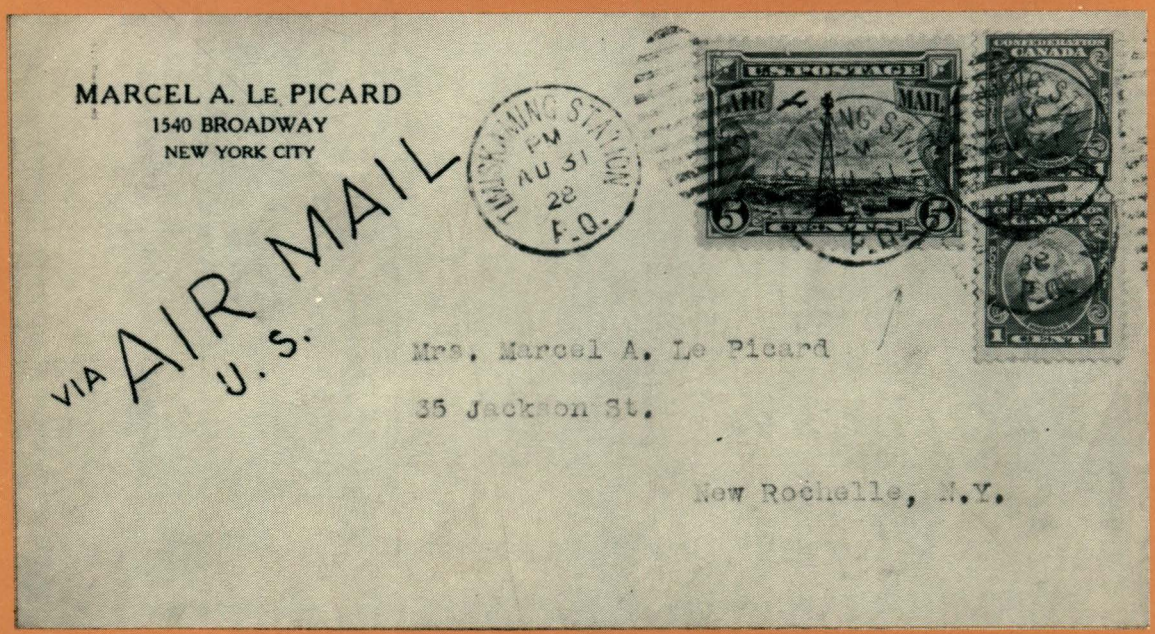
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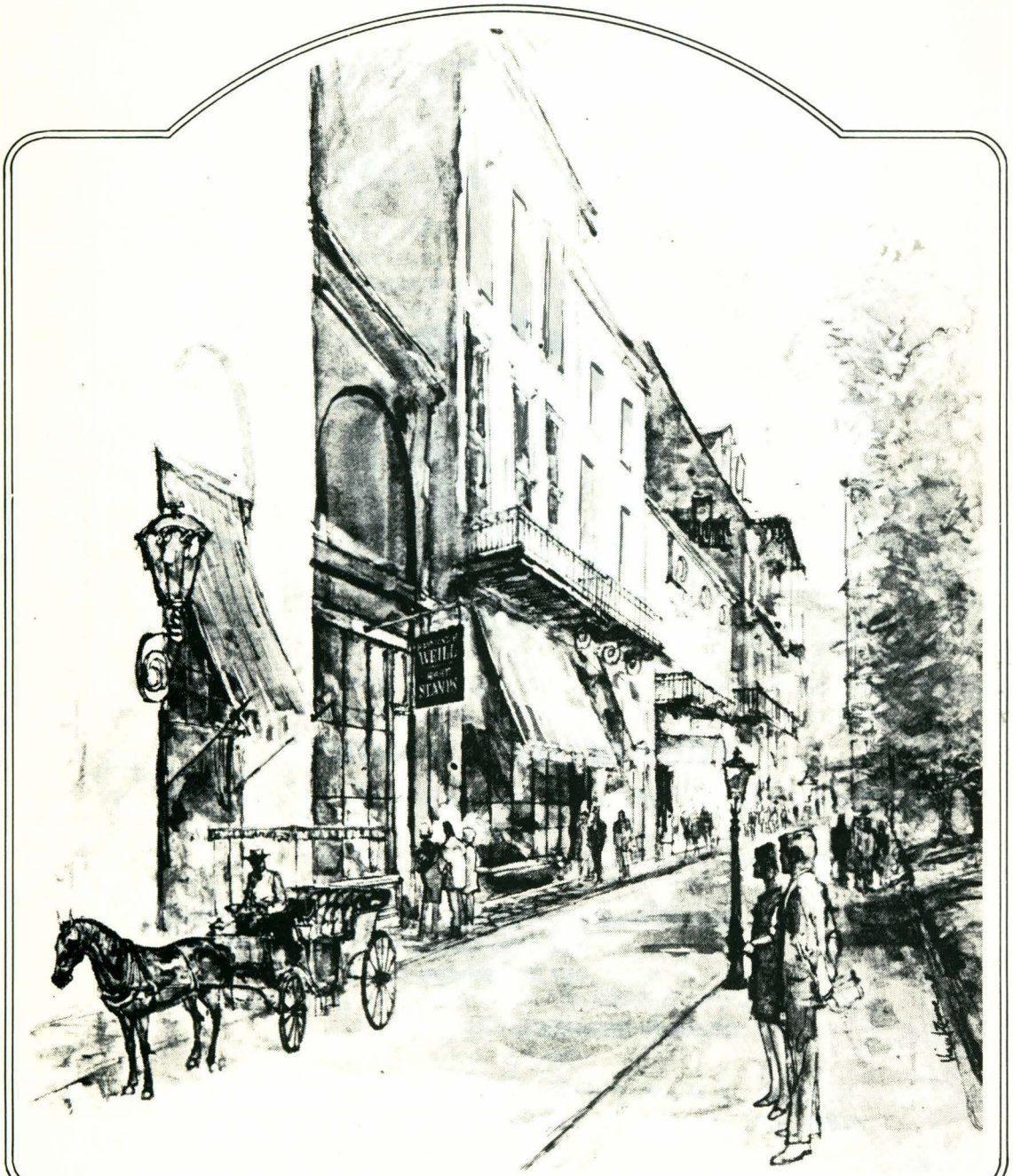
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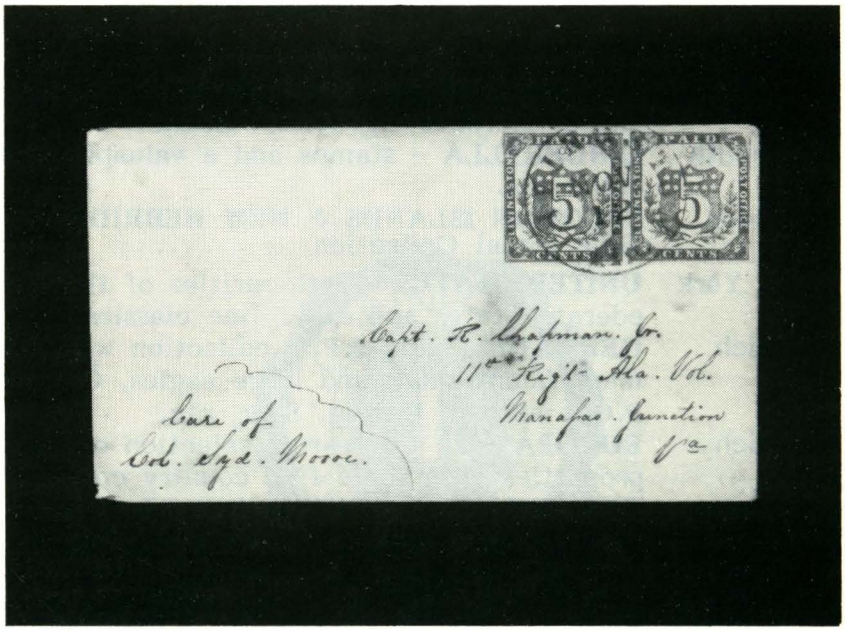
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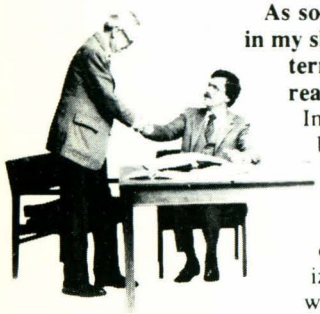
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Articles

Another Visit With the U.S. Beacon Air Mail Stamp of 1928, by Philip Silver 151
Registered Letters, London, England, by Abbot Lutz 167
The 'D' Overprints on the Early Issues of Fiji, continued, by Allan Levy 173
Ethiopia: The 1929 Air Provisionals, Classifications, Types, Usage, by Nachum Kaplan 179
Interesting and Unusual Items from a Specialized Collection of China, Comments and Corrections: Carl A. Kilgas 193
The Alfred F. Lichtenstein Memorial Award, by Ernest A. Kehr 196

Departments

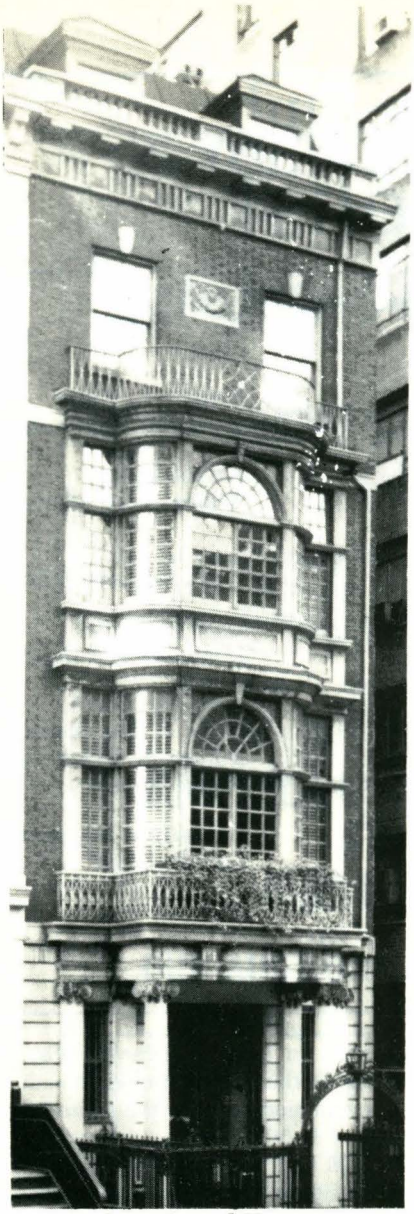
New Members Admitted 178
Book Reviews 197
Publications Received 198

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Another Visit With the U.S Beacon Air Mail Stamp of 1928

by Philip Silver

In the conclusion of "United States The Beacon Air Mail Stamp of 1928 Revisited," in the March and May 1983 issues of this publication, I stated, "Thus, I do not believe, either, as I stated at the outset of this article, that my own correction and addendum will forever represent completion." Subsequent to publication, I received suggestions for additional data and corrections from well-known philatelists George W. Brett, Henry W. Beecher and Calvet M. Hahn. In addition, new data about die proofs were received from Betty L. Russell, Supervisor, Public Affairs Section of the Bureau of Engraving and Printing. Also, several incorrect statements in the Goodkind monograph inadvertently had been overlooked.

