew the first trial flight on the new route from Canton to Hanoi. It was a continuation of the regular Canton-Wuchow-Nanning-Lungchow flight, permission to do so having been received at 9 P. M. on June 18 from the Nanking authorities. No special cachets were used at Canton, but at Hanoi, a special arrival cachet was applied on the back of the cover in addition to the usual postmark.



Fig. 51. Hanoi Special Chop.

Genuine covers must bear the Canton date of June 19 or earlier, and the Hanoi backstamp must be dated June 19th or 20th.

Our cover is franked with a 30 cents third issue air stamp, postmarked Canton, June 19, 36, 6 A. M. and is backstamped with the circular Hanoi postmark dated June 19 and also the double line square chop shown above.

It is stated that only a few hundred covers were carried, consisting of some philatelic mail and some Canton-Hanoi mail which was on hand at Canton. Postage was the usual foreign rate of 25 cents. No airmail charges. The above is on the authority of the *Morning Post* of Hongkong for June 26.

Mr. C. E. Post states in the article of "Stamp Topics" of the South China Morning Post of August 7 that only 12 covers were sent to France and Europe and that in addition to the Canton and Hanoi postmarks previously described, the covers were backstamped at Marseilles June 28, 5 P. M. and the Paris covers are backstamped June 28.

On the return trip the plane also carried mail which, according to the *Morning Post* of Hongkong for June 26, is postmarked Hanoi June 19 and backstamped Canton June 20. Covers bear the square black cachet affixed on the non-flown mail prepared for the February 14 flight which reads "Ligne Aerienne Hanoi-Canton 1 er voyage." The cachet is 27 mm. square.

It should be understood by the reader that mail carried on this flight connected at Hanoi with the "Air France" line for Marseilles.

Canton-Hanoi Route in Connection With "Air France" Line For Marseilles, ([121])

First Regular Flight, July 10, 1936.

The first regular flight from Canton to Hanoi by the Southwestern Aviation Corporation to connect with "Air France" at Hanoi for Europe took place on July 10. The plane left Canton early in the morning and mail was backstamped

with the Hanoi cancellation at 4.50 P. M. the same day. The route was via Wuchow, Nanning and Lungchow. A special cachet was used as shown in Fig. 52A and 52B. This is in purple ink.

It is stated by C. E. Post in the July 17th issue of the *South China Morning Post* that permission for the use of this cachet was only obtained at the last minute and night work was necessary on the part of the postal officials to prepare it.

Mr. Post also states in *Stamp Topics* of August 7 that two special cachets were in use, both of them differing somewhat from that used on the trial flight of the China National Aviation Corporation. In the first and more common one the propeller blades are enlarged at the ends and the date numbers are smaller. In the second and scarcer chop the left downward stroke of the N in Canton is short. The propeller blades are narrower and the date numbers at the bottom are very much larger. For this flight the Southwestern Aviation Corporation issued free of charge special bluish envelopes measuring 6x4⅞" as shown in Figure 52. At the left is a picture of the plane and the proposed routes of the Company printed in a darker shade of blue. At the left of these are Chinese characters in black meaning the same as the black English inscription at the upper right top of the cover. It is said that there were three printings of these envelopes in different shades of blue. Letters coming from Hanoi are postmarked in the afternoon of the 10th and are backstamped at Canton on July 11, 16 o'clock (4 P. M.), the plane making the trip on the 11th. The mail is supposed to connect with the "Air France" at Hanoi and be delivered at Marseilles nine days later.



Fig. 52. First Through Flight Canton-Hanoi-Marseilles.



Fig. 52A. Special Chop Type 1.



Fig. 52B. Special Chop Type 2.

Our readers will notice on the above cover three heavy black lines defacing the special chop. These were found on all four covers sent to us in Philadelphia and were the occasion of great complaint on the part of the gentleman who sent them to us. He was under the impression that they were placed there by the U. S postal authorities but as far as we are able to ascertain no such postal markings are applied anywhere in the United States, and unless they got there by accident they must have been applied somewhere between Canton and New York.

If any of our readers can throw any light on this subject we would appreciate their communicating with us. Three of the letters which we received carried no backstamp, as mail in the United States is not backstamped unless it is registered. One of the covers was backstamped in black at Marseilles as shown on Fig. 52C.

Our covers were received in poor condition as the paper of which they were printed, while of very good quality, was exceedingly thin.



Fig. 52C. Marseilles Backstamp.

EURASIA AVIATION CORPORATION.

The *Morning Post* of Hongkong, July 20, states that the Giant German Junker Plane No. 53 continued her journey from Berlin to Shanghai. It states that this is the fifth plane ordered from the Lufthansa Company by the Eurasia Aviation Corporation.

It can accommodate 8 passengers and is to be used in the Eurasian service. She was commanded by Chief Pilot Captain Lutz. Second Pilot Leidig, Chief Engineer Jeude and a mechanic composed her crew from Berlin. She was delayed a week at Rhodes owing to sickness of one of the party and the flight to Hongkong occupied 12 days including this week.

CHINA NATIONAL AVIATION CORPORATION.

Nanking-Kiukiang Special Service, ([123])

On July 20th, a special service was established between Nanking and Kiukiang as per the following notice:

POST OFFICE

Postal Notification No. 1583.

A special daily air service, between Nanking and Kiukiang, and return, by the China National Aviation Corporation, was inaugurated on the 20th July, 1936, the

airplane leaving Nanking at 9 a. m. arriving at Kiukiang at 11.40 a. m., returning from Kiukiang at 12 noon and arriving at Nanking at 2.40 p. m.

The temporary air service between Hankow and Kiukiang on longer functions.

We give the notification as printed, but it is evident that in the last line "on" should be "no."

We also assume that there must have been a previous temporary service between Hankow and Kiukiang of which we have no information. It can hardly refer back to the flights of 1929.

The above is the only information we have on the subject but it would seem from the wording of the Notification that this service was additional to the regular Through Yangtse Valley Line. It was suspended on September 1, 1936.

Shanghai-Peiping Route, ([124])

It would appear that the routing of the above line was split sometime in the spring of 1936 as the following postal notice will show:

NOTIFICATION NO. 1584

According to information received from the China National Aviation Corporation the number of passengers for Tsingtao is daily increasing, and in order to provide better facilities, the Friday flight of the Shanghai-Peiping line, formerly via Haichow, is to be undertaken by a "Douglas" plane, from the 31st July, 1936, the route and schedule being the same as that on the Monday, Wednesday and Saturday Services, via Shanghai-Nanking-Tsingtao-Tientsin-Peiping.

F. A. NIXON,
Director of Posts for Kwangtung.

Post Office,
Canton, 17th Aug., 1936.

NOTIFICATION NO. 1595.

With reference to Notification No. 1584, the public is hereby notified that from the 1st September, 1936, the Friday Service of the Shanghai-Peiping line will again be flown by a "Stinson" plane and will follow the schedule and route of Tuesday, Thursday and Friday flights, viz: Shanghai-Haichow-Tsingtao-Tientsin-Peiping.

F. A. NIXON,
Director of Posts for Kwangtung.

Post Office,
Canton, 7th Sept., 1936.

Unfortunately, we do not have the notification of the original change of route but it must have taken place sometime after the first of March as the China National Aviation Corporation's notice of change in rates, dated March 1st, indicates that the original routing was in force at that time.

We have no other information except that contained in these notifications.

Shanghai-Canton, ([83])

The following notification appeared in the *Canton Gazette* for September 4, 1936:

NOTIFICATION NO. 1592.

According to information received from the China National Aviation Corporation, the flying schedule of the Shanghai Canton Air Service is to be changed from 1st Sept., 1936, as follows:—

South Bound:— Shanghai-Canton.
Tuesday, Thursday and Saturday.

North Bound:— Canton-Shanghai.
Wednesday, Friday and Sunday.

Time of departure and arrival of the planes at calling ports remains unchanged.

F. A. NIXON,
Director of Posts for Kwangtung.

Post Office,
Canton, 1st Sept., 1936.

The following notification appeared in the *Canton Gazette* for September 26, 1936:

POST OFFICE

NOTIFICATION NO. 1603.

The public is hereby notified that,

(1) The Shanghai-Hankow airplane is now able to land at Kiukiang, and the Nanking-Kiukiang special service has ceased.
(2) The Shanghai-Chengtu special express plane will also call at Kiukiang in future.
(3) The Shanghai-Hankow line schedule is rearranged as follows:—

West Bound (Read Down)			(Read Up) East Bound	
7.00	Dep.	Shanghai	*Arr.	10.55
8.15	Arr.		*Dep.	9.40
8.20	Dep.	Nanking	*Arr.	9.35
		Anking		
9.55	Arr.		Dep.	8.00
10.00	Dep.	Kiukiang	Arr.	7.55
10.55	*Arr.	Hankow	Dep.	7.00

West Bound on every Tuesday, Thursday, Saturday, Sunday.
East Bound on every Monday, Wednesday, Friday, Sunday.
(On other days of the week express schedules will be flown).

*NOTE: In case the plane flies direct from Nanking to Hankow, or Hankow to Nanking the remainder of the schedule will be advanced by 40 minutes.

Post Office,
Canton, 19th Sept. 1936.

F. A. NIXON,
Director of Posts for Kwangtung.

CHINA NATIONAL AVIATION CORPORATION.

On November 5, the *Canton Daily Sun* published the following information:

POSTAL NOTIFICATION NO. 1627.

Shanghai-Canton Air Line Via Hongkong, Concerning, ([125])

The public is hereby notified that, as informed by the China National Aviation Corporation, the aeroplane of the Shanghai-Canton air line operated by that Corporation will fly via Hongkong, in both directions, from the 5th November, 1936. The new time table of the Shanghai-Canton air mail line is reproduced hereunder for information:

(see enclosure No. 1)

Air correspondence for Hongkong as well as that destined for places along the Hongkong-Penang-London and Hongkong-Penang-Singapore-Australia air lines may, from the above date, be forwarded by air from any place in China to Hongkong for local delivery or for onward transmission by various air lines.

Air correspondence intended for transmission by air to Hongkong and thence by the Imperial Airways and Wantas Airways services is to be superscribed "Via Hongkong and By I. A. L." by the senders below the usual blue label "Par Avion."

In addition to the usual ordinary postage plus registration fee, if registered, air correspondence destined for Hongkong is to be franked at the domestic air mail tariff, and that for places beyond Hongkong at the rate of 25 cents per 5 grammes, covering air conveyance from any place in China to Hongkong, plus the rates of international air mail fee from Hongkong indicated in Postal Notification No. 1620 relating to the Hongkong-Penang-London and Hongkong-Penang-Singapore-Australia air lines.

EXAMPLES:—

(a). A 20-gramme registered letter from Siking (Sian) to Hongkong to be transmitted to destination by air route should be prepaid as follows:—

Ordinary postage	$0.05
Registration fee	0.15
Air mail fee Siking-Shanghai-Hongkong	0.25
Total	$0.45

b). A 5-gramme registered letter from Siking (Sian) to London to be transmitted to destination by air route should be prepaid as follows:—

Ordinary international postage	$0.25
Registration fee	0.25
Air mail fee Siking-Shanghai-Hongkong	0.25
Air mail fee Hongkong-Penang-London	0.55
Total	$1.30

c). If the same letter weighs 10 grammes:—

Ordinary international postage	$0.25
Registration fee	0.25
Air mail fee Siking-Shanghai-Hongkong	0.50
Air mail fee Hongkong-Penang-London	1.10
Total	$2.10

POST OFFICE,
Canton, 4th November, 1936.

F. A. NIXON,
Director of Posts for Kwangtung.

ENCLOSURE NO. 1 TO POSTAL NOTIFICATION

No. 1627.

Time Table (Effective From 5-11-1936)

SHANGHAI-CANTON LINE

South Bound (Read Down)		(Read Up) North Bound
6.30 Dep.	Shanghai	Arr. 15.45
8.25 Arr.	Wenchow	Dep. 13.50
8.45 Dep.		Arr. 13.30
10.05 Arr.	Foochow	Dep. 12.10
10.25 Dep.		Arr. 11.50
11.35 Arr.	Amoy	Dep. 10.40
11.55 Dep.		Arr. 10.20
12.55 Arr.	Swatow	Dep. 9.20
13.15 Dep.		Arr. 9.00
14.45 Arr.	Hongkong	Dep. 7.30
15.05 Dep.		Arr. 7.10
15.45 Arr.	Canton	Dep. 6.30

South Bound on every Tuesday, Thursday and Saturday.
Northbound on every Wednesday, Friday and Sunday.

