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TABLE OF CONTENTS

THE VARIOUS EXPRESSES OF THE VARIOUS TRACYS. *By Ernest A. Wiltsee* ---- 123

CANADIAN LOCALS. ROBERT WALLACE MCLACHLAN, NUMISMATIST. *By H. Warren K. Hale* ---- 139

BRIEF REVIEWS ---- 141, 197 and 202

THE ROYAL JUBILEE EXHIBITION OF BRITISH EMPIRE STAMPS OF THE VICTORIAN ERA. *By H. L. Lindquist* ---- 142

THE BRUSSELS EXHIBITIONS. *By H. L. Lindquist* ---- 145

THE UNITED STATES POSTAGE STAMPS OF THE 20TH CENTURY. *By Max G. Johl* ---- 149

COMING CONVENTIONS ---- 166

EDITORIALS. *By H. L. Lindquist* ---- 187

TRANSLATIONS FROM KOHL'S HANDBOOK. DANISH WEST INDIES. *Translated by Michael Miller* ---- 189

COLLECTORS CLUB ANNOUNCEMENTS ---- 197

EVENINGS AT THE COLLECTORS CLUB ---- 198

ACCESSIONS TO THE LIBRARY ---- 201

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COLLECTORS CLUB PHILATELIST

Vol. XIV. JULY, 1935. No. 3.

The Various Expresses of the Various Tracys

By Ernest A. Wiltsee.

THESE Expresses have caused much confusion in recent articles concerning same, through stories written without documentary facts, and without first hand knowledge of the country in which they operated. To once and for all set forth the actual history of the two Tracys and their Expresses, and to controvert the glaring errors previously written, this article has been undertaken. The true facts will be established throughout by the actual existing evidence which clearly portrays the true situation, and which has always existed, had trouble been taken to find it.

There were two Tracys in the Express business in California in the early 50's and on into the 60's. They are reputed to have been brothers. The elder was E. W. Tracy, who was from the start pre-eminent in every way, both as to position, executive station and the results achieved. The younger was Theodore F. Tracy, whose positions in the Express business were greatly inferior to his brother's and who never was prominent, or pre-eminently successful, although a man of integrity and of recognized worth in the small community in which he lived.

The earliest notice discovered concerning either, is an editorial note, July 8, 1854, of the usual kind stating that "Mr. Tracy of Adams Express furnished us with Atlantic papers two hours ahead of others". This was Theo. F. Tracy who, at that time was a subordinate to R. G. Noyes in the Placerville office of Adams Express. After the failure of Adams Express in February 1855, the employees of that company organized and formed the Pacific Express Company, of which R. G. Noyes became president, and which shortly operated statewide, and became the leading competitor of Wells Fargo and Company. Mr. Noyes left the Placerville office; and this advanced Theo. F. Tracy to the position of agent for the new Express at Placerville.

The complete and lengthy organization notice of the Pacific Express appears in the Placerville "*Mountain Democrat*" on July 21, 1855. It is not necessary to quote it here. There were five trustees of this newly organized Express, namely: Joseph C. Palmer, Charles C. Bowman, J. P. Haven, R. G. Noyes, president, and E. W. Tracy, resident at San Francisco. At this point E. W. Tracy was a large owner and trustee in the Pacific Express, while Theo. F. Tracy was the Placerville agent.

But before this, and only a few days after the failure of Adams and Co's Express, E. W. Tracy plays a more prominent part in the picture. He organized

the *first* of the Tracy Expresses, namely "E. W. Tracy and Company's Express" from San Francisco to Shasta, and thence to Weaverville in Trinity County, to Yreka in Siskiyou County and to Jacksonville in Oregon. He apparently organized it without great financial backing, but with the support of many of the substantial business firms of San Francisco. His advertisement follows:

"(Daily Alta California, March 7, 1855)

E. W. TRACY & CO.'S

EXPRESS

TO SHASTA, WEAVER, YREKA, JACKSONVILLE,

And all intermediate places,

Connecting with the

PACIFIC EXPRESS COMPANY

To The

ATLANTIC STATES AND EUROPE.

FOR THE PURPOSE OF ACCOMMODATING the business community, the undersigned commenced on Wednesday, Feb. 28th, to travel from

SHASTAS TO SAN FRANCISCO

Carrying

MONEY, LETTERS, PACKAGES AND VALUABLES

And attending to all matters of

EXPRESS BUSINESS.

The Express will be dispatched regularly, as heretofore, in charge of careful messengers, and the whole business will be under the direct management of E. W. TRACY. We have no security to offer except business capacity, and for that refer to the annexed card, signed by the business men of Shasta:"

This advertisement only ran from the 7th to the 17th of March, 1855. And, as shortly after as above stated, he became trustee of the Pacific Express, it can be reasonably inferred, although I did not find the direct statement, that his express was immediately included in the Pacific Express, which by July 18th was duly organized, and which arose from the ruins of Adams and Company's Express. The fact that he became one of the five Pacific Express trustees also seems to warrant this conclusion. No franks of this Express are known to the author.

At this juncture there appears in the Placerville paper an announcement which is of such import in the Express business that it is felt desirable to include it here. On the 18th August 1855, both the Pacific Express and Wells Fargo advertised to sell stamped franked envelopes to the public to be used over their routes in California, and to the east at a moderate price. Wells Fargo's charge was $12.50 per hundred, or the proverbial "bit" a letter; while Pacific, already under-cutting them in an endeavor to get business, charged $10. per hundred. Each concern charged 20 cents for franked envelopes to the east.

The long reign of high charges for carrying letters was now over. As this announcement established an epoch in the Express business, when from now on letters were carried for a small fee in the franked envelope of the company,

and bearing the United States postage stamp, its importance cannot be underrated. The advertisement follows:

Placerville "Mountain Democrat," Aug. 18, 1855.

THIS WEEKS ADVS.

PACIFIC EXPRESS COMPANY.

Reduction of Letter Rates.

ON and after this date the Pacific Express Company will carry letters over all their routes in California, for TEN CENTS. Letters taken to the Atlantic States for Twenty Cents, including the Government envelope.

Placerville, Aug. 18. THEO. F. TRACY, Agent.

WELLS, FARGO & CO.'S EXPRESS.

LETTER NOTICE.—We will furnish Government 3 cent Envelopes, with our "Frank" upon them, at the rate of **$12.50 per Hundred,** which will carry Single Letters enclosed therein over any of our California or Coast Routes, free of charge.

The 10 Cent Government Envelopes, with our "Frank," will be furnished at **$20 per Hundred,** which will carry Single Letters enclosed therein, free of further charge ,through our Atlantic Express.

Letters not covered by these Envelopes will be charged at old rates.

P. S. Our office at this place will be open on the Sabbath, on and after this date, and remain so until closed by Statute Law.

WELLS, FARGO & CO.

Plaserville, Aug. 18. Alex. Hunter, Agent.

It is a fact that this procedure of both companies is usually assigned to a date about six months later; but the facts are as now shown.

Theo. F. Tracy continued as agent of the Pacific Express at Placerville, until Alexander Hunter who had sold Hunter and Company's Express to Wells Fargo and Company on July 1, 1854, and who had afterward remained as agent at Placerville, resigned as agent and took the agency of the Pacific Express. But this only lasted a short time and we find Theo. F. Tracy again agent of the Pacific at Placerville until the dissolution of this company which apparently occurred in April 1857.

However, Theo. F. Tracy started a new Express company in June 1857 and we have the *second* of the various Tracy Expresses.

E. W. Tracy had now become agent at Placerville of Wells Fargo and Company. The Pacific Express had dissolved. But Theodore Tracy thought he saw another outlet; and on June 20 he organized a short-lived Express company in which he was proprietor, messenger, and did all the work. It ran between Placerville and over the Sierra to the sleepy Mormon settlement at Genoa, Nevada. It was called Tracy's Carson Valley Express. The advertisement follows:

(Placerville Mountain Memocrat June 28, 1857)

TRACYS

CARSON VALLEY EXPRESS!

Connecting with Wells Fargo at Placerville, leave Plaserville three times a week for Carson Valley, **via**

Sportsman Hall
Brockliss' Bridge
Silver Creek
Lake Valley
Hope Valley
Cary's Mill

TO GENOA, or Mormon Station

Col. J. B. Crandall having established a tri-weekly line of Stages from Placerville to Carson Valley, and the undersigned having the exclusive privilege of running an express on the same, can offer unequaled advantages for the transportation of Express matter over this route.

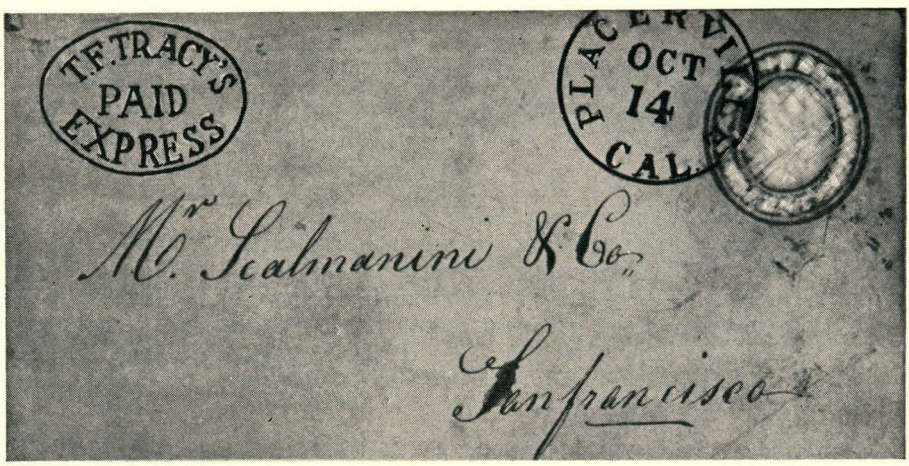
T. F. TRACY.

E. W. Tracy, Agent at Placerville
Smith & Ormsby, Agents at Genoa

But the route was ill chosen, although he connected at Placerville with Wells Fargo and Company, of which prosperous concern his brother E. W. Tracy was now agent. Leaving Placerville the route immediately left the mining region where gold was produced, climbed the bleak Sierra, and over to the little slumbering Mormon settlement of Genoa, where there was no gold produced, and without which no early day Express company could expect to live. There was no mining at all in Nevada at this date. It was regarded solely as a desert by the weary immigrants struggling west at that period. Several poverty stricken Placer miners were eking out a scanty existence in the gulch below the future Gold Hill and Virginia City. The Comstock Lode had not yet been struck, and Theodore F. Tracy's Express quickly died a natural death. Had he waited a year or two great success might have been his. This was the second of the so-called Tracy Expresses and a very minor one at that.

It is hardly believable that Theodore F. Tracy's Express could have had a frank. But it did. The following rare item from Mr. Lichtenstein's collection is proof of that fact. It is one of the rarest franks known, and the writer knows of no other copy. In fact it is the belief of the author that every early day Express company, no matter how small, unimportant or short lived, possessed a frank, whether posterity has succeeded in obtaining a single item or not.

Nothing is heard of T. F. Tracy's Carson Valley Express after the summer of 1857.



Collection of A. F. Lichtenstein.

The *third* of the Tracy Expresses was even more insignificant. Evidently not disturbed by the ill success of his Carson Valley Express in the summer of 1857, in the late Spring of 1858 Theo. F. Tracy tried again, and this time he stayed nearer at home. In conjunction with J. J. Spear of Georgetown he formed an Express Co. to operate on the short route between Placerville and Georgetown in El Dorado County a distance of only about 15 miles. At Georgetown his Express connected with the small Pioneer Express, whose prefix of "Great" was certainly a misnomer, and which ran to some small camps above

Georgetown between the middle and North Forks of the American River. No more glorious assortment of pioneer mining camp names exists than in the Pioneer Express, for Volcanoville, Last Chance, Ground Hog's Glory, Mount Gregory, Hell's Delight and Bogus Thunder, have little chance of ever being equalled.

Tracy and Spears Express was so small an affair that no formal handstamp was ever fabricated, the name being written in a stiff hand over a "PAID" handstamp in brown color. And the venture seems again to have been a short lived one, for in the succeeding summer the same route was occupied by W. T. Gibbs Express which in turn does not seem to have outlived the year. The franks of Tracy and Spears Express, the Pioneer Express, and W. T. Gibbs Express are among the rarest of all early California handstamped Franks. The advertisement of the *third* socalled Tracy Express follows, together with its frank:

(Placerville "Mountain Democrat" May 15, 1858)

TRACY & SPEARS
EXPRESS

Placerville to Georgetown via Kelsey and Spanish Flat. Connecting at Georgetown with the GREAT PIONEER EXPRESS For Volcanoville, Last Chance, Ground Hog's Glory, Mount Gregory, Hell's Delight, Bogus Thunder,

F. McMannis—Agent	Kelsey
J. Loevi — "	Spanish Flat

Office at Placerville and Georgetown with Wells Fargo & Co.

Packages, Treasure and Letters forwarded to any of the above named places.

All communications, collections, or orders entrusted to our care will receive "EXPRESS" attention.

J. J. Spear Jr.
Georgetown

Theo F. Tracy
Placerville



Collection of E. A. Wiltsee.

"Tracy and Spear" in Manuscript, with "PAID" in brown stamped over.

It is unnecessary to state that there is not the slightest connection between the first three Tracy Expresses. No. 1, was E. W. Tracy's Express absorbed

into the Pacific Express. No. 2 was a private venture of Theo. F. Tracy's from Placerville to Genoa, No. 3 was Tracy & Spears (Theo. F. Tracy & J. J. Spear) from Georgetown to Placerville, and Nos. 4 and 5 were E. W. Tracy's "Oregon Express," Portland to Jacksonville, Oregon, and E. W. Tracy's Tracy & Co.'s Express, Portland to Dallas, John Day, Nez Perces, Salmon River and Boise Express—In 4 & 5 Theo. F. Tracy had no interest.

From this time on Theodore F. Tracy remained in the little town of Placerville as Wells Fargo's agent, after his brother left for Oregon as we shall shortly record. We find Tracy there in 1865, and as late as 1867. Shortly after that, the Southern Pacific Railroad was completed over the mountains in 1869, and Placerville, which had been the eastern headquarters of Wells Fargo and Company's great pioneer stage line from Placerville to St. Joe, Missouri, sunk into quietude when the huge overland stage and freight operations of that company went out of existence upon the completion of the Central Pacific and Union Pacific Railroads. Theo. F. Tracy did not follow his brother to Portland, Oregon, the metropolis of the north, nor did he have any connection with his brother's Express or assaying ventures there, both of which became so extensive and so profitable to E. W. Tracy. As far as any initiative in the Express business is concerned, Theo. Tracy retired with the small "Tracy and Spear" Express in 1858. It was his last venture. When he left the employ of Wells Fargo he went into the United States Postal Service, and was in their employ when he died in 1879.

E. W. Tracy had continued as Wells Fargo's agent at Placerville. But in 1859 he ventured into a new field and wider undertakings. He left California for good, and on July 8, 1859, arrived at Portland, Oregon, as agent for Wells Fargo and Company. He had gone north with his family and belongings; for the notice of passengers includes:

"E. W. Tracy, lady, servant, and two children."

He had left California now fairly well organized as to Express facilities, and its mining area well known. He came to the great unknown north, just in time to become one of the prominent factors in the rapid expansion of the mining world which began as usual, by the discovery of gold placers, and led on and on until the great mining and smelting industry of the west was established. And in this early development, E. W. Tracy played a full part.

He came as agent of Wells Fargo and Company in Portland. But at once his active mind saw another opportunity, another outlet which he at once grasped. For as early as July 30, 1859, we find him operating Tracy and Company's Oregon Express from Portland south thru the rich valley to Jacksonville in Jackson County, which camp was the northern end of the gold belt. This was the *fourth* of the Tracy Expresses and his advertisement follows:

"(PORTLAND MORNING OREGONIAN, April 26, 1862)

TRACY'S EXPRESS

E. W. Tracy will continue the Express from Portland to Jacksonville, with the following officers and agents:

OREGON CITY	Charman & Warner	Agents
BUTTEVILLE	F. A. Mathieu	"
DAYTON	Williams & Lippencott	"
LAFAYETTE	M. Wolfe	"
SALEM	Bell & Brown	"
ALBANY	J. Conner	"
CORVALLIS	E. Fox	"
EUGENE	H. M. Ellsworth	"
OAKLAND	Lord, Peters & Co.	"

ROSEBURG . . . . . A. R. Flint . . . . . Agents
CANYONVILLE . . . . . Sideman, Wollenberg & Co. . . . . "
JACKSONVILLE . . . . . C. C. Beckman . . . . . "

E. W. Tracy.

Mar. 31"

These were the towns covered by Tracy's Oregon Express, nor did it ever include any others. It *never* extended into California.

It is probable that Tracy bought out Nichols and Company's Express which had the same Portland to Jacksonville run in 1858, and which was then connecting with Freeman and Company, Wells Fargo and Company's rival, to San Francisco by water and to the Atlantic states, and with the Alta Express throughout California.

At Jacksonville Tracy connected with Beekman's Express from Jacksonville to Yreka. A recent article states that Tracy and Company's Express ran from Crescent City, California, to the Dalles in Oregon. This is absurd. Tracy and Company never ran to Crescent City. No Express could run from Jacksonville to Crescent City because the wagon road from Jacksonville ended at Waldo, on account of the rugged Coast Range and the stiff canyon of Smith River. Nothing but a horse trail led from Waldo to Crescent City until the 80's. Small struggling bi-weekly Expresses ran from Jacksonville as far as Waldo (formerly Sailor Diggings) during the 60's: Among these were Valentine's Josephine County Express, Landis' Express (1864-5) followed by Logan and Thompson's Express. Tracy's Express was a link in the overland chain, from Portland to San Francisco. It always connected at Jacksonville, Oregon with Beekman's Express which in turn connected with the various Expresses at Yreka, and these connected for San Francisco with Wells Fargo and Company at Shasta. The frank of Tracy and Company's Oregon Express is given below:



Collection of E. A. Wiltsee.

Inscription in 3 lines—"Paid—Tracy & Co.—Oregon Express"—Displayed in Banner. Color, BROWN. All other franks of this express known to the writer are printed in BLACK.

Tracy's active business mind soon saw another outlet for industry. After the disastrous Fraser River excitement in 1857-8, when so many Californian miners lost their lives and money in an abortive attempt to find placer mines

on the Fraser River in British Columbia, where placer gold in paying quantities did not exist, the more venturesome souls pushed their way eastward across the Sierra in what was known as the John Day Country in eastern Oregon, thence to Powder and Burnt Rivers and ultimately to the Nez Perce and Salmon River countries in Idaho, and further south to the great Boise River basin in central Idaho, which boasted four or five camps. And after that further east into Montana to Bannack, and even to Virginia City and "Last Chance", now Helena, the capital of the state. Gold dust from all these camps had to come pouring into Portland in exchange for supplies and provisions for the store-keepers who had purchased it from the miners. We do not know on what exact date E. W. Tracy started his "Assay Office", which was in reality a purchasing agency for gold dust, but we do know that on October 16, 1861, a letter appeared in the "Oregonian" criticising the results obtained by sellers of gold dust to Tracy whose assayer was a Mr. Agrell. Tracy soon remedied that situation for on May 22, 1862, Tracy and King opened an assay office opposite Wells Fargo's office:

(PORTLAND MORNING OREGONIAN. May 22, 1862.)

ASSAY OFFICE

TRACY & KING,

Assayers,

Portland, Oregon.

E. W. Tracy ..... Mark A. King

Late Assistant Assayer in the
United States Mint,
San Francisco.

We refer by permission to

Robt. J. Stevens,
Superintendent U. S. Mint, San Francisco.

Conrad Wiegland,
Assayer, U. S. Mint, San Francisco.

Walter S. Denio,
Melter and Refiner, U. S. Mint, San Francisco."

Tracy had played a trump card by associating with him Mark King, formerly an assistant assayer at the San Francisco Mint, and in consequence the confidence of the miners was restored, and they did a large business.

And now comes the *fifth* and last of the Tracy Expresses. We do not know exactly when he installed his "Tracy and Company's Express", with its lines pushing out thru the Dalles and Walla Walla, first to the John Day country, and later further east to the camps in Idaho and ultimately in Montana. We do know from notices in the "Oregonian" that this Express, known as "Tracy and Company's Express" in contra distinction to "Tracy and Company's Oregon Express", ran up the Columbia River on steamers as far as the Dalles and Umatilla, and thru Walla Walla, and was operating as early as February 1860. All through 1861 it was bringing down large shipments of gold dust from the Nez Perce Mines. On January 30, 1862, he was running to the Dalles, Walla Walla, Nez Perce and Salmon River. On June 27, 1863, he was extending to Placerville in the Boise Basin. His advertisements follow:

PORTLAND MORNING OREGONIAN, Jan. 30, 1862.

NEW TODAY

—

TRACY & CO.'S EXPRESS

Will leave for

DALLES, WALLA WALLA, NEZ PERCES

—and—

SALMON RIVER

On Saturday, Feb. 1st. at 6 A. M.

Portland Morning Oregonian, Aug. 10, 1863.

TRACY & CO.'S EXPRESS

from

Portland to all Points in Boise Mines

Will leave the office of Tracy & King

EVERY MONDAY MORNING

Letters by U. S. Mail, directed to the care of Tracy & Co., Portland, will be forwarded promptly.

TRACY & CO.

Ag. 8.

As a result of these extended northern lines in the new and booming Placer camps, he did a large business in the purchase of gold dust, which was the lucrative and certain portion of the business, and also in assaying. We note from the "Oregonian" of 1863, that the following amounts of gold dust had been received and purchased:

By Wells Fargo and Co. Portland from June 11 to October 1863 . . . . . $868,770.48

By Tracy and King, Portland, from May 1 to November 1, 1863 . . . . . $959,046.17

In other words Tracy was Expressing from the northern mines and "assaying" almost as much gold dust as the great Express Company. Surely a record to be proud of and which was extremely profitable. We know from outside sources that Tracy and King made a fortune from this business.

On March 31, 1862, Tracy and his two partners dissolved ownership in the Oregon Express. Evidently Tracy bought them out and continued alone. It is from this public notice that we know that Theodore F. Tracy was in no way associated with E. W. in his Oregon ventures. His two retiring partners were E. Norton and E. L. James.

In 1863 Indian troubles and highwaymen caused great annoyance and loss to the Northern Expresses running from Portland via Walla Walla to the Boise Mines and the Nez Perce country. It is for this reason that we see the heavy charges for the delivery of letters to these regions, both by Tracy and Company and Wells Fargo, running from fifty cents to $1.50 per letter. But these same troubles had a most depressing effect on the Express business, due

to the heavy losses of gold dust entailed. There were continued demands for troops to protect the Express companies and travelers in general. But they do not seem to have been immediately complied with. Consequently on May 17, 1863, we note from letters in the "Oregonian" that Wells Fargo and Company closed up their offices at Auburn and Boise. But others rushed in where angels feared to tread. Possibly because he was confident of better organization from personal supervision, Tracy and Company's Express on June 27, 1863, extended its lines to the far away but exceedingly rich Boise Bay Basin district in Idaho. Also immediately we find that the other northern expresses started in this business and whose franks are so exceedingly rare. For we note that Mossman and Company, who had advertised February 20, 1862, to run from Walla Walla to Salmon River, also ran to the Nez Perce country, Powder and Salmon Rivers. And Rockfellow and Company's Express, connecting at Walla Walla with Wells Fargo and Company ran weekly to the Boise Mines and beyond, their route on September 16, 1863, running to Auburn, Placerville, Centerville, Hog'em and Bannack. Also on May 24, 1863, Ish and Company ran from Umatilla to Placerville (Boise Basin) and on April 26 from Walla Walla to Boise. Tracys Salmon River frank follows:



Collection of E. A. Wiltsee.

Black on 1860. Blue cancellation "Tracy & Co's Express—Walla Walla."

But in November, 1863, Wells Fargo evidently decided to enter this rich but far away field, for on the fourth instant we find that Tracy and Company sold their northern Expresses to Wells Fargo for what the newspapers commented upon as a large sum. Also Wells Fargo and Company purchased Rockfellow and Company's lines at the same time, and probably also Mossman and Company, although no notice is found. It is on account of the short life of these Expresses that their franks are of such rarity.

No notice is found of the sale of Tracy and Company's Oregon Express, and it probably continued operating until a later date. We know that his profitable assaying business continued with King until May 13, 1865, when a notice appears that they had dissolved, and that E. W. Tracy was continuing the business alone.

It was on account of Indian troubles and bandits that these high prices for

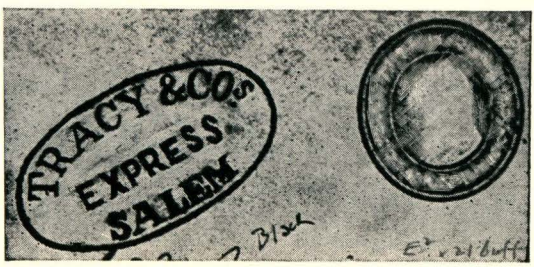
letters carried appear on all Expresses to the John Day, Salmon River and Boise Mines. California placer miners ever restlessly pushing on into these unknown regions in the hope of finding richer placers had extended out into the John Day country and then over into Idaho into the Salmon River and Boise Basin. Their requirements were always the same. They must have their letters, packages and merchandise and in such remote regions they must be able to dispose of their hard earned gold dust. It was no easy journey to the United States Mint, as it was in California from the gold belt to San Francisco. These venturesome spirits were thousands of miles away. And it is a curious fact that the states of Idaho and Montana were opened by miners working from the west eastward, instead of pioneers coming from the east to open up the west.

Placer miners opened these states by their discovery of transitory surface gold gravels. But the inquisitive prospector was always sending in samples of quartz from the numerous lode veins to the Portland Assay Office. Eventually, as these early Placers were exhausted, the discovery and development of the quartz veins and lodes were well under way. And in time these western states became the great producers of silver, lead and copper that they are to-day. In this manner, the individual early gold diggers in reality created the great mining industry of the west, which has produced so many thousands of millions of dollars, has added such tremendous amounts of treasure and minerals to our country's assets. And it has ultimately provided so many well known mining shares on the country's stock exchange. I say most of their early gold mines, for to-day flourishing gold dredges and vein mines are operating in Idaho, Montana, Colorado and Dakota, and doubtless will for years to come.

So much for the various Tracy Expresses five in number. Theodore F. Tracy's affairs were insignificant local ones and most transitory in their duration. E. W. Tracy's first venture outside of his trusteeship in the Pacific Express Company was a short lived business. But when he arrived in Portland he was on a sure footing and with his early far flung Expresses, south thru central Oregon to Jacksonville and more particularly thru his northern lines thru the Dalles and Walla Walla, together with his assay office in Portland, E. W. Tracy became one of the great pioneer developers of the northwest. He amassed a fortune by his ability and his energetic and successful mind.