So, this will be a further attempt to add to the information about this popular stamp. As in my previous article, the data and corrections will first be keyed to the pages of Goodkind's monograph "United States The 5c Beacon Air Mail Stamp of 1928." The initials HMG followed by a page number will refer to that monograph. The initials PS followed by a page number will refer to my article in the March and May 1983 issues of the *Collectors Club Philatelist*.

Re Chapter 1, The Stamp

HMG-6. Goodkind quotes Johl for the information that L.S. Schofield and E. Hall were the engravers of the Beacon stamp. I have received new information about the engravers from the Bureau of Engraving and Printing. Unfortunately, this information was received too late for inclusion in my article. According to Bureau records, the vignette engraver was L.S. Schofield, the frame and scrolls engraver was C.F. Wittenauer, and the lettering and numerals engraver was E.M. Hall.

HMG-7. Goodkind gives the names of five men—James M. Butler, Joseph A. Clark, Edward L. Shankle, Walter E. Spring and Ralph F. Wurtz—who he mistakenly identifies as platemakers. The process of forcing the transfer roll under great pressure on to a soft piece of steel in making the printing plate is correctly re-

ferred to by him as platemaking. Actually, what he described was synonymous with the work of the siderographers. The five men mentioned by Goodkind as platemakers are actually called plate finishers. Their job consists of bending, burnishing, hammering, cleaning and polishing the plate after it has been laid down by the transfer men or siderographers.

HMG-7. A question has been raised about Goodkind's statement, at the top of his page 7, relative to the method of entering the initials of the siderographers. Goodkind states that these initials were *engraved* on the plate (emphasis added). James H. Baxter, in *Printing Postage Stamps By Line Engraving*, discusses the several methods on page 88 as follows:

> Designation marks can be recessed in plates manually with a graver or with mechanical devices such as steel relief punches, transfer rolls, or the pantograph, but as a rule, the pantograph and die punches are used for this purpose.

Thus, Goodkind's use of the word "engraved" for entering the initials of the siderographers may be considered proper in the broad sense. In answer to my inquiry, George W. Brett stated the following in his letter of November 19, 1983:

> Well, the term 'engraved' is used so broadly that I don't know how anyone could object to that. . . . As to the siderographer's initials well practically all, if not all, were entered by transfer roll.

Though Goodkind states that the platemakers' [plate finishers'] initials "appear in the lower right sheet margins on C11," he does not give the method of entering these initials on the plate. To clear up any possible ambiguity, it should be stated that the plate finishers' initials were recessed on to the plate by means of steel relief punches. The punches are held against the face of the plate and then are struck with a hammer.

HMG-10. Goodkind states that it has not been determined when the practice of placing siderographers' and plate finishers' initials on the sheet margins was discontinued. His reference was limited to the Beacon stamp that was the subject of his monograph. Actually, of course, these initials were placed on the plates and subsequently printed on the sheets for stamps other than the Beacon, and for many years prior to 1928. Though it is my belief that this practice was abandoned by the Bureau of Engraving and Printing sometime late in 1928, my purpose in making an examination of the plate proofs in the Division of Philately and Postal History of the Smithsonian Institution was to determine the specific plates on which these initials were entered for the Beacon stamp.

This information is shown in a table on page 60 of my article in the March 1983 issue of the *Collectors Club Philatelist*. It will be

noted that there are no plate finisher initials for plate numbers 19589, 19590, 19592, 19607, and 19613. Each of these plates, however, has the initials of the siderographers. For plate number 19624, there are plate finisher initials but the siderographer's initials are missing. Plate number 19623 is the first plate for which both sets of initials were not entered on the plate. By coincidence, that plate was aproved on November 1, 1928, the latest approval date for any plates with initials. All other frame plates after number 19623—except for 19624 approved on October 31, 1928—were approved on dates ranging from October 31, 1928 through February 4, 1929. Thus, my belief, as noted previously, is that the practice of entering these initials on the plates—at least with reference to the Beacon air mail stamp—was discontinued early in November of 1928.

Beecher states, "Initials were still put on the plates, but on the backs rather than on the printing surface. They were not removed from plates made earlier." With reference to the last part of that statement, I cannot envision a practical reason why the Bureau of Engraving and Printing would take such steps. Bureau practice is to save every reference to its printing function; every piece of paper used in the proving room has to be accounted for with control numbers. Why, then, would the Bureau want to remove siderographer and plate finisher initials from plates no longer in use?

Relative to the placement of such initials on the backs of plates, Beecher cites John S. Meek in *The United States Specialist* for June 1983 (Volume 54, number 6), p. 253 as follows:

> Initials ended in 1928 because the men were ordered to place them on the backs of the printing plates. Thus no plates after 1928 printed collectible initials but some plates made in 1928 were still in use for some years afterwards.

In the same context, Brett covers the point in his November 19, 1983 letter: "As to placement on the back, well yes it was done but not always. . . .But take a curved plate, where you never had them on the face, there would not be any point in even putting them on the back."

For philately, the only collectible items, similar to those illustrated in Goodkind's Figures 3, 4 and 5 on pages 7, 8 and 9 of his monograph, are those where the initials were placed on the front of the plates. In my opinion, the reference to placing initials on the backs of plates has only peripheral relevance. In the matter of obtaining collectible Beacon items, it has no relevance whatsoever.

HMG-12. In the first paragraph of his discussion on "The First Printing," Goodkind states that the two heavy arrow markings were "originally engraved on the plate for ease in separating the 100-subject sheet into two panes of fifty." This is obviously incorrect. The function of those markers and of the later horizontal markings engraved on the plates in varying lengths and thicknesses was to facilitate the checking of color registration when the

blue vignette plates were printed. As for the separation of the sheet into two panes of fifty, this was accomplished by cutting along the vertical red guideline engraved on the plate between the two panes. It is only fair to point out, however, what L.N. and M. Williams had to say on this subject on page 102 of their book *Fundamentals of Philately:*

> ARROW. This is a term used to designate a mark, sometimes three pronged (consisting of two diagonal marks forming an angle bisected by a third mark), sometimes two pronged (diagonal marks only), and sometimes without any diagonal marks, printed in a sheet margin as a guide or register mark for printer or cutter or perforator, *or as a guide to dividing or folding the sheet into a convenient fraction* (emphasis added).

HMG-14. In his discussion of "The Third Printing," Goodkind refers to a "thin vertical red guideline over the words 'TOP' in both the left and right panes." This is an obvious slip; what he probably meant, of course, was a *horizontal* red guideline.

Also, on the first line of this same "Third Printing" section, Goodkind states, "With blue (vignette) plate No. 19600 no center arrow markings appear for the rest of the printings." The plate number should read 19599.

HMG-17. In discussing the matter of recutting, Goodkind refers to the reasons for plate wear that necessitated it. He states, "As written before, many problems arose with the printing of the 5c Beacon air mail. One of the chief difficulties was caused by the red ink, which wore out the plates much faster than the blue ink, probably because the former had a greater acid content."

The statement that the red ink wore out the plates faster than the blue ink was made by Johl on pages 214 and 216 of his book. Goodkind merely copied these in the Beacon monograph, and then added what he thought was the reason: namely, that the red ink had a greater acid content than the blue ink. He cited no source for his belief. Beecher wonders if the red ink had more abrasive components. It is hoped that this question will be answered by someone with expertise in the matter.

HMG-18. On the tenth line on page 18, Goodkind refers to "blue plate No. 19626.." This is an obvious slip; plate number 19626 is a red frame plate.

HMG-19. On page 19 et seq., Goodkind engages in a wide-ranging discussion of minor plate varieties: blue moon, open door, worn tower, ink streaks, etc. His purpose, I believe, was to indicate the availability of such varieties and the spice they might lend to the formation of a collection of the Beacon air mail stamp. The term "fly speck philately" has been assigned to such collecting.

Thus, though Goodkind states on page 19 that the "blue moon" variety is found on vignette plate number 19618 on position 16 of a complete sheet (better stated as position 6 of the right pane), I had indicated on page 136 of my own article that this variety oc-

curs on several other vignette plates. Johl actually was the source of Goodkind's statement—see page 215 of Johl's book where that variety is indicated as a plate flaw. If, as Johl says, this variety was caused by damage to the vignette plate then it is constant for all impressions of vignette plate number 19618 printed after the damage occurred. Obviously, too, impressions printed of that plate prior to the time of the damage would not show the "blue moon" variety.

What is true of the "blue moon" is true, too, of the "open door" and similar varieties. If the plate had damage or a depression on it from the time it first went to press, then the varieties would be constant from the very first impression made. If, however, the damage occurred later, then only the later impressions would show the variety.

With reference to blue ink streaks, Goodkind states on page 21, "Also these were not caused by plate scratches because they are not constant." Basically, Goodkind was correct, but he has been criticized for not having understood the conventions of "fly speck philately." If, as he understood it, the ink streak (whether blue or red) was caused by a plate scratch, obviously then, it would be a constant variety for any impressions made of that plate after the scratch had occurred. There are many streaks, however, that may occur for other reasons and they would not be constant varieties. In my own collection there are examples of streaks that appear to have been caused by a careless wipe as from a sleeve. There are fuzzy streaks, not the clear impression caused by a plate scratch or a plate crack. So, in that context, at least, Goodkind cannot be faulted.

There are a number of plate varieties not covered by Goodkind or by Johl, whose book, published in 1935, preceded Goodkind's monograph by thirty years. For anyone interested in "fly speck philately," I recommend a master reference on the subject: *Encyclopedia of Plate Varieties on U.S. Bureau Printed Postage Stamps*, by Loran C. French. This was published by the Bureau Issues Association, Inc. in 1979. French lists all of the varieties discovered by himself and others, the latest Beacon reference being his own article in the April 1977 issue of *The United States Specialist*. A reading of his foreword indicates that new varieties remain to be discovered. All that is needed is the painstaking search by devotees of such plate varieties.

HMG-20/21. Goodkind refers to and illustrates a red ink smudge which covers the letters "U.S." of position 3 of the right pane below plate number 19674. This is in the top strip of three stamps in Figure 24 on page 21. The second strip of three Beacon stamps in the same Figure 24 does not show the red ink smudge. Plate 19674 is a vignette plate. The adjoining stamp on the top strip shows plate number 19630. This is a frame plate. Thus, as Beecher points out, to indicate that the red ink smudge was or was not a constant variety, it would have been necessary to show

another strip with frame plate number 19630. Showing two strips containing vignette plate 19674 will not serve that purpose.