On November 13 the *South China Morning Post* stated that on November 5 Hongkong was made a regular stop on the China National Aviation Corporation's Shanghai-Canton line, and that it is now possible to effect an exchange of letters with Shanghai in less than forty-eight hours as there are three trips a week made each way. Mail from North China arriving on the first trip was backstamped at Hongkong 4:30 p. m. November 5 and postmarked at the various points of dispatch either the day before or early on the 5th.

SOUTHWESTERN AVIATION CORPORATION.

Canton-Wuchow-Kweilin-Liuchow-Nanning Line, ([126])

First Regular Flight, November 4, 1936.

On November 3 the Canton papers published the following:

NOTIFICATION NO. 1626.

According to information received from the South-Western Aviation Corporation, from the 4th November, 1936, two ports of call Kweilin and Liuchow are to be added to the Canton-Lungchow Air Line viz:—Canton-Tsangwu (Wuchow)-Kweilin-Liuchow-Yungning (Nanning)-Lungchow.

POST OFFICE
Canton, 3rd November, 1936.

F. A. NIXON,
Director of Posts for Kwangtung.

According to the *South China Morning Post* (C. E. Post) of December 4, it is stated that the first flight on the new Canton-Nanning route, via Wuchow, Kweilin and Liuchow, occured on November 4th. A special plane of the Southwestern Aviation Corporation left Canton early in the morning for Nanning, stopping at intermediate points. Bad weather delayed the plane with the result that Kweilin was omitted, the plane only calling at Wuchow and Liuchow before arriving at Nanning. This was in the nature of an experimental flight and little mail originated in Canton. The Postal authorities at Liuchow evidently did not expect the arrival of the plane and had no mail ready so the pilots proceeded without waiting for it.

From the above one would presume that this was a special flight terminating at Nanning, but the Southwestern Aviation Corporation, in a letter dated December 21, 1936, to Mr. David E. Ellis in Hongkong, states: "On the flight from Canton on the 4th November, the plane could not stop at Kweilin because of bad weather but went on to Liuchow, Nanning and Lungchow."

From the above and other sources, it seems to be considered by various of our correspondents that this flight was more or less of an experimental nature. Nevertheless, as far as we can see, it was the regular scheduled flight of the line with the two additional stops scheduled as per Postal Notification No. 1626, one of which was not made.

We have one cover franked by a thirty cents third issue air stamp mailed to the Davlis Stamp Company at Liuchow. This is postmarked Canton, November 4, 1936, 6 A. M. and is backstamped at Liuchow the same day at 6 P. M. It also has a second backstamp which is the same as the postmark.

We have another similar cover addressed to the same party at Kweilin. This cover, as far as we can make out, was overcarried to Nanning and was forwarded from there to Kweilin on November 10 by the return trip of the regular plane that left Canton on November 9th. It thus arrived at destination after the second flight of November 9th had delivered its mail. It is backstamped Kweilin, November 10, 2 P. M.

The first return flight from Liuchow seems to have taken place on November 8th. We have a cover from that port, addressed to D. E. Ellis at Canton, and signed by the pilot, franked by a thirty cent Martyr Issue stamp which is postmarked Liuchow, November 5, 9 A. M. According to a letter from the Canton post office dated November 20, 1936, to Mr. David E. Ellis of Canton, this mail was carried by a special plane that left Liuchow on November 8th and arrived in Canton the same day. The cover is backstamped November 8, 6 P. M.

First flight mail from Liuchow to Kweilin seems to have been flown on November 8th. We have one cover, similar to the last mentioned, which is postmarked Liuchow, November 5, 1936, 9 A. M. This mail was held at the office

of the Aviation Company until November 8th, when it was carried direct to Canton. The plane arrived too late for the mail to be taken to the post office so it was again kept by the Aviation Company at its office and was forwarded to Kweilin on the plane leaving Canton on the morning of the 9th. It is postmarked at Kweilin on the face of the letter November 9, 1936, 5 P. M.

We have one cover, similar to the last two mentioned, which was flown on the first flight mail from Kweilin to Canton. It is addressed to Mr. Ellis at Canton and the stamp is postmarked Kweilin, November 10, 1 P. M. and is backstamped at Canton, November 12, 4 P. M.

According to the letter from the Canton post office above quoted, the first Kweilin-Canton airmail left Kweilin on the 12th of November and arrived at Canton the same day, which the above cover seems to prove.

This whole subject is very involved and has required very careful consideration but we believe the above statements are correct.

None of the covers carried between Canton, Kweilin and Liuchow on this series of flights have any special cachets of any kind. We have been unable to obtain any information as to the amount of mail carried, except that it was very small and the covers are very scarce, particularly mail flown between Liuchow and Kweilin.

On November 18th this service was split into two distinct lines according to the following notification:

NOTIFICATION NO. 1630.

According to information received from the South-Western Aviation Corporation, the Canton-Lungchow Air Line is being rearranged, as from 18th November, 1936, into two separate line, viz: Canton-Yungning (Nanning) Air Line and Canton-Hanoi Air Line. The time tables of these two lines are as follows:—

TIME TABLE

Canton-Yungning (Nanning) Line, (*126*)

West Bound (Read Down)		(Read Up) East Bound
8.00 Dep.	Canton	Arr. 15.00
9.20 Arr.	Wuchow	Dep. 13.40
9.40 Dep.		Arr. 13.20
11.30 Arr.	Kweilin	Dep. 11.30
12.00 Dep.		Arr. 11.00
13.00 Arr.	Liuchow	Dep. 10.00
13.30 Dep.		Arr. 9.30
15.00 Arr.	(Yungning) Nanning	Dep. 8.00

West Bound every Monday and Wednesday.
East Bound every Tuesday and Thursday.

Canton-Hanoi Line, (*130*, same as *122*)

West Bound (Read Down)		(Read Up) East Bound
8.00 Dep.	Canton	Arr. 15.00
9.20 Arr.	Wuchow	Dep. 13.40
9.40 Dep.		Arr. 13.20
11.40 Arr.	Yungning (Nanning)	Dep 11.20
12.00 Dep.		Arr. 11.00
13.00 Arr.	Lungchow	Dep. 10.00
13.20 Dep.		Arr. 9.40
14.30 Arr.	Hanoi	Dep. 8.30

West Bound every Friday.
East Bound every Saturday.

The flying service of the Canton-Lungchow line via Kweilin and Liuchow, mentioned in Postal Notification No. 1626 of 3rd Nov., 1936, will cease from the 18th November, 1936.

F. A. NIXON,
Director of Posts for Kwangtung.

POST OFFICE,
Canton, 17th November, 1936.

On March 23, 1937, we received the following belated Post Office notices which we give as a conclusion:

NOTIFICATION NO. 1638

The public is hereby notified that for the time being the routes of the Eurasia air lines are changed as follows:—

(1) The main line starts from Shanghai, passes Nanking, Chenghsien,* Loyang, Chengtu, and terminates at Kunming.
(2) An additional station is established at Taiyuan on the Peiping-Chenghsien Line.
(3) The route of the Lanchow-Paotow Line is now via Peiping and Paotow to Ningsia.
(4) The Sian and Lanchow air stations are temporarily closed. Air Mail articles for these two places will be transmitted to the nearest air stations for onward transmission by other available means.

F. A. NIXON
Director of Posts for Kwangtung.

Post Office
Canton, 19th Dec., 1936.

*Ed. Note.—Chenghsien is another name for Chengchow.

POST OFFICE

Postal Notification
No. 1639.

The public is hereby notified that, as informed by the Eurasia Aviation Corporation, the following changes are to take effect from next week:—

(1) On every Tuesday and Friday, the aeroplane starts from Shanghai, passing Nanking, Chenghsien, Loyang, Chengtu and terminating at Kunming, with connection made at Chenghsien with the aeroplane of the Chenghsien-Peiping Lines for Taiyuan and Peiping. The time of departure of the plane remains unchanged.
(2) On every Wednesday, the aeroplane flies from Peiping for Paotow and Ningsia and vice versa, performing a round trip on the same date.
(3) On every Thursday and Sunday, the aeroplane returns from Peiping via Taiyuan to Chenghsien where connection is made with the plane of the Kunming-Shanghai Line.

LAI KI HONG
Chief of L. B. D.
for Director of Posts
for Kwangtung.

Post Office,
Canton, 23rd December, 1936.

POSTAL NOTIFICATION NO. 1650

The public is hereby notified that as informed by the China National Aviation Corporation, owing to the insufficiency of aeroplanes, the Monday north and south bound services of the Shanghai-Peiping Line (originally maintained by means of the "Douglas" plane) is from the 25th January, 1937, being flown by a "Stinson" plane, travelling from and to Shanghai via Haichow, no call being made at Nanking in either direction.
The flight is made in accordance with the schedule set for the "Stinson" plane commissioned on that route.

Post Office,
Canton, 1st Feb., 1937.

F. A. NIXON
Director of Posts for Kwangtung.

We also received a copy of Postal Notification No. 1635 which states among other items that the airmail stamps of the 1929 issue will be withdrawn from sale at the end of December, 1936, but that those already in possession of purchasers will be valid until January 31, 1937, after which date, their use is to cease and any person then can have them redeemed at the post office.

POSTAL NOTIFICATION

No. 1669.

With reference to Notification No. 1630 of November, 1936, air postage will from 1st March 1937 be collected on air mail matter to and from Kweilin and Liuchow on the Canton-Yungning (Nanning) Air Line of the South-Western Aviation Corporation.

Post Office,
Canton, 26th February, 1937.

F. A. NIXON,
Director of Posts for Kwangtung.

From the above notification it would seem that the service between Kweilin and Liuchow on the Canton-Nanning line, was a "free mail" service up to March 1, 1937, which may account for the fact that airmail stamps were not on the covers.

We have received sundry other notifications dated in 1937 but as we have no supporting information, it seems better to finally terminate the article with the end of 1936.

The above completes all information we have on the 1936 flights and, as previously stated, if any of our readers have any criticism to make, or further information to give us, we would be exceedingly indebted to them for it.

Finis.

Death of Baron Alex. de Reuterskiold

With very great regret I have to report the death of my old friend who passed away on March 7th at Courville, Lausanne, Switzerland.

A. de Reuterskiold was born in Sweden in March, 1860, the son of a Swedish nobleman and an English mother. He never married but lived, ever since I knew him, with his mother in Switzerland. On many occasions I travelled with him in Europe and we visited many International Exhibitions together, at most of which he acted as Judge, as he was a fair linguist as well as one of the best Judges of the Classic stamps.

De Reuterskiold was one of the very few intimate friends of the great French banker—Paul Mirabaud—and with him was joint author of the classic work on the stamps of Switzerland which was published over thirty-five years ago in three editions in French, German and English.

He was a real student and his special flair was in plating stamps. Among his earliest work in this respect was the first issues of the Philippine Isles in which he completed the plating of the 40 types of all the first issues. Soon after this he worked on the reconstructing of the numerous settings of the early surcharges of the Turks Islands, and almost completed the settings then known. This collection I also purchased and sold it to the late W. W. Mann. His article on these stamps was published in the **London Philatelist.** Afterwards he specialized in early issues of France, Spain and Portugal and chiefly in the early Swiss stamps, in which he had many unique items, notably a wonderful block of 48, unused, V and 5 cents.

He was a charming companion, a great student and a very lovable man and his death leaves another gap in the great collectors of by-gone days.

—CHARLES J. PHILLIPS.

The United States Postage Stamps of the 20th Century

By Max G. Johl.

(Continued from page 109, Volume XVI.)

THE MARYLAND ISSUE—1935

In 1634, the Colony of Maryland was founded by Cecil Calvert, 2nd Lord Baltimore. As the anniversary approached, plans were made to fittingly celebrate this important event. On April 11th, 1929, the General Assembly of Maryland approved the appointment of a Maryland Tercentenary commission. On May 6th, 1929, Michael L. Miller, a prominent collector of Baltimore suggested to the commission that a stamp be requested to more prominently call attention to the celebration. Shortly thereafter, Mr. Miller was appointed as Stamp Consultant to the commission who requested him to prepare some designs which might be submitted with a request for the stamp. In August, 1933, Governor Albert C. Ritchie made a formal request to Postmaster General James A. Farley supporting the request of Senator Millard E. Tydings and other Marylanders, for the issuance of a Maryland Tercentenary postage stamp. In his request, Governor Ritchie stated:—

"I am writing to add my request to one which Senator Tydings and other Marylanders have already made of the Post Office department. Next year Maryland will celebrate the 300th Anniversary of its founding. We will then commemorate the first establishment of religious toleration in any State or Country in the world. The Calverts, who founded Maryland, were Catholics, and they realized that the way to get tolerance for one's belief is to accord tolerance to the beliefs of others, and they did just that thing. We will commemorate, also an advance in the principles of local self-government over anything which had been established at either Plymouth or Jamestown. The people of Maryland feel, and I think rightly, that this will be a celebration of even more than National importance and significance, and we are extremely anxious for the Postmaster General to approve and cause to be issued a series of United States Postage Stamps containing historical Maryland designs which will be released on March 1, 1934, and at periodic times thereafter. I think that the occasion fully justifies this request, and I will greatly appreciate it if you will advise me at your convenience, how you view the matter. Senator Tydings and myself will gladly come to see you at any time should you consider that desirable."