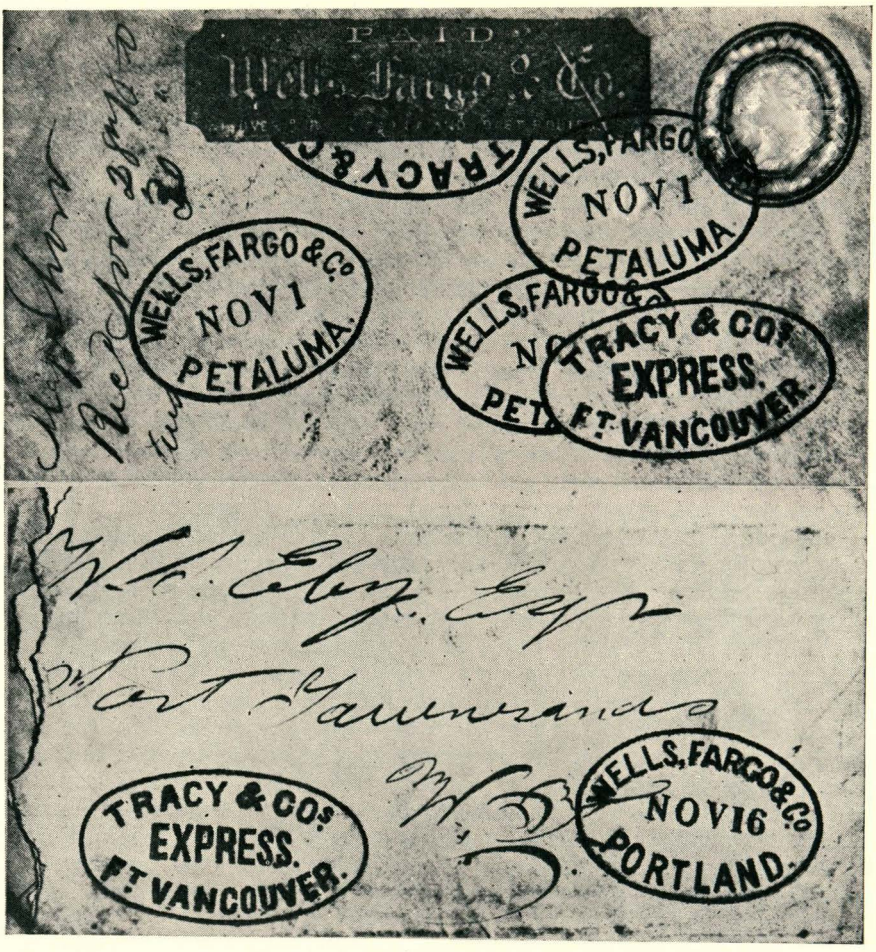
FRANKS OF TRACY & CO.'S EXPRESS

A single oval measuring 23x42 mm. with inscription in three lines "TRACY & CO'S EXPRESS" with town below. 1859 on.



Collection of A. F. Lichtenstein.

1853. 3c. Red-buff—3—5a (E2)—21k.



Black on 1853. 3c red buff—3—5a—E2—21a.

Collection of Robert E. Cowan.

Letter originating on Wells Fargo & Co's lines at Petaluma, Cal., delivered to Tracy & Co.'s Express at Portland and carried by them to Fort Vancouver.

January 1860

Irregular oblong frame, 25x106 mm., with scroll work ornaments at left and right. In old English outlined letters "Tracy & Co.'s Express." Below in Roman type "PAID" measuring 12 mm. Color Black.



Black: 3c red-buff—3—5a—E2—21g, l, m. Dated: Jan'y 16, 1860.

A double lined rectangular frame, 87x23 mm. In old English type "Tracy & Co.'s Express." Below the word "PAID" in Roman type measuring 24 mm. Each letter is placed in a small ornamental square frame.

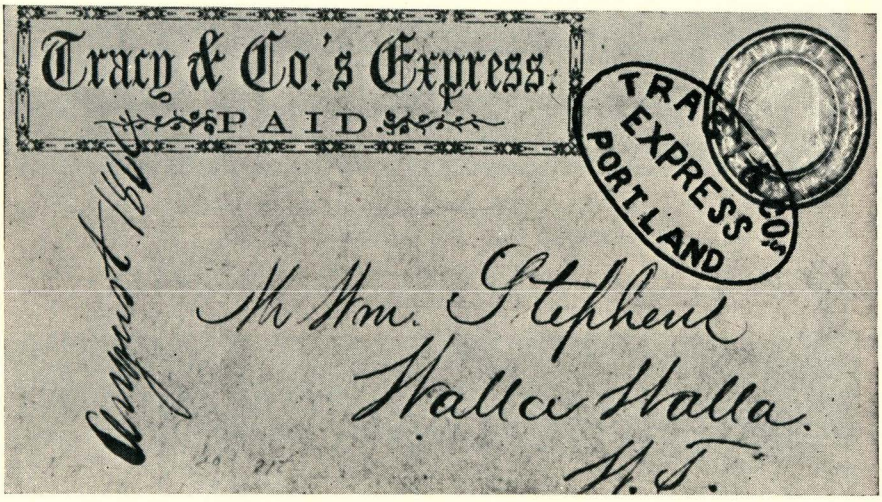


Collection of A. F. Lichtenstein.

1853: 3c red-buff—3—5a—E2. Letter dated August 1860.

August 1860

Double lined ornamental rectangular frame, 23x85 mm. Inscription in old English type: "Tracy & Co.'s Express." Below "PAID" in large Roman type, measuring 31 mm. Period after "PAID" and leaf flourishes to left and right. Used at PORTLAND. Color Black.



Collection of A. F. Lichtenstein.

August 1860

A second setting. Double line ornamental rectangular frame, 23x85 mm. Inscription in old English type as above. "PAID" in Roman type measures but 20 mm. No period after "PAID." Color Black.



Collection of A. F. Lichtenstein.

Black: 1853, 3c red-buff—3—5a—E2—21-l, i, t.

FRANKS OF TRACY & CO.'S EXPRESS

Nez Perces Route

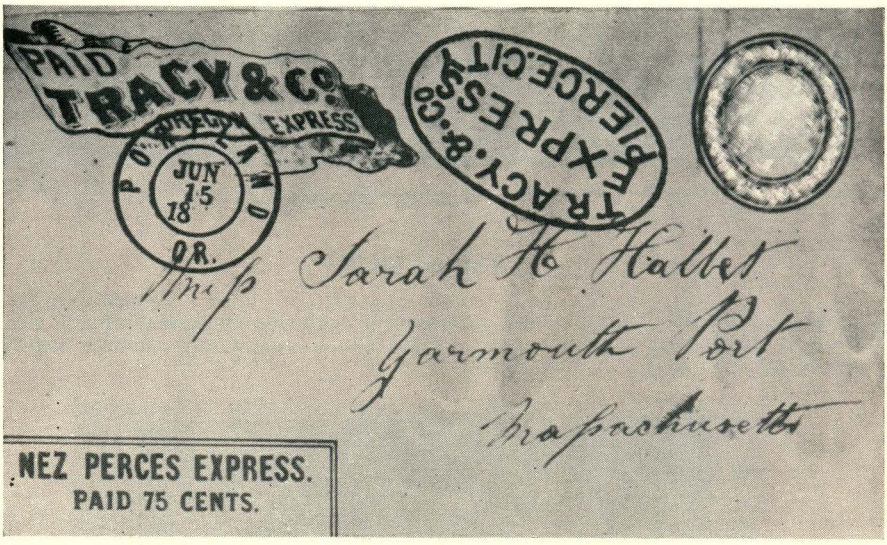
TRACY & CO. in left upper corner. Below, also in left lower corner, in double lined rectangular frame, 14x51, "NEZ PERCES EXPRESS," and below "PAID 50 CENTS." Color Black.



Black on 1860. 3c red-white—3—9—75f.

Black on 1869. 3c red-buff—3—9—76e.

Same as last, but "PAID 75 CENTS." Color Black. Sent from Peirce City, Shoshone County, I. T.



Black on 10ct. green-white—3—7A—30.

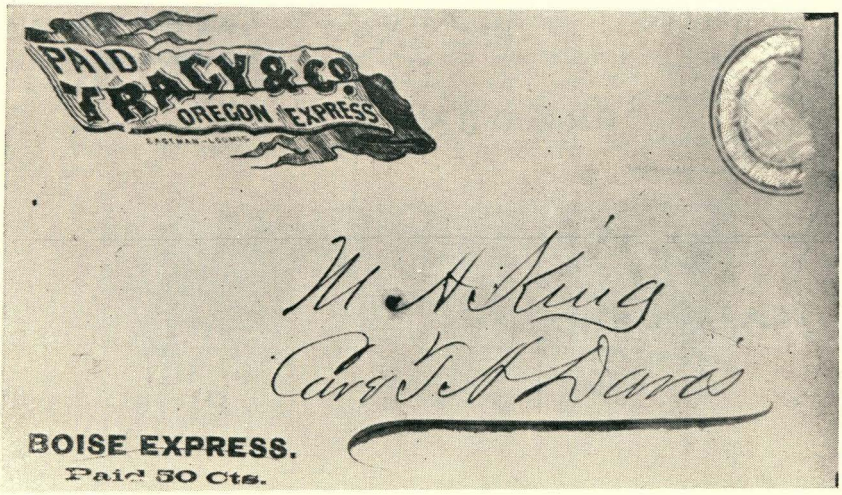
A rare type. In a double circle the outer of 38 mm. and the inner of 21 mm. diameter, the inscription: "NEZ PERCES EXPRESS." Below and across the space between the two circles in small type: "PAID 50 CENTS." Cancellation "PORTLAND." Color Black.



FRANKS OF TRACY & CO.'S EXPRESS

Boise Route

In left corner "BOISE EXPRESS." and in small type "Paid 50 Cts." Color Black. Dated June 19, 1862.



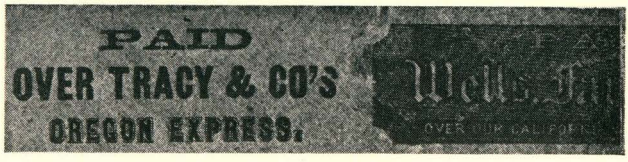
1853. 3c red, white—3—15—92z.
1861. 3c rose, buff—3—15—93c, f and p.

PRINTED FRANK OF TRACY & CO.'S OREGON EXPRESS

Added to Wells Fargo & Co.'s Frank No. 10 for Use Over Tracy & Co.'s Oregon Lines Into California

1859

To the left of the W. F. frank, No. 10, three line inscription: "PAID—OVER TRACY & CO'S—OREGON EXPRESS."



Black on 3c red-buff—3—1A—3f.
Black on 3c red-buff—3—5a—E2—21b and i.

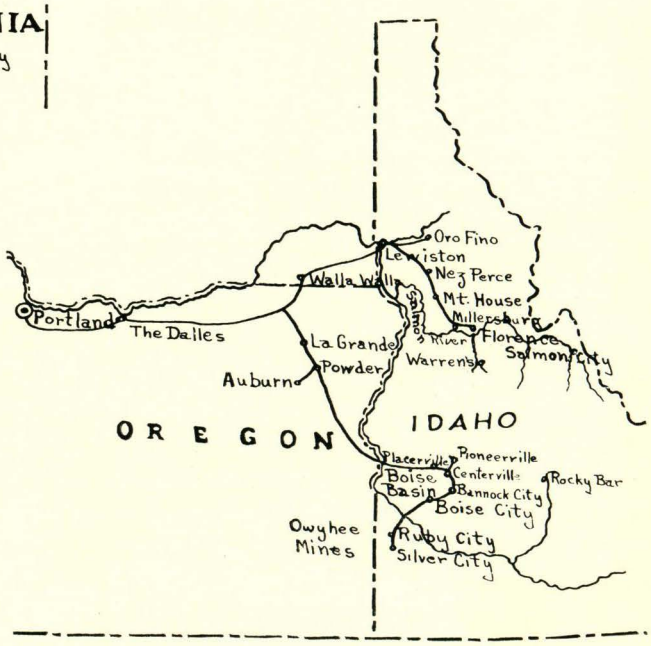
Same as last, but with: "PAID TRACY & CO'S OREGON EXPRESS" in four lines. Used November 1859.



Black on 1853. 3c red—3—5a—E2—201.
Black on 1853. 3c red—3—5a—E2—21i and r.



Map showing route of Tracy and Company's Oregon Express from Portland to Jacksonville, Oregon.



Map showing route of Tracy and Company's Expresses from Portland through The Dalles to the John Day country in Oregon and Nez Perces country, Salmon River, Boise Basin, and Owyhee Mines in Idaho.

Canadian Locals

By H. Warren K. Hale.

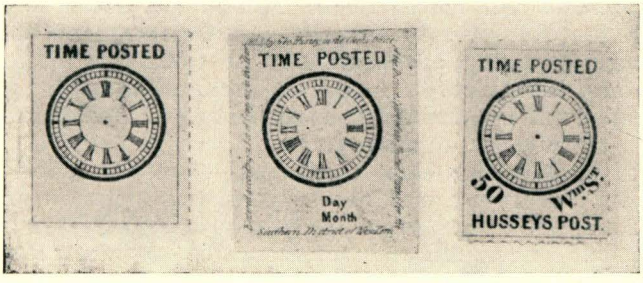
Robert Wallace McLachlan, Numismatist

"Get your facts first, and then distort them as you please."
Mark Twain.

HERE we have the fragmentary story of a philatelic Will-o'-the-wisp, a private label that possibly was never issued and which, granting its issuance, cannot qualify as a postage stamp in any of the various categories recognized by the most heterodox of collectors. Ghost though it was, it attracted a certain amount of attention in the literature of the time, and as late as 1923 found its alphabetical niche in Melville's collected list of phantoms.

The following item appeared in the *Stamp Collector's Record* for May, 1865, published and edited by S. Allan Taylor at Albany.

"HUSSEY'S CITY POST.—A new stamp has lately been issued by the well known Mr. Hussey of New York. The design (which has been copyrighted) exhibits the face of a clock (without hands), the hour and minutes of the despatch of a message is instantly indicated by **two strokes of the pen.** This is certainly a novel idea, and exhibits an undoubted new thing in local stamps; the design is in black on yellow ground."



Three types of this "stamp" are here illustrated. The circumscription around the larger one reads: "Entered according to Act of Congress, in the year 1865, by Geo. Hussey, in the Clerk's Office of the District Court of the United States for the Southern District of New York." This phrasing was in compliance with, and indicates the practice required by, the then existing copyright law. On June 1st, 1865, the *Stamp Collector's Magazine,* of London, commented:

"New specimens of Mr. Hussey's ingenuity have just reached us. This gentleman's name is well known to the timbrophilic world, and he may perhaps be designated the postal Barnum. We observe three variations in pattern. Two strokes of the pen or pencil, made by the sender of the message, show the recipient how long the despatch has taken to reach its destination."

A month later, in July, 1865, Taylor followed his first announcement with a news item, reading:

"CANADA.—A postage stamp somewhat resembling Hussey's has been issued by Robert McLachlan, 143 Bleury St., Montreal. The design exhibits the octagonal face of a clock without hands; the proprietor's address appears in the margin; lake, blue, green and black on white paper."

The substance of this notice was copied in the *Stamp Collector's Magazine* for September, 1865. Several years then passed without further discussion or notice of the McLachlan issue till, in December, 1872, Maj. F. W. Wurtele of Quebec City, in an editorial on Canadian Locals in the *Canadian Philatelist*, gave McLachlan a brief paragraph, as follows:

"There are no events of importance connected with the other locals, except that the set of stamps issued by R. W. McLachlan, a Montreal dealer, were merely used as an advertisement and were not issued for the purpose of deceiving collectors, although the Albany dealer we have mentioned got hold of a quantity and sold them as postage stamps. They bore the device of a clock without hands and were used as wafers, the time the letter was mailed being marked on the face."

And then he added a foot-note:

"Since the above was in type, we have received a letter from Mr. McLachlan saying that he never issued the stamps in question and had never heard of them before we wrote to him for information. The correspondent who gave us the origin of the stamps mentioned that he could not be sure whether he had ever seen any of Mr. McLachlan's stamps used, but had often seen similar stamps used by other dealers in the manner we have described."

In the face of this denial, the allegation of Taylor that McLachlan was responsible for this stamp is not convincing, to put it mildly. In the following number of the *Canadian Philatelist* a Montreal collector accused Taylor of the manufacture of several of the *pseudo* Canadian Locals, including the McLachlan time-label.

Now McLachlan knew Taylor, when Taylor was in Montreal, and had dealings with him. When Taylor moved to Albany and started the publication of his paper there, McLachlan advertised in it continuously until Taylor again changed his domicile and moved on to Boston. In fact, the advertisement appeared in the first Boston issue of the *Record*, October, 1865, soon after which Taylor discontinued taking advertisements of competing dealers. It seems strange, therefore, if Taylor did issue the McLachlan label, that McLachlan could have escaped having knowledge of it. In any case, McLachlan must have had knowledge of Taylor's announcement. There we must leave the matter. No specimen of the label has come to the writer's notice. But the possibility admittedly exists that Taylor may have printed this kickshaw and added it to his galaxy of stamp imitations. It seems clearly to be indicated that he at least *intended* so to do. One significant fact should be noted, namely, that Taylor, subsequent to his initial announcement, never advertised or mentioned the McLachlan label. This was quite contrary to his usual practice.

I met Mr. McLachlan several times before his death in 1926, at the age of eighty-one years. He was for a long time the leading numismatist in Canada and was a man of great intelligence and ability. For many years he was handicapped with a partial paralysis affecting his speech and he practically never conversed with any one except those of his immediate family. He always had had a frail constitution. I did not realize until after his death that he had ever been interested in stamps. His widow, who is still living, tells me that as a boy and in early life he formed two large collections of stamps, which he successively disposed of after keeping them for comparatively short periods. In July, 1865, at which date the time-labels bearing his name were reported, he was just over twenty years old and lived with his widowed mother at 143 Bleury Street, Montreal.

After leaving McGill University, McLachlan entered the prosperous business of McLachlan Bros. & Co., importers of fancy goods, with his two brothers. This firm became financially involved and McLachlan lost most of his wealth. He was not a good business man, being more of the professorial type.

McLachlan began collecting coins, as he did his stamps, when only a boy,

and his collection in the course of years became the largest and most notable in Canada, numbering well over ten thousand pieces. The Canadian group was the most important, and was the most comprehensive and complete in the Dominion. Through all his adversity he retained his collection of coins intact, and after his death they were sold to the Province of Quebec for a comparatively modest sum, much less than their value. He had expressed the desire, before his death, that his coins and medals should not be taken outside of Canada. The collection is now lodged in the Ramezay Museum in Montreal. His numismatic library numbered more than three hundred volumes and two thousand pamphlets.

In 1865, McLachlan was admitted to membership in the Montreal Numismatic Society, became treasurer and curator of that society, and later a life governor and honorary curator of the Numismatic and Antiquarian Society of Montreal. For a long while, and until his death, he held the post of curator at the Chateau-de-Ramezay Museum. He was a member of the Numismatic Society of London, the American Numismatic and Archaeological Society of New York, *la Societe Royal de Numismatique de Belgique* and *la Societe Suisse de Numismatique.* He was editor of and contributed many articles to the *Canadian Antiquarian;* also many articles to the *American Journal of Numismatics* and to numerous other periodicals, including the proceedings of the *Congres International de Numismatique.* Separately he published "Money and Medals of Canada under the Old Regime", "Canadian Card Money", "Canadian Communion Tokens", "Canadian Temporal Medals, "Louisbourg Medals" and "Notes on the De Ramezay Family".

References

Stamp Collector's Record, Albany; 1865, July, New Ser., 7, p. 1.
Stamp Collector's Magazine, London; 1865, Sept., III, p. 136.
Canadian Philatelist, Quebec; 1872, Dec., II-3, p. 17; 1873, Jan., II-4, p. 30.
Montreal Philatelist, Montreal; 1900, Sept., III-3, p. 27.
Phantom Philately, Melville; London, 1923; p. 135.

Brief Reviews

BEITRAGE ZUR POSTSTEMPELKUNDE VON SUDWEST—DIE POST IN MANDATGEBIET SUDWESTAFRIKA UND IHRE ENTWERTUNGEN—Hans Goetze,

DIE DEUTSCHE POST IN BELGIEN 1914-1918, K. Zirkenbach,

BOGENOBERRAND — UND UNTERRANDSAMMLUNGEN DEUTSCHES REICH, A. Metzner.

The above three booklets are reprints from the Germania Berichten, official organ of the Germania Ring. The first book gives information on Southwest African cancellations, accompanied by three tables.

The second one deals with the German Post in Belgium during the world war, and the third relates to the upper and lower margins of stamps pertaining to Germany. To be secured through Fritz Seifert, Leipzig, Germany.

DIE POSTSTEMPEL AUF DEN ALTEN AUSGABEN NICARAGUAS 1862-1905, by Eduard Heinze, Publ. Die Postmarke, Wien. Price RM 1.50.

An excellent contribution on these stamps with many illustrations, complying with the U. S. regulations. Essential to collectors of this country.

ENCYCLOPEDIE PHILATELIQUE ILLUSTREE. Paul Roulle, 144 Ave. Marguerite Renaudin, Clamart, Seine, France.

This work is contained in several booklets, and all references are made in alphabetical order. We are indebted to the author for section "Chine to Crawford" in 79 pages with several illustrations. Collectors will find this a worthwhile addition to their library.

The Royal Jubilee Exhibition of British Empire Stamps of the Victorian Era

By H. L. Lindquist.

As an appropriate contribution toward the celebration of the 25th Anniversary of the reign of King George V, the *Royal Philatelic Society, London* assembled a display of the issues of the Victorian Era that has never before been equaled either in rarity or in the condition of the stamps. As every reader knows, His Majesty has long been an active stamp colelctor. He was elected a member of the *Royal* in 1893; from 1896 until his Accession in 1910, he served as president of the Society, and since 1910 he has been its Patron. It was therefore, especially fitting that this exhibition be very much out of the ordinary and it was left to the inspiration of Sir John Wilson, the president, to develop and carry out a plan that is unique in philatelic exhibitions.

In accordance with this plan, Fellows and Members of the *Royal* from every quarter of the world were requested to contribute the best items from their collections, and these were then assembled into a super-collection. In many cases a single sheet in a frame might consist of the pooled stamps of four or five owners, selected by a Committee in charge of the section, whose sole object was to present as far as possible the finest group of the particular varieties being shown that it was possible to bring together. The work and planning involved in carrying out this ambitious project was tremendous and Sir John Wilson and his entire Committee are to be congratulated on the wonderful success that crowned their efforts. Another unique feature of the exhibition was that the names of the owners were not shown in any case, although some 90 collectors contributed items from their collections.

The Exhibition was held in the club rooms of the Society at 41 Devonshire Place and consisted of 58 frames divided into six sections as follows:

Section I. Great Britain and the British Colonies in Europe including Cyprus, Gibraltar, Heligoland, Ionian Islands and Malta.

Section II. British North America including British Columbia and Vancouver Island, Canada, New Brunswick, Nova Scotia and Prince Edward Island.

Section III. British West Indies including Bahamas, Barbados, Bermuda, (British Guiana), (British Honduras), Dominica, Montserrat, Falkland Islands, Grenada, Jamaica, Nevis, St. Christopher, St. Lucia, St. Vincent, Tobago, Trinidad, Turks Islands and Virgin Islands.

Section IV. British Africa including British Bechuanaland, British East Africa, Cape of Good Hope, Gambia, Gold Coast, Lagos, Mauritius, Natal, Niger Coast, Nyasaland, Orange River Colony, Rhodesia, St. Helena, Sierra Leone, Transvaal and Zanzibar.

Section V. British Asia including Ceylon, Hong Kong, India, Labuan, North Borneo, Straits Settlements, Bangkok, Johore, Negri Sembilan, Pahang, Perak, Selangor and Sungei Ujong.

Section VI. Australasia including Fiji Islands, New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria and Western Australia.



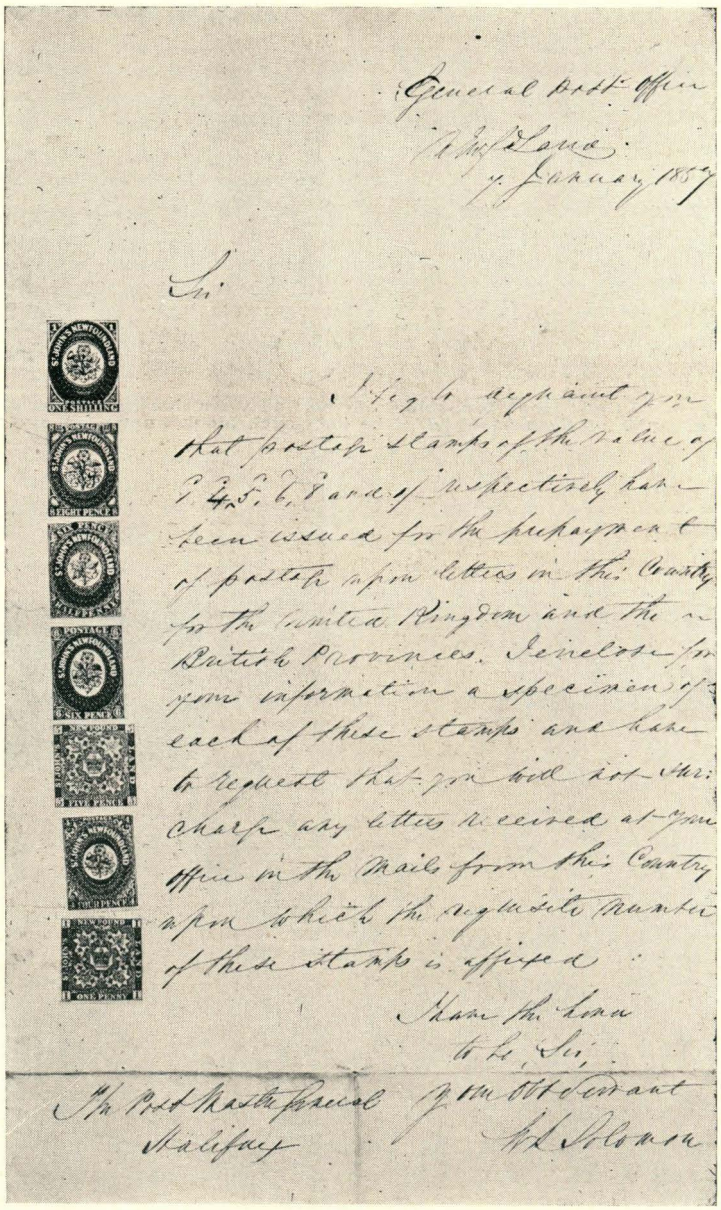
The Famous Cape of Good Hope Woodblock Error. 4d vermilion in a block of four with three copies of the normal 1d. The only such block known on cover.



The Famous Post Office Mauritius. 1d orange-red and 2d deep blue, used on entire. The only known cover carrying both values.

A fine catalog of 61 pages describing each item on each page was a valuable guide to the exhibition and will prove to be an important inventory of the outstanding items that exist. It is hopeless to attempt to describe the items, when every one is an outstanding gem, but we present photos of some of the items which are representative of the whole.

Despite the many demands on his time during the celebration, His Majesty spent nearly two hours in viewing the treasures that had been gathered, in company with Sir John Wilson and his philatelic secretary, Sir Edward Bacon.