HMG-21. Goodkind refers to the red "TOP" that is faintly printed over position 4 of the left pane of frame plate 19615. In my own article, on pp. 136-7 in the May 1983 issue of the *Collectors Club Philatelist*, I indicated that this is a constant variety on that frame plate because I found it used in conjunction with vignette plate 19611 in addition to vignette plate number 19619 noted in the Goodkind monograph. A question has been raised—because the variety was not illustrated—whether it is to be taken to mean that two red "TOPS" appear on frame plate 19615, one being faint. The answer is that only one "TOP" is found on that plate, but because it is printed so faintly, I designated it as a "phantom TOP."

HMG-28. With reference to the die proof in his collection, Goodkind states he believes that the numbers 123472 and 123473 rubber-stamped on the back "designate the plate used, one for the frame and the other for the vignette." This is incorrect; these numbers bear no reference whatever to the plates used in printing the Beacon air mail stamps. All of the plates used for that printing are in the 19,000 range.

During my examination of the plate proofs in the Division of Philately and Postal History of the Smithsonian Institution, I noted numbers stamped on the back of each such proof. These are Bureau of Engraving and Printing control numbers. The lowest control number seen was 125035 on the back of the plate proof for frame plate 19552. These control numbers start in the 125000 series and continue on into the 150,000 series. The last control number is 156052 for frame plate proof 19719, approved on February 2, 1929. As can be seen, therefore, the numbers on Goodkind's die proof are not plate proof control numbers, either.

Every piece of paper used in the Bureau of Engraving has to be accounted for. In the case of paper used in the proving room—for die proofs as an example—the control numbers are entered in the proof impression book. The numbers Goodkind refers to—123472 and 123473 are just that: control numbers, not plate numbers.

Also, on page 28, Goodkind refers to the "existence of only two large die proofs, both similar." The Bureau of Engraving and Printing has records of more than just the two die proofs mentioned by Goodkind. The full list of known die proofs is as follows:

control numbers

123447/123448	123474/123475
123464/123465	123476/123477
123466/123467	123478/123479
123468/123469	123480/123481
123470/123471	123482/123483
123472/123473	

All of the above are in addition to the die proof sold in the President Roosevelt collection, 331179/333331. Whether all of them are in public hands is another matter. Several of these die proofs are owned by collectors. I, personally, saw 123447/123448 in a stamp dealer's stock about twenty years ago. Additional die proofs have come on the philatelic market from time to time. A collector friend owns 123464/123465, and he has a record of 123466/123467 ex-Heathcote sold by the Bruce Daniels firm of Boston, Massachusetts on June 10, 1955.

PS-61. On page 61 of my article in the March 1983 issue of the *Collectors Club Philatelist*, I provided layout sketches to show the placement of the side arrowhead markers that were trimmed away before the stamps were placed on sale. Those sketches were misleading because they show the sheets to be higher than they were wide. The reverse is true, of course; the sheets were wider than they were high. The sketches should have included an explanation that they were not made to even approximate scale, but rather to show the placement of the side arrows as noted on the plate proofs. I made them in vertical position so that both the frame plate and the vignette plate could be shown side by side.

While on this subject, it might be germane to mention that Johl, on page 215 of his book, lists complete right and left arrows under variety (d) "Position Blocks." Obviously, if all the sheets were properly trimmed, such right and left arrow position blocks could not exist. Johl's inclusion of them as position pieces may have been based on a belief that the cutting of the left and right sheet margins may have been done in such a fashion that several of the margins remained intact together with their arrow registration markings. It is a possibility but only a remote one at that.

PS-132. In the May 1983 issue of the *Collectors Club Philatelist*, in my discussion of the three groups of plates (Goodkind's three printings), I stated it was reasonable to assume that the initial general distribution to the post offices in cities around the country was a good part of the 106,887,677 stamps issued. This has been questioned. Reference is made, accordingly, to Brett's letter to me dated February 23, 1982. He gives the first shipment date as July 17, 1928. Also mentioned is the first Post Office Department order for 25,000,000 stamps and a Bureau of Engraving and Printing internal record of 26,300,000.

If these 26,300,000 stamps run off the presses to fulfill the Post Office Department's order were included in the July 17, 1928 first shipment, that would be 24.6% of the total issue of 106,887,677 or a "good part" as stated in my article.

PS-133/135. Throughout my table 2 on pages 133 and 134, which showed dates of approval of the frame plates of the Beacon air mail stamps, I placed asterisks (printed as stars in the article) alongside some of the plate numbers. A note at the bottom of that table indicates that special paper was used in printing those plates. A question has been raised by one correspondent about

the lack of asterisks (stars) for table 3 on pages 134 and 135 giving dates of approval of the vignette plates.

Actually, once the special paper was used for the printing of a frame plate, it *could be* used again for the second run through the presses for the vignette plates (emphasis added). Thus, one must only know the vignette plates that were used in combination with the frame plates printed on the special paper.

On page 220 of his book, Johl provides a tabulation of all the known frame and vignette plate combinations known as having been printed up to October 1, 1935. For easy reference, I have excerpted those vignette plates that could have been used in combination with the frame plates mentioned by Southgate to have been printed on the special paper:

Possible Plate Number Combinations on Special Paper[1]

Frame Plate	Vignette Plates
19571	19545-48, 19573-80, 19597-8
19585	19545-48, 19573-80, 19597-19600, 19608-11, 19616-19
19586	same as for frame plate 19585
19587	same as for frame plate 19585
19588	19545-48, 19573-80, 19597-19600, 19608-10, 19616-18
19589	same as for frame plate 19571
19590	same as for frame plate 19585
19591	19545-48, 19573-80, 19597-19600, 19608-10, 19616, 19618-19
19592	19545-48, 19573-80, 19597-99
19605	19545-48, 19573-79, 19597-19600, 19639, 19608-11, 19616-19
19606	19545-48, 19573-79, 19597-19600, 19608-11, 19616-19, 19666-67, 19669
19607	19545-48, 19573-76, 19597-19600, 19608-11, 19616,19, 19666-69, 19674-77, 19688

In writing about the special paper used for printing the Beacon air mail stamps, Johl states on page 215, "This, too, was soon discontinued." In view of that statement, one must question whether all the *possible* combinations shown in the foregoing table ever went to press using the special paper.

A re-reading of the Southgate article indicates that his Tables III and IV merely give the dates when some, but not all, of the frame plates were in use at the Bureau of Engraving and Printing.

1. The only frame plates shown in this table are those which Southgate referred to in his article.

The starred (asterisk) items in his Table III are in his own collection. That table gives the frame plates in use between October 8 and November 3, 1928. This short period of only twenty-seven days seems to tie in with Johl's statement that the use of special paper was soon abandoned. Of all the frame plates shown in Southgate's Table IV—the period is from June 22 to October 10, 1928—not one has a star or asterisk. Whether this means only that examples of special paper used with those frame plates were not known to him or were not in his own collection is open to conjecture.

As noted previously, Johl's check list of all the frame and vignette plate combinations is for those known to exist up to October 1, 1935. It will be interesting to see if plate number collectors can submit combinations not known to Johl. By the same token, those combinations using special paper, other than those known to Southgate, should increase our knowledge in this matter if collectors will make known their holdings. It is quite possible, of course, that such information already exists in the philatelic literature. A letter to me or to the editor with such information will be appreciated.

PS-134. On page 29 of his article, Southgate states, "Plate numbers may help in verification. Table III lists the plates known to have been used for 'special' paper printings but probably in every case they were also used with regular paper."

In view of that statement, it is possible that the note at the bottom of Table 2 on page 134 of my article may be interpreted as misleading. That note should be reworded to read, "It is known that special paper was used for some printings from the starred plate numbers in this table."

PS-139-40. On pages 139 and 140 of my article in the May 1983 issue of the *Collectors Club Philatelist*, I dealt with the number of different stamp sizes that I had found by measurements taken from the tip of the left perforation teeth to the tip of the right perforation teeth. The greatest variations in size were as follows:

39mm by 31mm
42mm by 32 mm

To graphically illustrate those differences, a photograph was prepared showing the 39mm by 31mm stamp at the top and the 42mm by 32mm stamp at the bottom. The printer cut the photograph apart, showed the two stamps side by side, and spoiled the effect that I was trying to show. To make matters worse, the photograph had been made against a white background. When the stamps were placed side by side as in Figure 7 on page 140, the entire effect was lost on the white page used in printing.

Subsequently a new photograph was prepared using a black background for better visual effect. As before, the two stamps were shown one above the other. Again, for reasons known only to himself, the printer cut the photograph apart and showed the two stamps side by side (see Figure 7, page 287, September-Oc-

tober 1983 issue of *Collectors Club Philatelist*). Though the black background was helpful in noting the stamps' extremities, the side by side placement was not conducive to proper appreciation of the size differences.

Accordingly, a new photograph has been prepared and it is shown here in vertical format as originally intended (See Figure 1). The horizontal size difference is quite obvious. However, the Figure 7 illustration on page 287 of the September-October 1983 issue does point up the 1mm vertical difference.



Fig. 1. The greatest size variations found: 39 x 31mm. and 42 x 32 mm.

PS-142. In my discussion of the error piece shown on page 26 of the Goodkind monograph, I stated, "Thus, there is no 'natural straight edge' on the left and right outside parts of the sheet where one would normally expect to find it." For the Beacon stamp, of course, it would be completely abnormal to find straight edges in those positions, and I would wager that if unperforated left and right margin pieces were to be discovered—even at this late date, fifty-seven years after the event—they would bring astronomical prices in the U.S error market. What I had in mind were the sheets of 100 of the 1918 U.S. air mail stamps, Scott nos. C1-3. C1 and C2 exist with straight edges in the right margins. For C3, there are both left and right straight-edged margins. Mea culpa.

PS-143. On this page, on the sixth line from the bottom, I stated that the measurement from the vertical red guideline, which was used for cutting the two panes apart from the sheet of 100 stamps, to the adjoining row of stamps was 1/8 of an inch. This was a typographical error. On the handwritten copy of my manuscript, this is stated as 1/16 of an inch, which is correct. One point of interest may be given in addition. Examination of the outer frame lines on the Beacon stamp shows that the center portion of the frame is in-

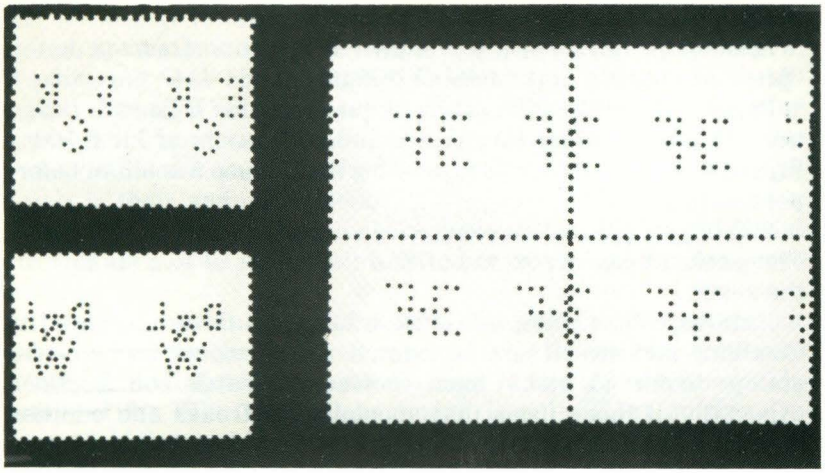


Fig. 2. Perforated initials (perfins): EKC is Eastman Kodak Company, DL&W is Delaware and Lackawana Railroad, EF is E.F. Houghton Company.