In spite of the effort made by the commission and Congressional representatives, little progress seemed to have been made and it was believed that this stamp would not be issued. Michael Miller continued his effort and on February 2nd, 1934, received the following letter from President Franklin D. Roosevelt:—

"Dear Mr. Miller:

Thank you for your letter. I am delighted to read it.

I have told the Postmaster General that I approve the issuance of the Tercentenary Stamp for Maryland.

Very sincerely yours,
FRANKLIN D. ROOSEVELT."

On February 6th, the Bureau of Engraving and Printing was ordered to design the Maryland stamp.

On February 28th, 1934, Postmaster General James A. Farley announced the details of the 3-cent Maryland Commemorative stamp and the place of the first sale, and on March 2nd, the following official notice was released:—

MARYLAND TERCENTENARY COMMEMORATIVE POSTAGE STAMP

Third Assistant Postmaster General,

Washington, March 2, 1934.

Postmasters and employees of the Postal Service are notified that the Department is preparing a special issue of postage stamps in the 3-cent denomination in commemoration of the three hundredth anniversary of the settlement of Maryland.

The stamp is of the same size and shape as the regular issue, 0.75 inch by 0.87 inch in dimension, arranged horizontally. It is enclosed in a narrow double-line border. Within a narrow panel across the top of the stamp is the wording "Maryland Tercentenary" in white roman, on a solid background. In the widened ends of the panel are the dates "1634" at the left and "1934" at the right in white gothic. The panel is supported by ornamental brackets at either end. The color of this stamp will be announced later.

The central design is a representation of the two sailing vessels on which the first Maryland colony came to America. On a curved ribbon at the left of the central design is the inscription "The Ark and the Dove" in dark Old English lettering. In a corresponding position at the right is the Maryland coat of arms. Within circular panels with white borders and solid background in both lower corners is the large denomination numeral "3." Between the circles along the bottom of the stamp in a narrow panel with white edges and solid background and arranged in two lines is the wording "U. S. Postage" and "Three Cents."

The Maryland Tercentenary stamp will be first placed on sale at the post office in St. Marys City, Md., on Mar. 23, 1934, where the first settlement was located. The new stamp will be placed on sale at other post offices beginning March 24, or as soon thereafter as production will permit.

For the convenience of collectors, the Maryland Tercentenary stamp will also be placed on sale at the Philatelic Agency, Post Office Department, on March 24. The Agency will not, however, prepare covers for mailing on that date.

Stamp collectors desiring first day cancellations at St. Marys City on March 23 may send a limited number of addressed covers, not to exceed a total of ten (10), with a cash or postal money-order remittance payable to the Postmaster, St. Marys City, Md., covering the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Such covers shall be sent under separate wrapper plainly addressed: "Postmaster, St. Marys City, Md.", with endorsement: "First Day Covers." They should be mailed in time to reach St. Marys City not later than March 20. Covers will be accepted from individual subscribers only and shall be legibly addressed by typewriter or pen; covers bearing lead pencil addresses will not be accepted. Compliance cannot be made with unusual requests such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in transit, covers should be of the ordinary letter size.

Requests for a supply of uncancelled Maryland Tercentenary stamps must not be included with orders for first day covers to the postmaster, St. Marys City. Stamps needed for postage purposes should be purchased at the local post office. Stamps of selected quality for philatelic purposes may be obtained on mail orders to the philatelic agency.

Postmasters at direct and central accounting post offices may obtain a limited supply of Maryland Tercentenary stamps by requisition to the Department on form 3201-A. Postmasters at district accounting post offices may obtain small quantities of this stamp by requisition on the central accounting postmaster.

In some instances advance shipments will be made, and postmasters who receive a supply of Maryland Tercentenary stamps before the close of business on March 23 are specifically directed to safeguard the same and to positively not allow the stamps to be placed on sale before March 24.

C. B. EILENBERGER,
Third Assistant Postmaster General.

It will be noted that this official release mentions the fact that no color had as yet been selected and it was not until Monday, March 12th that the Post Office Department made the following announcement as to the color of the Maryland stamp.

Clinton B. Eilenberger, Third Assistant Postmaster General, in charge of the Stamp Division, announced today that the color of the Maryland Tercentenary postage stamp, soon to be issued by the Post Office Department, will be red on a white background. It was also announced at the Post Office Department that the Bureau of Engraving and Printing has been authorized to print 50,000,000 of these stamps.

These stamps were printed on flat bed presses in sheets of 400 subjects each divided into panes of 100 by horizontal and vertical guide lines terminated by arrows. For issuance to Post Offices, the full sheets were cut along these guide lines into panes of 100 and so issued. There were 4 plate numbers on a sheet, one to each pane, being above the 5th stamp of the upper left pane and the 6th stamp of the upper right pane and in similar positions below the bottom row of the lower panes.

On March 14th, the initial printing of the Maryland stamps were run off at the Bureau following an elaborate ceremony. This event was reported by the following Associated Press despatch :—

SPECIAL MARYLAND STAMP OFF PRESS

Farley Hands First Sheet of Tercentennial Issue to Winebrenner

Washington, March 14—The first sheet of the 50,000,000 3-cent Maryland Tercentennial stamps was run off the press at the Bureau of Engraving and Printing today and presented with ceremony by Postmaster-General Farley to David C. Winebrenner 3d, Secretary of State of Maryland.

The stamps, white and red, bear a reproduction of the Ark and the Dove, the two ships in which the original settlers of Maryland arrived from England 300 years ago this spring, and also the seal of the State.

Expresses State's Gratitude

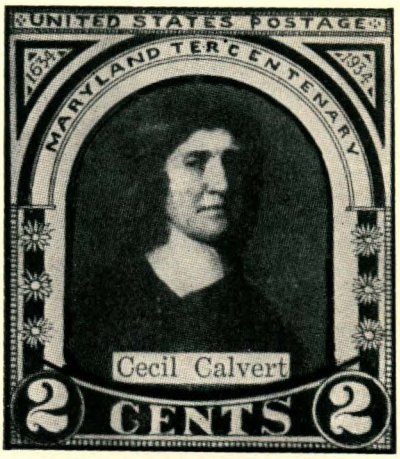
Farley, in presenting the stamps to Winebrenner, said the Postoffice Department was happy to join in the observance of the Maryland Tercentenary by the issuing of the special stamps. Winebrenner expressed the gratitude of the State of Maryland for the special issue.

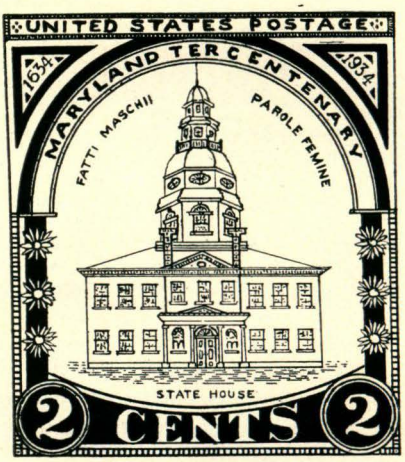
Because of laws prohibiting the distribution of stamps except by sale through regular channels, Winebrenner was compelled to return the first sheet from the press to the bureau.

Experts Praise Design

A number of philatelic specialists were present at the first printing and were unanimous in characterizing the Maryland stamp as being of exceptionally handsome design.

The printing of the 50,000,000 stamps will require about forty full working days. One quadruple press is being given over to the printing of the special stamp.





Designs submitted by Michael L. Miller.

Photographs of Original Drawings. Not Used.

#736—Three Cent, Carmine Rose. The Ark and the Dove. No Watermark. Perf. 11.

Issued March 23, 1934.

Among the designs prepared by Michael Miller and presented with the petition for the Maryland stamp was one portraying a portrait of Lord Calvert and another one, the State House. (Illustrated.) Several others displayed various seals of the colony. Among the designs presented by Mr. Miller was one prepared by Edwin Tunis based on a wood cut he had made of the Ark and the Dove. (Illustrated). None of these designs were acceptable.



Designed by Edwin Tunis.

Photograph of Original Drawing. Not Used.

Victor S. McCloskey, Jr., a Bureau designer, prepared a design based on a mural by C. Y. Turner, "Barter with the Indians". This would have made an



Designed by Victor S. McCloskey, Jr.

Photograph of an Original Drawing. Not Used.

exceptionally attractive design. It was rejected in favor of one by A. R. Meissner from a half tone print of a drawing by Edwin Tunis used on the cover of the pamphlet "Maryland Tercentenary, 1634-1934" published by the Maryland Tercentenary commission. This model was submitted on February 21st and approved by Postmaster General James A. Farley on February 27th, 1934,

and on March 10th, the die proof was approved by Acting Postmaster General W. W. Howes. The Bureau was ordered to print these stamps on March 12th and the first printing took place on March 14th, exactly 4 days after the approval of the proof. Printing was started with only plates 21188-21191 being ready. Two other plates were added to the press on March 15th with the last four being sent to press on March 20th. These stamps were delivered to the post office on March 16th and placed on public sale at St Mary's City, Maryland. On March 23rd 447,500 stamps were sold the first day and the covers cancelled reached a total of 148,785.



Drawing by Edwin Tunis.

For the Maryland Tercentenary Commission.

These stamps being printed in red instead of purple caused considerable confusion; in the rapid handling of mail, this stamp was often mistaken for a 2-cent denomination and a considerable quantity of mail was received by the addressee with a 1-cent postage due stamp affixed. This caused considerable criticism and it was believed that this stamp might be withdrawn and replaced with that of another color. This, however, was not done and the stamps continued on sale until the supply was exhausted. Possibly due to the speed of printing these stamps, an exceptionally large quantity were found to be off-centered, and were returned for redemption and destruction. The Bureau

delivered 46,258,300 stamps. Of this quantity, only 28,492,500 stamps were said to have been sold according to the official count of the Post Office Department.

The picture was engraved by J. C. Benzing and the frame and lettering engraved by E. M. Hall of the Bureau of Engraving and Printing. It will be noted in comparing this stamp to the Tunis drawing that the Bureau artist changed the relative position of the two ships and in doing so, added considerably to the beauty of the design.

Due to the poor perforations and the speed with which these stamps disappeared from post office stocks, it became immediately apparent that well-centered copies of this stamp would command consideraoble premium in a short time and it is today more desirable than some of the other 3-cent stamps issued at an even earlier date. In spite of the speed in which plates were made, only two worthwhile varieties were discovered which clarly indicates the exceptional accuracy of the plates makers of the Bureau of Engraving and Printing.

Shades,—Carmine rose, dull carmine rose, dark carmine rose.

Varieties,—a: Plate Number Blocks.
b: Usual 4 pane position blocks.
c: Double transfer.
Stamp No. 1 of the upper left pane of Plate 21190 shows a twisted double transfer below the bottom frame line. (Illustrated).



Double Transfer #1. U. L. 21190.

d: Misplaced Entry.
Stamp No. 18 of the upper left pane of plate 21189 shows a misplaced and twisted entry. The stamp is about ½ mm. higher than the others. It is also higher in the upper right corner than the left.

Plates used: 21188—89, 90, 91, 96, 97, 98, 99.

Quantity issued: 28,492,500.

Johl Volume I Revised

The United States Postage Stamps of the 20th Century, Volume I Revised, by Max G. Johl, published by H. L. Lindquist, 2 West 46th St., New York, N. Y. 371 pages, 7"x10". $4.00.

The original Volume I of this series of United States handbooks was written some five years ago and was the combined work of the late Beverly S. King and Max G. Johl. The original volume was disposed of shortly after publication and the demand for this handbook has been increasing from year to year. After the accidental death of Beverly S. King in Washington, Mr. Johl undertook to revise and entirely rewrite this volume. The revised edition is the most complete book of its kind ever written and contains over 100 more pages and over 300 more illustrations than the original volume. Through the cooperation and assistance of the foremost specialists in the field today the most complete data and information is included. The table of contents includes the various issues from the Pan-American Issue of 1901 to the Pilgrim Tercentenary Issue of 1920 and the volume is thoroughly indexed.