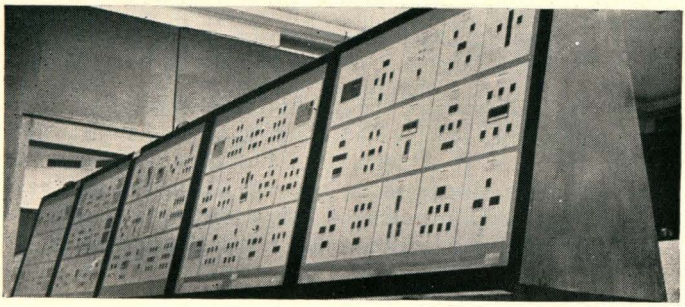
The original letter from the Postmaster-General in Newfoundland to the Postmaster-General of Nova Scotia advising of the issuance of the first issue of stamps, with samples of them.

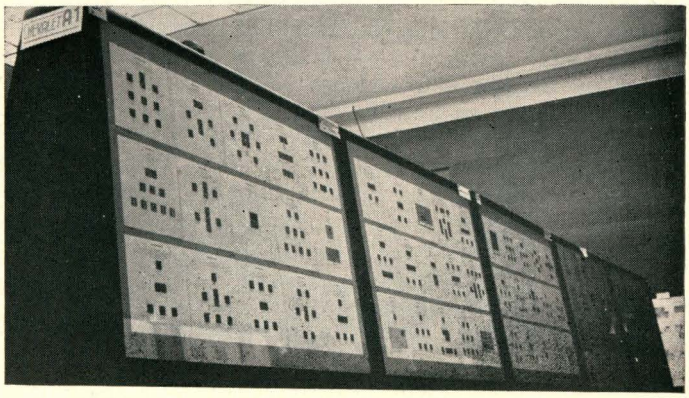
The Brussels Exhibitions

By H. L. Lindquist.

THE Salon International du Timbre, SITEB for short, with its allied competitive exhibition of the stamps of Belgium and the Belgian Congo, and the comprehensive exhibition of the Philatelic Press, opened auspiciously with a goodly crowd in attendance on Saturday, May 25, 1935.

The Palais des Beaux-Arts, where the exhibitions were held in Brussels, is beautifully adapted for the purpose of a stamp exhibition, having been built expressly for art exhibitions. As you enter from the street you pass through a long wide hall which was used for the Bourse and every visitor entering or leaving could see all of the dealers wares that were offered. This opened on to the Grand Hall where some of the outstanding exhibits were grouped, including the displays of Theodore Champion and some of Alfred Lichtenstein's gems. From this Grand Hall suites of rooms lead off in the form of a quadrangle and in these rooms the various groups of stamps were mounted in specially constructed frames.





Showing the 8 Frames which comprised the U. S. exhibit of Saul Newbury, of Chicago, at the Siteb Exhibition in Brussels.

The stamps shown in the Salon were not in competition and all had been secured by special invitation. Every exhibit was therefore the most outstanding in its class and afforded a rare treat to the visitors. Taking them in the order mentioned in the catalog, there was first the fine collection of Alsace-Lorraine owned by Henri Kastler of Paris, followed by the wonderful lot of Austrian Cancellations of Felix Brunner, Prague. Sicily was well represented with selections from the collections of Nic. Casellini of Milan and W. Raineri of Geneva, the latter also showing Tuscany, and in Spain there was a fine selection from Armand Ruhl of Brussels, and the wonderful study of the 6 cuartos black Spanish stamp of 1850 of Pedro Guerin.



At the Siteb, Brussels.

(From left to right) Eugene Klein; A. Waroquiers (Antwerp); M. Paul (of Theodore Champion, Paris); W. D. Moreland, Jr. (U. S. Consul at Antwerp); H. L. Lindquist; Serophin Hanssens (Brussels); F. E. Wilson (Birmingham); Leon Serebrakian (Brussels); Mrs. H. L. Lindquist; Mrs. Eugene Klein.

The stamps of France were well represented by the fine collection of Etienne Motte-Flipo, supplemented by the studies of the Bordeaux stamps of Paul Dillemann of Paris. Greece was shown by N. S. Alfieris of Alexandria, and this was followed by the general selection of rarities from the private collection of Theodore Champion of Paris, which occupied the place of honor in the Grand Hall.

In Great Britain there was a choice selection from the collection of J. B. Seymour of London; Hanover and Oldenburg was represented by H. W. Edmunds of London; Russian Levant by P. Mavrogordato; Heligoland by Eugene Klein; Latvia by Jean Poulie of Amsterdam; Luxemburg by Jacques Diemer of Strasbourg and Modena by Harold Wilson of England.

We were personally especially interested in the fine collection of Norway shown by Benjamin Goodfellow of England. Holland was shown by Fernand Stuyck of Antwerp and by P. J. Maingay of Brussels; Poland by W. de Rachmanow of Warsaw; Portugal by R. B. Yardley of London, Roumania by Rene Poncelet of Brussels; Russia by Sir John Wilson, president of the *Royal Philatelic Society, London;* Switzerland by J. Jenny-Hassif of Switzerland; Czecho-Slovakia by Leopold Valis; Cape of Good Hope by R. F. A. Riesco of England; Niger Coast by William W. Forsyth of England and Egypt by Dr. W. Byam of London.

The wonderful collection of Mauritius owned by our own Alfred F. Lichtenstein was given a place of honor in the Grand Hall; then came Transvaal by D. Bernhard of England; Ceylon by Anthony de Worms of England; China by J. A. Agnew of London and by James Starr of Philadelphia; Dutch Indies by J. van Nifterik; Portuguese India by R. B. Yardley of London; Western Australia by D. Bernhard of England; New South Wales by R. Wedmore of England; New Zealand and Tasmania by D. Bernhard; Steamship stamps by Eugene Klein of Philadelphia; Entires by W. P. Costerus PZN of Holland and a selection of Forgeries from H. R. Harmer's wonderful collection.

Airmail stamps were well represented by Dr. Otto Kallir-Nirenstein of Vienna; and by Miss Penn-Gaskell and Mrs. Anson MacCleverty, both of England. They attracted considerable attention, in fact there always seemed to be more activity in front of these frames than most of the others, which attests to

the growing popularity of Airmail stamps even in a show devoted so largely to the Classics.

The group of most interest to American collectors included the Canada of R. W. J. Jones of England; the magnificent collection of British Columbia and Vancouver Islands of Alfred F. Lichtenstein; Confederate States Covers of Stephen F. Brown of Glens Falls, N. Y., and the fine and well written up group of U. S. Postmasters and Carriers of Laurence B. Mason. United States stamps, general issues, were very adequately represented by a selection of the gems from the Saul Newbury collection, including the only known vertical pair of NY's and the 1847, 1851, 1857 and 1861 issues, and a fine lot from the collection of Sir N. Waterhouse.

Grenada and St. Vincent were shown by Gilbert Lodge, Mexico by Marquis de Fayolle, British Guiana, Nevis, New Brunswick, Newfoundland and Peru by D. Bernhard of England, whose wonderful exhibits were one of the main attractions, and the very fine collection of Venezuela belonging to Hans Lagerloef of New York.

Much of the success of this exhibition was due to the work of Frank Godden, who brought over the English exhibits, and to Eugene Klein, who had charge of the American exhibits. Each Exhibitor received a gold medal.

The Competitive Exhibition of the Stamps of Belgium and the Belgian Congo brought out 90 entries which occupied ten large rooms and these were judged by a Jury consisting of Paul de Smith, Chairman; Robert Delapierre, Brussels; Louis Francois and Jacques Le Pileur, Paris; Fred J. Melville, London, and Pierre Rotsaert, Brussels.

We left before the awards were announced so quote the following from a report by Fred J. Melville:

"In Section 1, for specialized collections, the outstanding exhibit was that of M. Andre de Cock, who, besides being the Curator of the Royal Belgian Postal Museum, has a magnificent collection of his own. This was presented in 50 volumes, but its remarkable quality was finely demonstrated in many frames. M. de Cock has achieved some excellent work in the reconstruction and study of the plates of the Epaulettes and Medallions, but he covers practically the whole range of Belgian philately up to modern times and including the telegraph and



One of the three rooms in which the exhibition of philatelic literature was displayed at Brussels.



The Brussels Exhibition (Siteb) Stamp.

telephone stamps. This was by common consent the Grand Prix exhibit. Next came the well-known but now greatly extended collection of Dr. Alfred Magonette, of Charleroi. Other interesting and important exhibits in this section were those of MM. Georges Attout, Aime Garcon and Commandant Leon Reding, while M. Pierre Rotsaert, one of the jury, presented *hors concours* a very interesting study of shades, varieties and cancellations.

"A section for specialized studies attracted many fine exhibits, the best of them *hors concours*, except those of M. Etienne Corbisier de Meaultsart, who had two magnificent exhibits at this exhibition, M. Jean Dubois, M. Louis Zurstrassen, and Dr. J. P. O'Connor.

"Among the Belgian Congo exhibitors, Dr. Magonette and Mr. Joseph Wright were once again formidable rivals, and this time Dr. Magonette was placed first, although Mr. Wright and he very nearly tied. In such cases juries have the greatest difficulty in awarding the prizes. In this case Dr. Magonette gets the Exhibition Cup, and Mr. Wright gets the King's Medal.

"Mr. Harry C. Green, of London, was awarded a silver medal in the Air Post section."

The exhibition devoted to the Philatelic Press brought together a large and varied assortment of journals, pamphlets, catalogs and monographs from practically every country where philatelic literature is published. It was the culmination of many years effort on the part of Giulio Tedeschi of Turin, Italy, who has labored faithfully to weld the philatelic press of the world into a strong Federation of the International Philatelic Press. *The Collectors Club Philatelist* has been a member of the Federation since its inception and copies of the magazine together with bound volumes were entered in the exhibition. The writer also entered STAMPS, the Blue Book of Philately and the King-Johl books on the U. S. Postage Stamps of the 20th Century. These, we believe, were the only American publications to be entered.

Taken as a whole the exhibitions were very successful and brought together an impressive group of collectors. There were numerous social functions and a special stamp issued for the occasion will do much to perpetuate its memory.

The United States Postage Stamps of the 20th Century

By Max G. Johl.

THE PARCEL POST ISSUE

An Act of Congress, approved August 24, 1912, making appropriations for the Postal Service for the fiscal year 1913, contained the following interesting provisions as to the carrying of Parcel Post and special stamps:

"That the rate on postage on fourth-class matter weighing not more than four ounces shall be one cent for each ounce or fraction of an ounce; and on such matter in excess of four ounces in weight shall be by the pound, as hereinafter provided, the postage shall in all cases be prepaid by distinctive postage stamps affixed.

"PARCEL POST EQUIPMENT, 1913—That the Postmaster General shall provide such special equipment, maps, stamps, directories and printed instructions as may be necessary for the administration of this section * * *."

There had long been a need for an inexpensive means of sending small packages by mail other than by first-class rates. The express company interests had successfully fought such legislative action until 1912 at which time the Parcel Post law was passed. This act was of great interest to philatelists as it brought with it new designs in both stamps used for prepayment of this service and special due stamps to cover insufficient postage.

Under the above provision the Post Office Department instructed the Bureau of Engraving and Printing to prepare designs for a set of twelve values, from one cent to one dollar. These were to be in three groups of four stamps each, the four lowest values representative of the working personnel of the Postal Service, transportation of the mail on the next four, and the last group to represent the manufacturing and agricultural interests of the country. Designs were selected and approved by Postmaster General Hitchcock after an extensive series of photographs and sketches had been submitted by Director J. E. Ralph, of the Bureau. The frames and arrangement of the central subjects were designed by C. A. Huston, the Bureau artist.

The new regulations were scheduled to go into effect January 1, 1913, and it was hoped that the stamps would be in the hands of the potential users before that date. The Bureau of Engraving and Printing began work on the first plates for this series October 11th and had finished those of the ten cent denomination by November 12th and the plates were put to press as soon as completed. Designs for some of the values were not satisfactory to the Postmaster General, which resulted in a delay in the issuance of these values until some time after the first of January.

The frame design and color was uniform for all values, each denomination having a different vignette. The stamps measured 1x1½ inches between perforation lines. In a curved panel across the top, supported by a paneled perpendicular column at each end, appear the words "U. S. PARCEL POST" in Roman capital letters. Triangular ornaments occupy both upper corners. The denomination in large numerals is in each lower corner, with the title of the subject and the word "CENT", "CENTS" or "DOLLAR" between.

They were printed from one hundred and eighty subject plates, (10x18). These were divided into four panes of 45 (5x9) by horizontal and vertical guide lines terminated in arrows at the margins. In preparing the stamps for Post Office distribution the sheets were cut horizontally and vertically along these lines and so issued. Plates numbers appeared twice on each pane of 45. The stamps being printed in red caused great confusion in Postal clerks, especially those at the stamp windows. Because of the color similarity it was necessary to examine each denomination to be certain that the correct values were given the purchaser. In an effort to help the stamp clerks an inscription of value in plain capitals was added to the margin, next to each plate number. These were first added to plates on January 27, 1913. All the plates used for two values had this imprint, but in the other values some plate number blocks are available only with or without this imprint, and others both with and without the words of denomination. The marginal plate number was over the third stamp to the right and left of the vertical guide line in the top and under the same stamp at the bottom, the imprint being over the second stamp from this same guide line. At the sides the plate numbers were next to the fifth stamp from the horizontal guide line, with the imprint of denomination at the side of the adjoining stamps nearer this center line.

While the Parcel Post stamps were of appropriate designs and sufficiently distinctive to identify at a glance mail to which they were affixed as Parcel Post matter, objections to them began to develop from the outset. In addition to the constant color another objection was that the size was too large for small parcels and labels, particularly when more than one stamp was required for postage. The issuing of the stamps in sheets of 45, made necessary by their size, also proved troublesome to the Department, to Postmasters and their employees, as well as the public, because of the difficulty experienced in counting and computing multiples of 45 as compared with the sheets of 100, to which both Postal Service and public are accustomed.

These objections were met by a suggestion to reduce the size and change both designs and color scheme. On March 21, 1913, the Postmaster General approved a design for a new Parcel Post Stamp the same size and shape as the ordinary stamp, but with the long dimension horizontal instead of vertical and having a large numeral of denomination in the center in place of the usual picture. The designs were identical but each denomination was to be the same color as the ordinary stamps of the same value. The general appearance was very similar to the Postage Due stamps. The numeral in the center upon an ornamental lathe work background was enclosed in an eliptical panel which contained the words "U. S. PARCEL POST" and below the numeral the word "CENT" or "CENTS."

After twenty plates had been prepared, but before any stamps were printed, the Department gave consideration to the question as to whether distinctive Parcel Post stamps could not be discontinued. Such stamps had served but one useful purpose, that to indicate Parcel Post revenue. This object, it was held, could be accomplished with sufficient accuracy for all practical purposes by other means. The distinctive stamps were an added expense to the Government because of additional cost of production, handling and accounting, and had proved a source of serious embarrassment and vexation to both the public and the Postal Service. These disadvantages far outweighed the single advantage noted above. It was thought that the ordinary stamp should be sufficiently elastic for every postal need covering all classes of mail, special delivery, registry, etc. (except postage due.)

The Parcel Post law, while providing for the use of distinctive stamps on fourth-class mail, also authorized the Postmaster General, with the consent of the Interstate Commerce Commission, to reform the conditions of mailability for the purpose of promoting the service to the public. Under this latter

provision the Postmaster General, with the approval of the Interstate Commerce Commission, in Order No. 7241, dated June 26, 1913, and effective July 1, 1913, directed that ordinary postage stamps should be valid for postage, insurance and C. O. D. fees on parcels, and that the distinctive Parcel Post stamps should be valid for all purposes for which ordinary stamps are valid.

It was further ordered that the issuance of these stamps be discontinued after existing stocks were exhausted and that no additional supplies should be printed. Preparatory to this order the last printing of Parcel Post stamps was June 24th for the ten cent value, others had previously been discontinued. The delivery of stamps to Postmasters continued for quite some time as the Bureau had a large supply on hand when the new regulations went into effect, particularly higher values, the seventy-five cent stamps being issued to Post Offices as late as the fiscal year ending June 30, 1922.

The paper used for this issue was all watermarked with the then current single line U S P S. Due to the size of the stamps more than one letter is found on each subject. They were all perforated on the twelve gauge machine and there were no paper or perforation varieties.

#1450—One Cent, Red. Post Office Clerk. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.

This was one of the first values to be issued together with the 2, 5 and 25 cent stamps, the plates of this value having first gone to press on November 12th.

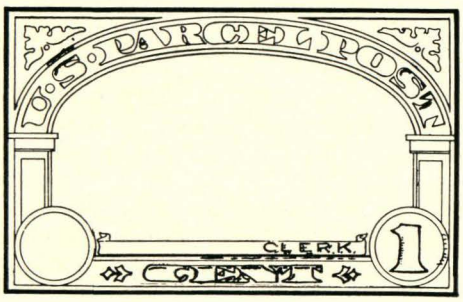
The vignette represents the first step in the distribution of Parcel Post packages, that of sorting for different sections of a city or for group distribution to other parts of the country. In the foreground a Post Office clerk stands before a vertical rack of mail bags into which he is to distribute the various packages that lie before him. The view taken was in the interior of the City Post Office at Washington.

Plates used for this denomination may be divided into three groups, those carrying the value imprint, those having only the plate number and those that were first used without and later had the value imprint added. Plates were made for the revised 1913 designs but they were never used. This stamp was designed by C. A. Huston for a photograph and engraved by Messrs. M. W. Baldwin, J. Eissler and E. M. Hall, all of the Bureau.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
1. Top and bottom, right and left split arrow blocks.
2. Upper and lower, right and left quarters, center line blocks.

b: Plate number blocks.
1. Plate numbers without imprint of value.
2. Plate number with imprint.



Double Transfer
Position Unknown.

c: Double Transfer.
A south eastern double showing added lines in "S" and "ST" of U. S. "PARCEL POST" in "CENT" in the numerals of value, etc. Position unknown, straight edge at left (Illustrated.)

Plates used:

a: Without imprint.
6201—02, 03, 05, 07, 08, 09, 10
b: With and without imprint.
6199
6200—04, 06
6330—31, 32, 33, 34, 35, 36, 37
c: With imprint only.
6377—78, 88, 93

Plates not used:

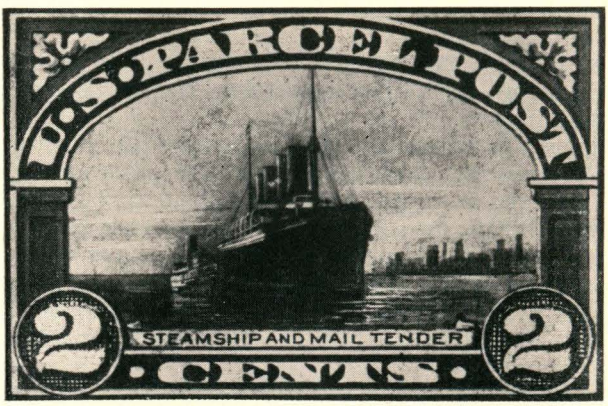
a: 1912 series.
6375-—76, 80, 82, 83, 91, 94
b: 1913 series.
6565—70, 80, 83, 84, 86, 87, 98, 99

Quantity issued:

Fiscal year 1913.....	181,302,389
Fiscal year 1914.....	28,388,705
	209,691,094

#1451—Two Cent, Red. City Carrier. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.



Photograph of Original Drawing Not Used.

The first design for this value showed the steamship and mail tender used on the 10c. The central vignette of the stamp portrays a letter carrier, or postman, a figure familiar to the largest part of our population. He is pictured about to deliver some mail, seemingly packages, and although the title of the illustration is "City Carrier" the house in the background is really suggestive of a suburban home, for flanking the entrance is a rhododendron at the right and an evergreen at the left. This subject was used on the first sketch of the five cent. The Post Office Department supplied a photograph of a mail carrier and the Bureau artist, C. A. Huston, added the background in accordance with his own ideas. The stamp was engraved by J. Eissler and E. M. Hall, of the Bureau.

Like the one cent value the plates may be divided into three groups, though the smallest percentage lack the imprint. Unlike the ordinary stamps the sale

of this value was smaller than that of the one cent denomination. Plates were also made for the 1913 series but never used.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
1. Same as one cent.
b: Plate number blocks.
1. Same as one cent.

Plates used:

a: Without imprint.
6177—78, 79, 80, 81, 82, 83, 84, 96, 97, 98

b: With and without imprint.
6195—99
6338—39, 40, 41

c: With imprint only.
6367—70, 71, 79, 84, 90, 95

Plates not used:

a: 1913 series
6397
6404—09, 16, 31, 35, 39, 48, 58, 63, 70

b: 1913 series
6590—91, 92, 93, 94, 95, 96, 97

Quantity issued:

Fiscal year 1913.....	161,378,054
Fiscal year 1914.....	45,039,199
	206,417,253

#1452—Three Cent, Red. Railway Postal Clerk. Watermarked U S P S, Perf. 12.

Issued April 5, 1913.

This was the last design to be approved by the Postmaster General and did not go to press until March 28, 1913, almost four months after the first printing of Parcel Post Stamps and some four months after the law had gone into effect.

This delay was due to the disapproval of the first sketch for this denomination, a section of a mail train at a station platform, a "Railway Postal Clerk" standing in the door of the last car ready to receive some bags from a truck backed against the car. The Postmaster General felt that too much prominence was given to the truck and not enough to the Postal Clerk, the result being that the design did not tie in with the other lower values depicting "working personnel."

A new design was made showing clerk standing in the door of a mail car, holding a bag of mail attached to an iron arm preparatory to swinging it out to be picked up by an automatic mail receiver at the next station. In this stamp the "personnel" is accentuated instead of a method of collection or distribution, and as such was thought to be more appropriate as part of the first group.

There is an interesting retouched variety of this value from plate No. 6257. The retouching is on the seventh stamp of the lower left pane and occurs in the triangle below the right numeral "3". The normal stamp triangle has a background consisting of five vertical lines and one horizontal line. In the retouched stamp this triangle has two additional horizontal lines. This was the first retouched variety of the twentieth century and is quite desirable.

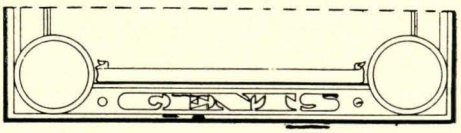
This value had the smallest issue of any of the denominations below the

fifteen cent. The plates, all being made at a late date, had the imprint of value added before any had gone to press.

This stamp was engraved by H. Charlton, E. M. Hall and J. Benzing, of the Bureau of Engraving and Printing, after the design of C. A. Huston.

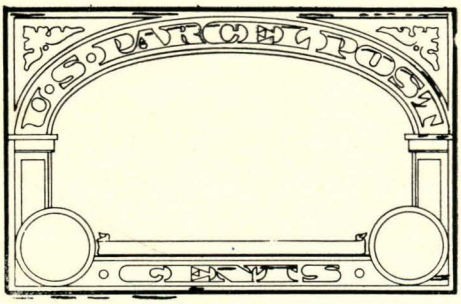
Shades: Carmine rose, carmine.

Varieties: a: Position varieties.
b: Plate number blocks, with imprint only.
c: Double transfer.
6257 L. L. #6. This is a downward double showing in the "ES" of "CENTS" below this word and under the bottom frame line. (Illustrated.)



#6

Double Transfer 6257 L. L.



#7

Double Transfer Recut

d: Double Transfer recut.
6257 L. L. #7. This stamp adjacent to the double listed above was also entered too low. The first design was burnished out and a fresh entry made. Evidences of the first entry are below the top frame line, in "PARCEL POST" and in "CENTS" below the left numeral and under the bottom frame line. In burnishing out the first entry a low spot was left in the lower right corner which resulted in a defective transfer which was recut by hand. (Illustrated.)

Plates used: a: With imprint only.
6254—55, 56, 57

Plates not used: All 1912 plates used, no 1913 plates made.

Quantity issued:

Fiscal year 1913.....	19,558,799
Fiscal year 1914.....	9,468,634
	29,027,433

#1453—Four Cent, Red. Rural Carrier. Watermarked U S P S, Perf. 12.

Issued December 12, 1912.

The four cent plates went to press on December 2nd, and ten days later stamps were delivered to Post Offices. The demand for this value was rather large, the last printing occurred May 6th, 1913 about seven weeks before the official orders put an end to further need for those stamps.

This stamp being the fourth and last of the "personnel" group shows the "Rural Carrier", the final and furthest removed means of distribution. The

vignette indicated a country mail wagon stopping in front of an individual mail box so typical of the rural free delivery routes. A white horse draws the wagon inscribed "Rural Delivery Route No. 1" and "U. S. Mail." The carrier is seen on the seat with a package in his hand. It will be noticed that in all of the designs of this group, except the three cent, the individual is not just handling mail but packages, *Parcel Post packages.* This design was used on a preliminary drawing for the ten cent stamp.

The mail wagon is from a model in the Post Office Museum at Washington. A horse was hitched to it and a photograph taken, the surrounding landscape being supplied by the Bureau artist, C. A. Huston. The stamp was engraved by M. W. Baldwin, E. Myers, E. M. Hall, J. Benzing and H. Charlton, of the Bureau.

Being one of the values that went to press early some of the plates became worn out before the decision was made to add the imprint of value, and sheets from the first group of plates were issued without this marking. The second group is found both with and without imprint from the later printing, while the last group exists only with this imprint.

Shades: Carmine rose, carmine.

Varieties: a: Position varieties.
b: Plate number blocks.
1. Same as one cent.
c: Shifted Transfer. A small shift of the left frame line.

Plates used:

a: Without imprint.
6169—70, 71, 72
b: Without and with imprint.
6345—46, 47, 50
c: With imprint only.
6359—60, 61, 65, 92

Plates not used:

6381
6400—26

Quantity issued:

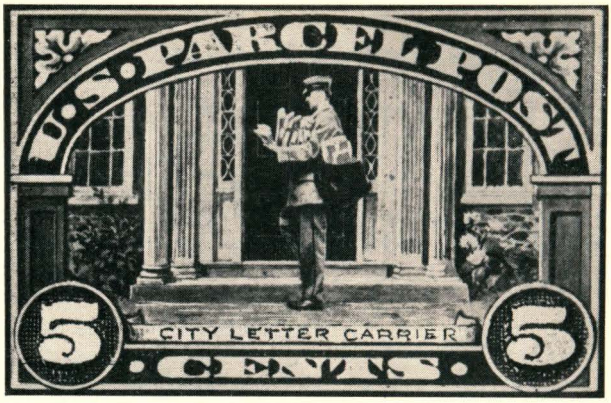
Fiscal year 1913.....	65,894,219
Fiscal year 1914.....	10,849,594
	76,743,813

#1454—Five Cent, Red. Mail Train. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.

This value was one of the first to appear, having gone to press November 18th. Like the other early issued Parcel Post stamps the plates used are found with all three groups of imprints.