Fig. 3 (left). A double "kiss' of the printing plate.

Fig. 4 (right). Paper fold—before printing.



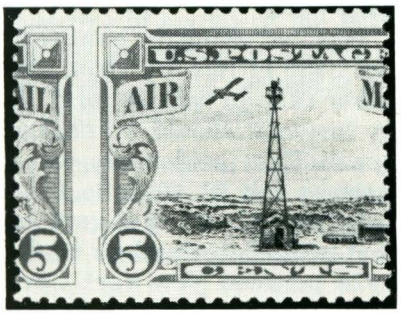


Fig. 5 (left). Paper fold—before perforating.

Fig. 6 (right). Misplaced perforations.

dented slightly from the corners. Thus, the measurement of 1/16 of an inch is from the vertical red guideline to the center portion of the stamp's frame. At the four corners, that measurement is slightly more than 1/32 of an inch.

I cannot leave this section about the stamps without recording several additional interesting items that can be collected by Beacon air mail aficionados.

One such collecting facet is perfins or perforated initials. These are not scarce by any means. A representative group is shown in Figure 2. The initials EKC are those of the Eastman Kodak Company. DL&W stands for Delaware and Lackawana Rail-

road. EF is for E.F. Houghton Company.

Another printing variety is shown in Figure 3. This is a double "kiss" of vignette plate number 19548.

Paper folds make interesting acquisitions for a Beacon collection. Without getting into the technical aspects of such items, Figure 4 shows a fold before printing and Figure 5 is a fold before perforating.

Finally, an interesting perforation variety is shown in Figure 6. The perforations are so far offline that parts of two stamps are the result.

I am sure that stamp varieties other than those discussed by Goodkind and myself can be located. Don't expect your favorite stamp dealer to stock them, however. Watch the auctions, especially of those firms that specialize in freaks and oddities. And do what a friend in Arlington, Virginia prescribes: haunt the dealer booths at every stamp show you can attend.

Re Chapters 2 and 3—Covers and Cancellations

HMG-30. In his discussion of covers as collectibles for a Beacon air mail holding, Goodkind noted the new five-cent air mail rate went into effect on August 1, 1928. This was five cents for the first ounce plus ten cents for each additional ounce.

On page 148 of my article in the May 1983 issue of the *Collectors Club Philatelist*, I expanded on this somewhat by stating that the "five-cent rate was the lowest in the entire history of the air mail service in the United States." My meaning was that it was the lowest rate in the history of the service up to that August 1, 1928 date.

Beecher contends, however, that Postmaster General's Order No. 3336 of July 18, 1919, effective on that date, established a lower rate. In capsule form, the order decreed that mail carried by airplane should be charged with postage at two cents an ounce. That, incidentally, was the rate for a one-ounce, first-class letter on July 18, 1919. So, Beecher reasons, there was a two-cent rate from July 18, 1919 until June 30, 1924. It will be remembered that transcontinental air mail service was inaugurated on July 1, 1924 between New York City and San Francisco with air mail rates of eight cents per ounce per zone.

On page 3 of his book, Goodkind states, "All first-class mail then cost 2 cents. If air mail service was available then a 2 cents first-class letter would go via airplane. It is important that there was no regular schedule. This arrangement was on a 'hit-or-miss' basis."

Though Beecher cites fourteen *Postal Bulletins* and a sufficient number of notices that appeared in the *New York Times* to prove his contention about the two-cent air mail rate, I must agree with Goodkind, except for his 'hit-or-miss' statement. It is quite evident from the sources cited by Beecher that millions of miles were flown during the four and one-half year period between July 18, 1919 and June 30, 1924. Also, that millions of pieces of mail were carried by planes during that period. I found that evidence my-

self, several years ago, when I sorted through many thousands of pieces of documentation in the National Archives Building in Washington, D.C. The purpose of flying all those miles and carrying all that mail was to prove the feasibility of the airplane for carrying the mail and to aid in the eventual establishment of the transcontinental route that had been envisioned by Post Office officials in their annual reports.

Regardless, I do not consider the two-cent rate to be an official air mail rate. Most students of United States air mail rates agree on this.

It may be germane to point out that the Post Office Department did not consider the two-cent rate to be an official air mail rate either. *United States Domestic Postage Rates 1789-1956*, a publication of the Post Office Department, is quite clear on this. On page 25 of that publication, Table III—Domestic Airmail lists all the rates starting from May 15, 1918. The entry for the two-cent rate is as follows:

Date	Rate
July 18, 1919	2 cents per ounce[2]

Beecher comments that the source cited above is not a primary source of information. So, let us see if the Official Postal Guides have anything to say on the subject. The only Postal Guide for the period in my philatelic library is the one for July 1921. The following statement in the section on FIRST-CLASS MATTER appears on page 9:

> 9. Rates of postage on first-class matter.
> (f) Mail carried by airplane, consisting of matter of the first-class, including sealed parcels not exceeding 30 inches in length and girth combined, is chargeable with postage at the rate of 2 cents for each ounce or fraction thereof.

Let me present an interesting item in my collection because it illustrates a point made by Goodkind and myself. It is a charred envelope and enclosure postmarked 6:30pm at New York City on September 13, 1920. It is franked with 2, one-cent postage stamps to pay the first-class rate. The envelope bears no evidence to indicate that the sender, Mrs. D.C. Jacobs, sought to obtain air mail service. She simply deposited the letter in a post office box of the Washington Bridge Station in New York City. We know, of course, that it ended up being sent by airplane because it was involved in a crash near Luckey, Ohio. The letter was returned to Mrs. Jacobs in a Post Office Department "ambulance" envelope together with a slip of paper reading:

> The accompanying mail was salvaged from an airplane in the Coast to Coast Air Mail Service which was wrecked near Luckey, Ohio at about 2pm, Sept. 14, 1920 (*see Figure 7*).

2. Not strictly an 'airmail rate.' Between July 18, 1919 and July 1, 1924, there was no airmail rate and no offer of airmail service. Some mail, however, was carried by planes at the regular first-class rate of 2 cents per ounce.

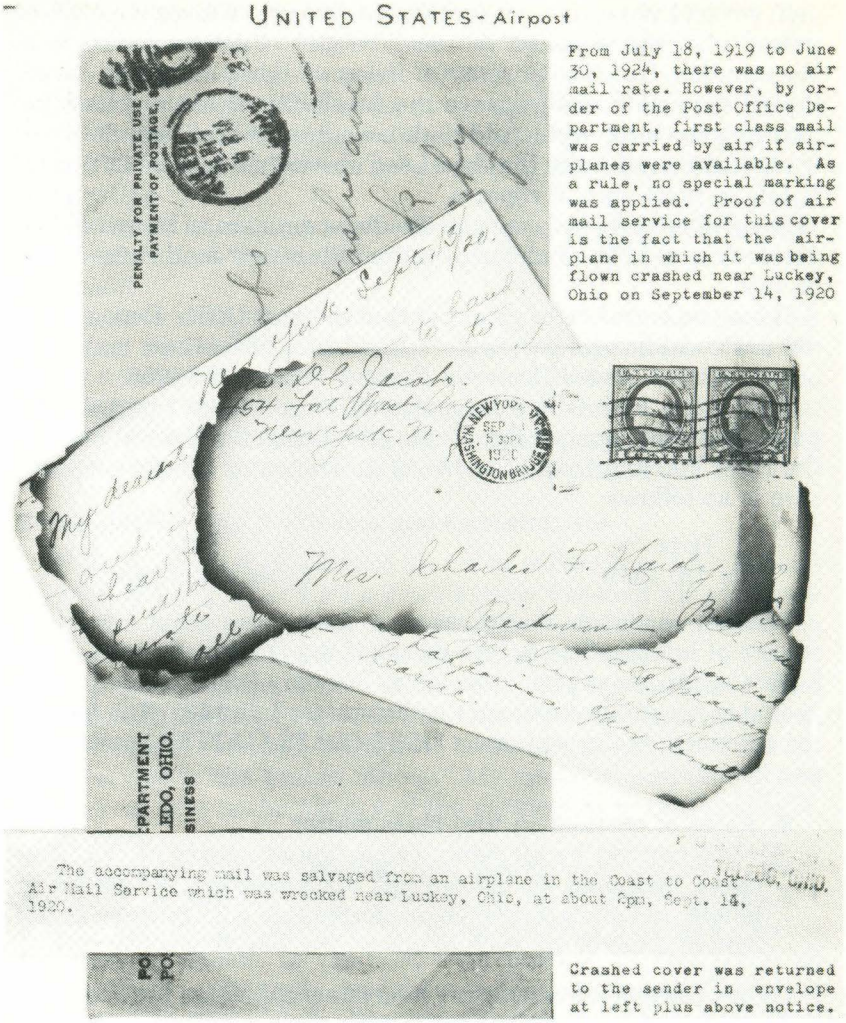


Fig. 7. Cover from the airplane wreck near Luckey, Ohio on September 14, 1920.

If anyone can deduce from the above and the other comments that preceded it that there was an official two-cent air mail rate, he or she is welcome to that deduction. The matter of the two-cent rate has been debated previously. I doubt that the argument ever will be settled to the satisfaction of all.

HMG-32. In his section of foreign uses on cover, Goodkind illustrates two covers from Canada (Figures 38 and 39). Each is a first flight cover franked with the then current, five-cent Canadian air mail stamp, Scott no. C1, plus the United States Beacon air mail stamp. The Figure 38 cover is for a flight of October 1, 1928 from New York City to Montreal. The Figure 39 cover is for a special flight on June 6, 1929 from Hamilton to Toronto in connection with the dedication of the Hamilton airport.

In discussing these covers, Goodkind states, "This combination [of United States and Canadian air mail stamps] assured a complete air mail service from Canada to the address in the United States." Judging from the addresses on the two covers, he might

also have added the following: "and from the United States to the address in Canada." Regardless, the statement about the required combination of air mail stamps is incorrect.