MOTHER'S DAY STAMP

In 1933, Mrs. H. H. McCluer of Kansas City, the Past National President of the American War Mothers, conceived the idea of having a special stamp issued in honor of our mothers for use on Mother's Day mail. She submitted the idea to the Executive Board of her organization on January 23rd, 1934, and her proposal was enthusiastically endorsed. A committee was appointed composed of Mrs. McCluer, Mrs. W. E. Ochiltre, President, and Mrs. H. C. Boone, Vice-President of the American War Mothers, to petition for such a stamp.

In an interview with Postmaster General James A. Farley, they were assured of a hearty approval and a conference was arranged with President Roosevelt on Thursday, January 25th. Mrs. McCluer, in describing the interview, stated:

"I told the President that we had come to him in his world of leisure, the stamp world, with a stamp we wented to talk to him about. The President said, 'Fine,' with a twinkle in his eye. Then when we sounded our plans, he said, 'A beautiful thought.'"

On February 16th, 3rd Assistant Postmaster General Clinton B. Eilenberger notified Mrs. McCluer that the request for a Mother's Day stamp had been granted. The following day, the Bureau of Engraving and Printing was ordered to design such a stamp.

The philatelic press reported that the Mother's Day stamp would be issued May 12th, the day prior to the actual observance of Mother's Day, which was the 20th anniversary of the proclamation of President Wilson's establishing a national Mother's Day.

R. L. Lloyd of Glenmore, Pa., wrote to Third Assistant Postmaster General Clinton B. Eilenberger and called to his attention that, if the stamps were issued on May 12th, it could be used only in a limited area in celebration of Mother's Day. Mr. Eilenberger agreed with the suggestion that an earlier date be fixed upon as seen by the following letter:—

"Answering your letter of March 13, I am pleased to tell you that we have definitely decided to place the special stamp to be used in honor and memory of the Mothers of America on sale at Washington, D. C., on May 1, and then distribute them to practically all post offices throughout the country beginning the following day.

"This action is in accordance with your thought, namely, to give those who are away from home, ample time to get a letter to mother on or before Mother's Day.

"Your interest is much appreciated, and I am happy to transmit the information as above."

Seventeen designs were submitted by the Bureau of Engraving and Printing on March 26th and on March 28th, the model was finally approved. No color, however, had at that time been decided upon.

The following press release dated March 28th mentioned the details of the new Mother's Day stamp:—

"Announcement of the details of the new Mother's Day postage stamp, soon to be issued by the Post Office Department, and the place and date of first day sale, was made today by Postmaster General James A. Farley.

The new issue will be approximately the same size as the current Special Delivery stamp, and will have as its central motif, James Abbott MacNeill Whistler's famous "Portrait of My Mother." In the upper left corner appear the words, "U. S. Postage," beneath which is the inscription, "In memory and in honor of the Mothers of America." Just below are the words, "Three Cents." In the lower left corner is a small vase of carnations. The color of the new stamp has not yet been decided upon.

Present plans call for an initial printing of two hundred million of the new stamps, all of which will be in the three-cent denomination. This Mother's Day stamp will be placed on first day sale at the Philatelic Agency of the Post Office

Department in Washington, on Tuesday, May 1, 1934, and it will be placed on sale at post offices throughout the country the following day."

On April 6th, the postal personnel were notified of the issuance of the Mother's Day stamp by the following official notice:—

COMMEMORATIVE POSTAGE STAMP IN HONOR OF MOTHERS

Third Assistant Postmaster General,

Washington, April 6, 1934.

Postmasters and employees of the Postal Service are hereby notified that the Department is preparing to issue a special postage stamp in the 3-cent denomination as a tribute to the Mothers of America.

The stamp is in the form of a horizontal rectangle, 84/100 by 1-44/100 inches in dimensions, inclosed in a narrow double line border. The color of the stamp will be purple.

To the right of the center of the stamp facing the left is a reproduction of the painting by James Abbott McNeill Whistler, entitled "Portrait of My Mother." Along the top of the stamp at the left in solid Old English lettering are the words "U. S. Postage." Directly below, arranged in four lines, in solid gothic letters is the inscription "In Memory and in Honor of the Mothers of America." Underneath the inscription, in two lines, are the words "Three Cents" in solid gothic. In the lower left corner is a vase containing carnations.

The Mothers' commemorative stamp will be first placed on sale May 2, 1934, at the post office in Washington, D. C. The stamp will be available for sale at other post offices beginning May 3 or as soon thereafter as production will permit. For the benefit of stamp collectors, the new commemorative stamp will also be placed on sale May 2 at the Philatelic Agency, Post Office Department, Washington, D. C.

Stamp collectors desiring first-day cancellations of the Mothers' stamp may send a limited number of addressed covers, not to exceed a total of 10, to the Postmaster, Washington, D. C., with a cash or postal agency order remittance to exactly cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only, and each cover must be properly and legibly addressed. In view of the larger size of the stamp, special care must be taken when addressing covers to bear blocks of stamps to allow sufficient clear space for the attaching of the stamps and impression of the postmark. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or for the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in transit, covers should be of the ordinary letter size.

Requests for a supply of uncancelled stamps of the new commemorative issue should not be included with orders for first-day covers. Such stamps when desired for mailing purposes should be purchased at the local post office. Stamps of selected quality needed for collection use may be obtained on mail orders to the Philatelic Agency of the Department.

In order to expedite distribution and to have the stamp on sale May 3, if possible, requisitions will be prepared in the Department for an initial supply of the Mothers' commemorative stamp for shipment to all first-class and second-class post offices, except in the States of Maryland and Oregon, where such offices are now being furnished with stamp stock from the central-accounting post office. Postmasters at district-accounting post offices will obtain needed supplies of the Mothers' commemorative stamp by requisition on the central-accounting postmaster.

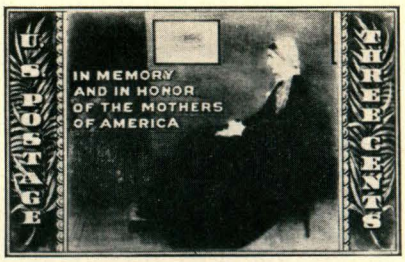
Postmasters receiving shipments of the new commemorative stamp before the close of business May 2 are specifically directed to safeguard the same and to positively not allow the stamps to be placed on sale before May 3.

C. B. EILENBERGER,
Third Assistant Postmaster General.

It will be noticed that the day of issuance had again been changed, from May 1st to May 2nd. On April 10th, Postmaster General James A. Farley approved the die proof and the following day announced that purple had been selected as the color of the new Mother's Day stamp. On April 12th, the Bureau was instructed to print the Mother's Day stamp and the following day the first of the flat plates were put to press with an elaborate ceremony. Initial printing was witnessed by Mrs. Franklin D. Roosevelt and other members of the official family.

It was not until April 17th that printing was started on the rotary presses. In spite of the later initial printing of the rotary press stamps, the first delivery of this form of issue was made on April 18th, one day prior to that of the flat plate stamps.





Full Views of Whistler's "My Mother."
Designed by A. R. Meissner.

Photographs of Original Drawings. Not Used.

The Information Service of the Post Office Department prepared the following press release dated Wednesday, May 2, 1934, which described the first sale of the Mother's Day stamp:—

The new Mother's stamps, which have been issued by the Post Office Department in memory and in honor of the Mothers of the nation, were placed in circulation in Washington today.

At nine o'clock this morning, Postmaster General James A. Farley, sold the first sheet of the new three-cent denomination to Miss Mary Senate Howes, 17-year-old daughter of William W. Howes, First Assistant Postmaster General, at the main stamp window of the City Post Office. Soon after purchasing this first sheet, Miss Howes had it autographed by the Postmaster General and other prominent postal officials and she plans to present this highly valued and treasured sheet to her mother on Mother's Day, Sunday, May 13.

The selection of Miss Howes to purchase the first sheet of the new stamps was in keeping with Postmaster General Farley's desire to have the children of the country employ these new stamps in sending of letters, cards and other communications to their Mothers on the occasion of this, the twentieth anniversary of the proclamation of President Wilson establishing a national Mother's Day.

Also present as the first sheet of the new stamps were sold by Postmaster General Farley to Miss Howes through the grill stamp window, were First Assistant Postmaster General William W. Howes, Third Assistant Postmaster General Clinton B. Eilenberger, Vincent Burke, Deputy First Assistant Postmaster General, Jesse Donaldson, Deputy Second Assistant Postmaster General, Roth North, Deputy Third Assistant Postmaster General, Robert E. Fellers, Superintendent of Stamps, and William M. Mooney, Washington postmaster.

The new Mother's stamps, of which 250,000,000 are now being printed, may be purchased in Washington only today. Tomorrow they will be placed on sale at post offices throughout the country.

The new Mother's stamp is purple in color and of the three-cent denomination. It is approximately the same size as the current Special Delivery stamp, and has as its central motif, James Abbott MacNeill Whistler's famous "Portrait of My Mother." In the upper left corner appear the words, "U. S. Postage," beneath which is the inscription, "In Memory and In Honor of The Mothers of America." Just below are the words, "Three Cents." In the lower left corner is a small vase of carnations.

The rotary press stamps were printed from 200 subject plates divided into 4 panes by vertical and horizontal gutters. The full sheets were cut into panes of 50 through these gutters and so issued to post offices. There were 4 plate numbers, one to each pane, these being in the 4 outside corners of the plate, being to the left of stamp No. 1 in the upper left pane, to the right of No. 10 of the upper right pane, to the left of No. 91 in the lower left pane and the right of No. 100 in the lower right pane.





Additional Designs by A. R. Meissner.
Photographs of Original Drawings. Not Used.

The plates prepared for the flat bed presses also contained 200 subjects. These plates were divided into panes of 50 by horizontal and vertical guide lines terminating in arrows. For issuance to post offices, the sheets were cut along these guide lines into panes of 50. These plates had 4 numbers, one to each pane, being above or below the 3rd vertical row of stamps.

In spite of the fact that post office officials in cities other than Washington, D. C. were not to place these stamps on sale prior to May 3rd, various postmasters disobeyed these instructions. A cover dated April 23rd from Osceola, Iowa, one from Marion, Indiana, dated April 25th, and another one from Marion dated April 26th caused considerable disturbance. While May 2nd was the date of the official first-day cover and these earlier dates have merely a curiosity value, such acts are frowned upon by the Post Office Department and resulted in the following official order bearing on this subject:—

"Reports have reached the Department that the Mothers' stamp has already been placed on sale at several points in direct violation of the specific instructions appearing on the wrapped packages of the stamps which emphasize that this stamp positively is not to be placed on sale before May 3, 1934.

"Postmasters to whom these stamps have been shipped should make an immediate check to see that the instruction in this respect are observed to the letter.

C. B. EILENBERGER,
Third Assistant Postmaster General."

#737—Three Cent, Violet. My Mother. Rotary Press Printing. No Watermark. Perf. 11x10½.

Issued May 2, 1934.

The day following ths issuing of these stamps, the American Artists' Professional League sent a telegram severely criticizing this stamp. This was reported in the following article by the *New York Herald Tribune*:—

ARTISTS PROTEST FARLEY'S STAMP REPRODUCING WHISTLER'S "MOTHER"

The officers of the American Artists' Professional League sent a telegram yesterday to Postmaster General James A. Farley, protesting against the "mutilation" of Whistler's famous portrait of his mother, formerly known as "An Arrangement in Gray and Black," on the Mother's Day stamp issued last Tuesday by the Post-office Department.

The telegram was the outcome of a conference of the league's national executive committee, composed of F. Ballard Williams, chairman; Wilford S. Conrow, secretary; Albert T. Reid, vice-chairman, and Gordon H. Grant, treasurer. It was sent to Washington late in the afternoon by Mr. Williams.

"The attantion of the American Artists' Professional League has been directed to the new stamp issue in commemoration of 'Mother's Day,' wherein use is made of Whistler's famous painting of his mother," the message said.





Designed by A. R. Meissner.
Photographs of Original Drawings. Not Used.

"In adapting this picture for use as a stamp such liberties have been taken in the reproduction that it amounts to a mutilation of the artist's original picture, thereby robbing it of much of its charm and totally changing its composition. This is a serious transgression of professional ethics and one which damages the reputation of the artist.

"Our Federal government, which should be the first to protect the interest of its artists and authors, has thus, in this case, demonstrated must clearly the helpless position of its artist-creator and the dire need of an adequate copyright bill for his protection.