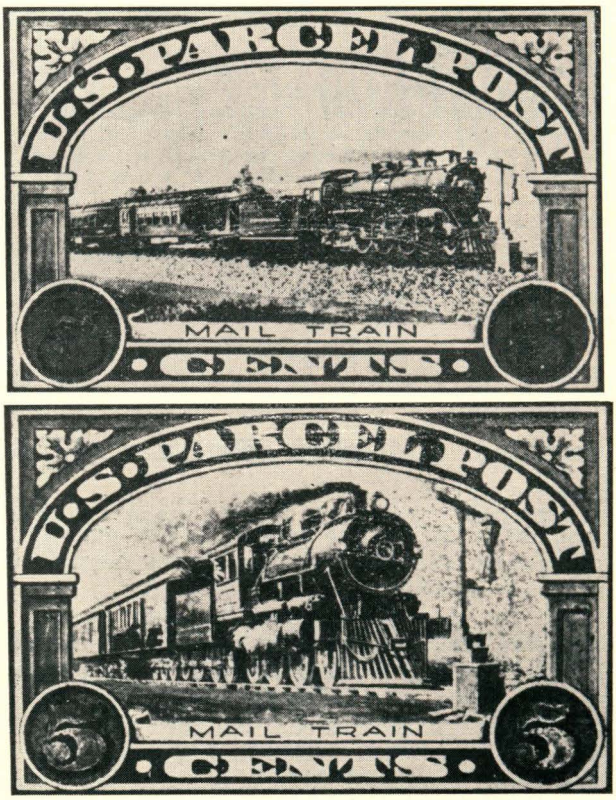
The first design for this value showed a letter carrier delivering mail (illustrated) which was discarded in favor of the mail train and the carrier design relegated to the two cent. The first train design portrayed a side view taken at a distance, the mail on this bag in position to be picked up was too inconspicuous and the design abandoned. Another view was substituted and gave the mail bag more prominence. This design was accepted with modifications, the mail bag being suspended from a modern rack and the catcher on the train put into position for the pick up.



First Design.

Photograph of Original Drawing Not Used.

It was the first of the second group depicting "transportation of the mail." The vignette labeled "Mail Train" shows a three quarter front view of a fast moving train, the second car being the railway Post Office. In the immediate foreground is a bag of mail on a rack, which will be picked up by a mail catcher extended from the mail car. The picture, a combination of a photograph and a sketch, was made by C. A. Huston and the engraving was executed by Messrs. C. Chalmers, E. Hall, J. Eissler and E. Myers, all of the Bureau.

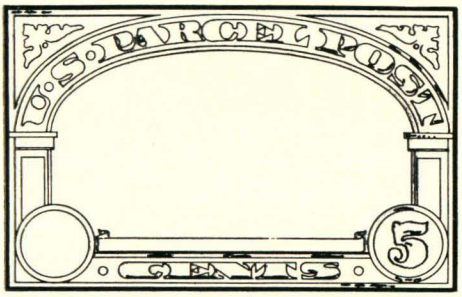


Photographs of Original Drawings Not Used.

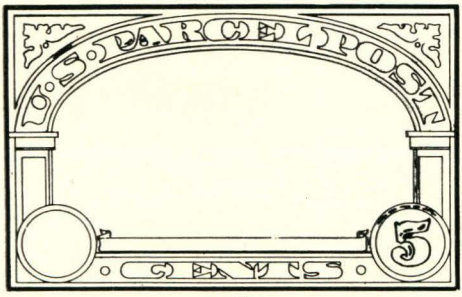
Shades: Carmine rose, carmine.

Varieties: a: Position block.
b: Plate number and imprint block.
c: Double Transfers.
There are more double transfers on this value than all others combined. Three are known to be from the top row of the upper left pane of plate 6215, the position of the others is unknown but perhaps these also come from this plate.

1. U. L. 6215 an upward displacement showing in the upper left corner below the ribbons in the lower right corner, in the frame around the right numeral, the numeral, in "EL" of PARCEL, in and above "POST" in "CENTS" etc. (Illustrated.)

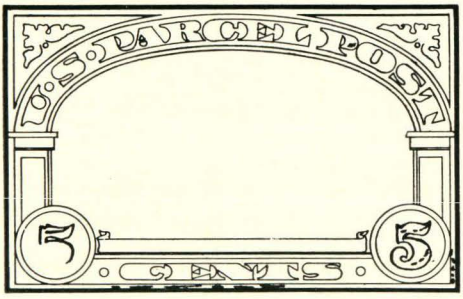


#1



#2

Double Transfers

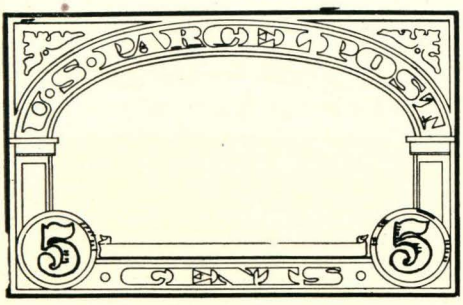


#4

6215 U. L.

2. U. L. 6215 another upward displacement showing above "S" of "U. S.", in "PA" of "PARCEL" and on and about the right "5." (Illustrated.)

3. U. L. 6215, a small Northwestern double shows added lines in both numerals, below the bottom inside frame line, in the lower right corner on the "PC" of "PARCEL" and on the "P" of "POST." (Illustrated.)

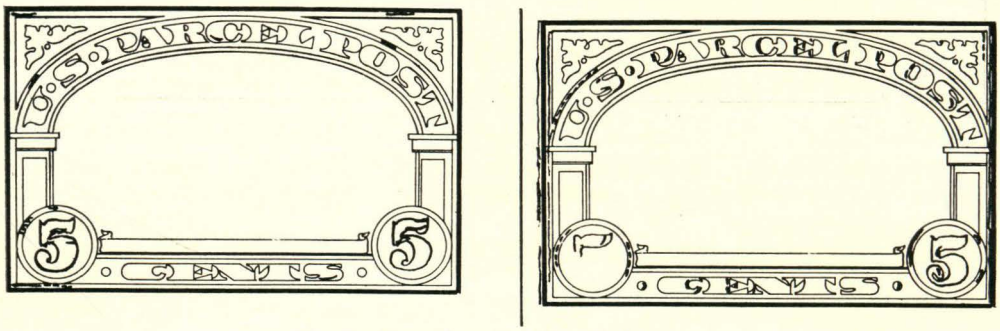


A marked eastward double position unknown shows in and about both numerals, below the top frame line, in "RC" in "PARCEL," in "T" of "POST" and in the vignette to the right of the locomotive boiler. (Illustrated.)

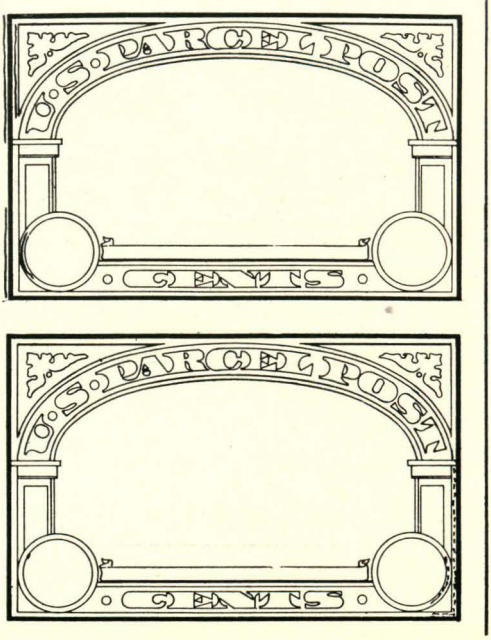
Another double is almost exactly like the one above in the doubling of the numerals, this however shows in the "OST" of "POST" and has a defective transfer of the left frame line in the lower corner; position unknown.

A northwestern double shows added lines just below the outer frame line, in both upper corners above the "U" and "O", on the "S" of "CENTS", on the right "5" and around and on the left numeral. Position unknown. (Illustrated.)

A stamp with the guide line at the left, shows a marked western displacement. Added lines can be easily seen to the left of the inner and outer left frame line, the outer right frame line around and in both the numerals, in 'U. S. PARCEL POST" and "CENTS" etc. Position unknown. (Illustrated.)



Double Transfers Position Unknown.



Another straight edge stamp, with guide line at right, also shows a Western displacement. This however is not as marked and is slightly upward. Added lines may be seen to the left of both vertical frame lines. Above the upper and lower frame lines, in "RCL" of "PARCEL," in "POS" of "POST," in "CES" of "CENTS" and in the circles about both numerals. Position unknown. (Illustrated.)

d: Shifted Transfer.
The stamp above the last listed double has a marked shifted transfer of the right inner and outer frame lines. (Illustrated.)

Plates used:

a: Without imprint.
6211—12, 13, 14, 15, 16, 18, 19
b: Without and with imprint.
6217—20, 21, 22, 45
c: Without imprint only.
6405—07, 11, 17, 20, 33, 41

Plates not used:

a: 1912 series.
6449
b: 1913 series.
6602—03, 04, 05

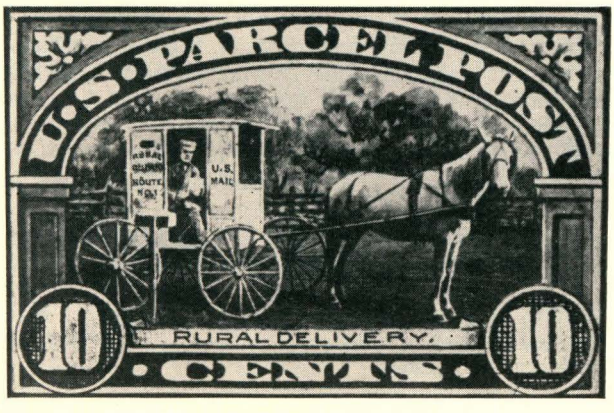
Quantity issued:

Fiscal year 1913.....	94,300,019
Fiscal year 1914.....	13,853,974
	108,153,993

#1455—Ten Cent, Red. Steamship and Mail Tender. Watermarked U S P S, Perf. 12.

Issued December 9, 1912.

This was the first value to go to press but was not issued until almost two weeks after some of the lower values. The plates of this value lasted through the later printings and all used appeared both with and without imprints of value. The first design contemplated the use of the Rural Delivery design later



Photograph of Original Drawing Not Used.

used on the four cent. The accepted vignette subject is a combination photo and sketch showing the steamer "Kronprinz Wilhelm" arriving in New York Harbor on February 23, 1902, at the time Prinz Heinrich of Prussia paid this country a visit. The landscape at the right, in the original photograph, was Staten Island. The Bureau artist thought he would improve it by adding sky-

scrapers resembling New York City. In doing this, however, he created a picture geographically incorrect as the view shown on the stamp indicates an outgoing steamer while the mail tender at the side is used only upon a ship's arrival. It is possible that the design on the stamp was copied from a photograph printed from a reversed negative, we find that this is sometimes done.

This value of Parcel Post stamps was the last printed before discontinuance, the plates having last gone to press June 24, 1913, just two days before the Postmaster General issued the order that made these special stamps unnecessary.

This stamp was designed by C. A. Huston, and engraved by C. Chalmers, both of the Bureau.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: All without and with imprint.
6161—62, 63, 64, 65, 67, 68
6266

Plates not used:

6166—Defective, never finished.

Quantity issued:

Fiscal year 1913.....	51,284,429
Fiscal year 1914.....	5,612,224
	56,896,653

#1456—Fifteen Cent, Red. Automobile Service. Watermarked U S P S, Perf. 12.

Issued December 16, 1912.

The vignette illustrates a small automobile typical of those generally used in smaller cities. It is in front of what seems to be a local Post Office in a suburban community and a carrier is standing beside the car, his arms filled with parcels. The detail is well executed and the auto is a true example of the model used in those days. This design more than any other, except possibly the airplane on the next stamp, definitely places this series as an issue of about 1910 to 1915, while most of the others could easily depict scenes of 1935, as the models used are very similar to those now in vogue. The design is from a photograph taken at Washington and supplied by the Post Office Department to the Bureau. It was designed by C. A. Huston, and engraved by Messrs. L. S. Schofield, J. Benzing, E. M. Hall and E. Myers, all of the Bureau.

All the plates used for this value went to press before and after the imprint of value had been added. Eight plates were made but only four were used.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without and with imprint.
6258—59, 60, 61

Plates not used:

6351—56
6410—34

Quantity issued:

Fiscal year 1913.....	17,105,444
Fiscal year 1914.....	4,041,589
	21,147,033

#1457—Twenty Cent, Red. Aeroplane Carrying Mail. Watermarked U S P S, Perf. 12.

Issued December 16, 1912.

This was the first stamp bearing the picture of an airplane issued by any nation. It appeared just about nine years after the famous Kitty Hawk flight by the Wright Brothers and was the forerunner of many airmail stamps that followed it.

The design is slightly different from the essay made from the original master die before it was finally issued. The title of the vignette stresses the carrying of mail by plane but an examination of the stamp fails to reveal any place where this could have been put except next to the pilot. On the stamp there seems to be an object of some kind, next to the driver bearing an inscription "No. 1." In the essay the numeral had not been placed upon the design and by dint of some imagination and the aid of a magnifying glass we were able to assume this "object" to be a bag of mail. A further search, however, failed to reveal any sign of a motor, which was no doubt hidden behind the pilot who is shown sitting out in the open with his hands on the stick and his feet on the rudder bar. The design of the plane shows but little improvement over that of the first one made by the Wrights.

Below the aeroplane is a little village nestling at the base of a chain of mountains. The most prominent feature of the town is the church steeple rising up above the other buildings. At the extreme right are a few trees over which the plane has just passed. The aeroplane was from a photograph taken at College Park, near Washington, purposely for this stamp, many experiments having been made before a satisfactory picture was obtained. The background was drawn in later by the Bureau artist, C. A. Huston. The engraving by H. Charlton, E. M. Hall and J. Benzing is especially fine and gives a very pleasing effect.

This was the highest value to become exhausted during the two fiscal years these stamps were in general use. All other higher values remained on hand at the Bureau after the close of the fiscal year ending June 30, 1914. Of the Twenty-Cent denomination issued during the last year all but about 500,000 had been delivered to Postmasters by February, the remainder being distributed before July 1st. A smaller quantity of this value was issued than of any lower denomination.

As in the ten and fifteen cent values the plates were used both before and after the imprint of value had been added. Four reserve plates were made but never went to press.

This design was the last of the transportation group and by far the most modern. The authorities of the Bureau and the Department little thought how soon their vision of regular Air Mail would be realized.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without and with imprint.
6191—92, 93, 94

Plates not used:

6385—86, 89
6401

Quantity issued:

Fiscal year 1913.....	14,261,264
Fiscal year 1914.....	2,881,129
	17,142,393

#1458—Twenty-Five Cent, Red. Manufacturing. Watermarked U S P S, Perf. 12.

Issued November 27, 1912.

This is the first of four designs portraying the manufacturing and agricultural interests of the country. The vignette is based on a photograph of a steel plant in South Chicago, which was also used in a preliminary design for the 50 cent and the one dollar stamps. It was supplied by J. E. Ralph, then Director of the Bureau of Engraving and Printing, and it is claimed that at one time he had been an employee of this mill. However, before being used the design was slightly altered by Mr. C. A. Huston, of the Bureau, who is credited with designing this issue. It was engraved by Messrs. H. Charlton, E. Myers and E. M. Hall, all of the Bureau.

This stamp was one of the first to have gone to press and one of the four to be issued November 27th, 1912, the first day the Parcel Post Stamps were placed on sale. The plates went to press for the last time June 5th, 1913, just three weeks before the order was issued which made these stamps unnecessary, and this last printing was large enough to cause the Bureau to have this value on hand during the fiscal year of 1915. This was the lowest value carried in stock at the Bureau after June 30, 1914.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without and with imprint.
6173—74, 75, 76, 86, 89

Plates not used:

6187—88
6357
6408—21, 25

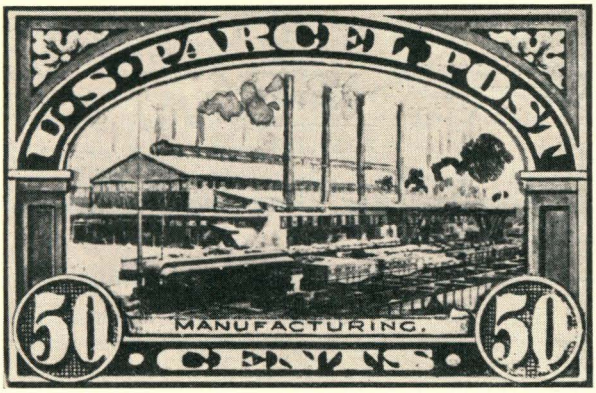
Quantity issued:

Fiscal year 1913.....	17,788,589
Fiscal year 1914.....	3,071,565
Fiscal year 1915.....	1,080,499
	21,940,653

#1459—Fifty Cents, Red. Dairying. Watermarked U S P S, Perf. 12.

Issued March 15, 1913.

This design was next to the last to appear as the Postmaster General had not approved the first die made. Before a die was made it had been the intention to use the steel mill scene on this value, but it was discarded in favor of a dairy subject. The accepted vignette, after a photograph submitted by the Depart-



Photograph of Original Drawing Not Used.

ment of Agriculture, shows cows feeding in a meadow with farm houses in the background. In the first die the buildings were very prominent and occupied the main section of the vignette. The group consisted of the side view of a long building adjoining a grain elevator, a silo, and showed the end view of another building. A small tower on the roof of the main building terminated in a weathervane, which might easily have suggested a cross, and thereby a church. This last might have influenced the Postmaster General to reject the design as the Department has always tried to avoid having any postal emission offensive to any group of people. However, as the accepted design placed the buildings further back and made them smaller it is quite likely that the weathervane had little bearing on the Postmaster's request for a new design. This farm view depicts no special place, the Department of Agriculture having simply furnished a view of a group of cows, the dairy buildings being added to complete the scene.

The title of the subject being "Dairying" we believe that the better design was selected, as the feeding cows are most important and should not be overshadowed by the background. As in other stamps of this series the engraving and attention to detail is a credit to the Bureau and especially to M. W. Baldwin and E. M. Hall, who did the actual engraving. The stamp was designed by C. A. Huston.

The first four fifty cent plates were made from the first design and plate No. 6274 went to press December 10, 1912. However, the copies were all destroyed and the plates cancelled. No copies of this early design exist except in proof form, which became an essay when the new design was issued.*

These stamps were printed from plates to which the imprint of value had been added before having gone to press and are not available without this imprint. The first four plates except as noted above were never used, and the other four were among the last ones made for any denominations that were put to use. The last printing took place February 28, 1913, and was sufficiently large to leave a stock at the Bureau as late as the fiscal year 1916.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used: With imprint.

6423—24, 27, 28

Plates, early design, not used except as noted above:

6274—75, 76, 77

*Copy in the Author's Collection.

Quantity issued:

Fiscal year 1913.....	776,634
Fiscal year 1914.....	758,615
Fiscal year 1915.....	476,140
Fiscal year 1916.....	106,404
	2,117,793

#1460—Seventy-Five Cent, Red. Harvesting. Watermarked U S P S, Perf. 12.

Issued December 18, 1912.

This was a design especially dedicated to the large agricultural section of the Middle West with its wide expanse of level fields that made modern farming machinery possible. The vastness of farming is vividly portrayed by the size of the mound of products of this industry as compared to the wagon and machine standing before it. The subject is after a photograph furnished by the Department of Agriculture. The stamp was designed by C. A. Huston, and engraved by C. M. Chalmers, M. W. Baldwin, E. M. Hall, F. Lamasure, and E. Myers, all of the Bureau.

Although the entire time the plates of this denomination had gone to press was within a two months period, the first printing being December 13, *1912* and the *last February 13, 1913*, the Bureau made deliveries of this stamp as late as the fiscal year 1922, although for four of these years none were sent to Postmasters from the reserve supply at the Bureau. The fiscal year of 1922 saw the last delivery of both special stamps for the Parcel Post and Twenty-five cent parcel post due stamps.

All four plates used for this stamp had the imprint added after the plates had gone to press and plate number blocks are obtainable both with and without imprint of value.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used: Without and with imprint.

6287—88, 96, 99

Plates not used:

6396
6402—12, 18

Quantities issued:

Fiscal year 1913.....	2,060,394
Fiscal year 1914.....	3,380
Fiscal year 1915.....	1,810
(Deduct) 1915.....	162,000*
Fiscal year 1916.....	4,095
Fiscal year 1917.....	8,370
Fiscal year 1918.....	72,945
Fiscal year 1919.....	18,855
Fiscal year 1920.....	527,886
Fiscal year 1921.....	234,180
Fiscal year 1922.....	2,700
	2,772,615

*This item represents stamps returned to the Department's stock from Post Offices for re-issuance to other Postmasters. Their deduction is necessary to avoid duplication in the total number of stamps issued.

Note: It was reported in Mekeel's 2/21/14 that the total number of Seventy-Five cent stamps printed was 6,283,440, of which 4,221,184 were on hand at the Bureau. This figure included "Specimen" stamps not in the list.

The figures given above are from official Post Office Department records and as such no doubt correct for this value instead of those listed in the earlier article. Because of the wide discrepancies of the total numbers of this value we wrote to A. W. Hall, Director of the Bureau of Engraving and Printing, and his reply explained this as follows:

'January 21, 1931.

In reply to the inquiries in your letter of the 15th instant, you are advised as follows:

The entire stock in this Bureau of 75 Cent Parcel Post stamps has been delivered as mutilated or as perfect to the Post Office Department for issues to Postmasters and for destruction. The deliveries to the Post Office Department were 2,773,095 for issues and **3,510,345** in September, 1921, **for destruction."**

This therefore indicates the correctness of the earlier figures for at that time it was hardly possible to foresee the destruction of more than 80% of those remaining on hand. The fact that these were not destroyed until late in 1921 clearly indicates that they were not defective but that this value was not readily saleable due to the size and were also unpopular with the Postal Service. This was also prior to the opening of the Philatelic Agency.

#1461—One Dollar, Red. Fruit Growing. Watermarked U S P S, Perf. 12.

Issued January 3, 1913.

This is the highest value of the special issue for Parcel Post packages, the central picture is a view of a fruit orchard which by the abundance of the fruit and foliage is reminiscent of the West Coast or Florida. Thus the last group represented various sections of the country as far as was possible in four stamps. The first design for this stamp portrayed the Steel Mill used on the 25 cent.



Photograph of Original Drawing Not Used.

This value was not issued until two days after the Parcel Post law became effective. The delay was caused by the design not being approved by the

Postmaster General until after some of the lower values had already gone to press. Several designs were submitted and essays of the selected design exist lacking shading in the sky, this being added before the design was finally approved and the transfer roll made.

The view shows a double row of trees heavily laden with fruit. Men on ladders are picking, and boxes of plucked fruit are shown in the center foreground. The space between the rows is large and gives one an impression of a vast orchard.

Of the four plates made and used for this stamp only one had the imprint added. This was the last of the "no imprint" plates to receive this mark of value and as it was added to the plate on March 24, 1913, just two days before the last printing of this value plate number blocks of this value with imprints are more desirable.

This stamp was designed by C. A. Huston, and was engraved by Messrs. M. W. Baldwin, E. M. Hall, C. M. Chalmers, E. Myers and F. Lamasure, all of the Bureau.

Shades: Carmine rose, carmine.

Varieties: a: Position blocks.
b: Plate number blocks.

Plates used:

a: Without imprint.
6263—64, 65
b: Without and with imprint.
6262

Quantities issued:

Fiscal year 1913.....	478,434
Fiscal year 1914.....	24,975
Fiscal year 1915.....	47,350
Fiscal year 1916.....	209,420
Fiscal year 1917.....	293,084
Total.....	1,053,273

Essays

Essays of the rejected designs of the three cent and fifty cent as well as modified designs of the 20 cent and the one Dollar, and a set of card board proofs of the 1913 Parcel Post issue through the 15 cent are known. It is believed that only one such set is available.

COMING CONVENTIONS

There will be several important national philatelic conventions during the summer months, and members of the *Collectors Club*, whether or not they belong to these individual organizations, will be welcomed, we are sure.

American Philatelic Society, August 12th to 16th, at Washington, D. C., with headquarters at the Hotel Carlton.

American Air Mail Society, August 15th to 17th, at Washington, D. C., headquarters at the Hotel Lafayette.

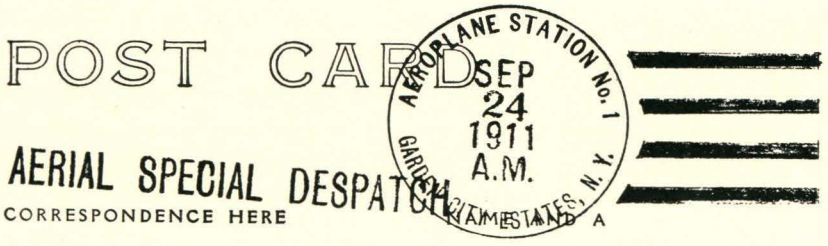
Society of Philatelic Americans, August 18th to 24th, at St. Louis, Mo., headquarters at the Melbourne Hotel.

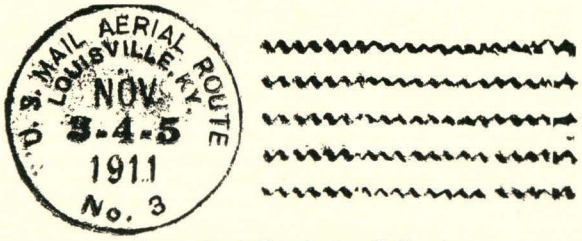
Precancel Stamp Society, August 19th to 22nd, at Chicago, Ill., with headquarters at the Sherman Hotel.

AIR MAIL ISSUES

Although some mail was carried by air before the middle of the 19th Century, Air Mail as we know it today in a heavier than air flying machine was made possible by the Wright Brothers at Kitty Hawk, N. C. on December 3rd, 1903. This flight lasted only twelve seconds, a far cry from modern planes which stay aloft innumerable hours and fly at a speed in excess of 5 miles per minute.

Once the Wright Brothers had convinced the skeptics that flying was possible, others soon made similar attempts with heavier than air machines, but the progress was slow and it was not until 1908 that the first recorded flight was made carrying a passenger. It was in England two years later, August 18th, 1910, that mail was first carried by airplane from Blackpool to Southport. On September 23rd, 1911, the first experimental air mail flight took place in America, mail being carried by plane from Garden City Estates, L. I. to nearby Mineola. This flight was soon followed by numerous others.





From the Hildesheim Collection.

Courtesy of "STAMPS."

These early flights were generally made in connection with State Fairs at which barnstorming pilots were available. The flights, however, had official recognition by the Post Office Department, and special cancellations, generally naming the flight, were used. For some flights special Post Office sub-stations were created.

On December 16th, 1912, the first stamp bearing a picture of an airplane was issued. This was the Twenty Cent Stamp of the Parcel Post Series and portrayed the carrying of mail by plane.

The first phase of air mail in the United States, known as the Pioneer Flight Period, ended on May 15th, 1918, when the Post Office established air mail service between Washington, Philadelphia and New York.

After considerable discussion, Congress had finally authorized the Post Office Department to carry mail by airplane, and on May 6th, 1918, a bill was adapted fixing the rate of 24c per ounce, and on May 11th President Wilson signed the bill. It having been certain that the President would sign the bill authorizing the carrying of mail by airplane, the Postmaster General issued the following advance notice to the Postal Service:

Special Stamp for Aeroplane Mail Service

Office of Third Ass't P. M. Gen.