Effective as of August 1, 1928, air mail service in both the United States and Canada was available with the payment of one five-cent stamp of either country. Thus, a one-ounce letter posted in the United States, franked with the five-cent Beacon air mail stamp or with five cents in ordinary postage, and with a Canadian destination, would get air mail service in both the United States and Canada. Conversely, a one-ounce letter posted in Canada, franked with a five-cent Canadian air mail stamp or with five cents in ordinary postage, and with a United States destination, would get air mail service in both countries.

Beecher offers *Postal Bulletin* 14748 for July 24, 1928 as his source. I found the same information on page 22 of the August 1928 Supplement to the Postal Guide:

> Articles in the regular mails posted in this country and addressed for delivery in Canada, *and vice versa*, which are to be dispatched by air will be subject to the same postage rate as will be in effect on that date for articles in the United States domestic mails which are to be dispatched by air, that is, 5 cents for the first ounce or fraction and 10 cents for each additional ounce or fraction.
>
> The said postage rate includes the air-mail fee and articles prepaid at that rate will be dispatched by air service in Canada, where available, as well as in this country (emphasis added).

The matter of proper franking on air mail letters from Canada had been a concern to postal authorities prior to the August 1, 1928 date. In the September 1926 Supplement to the Postal Guide, there is a discussion of this matter on pages 14 and 15 as follows:

> This department has been advised of the receipt in the United States of a number of articles from Canada marked to indicate that such articles are intended for transmission by United States air mail service, the air fees on which are prepaid only by means of Canadian postage stamps.
>
> Inasmuch as the postal administration of Canada has no agreement with this department providing for the settlement of accounts based on the use of the United States air mail service for articles the air mail fees on which are prepaid by means of Canadian postage stamps, United States air mail service should be given to articles from Canada only when the air mail fees thereon are prepaid by means of United States postage stamps.

Returning to Goodkind's Figure 38 and Figure 39 covers on page 32 of the Beacon monograph, it should now be obvious that his statement about the combination of United States and Canadian air mail stamps assuring air mail service from Canada to the address in the United States is incorrect. It may have been true prior to August 1, 1928, but not after that date.

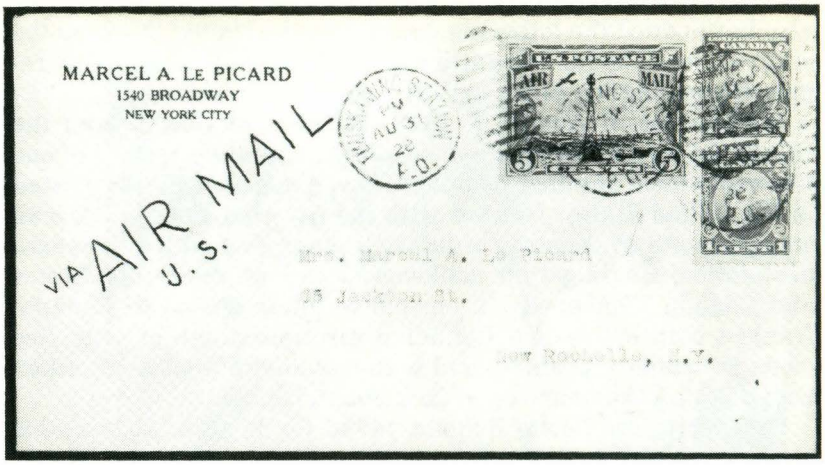


Fig. 8. Combination Canadian and United States franking on a cover postmarked August 31, 1928 at Timiskaming Station, Province of Quebec, Canada.

I should like to illustrate again the cover that was shown as Figure 17 on page 152 of my article in the May 1983 issue of the *Collectors Club Philatelist.* It is shown here as Figure 8. It will be noted that the cover is postmarked on August 31, 1928 at the Timiskaming Station, P.Q. (Province of Quebec). The franking is with two, one-cent Canadian postage stamps to pay the one-ounce, first-class letter rate, plus a five-cent Beacon air mail stamp, presumably to pay the United States air mail fee as per the hand-printed legend "VIA AIR MAIL/U.S."

Because the letter was posted subsequent to the August 1, 1928 date mentioned previously, it would have received air mail service both in Canada and the United States if the Canadian franking had been five cents. But the Canadian franking was only two cents, and it thus lacked three cents of full payment for air mail service in both countries.

It may be argued that the sender did not want air mail service in Canada if, indeed, such service was available from Quebec or Montreal. Certainly, there is no indication on the cover that Canadian air mail service was desired. Also, a point could be made that the United States Beacon air mail stamp was not valid in Canada and that it should have been so indicated on the cover. But it would seem that in this instance, at least, regardless of postal regulations, the Figure 8 cover received first-class service in Canada and, because the Beacon stamp affixed there was valid in the United States, it could have received air mail service in this country if such service had been available.

HMG-32/33. Goodkind illustrates two covers (see Figures 40 and 41 on page 33) that are franked with both Cuban and United States air mail stamps. The necessity for air mail stamps of both countries is covered in his comments that "Air mail in 1928 could not fly directly from Cuba to places in the U.S. but only as far as Key West, Florida. From there, the mail was transmitted by surface means to its destination. However, if the 5c U.S. postage was also prepaid, a letter from Havana, Cuba could fly to any destination in the United States."

To be continued

Registered Letters, London, England

by Abbot Lutz

In England registration dates back to July 1556, when an order was issued requiring all letters from London going North to be recorded and signed by both the sender and the recipient. The act read:

> that the poste between this and the Northe should eche of them keepe a booke and make entrye of every letter that he shall receive, the tyme of the deliverie thereof unto his hands with the parties names that shall bring it unto him, whose handes he shall also take to his booke, witnessing the same note to be trewe.

The council passed another order in 1603 and required that:

> every post shall keepe a large and faire leger paper booke, to enter our packets in as they shall be brought unto him, with the day of the moneth, houre of the day or night, that they first to his handes, together with the name of him or them, by whom or unto whom they were subscribed and directed.

In 1680 Dockwra also provided the recording of letters without a fee. There was a form of registration on foreign letters from 1787 to 1836: 21 shillings was the outward fee and five shillings the inward fee and this only applied between London and the destination.

The interesting breakup of the 21 shillings fee was that every letter registered for abroad, which meant from London to Dover, Harwich or Falmouth for further transmission, the foreign office received 10 shillings 6 pence, the deputy-comptroller 4 shillings 6 pence and six clerks 1 shilling each.

As to the 21 shillings / 5 shillings fees, in 1783 the post office earned £121 and in 1784 £240.

An interesting sidelight: Since 1814 receipts had been given for registered letters. In that year Mr. H.M. Raikes, of 4 Portman Square, represented that he frequently sent valuable parcels of diamonds between this country and Holland, and that these par-

cels be insured, but that, to be certain of recovering his insurance should any casualty happen, "the London merchant ought to have some proof in his possession of his having delivered such a packet into the charge of the Post Office." If, he added, the clerks would give a receipt, the merchant would gladly give them for their trouble an additional guinea (21/-). The suggestion to charge a second guinea was not adopted; but from that time a receipt had been given for a registered letter in the following form:—

FOREIGN POST OFFICE

London 181

It is hereby certified that ..... has registered at this office a sealed packet said to contain .... addressed to .... which will be forwarded to ..... by the mail of this evening; but for its safe conveyance this office is not responsible.

(signature).....



Fig. 1. Issued to Registration Clerk, London Chief Office 1844.

Both fees were reduced to 2 shillings 6 pence in July 1836.

In 1838 the Commissioners of the Post Office Inquiry issued their 10th report and recommended a uniform fee of 2 pence to be charged for the registration of letters and that the post office should admit liability for their loss up to £5. A plan was arranged to come into force in June of 1839; the fee was to be 2 pence on General Post letters and 1/2 pence on letters within the Twopenny Posts limits. All this was stopped with the impending reduction of postal rates and the possible issuance of labels to be affixed to the letters, since the postal staff would not be able to handle this increased business with the possible further increases to come. With the issuance of the penny black stamp on May 6, 1840, there was a tremendous increase in the use of the mails as well as an increase in postal thefts.

On January 6, 1841, for a fee of one shilling, letters could be registered for delivery in the United Kingdom. Letters to France were also included for the regular rate, plus registration fee, plus double the French postage. In 1848 the fee was reduced to 6 pence. On January 1, 1858 the service was extended to the colonies.



Fig. 2. Issued to London Inland Branch 1862.

The first obliterator issued to the London office was a number 51 in horizontal oval, without datestamp that consisted of 2 lines both top and bottom with 11 lines at each side. This was issued for use on May 20, 1844 (Fig. 1) and sent to the registration clerk who occupied a special window for this purpose.

On August 1, 1862 the registration fee was reduced to only four pence and in September of that year the London Inland Branch issued two upright oval obliterators with a squared opening containing the numbers 14 or 15. The lines around the device were three lines top and bottom as well as on the sides (Fig. 2).

The registration of letters became big business and the London



Fig. 3. Registered Letter to Ontario, Canada. R14 is Coleman Street but cancellation of sending office reads Lombard Street, dated June 8, 1877.

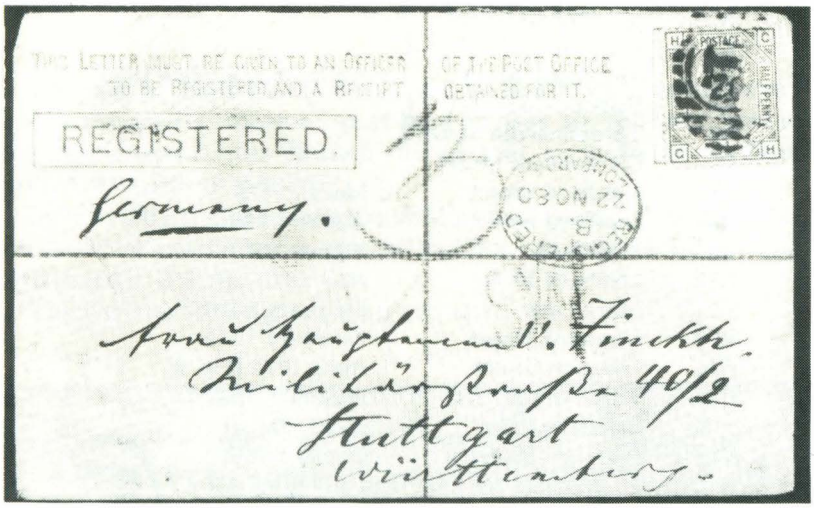


Fig. 4. Registered letter envelope to Hamburg, Germany issued 1882. R16 is Lombard Street and canceled so dated January 10, 1882.