Mr. Reid, the vice-chairman, spoke bitterly about the matter when he gave out the news at his office, 103 Park Avenue. He showed how in the stamps the original painting had been shortened, excluding nearly a third of the lower part, while the door hangings in the left background, with the little landscape on the wall beside them, were cut out.

In place of the hangings there appears the legend, "U. S. Postage. In Memory and in Honor of the Mothers of America. Three Cents."

Pointing to an additional design in the lower left-hand corner of the stamp, Mr. Reid gave vent to his disgust. "Look at that," he said. "At first I thought it was a cuspidor, but I guess it's a vase that they got at the same 10-cent store where they bought the flowers."

The stamp was designed by Victor S. McCloskey, Jr. The picture was engraved by J. C. Benzing and the frame and lettering by E. M. Hall and W. B. Wells.



The Full Whistler Portrait.
Design by Victor S. McCloskey, Jr.
Photograph of Original Drawing. Not Used.

This criticism seems entirely unjustified when considering the amount of effort expended by the artists at the Bureau in trying to prepare this stamp. The use of the Whistler painting was suggested by President Franklin Delano Roosevelt and there can be little doubt that it was a fitting and proper suggestion. The designs prepared by A. R. Meissner and Victor S. McCloskey, Jr. both show an attempt to use the entire Whistler painting of "My Mother." Further development of the design, however, clearly indicated that using the full-sized painting would so reduce the portrait as to almost defeat the purpose. This stamp was issued in honor of the Mothers of America and not as a special tribute to Whistler's painting and it was therefore believed to be more important

to properly display a picture of a mother by eliminating part of the original Whistler painting.





Designs by Victor S. McCloskey, Jr.
Photographs of Original Drawings. Not Used.

Although 17 designs were prepared, we have only illustrated those most marked. Of the designs presented, Postmaster General James A. Farley approved one by Victor S. McCloskey, Jr. Postmaster General Farley urged that the Mother's Day stamp be used on mail containing a child's greeting to his mother on May 13th. This was noted in the following Associated Press despatch dated May 11th:—

"Postmaster General Farley wants every American mother to receive a letter by Sunday bearing the new Mother's Day stamp.

" 'Inasmuch as the Postoffice Department has just issued a special postage stamp in honor of the mothers of America,' he said tonight, 'I feel that it is appropriate for me to suggest that every man, woman and child in this country who is blessed with a living mother observe Mother's Day, Sunday, May 13, by writing their mothers a special letter of appreciation and sending it in an envelope adorned by the special Mother's Day stamp.

" 'This action on the part of sons and daughters will evidence their gratitude that God has spared their mothers to them and will provide the mothers with a real sentimental souvenir which they will be happy to place among their most treasured possessions.' "

At the time this stamp was issued, the local postage and Special Delivery rate was 12-cents and numerous covers were mailed to the Mothers of America containing a block of 4 of this stamp, and covers may be obtained showing such use mailed on Mother's Day, April 13, 1934, which letters were delivered that day. While such covers may bear the "taint" of philatelic mail, they nevertheless paid the correct postal rate and as such are entitled to the recognition as covers of normal commercial use. Such covers are likely to be more desirable than those mailed at other times.

Shades,—Violet, dull violet.

Varieties,—a: Plate Number Blocks.
b: Plate flaw.
Stamp #25 of the upper right pane of Plate 21215 shows a marked plate flaw in the lower part of the "A" of "POSTAGE." This mark of color causes the base of this letter to appear solid.
c: Misplaced Entry.
Stamps 49 and 50 of the upper right pane of Plate 21211 were not entered properly and the right side in each case is lower than the left. The horizontal gutters measure 3 mm. on the other stamps while on these they run from the normal at the left to about 3¾ mm. at the right.

A block of 4 containing stamps 44-45 and 49-50 will show the horizontal gutter between 44 and 49 measuring 3 mm. at the left and 3¾ at the right, while between 45 and 50 the spacing runs from 3½ at the left to 3¾ at the right.

Plates used: 21210—11, 12, 13, 14, 15, 16, 17, 18, 19.





Designs by Victor S. McCloskey, Jr.
Photographs of Original Drawings. Not Used.

#738—Three Cent, Violet. My Mother. No Watermark. Perf. 11.

Issued May 2, 1934.

It had been intended to print the entire supply of Mother's Day stamps on the rotary press but an almost last minute change in the plans resulted in the manufacturing of these stamps on the flat bed press as well as on the rotaries. The initial printing of these stamps took place on April 13th, attended by an elaborate ceremony in the presence of Mrs. Franklin D. Roosevelt. As the first sheet of new stamps rolled off the press, Postmaster General Farley, in presenting them to Mrs. Roosevelt, said:—

"Mrs. Roosevelt, this is one of the great pleasures of my life to take part in this ceremony incident to the first press run of the new postage stamp in tribute to the motherhood of America. * * *

"The figure "Mother" on this stamp is taken from the immortal painting by Whistler, the carnation symbolized the purity of her love.

"To you, Mrs. Roosevelt, the First Lady of the Land, a devoted mother of a fine and happy family, I dedicate the first sheet of this new stamp issued in honor and memory of the Mothers of America."

Responding in behalf of the Mothers of America, Mrs. Roosevelt replied:—

"I receive these stamps with a great deal of pleasure and I am sure that this Mothers' stamp will be one of the most popular issues we have had for a long time. This is a most beautiful stamp and I am sure the Mothers of America are most appreciative of the great honor that has been conferred upon them through the issuance of this stamp by the Post Office Department."

This method of printing being considerably more expensive than the rotary press, the number of stamps printed from flat bed presses is considerably smaller than those printed from curved plates. In spite of the comparatively small quantity issued, this stamp is only slightly scarcer than the rotary variety as most of the flat plate issue came into philatelic hands and a large part of the issue was saved.

Shades,—Bright violet, deep bright violet.

Varieties,—a: Plate Number Blocks.
b: Misplaced Entry.
Stamp #1 of the upper right pane of Plate 21202 is about 1 mm. lower than the other stamps on the first row.

Plates used: 21202—03, 04, 05.

Plates not used: 21206—07, 08, 09.

Quantity issued: 15,182,200.





Approach to the Final Design—By Victor S. McCloskey, Jr. Photographs of Original Drawings. Not Used.

#754—Three Cent, Violet. My Mother. No Watermark. Imperf.

Issued March 15, 1935.

The official press release previously mentioned, described the initial printing of the flat plate Mother's Day stamp, and stated:—

"Following the ceremony, Postmaster General James A. Farley purchased several sheets of the new stamps and autographed these for President Roosevelt, Mrs. Roosevelt, Third Assistant Postmaster General Eilenberger, and one each for his 3 children, Betty, Ann and James, Jr."

These stamps come from the press ungummed and unperforated and it was therefore common knowledge that this stamp existed in unperforated sheets. It was, however, generally believed that these were entirely in official hands, and while the property of individuals, none were believed to be available to collectors.

In November, 1934, however, the philatelic world was startled with the news that such a sheet had been sent to the Scott Stamp & Coin Company in an effort to sell the same. This sheet belonged to a private individual in Norfolk, Virginia, and was claimed to have been insured for $20,000. The existence of such a sheet in private hands subjected the Post Office Department to considerable criticism at the hands of collectors who suddenly realized that this and other presentation sheets were in a form not available to the general public. The agitation against the presentation sheets as evidenced by this imperforate Mother's Day sheet first received national prominence through the action of the Norfolk Philatelic Society in presenting to the Associated Press a copy of a letter of protest sent to President Roosevelt dated January 7th.

The continuation of the agitation against presentation sheets which had been brought to a head by the imperforate Mother's Day stamp resulted in the Department's decision to re-issue these stamps in imperforate and ungummed condition and make them available to collectors through the Philatelic Agency.

This stamp was therefore issued along with numerous others on March 15th, 1935. These stamps were available in sheets of 200 subjects and in blocks of 4 Printing was started on these stamps on February 20th, 1935, and on March 4th, the Bureau of Engraving and Printing made the first delivery of blocks of 4 to the Philatelic Agency. On March 8th, the full 200 subject sheets were also delivered to the Agency.

These stamps were printed and issued in sheets of 200 subjects divided by horizontal and vertical guide lines. Collectors who bought full sheets were able to obtain complete center and arrow guide line blocks. None of these positions

were available in the blocks of 4. However, the later form of issue made it possible for collectors to obtain blocks of 4 showing a horizontal or a vertical guide line between stamps. These stamps remained on sale until June 15th, 1935, when the imperforate issue was withdrawn. The blocks of 4 remaining unsold were destroyed, while the full sheets were gummed and perforated and returned to the Agency stock.

The Bureau delivered to the Agency 13,000 sheets of this stamp, of which only 10,391 were sold. It also delivered 269,900 blocks of 4, of which only 70,798 blocks were sold.

These were printed from the same plates used for the perforated issue and plate varieties previously mentioned are also obtainable.

Shades,—Bright violet, deep bright violet.

Varieties,—a: Plate Number Blocks.
b: Position Blocks.
A. Center line block.
B. Right, left, top and bottom arrow block.
C. Block of 4 with vertical guide line between.
D. Block of 4 with horizontal guide line between.

Plates used: 21202—03, 04, 05.

Quantity issued: 70,798 blocks of 4, 10,391 sheets of 200, making a total of 2,361,392 stamps.

(To be continued.)

Charles Lathrop Pack's 80th Anniversary

Charles Lathrop Pack celebrated his 80th birthday on May 7th, 1937.

Mr. Pack has been an ardent supporter of philately, and has contributed much to the field. He has given liberally to the **Collectors Club,** including valuable collections of Canada and Brazil, as well as in cash contributions.

This great philatelist has had an interesting career, the kindliness of his nature having expressed itself in everything with which he was connected. Early in life, Mr. Pack assumed leadership in the conservation of America's forest and water resources. He has served as president of the National Conservation Congress and of the American Forestry Association. During the World War, he organized the National Garden Commission, of which he was president from 1916 to 1919, when the commission ended its work.

In 1922 Mr. Pack established **The American Tree Association,** of which he is still president. This association has been instrumental in the planting of well over twenty million trees. In 1927 he established the Charles Lathrop Pack Forestry Trust, with one million dollars, to promote forestry. He has donated demonstration forests to Syracuse, Yale, Cornell, Washington, and Michigan universities.

In philately Mr. Pack has always been a lover of the fine old British Colonials. He has been a prolific writer on philatelic subjects, his "Magnum opus" having been the magnificent work on the Victoria "Half Length" stamps. He has formed major collections of Victoria, New Zealand, New South Wales, Uruguay, Spain, Brazil, Canada, Newfoundland, New Brunswick, and Nova Scotia, and many smaller ones.

Many Happy Returns of the Day, my dear old friend. I salute you, a great American, and a great Philatelist.

—CHARLES J. PHILLIPS.

U. S. Mail Packets During the Civil War

By George S. Hill.

The determination of the correct rate marks on covers sometimes hinges on the status of the vessels carrying them. The following table therefore, will many times be of considerable value as the name of the ship is frequently inscribed on the cover. The list also reveals the inroads that the Civil War made on the United States lines.

From June 30, 1860 to June 30, 1861:

TRANS-ATLANTIC SERVICES.

AMERICAN STEAMERS:

"North Atlantic Steamship Co." from New York to Southampton and Havre:

Adriatic, Atlantic.

Havre Line. "New York and Havre Steamship Co." from New York to Southampton and Havre:

Arago, Fulton.

Vanderbilt Line. "Vanderbilt's European Line" from New York to Southampton and Havre:

Illinois, Vanderbilt, (and **Borussia** and **Saxonia** substituting for **Illinois**).

FOREIGN STEAMERS serving as U. S. Mail Packets under contract:

*Canadian (Allan) Line: Canadian Mail Packets of the "Montreal Ocean Steamship Co." from Portland to Liverpool and between Quebec and Liverpool:

Anglo-Saxon, Bohemian, Canadian, Hibernian, Jura, Melita, North American, North Briton, Nova Scotian, and **Palestine.**

British (Inman) Line: British Steamers of "The Liverpool and New York and Philadelphia Steamship Co." from New York to Queenstown and Liverpool:

City of Baltimore, City of Washington, Edinburgh, Etna, Kangaroo, Vigo.

North German Lloyd: Bremen Packets from New York to Southampton and Bremen:

Bremen, New York.

Hamburg Line by "Hamburg American Packet Co." from New York to Southampton and Hamburg:

Bavaria, Borussia, Hammonia, Saxonia.

Foreign Lines: Regular British Packets of the Cunard and Galway Lines performed service from and to the U. S. but were not U. S. Mail Packets.