Washington, May 9, 1918.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is preparing to issue a new postage stamp of 24-cent denomination. It is intended primarily for the new aeroplane mail service, but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about 7/8 inch long and 3/4 inch high. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents," with the numerals "24" within circles in the two lower corners. The border design is red and the aeroplane is blue.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the denomination "24" on one of the blank lines, and complying carefully with Sections 27 to 29, 33 and 36, pages 34 and 35, 1917 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made but will be filled in the order o freceipt at the Department.

A. M. DOCKERY,
Third Ass't P. M. Gen.

The Post Office Department publicly announced the new service as follows:

"Aeroplane Mail Service,

Washington, D. C., May 11th, 1918.

Aeroplane Mail Service will be established May 15th, 1918, between Washington, Philadelphia and New York, one round trip daily except Sundays. Letters and sealed parcels, the latter not exceeding 30 inches in length and girth combined may be mailed at Washington, Philadelphia and New York for any city in the United States, or its possessions or postal agencies.

The rate of postage will be 24 cents per ounce or fraction thereof, which includes special delivery service. Postage may be paid by affixing either the distinct aeroplane stamps or its equivalent in other postage stamps. When the latter are used, the mail should be endorsed, "By Aeroplane." Mail by aeroplane may be registered by prepayment of 10 cent registry fee in addition to postage.

Until further notice the aeroplanes will leave Belmont Park, N. Y., and Washington, D. C., at 11.30 A. M. Postmasters shall inform the public of the closing of the mails and the points from which aeroplane mail may be dispatched. Letters for the aerial service mailed too late for Aeroplane dispatch will be given the most expeditious dispatch by other means, including special delivery."

OTTO PRAEGER,
2nd Asst. Postmaster General.

On May 13th the new stamp was issued and two days later the first trips were made. The flight from New York to Washington was completed, but the northbound trip came to grief outside of Washington and the mail was returned to Washington and carried the following day. It was some time before they were running according to schedule. The planes were Curtis JANDs usually known as "Jennies." It was one of these that had been used as the model for the Special Air Mail Stamp.

This stamp was printed and issued in sheets of one hundred subjects. Being bi-colored, two plates were necessary—one for the frame and one for the vignette. The frame plate was divided into panes of twenty five by horizontal and vertical guide lines terminated by arrows. Inside the top arrows there was a solid arrow with the point facing the outside of the plate. There was a similar marker on the vignette plate which was used to properly key the design. There was only one plate number to each plate. On the frame plate the number was above the second stamp to the right of the top arrow, while the vignette plate number was in corresponding position to the left of the solid arrow.

These stamps were prepared in a hurry, as there were only seven days between the time Congress fixed the rate and the stamps were placed on sale.

In this short time it was necessary to prepare the design, engrave the master die, make the plates and print the stamps. When the stamps had been printed, it was found that the sheets were larger than the usual post office units. For ease in handling at individual offices it was decided to cut off two of the sheet margins. This stamp was first issued minus the top and right margins.

A short time after these stamps had been placed on sale a collector found a sheet with center inverted. To prevent the recurrence of this error the word "TOP" was added to both frame and vignette plates. On the frame plate the "T O P" in Roman capitals is above the seventh stamp, while on the vignette plate the same word, in larger sans-serif capitals was placed above the fourth stamp. The purpose of these additions to the plate being to prevent the issuance of sheets with inverted centers, it was decided not to remove the top margin on all future deliveries of the stamp.

The "TOP" was first added to the vignette plate and a small quantity was issued with "TOP" only in blue. Some of the sheets were cut along the bottom and right side, removing these arrows, while others had the left and bottom margins removed. After the "TOP" had been added to the frame plate these stamps appeared with the cut edge at bottom and left, which was again changed to bottom and right. The later printings of this stamp, as well as the two lower values which followed were all issued with the complete arrow at top and left only.

A little more than a month after the first trip the rates were reduced by the Postmaster General, as follows:

Postmaster General Order No. 1617 of June 26, 1918.

"Effective July 15th, 1918, the postal laws and regulations are amended so that paragraph 2 of section 399½ shall read as follows."

"Mail carried by aeroplane shall be charged with postage at the rate of 16 cents for the first ounce or fraction thereof, and 6 cents for each additional fraction of which 10c shall be for special delivery in service. Such mail shall consist of matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined."

"The postage on aeroplane mail shall be fully prepaid with special aeroplane stamps or with ordinary postage endorsed 'By Aeroplane.'"

The 16c stamp, printed in green ink, was issued on July 11th. The design was the same as the 24c with the necessary changes in value. The official notice follows:

SPECIAL 16-CENT STAMP FOR AEROPLANE SERVICE.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is issuing a new postage stamp of 16-cent denomination. It is intended primarily for the aeroplane mail service, under the new rate effective July 15, 1918 (Postmaster General's Order No. 1617, of June 26, 1918), but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about ⅞ inch long and ¾ inch high; color green. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents." with the numerals "16" within circles in the two lower corners.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the denomination "16" on one of the blank lines, and complying carefully with Sections 50-52, 57 and 60, pages 37 and 38, 1918 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made special, but will be filled in the order of receipt at the Department.

4. Postmasters will not precancel the 16-cent stamp.

Before the end of 1918 the Post Office Department decided to change the regulation covering the handling of air mail by removing the special delivery service, unless specially requested and paid for. This decision was announced as follows:

"Postmaster General Order #2415

Washington, November 30th, 1918.

Effective December 15th, 1918, the Postal Laws and Regulations are so amended that paragraph 2 of section 399½ shall read as follows:

"Mail carried by aeroplane shall be charged with postage at the rate of 6c per ounce or fraction thereof. Such mail shall consist of matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined.

"The postage on aeroplane mail shall be fully prepaid with special aeroplane stamps or with ordinary postage stamps. When the latter are used, the mail should be endorsed 'By Aeroplane.'"

"Aeroplane mail bearing, in addition to the regular postage, a special delivery stamps or its equivalent in ordinary postage stamps, shall be given special delivery service. When the latter are used mail should be endorsed 'Special Delivery.'"

A. S. BURLESON,
Postmaster General.

This new value was issued December 10th, 1918. These three stamps were valid for ordinary mail as well as air mail, and most of those used, especially in blocks, were from regular mail and parcel post. It was not until the day after the stamps had been issued that the Department officially announced the new six cent stamp as follows:

Special 6-Cent Stamp for Aeroplane Service: Continued Use of 16-Cent and 24-Cent Aeroplane Stamps.

Office of Third Ass't P. M. Gen.

Washington, Dec. 11, 1918.

1. Postmasters and other officers and employees of the Postal Service are notified that the Department is issuing a new postage stamp of 6-cents denomination. It is intended primarily for the aeroplane mail service, under the new rate effective December 15, 1918. (Postmaster General's Order No. 2415, of November 30, 1918), but will be valid for all purposes for which postage stamps of the regular issue are used.

2. A description follows:

The stamp is rectangular in shape, about ⅞ inch long and ¾ inch high; color orange. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents," with the numeral "6" within circles in the two lower corners.

3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the word "Aeroplane," on the line opposite the 6-cent denomination and complying carefully with sections 50 to 52, and 60, pages 37 and 38, 1918 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made special, but will be filled in the order of receipt at the Department.

4. The 16-Cent aeroplane stamp will be available for special delivery fee, and a single rate of letter postage (6c) on aeroplane mail. The 24-cent stamp will be available for aeroplane letters weighing in excess of three and not more than four ounces.

A. M. DOCKERY,
Third Ass't P. M. Gen.

The air mail service between New York, Philadelphia and Washington, having been found successful, was soon extended to other points, all flying taking place during day light hours. It was next decided to increase the speed with which air mail could be carried from New York and the Eastern Seaboard to Chicago and points West by also flying at night.

The country was therefore divided into three zones, New York to Chicago, Chicago to Cheyenne, and Cheyenne to the Coast, with the postage being 8c per ounce for each air mail zone. The new rates were therefore 8c—16c or 24 cents depending on the distance.

For sometime there had been no printing of the two higher values of the 1918 air mail stamps, and it had at first been intended to reprint them for the 16 and 24c air mail rates. Third Assistant Postmaster General W. Irving Glover however, insisted on keeping faith with collectors, refused to reissue stamps that had been discontinued and ordered the Bureau to prepare a new series of three values.

On August 11th, 1923, the Post Office Department announced the new issue of air mail stamps and listed the colors as olive green for the 8c, bank note black for the 16c, and dark brown for the 24c. Before being issued, the colors for the two higher values were changed to deep blue for the 16c and carmine for the 24c. The official notice follows:

NEW AIR MAIL STAMPS, SERIES 1923.

Third Assistant Postmaster General

Washington, August 15, 1923.

Postmasters and other officers and employees of the Postal Service are notified that the Department is about to issue a new series of air mail postage stamps of 8-cent, 16-cent and 24-cent denominations, intended primarily for use in the new night flying Air Mail Service, soon to be established between New York and San Francisco, but valid for all purposes for which postage stamps of the regular issue are used.

The new air mail stamps are rectangular in shape, about seven-eighths inch long and three-fourth inch high. The central design of the 8-cent stamp is a mail airplane radiator with propeller attached. Above this design in a curved panel are the words "U. S. Postage," in white Roman capital letters. Triangular ornaments appear in both upper corners. Below the central design, in a straight line of Roman capital letters, is the word "Cents," with the numeral "8" within ovals in both lower corners. The stamp is printed in green ink.

The 16-cent stamp is the same shape and size as the 8-cent stamp, and has for its central design the official insignia of the Air Mail Service, showing a circular design with spread wings on either side. In the center, upon a dark background, appear the letters "U. S." with the word "Air" above and the words "U. S. Postage" in white Roman capital letters. A dark shaded triangle appears in both upper corners of the stamp. Below the central design in a straight line of Roman capital letters is the word "Cents" with the numerals "16" within circles, with dark backgrounds in both lower corners. The stamp is printed in blue ink.

The 24-cent stamp is the same shape and size as the other denominations and has for its central design a mail airplane in flight. Above this design in a curved panel are the words "U. S. Postage" in white Roman capital letters. Ornamental scrolls appear in both upper corners. Below the central design in a straight line of Roman capital letters is the word "Cents," with the numerals "24" within circles with dark backgrounds in both lower corners. The stamp is printed in red ink.

The new air mail postage stamps will first be placed on sale at the Philatelic Stamp Agency, Division of Stamps, Post Office Department, within the next few days. They will not be placed on sale at all post offices but only at such offices as may be designated later.

Postmasters should not draw requisitions for these stamps, as they will be furnished without requisition only to the post offices authorized to place them on sale when they are available.

W. IRVING GLOVER,
Third Assistant Postmaster General.

The 8c was placed on sale at the Philatelic Agency on August 15th during the annual convention of the American Philatelic Society, then in Washington. On August 17th, the 16c appeared and on August 21st, 1923, the last of the series, the 24c was issued, these also being first placed on sale at the Philatelic Agency. On August 21st, the first experimental transcontinental night flight was made but the rate was set at 2c per ounce until the service was regularly established. The route between Chicago and Cheyenne was made by rail.

The report of the Postmaster General for the fiscal year ending June 30th, 1923, report dated November 1st, 1923, commented on the new stamps as follows:

The Department also prepared a new series of stamps of the 8c, 16c and 24c denominations, known as air mail stamps. They are for use in connection with the new night flying air mail service to be placed in operation between New York and San Francisco and intermediate points. The denominations represent the postage rates applying to the several zones into which the route is divided, and the designs are as follows:

8c Airplane radiator with propeller; 16c official insignia of air mail service; and 24c airplane in flight. The stamps are being sold at the Department's Philatelic Agency. They will later be sold at certain post offices when the air night flying service is inaugurated.

On August 24, 1923, the new stamps were issued to Postmasters. However, owing to the new service not having become permanently established at that time, instructions were issued to withhold selling these until further notice. It was later decided that the service should be effective by July 1, 1924 and these stamps were placed on public sale June 16, 1924. It was not until July 1st, 1925, that night airmail became a regular service. Covers on that date were officially cacheted "AIRMAIL FIRST OVERNIGHT FLIGHT Chicago to New York," or other points as the case happened to be. When the service was first established the night rate was two cents higher than the then current day rate of eight cents per ounce for each zone. This added charge was later dropped.

The growing use of Airmail made it advisable that these new stamps be printed in larger units and four hundred subject plates were made. These were divided into panes by horizontal and vertical guide lines terminated by arrows. For issuance to post offices the full sheets were cut along the guide lines into panes of one hundred.

On February 2, 1925 an act of Congress was approved making the rate of Postage on Airmail, to be carried on contract Air Routes, not less than ten cents for each ounce or fraction thereof. This being a radical change it took quite some time to organize the new service and it was not until about a year later that it began to function.

Early in 1926 Air Mail entered its third phase, Contract Airmail. At that time the Post Office Department began turning over the transportation of Airmail to private contractors. On January 19, 1926 the Postmaster General issued the following order No. 3817:

January 19, 1926.

Section 385, Postal Laws and Regulations is amended to read as follows:

Sec. 385. The Postmaster General, in his discretion, may require the payment of postage on mail carried by airplane (on Government-operated air mail routes) at not exceeding 24 cents per ounce or fraction thereof. (Act of May 10, 1918, 40 Stat. 548.)

2. The rate of postage on mail carried by airplane on Government-operated air mail routes shall be 8 cents for each ounce or fraction thereof, for each air mail zone or part of such zone in which the mail is carried by plane, except that the rate of postage on mail carried on the New York-Chicago night route shall be 10 cents for each ounce or fraction thereof. Such postage includes the transportation of the mail to and from the Government-operated air mail routes except by contract air mail service.

3. The rates of postage on air mail (carried on contract air mail routes) shall be not less than 10 cents for each ounce or fraction thereof. (Act of February 2, 1925, 43 Stat. 805.)

4. The rates of postage on mail carried by airplane on contract air mail routes shall be 10 cents for each ounce or fraction thereof on each route or part thereof not exceeding 1,000 miles in length; 15 cents for each ounce or fraction thereof on each route or part thereof exceeding 1,000 miles and not exceeding 1,500 miles in length; and 20 cents for each ounce or fraction thereof on each route or part thereof over 1,500 miles in length, direct air mileage to control in each case, with 5 cents for each ounce or fraction of an ounce additional for each air mail zone or part of

such zone the mail is carried over Government-operated air mail routes. Such postage includes any necessary transportation to and from the contract air mail routes except by air mail.

5. Special airplane stamps are issued for the payment of postage on air mail, but ordinary postage stamp may be used. All mail intended to be carried by airplane should be plainly marked in the space immediately below the stamps and above the address "VIA AIR MAIL" or "VIA NIGHT AIR MAIL," as the case may be. Envelopes of distinctive design approved by the Department for air mail may be used.

6. The postage on all air mail should be fully prepared in order to expedite its handling, and postmasters shall make every effort to have patrons prepay the full amount on such matter. Nevertheless, short-paid mail intended to be carried by airplane shall, if it bears at least 8 cents postage, be rated with the deficiency and dispatched as intended by the sender, the amount due to be collected on delivery of the matter.

NOTE.—The Government operated transcontinental air mail route is divided into three zones, as follows: New York to Chicago, Chicago to Cheyenne, and Cheyenne to San Francisco.

On January 27, 1926 the new stamp was announced as follows:

NEW 10-CENT AIR MAIL STAMP.

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 27, 1926.

Postmasters and others connected with the Postal Service are notified that the Department is about to issue a new 10-cent air mail stamp in connection with the Postmaster General's Order No. 3817, dated January 19, 1926, as published in the Postal Bulletin of January 26. This stamp, intended primarily for use in the air mail service, will be valid for all purposes for which postage stamps of the regular issue are used.

A description follows:

This stamp is a horizontal rectangle 75/100 by 1-84/100 inches in size and is printed in blue ink. The central design represents a map of the United States showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage" with the words "Air Mail" directly beneath. At the bottom of the stamp in shaded letters is the word "Cents" and in both lower corners are the white numerals "10." Ornamental plastic brackets appear at each side of the stamp.

The new air mail stamp will first be placed on sale February 13, at the post offices at Detroit and Dearborn, Mich., Chicago, Ill., Cleveland, Ohio, and Washington, D. C. They will also be placed on sale on this date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of stamp collectors and dealers.

Postmasters having need for the new 10-cent air mail stamp may draw requisitions on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

The first contractor to be ready to fly the mail was the Ford Motor Company which had C. A. M. (Contract Air Mail) routes 6 and 7—Cleveland-Detroit-Chicago and return and the first flight took place on February 15, 1926. The places, other than Washington, D. C. which were honored by first day sale were all incidental to the Ford Motor Company Contract route.

Under the regulations promulgated by the Postmaster the country had been divided into three zones, the first being up to 1000 miles, the second up to 1500 miles and the third above 1500 miles. The rates, per ounce or fraction thereof were fixed at 10c for the first zone, 15 cents for the second and twenty cents for the third. The development of Contract Air Mail was not very rapid and it was not until September 9, 1926 that the Department announced that it would issue a fifteen cent Air Mail stamp to pay the postage or second zone contract Air Mail. The Official notice follows:

NEW 15-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, September 11, 1926.

Postmasters and postal employees are notified that the Department is about to issue a new 15-cent air mail stamp for use primarily in connection with the contract air-mail service, but valid for all purposes for which postage stamps of the regular issue are used.

This stamp is the same shape and size, 0.75 by 1.84 inches, as the current 10-cent air mail stamp and is printed in sepia. The central design represents a map of the United States, showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage," with the words "Air Mail" directly beneath. At the bottom of the stamp in shades numerals "15." Ornamental plastic brackets appear at each side of the stamp.

The new 15-cent air mail stamp will first be placed on sale September 18, 1926, at the post office at Washington, D. C., and for the benefit of philatelists it will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 15-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after September 18 as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

On December 23, 1926 the Postmaster General issued order No. 4961, effective February 1, 1927, making the Air Mail rate to all sections of the country regardless of distance, 10 cents per half ounce or fraction thereof. To provide a single stamp to pay the Air Mail charge on letters over a half ounce a new 20 cent was issued January 20, 1927. The design for this stamp as well as the 15 cent Air Mail stamp was the same as the ten cent with the necessary changes in the numerals of value and the color.

These stamps having been issued especially for Air Mail, the Department desired to henceforth restrict their use as far as possible to matter dispatched by Air Mail and so noted it in the official notice which follows:

NEW 20-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 12, 1927.

Postmasters and postal employees are notified that, owing to the new rate of postage on air mail, effective February 1, 1927, the Department is about to issue a new 20-cent air mail stamp. This stamp and other air mail stamps are lawfully valid for postage on any mail matter but their use should be restricted, as far as practicable, to matter to be dispatched by air mail, for which they are specifically intended.

This stamp is the same shape and size, 75/100 by 1-84/100 inches, as the current 10-cent and 15-cent air mail stamps and is printed in green. The central design represents a map of the United States, showing some of the rivers and mountain ranges. On each side is an airplane in flight, one traveling east and the other toward the west. Across the top of the stamp in white Roman letters are the words "United States Postage," with the words "Air Mail" directly beneath. At the bottom of the stamp, in shaded numerals "20." Ornamental plastic brackets appear at each side of the stamp.

The new 20-cent air mail stamp will first be placed on sale January 25, 1927, at the post offices at New York, N. Y., and Washington, D. C., and for the benefit of philatelists it will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 20-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months'

supply. These requisitions will be filled as promptly after January 25 as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

These being about twice the size of the ordinary stamp were printed in sheets of two hundred subjects, divided into panes by horizontal and vertical guide lines. For convenience in handling the sheets were cut along the guide lines into panes of fifty and so issued.

On May 20, 1927, Charles A. Lindbergh, flying alone in the "Spirit of St. Louis" sent out for Paris and about thirty three hours later made a perfect landing at Le Bourget Field, Paris, the first flyer to make a non-stop flight between these two points. There can be little doubt that this feat did more to advance commercial aviation than any event since the days of the Wright Brothers' first flight. When the news of Lindbergh's safe arrival was broadcast throughout the world it was the signal for universal joy and thanksgiving, though flying alone he carried with him the prayers of the entire civilized world whose admiration he had won by his fearlessness and modest behavior. Here indeed was an answer to their prayers and each one felt the world to be a place more fair and humanity itself was glorified.



NEW YORK Herald Tribune

SUNDAY, MAY 22, 1927—196 PAGES—Section One — FIVE CENTS

Lindbergh Lands Safely in Paris at 5:21 P.M.; 3,800-Mile Flight in 33½ Hours Thrills World

New York Mi
Hail His Tr

Throngs Crowding St as 'Greatest Sportin History' Ends Ba

Showers of Paper Streets as Gu

Women, Gripped in Dram Weep; Planes Fly Over f to Victor; Dirigible Jo

THE CITY'S WELCOME TO LINDBERGH TOLD IN PICTURES—PAGES 5 AND 7

"All the News That's Fit to Print."

The New York Times.

THE WEATHER

NEW YORK, TUESDAY, JUNE 14, 1927.

MILLIONS ROAR WELCOME TO LINDBERGH IN CITY'S GREATEST TRIUMPHAL PAGEANT; GOVERNOR AND MAYOR PIN MEDALS ON HIM

New York Papers Announce Lindbergh's Landing and His Arrival in America.

From the Dunbar Collection.

Courtesy "STAMPS."

The enthusiasm, which reached heights akin to religious fervor, second only to that which greeted the armistice in 1918 was greatest here in the United States where Lindbergh had been an Air Mail Pilot. It is therefore natural that a stamp in his honor be immediately suggested. The idea met with immediate approval and the new stamp was officially announced June 9, 1927, as follows:

NEW 10-CENT LINDBERGH AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 9, 1927.

Postmasters and others connected with the Postal Service are notified that the Department is about to issue a new 10-cent air mail stamp in tribute to Col. Charles A. Lindbergh, the intrepid air mail pilot who made the first nonstop flight from New York to Paris.

This stamp is the same shape and size, 75/100 by 184/100 inches, as the current 10-cent air mail stamp, which it will displace, and is printed in blue. It is intended to cover the first letter-mail rate of air mail postage.

The central design represents Lindbergh's airplane, "The Spirit of Saint Louis," in flight. Across the top of the stamp, in white Roman letters, are the words "United States Postage," with the words "Lindbergh Air Mail" directly beneath. At the left of the central design appears the coast line of the North American Continent with the words "New York" in small dark letters, and to the right appears the coast line of Europe, showing Ireland, Great Britain, and France, with the word "Paris," also in small dark letters. A dotted line depicting the course of the flight to France connects the two cities. At the bottom of the stamp, in shaded letters, is the word "Cents" and in both lower corners are the white numerals "10." The stamp is inclosed within a straightline border.

The new 10-cent Lindbergh air mail stamp will first be placed on sale June 18, 1927, at the post offices at St. Louis, Mo.; Detroit, Mich.; Little Falls, Minn.; and Washington, D. C. They will also be placed on sale on this date at the Philatelic Agency, Division of Stamps, Post Office Department, for the benefit of philatelists and others who may be interested.

The new air mail stamps will be furnished other post offices as promptly as production will permit. Central and direct accounting postmasters having need for these stamps may draw requisition on a separate Form 3201 for an estimated two months' supply.

R. S. REGAR,
Third Assistant Postmaster General.

The date selected for the issuance of the Lindbergh stamp was "Welcoming Day" in St. Louis, the home port of the "Spirit of St. Louis." It was first issued in Detroit, Lindbergh's birth place. Little Falls, Minn., his home, St. Louis and Washington, D. C. The stamp was so popular that about a year later it was issued in booklet panes of three. The official notice follows:

BOOKS OF AIRMAIL STAMPS

THIRD ASSISTANT POSTMASTER GENERAL

Washington, May 14, 1928.

Owing to the enormous demand for air-mail stamps in book form, the department has decided to issue the Lindbergh air-mail stamps in books containing six stamps, arranged in two sheets of three stamps each and interleaved with paraffin paper.

The price of the new books will be 61 cents each and they will be first placed on sale at Washington, D. C., on May 26, 1928. Furthermore, on account of the Midwestern Philatelic Exhibition at Cleveland, Ohio, it has been decided to include the sale of these books at Cleveland on May 26, which is the last day of exhibition.

Direct and central accounting postmasters having need for air-mail stamps in books may draw requisition on Form 3201, using the blank line provided under the heading "Books of stamps." These requisitions will be filled in the order of their receipt as promptly as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

The report of the Postmaster General for the fiscal year of 1927, dated November 1, 1927 mentioned the new air mail stamps as follows:

The 15c air mail stamp was made available and first placed on sale on September 18, 1926, to meet certain zone rates on mail matter delivered over contract air mail routes. The 20c air mail stamp was provided for use when the uniform rate on air mail matter of 10c per ounce or fraction thereof, regardless of distance, became effective on February 1, 1927. The designs on these stamps are identical and, except as to color and designated numerals, conform to the description of the 10c air mail stamp given in this report for last year. The 15c air mail stamp was first placed on sale September 18, 1926 and the 20c air mail stamp on January 25, 1927, although there is now but little demand for air mail stamps of the 15c denomination under the present rates, the issuance of this stamp has not been discontinued.

The change in the rates of air mail matter, effective February 1, 1927, eliminated the need for the 8, 16 and 24c air mail stamps previously required to meet some rates on the Government operated service between New York and San Francisco. Accordingly, the sale of such stamps was discontinued and instructions were

issued to postmasters for all unsold air mail stamps in these denominations on hand in post offices to be returned for redemption.

To commemorate the first non-stop trans-Atlantic airplane flight of Col. Charles A. Lindbergh, and as a token of the esteem in which he was held because of his enviable record as an air mail pilot in the service of the Department, a new 10c air mail stamp bearing a design representing the Spirit of St. Louis in flight between New York and Paris was prepared and placed on sale June 18, 1927. Probably no new stamp ever issued has created greater public interest, and the Department has been highly commended for the prompt action taken after the ending of the flight to provide a special postage stamp in honor of this record-making feat.

After Lindbergh's epochal flight, interest in Airmail increased rapidly and it was soon possible to reduce the rate to five cents for the first ounce or fraction thereof and ten cents for each additional ounce. This new rate was to go into effect August 1928, and a new stamp was issued July 25; this was officially announced as follows:

NEW 5-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 19, 1928.

Postmasters and employees of the Postal Service are notified that owing to the new rate of postage on air mail, effective August 1, 1928, the Department is about to issue a new 5-cent air mail stamp.

The new stamp is a horizontal rectangle 1-3/32 by 1-15/32 inches in size and is printed in two colors, the outer border in red and the vignette in blue. The central design represents the beacon light on Sherman Hill, in the Rocky Mountains, with a mail plane in flight at the left. In a panel at the top of the stamp are the words "U. S. Postage" in white Roman letters, and on ribbons directly beneath, supported by acanthus scrolls, are the words "Air" on the left and "Mail" on the right. Ornamental designs appear in both corners and in both lower corners, within circles with dark backgrounds, is the white numeral "5." A white bordered panel at the bottom of the stamp contains the word "Cents" in white Roman letters.