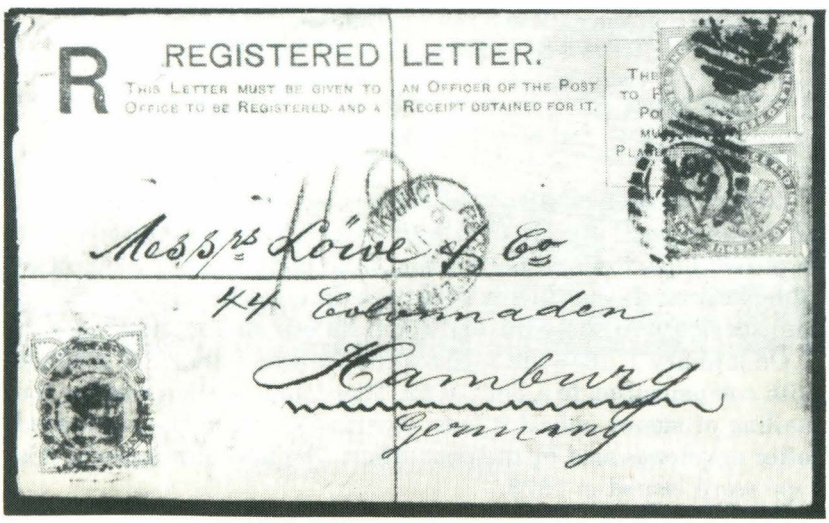


Fig. 5. Registered letter envelope to Stuttgart, Wurttemburg issued April 1878. R20 is Lombard Street-dated 22 November 1880.





Fig. 6. Lothbury cancellation.

office issued a series of 34 obliterators, upright ovals, containing the numbers R1 through R35 in a circle; number R22 was never issued. The known allocations and release dates are as follows:

R1	Temple Bar	All issued October 1866
R2	Leadenhall Street	
R3	Fenchurch Street	
R4	Moorgate Street	
R5	Bishopgate Street	
R6	Threadneedle Street	
R7	Clerkenwell Street	
R8	Lombard Street	March 1876
R9	Lombard Street	August 1868
R9	Eastcheap	August 1870
R10	Lombard Street	May 1870
R12	Mark-Lane	February 1870
R13	Lombard Street	February 1872
R14	Coleman Street	April 1873 (Fig. 3)
R15	Wood Green	February 1885
R16	Lombard Street	date? (Fig. 4)
R17	Lombard Street	October 1869
R20 to R25 intended for East Central Office 1867		
R20	Hatton Garden	November 1878 (Fig. 5)
R25	Ludgate Circus	November 1878
R26	Cannon Street	March 22, 1869
R27	Threadneedle Street	April 7, 1870
R27	Lombard Street	November 1873
R28 to R34		August 25, 1870
R35	E.C. District Office	November 30, 1870

Lothbury received a special obliterator on February 17, 1873. This was a small upright oval with a small R5 in a centered circle with two lines top and bottom and four lines on each side. Leon Dubus contends that this is very rare and may not have been put into service. We show the mark and its use on a stamp (Fig. 6).

On January 1, 1878 the registration fee was reduced to 2 pence with compensation to a limit of £2. This compensation was for the mailing of money only if it was enclosed in one of the registered letter envelopes sold by the post office. The first envelopes of this type were issued in 1878.



Fig. 7. Registered letter envelope to Bremen, Germany issued April 1878. Cancellation reads Queen Victoria Station, April 12, 1880.

The original obliterators numbered R1 to R20 were re-engraved with a different conformation of bars on May 30, 1879 and sent to the Registered Letter Branch. R6 of that series went to Fleet Street on April 17, 1880 (Fig. 7).

In 1891 all special numbered obliterators were withdrawn and replaced by a large R in a vertical oval for use at the London Chief Office (Figs. 8 & 9).

The registered letter was here to stay.

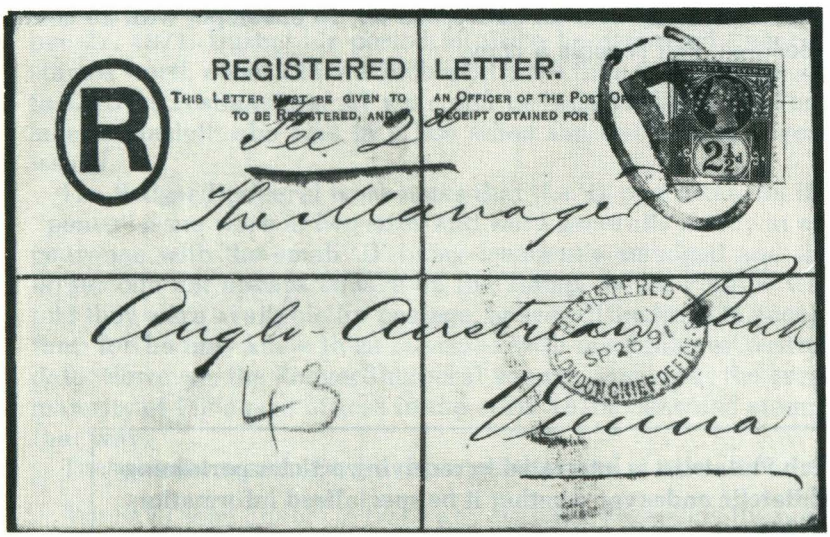


Fig. 8. Registered letter envelope to Vienna, Austria, issued March 1883. Cancelled London Chief Office September 26, 1891.

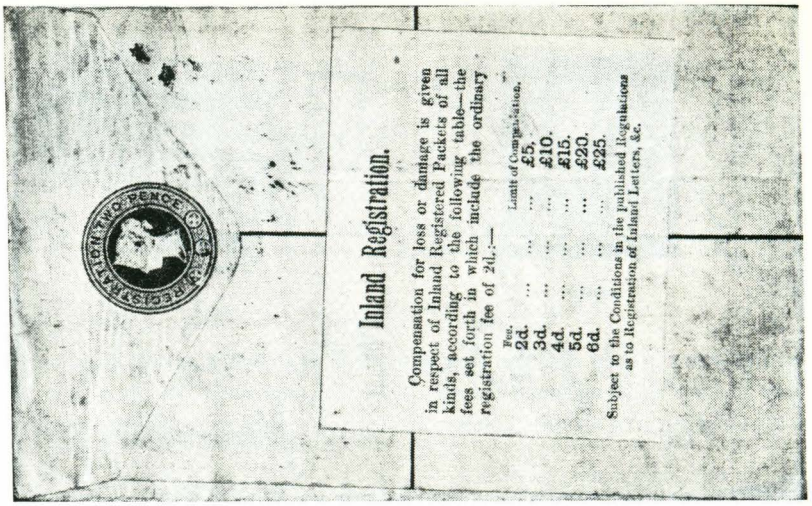


Fig. 9. Reverse side of Fig. 8.

Annual Report

The Annual Report for 1984 is not being reproduced in the *CCP* this year as a cost-saving measure. Anyone providing the Executive Secretary with an addressed no. 10 envelope, with 39 cents postage, will receive a copy.

The Collectors Club Philatelist is interested in receiving articles pertaining to your field of philatelic endeavor whether it be specialized information, research or postal history.

If you have such material for publication or in the process of preparation please contact Editor, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our Journal.

The 'D' Overprints on the Early Issues of Fiji

Continued, by Allan Levy

Phillips might have added that the covers to Canada with the shilling stamps were obvious overpayments of the 2½d UPU rate of the period or 5d, via San Francisco trans-Pacific rate, and thus were presumably philatelic.

Returning to the 'D' overprints of 1872, is there anything to suggest that the status is different? In their work, Rodger and Dunberal state that until the middle of 1873 Fijian postal revenue statistics did not show the revenues from postage and revenue uses separately and noted that

> there is no doubt that revenue from *duty* stamps was comparatively substantial during the early months of the Stamp Duties Act, which came into force about the end of January 1872; secondly, actual revenue from postage stamps was probably consistently understated in that the Chief Postmaster's figures presumably excluded the amounts owed to him by District Postmasters.

We do have the records of the second "constitutional" postmaster, Mr. Chisolm, who took over from Mr. Williams on November 27, 1871. During his period of office he dispersed "pence" stamps worth about £25 of which a bit more than £5½ was issued to District Postmasters. At year end he was replaced by Postmaster Haslett who was in office when the Duty Stamps were issued.

The Rodger/Dunberal work notes that the 'D' overprints on the "pence" issue were in two sizes and were generally untidy in appearance with the small 'D' being frequently smudged and the larger one not always square on the stamp. While Phillips was told they were available for postage, he was disinclined to accept that, for he only knew them canceled with penstroke or written date. However, the Rodger/Dunberal volume noted that the great majority of Fiji's post offices in the early 1870s canceled stamps that way.

These authors specifically reported that

> We have been unable to trace any evidence regarding the number of 'cents' stamps so overprinted, but it seems clear that their use ceased at the time of Cession. A search through numerous Bills of Sale and similar documents dated between late 1874 and July 1880 (when a new ten-value set of duty stamps was issued) showed that very few of them bore stamps

indicating payment of duty, while those that did bore normal postage stamps. . . .

The sum of the above is that there were three issues of 'duty stamps' in the 19th century with none used after Cession until the new 1880 issue appeared. That issue was used for postage but only on an irregular basis.

While there is no evidence that I know of showing the use of the 'Cents' issue Duty Stamps being used for postage, there is evidence of the "Pence" issue being so used during the "Cents" period. That evidence is the cover (Fig. 3) posted at Levuka on May 21, 1872 and addressed to H.A. Moncreaft in Portsmouth, England. This cover substantiates the claim that Phillips rejected, that Duty stamps were available for postage.

The Moncreaft cover, which is the only one I record bearing Duty stamps used for postage from Fiji during the 19th century, was originally purchased by a West Coast collector in the 1930s. It remained with his descendant's collection until around 1977 when I traded for it.

The small blue envelope bears two strips of three of the "Pence" small 'D' overprinted 1d blue Duty Stamp. These are tied by three strikes of "G.P.O./MY 21/1872/LEVUKA FIJI" with another strike of this c.d.s. wholly on the face. The back of the cover can be seen in Fig. 4.

The receiving postmark on the back shows that the letter finally reached Portsmouth, England on August 7, 1872, two and a half months later. There is also a pictorial legend inscribed *H.M.S. Cossack* showing that the sender was connected with that vessel. Returning to the face there are manuscript initials at lower left which may represent the sender. While the second name initial is not clear they may read "W^{m}M" (William Moncreaft?) or William Ki.

We know that the 1,300 ton *H.M.S. Cossack* was a 16 gun corvette with 250 horse-power engines under command of Captain R. Gordon Douglass. She had left Sydney April 18, 1872 and reached Mataku, Fiji on May 9th staying there until the 12th when she



Fig. 3. Pence issue cover posted at Levuka on May 21, 1872.