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*Portland, Me. was the terminal during the 5 winter months that the St. Lawrance was closed to navigation.

SOUTHERN LINES.

AMERICAN STEAMERS:

California (Vanderbilt's) Line conveying mails via the Isthmus for the West Coast of Mexico, California, etc., as well as mails for Central and South America. No official statement of Steamers.

New Orleans and Vera Cruz Line: No official statement of Steamers. (Probably mixed nationality).

South Pacific Line: No official statement of Steamers.

West India Line: No official statement of Steamers. (Probably mixed nationality).

From June 30, 1861 to June 30, 1862:
TRANS-ATLANTIC SERVICES.

AMERICAN STEAMERS:

Havre Line:

Arago, Fulton (and Edinburgh substituting on the inward Dec. 27, 1861 trip only.)

The Rebellion led to the withdrawal of the other U. S. Steamers from the trans-Atlantic service for the use of the armed forces.

FOREIGN STEAMERS acting as U. S. Mail Packets:

Canadian Line:

Anglo-Saxon, Bohemian, Hibernian, Jura, North American, North Briton, Norwegian, Nova Scotian.

British Line: "The Liverpool and New York and Philadelphia" Line:

City of Baltimore, City of Manchester, City of New York, City of Washington, Edinburgh, Etna, Glasgow, Kangaroo.

North German Lloyd:

Africa, Bremen, Hansa, New York.

Hamburg Line:

Bavaria, Borussia, Hammonia, Saxonia, Teutonia.

Foreign Lines: The British Galway line ceased before June 30, 1861.

SOUTHERN LINES.*

AMERICAN STEAMERS:

South Pacific Line: to and from New York:

Ariel, Champion, Northern Light, North Star.

South Pacific Line: to and from San Francisco:

Golden Age, Golden Gate, Orizaba, St. Louis, Sonora, Uncle Sam.

West India Line: (Probably mixed nationality):

British Queen, Columbia, Cleator, Cubana, Cosmopolitan, Isabel la Catolica, Karnak, Marion, Matanzas, Noc d'Aqua, Plantagenet, Roanoke, Saladin, Santiago de Cuba.

*All California mails transferred to the Overland Route July 1, 1861.

From June 30, 1862 to June 30, 1863:

TRANS-ATLANTIC SERVICES.

AMERICAN STEAMERS:

In 1863 the entire trans-Atlantic service was performed by foreign steamers. Those acting as U. S. Packets are given below. The regular British (Cunard) Packets also performed their usual services for foreign countries but were not U. S. Packets.

FOREIGN STEAMERS acting as U. S. Mail Packets:

Canadian Line:

Anglo-Saxon, Bohemian, Hibernian, Jura, North American, Norwegian, Nova Scotian, St. Andrew.

British Line: "The Liverpool and New York and Philadelphia" Line:

City of Baltimore, City of Manchester, City of New York, City of Washington, Edinburgh, Etna, Glasgow, Kangaroo.

North German Lloyd:

America, Bremen, Hansa, New York.

Hamburg Line:

Bavaria, Borussia, Hammonia, Saxonia, Teutonia.

SOUTHERN LINES.

AMERICAN STEAMERS:

South Pacific Line: to and from New York:

Ariel, Champion, Columbia, Northern Light, North Star, Ocean Queen.

South Pacific Line: to and from San Francisco:

Constitution, Golden Age, Golden Gate, Orizaba, St. Louis, Sonora, Uncle Sam.

West India Line: (Probably mixed nationality):

Bio Bio, British Queen, Champion, Columbia, Corsica, Creole, Eagle, Ella Warley, Marion, Matanzas, Melita, Morning Star, Pacific, Philadelphia, Plantagenet, Roanoke, Saxon, Sheldrake, Talisman, Tubal Cain, Union.

From June 30, 1863 to June 30, 1864:

TRANS-ATLANTIC SERVICES.

AMERICAN STEAMERS:

None.

FOREIGN STEAMERS acting as U. S. Mail Packets:

Canadian Line:

America, Belgian, Bohemian, Damascus, Hibernian, Jura, North American, Nova Scotian, Peruvian, St. Andrew.

British Line: "Liverpool and New York and Philadelphia" Line:

City of Baltimore, City of London, City of Manchester, City of New York, City of Washington, Edinburgh, Etna, Glasgow, Kangaroo.

North German Lloyd:

America, Bremen, Hansa, New York.

Hamburg Line:

Borussia, Germania, Hammonia, Saxonia.

FOREIGN STEAMERS: French Packets commenced operation in June, 1864 with the **Washington** followed by **Lafayette, Imperatrice-Eugenie, Europe** and **Napoleon III.** Cunard Line also operated.

SOUTHERN LINES.

AMERICAN STEAMERS:

South Pacific Line: to and from New York:

Ariel, Champion, Northern Light, North Star, Ocean Queen.

South Pacific Line: to and from San Francisco:

Constitution, Golden Age, Golden City, Orizaba, St. Louis, Sonora, Uncle Sam.

West India Line: (Probably mixed nationality): to and from New York:

Columbia, Corsica, Creole, Evening Star, Eagle, Havana, Liberty, Matanzas, Melville, Morning Star, Oriole, Plantagenet, Roanoke, Saladin, Tubal Cain.

West India Line: (Probably mixed nationality): to and from New Orleans:

Columbia, Evening Star, Havana, Matanzas, Morning Star.

Many of the foreign steamers acting as U. S. mail packets were closely associated with the U. S. The Canadian (Allan) Line, for instance, received part of its subsidy from the American city of Portland, Me. It commenced operation in 1853. Great Britain charged six pence extra for each half ounce Canadian letter arriving by the Canadian Line over the charge for those via the regular British Royal Mail Packets of the Cunard Line. Her Most Brittanic Majesty's Postmaster General insisted on calling the Canadian Line the "American Line," which ired our Canadian cousins considerably. But since the Canadian ships were faster on the trip to Great Britain than the Cunarders they didn't want for filled mail bags. As the Old Tory of St. Martin's-le-Grand and Palmerston consistently refused to listen to reason the Canadians "ganged up" with the American Postmaster General. By the American Mail Packets picking up the Canadian mails on their sailing days and the Canadian Mail Packets picking up all available American mails on theirs, they managed to defraud John Bull of many an honest shilling.

Finances of the Tipex

Theodore E. Steinway, treasurer of the Association for Stamp Exhibitions, Inc., shows the receipts and disbursements of the 1936 International Exhibition as follows:

Receipts: Admission Tickets, $17,635.05; Frames and Albums, $10,223.16; Booth Rental, $23,113.00; Advertising, $6,705.00; Catalog Sales $3,076.28; Miscellaneous $5,469.24; Association Funds $2,033.66—a total of $68,255.39.

Disbursements: Construction, Booths, Frames, etc., $18,758.06; Rent, $8,000; Insurance, $1,002.30; Printing, Stationery, Catalog Prospectus $12,478.97; Wages, Guards, etc., $5,698.00; Medals $7,546.78; Advertising, Publicity $2,048.31; General Expense $7,933.95; Federal and New York City Taxes $184.16; Miscellaneous $4,604.86—a total of $68,255.39.

A 100 per cent. refund was made to all guarantors.

The Collectors Club Philatelist

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ADVERTISING RATES UPON REQUEST

Entered as second-class matter July 5, 1927, at the Post Office at Federalsburg, Maryland, under Act of March 3, 1879.

THE COLLECTORS CLUB BUYS A NEW HOME

Every member of the Collectors Club will rejoice to learn that we have acquired title to the building at 22 E. 35th St., New York, N. Y., which will be entirely remodeled and made available for our permanent clubrooms just as rapidly as possible. The building occupies a plot 22 by 100 feet, between Madison and Park Avenues, right in the heart of the shopping district and available to the various transportation lines from all over the city.

The building is five stories in height, with a basement, and was originally designed by Stanford White for the late Thomas B. Clark. Mr. Clark was a collector of Americana and the whole building was laid out in a manner that will be admirably suited for our own needs.

On the first floor we will have a reception room, and facilities for checking any of the personal property of the members. On the second floor the office and meeting room will be located, and there is also an extra room that can be used as a loungs for the convenience of the members. Our library will be suitably housed on the third floor and there will also be a commodious reading room and a board room for the Governors meetings. The fourth and fifth floors will contain special committee rooms and offices for the various activities which it is hoped the Collectors Club will now be in a position to undertake. Some years ago we prepared quite an extensive program and it would undoubtedly have gone through if it had not been for the collapse in 1929. One of the leading activities which was contemplated at that time was the establishment of a room equipped for the scientific study and expertizing of stamps, and possibly a recording room which would keep a record of all outstanding rarities. This idea of "pedigreeing stamps" is one that the Collectors Club has favorably considered for many years, and it is very possible that a start will be made in our new quarters. We already have the beginnings of a reference collection through the splendid work of Charles J. Phillips, who has been accumulating material for this purpose for some years. We also recently received a very fine quartz lamp, formerly the property of our member, T. Charlton Henry, through the courtesy of Mrs. Henry. It is premature to announce other plans but we have been assured of cooperation in equipping this room froom an important quarter.

It was first considered probable that we would endeavor to rent space on these upper floors but the present plans are to retain them exclusively for club purposes and it will give us an opportunity to carry on many additional activities.

As practically all of our members know, the foundation for this permanent home was laid some 15 years ago at one of the annual dinners of the Club, where a fund of approximately $20,000 was raised. Later, through the generosity of Alfred F. Lichtenstein, we purchased a building at 51 W. 48th St., but

this was sold to the Rockefeller interests when they were acquiring the plot for the present Radio City.

We have long intended to secure another building when the opportune moment arrived, and much credit is due Arthur W. Deas, our new president, and the present Board of Governors, for their active work, which has resulted in the acquisition of this property.

We are showing a photograph of the exterior, and further plans will be announced as they develop.



The New Home of the Collectors Club
At 22 East 35th Street
New York, N. Y.

To be Occupied This Fall.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club,** who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear. Furthermore we want to know whether or not this work appeals to our members. Letters pertaining to this subject should be addressed to Alfred F. Lichtenstein, P. O. Box 994, City Hall Station, New York City.

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The Bechuanalands*

SOUTH AFRICA

Addendum by STEPHEN G. RICH.

British Bechuanaland, Sept. 1885 to Nov. 1895.

Bechuanaland Protectorate, Since Nov. 1895.

1 Pound=20 Shillings.

1 Shilling=12 Pence.

(Continued from page 134.)

(This addendum was prepared at the suggestion of the editor of the **Collectors Club Philatelist,** in compliance with his request to bring the treatment of this country up to date instead of having it end in 1925, the date at which this section of the Handbook was published.—S. G. R.).

1. Continuation of Listings.

(Prices are actual 1937 U. S. market prices.)

1925 (August) and later. Revised listing supplanting that given in the Handbook and translation.

Current stamps of Great Britain with watermark GvR in block letters overprinted with type A3 as heretofore. Typographed by Waterlow & Sons, Ltd. except the 6d, typographed at Somerset House; both in London. Overprinted in London. Perf. 15x14.

BECHUANALAND PROTECTORATE

A3.

29	½d green (1927)	.04	.04
30	1d scarlet (August 1925)	.05	.02
31	2d orange Die II	.08	.04
32	3d purple	.20	.15
33	4d slate green	.25	.30
34	6d dull mauve, chalky paper	.50	.60
	a. ordinary paper	.25	.30
35	1s bistre	.30	.35

The 2½d was reported in this series in 1925 but has never actually been seen; doubtless a typographical error of one chronicler.

In this series the shades are few, despite the fact that the unsurcharged British stamps show great ranges of shades in nearly every value. Only on the 1d are more than two shades really evident. Minor varieties are lacking, but it is possible that the sidewise watermark may turn up on the ½d, 1d and 2d.



Type 3.

1932, (December 12). Type 3. Engraved and recess-printed by Waterson & Sons, London. Designed from photograph of local scene in Ngamiland (northwestern corner of the Protectorate) showing cattle and baobab tree at edge of lake. Head of King George V; imperial crown; inscribed for both postage and revenue use. Watermarked multiple script CA; perf. 12c.

36	½d bright green	.02	.05
37	1d scarlet (several shades but never carmine)	.04	.03
38	2d chocolate	.07	.07
39	3d ultramarine	.10	—
40	4d orange	.12	—
41	6d dull purple	.18	—
42	1s black & olive green (shades of olive green)	.30	.35
43	2s black & orange	.75	—
44	2s6d black & carmine	.90	—
45	3s black & mauve	1.15	—
46	5s black & ultramarine	1.75	—
47	10s black & yellow brown	3.00	—

In this series, those items not priced used have been seen in the U. S. as unused copies only. Doubtless all the values from 6d up will always be much scarcer postally used than unused. Although inscribed for revenue use, none have yet been seen in the U. S. with revenue cancellations.