The new 5-cent air mail stamp will first be placed on sale July 25, 1928, at Washington, D. C., and for the benefit of stamp collectors the stamp will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Central and direct accounting postmasters having need for the 5-cent air mail stamp may draw requisition on a separate Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after July 25 as production will permit.

R. S. REGAR,
Third Assistant Postmaster General.

This stamp was printed in two colors, red frame and blue vignette portraying the beacon on Sherman Hill in the Rocky Mountains. It was printed in sheets of one hundred subjects which was cut vertically into panes of fifty and so issued to postmasters. The report of the Postmaster General for the fiscal year of 1928, reported dated November 1, 1928 mentioned the new air mail stamp as follows:

The new air mail stamp of the 5c denomination was issued to conform to the new rate of 5c on air mail matter not in excess of one ounce in weight, effective August 1, 1928. The central design of the stamp represents the air mail service beacon light on Sherman Hill, in the Rocky Mountains, with an airplane in flight. To make the stamp more distinctive, in addition to the larger size, two colors were used in the printing—red for the border and blue for the central design. The 5c air mail stamp was placed on sale July 25, 1928.

Being a large bi-colored stamp the cost was very high and in the latter part of 1929 it was unofficially announced that because of the excessive cost a new design would be prepared which would be printed in a smaller size and in one color.



An Airmail Handbill From the Dunbar Collection.

Courtesy of "STAMPS."

There was considerable delay in selecting a design for the new air mail stamp and it was not until January 1930 that the Third Assistant Postmaster General announced the new stamp as follows:

NEW 5-CENT AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, January 25, 1930.

Postmasters and employees of the Postal Service are notified that the Department is about to issue a new 5-cent air mail stamp to replace the current bicolored stamp, issue of 1928.

The new stamp is the same shape and size, 75/100 by 1 84/100 inches, as the current 10, 15 and 20 cent air mail stamps and is printed in purple. The central design is a reproduction of the insignia of an air mail pilot, the globe with extended wings on either side, with a background of rays of light. Upon the globe are the words "U. S. Air Mail." In a horizontal panel across the top of the stamp are the words "United States Postage" in white Roman letters and at the bottom in an ornate panel is the word "Cents." The white numeral "5" appears within circles in both lower corners.

This new air mail stamp will first be placed on sale February 10, 1930, at Washington, D. C., and for the benefit of stamp collectors the stamp will also be placed on sale the same date at the Philatelic Agency, Division of Stamps, Post Office Department.

Stamp collectors desiring first day cancellations of the new 5-cent air mail stamp may send a limited number of addressed envelopes, not to exceed 25, to the Postmaster at Washington, D. C., with a remittance to cover the value of the stamps required for affixing to the covers.

Central and direct accounting postmasters having need for the 5-cent air mail stamp may draw requisition on a SEPARATE Form 3201 for an estimated two months' supply. These requisitions will be filled as promptly after February 5 as production will permit.

F. A. TILTON,
Third Assistant Postmaster General.

In the early part of 1931 the Bureau of Engraving and Printing received permission to print the current five cent air mail stamp on the rotary press to reduce the cost of manufacture. The new stamps were issued at the Philatelic Agency on August 19, 1931. These differed from the flat plate issue in being perf 10½x11 as well as being slightly longer.

On June 8, 1932 it was announced that a new air mail rate would go into effect July 6, the same day as the increase in first class mail. Two days later the department made the following announcement relative to a new air mail stamp:

AIR MAIL STAMPS AND STAMPED ENVELOPES

THIRD ASSISTANT POSTMASTER GENERAL

Washington, June 10, 1932.

In the POSTAL BULLETIN of June 9, postmasters were notified that the postage on air mail matter would be increased to 8 cents for the first ounce and 13 cents for each additional ounce, or fraction thereof, effective July 6, 1932.

Postmasters are further advised that the Department has taken no action to date to provide distinctive air mail stamped envelopes in the new denominations to conform to the revised rates, and requisition should not be submitted for 8-cent air mail stamps or stamped envelopes until so instructed. Until special stamps and envelopes are provided it will be necessary to meet the new air mail rates with ordinary postage stamps or with the air mail stamps and stamped envelopes now in use in combination with ordinary stamps, as required.

Postmasters will continued to keep 5-cent air mail stamps and stamped envelopes in stock as required to conform to the local demand until otherwise advised by the Department.

F. A. TILTON,
Third Assistant Postmaster General.

The new eight cent stamp was not issued until September 26, 1932 which date had been set aside for the laying of the corner stone for the new Post Office Building in Washington. The official notice follows:

NEW 8-CENT MAIL STAMPS AND STAMPED ENVELOPES

THIRD ASSISTANT POSTMASTER GENERAL

Washington, August 29, 1932.

Postmasters and employees of the Postal Service are notified that the Department is preparing to issue air mail stamps and air mail stamped envelopes in the 8-cent denomination, to conform to the new air mail rate which became effective July 6, 1932.

The 8-cent air mail stamp is of the same size, shape, and design as the 5-cent air mail stamp of the current issue, containing a reproduction of the insignia of the air mail service as the central design. No modification has been made except to substitute the denomination numeral "8" in the circular panel in each lower corner and to change the color to olive green.

The new 8-cent air mail stamps and stamped envelopes will first be placed on sale at the post office in Washington, D. C., on September 26, 1932, and at other post offices where there is demand, beginning September 27, or as soon thereafter as distribution can be made. For the benefit of stamp collectors, the 8-cent air mail stamp will also be placed on sale September 26, at the Philatelic Agency, Division of Stamps, Post Office Department, Washington, D. C. Compliance can not be made with request for the preparation of first-day covers either in the Washington post office of the Philatelic Agency. It will be necessary to collectors desiring first-day covers of the new 8-cent air mail stamp or stamped envelopes to arrange for the service through private sources.

Postmasters at direct and central accounting post offices may submit requisitions on the proper forms for the 8-cent air mail stamps and stamped envelopes required, on the basis of an estimated 3-month supply. All requisitions transmitted prior to October 1 should be on a separate form with other items of stamp stock

excluded. So far as practicable, advance shipment will be made on postmasters' requisitions in order to have the new denomination air mail stamps or stamped envelopes available for sale on September 27. Should these stamps or envelopes be received prior to the authorized date, the postmaster will positively withhold same from sale until September 27. Postmasters will be held strictly accountable for any violation of this rule. Postmasters are also advised that all requests for 8-cent air mail stamps and stamped envelopes received in the Department prior to this announcement have been canceled and new requisitions should be submitted for the stock desired.

Postmasters at district post offices may obtain needed supplies of 8-cent air mail stamps and stamped envelopes by requisition on the central accounting postmaster.

F. A. TILTON,
Third Assistant Postmaster General.

Effective July 1, 1934 the air mail rate was reduced to six cents per ounce or fraction thereof. The decision to reduce the rate was made late in June and the new air mail stamp was issued just one day previous to the need for this value. Like the six cent ordinary stamp it was printed in orange ink, the design being the same as the eight cent. The official notice follows:

NEW ISSUE AIR MAIL STAMPS

Washington, June 13, 1934.

Postmasters and employees of the Postal Service are notified that new air mail postage stamps * * * * in the 6-cent denomination are now in process of preparation to meet the public demand in accordance with the reduced air mail rate which becomes effective July 1, 1934.

The 6-cent air mail postage stamp will be identical in size and design with the present 8-cent air mail stamp, the only alteration being that of the denomination numeral to "6" and the color from olive green to orange. * * * *

C. B. EILENBERGER,
Third Assistant Postmaster General.

At the end of the fiscal year of 1934 Air Mail history repeated itself when the Postmaster General announced that the Department would issue a new stamp which would pay both the airmail and special delivery fee. As in 1918 this was to be 16 cent stamp. In the latter part of July it was announced that the new stamp would be issued on August 30th at the American Air Mail Convention, Chicago. The official notice follows:

SPECIAL-DELIVERY AIR-MAIL POSTAGE STAMP

Postmasters and employees of the Postal Service are notived that the Department is preparing to issue a special postage stamp in the 16-cent denomination for use on air mail matter in which provision is also made for special delivery.

The new stamp is 84/100 by 1 44/100 inches in dimensions and is arranged horizontally. The stamp is enclosed in a narrow double line border and is printed in blue ink. The central subject is a reproduction of the Great Seal of the United States of America. Across the top of the stamp are the words "Special Delivery" in white Roman lettering. On the sides of the stamp, arranged vertically, in white gothic are the words "U. S. Postage" at the left, and "Air Mail" at the right. Along the bottom of the stamp below the central design is the word "Cents" in white Roman, on either side of which is the denomination designation "16."

The 16-cent special-delivery air-mail stamp will be first offered for sale at the American Air Mail Society Convention Station, Chicago, Ill., on August 30, 1934.

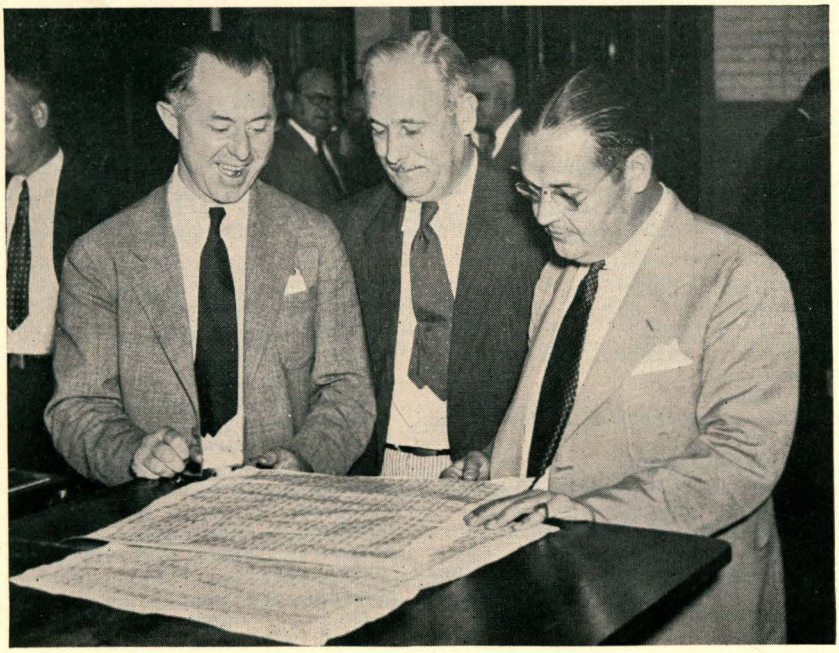
Collectors desiring first-day cancellations of the 16-cent special delivery air-mail stamp on that date may send addressed covers, not to exceed ten (10) to the Postmaster, Chicago, Ill., with a cash or postal money order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and postage stamps will **positively not be accepted in payment.** Covers will be accepted from individual subscribers only and shall be addressed legibly with ample space left for the placing of the stamps. Compliance cannot be made with unusual requests such as the affixing of plate number blocks, etc.

Requests for a supply of uncancelled stamps of this issue must not be included with orders for first-day covers. Stamps needed for mailing purposes should be purchased at the local post office, while stamps of selected quality for collection use should be secured on mail order to the Philatelic Agency.

The 16-cent special-delivery air-mail stamp will be placed on sale at the post office, Washington, D. C., and the Philatelic Agency on August 31, and at other post offices as needed for mailing use, beginning September 1, or as soon thereafter as production will permit.

Collectors desiring covers with the Washington, D. C. cancellation on August 31 may send a limited number of addressed covers to the postmaster under the rules specified herein.

C. B. EILENBERGER,
Third Assistant Postmaster General.



Inspecting the New 16c Airmail-Special Delivery Stamp.

The new 16-cent airmail-special delivery stamp went on the press at the Bureau of Engraving and Printing, Tuesday, August 21st at noon. Superintendent of the Division of Stamps Robert E. Fellers, Director of the Bureau Alvin W. Hall and President Francis B. Leech of the Washington Air Mail Society are shown, left to right, inspecting the initial shetts run.

Courtesy of "STAMPS."

This completes the history of the stamps prepared for use on our regular air mail service. There was however another group of air mail which were issued for a special air mail purpose via the Graf Zeppelin on its international "good will" flight.

On April 3, 1930 it was officially announced that three new stamps would be issued to prepay the postage on postal cards and letters on the Zeppelin's Europe Pan American flight which was to take place that spring. The official notice follows:

"GRAF ZEPPELIN" AIR MAIL STAMPS

THIRD ASSISTANT POSTMASTER GENERAL

Washington, Apr. 3, 1930.

Postmasters and employees of the Postal Service are advised that the Department is about to issue three special Zeppelin air mail stamps of 65-cent, $1.30, and $2.60 denominations, for use on mail matter carried on the **Graf Zeppelin** first Europe-Pan America round-trip flight, to be made early in May.

The stamps are the same shape and size as the current air mail stamps, 75/100 by 1 84/100 inches, and are described as follows:

The border design is the same for each stamp, with the necessary change of numerals representing the value. At the top of the stamp in a straight line are the words "Graf Zeppelin" with the words "Europe-Pan America Flight" directly beneath. At the bottom of the stamp in a dark panel appear the words "United States Postage" and within circles in both lower corners are the numerals showing the denomination.

The 65-cent stamp is printed in green and contains as the central design a representation of the **Graf Zeppelin** in flight across the Atlantic Ocean in an eastward direction.

In the $1.30 stamp the airship is similarly shown sailing westward with a partial outline of the eastern and western continents on either side of the stamp. This stamp is printed in brown.

The design of the $2.60 stamp shows the **Graf Zeppelin** emerging from the clouds, passing a globe representing the earth, and traveling toward the west. This stamp is printed in blue.

The **Graf Zeppelin** stamps will first be placed on sale at the post office, Washington, D. C., on Apr. 19, 1930, and for the benefit of collectors the stamps will be placed on sale the same date at the Philatelic Agency of the Department. The stamps will also be placed on sale at the following additional post offices on Apr. 21, 1930:

Alabama—Birmingham,
Arizona—Phoenix,
Arkansas—Little Rock,
California—Los Angeles, Oakland and San Francisco,
Colorado—Denver,
Connecticut—Bridgeport, Hartford, and New Haven,
Delaware—Wilmington,
Florida—Jacksonville, Miami, and Tampa,
Georgia—Atlanta and Savannah,
Idaho—Boise,
Illinois—Chicago, Peoria, and Springfield,
Indiana—Fort Wayne, Indianapolis, and South Bend,
Iowa—Cedar Rapids, Des Moines, and Sioux City,
Nevada—Reno,
New Hampshire—Concord,
New Jersey—Jersey City, Newark, and Trenton,
New Mexico—Albuquerque,
New York—Albany, Brooklyn, Buffalo, New York, Rochester, Schenectady, and Syracuse,
North Carolina—Charlotte, and Greensboro,
North Dakota—Fargo,
Ohio—Akron, Cincinnati, Cleveland, Columbus, Dayton, Springfield, and Toledo,
Oklahoma—Oklahoma City, and Tulsa,
Kansas—Topeka, and Wichita,
Kentucky—Louisville,
Louisiana—New Orleans,
Maine—Portland,
Maryland—Baltimore,
Massachusetts—Boston, Springfield, and Worcester,
Michigan—Detroit, Grand Rapids, and Lansing,
Minnesota—Duluth, Minneapolis, and St. Paul,
Mississippi—Vicksburg,
Missouri—Kansas City, St. Joseph, and St. Louis,
Montana—Helena,
Nebraska—Lincoln and Omaha,
Oregon—Portland,
Pennsylvania—Harrisburg, Philadelphia, Pittsburgh, and Scranton,
Rhode Island—Providence,
South Carolina—Charleston,
South Dakota—Sioux Falls,
Tennessee—Chattanooga, Memphis, and Nashville,
Texas—Austin, Dallas, Houston, and San Antonio,
Utah—Salt Lake City,
Vermont—Burlington,
Virginia—Norfolk and Richmond,
Washington—Seattle and Spokane,
West Virginia—Charleston and Wheeling,
Wisconsin—Madison and Milwaukee,
Wyoming—Cheyenne,

Postmasters at the above post offices will be sent a supply of the stamps without requisition, together with special instructions in regard to the sale and accounting.

This special issue will be limited to 1,000,000 stamps of each denomination, which will remain on sale at the above post offices until the departure of the Graf Zeppelin from Lakehurst, N. J., on the return flight. The stamps then remaining unsold will be recalled for destruction. As soon as the above quantities are printed the plates will be destroyed and no additional printing authorized.

The **Graf Zeppelin** stamps will be continued on sale at the Philatelic Agency of the Department until June 30, 1930, for the benefit of stamp collectors.

When these stamps are desired for collection purposes the remittance must include return postage and registry fee.

Orders for **Zeppelin** stamps sent to the Philatelic Agency will be filled more promptly if other varieties of stamps are omitted.

F. A. TILTON,
Third Assistant Postmaster General.

"GRAF ZEPPELIN" EUROPE-PAN AMERICA ROUND FLIGHT

SECOND ASSISTANT POSTMASTER GENERAL

Washington, Apr. 3, 1930.

In connection with the first Europe-Pan America round flight to be made by the **Graf Zeppelin**, starting on or after May 10, 1930, from Friedrichshafen, Germany, via Seville, Spain, and Pernambuco, Brazil, to Rio de Janeiro, Brazil, thence back to Pernambuco, thence to Lakehurst and return to Friedrichshafen via Seville, arrangements have been made for sending by the flight mentioned, both from Friedrichshafen to Lakehurst and from Lakehurst to Friedrichshafen, ordinary letters (not exceeding 1 ounce in weight) and post cards mailed in this country and prepaid with United States stamps. A special cachet will be used on such letters and post cards dispatched by the **Graf Zeppelin** from both Friedrichshafen and Lakehurst.

The rates (postage plus fee for the air dispatch) applicable for dispatch from New York to Friedrichshafen by the ordinary means, thence by the **Graf Zeppelin** to Lakehurst, N. J. (via Seville-Pernambuco-Rio de Janeiro-Pernambuco) and from Lakehurst by the United States domestic air mail service, where available, to the office of destination in this country are:

$2.60 for each letter.
$1.30 for each single post card.

Articles for this dispatch should be marked "Via Friedrichshafen and Graf Zeppelin to Lakehurst" and be sent under cover to the postmaster at New York (so as to reach New York not later than Apr. 30), after being properly prepaid. If the special issue Zeppelin stamps (see notice of the Third Assistant Postmaster General in the Bulletin in this connection) are not available at the office of mailing and are desired a money order, made payable to the postmaster at New York, to cover the rate applicable as above stated should be sent in the same cover.

The rates (postage plus fee for the air dispatch) applicable for dispatch by the **Graf Zeppelin** from Lakehurst to Seville or Friedrichshafen are:

$1.30 for each letter.
65 cents for each single post card.

Articles for this dispatch may be addressed for delivery in this country or any European country and should be marked "Via Graf Zeppelin, care Postmaster, Lakehurst, N. J." and be deposited in the mails in regular course in time to reach Lakehurst before the **Graf Zeppelin** departs for Europe. Further information as to the date of departure will be announced later. Such of these articles as are addressed for delivery in this country will be sent back from Germany by the next steamer and will be dispatched from New York by the United States domestic air service, when practicable, to the office of destination.

As in the case of articles for the dispatch mentioned first above, if the special issue Zeppelin stamps are desired and are not obtainable at the office of mailing, a money order, made payable to the postmaster at New York, to cover the rate applicable should be sent under special cover, with the article to be mailed to the postmaster at New York.

The **Graf Zeppelin** will also carry mail from Friedrichshafen, Seville, Pernambuco, and Rio de Janeiro, on which the rates as shown below must be prepaid with stamps issued by each country concerned:

Friedrichshafen to Seville, German stamps, reichsmark 2 (0.50)
Friedrichshafen to Pernambuco, German stamps, reichsmark 4 ($1.)
Friedrichshafen to Rio de Janeiro, German stamps, reichsmark 4 ($1.)
Friedrichshafen to Lakehurst, German stamps, reichsmark 10 ($2.50)
Seville to Pernambuco, Spanish stamps, peseta 8 ($1.)
Seville to Rio de Janeiro, Spanish stamps, peseta 8 ($1.)
Seville to Lakehurst, Spanish stamps, peseta 20 ($2.50)
Rio de Janeiro to Pernambuco, Brazilian stamps, milreis 5 ($0.60)
Rio de Janeiro to Lakehurst, Brazilian stamps, milreis 10 ($1.20)
Rio de Janeiro to Seville, Brazilian stamps, milreis 20 ($2.40)

Letters and post cards for prepayment with foreign stamps at the rates shown in the preceding paragraph and for mailing and dispatch by the **Graf Zeppelin** from one of the foreign offices mentioned in that paragraph should be sent under cover to the special representative of the **Graf Zeppelin** in this country, F. W. Von Meister, 578 Madison Avenue, New York, N. Y. Such letters and post cards should bear the name and address of the addressee and the return address of the sender and be marked in addition "**Via Graf Zeppelin** from ..... (place of departure) to ..... (place of arrival)."

With such articles sent to Mr. Von Meister should be sent a certified check or money order in United States currency to prepay the articles at the rate applicable.

Articles to be prepaid with German stamps for dispatch from Friedrichshafen, or with Spanish stamps for dispatch from Seville should be mailed in time for delivery to Mr. Von Meister not later than Apr. 28. Articles to be prepaid with Brazilian stamps for dispatch from Brazil should be mailed in time to reach Mr. Von Meister not later than Apr. 26. Such articles will be sent by Mr. Von Meister to the agents of the **Graf Zeppelin** at the different foreign offices named for the application of the proper stamps and delivery to the postal authorities.

The arrangements herein set forth have been made as a matter of convenience to stamp collectors. Dispatch by the **Graf Zeppelin** is not guaranteed.

Registered mail will not be accepted for this flight.

As noted in the official notice, these stamps remained on sale at various post offices until after the return flight, the remainders then being returned to Washington. On June 30, 1930, the sale of these stamps was discontinued at the Philatelic Agency and the remainders destroyed.

In 1933 the Graf Zeppelin planned a trip to the century of Progress Exposition then being held in Chicago. On August 19, 1933 Postmaster General James A. Farley announced that a special 50 cent stamp would be issued to pay the postage on letters not exceeding a half ounce in weight. The official notice follows:

GRAF ZEPPELIN SPECIAL ROUND FLIGHT TO CENTURY OF PROGRESS EXPOSITION

SECOND ASSISTANT POSTMASTER GENERAL

Washington, September 21, 1933.

The German airship **Graf Zeppelin** will start on or about October 14, 1933, from Friedrichshafen via Brazil, to the Century of Progress Exposition at Chicago and return to Europe.

The proposed schedule of the flight is as follows:

Lv. Friedrichshafen, Germany	10 p. m.	Oct. 14	
Ar. Pernambuco, Brazil	evening	Oct. 17	
Ar. Rio de Janeiro, Brazil	6 a. m.	Oct. 19	
Lv. Rio de Janeiro, Brazil	6.30 a. m.	Oct. 19	
Lv. Pernambuco, Brazil	11 p. m.	Oct. 20	These dates are
Ar. Miami, Fla.	morning	Oct. 23	only approximate
Lv. Miami, Fla.		Oct. 23	due to technical
Ar. Akron, Ohio		Oct. 24	reasons of refu-
(1)			eling at Akron.
Lv. Akron, Ohio		Oct. 28	
Ar. Seville, Spain		Oct. 30	
Ar. Friedrichshafen, Germany		Oct. 31	

1 20-24 hour flight to Chicago and return to Akron between Oct. 25 and 27.

Arrangements have been made for sending unregistered letters and post cards addressed for delivery in this country or abroad and prepaid with United States stamps by the flight from Friedrichshafen to this country as well as within this country and on the return flight.

The same rates will apply, as shown below, whether the articles are addressed for delivery in this country or in foreign countries.

From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—
Rate 2

Rio de Janeiro or Pernambuco, Brazil (mail addressed to U. S. A. returned from Brazil by teamer $0.50

From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—
Miami, Florida 1.00

From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—
Chicago, Ill., or Akron, Ohio 1.50

From U. S. A. by ordinary means to Friedrichshafen, then by Graf Zeppelin to—
U. S. A. (via Brazil) and back to Europe (Seville, Spain, or Friedrichshafen) (mail addressed to U. S. A. will be returned from Europe by steamer) 2.00

2 Postage plus air fee for each single card or, in the case of letters, per ½ oz.

Letters and post cards for this dispatch should be marked "VIA GRAF ZEPPELIN, Friedrichshafen to ....." and be sent under an outer envelope, properly prepaid at the regular rate of postage, to the postmaster, New York, N. Y., in time to reach him before noon on October 4, 1933.

The special rates above listed for the dispatch by the **Graf Zeppelin** may be prepaid at the time of mailing with regular United States postage stamps. However, if the special issue **Graf Zeppelin** stamps are desired to be used for prepayment, a money order payable to the postmaster at New York for the amount necessary should be enclosed with the letters and post cards.

WITHIN THE UNITED STATES.

From Miami, Fla. to—Akron, Ohio, or Chicago, Ill. $0.50
From Akron, Ohio, to—Chicago, Ill. ..... .50
From Akron, Ohio, to—Akron, Ohio (round trip) ..... .50
From Chicago, Ill., to—Akron, Ohio ..... .50

RETURN FLIGHT.

From U. S. A. (Chicago or Akron) to Seville, Spain, or Friedrichshafen, Germany ..... .50

Letters and postcards for this dispatch should be marked "VIA GRAF ZEPPELIN, Miami (or Chicago, or Akron) to ....." and should be sent under an outer envelope, prepaid at the regular rate of postage, to the postmaster (at Miami, Chicago, or Akron, as the case may be) from whose office the articles are to be dispatched by the **Graf Zeppelin,** in time to reach him before the Zeppelin is due to depart, as shown in the above schedule.

These last-mentioned special rates may also be prepaid with regular United States postage stamps or a money-order payable to the postmaster at Miami(or Chicago or Akron, as the case may be) may be sent with the letters and post cards to prepay these special rates with the special-issue **Graf Zeppelin** stamps.

It is to be specially noted that letters and post cards to be dispatched by the return flight should be sent only to Chicago or Akron.

Letters and post cards for dispatch by the **Graf Zeppelin** must show in the upper left-hand corner of the address side, the return card of the sender—that is, his name and complete address. A clear space should be left in the lower left-hand portion of the address side for the impression of the special cachet which will be about 2 by 2 inches in size. The mail will be back-stamped after the air dispatch is over.

Persons inquiring as to the rates and conditions applicable to letters and post cards to be dispatched on the **Graf Zeppelin** from Germany and Brazil, prepaid with stamps issued by those countries, should be referred to the special United States representative of the **Graf Zeppelin,** Mr. F. W. Von Meister, 354 Fourth Avenue, New York, N. Y.

Notice concerning the special-issue **Graf Zeppelin** stamp will be published by the Third Assistant Postmaster General.

W. W. HOWES,
Second Assistant Postmaster General.

SPECIAL GRAF ZEPPELIN AIR MAIL STAMP

THIRD ASSISTANT POSTMASTER GENERAL

Washington, September 21, 1933.

Postmasters and employees of the Postal Service are advised that the Department is preparing to issue a special **Graf Zeppelin** stamp in the 50-cent denomination, for use on air mail matter carried on the flight of the Graf Zeppelin to the Century of Progress Exposition, to take place in October, 1933.