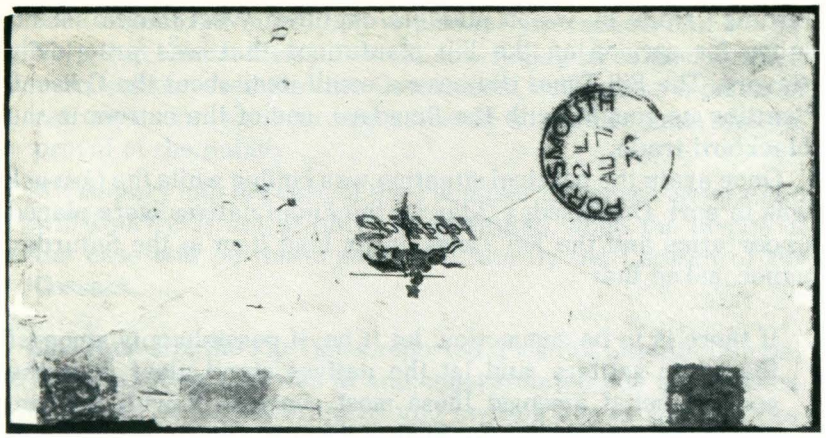


Fig. 4. Reverse of Fig. 3.

SHIPPING INTELLIGENCE.

PORT OF LEVUKA.

ARRIVED.

May 11.

Waisa, cutter, 20 tons, from Viti Levu, with cocoa nuts.

May 12.

Duke of Edinburgh, barque, 500 tons, Harley, from Sydney. Passengers—Mrs. De C. Ireland, Mrs. Forwood, Misses Forwood (2), Mrs. Litton, Mrs. Fitzgerald, Mrs. McClintock and 3 children, Mrs. and Miss Maughan, Miss Rolands, Mrs. Ward and 3 children, Mrs. Hamilton, child, and servant, Messrs. E. A. Lorking, J. Candy, A. E. Doig and servant, J. Moses, Dr. Reece, H. Jewell, T. S. Smith, De C. Ireland, H. Cottam, F. J. Clay, Forwood (5), and 12 in the steerage.

Prince of Wales, three-masted schooner, 300 tons, Weiss, from Melbourne. Passengers—Mrs. Moore and two children, Mrs. Huon and family (6), Mrs. Bartsch and five children, Mrs. Kington and child, Mrs. Woodruff, Messrs. Bartsch, Prince, Davaine, L. Cohen, A. Haslett, Purpoint, Joske (2), Paterson (2), W. B. Evans, Mrs. Evans and family.

May 13.

Pioneer, steam yacht, 8 tons, Morrell, from Mokogai.

Pride of Viti, paddle steamer, 35 tons, Page, from Rewa. Passengers—Mrs. Bach and 3 children.

Mary, schooner, 15 tons, Mitchell, from Mokogai.

Nukulau, schooner, 100 tons, Gilfillan, from Auckland. Passengers—Messrs. Kinross, Miller, M'Donald, and Mr. and Mrs. Switzer.

H. M. S. Cossack, 1300 tons, 16 guns, Captain Douglass, from Sydney.

May 14.

Jeannie Duncan, schooner, 60 tons, from Bau.

SAILED.

The barque Duke of Edinburgh, Capt. Harley, left Sydney on the morning of the 22nd ultimo, and experienced fresh westerly winds and fine weather to Norfolk Island, which we passed on the sixth day from Sydney. Had light winds from Norfolk Island until making the Group. After making Kandavu had a succession of northerly winds with rain until arrival here on Sunday morning. Was in company for three days with a small fore-and-aft schooner, name unknown, one hundred miles from Kandavu, seemingly bound for Levuka.

H.M.S. Cossack left Sydney on the 18th ult., arrived at Matuku on the 9th inst., left again on the 12th, and anchored in Levuka harbor on Monday afternoon. She is a smart little corvette of 1300 tons, and is fitted with engines of 250 horse-power nominal. Sixteen 68-pounder shunt guns, Woolwich pattern, compose her armament, and her complement of officers and men is 275 all told. She has been about two and a third years on commission in the India and China waters. The following is a list of the officers of the Cossack:—Captain R. Gordon Douglass; Senior Lieut., Charles H. Taylor; Lieutenants, Charles D. Eden, Edward B. Fletcher, and Arthur C. Jenner; Lieutenant of Marines, H. R. Carter; Navigating Lieutenant, E. O'Hallett; Chaplain, Rev. D. J. Boutflower; surgeon, G. V. Macdonough, M.D.; Paymaster, Geo. W. Muir; Chief Engineer, W. J. D. Beaton; Assistant Surgeon, Thomas L. Horner; Sub-Lieuts., Robert C. Leader, Frank Roger, James B. M. Hennings, and Charles S. Needham; Engineers, Henry Knight, and Samson Grundy; Midshipmen, F. L. Langdale and D. M'Pherson; Navigating Midshipmen, A. Roughton, and A. Beaver; Clerk, W. M'Lean; Warrant Officers—Gunner, James Wallies; Boatswain, John Turner; Carpenter, Benjamin D. Sanders.

Fig. 5. Shipping Intelligence, *The Fiji Times*, May 15, 1872.

sailed for Levuka. The *Cossack* arrived at Levuka on May 13th and the *Fiji Times* reported this on the 15th along with the names of the officers of the vessel (*Fig.* 5). None of the names matches the initials on the face of the letter, suggesting the writer was an enlisted man rather than an officer in the 275 man complement that arrived at Levuka.

We do not know precisely what Captain Douglass's assignment was in Fijian waters. She sailed on June 11th for Samoa via Savusavu, Taviuni and Lomaloma. One purpose may have been to instill some respect among the more reckless of the white planters for Fijian rights and law. A second was to cut into the "black-

birding" trade by which planters captured West Pacific island labor for service on the Fiji plantations that was practically slavery. The *Fiji Times* did have a small item about the *Cossack* "cutting up rough" with the *Ringdove*, one of the cutters in the blackbird trade.

Once again the political situation was boiling while the *Cossack* was in port. On Tuesday, May 14 the Fijian natives were placed under arms and the *Fiji Times*, in its lead item in the Saturday paper, asked that

> If there is to be commotion, let it be, if possible only amongst the white settlers, and let the natives stand aloof. It is the general belief amongst those most conversant with the language and customs of the Fijians that a collision occurring in Levuka between the two races would result in fearful reprisals upon the solitary planters throughout the group; that the mountaineers of Viti Levu would come down fearlessly and clear the coasts of that island of the hated papalangi, and that many of the hired Fiji laborers who, by the mode in which they have been hired, are little better than slaves, would take the opportunity of throwing off all restraint, and returning to their towns. What would be the result but the utter ruin of Fiji from a commercial point of view? . . . If the captain of the *Cossack* informs the British public that they must obey the laws of Fiji; or if they are dissatisfied with them, leave the country; then we believe that the opposition which has hitherto obtained against the Government will nearly altogether cease, or be conducted in a constitutional manner.

The differences between the editor and the British consul, Mr. March, are then gone into

> It must be remembered that the proper representative of Britain in Fiji should be her Consul, but the stand taken by that officer, instead of pointing to the obedience of laws of the land in which we live, has taken the very opposite direction. To those who have been resident in Fiji since the attempted formation of a government, it is a patent fact, that in every way Mr. March has tried to foil and frustrate its endeavors; that when a society was formed for the purpose of resisting it by force of arms, he gave that society its countenance; and when a verdict against him was obtained by Dr. Freeman for balance of salary, and he was fearful of an execution being put upon his house, he called upon the "Society" for a guard for the Consulate, and had them night and day on his premises . . . To the deputation of planters which waited upon Captain Douglas it was given clearly to understand that foreigners resident in Fiji were amenable to the Fijian laws . . . It must always be remembered that the present opposition refers to past actions of

the Government more than to present grievances, and we believe that if once the excitement now raging be calmed down, it will be discovered that the Government will pursue a policy of retrenchment, such an one as could not fail to meet the approval of the public.

An enquiry into the case of the *Volunteer* cutter we understand will shortly, if not at once, be instituted when the merits of the case will be thoroughly gone into by the Captain of the *Cossack*. . . .

One June 5th, the *Fiji Times* reported a visit of Captain Douglas to King Cakobau who was ill and congratulated him upon the establishment of his Government and inviting him to visit the *Cossack* upon its return from Samoa. The King in turn, expressed

his sense of the obligations which he was under to the white population generally, and to the British in particular, for their efforts to civilise and promote the advancement of the country, and conveyed his assurances of his desire to protect the interests of all living under his rule. In the rapid strides taken in the observance of good order generally, under the influence of Constitutional Government, he fully recognized the hand of an all-ruling Providence, and felt deeply grateful that it had been granted to him. . . .

A note from the report of activity in the Fijian House preceded this notice. It reported that as part of the business of the House

the Captain of the *Cossack* was satisfied of there being a Government here; and directed that certain matters which had been referred to him, should be submitted thereto, and that the notes issued by the Treasury, would be retired, one-half almost immediately, by coin on board a vessel now daily expected; the remaining half, also in coin, within a comparatively short period, say two months.

The above data shows that the *Cossack* was to determine whether a legal government existed and to support it if it did among its other functions. It was to put the power of the British government behind such a government to offset British citizen attempts to overthrow it. It also makes clear that when the letter illustrated here was posted, the *Cossack* was in Levuka harbor.

Gordon Rodger has told me that he does not know of any stamp shortages in Levuka or anywhere else in Fiji during May 1872 so that this probably rules out any possibility of the "pence" issue 'D' overprint on the 1d stamp being some kind of provisional.

What does seem reasonable in light of the fact that the *Cossack* was to spend a month at Levuka is that the purser probably bought a sheet or so of the current "Twelve Cents" on 6d stamp

for the use of the crew to cover overseas letter rates (12½ cents (6d) per half ounce). At the same time he may have had a use for revenue stamps. Clause 7 of the Stamp Duty Act called for two cents (1d) for promissory notes up to $250 made to the bearer on demand while Clause 8 provided for the same rate made in Fiji but payable out of that Kingdom.

It is quite possible that the Purser, having run short of postage stamps, used Duty Stamps instead, particularly if he was finishing up the mails after the postoffice had closed. It is also possible that a member of the crew used whatever he could when he could not find a 6d stamp and accepted the six 1d Duty Stamps instead. Equally likely is the proposal made by Gordon Rodger that in the rather dim light obtaining in warships at the time, the small 'D' was not spotted and the Duty Stamp was handed out instead of the postage stamp sought.

Whatever caused the Duty Stamps to be used on the cover, they were clearly accepted at the main postoffice at Levuka supporting the reports that the issue was acceptable for postage. Certainly considering the political situation it would be considered a possibly unfriendly act to refuse a letter bearing them on the basis that they were Duty stamps and not postal.

Note: On page 111 of the March/April 1985 issue, an inference might be drawn that the *Fiji Times* service ceased 3/4/71. The appointment of a postmaster only meant that exclusive service ceased. As noted the *Fiji Times* published notice of cessation of interisland service May 8, 1872. Other sources put the date of discontinuance of the Express exclusive service at January 12, 1872, as cited in the Philatelic Foundation 1983 *Opinions I*, pg. 124.