Type 4.

May 4, 1935. Silver Jubilee Issue. Type 4. The standard Jubilee type, colors and denominations. Engraved and recess-printed by Bradbury, Wilkinson & Co. Ltd., London. Watermark multiple script CA; perf. 11x12.

48	1d carmine (shades, almost to scarlet) and gray blue	.05	.05
49	2d gray & ultramarine	.08	.10
50	3d dark ultramarine & yellow brown	.12	.20
51	6d mauve & slate (shades almost to indigo)	.30	.45

The stamps were actually sold and used May 4, although the date officially set for release was May 6.

Three printings were made; possibly distinguishable by shades.

Varieties exist as follows:

"Extra flagstaff" on small tower to right of main tower of castle is reported by Douglas Armstrong in his book and supplement on Jubilee stamps on all four values. This was a secret mark on subject 49 of a special reserve plate used for emergency printings only.

"Double main flagstaff," with doubling not extending entire height of staff is reported by Mr. Armstrong on the 2d.

Prices for the varieties are not yet stabilized but probably the top for any one is $5.00 used or unused.

The great majority of the used copies of the 1935 Jubilee issue other than the 1d are from sets cancelled to order, and any specimen with light but clear postmark is probably of such origin; Lobatsi appears to be the most usual postmark, later half of 1935.



BECHUANALAND PROTECTORATE

A5.

BECHUANALAND PROTECTORATE

A6.

Postage Due Stamps.

1926: Due stamps of Great Britain overprinted in England with types A5 and A6. Typographed by Harrison & Son; watermarked block GvR sidewise; perf. 14x15.

1	½d emerald green (overprint A5)	.05	—
2	1d scarlet (overprint A5)	.05	—
3	2d black brown (overprint A6)	.10	—

These stamps are priced as used copies in various catalogs but appear to be entirely unobtainable in that condition. Such prices are entirely false and hence are omitted here. No used copy of any of these has thus far been seen in the U. S.

Dec. 12, 1932. The new standard colonial due type (Type 5). Typographed by De La Rue & Co. Watermarked multiple script CA; perf. 14.

4	½d olive green	.03	—
5	1d scarlet	.04	—
6	2d mauve	.06	—



Type 5.

As with the earlier dues, they are unknown in used condition and any prices given for them elsewhere are purely fictitious. Probably any one of the six due stamps in used condition will be a $1.00 to a $2.50 item if and when discovered. Cancellation will be a town mark of Bechuanaland and any other should be held a forgery.

2. A Change in Listing.

After the listing of Nos. 22 to 26 of the Colony, Series A (the August 7,

1888 issue), the descriptive paragraph mentions that No. 23, the 2d, comes with curved foot.

This is a variety of sufficient distinctness and worth to be ranked as a regularly listed one. We therefore add, giving price at which one changed hands in 1937:

23 C	Curly foot of 2	Red overprint	—	17.50

The price is perhaps high because this item is in a strip of three on piece, tied with clear Taungs postmark, Aug. 24, 1888. Kohl suggests $20.00 as the price for a single unused; probably correct.

3. Minor Varieties Recently Noted.

In stamp No. 4 of the series C, for Colony and Protectorate joint use, the 2c Queen's head overprinted "British Bechuanaland," Mr. Sidney Lake has unearthed what are at least interesting breaks in the overprint, worth hunting for on other values also. In one of these, H of British is clipped diagonally across its upper right corner, and in another the second I of British is lacking its entire top half. What may be the starting of this break is shown on another specimen in which the top of the first I is not square but slants to the right; the same slight irregularity at the bottom shows on this and on the specimen with broken I.

F. L. Pemberton, in *Stamp Collectors Fortnightly*, March 27, 1937, and other journals, reports that No. 9 of series A of the colony, the ½d Great Britain overprinted British Bechuanaland, exists as what appear to be essays, with the lines of the overprint 1 mm. 17½ mm. or 16½ mm. apart. The stamp as actually used always has this distance a scant 14½ mm. which has been uniformly misreported in the British stamp press as 15 mm. for many years.

4. Further Cancellation Information.



Through inadvertence the illustration for the first and most plentiful type of Bechuanaland cancellation was not included in the April, 1937 installment of the translation. This is the 21 mm. circle with Bechuanaland at bottom. The latest use of this type so far recorded is Molepolole, June 21 1921.

Some few offices have recently acquired postmarks in which portions of the spaces between double circles are filled in by heavy curved bars of various lengths, usually with a Maltese Cross at the bottom. Kasane, Lobatsi and Serowe are the three I have seen; bars specially broad in Kasane. Dates are 1927 and on.

Additional colored postmark seen: Ramoutsa, double circle, Oct. 1925, in blue.

5. Note on the Stamps of Series C, "Issues for the Colony and Protectorate Jointly."

Eight months of fairly steady hunting for these stamps used in the Protectorate indicates that the number thus used most likely was exceedingly small. Only 2d and 4d values have shown up with Protectorate postmarks; and of these, all save one are among the earliest stamps of this group. Curiously enough, one of the very first: no. 2 of this series, appears used in 1898 under the Protectorate administration. Year dates are unfortunately only too often blurred or not on the stamp with this issue, making identification of period of use difficult.

Up to writing this article no case of stamps overprinted for the Protectorate and used in the Colony has come to my attention, altho Dr. Munk definitely states that this could occur and that the stamp supplies were pooled. This statement may be due to the misunderstanding of the postmarks in the Protectorate which were inscribed "B. B.". and hence appear to be Colony postmarks.

A Few Prices.

Group A, No. 1 FI, the remarkable double surcharge, one in red and one in black, on ½d Cape stamp, sold for $30.00 in late 1936. This was an unused copy. In the used stamps, No. 4 FI the same series, missing B in overprint, reported in the translation as selling for $30.00 must be fairly plentiful, as another copy sold in late 1936 for $20.00. In 1937 used copy sales reported were: No. 5 FI sold for $62.00 and No. 5 FI for $75.00. No sale of No. 8 FI is reported. No. 19 of this series, catalogued $12.00 unused in Scott and Gibbons, sold for $4.20 in 1935. A 1937 report is No. 20 of this series unused at $13.00; used at $3.70.

As the reports come in, it becomes increasingly clear that there is urgent need of drastic downward revision of the prices in the standard catalogs, whether British, French, German or American. One catalog only, and that a recent interloper, in the English language, comes anywhere close to the actual market.

N. F. S. C. Exhibition Frame Handbook

There has been a constant demand from various clubs for specific information about exhibition frames, how they are obtained and how they may be constructed. To meet this demand the National Federation of Stamp Clubs sent out a request through its Bulletin to Member Clubs asking for specifications and details of frames which they have found satisfactory for their needs. The clubs have responded generously and the **NFSC** has been able to illustrate in detail a series of frames which cover practically every type, from the easel bracket support, table display, floor display, to the latest design of international exhibition display frames used at the TIPEX in May, 1936, and which save the exhibition committee fully $15,000 in the expense of frames alone. Another important phase covered is the description of proper methods used in mounting the pages on the frames.

Acknowledgement for cooperation in furnishing material for the handbook is made to Arthur E. Owen, designer of the TIPEX frames, Edwin I. Baer of **The McKinley Stamp Club** of Canton, Ohio; Harold T. Stumpf, President of the **Collectors Club** of Dunkirk, N. Y.; Ludwig Simon, Chairman of the **Philatelic Activity, Brooklyn Edison Club,** Paul W. Savage of **The Worcester Philatelic Society,** Fred A. Smith, Secretary-Treasurer of the **Oneida-Sherrill Stamp Club,** Fred C. Foelker, Secretary-Treasurer of the **Allentown (Pa.) Philatelic Society,** William H. Wanzer, Secretary and NFSC Representative of the **Burlington Stamp Club,** K. E. Grabin, NFSC Representative of **The Sioux Stamp Society,** Mrs. Roy S. Smith, NFSC Representative of the **Charlotte Philatelic Society,** Sidney K. Clapp, NFSC Representative of the **Colonial City Stamp Club,** Kingston, N. Y., and Regional Representative of this the Hudson River District, and various other interested groups.

The Booklet also contains suggestions for mounting exhibits and will be found very useful to clubs who have not already solved their exhibition problems.

THE COLLECTORS CLUB

30 East 42nd Street - - New York City

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1579 C. L. Pheiffer, New York City.
1580 Chandler Bates, New York City.

Accessions to the Library

Reglugjord um notkun posta. Gift of Magnus Jochummson.
Burdargjald undir briefasendingar til utlanda. Gift of Magnus Jochupmmson.
Burdargjald undir boggulsendingar til utlanda. Gift of Magnus Jochummson.
Leidarvisir fyrir postafgreidendur. Gift of Magnus Jochummson.
Posttaxtar, 1930 and 1935. Gift of Magnum Jochummson.
Philatelic Analyst, New York American. Gift of Publisher.
Check and Price List of U. S. Stamps, 1894-5 Series. Gift of H. S. Mills.
Priced Auction Catalog 291 Sale P. G. Doane. Gift of P. G. Doane.
U. S. Postage Stamps of the 20th Century, M. G. Johl. Gift of H. L. Lindquist.
Stanley Gibbons Catalogue 1897, British Empire. Gift of H. L. Lindquist.
Stamps, bound Vol. 18, Jan.-Mar. Gift of H. L. Lindquist.
National Philatelic Society Bulletins and Yearbook. Gift of F. M. Gilbert.
The Story of Our Pos Office, Marshall Cushing, 1893. Gift of D. Berolzheimer.
Catalogue des Timbres Fiscaux, A. Forbin, 1937. Gift of Geo. D. Cabot.
The Stamps of Great Britain, Part II, by J. B. Seymour. Gift of Royal Philatelic Society, London.

PHILATELIC ANALYST, 1937, N. Y. America, New York, N. Y. 10c.

This booklet of 56 pages is a handy checklist of Stamps and Currency. The former includes U. S. 20th Century, Commemoratives and First Day Covers, and also lists British Jubilees and is a checklist for George VI coronation issues.

Evenings at the Collectors Club

AIR MAIL NIGHT.

On Wednesday evening, April 7, 1937, 40 or more attending members enjoyed one of those opportunities for seeing philatelic wonders which is creating such increasing support to our displays.

The evening was devoted to a competitive exhibition by members limited to 50 pages each and it was a most charming surprise to see what a wonderful lot of items could be condensed within the permitted fifty pages. We also had the privilege of seeing some of the more specialized collections which obviously were so complete as to be beyond competition.

In the non-mopetition class were shown:

Dr. Philip G. Cole's selected pages of **"Airmail Collection of the World"** shown by Frido W. Kessler, comprising a most complete collection of stamps and covers, including the first known in air mail; Honduras Airmail Stamps in sheets; Newfoundland famous "Hawker," mint, used and on cover, De Pinedo on cover, Chile Airmail stamps, reproduced by photography, used and on covers, 1905 Pidgeon first mail from France, first Japanese airmail flight cover; China airmail, and complete sets of early airmail stamps on covers.

George W. Angers. "Paris 1870 Balloon and Pigeon Post" covers were shown by L. B. Gatchell and consisted of a very wonderful lot of interesting material and data. There were covers and pictures of over 60 Balloon ascensions with reports of landings in foreign countries and even the open sea; there were samples how the Balloon letter could be identified, covers to show that the rate of postage was 20 centimes and no double values used, except when actually the rate to foreign countries was more, as to the U. S., it was 80 centimes. Tabloid newspapers were issued during the 80 days of the siege of Paris and 20 or 30 types were shown. Samples of "Forwarded Letters" and "postage due letters" were illustrated and even some of the counterfeit stamps and covers were there. The method of reaching inside of Paris, by use of homing pigeons, with photographically reduced copies of letters was illustrated in fullest detail by various samples of sheets and finally there was an 1870 circular of the British P. O. with information about service into Paris.

In the Competition class we were given a fine treat.

Norman Serphos showed "Development of Airmail," and beginning with the very earliest data he showed an immense collection of first flight covers of U. S., England, Germany, France, Denmark, Sweden, Canada, Japan, Argentine, and from other countries wherever there had been first flights. He had covers for the Graf Zeppelin's various flights, covers from almost every conceivable sort of flight, semi-official, cross continent, over oceans, ship to shore, and shore to ship, north and south pole flights signed by pilots and commanders, London to Australia flight with even photos of check for £10,000 the pilots prize money, covers across the Atlantic to Ireland from England, from Spain to the Philippines, over the Pacific, and one carried by Amelia Earhart. In such protusion of firht flight covers, one was moved to believe he must have a sample of every known one.