The stamp is the same shape and size as the current air mail stamp, 75/100 by 1 84/100 inches. The central design is a representation of the **Graf Zeppelin** over the Atlantic Ocean. To the right appears the hangar at Friedrichshafen, and to the left is shown the Federal building at the Century of Progress Exposition. Across the top of the stamp appear the words: "United States Postage," in solid Roman letters, and immediately underneath are the words "A Century of Progress Flight" in small gothic type. In a large oval with dark background below the central design is the denomination designation "50c" in white lettering. The stamp is enclosed in a border formed by two narrow parallel lines.

The special Zeppelin stamp will be one sale at the following post offices until after the completion of the flight: Miami, Fla.; Chicago, Ill.; New York, N. Y., and Akron, Ohio, to conform to mailing requirements as specified in the accompanying notice of the Second Assistant Postmaster General. The stamp will be first placed on sale at New York on October 2 and at the remaining designated offices as soon thereafter as circumstances will permit.

The postmasters at the above post offices will accept addressed covers from collectors for dispatch on the **Graf Zeppelin** between such points as may be desired, the covers to be accompanied by a postal money-order remittance for the value of the stamps required to be attached. Covers intended for mailing from Friedrichshafen must reach the Postmaster, New York, not later than October 4.

For the benefit of stamp collectors, the new 50-cent **Zeppelin** stamp will be available for purchase from the Philatelic Agency, Post Office Department, beginning October 5, 1933. The Agency will not, however, prepare covers for mailing on that date. To receive prompt attention, orders to the Philatelic Agency for the new **Zeppelin** stamp should be limited to this single item. Remittances must include allowance for return postage and registration.

As the special Zeppelin stamp is being issued solely for use on mail matter carried on the flight of the **Graf Zeppelin** to the Century of Progress Exposition, supplies thereof will not be issued to post offices except as provided above.

C. B. EILENBERGER,
Third Assistant Postmaster General.

These stamps were made especially for use on Air mail via the Graf Zeppelin and were not intended for ordinary air mail and used copies are not common. Being really made for stamp collectors there were no straight edges. The stamps were printed from two hundred subject plates divided into panes by horizontal and vertical guide lines. After the sheets had been perforated, including the gutters containing the horizontal and vertical guide lines, they were torn along the guide lines into panes of fifty and so issued.

The issuance of these four stamps subjected the Department to considerable criticism. It was claimed that the bulk of the proceeds went to a foreign concern and the stamps worked a hardship on American collectors. It is not likely that such a special issue will be repeated in the future.

(To be continued.)

The Advance Program for the 1936 International Philatelic Exhibition is now available. For copies address Admiral Frederic R. Harris, 27 William Street, New York, N. Y.

The Collectors Club Philatelist

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THE 1936 INTERNATIONAL PHILATELIC EXHIBITION

The advance program of the Third International Philatelic Exhibition, to be held in New York from May 9th to May 17th, 1936, has now been thoroughly circulated and every reader of the *Collectors Club Philatelist* should have received one.

Considerable interest has already been shown in the classification of exhibits, which present a modification of both the American and the European systems, which have been developed during the past few years. Formerly the research, specialized and general collections of all countries were grouped together under their respective heads, very often in widely separated parts of the exhibition hall, but now under this new plan the exhibits of any one country will be found under one classification and in one location.

Undoubtedly there will be many other constructive suggestions that will be submitted as a result of this first prospectus and these will be carefully considered by the committee in charge and the results submitted in the next prospectus, which will probably be ready by the fall months.

As we have previously announced, the patron of the exhibit is the Honorable Franklin D. Roosevelt, President of the United States, who himself is an active collector and a member of the *Collectors Club* and other philatelic organizations. The Honorary President is Charles Lathrop Pack, who also headed the 1926 show, and the Honorary Vice-Presidents are Col. E. H. R. Green and John N. Luff.

The Active Officers and the Directing Committee are Alfred F. Lichtenstein, Chairman; J. J. Klemann, Jr., Laurence B. Mason and Arthur E. Owen, Vice-Chairmen; Theodore E. Steinway, 109 West 57th St., New York, N. Y., Treasurer, and Rear Admiral Frederic R. Harris, 27 William St., New York, N. Y., Secretary. The other members of the Committee are Hugh M. Clark, John A. Klemann, H. L. Lindquist, and Charles J. Phillips.

Regional Vice-Presidents have been appointed for the various sections, as follows: *New York State*—John H. Aspinall, Edward S. Knapp, Henry C. Needham, Ferrars H. Tows. *New England States*—Alfred R. Brigham, Judge Robert S. Emerson, Henry P. Lapham, Charles K. B. Nevin. *Middle States*—John H. Clapp, Major T. Charlton Henry, Harry L. Jefferys. *Southern States*—Carter Glass, Jr., M. H. Judd, Gustave M. Mosler, Senator Thomas H. Pratt. *Central States*—Hon. Harold C. Brooks, Saul Newbury, W. G. Saxton, Oscar A. Schenck. *Western States*—William H. Crocker, Henry C. Hitt, A. H. Wilhelm. *Hawaii*—Frank C. Atherton.

The Jury has only partially been selected, and those who have already given their consent to act are as follows: Dr. Carroll Chase, of France; Dr. Emilio Diena, of Italy; Robert S. Emerson, United States; L. B. Gatchell, United States; Benjamin Goodfellow, England; T. Charlton Henry, United States; A. Philipp Mendoza, Mexico; Dr. Takaharu Mitsui, Japan; Dr. Herbert Munk,

Germany; Abraham Odfjell, Norway; R. F. A. Riesco, England; Dr. Mario de Sanctis, Brazil; Theodore E. Steinway, United States; Nils Strandell, Sweden; Alfred Weinberger, Czechoslovakia; Sir John Wilson, England.

There are of course many features of the Exhibition still to be announced, and these will be released to the philatelic press as they develop.

The 1936 International Exhibition will undoubtedly set a new standard for exhibitions of this kind. There will be plenty of rest rooms scattered throughout the exhibition, and restaurants will be provided so that collectors can spend their full day there in comfort. Even though there is still a full year before the Exhibition will take place, meetings are held weekly and much progress is being made, which is being reported regularly in the press.

TRANSLATIONS FROM THE KOHL HANDBOOK

With this issue we are very pleased to resume the publication of translations from the Kohl Handbook. The present section devoted to the stamps of the Danish West Indies is due to the cooperation of Michael Miller of Baltimore and will run for about three installments. We are keenly desirous of securing translations of other sections and solicit the cooperation of our readers in supplying them.

AUCTION SALES AT THE COLLECTORS CLUB

Since the 1st of January, 1935, there have been held 22 successful auction sales in the rooms of the *Collectors Club*. We hope that more of our dealer members will make use of our facilities in the future. The *Collectors Club* rooms offer ideal quarters for dealers contemplating auctions, and reservations can be booked by addressing the Club or phoning the Club office at Vanderbilt 3-0640.

THE NATIONAL FEDERATION OF STAMP CLUBS

The Board of the *National Federation of Stamp Clubs* has now been organized and consists of the following members, all of whom are active members of the *Collectors Club,* and numerous other leading philatelic organizations: H. L. Lindquist, General Chairman; Max G. Johl, Vice-Chairman; Arthur W. Deas, General Secretary; George R. M. Ewing, Treasurer; and A. E. Owen, Director.

With the organization of the Board, the *Federation* is now in better position to conduct its activities and is growing in prestige and strength continuously.

THE PHILATELIC EXHIBITIONS AT LONDON AND AT BRUSSELS

The writer had the pleasure and privilege of attending the very wonderful exhibition held at the *Royal Philatelic Society* rooms in London during the Silver Jubilee celebration, followed by the equally splendid exhibition in Brussels known as the "SITEB". Reports of both of these exhibitions appear elsewhere in this issue.

H. L. LINDQUIST.

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.

Copyright 1929 by the Collectors Club.

Danish West Indies

1 dollar=100 cents; since 1905 : 1 Franc=100 Bit

Translated by MICHAEL MILLER.

Prices: The prices quoted in the original text have been converted on the basis of 4 marks to 1 dollar. In the early issues Scott catalog values have been placed in ( ) whenever they are different. As to the bi-colored stamps Scott values have not been added, because the different printings are not sufficiently distinguished.

By the Translator: Kohl's Handbook is a reference work combined with a catalog and, therefore, the authors have often limited themselves to abbreviated notes and sentences, which we have followed. Writing on a technical subject and endeavoring to be meticulously careful in their statements, many of the German sentences were too complex in their construction for the average English reader unless they were broken up, with the result that the translator in those instances departed from a literal translation. The text, nevertheless, has been carefully followed and this explains the rather stilted sentences which we have retained at times in order to give the exact meaning of the statement involved. Constant notations in the text—see there, compare there, compare and see above and/or below—were frequently omitted because of the obvious and close continuity, but always inserted wherever important. Where reference was made to a page for Denmark, that number was inserted which refers to the corresponding page of the Denmark translation by Dr. Loreck, and published in the C. C. P.

EDITORS: Ch. Holm, A. Peterson, J. Spohr.—LITERATURE: For Koefoed and Hanciau see Denmark; the section by Hanciau on Danish West Indies is found in *Gibbons Stamp Weekly* IX, pp. 279, 423; X pp. 77, 173, 269.—Further: *Am. J.* 1902 p. 42-43 and p. 64-67, also the same year, p. 128 ff: J. M. Bartels, The Latest Discoveries in the Stamps of the Danish West Indies (German translation in D. B. Z. 1902 No. 6).—As to all of the type differences and issues, see C. J. Phillips in *Gibbons M. J.*, XII p. 228.—As to STEAMSHIP stamps, see: T.-P. 1896; also H. Lee: The Locals of La Guaira, etc., and S. R. Turner: The Jesurum Issue of the Packet Locals of La Guaira, in "The Record of the Philatelic Students Fellowship" Part I, 1908, and Part IV, 1914, respectively; (privately printed, a translation of the work of Lee is in Mitt. Kohl 1910 No. 4). Further discussion by F. Griebert in Grieb. Ph. N. 1914, Nos. 1-4.—As to HAPAG stamps see Kohl Mitt. 1910 Nos. 7, 8 and Ph. Z. 1924 No. 1.

Additions by Translator: G. A. Hagemann—Dansk Vestindien, N. F. T., 1927, 1. (transl. by A. E. Pade, C. C. P. 1927 No. 3, p. 125—corrected illustrations, p. 172). F. T. K. and E. A. G. Caroe,—Denmark and Danish West Indies: "thick" frames on the issues of 1870 to 1878, S. L., XX, 266. Michael Miller: Inverted frames of Danish West Indies, C. C. P., VII (1928), 135. G. A. Hagemann: Dansk Vestindies typiske afstemplinger, N. F. T. 1927, p. 198; (transl. by A. E. Pade, C. C. P., VII (1928), 140). Ferrars H. Tows: Additional cancellations of the stamps of Danish West Indies, C. C. P., VII, 142. Michael Miller: Danish West Indies Bisects, Am. P., XLIII (1929), p. 224. G. A. Hagemann: The Stamps of the Danish West Indies, (Copenhagen 1930). B. W. H. Poole and J. M. Bartels: United States Virgin Islands, (Portland, Me., 1917).

The colony of Danish West Indies is composed of the islands of St. Thomas, St. Croix and St. John. In compliance with the Postal Decree of July 10, 1855, an order was issued, effective November 10th, which inaugurated its own postal administration with public post offices located in Christiansted, Fredericksted, St. Thomas and St. Croix. Until that time all the incoming mail was delivered through the custom-offices. The postage for inland mail was uniform regardless of distance at the rate of 4 cents for each Danish Lod, or fraction thereof, (Lod=15,625 grains) but only 3 cents per Lod if stamps were affixed. Also here, like in the mother country, the use of stamps was not obligatory (with few exceptions—see below), nor the pre-payment for any kind of mail delivery; however, there was a discount of 25% from the rate by the use of stamps, and like in Denmark, this discount was 8⅓% higher if a sheet of 100 stamps was bought. (A whole sheet of No. 1 cost $2.75 instead of $3.). In consequence, here in the colony, exactly as was the case in Denmark, the franking with stamps was prohibited on all letters and parcels with the "franco" notation, but it seems that all the rigorous regulations of the act mentioned by us (Denmark p. 50) were never permitted to be enforced here. By the ordinance of Aug. 30, 1861, the discount of 8⅓% was granted on the purchase of only twenty 3c. stamps, and this allowance by ordinance of June 14th, 1877, was further extended to the other values which had appeared in the interval.

(Notation by Translator: The Danish lod was equal to a half ounce. The Decree of July 10, 1855 was promulgated by his Majesty, King Frederick VII and extended the Law of March 11, 1851 for Denmark to the Danish West-India Possessions. The Ordinance of Aug. 30, 1861 made further modifications and both were given at Skodsborg. The Ordinance of July 14, 1877 (correct date) however, was passed by the Colonial Councils of St. Thomas, with St. John and St. Croix, and approved by royal decision. The voluminous Decree and subsequent Ordinances are set out in full, in the appendix.

With packets and other articles a differentiation was made between light (letter) mail and the heavy (parcel) post, the former including parcel packages up to 32 Lod was subject to the usual franking rate, but the charges for packets wrapped in cross bands up to 8 lod and not containing writing matter was only 4 cents per lod (or a 3 C. stamp—see above). *(Correction by translator: one rate of 4 cents, or one stamp, for the unsealed packets up to 4 lod and two rates above 4 lod and not exceeding 8 lod.).* There was a special rate for the heavy parcel post, and besides a tax, the cost was regulated according to weight, size and value. For the registration, you had to pay a special fee of 7 cents in addition to the regular postage. All registered mail (and all letters above 8 Lod) had to be prepaid, presumably in cash, just as was done in the mother country, until a 7c. stamp was issued for the newly introduced rate, a decade later.

For the transportation from one island to the other in the colony, the Postal Administration had a regular steamer service at its disposal, but upon its request, all Danish ships had to carry mail for the islands, as well as for Denmark, without receiving any compensation for it. Within the colony itself, however, you could send all mail from one Danish port to another by private merchant ship, but the latter had to deliver all such mailing matter to the post office, or custom-house office, respectively, immediately upon arrival at the port.

(Translator: Full details as to the latter in § 16 and 17 of the Decree.)

The use of stamps was at first permitted only within the colony, but later was extended to Denmark. In the latter event, the postal rate was three times the inland rate when forwarded through Danish vessels. Foreign mail was required to be paid in cash at the rate of 4 cents per lod or when postage stamps were used, then a 3c. stamp per lod. Thus are explained the desirable covers franked with stamps of Danish West Indies in combination with foreign stamps (most of these from U. S. A.). Not until Jan. 7, 1871, were stamps permitted for foreign mail also.

The transatlantic mail, even after 1855, was chiefly forwarded by English lines. (Official mail carriage to Europe through Danish ships though possibly existing since 1855 was in actual practice but little used). The Royal Mail Steam Packet Company, which from time to time was subsidized by England and Denmark, had already established in 1837 a port of call at St. Thomas for their vessels between America and Europe. No doubt in close connection therewith, a postal agency was established, lasting until 1877 (Entry into the Universal Postal Union), which used the current British stamps, generally cancelled with a special bar cancellor C 51 inside a horizontal or an upright oval (two types) adjoining the town cancellation. A second ship connection was provided in March 1868 by the British owned Spanish Mail Packet, to which was assigned the oval bar cancellation D 26 (see *Lond. Phil.* 1922 p. 7). Single examples of British stamps, found with the cancellations C 51 or D 26, are given by Gibbons (of which D 26 are scarce, although not necessarily from St. Thomas, as indicated above). Predicated on an agreement with Germany, a regular shipping and postal connection with the West Indies was announced on March 26, 1871, and established by means of the Hamburg-American Line, whose *fulcrum* was first at Trinidad and from 1872 was at St. Thomas. Moreover, letters from St. Thomas were despatched through French, American, and, at rare intervals, Italian ship-lines (see "cancellations"). Danish West Indies joined the Universal Postal Union on Sept. 1, 1877.

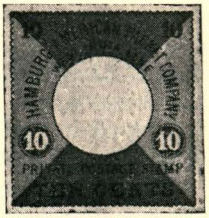
In the early days the forwarding of mail to Venezuela, from within the West Indies, had been carried on by private steamers. In November, 1863, the government of Venezuela closed a contract with the Scotchman, Robert Todd, by which his steamer "Captain Todd," beginning July 1864, was to carry letters and packets from the Venezuelan ports—La Guiara and Porto Cabello—to the important junction of St. Thomas. The steamer sailed semi-monthly on stated days from St. Thomas to La Guiara (port for Caracas), from there to Porto Cabello, and then returned to St. Thomas, so that on the 12th and 28th of the month, the ship always arrived at St. Thomas, the terminal of the overseas steamships. Only when necessary, that is to take on passengers, did the steamship stop at Curacao on its return trip. About the end of 1865, both the steamer and the contract passed to the firm of J. A. Jesurum and Sons, in Curacao. After the "Captain Todd" had stranded at St. Thomas, in 1868, the Jesurum firm put a new ship, the "Honfleur," in service, and about this time reorganized the postal service in such a way, that Curacao was established as a main station of the regular mail service. About the end of 1869, the ship and postal service finally passed into the ownership of the firm of Cameron Mc-

Cauley and Company, in St. Thomas, which carried on until the end of the service, about the middle of the 70's.

Todd and the successors to his rights, to whom the government of Venezuela through their contract of Nov. 1863 had turned over the postal prerogatives for the ship line Venezuela—St. Thomas, put out a series of stamp issues, which according to all indications seemed to have been used even by the governmental post-offices of Curacao and La Guiara and sometimes in St. Thomas, and possibly by the above noted British postal agency in St. Thomas. Detailed cataloging of these under Venezuela, whereunder they belong. As early as July, 1864, two different types of stamps were issued by this steamship line; the issue designated in Centavos was only used in Venezuela for newspaper forwarding. The issue in the other type was made in Reales and there were but two denominations, each printed in two different colors, because the value of the real at that time was different in St. Thomas and in Venezuela. The stamps ½ R. rose red and 2 R. green were good only in Venezuela for postage to St. Thomas, and, reversely, the ½ R. blue and 2 R. yellow only in St. Thomas for postage to Venezuela. A new issue put out by the Jesurum firm in 1869, showing the new steamer "Honfleur" over the initials of the firm (so called Jesurum issue), was used within the whole circuit of the company's postal activities—that is, in Venezuela, St. Thomas and Curacao. Therefore, of the steam-ship stamps, those of the Jesurum issue were also used in St. Thomas, while those of the illustrated design in ½ R. blue and 2 R. yellow only in St. Thomas.



Issue for St. Thomas (½ R. blue, 2 R. yellow)



Hapag Stamp



General Jesurum Issue

The Hapag (Hamburg-Amerika-Paketfahrt-Aktien-Gesellschaft, that is, the Hamburg-American Packet-boat Joint Stock Co.) established in the 70's one or more ship connections within the West Indies after the removal of their headquarters from Trinidad to St. Thomas, which not only ran to the Antilles ports (e. g. those of Haiti), but also certain ports of Venezuela, of Columbia and even several Central American Republics, and established a regular postal connection between them. (By observation of letter-marks on the Hapag mail it may be concluded that several steamers of the Hapag were put into its West Indies service). For this inter-insular, sometimes inter-colonial or international, postal service the Hapag issued, at the latest in the spring of 1875, the illustrated 10 cent stamp (the ordinary local charge), the frame of which is divided by diagonal lines into 4 fields (corresponding to the colors of the Hapag, a blue field on both sides and a yellow one above and below). On it the inscriptions appear in black, while the round center contains the arms of the Hapag—an anchor with a laurel wreath, in colorless embossing. (Sheets: 10x8 stamps, the 4 outer margins imperforate, otherwise perf. 13; white paper, the unused copies mostly glazed; middle embossing often indistinct and not centered.) The stamps were in stock in all Agencies of the Hapag, and for their account issued to the public. (A copy of the stamp was later pasted in the Jubilee Story of the Hapag.) Price: $3.00 —.

Up to this time the following letters with Hapag stamps are known: From

Cape Haiti to Port au Prince; from St. Thomas to Port au Prince, to Puerta Plata, to Porto Cabello, to Caracas, to Panama; from Caracas to Trinidad and from Cucuta (by way of the Venezuelan harbor, Porto Cabello) to Baranquilla. From these last two it appears that the Venezuelan postal authorities operated directly with the Hapag just as they had with Captain Todd (see above). In the Seybold collection there appeared a letter with British as well as Hapag stamps, but since this same letter was from Liverpool first addressed to St. Thomas, and only from there was delivered by the Hapag post to Puerta Plata as new mail, there is no way of proving that the British post was operating jointly with the Hapag West Indies local post. On the contrary, if we did not know that at this time an English ship connection direct to Puerto Plata was in existence, one could almost be led to believe that the letter had been sent to a "middleman" in St. Thomas, because the English postal agents in St. Thomas did not send such letters direct to the Hapag post for forwarding. To a certain extent reversing that already given, the following case is also known: The firm of Nolting in Cape Haiti had to forward a lot of foreign letters (probably to Europe) through an English ship-post. The nearest English ship-poste connection was at Port au Prince, up to where, in turn, postal connections existed through the Hapag. All letters were gathered into a post package(as it is done, for example, in China and elsewhere), which was sent through the Hapag post to a firm in Port-au-Prince, and the latter instructed to deliver the individual letters, contained in the packet envelope, to the English post. This procedure was evidently chosen for the sake of economy as the franking charge of the Hapag post was comparatively high at 10 cents (5 pence). At any rate, for letters which had to be forwarded, first of all by the Hapag post, and then had to be forwarded by the English post, recourse was taken to a middleman, who saw to it that the letters thus received through the former post were delivered to the latter. Since the local post of the Hapag in the West Indies was patently organized for the purpose of directing all mail intended for over-seas, from all the West Indian mail lines to a central point of the Hapag, and the latter was to a certain extent, in competition with the two English ship lines, the question still remains, whether and in what way, the English post co-operated with the Hapag local post. On the contrary, it is not impossible that individual agencies of the Hapag in the West Indies also used the German Imperial stamps. At least there appeared in the I. B. J. 1877 (p. 75) the current German stamps of the 5 and 25pf. values with the cancellation "La Guaira 9/3 uber Colon" (and a blue P. P. cancellation).

In St. Thomas the use of the Hapag stamps ceased on the entry of the Danish West Indies into the Universal Postal Union on September 1, 1877, but in the ports of those countries which later joined the Universal Postal Union, like Dominican Republic and Venezuela not until 1880, or like Haiti and Columbia not until 1881, their use might have continued until that time. The cancellation on letters out of St. Thomas was made by means of a 5-ring canceller with a dot in the center (just as in the case of stamps in the colony); otherwise, by ink crosses or by the business hand-stamps of the different Hapag agents. Besides pairs on letters, we find in possession of a Paris owner, a strip of three on a letter from St. Thomas to Caracas.

Finally, the Royal Mail Steam Packet Co. (see above) for its local use in the West Indies, which, according to Moens, is supposed to have been limited to the route from St. Thomas to Panama, also issued in the 70's a 10 cent stamp, typographed in carmine rose and perf. 12½, like the adjoining example, with the company's flag in the center, which until now we have never seen on cover, while the used loose copies mostly show mere ink cancellations. On a letter formerly in the collection of C. Schmidt (St. Petersburg) the stamp was can-



Royal Mail Steam Packet Co.

celled with a lozenge-shaped cancellation, according to a statement of the owner. According to Moens the same stamp was not issued in blue.

Quantity Issued, Remainders, Dates of Issue

In contrast to Denmark, whenever new stamps or values appeared in the Colony, those replaced were not generally used up as soon as possible, but were at once withdrawn and the remainders were burned up immediately or at a later period. For this reason the number issued, as published by Koefed, and other official sources, respectively, do not give in most intances a correct picture of the actual degree of rarity of the individual issues of the stamps. Moreover, in the case of those stamps which were later used in the colony itself for the creation of surcharged copies, these provisionals are also to be deducted from issues of the original values as published by Koefed. A sharp line of demarcation between mere withdrawal and actual "invalidation" in the Danish West Indies—as with Denmark, is largely not possible by reason of the published orders. The older dates of issue as far as they are predicated on Koefed's statement, have been by us generally assumed to be one or two months later than had been previously thought. The fact that Koefed does not state a date of issue in the case of the two provisionals (our Nos. 13 and 14) created before 1900 in the Colony, proves sufficiently that he, in the case of the Danish West Indies, designates with his expression "udsendt" the shipping of the stamps from Copenhagen instead of their actual date of issue in the colony. (On the other hand, the lack of a date of issue in the case of Nos. 12 and 13 proves that both surcharged stamps were created in the colony.)

Sheets, Margin Watermark, Margin Imprint

Just as was done in Denmark, all stamps, excepting Nos. 37-39 (see there), were generally 100 stamps to a sheet when they reached the post-office, wherefore we have ordinarily given the number issued in sheets, and not in single stamps. For details see p. 52 *(Translator: Denmark)*. As to the arrangement of watermarks, i. e. W 1, W 2 and W 3, on the one hand, and W 4 on the other, and as to marginal watermark of the former and the marginal imprint on the latter, respectively, what was said for Denmark (p. 53) applies.

Cancellations

Mute cancellors were used for cancellation: at first a five-ring cancellor with a dot in the center, then a four-ring cancellor (ostensibly also a three-ring cancellor) with clear center. *(Translator: The clear three-ring cancellor was used at St. Thomas and at St. Jan.)*. Only Kingshill used a four-ring cancellor with a thick dot in the center. *(Translator: This was also used at St. Jan.)* Town cancellors (Christiansted, Fredericksted, St. Thomas, St. Jan and Kingshill), which previously had been used rarely or by chance, only became common as means of cancellation beginning with the 70's. In cancellation blue was also used. Occasionally, American or French ship cancellations (the latter also red) are found; Spohr also found an Italian cancellation of April 28, 1898, on Danish West Indian stamps.

1855 (end). Design 1. Steel engraving by A. Buntzen, colored typography by H. H. Thiele, Copenhagen, on yellowish-white hand-made paper, with diagonal wavy, brownish burelage, **at first** (I) from lower right to upper left, **later** (II) from lower left to upper right. Watermark W 1; imperf.



D 1


W 1

I. Wavy lines of the burelage from lower right to upper left (1855)

1 I	3 C. dark carmine, carmine		
	A. Colorless gum	—	—
	B. Yellow gum (1855)	$16.25 (*$20.00*)	$12.50 (*$10.00*)
	C. Dark brown gum (1860)	12.50 (*15.00*)	18.75 (*13.50*)

II. Wavy line of the burelage from lower left to upper right (1867)

1 II	3 C. carmine, carmine rose, Colorless gum	5.00	4.50 (*4.00*)
	A. Thick paper, colorless gum	6.25	5.00

According to Koefoed, No. 1 was first "udsendt" Nov. 10, 1855. Since this date, according to the above statement, is to be taken as that of the first delivery in Copenhagen and as the sheets of the same were still ungummed before their issue, it must have been at the earliest at the end of December instead, before No. 1 came into use. Total issue: 5000 sheets.

As to sheet arrangement (10x10 stamps), watermark W 1, margin watermark and wavy burelage pattern, see Denmark p. 53 and 55. In the lower corner squares are found control marks (for which see p. 55), viz.: in the left square the figure 3, in the right square, the letter C. Furthermore, there is found, as on the stamps of the mother-country of similar design, as engraver's mark, the initial "B" of the engraver, in the lower right of the wreath opposite the lower right caduceus.

Gum: the (brownish) yellow gum B and the dark brown gum C were applied in the colony, while the colorless gum A came from Copenhagen. Both of the Colonial gums, according to Gr. H. d. Ph. I, p. 468, are thus explained:— the sheets of the first issues were gummed alike in Copenhagen, but while in the damp ships hold on the journey to the tropics, they became stuck together so that almost all had to be soaked in water and, after washing off the Copenhagen gum, regumming was necessary. For that purpose one part of the issues was given to the druggist F. Benzon, in St. Croix, who applied the more yellowish gum B; another part was received by the druggist Riise (according to Hanciau likely in St. Croix, although he was also in St. Thomas), who used the dark brown gum C. As a result of the different colors of the gum, the printed color of the stamps was also toned differently. The stamps with the yellow gum are said to have been first in use, those with the dark gum only from 1860 on are they known to be used.

(Translator: In a supplement later published by Kohl's Handbook, the same authors have this to say about the gum on No. 1 stamp and we deemed it advisable to insert it here.)

We have been informed by the son of the druggist Riise, Herr General kommissar Riise, that his father never lived in St. Croix (as stated by Hanciau), but only in St. Thomas (as we surmised). More important still is the statement of Herr Riise, that the light yellow gum B was applied by his father and the brown gum by Benzon, with which the former statement made in the Gr. H. d. Ph. also agrees; that Riise had separated the sheets, dried them and "coated them with the best gum arabic of a color as clear as that of water," whereas Benzon used "brown gum only."

Burelage I and II: Besides the gum, the No. 1 stamps are further differentiated in that on the older issues the wavy lines of the burelage run from lower right to upper left (I), while on the later ones, on the contrary, they run from

lower left to upper right (II). Until then it had been assumed that the stamps with the gum B and C always had the burelage I while those with the colorless Copenhagen gum always had burelage II. On the basis of comprehensive material, partly coming from the Ferrari collection, J. Spohr in the Nord. F. T. 1924, No. 9, has proved that stamps with the white gum A are also known with the earlier burelage, although rarely, (No. 1 IA); and lately such stamps have come to light. These stamps (rare!) must, therefore, come from sheets of the first delivery that were not damaged in transit and, hence, did not need to be regummed in the colony.

No. 1 II is found with private roulette, about 4½. The same was first announced in the philatelic press of 1871, therefore one year before the issue of the perforated stamps. Price: —— $25. The stamps are said to have been withdrawn in May, 1872, after the issue of No. 3.

1872 (About April). Design 1. Print, burelage (rom lower left to upper right) and control marks, as before, but now perforated 12½. Medium thick, also decidedly thick paper, with watermark W 1.

	Paper:	A. Medium				B. Thick	
2	3 C. a. carmine rose	5.00	*(6.00)*	6.25	*(6.00)*	5.00	6.25
	b. rose	5.00	*(6.00)*	6.25	*(6.00)*		

Total issue: 2500 sheets, but the remainders were burnt in 1873. The Spohr collection contains a right marginal block with full sheet margin, which is unperforated on the right margin (Line perforation).

1873 (Feb. ?). D. 1. New value. Print, etc. as before, but without burelage and without control marks (Engraved as before). Various tough paper with watermark W 1; perf. 12½.

	Paper:	A. Thin		B. Medium		C. Thick		Fz.Imp.(B)	
3	4 C. a. ultramarine	25.00	31.25	15.00	18.75				
	b. dark ultramarine			11.25	13.75	11.25	13.75	*50.00*	—
	c. dull blue	20.00	25.00	11.25	13.75	11.25	13.75	*50.00*	—

Fz1. Horizontal pair, center imperf *50.00*
(*Corrected. Original text says vertical pair*)

As the date of issuance, Hanciau states January 1, but according to Koefoed the stamps, already long ordered, were finished and forwarded not until the beginning of 1873, because engravers and printing-offices were busy in 1872 with the productions of stamps for Iceland. According to this, the stamp could have been first issued at the end of February.—Total issue: 2500 sheets, though the remainders, which were rather large as indicated by the short period of use of No. 3, were burned in 1873 after the appearance of No. 6.

Sheet arrangement, watermark and marginal watermark, as before; the stamp is also found with the inverted watermark. Both the errors of perforation, Fz (price for pairs are given) and Fz 1, originate from a partly imperforated sheet which passed the Control Office unnoticed. An imperforate horizontal pair with the full upper margin, and a vertical pair, imperforate between, both unused, were in the 6th Ferrari Auction.

(To be continued.)

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Correction

We regret that the name of one of our members was inadvertently omitted from the membership list in the January issue and the following should be added:

Wm. S. F. Pierce, Philadelphia, Pa.

THE U. S. SPECIALIZED CATALOG OF FIRST DAY COVERS, 1935, Leo August, 510 S. 18 St., Newark, N. J. Price 25 cents.

A 28 page booklet very useful for this type of collectors.

ROCKET AIRMAIL STAMPS. F. W. Kessler, 485 Ocean Ave., Brooklyn, N. Y. Price 50c.

The above is a specialized Catalog on the Rocket Post of 51 pages with illustrations accompanying the description. A worthwhile addition to any philatelic library.

STAMPS AS AN INVESTMENT. R. D. MacGuffin. Publ. Diehl, Landau and Pettit, New York City.

This is a New and Enlarged Edition valuable to beginners and advanced collectors and dealers. The listings include 19th and 20th century stamps from numerous countries as to their rise in value within certain periods.

BREMEN and HANNOVER, by Otto E. Stiedl. Publ. Fritz Billig, Vienna, I, Herrengasse 6/IV. Price 6 and 8 Aust. Schillings Resp.

These two booklets No. 2 and 3 contain 16 and 24 pp. respectively, with numerous illustrations showing the original as well as the forgery. Helpful to collectors.

Evenings at the Collectors Club

EXHIBITION BY PROFESSIONALS.

The meeting on April 3, 1935 was devoted to an Exhibition of rare stamps by Professional Members of the Club and an exceptionally large number of members were present.

Charles J. Phillips filled three frames with Mint U. S. from 1893-1910 rarities, which included many of the imperforate varieties of perforated stamps, oddities and other items seldom seen. Among the items noted were Columbian blocks of 4 of the $1, $3 and $4. A strip of 6 of the 1902 2c, one pair of which was rouletted. A complete set of the 1908 blue papers plus blocks of 4 of the 3c and 15c and a block of 8 of the 2c. Of the 1894 unwatermarked I noticed 3 blocks of 4 of the $1, one block type I, one of type II and the third block of two vertical stamps being type I, and the other pair being type II.

Robert Laurence showed a wonderful lot of Confederate stamps from the Walcott collection, including practically three-fourths of all the provisional stamps listed. Other outstanding items were the Athens pair of 5c tete beche; Baton Rouge 2c unused; one used and two errors of the 5c. There was a Beaumont 10c and a Telico Plains 5c and 10c, and a pair of the 5 and 10 se-tenant. Of the Knoxville there was a 5c red and a 5c black envelope and of the Danville one 5c cover and one 10c cover. Gonzales was represented by one black and by one garnet on cover. Independence by 10c on cover. There was the famous copy of the Livingston 5c blue and in the Memphis the rare 2c used and singles and blocks unused with a 5c on a patriotic cover and another on an envelope. Mobile was represented with two covers having pairs of the 5c and 5 copies of the 2c. There also was a Memphis pair on a patriotic cover. Another item was a reconstructed sheet of 10 of the Petersburg including a pair, and the exhibition closed with Tuscumbia 5 and 10c on covers and the famous Nashville 5c pair and 2 singles and two beautiful copies of the 10c green.

Clarence W. Brazer selected pages of U. S. 1869 Essays and Proofs, explaining the chronological order in which they were produced, including several colors of each denomination of large die proofs, submitted by the National Bank Note Company with their bid as examples of the designs they proposed to furnish, each having small numerals. The next stamp was represented by the small numeral essays of complete sheets. After the colors were selected and the numerals enlarged, large die proofs were approved in correct colors and India paper proofs taken from the unhardened plate for proof reading purposes in normal colors. These were shown in a block of 50, containing many double transfers. The cardboard proofs were arranged by dates of emission and included the 5 colors exhibited by the P. O. D. at the Atlanta Exhibition in 1881 in which set on thin cardboard the Bi-colored high values were shown in 12-15 combinations. There were many experiments for the first Bi-colored stamps, including trials on safety check paper and surface colored papers. The changes in the 6c design was also first intended for the 5c value and the three different designs for the 10c denominations as well as the cover designs for the 30 and 90c stamps were perhaps the most interesting part of the exhibit. —H. M. K.

U. S. DEPARTMENT STAMPS

On Wednesday, April 17th, last, the following members showed Department Stamps before a good attendance.

Edward S. Knapp, Stamps on covers. In his opening remarks Knapp said that the colors had been selected as appropriate to each Department: Agriculture, Orange for grain; Navy, Blue for the sea; Justice, Purple as emblematic of Justice, and so on.

The most valuable cover was the one from the Ackerman collection, which Bartels had secured from a dealer in Germany about 1920. This is addressed to "The American Public Library, Stuttgart," and is franked with the following State Department stamps, one $2.00, seventeen of the 30 cents and one 10 cents. A very rare and possibly unique cover is Executive 2c and 3c used to London, England. Also another Executive 3c on cover.

Knapp drew attention to the rarity of Agriculture stamps on covers, saying most of these were used to farmers and destroyed. He showed two 1c used on one cover.

A very interesting cover is one franked with a Treasury 12c and 15c, Bank Note issue, dated Sept. 1882. The history of this is amusing. Knapp bought it for $6.00, showed it to H. Clark, who said he could get a fancy price for it, and tempted him to sell it at $250.00 to a well known Boston collector. Some time afterwards this collection was sold and Knapp repurchased this fine cover for $100.00.

Another very interesting cover with a history is the State 6c with letter inside

from Levi P. Morton, then Ambassador in Paris. He writes about the Garfield Memorial in Cleveland and suggests that a collection of stamps be placed under the foundation stone, which was done.

Among other rare covers was, War 2c plus 7c, the latter very rare. Navy 2c plus U. S. 1879, 3c green, used to Panama. Interior 12c plus 24c to Kansas.

Charles J. Phillips showed selected pages from a famous collection he recently purchased, including State $2.00 (3), $5.00 (2), $10.00 (3), $20.00 (3), and full uncut sheets of the ten varieties of the $10.00 and $20.00, also a State $5.00 cancelled "Approved Dept. of State."

Mint blocks included, Navy 24c and 90c; War 1873, 3c and 6c.

Interesting varieties such as cracked plates, double prints, and short transfers. A selection of stamps with enormous margins all round, and a few scarce cancellations, such as Danbury Hat on Treasury 90c. Death's Head and Cross Bones on Interior 3c. Blue Masonic on P. O. 3c, and so on.

C. W. Brazer showed a superb complete collection of mint singles, complete sets of "Specimen" stamps except the State $5.00, $10.00 and $20.00. The following errors "**SEP**CIMEN": Agriculture 1c and 2c; Justice 1c; Post Office 1c; War 2c and 1c in a complete sheet of one hundred, being the 11th stamp on the sheet, also Post Office 1c Specimen inverted.

State Proofs. Sheets of ten each of the $2.00, $5.00, $10.00 and $20.00, showing how each stamp can be plated by the difference in the value blocks.

Brazer also gave a very interesting talk on the history of the manufacture of these stamps and pointed out that the Continental Bank Note Co. were expected to print these stamps at pro rata cost with the many millions they printed of the regular issue. The Company claimed that they were put to heavy expense for numerous new dies and plates and eventually they were paid $300.00 for each die, and $150.00 for each plate, and for the whole of the Department stamps they received $275,000.00.

S. Rich showed the old type collection formed many years ago by his Father, the well beloved Joe Rich. Some pages were illustrated by views of different Department buildings in Washington, etc.

Rich also showed a small collection of ordinary cancellations on Department stamps.

—CHARLES J. PHILLIPS.

We are indebted to R. J. G. Collins for first day covers of the New Zealand Pictorial Stamp, 1935.

VISIT OF THE COLLECTORS CLUB TO RHODE ISLAND TO ATTEND THE 50th ANNIVERSARY OF THE RHODE ISLAND PHILATELIC SOCIETY.

The R. I. Philatelic Society was organized Feb. 2nd, 1885 and is thus the oldest Philatelic Society in the United States.

The Anniversary was celebrated on Apr. 23rd by a banquet at the University Club, Providence, at which a delegation from the Collectors Club were the guests of honor. The delegation was headed by L. B. Mason, President, and included C. W. Brazer, A. W. Deas, H. L. Lindquist, M. G. Johl, C. J. Phillips, S. G. Rich and T. E. Steinway, as well as S. G. Brown from Glens Falls.

Many other Clubs were represented; among old friends I noted A. R. Brigham, P. W. Savage and M. White from Worcester; C. A. Howes, Dan Kelleher and H. Wenzellberger from Boston; the Rev. A. T. Gesner and L. A. Hall from Waterbury; Col. Bartlett and Dr. Potter from New Bedford; H. P. Atherton from Springfield; Paul MacGuffin from Chicago; John Sherron from Westfield, and many others, over one hundred being present.

A really fine banquet was served. The President of the R. I. Society, Mr. A. W. Claflin, acted as Chairman, and after greetings from the representatives of the other societies, during which some laughter was caused when Lindquist said he must speak for the Hot Stove League, and Judge Emerson capped this by saying that he thought that "The Fox Club" had been overlooked, so as a member he added their congratulations.

The meeting was then turned over to L. B. Mason, who called upon the delegates from the Collectors Club to show their exhibits with more or less brief descriptions.

Theodore E. Steinway showed a superb lot of the stamps of the Free City of Hamburg and the Duchy of Mecklenburg. Among these many interesting cancellations both on and off covers, such as "F.P" for Foot Post, cancelation of Bergedorf, Hamburg and Mecklenburg. He pointed out that when the stamps of Mecklenburg Strelitz were in use there were only 94,000 inhabitants, and genuine used, especially on cover, are exceedingly rare. One of the rarities shown was a 2sch blue carried by the Prussian P. O. in Hamburg, which Dr. Munk says is unique.

H. L. Lindquist showed his fine collection of Guatemala, including some very rare early issues on covers and singles and blocks of the inverted Quetzal of 1881.

C. J. Phillips, representing A. F. Lichtenstein, who was in Europe, showed his first two volumes of Cape of Good Hope, Perkins Bacon printing. This col-

lection is remarkably strong in large blocks and in stamps on covers. The Proofs and Color Trials are matchless both in the old and modern varieties. Among the covers are numerous ones with different rates and combinations of various values used together on one cover. In the Rouletted stamps there is a pair of the 4d blue and a few 6d lilac on cover tied on, used to Scotland and Postmarked "Paid Devonport Cape Packet 28 S P. 61."

S. G. Rich showed the collection of Poland "No. 1" formed by his father. He drew attention to the perforation, which varied from 11½-12-12½ to 13. He said that the laid paper does not exist, although it is priced by Scott both unused and used. This variety has been chopped from Stanley Gibbons Catalog. He showed interesting cancellations and a fine lot of the numerals in circles.

S. D. Brown showed Confederate Postmaster Provisionals, all remarkable for their fine condition. Among them I noted, Athens 5c red, 5c used in New Orleans, Chapel Hill on a Patriotic, Demopolis 5c Eatonton, only 5 others known, and numerous others.

M. G. Johl showed one volume of his famous U. S. 20th century issues. This is enriched by many original drawings, essays and proofs, and is especially strong in stamps with plate numbers of many of the used plates. The section 1901 to 1910 was shown.

A. W. Deas showed a special collection of Canada Air Mails and first flight covers and gave an interesting talk on how the services in Canada differs from that of the U. S.

C. W. Brazer showed a volume of his superb collection of United States 1869, Essays, Die and Plate Proofs. He showed Essays in sets of seven colors. Plate number strips from all plates with many double transfer.

Henry C. Needham collection shown by Mr. Phillips. This consisted of a superb volume of British Colonials practically all on cover. A few are mentioned. Bahamas 4d no wmk. SHIP LETTER Aug. 2, 62; On piece 6d C. C. p. 12½ used with two U. S. 3c rose of 1861. Canada, a superb lot both on and off cover. Pair of 6d on the hard paper on cover to England, ½d Imperf. strip of 4 and a single used to Bremen. Cape of Good Hope, a very fine lot, Perkins Bacon 4d blue, unused block. Ceylon, a remarkable lot of the Pence Issues. In the star Imperf. I noted 4 of the 5d on covers, 5 of the 6d on blue paper.

L. B. Mason was the last exhibitor, and as it was after midnight he had to cut rather short his talk on his fine collection of early U. S. on covers. I noted 1847, two single 5c brown orange; June 20, 1851 on cover addressed to H. W. Longfellow. Pair of 1c type IA used with a 1c type II 1860. 1857, 10c marked "Freeman & Co. Express May 21." 1857, two 24c, two 10c type 5, 3c type II and 1c type 5 all on one cover to Dublin.

My fellow delegates of the Collectors Club all joint with me in expressing our most sincere thanks to Dr. Bob Chambers, A. W. Claflin, C. G. Bartlett and all the members of the Rhode Island Philatelic Society for a most enjoyable evening.

—CHARLES J. PHILLIPS.

AIR MAIL NIGHT

Collectors Club Meeting, May 1st, Exhibition of U. S. Air Mail Stamps and Covers, by Geo. H. Fay.

Mr. Fay exhibited before an interested audience an outline of aeronautics and airmail in the United States from 1793 to date. Various covers from the pioneer days of 1911 to the latest California to Hawaiian Islands flights were shown, including first official government flights, crashes, and many souvenir historicals; the Post and Gatty round the world cover, scarce Lindbergh flights, and covers carried on the five exploration flights of the 2nd Byrd Antarctic Expedition.

—L. W. CHARLAT.

FOREIGN COUNTRIES EXCLUSIVE OF U. S. AND GREAT BRITAIN MAY 15, 1935

The evening was devoted to 19th Century foreign stamps and many interesting and rare items were shown.

Theodore E. Steinway exhibited a selection of Peruvian issues from H. C. Needham's collection which included the Pacific Steam Navigation 1 R and 2 R unused, and the 1 R used, and the 1st, 2nd, 3rd and 4th issues in singles, strips and blocks, on and off cover, bisects, errors and foreign cancellations.

Hans Lagerloef showed his partial plating of Norway #1 which included 22 positions each on the upper left and lower left panes, 19 on the supper right and 14 on the lower right, a total of 77 out of 200 subjects. The stamps shown included strips of 4 and 6 with a strip of three showing the cloven foot variety. Also the plating of 120 out of 160 positions of Colombia 1883 2 centavos and Hayti 1884, 1 centime complete unused and 40 out of 50 positions used. From recent finds in the Russian archives it appears that the so-called Russian locals are in reality government authorized postmaster issues and many of them

should be considered in the same category as the Wenden and other city-post stamps now listed. A number of these stamps on covers was shown.

S. G. Rich exhibited a specialized collection of Poland including pre-stamp covers, Russian stamps used before 1860 and after 1865 and a grand lot of Poland #1 in singles, pairs and strips on and off cover, plate and perforation varieties, and cancellations.

Sidney Lake showed a specialized collection of Netherland cancellation towns, rurals, railroads, banks, canal-boats, slogans and meters.

J. M. Bartels showed a collection of early Afghanistan, not for competition.

The awards were H. C. Needham, first; Hans Lagerloef, second; Sidney Lake, third. The judges were George R. Brown, Edward Stern and R. A. Barry.

—R. A. BARRY.

U. S. 20th CENTURY

The June 5, 1935 meeting of the Collectors Club was a competition devoted to 20th century. The following exhibits were made:

Max G. Johl showed a portion of his fine collection and explained the differences in watermark, perforations, method of printing and paper used and how best to tell them apart. Among the highlights of his exhibit were blue papers 1908 issue complete, the 1913 Parcel Post Essays perf 10 unwatermarked; all types of 1914 Rotary Press coils and coil waste of the 1920 and 1922 issues.

Burnes Solomon's selection was Commemoratives, among which he showed, Alaska Yukon, Hudson Fulton, Imperfs, position blocks. 1920 Pilgrim, 1925 Lexington Concord, 1926 White Plains, also Hawaii, Valley Forge, Von Steuben, Red Cross, notices, pictures and plate number blocks.

R. A. Barry exhibited ordinary issues of 1917-19 in singles and blocks—engraved and surface printed.

The awards were as follows:

I—Max G. Johl
II—R. A. Barry
III—Burnes Solomon

BUENOS AIRES EXHIBITION OCTOBER 1935

Buenos Aires will hold its First International Philatelic Exhibition in October of 1935 under the auspices of the United Philatelic Societies of that city, and the Buenos Aires Stamp Dealers' Association. Complete details may be had by writing to EX. FI. B. A., Boulogne Sur Mer 685, Buenos Aires.

HISTORIA FILATELICA DE LA GUERRA DEL PACIFICO (PERU-CHILE, 1879-83). By Angelo Puppo, Iima, Peru.

A profusely illustrated specialists catalog of the stamps used during that period of Peruvian history with many full size reproductions of genuine covers as well as of the stamps, surcharges, cancellations and forgeries.

Maps help to illustrate the various campaigns. This book is the most complete catalog of the stamps of the period which we have seen and it gives many of the official postal decrees and other interesting historical information.

Accessions to the Library

Precancels, 3rd Ed. A. Gunesch. Gift of A. Gunesch.

Bird Stamps of All Countries, Publ. by Grosset & Dunlap. Gift of Publ.

Schach den Faelschungen, Publ. Kurt Kayssner. Gift of Publ.

Colombia Airpost Stamps, F. Kessler. Gift of Publ.

Who's Who in Philately, 1935, Harris Publ. Gift of Publ.

Stamps, bound Volume 10, Jan.-March. Gift of H. L. Lindquist.

The Stamp Collectors Guide, C. J. Lamb. Gift of Author.

Historica Filatelica de la Guerre del Pacifico, by Angel Ruppa. Gift Author.

The Blue Book, Publ. H. L. Lindquist. Gift of Publ.

The Baghdad Air Mail, R. Hill. Gift of H. F. Bowker.

U. S. Specialized First Day Cover Catalog, Leo-August. Gift of Publ.

Encyclopedie Philatelique, Illustree. Gift of Editor.

Stamps as An Investment, R. D. MacGuffin, New Ed. Gift of Author.

Commemorative Postage Stamps of the U. S. R. A. Kimble, de luxe Edition. Gift of Author.

Die Poststempel auf den alten Ausgaben Nicaraguas, 1862-1905, Die Postmarke. Gift of Publ.

U. S. 2c 1893, by H. E. Coulson. Gift of E. Milliken.

Postage Stamps of British North America, 1935, F. S. Thompson. Gift of Publ.

A SCIENTIFIC APPROACH TO THE DETECTION OF COUNTERFEITS AND THE STUDY OF STAMPS.

Recent discussions over chemical changlings in stamps has resulted in several laboratory experiments, by competent students in Physical Chemistry, on the basic problem "Can one, by optical analysis supplementing and extending that of visual examination with a sunlight source, detect differences when existent in paper and pigment".

The commercialization of the quartz lamp for this purpose was a step, although a very small and somewhat abortive one, in the right direction. Through the interest of J. W. Andrews of Westfield, N. J., stimulated by Elliott Perry, articles on the subject in STAMPS, and correspondence with other students, has resulted in a beginning which it is hoped can be continued on a somewhat larger scale. With a comparatively small amount of money, a suitable laboratory could be set up, and research students engaged to carry on a series of experiments.

Some of the specific problems in the U. S. field are: A study of the lake shades of some of the later stamps (2c Pan-Pacific, 2c Yorktown, etc.) to see if they are chemical changelings, error offshoots of the postage dues, or just what; identification of the 3c "pinks"; a study of the 24c 1861 steel blue; classification of the Franklin Carriers; study of the 3c Victory red-violet; and identification of the "Special Printings".

These problems have all been suggested by Prof. Andrews and in a few random shots with the Hanovia lamp he says: "the real 3c pinks were a soft heliotrope—a beautiful shade—while the reference stamps were a dirty brown. The Franklin Carriers broke down into three groups. The originals looked dark blue. Some of the reprints were a dirty brown, while others showed a beautiful dark green fluorescence. Many other experiments along various lines were conducted—enough to show that there is a big field for development—and we hope that the **Collectors Club** may assist in making this work possible."

EMPFINDLICHE BRIEFMARKEN UND IHRE BEHANDLUNG. Publ. Lucke Verlag, Leipzig. Price 25 Rpf. (8c).

This 32 page pamphlet lists alphabetically stamps of the various countries which are sensitive to Water and Licht, and readers will find it very useful.

STAMPO, By H. E. Harris, Boston, Price 10c.

This is a fascinating and educational stamp game for children or adults in which two or four people can participate, and it's lots of fun.

U. S. Possessions

Shanghai, 1911, 4c on 2c rose, rare variety, narrow figure "4" * o. g. (3281 var.) $20.00
$2. on $1. violet brown, double surcharge, fine used (3297a) 75.00
Canal Zone, 1905, 8c on 50c, straight edge at bottom * o. g. (15) 12.00
1909-10, 1c surcharge reading down * (41b) 15.00
5c blue & black, double surcharge, * o. g. (43a) 20.00
1921, 5c blue, surcharge reading down * o. g. (59a) 15.00
1924-25, 1c green "Zone Canal" * o. g. (67d) 12.50
Same with straight edge (67d) . . . 6.25
1925-26, 3c violet "Zone Zone" error in center of block of nine (Ex-Hind collection) * o. g. (85a) 35.00
5c "Zone Zone" error in an entire sheet of 100 (Ex-Hind) * o. g. (86a) 50.00
17c "Zone Canal" * o. g. (91c) 15.00
Same with straight edge (91c) 7.50
Philippines, 1903, 50c orange, block of four * o. g. (236) 18.00
1914-23, 1p violet * o. g. (284a) . . . 7.00
1926, 2c green and black, horizontal imperforate between * o. g. (319 var.) 30.00
16c olive green and black, horizontal pair imperforate between * o. g. (321 var.) 30.00
Porto Rico, Coamo, 1898, 5c black * (200) 36.00

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Negotiations for several other important properties are also in hand and philatelists are strongly advised to write for New Season's catalogues if they wish to purchase in the leading stamp market in the World.

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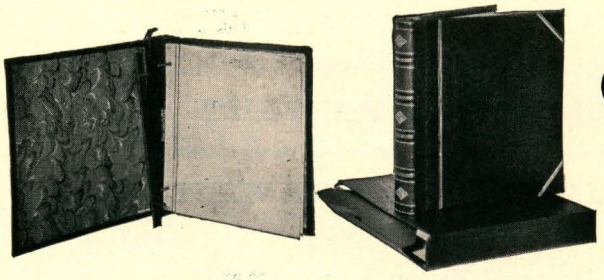
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