George H. Fay showed "Canadian Commercial Air Mail Stamps" consisting of a specialized arrangement of 15 companies, semi-official stamps in imperforate, perforated, mint in sheets and on cover used, with types, colors, proofs, reconstructed plate sheets together with circulars for the sale of these stamps with price lists, instructions how to use the stamps, letterhead and envelopes of the companies and practically all the facts and data obtainable about these little known stamps.

John Paalzow's collection of "Contract Air Mail Covers" was shown by Sidney F. Barrett, who explained that Mr. Paalzow was too aged to be out in the evenings. The collection consisted of one volume out of a number, containing in all some 2500 covers. Those shown were for the contracts #1-2 and 3 with all the various endorsements, backstamps, and indicated a remarkable thoroughness in making up the collection.

Nicolas Sanabria's Air Mail Stamps were shown by Harry L. Lindquist. The first section was one sheet of 24c air mail showing the airplane "off center" in various propositions until it became actually inverted copy which completed that exhibit. The Airmails of Honduras were shown in a highly specialized collection in unused condition, with blocks, rarities, errors, perforations, shades, surcharges and all the bewildering profusion of a practically complete collection.

The judges were Arnold F. Auerbach, Emil Bruechig and Herbert Stannard and they awarded first prize to Norman Serphos, second to George H. Fay and third to Nicolas Sanabria.

—ARTHUR W. DEAS.

HARRY L. JEFFERYS SHOWS HIS ONE CENT 1851-57 ISSUES, APRIL 21ST, 1937.

One of the most interesting studies of the entire field of philatelic research is that of the 1851-57 issue of the United States, The 1c, 3c, and 10c values, in particular, have been subjected to intensive study, particularly by Dr. Carroll Chase, Stanley B. Ashbrook, William L. Stevenson, and Harry L. Jefferys.

While Mr. Jefferys has collections of the entire isue, he devoted this evening entirely to the 1c value, which was printed from 12 plates showing 2400 positions.

Mr. Jetfferys' collection exhaustively covers hte entire plating, numerous cancellations, many covers, as well as proofs and essays and many other things that increase the interest of the collection.

The collection starts with examples of the 1c drop letter rate and the 1c carriers. A particularly interesting item was a 1c 1851 used in connection with the 3c 1861, to pay the carrier rate and the regular postage rate, respectively. It is not known if this was generally permitted or was merely an oversight on the part of the Post Office.

His showing of Plates 1 and 2 were exceptionally fine, but the chief attraction was his specimens from Plate 3, which are extremely difficult to find, especially in multiples as this plate was in use for only a very short time. Mr. Jefferys has succeeded in plating 103 positions of this plate, every one definitely proven by overlapping pairs or strips. Mr. Jefferys has the finest lot of these stamps in existence, and has agreed to write a chapter on them for the forthcoming book on the 1c value which is being prepared by Stanley B. Ashbrook. Incidentally, Elliott has agreed to write a chapter on the carriers and Clarence W. Brazer a chapter on the proofs and essays of the issue, which will make it as complete as it is possible to do.

Mr. Jefferys showed all the remaining plates, and is particularly proud of his showing of Plate 5, which he considers much scarcer than even the Plate 3 material. Laurence B. Mason undertook to explain the various covers and his extensive knowledge made this section especially interesting. The whole collection is beautifully mounted, 2and contains many enlargements and designs to show the various varieties.

Following his exhibit, Stephen D. Brown of Flens Falls showed many unusual 1c 1851, mostly on cover, including one of the finest 7 R1 known to exist.

It was an exceedingly interesting evening.

—H. L. LINDQUIST.

U. S. 19th CENTURY COMPETITION, WEDNESDAY EVENING, MAY 5th.

Laurence B. Mason won the first award in the competitive exhibition of 19th Century United States stamps held on Wednesday evening, May 5. His entry was a collection of original covers which had passed through the New York Post-office between 1851 and 1890 and which showed every type of cancellation used on mail to foreign countries in that period. The second award went to **R. A. Barry** for a representative showing of postmarks, stamps and stamped covers from 1803 to 1899. **Hans Lagerloef** took third award with a collection of stamps on covers, including postmasters' provisionals of 1845-46, official and private carrier stamps, Black Jack and 12c 1851 bisects, and a number of combinations of British, French, German and South American stamps used with United States issues on the same covers. **W. Parsons Todd** with a collection of blocks of four and plate number blocks of six of the Bureau of Engraving and Printing issues between 1894 and 1899 and **Stephen G. Rich** with a miscellany of stamps and covers, 1861 to 1898, received honorable mention. **Edward S. Knapp** exhibited a collection of United States and Danish West Indies stamps used on covers from St. Thomas to points in this country when it required the stamps of both countries to prepay mail through. Mr. Knapp's entry was not in competition. The judges were J. Murray Bartels, Arnold F. Auerbach, and Dr. Rex T. Taylor.

At the opening of the meeting, President Arthur W. Deas welcomed several members who had been prevented from attending club meetings for the last several months, Hans Lagerloef, who recently returned from abroad; and Ralph A. Barry, whose return marked the end of a four month's illness, also Father John F. O'Hurley of Washington, and James S. Hardy, of Glencoe, Ill., who were visiting in the city. Respect was also paid to the memory of O. N. Giertsen, who died suddenly on April 27 of a heart attack. Mr. Giertsen was a specialist on the stamps of Norway and had visited the club on numerous occasions.

—R. A. BARRY.

FORT ORANGE MEMBERS HOST TO COLLECTORS CLUB DELEGATION MAY 18, 1937.

Returning a visit of the **Fort Orange Stamp Club** in January, a delegation of Collectors Club members were guests of

the Albany Society at their Annual Banquet and meeting on May 18.

After a hearty welcome at the depot our group was escorted to a special exhibition of stamps and covers at the State Historical Society, where the club has its meeting rooms. At the Banquet, held at the University Club, Ward Hinman was presented with a pair of silver book-ends portraying St. Gordon's Lincoln, as a trophy for his fine collection of stampless covers, while Basil Kievert and George Cooley received ribbons for U. S. Proofs and Zululand respectively.

Introduced by W. L. L. Peltz, Clarence Brazer, of our entertainment committee, continued the meeting by presenting our exhibitors.

Laurence B. Mason displayed a fine group of Pony Express and Wells Fargo covers. Stephen G. Rich showed his human interest lot of Zululand, while Max Johl exhibited and talked about a sizable volume of U. S. Twentieth. Ernest A. Kehr breezed through a brief assortment of Miscellany to be followed by Harry A. Dunsmore displaying a collection of historical covers. The meeting was concluded by Clarence Brazer's own showing of the 15 and 24 cent essays and proofs of the 1869 issue.

The **Fort Orange Stamp Club** is to be congratulated on their most cordial hospitality and the fine showing they made at this Annual Banquet and Meeting.

VISIT OF THE WORCESTER (MASS.) PHILATELIC SOCIETY.

The **Collectors Club** had the pleasure of receiving members of the Worcester Philatelic Society at the last Inter-Club meeting of this season, May 19th.

The following members attended, of whom the first six gave displays and talks:

R. H. Marble, Rev. Ralph Pease, Paul Savage, Frank L. Coes, H. H. Dunbar, Marcus M. White, A. R. Brigham, Dwight S. Pierce, Ralph Smith.

Before the meeting the visitors were entertained by a dinner at The Chemists Club, about thirty being present.

The first speaker was Roger H. Marble, talk and display on "Broadening the Scope of Stamp Collecting." He showed pages of two volumes which he used in talks to many junior stamp clubs round Worcester.

Interesting pages were shown with enlargements of the types of the 2c and 3c stamps of the 20th century. Diagrams were shown of the different positions of the double and single U. S. watermarks. In stamps on covers one interesting one shown was franked from California with ten 1 cent stamps, 1851-56, two stamps of which showed major cracks. Among other side lines pages were shown of advertisements on stamps —forms of Topical collecting, such as Maps, Music, Globes, Occupation stamps, Stamps showing Natives of various countries. Inflation stamps of Germany, some as high as 500 billions of marks.

One story that Mr. Marble told may be new to many of my readers:

During the World War the British Secret Service Men in Germany were closely watched by the Germans, who gave orders that all post offices should report the names of buyers of quantities of the 5pf and 10pf stamps. The British got wise to this and had large quantities of both these stamps forged and printed in England and stocks were smuggled to the British Agents in Germany so that they had no need to visit the German post offices.

The Rev. Ralph Pease spoke on "Christianity as shown on Postage Stamps," and showed a collection in some eight sections; such as Christianity as exemplified by a stamp of Greece showing God with a battle scene below Him— Italian stamps showing Christ and His Disciples—Brazil with monument of Christ on the Corcovada—Argentine with statue of Christ on the Andes on the border line between Chili and Argentine.

Section II. Bible scenes, such as Noah and his ark on Mt. Ararat.

Section III. Saints, such as St. Anthony on Portuguese.

Section IV. Christian Mission & Missionaries.

Section V. Famous Christians, and other sections forming a very interesting sideline of stamp collecting.

Paul Savage, who showed some of the provisional issues of his great collection and who said that in the near future we would have an opportunity to see a Movie picture of Sarawak as the Ranee of Sarawak was now in Hollywood superintending its production.

Mr. Savage pointed out various reasons why provisionals became necessary —explained the many different printings and settings of the surcharges and showed many full sheets, rarities and errors.

Mr. Frank L. Coes showed a volume of his collection of Russian Locals. He pointed out that there were about 2500 different locals, not counting errors and varieties—also that every known method of printing stamps was adopted—except the offset printings. In one case of lithographed stamps the "sit down" method was new to most of us as he said that a lithographic stone was prepared and the printer sat upon it 35 times and produced 35 impressions before the stone had to be re-inked.

In all, Mr. Coes told us there were 196 different Local Posts in Russia.

Mr. Marcus W. White showed one volume of his collection of envelopes which

contained many uncommon and interesting varieties. Among the Confederates I noted a number of U. S. envelopes overprinted for different Confederate Bureaus, among them an unlisted 1853 Finance Bureau, a fine Trans-Mississippi 3 cent.

In the U. S. envelopes many scarce Railroad cancellations, many Corner Cards, Covers with advertisements printed in colors round the embossed stamps, which were shortly suppressed by the Government.

There were interesting trial colors of the Centennial envelopes, Essays for the Columbian envelopes, Trial colors of the 1907 issue on blue and on buff paper, but none of these are known entire. The exhibit concluded with a fine set of Worcester cancellations from 1795.

Mr. H. W. Dunbar showed the 1902 issue of U. S. stamps in shades and Unusual Mounting. This is a fine collection, very strong in shades, both in singles and blocks. In the blocks I noticed the scarce $1.00, $2.00 and the rare $5.00.

—CHARLES J. PHILLIPS.

We are indebted to **Linprint Inc.**, for a copy of **UNITED STATES COMMEMORATIVE STAMP FACTS** by A. C. Townsend, revised second Edition, which was published some time ago.

MINIATURE SHEETS OF THE WORLD. The New York Sun, 1937.

A helpful guide to collectors of these sheets. This booklet consisting of Group A and Group B contains listings of all known miniature sheets throughout the world, with an adequate write up pertaining to them.

GARRIS'S METER POSTAGE STAMP CATALOGUE. 1937. The Philatelic Magazine, 112 Strand, London, 5 shillings.

This is the second Edition of this work, the first one having appeared in 1935. The booklet contains 88 pp. with a group index to countries of British Empire, Europe and Possessions of European States, and, rest of the world, so that every country is easily referred to. It is a valuable aid to collectors of meters.

FROEDE'S BRIEFMARKEN KATALOG, DEUTSCHLAND 1937. Price 60 Pfennig. Hans Froede, Dusseldorf 66.

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Albemarle Stamp Collector, single issues of various volumes, as well as bound I-IV and VIII.
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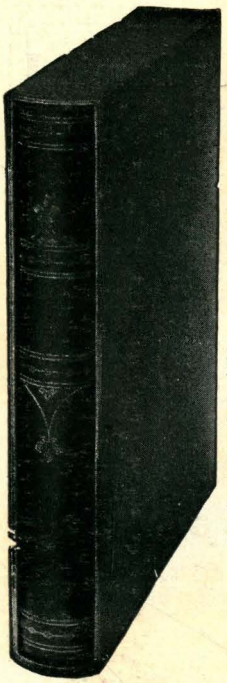
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