NEW MEMBERS ADMITTED

The following have been admitted to membership at the Board meeting of January 1985:

Christine S. Blinn, *New Jersey*
Stuart P. Bloom, *New York*
John Clements, *Tasmania*
Donald C. Dewees, *Delaware*
Harold B. Goldberg, *California*
Howard Karlin, *Florida*
Robert G. Kaufmann, *New Jersey**
William J. Leugood, *New York*
Eric J. Lobenfeld, *New York*
Russell S. Mascieri, *New Jersey**
Svend Erik Nielsen, *Connecticut*
Stephen M. Rafael, *New York*
Armand E. Singer, *W. Virginia*

* *Reinstated*

Ethiopia: The 1929 Air Provisionals, Classifications, Types, Usage

by Nachum Kaplan

Classification

On August 16, 1929, the Ethiopian post office came out with a circular in French of which the English translation reads:

> In order to commemorate the arrival of the first Ethiopian aeroplane, the postal administration puts into circulation a limited quantity of stamps with special handstamp. The stamps will be on sale for 10 days only, starting August 17, 1929 on the aviation field and on the following days at the post office. The use of the stamps will be accepted for franking letters of the special post by train starting August 20, 1929.

The main reason for the issue of this set was not mentioned in the circular, but it was issued to raise funds for the payment of the aeroplane. The price of each set was about 7 Eth. dollars. The original issue was of 1500 sets; 10,500 Eth. dollars was a big sum in those days.

This original printing, also known as type I, was sold out on the day of issue. While the exact date of issue is uncertain, the aeroplane was due on August 16. This date appears on the official program that was printed in Addis Ababa on August 15; this program which also served as an invitation to the landing ceremony doesn't mention any stamps to be sold during the landing. It does mention that post office employees will distribute mail during the landing. Apparently the post office knew that the landing was postponed and issued this circular on August 16, saying that the stamps would be issued on August 17. With continuing mechanical problems the landing and the ceremony took place on August 18, a Sunday morning. Were the stamps sold on that occasion? I've an article that was written by an eye-witness to the landing, Mr. A. Abel. It was published in *Le Courrier D'Ethiopie* on Aug. 23, 1929.

This article was not philatelic, but Mr. Abel describes every detail of the ceremony and there is no mention of a post office or mail distribution. We can therefore assume that the stamps were issued on Saturday August 17, as planned, or on Monday, August 19. In this case the stamps were not sold at the aviation field as stated in the post office circular, as this landing strip was merely a flat piece of land with no facilities at all, located 20 km from Addis Ababa. The earliest date that has been recorded so far on a canceled stamp of the original printing is August 19, 1929.

The preparations for this issue must have taken a long time. We must remember that 15,000 stamps were handstamped with a single device, six values in violet and four values in red. As very few errors are recorded, we can assume that it was done slowly and carefully. Therefore, I believe that the news of the forthcoming limited issue was known to some people long before the circular was published. Those people bought the post office stock in complete sheets and left very little for the public. This could be the reason why only a handful of these stamps are recorded on covers and, at the same time, there are complete panes of 25 stamps (one-third sheet) of each value in the collections of De Graeve and in my own. In addition to the set of complete panes that I have kept, I did break four sets of complete panes into blocks and singles.

The demand for these stamps was unexpectedly high, but as the original handstamp was destroyed after making the 1500 sets, new handstamps were made and the set was re-issued. This was done as early as August 21, 1929 for the type without the colon, and August 24, 1929 for the type with the colon. These dates had been recorded on canceled stamps and covers. The re-issues were issued in large quantities, some say 10,000 sets of all the types; some say 10,000 sets of the types with colon, and an unknown quantity of the types without colon. The handstamping of the re-issues was done in a rush and by several clerks in order to meet growing demand from dealers and collectors. Errors of all kinds were *produced* (it is in my opinion the right word; I strongly believe that most of the "errors" have been ordered in complete sets).

As with the original printing, we know only that very few stamps of the re-issued types were used before the first flight of December 26, 1929.

Types

Experts, catalogue publishers and collectors of Ethiopia have always distinguished the types, mainly by the height of the handstamp for the types with the colon, or simply regarded them as two types, one with colon, the other without (Figs. 1 and 2).

Henry M. Goodkind wrote an article that was published in the *Aero Philatelist Annals* of January 1954. This excellent article was based on the following publications: *Scott's Monthly Journal,*

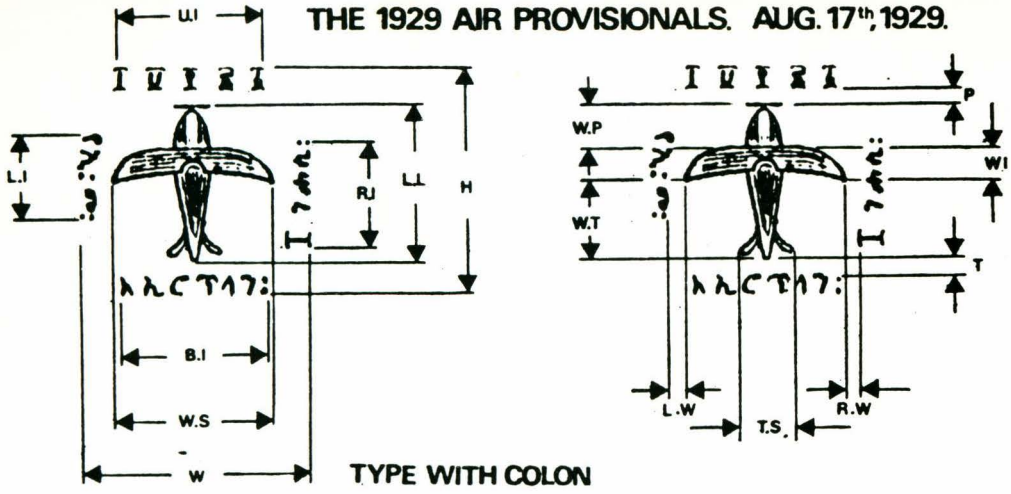


Fig. 1.

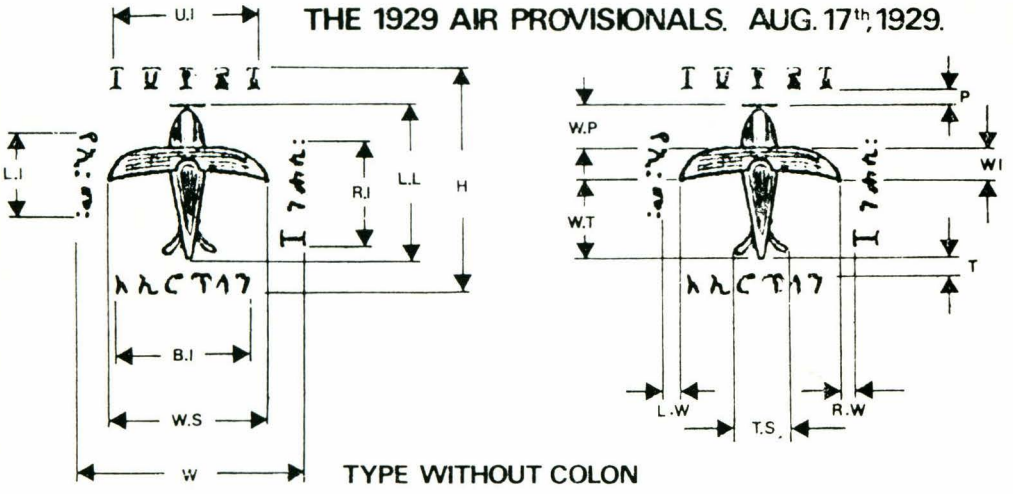


Fig. 2.

Vol. 33-34, 1930-1932, *Scott Air Post Stamp Catalogue* 1930, 1931, 1946, *Champion Catalogue De Poste Aeriene* 1930, *The Air Post Collector*, Vol. II, No. 2, April 1932, *Mekeels Weekly Stamp News*, April 2, 1932, *Weekly Philatelic Gossip*, October 19, 1935, *Aero Field*, Vol. 4, *Sanabria Air Post Catalogue* 1953, *American Air Mail Catalogue* 1950 and the Luff reference collection. I give this long list in order to show that publications of about the time of issue knew very few details concerning dates of issue, types and quantities. I think that even post office officials in Addis Ababa did not know much. The demand was high and as soon as hand-stamps wore out, they made new ones, but kept no records. It would not surprise me to find out that some officials gained personal profits from producing certain types, colors, and "er-



Fig. 3.

rors". The Ethiopians tend to blame the Italian occupation for lack of records, but in my opinion, they never kept them for the reason that some officials did not want anybody to know about their activities.

Mr. Goodkind came to the conclusion that only two types existed, the original printing or type I and later printings all without colon. Ivan Adler, one of the top collectors and researchers of Ethiopian stamps and postal history, wrote in his handbook part I about three types, one with colon and two without colon. This part was written in 1960 with the assistance of Erik Sundberg and Harry Shore, who formerly was an advisor of the post office in

Table I — Type Measurements

		Type I	Type IIa	Type IIaa	Type IIb	Type IIc	Type IIIa	Type IIIb
u.i	=	12.5	13	13	12	12	12.5	12.5
l.i	=	8.5	9	9	9	9	8.5	8.5
r.i	=	9	10	9	9.5	10	9	9
b.i	=	13	13.5	13	13	13	12	12
l.l	=	13.5	14	13.5	13	13	13.2	13.2
h	=	19.5	20	20	19.5	20	19.5	20
w.s	=	14	14	14	13	13	14	14
w	=	20	20	20	19	19	19.5	19.5
w.p	=	3.5	4	3.5	3	3	3.5	3.5
w.t	=	7.5	7	6.5	6	6.5	6.5	6.5
w.i	=	2	2.5	2	2	2.2	2	2
p	=	1	0.5	1	0.5	0.5	1	1
t	=	1	1	1	0.7	1	1	1
l.w	=	1.5	1	1	1	1	1.2	1.2
r.w	=	1	0.5	0.5	1	0.5	1	1
t.s	=	5	5	5	5	5	5	5

Addis Ababa. Part I was revised in 1961 by Norman Handley, president of the Ethiopian Collectors Club in the U.K. In his handbook part II that was written in 1968, he wrote about two types, one with colon and one without. In the revised edition of part II that was done by Eric Wahleen in 1975, we find that there are two types with colon and one without. Mr. N.C. Baldwin wrote in his research work *Abyssinia 1929-1931* about two types with colon and one without. Dr. De Graeve wrote an article on that issue that was published in the *Aero Philatelist Annals* in July 1978, stating that two basic types existed, type I with colon for which two handstamps were made to make the original printing and type II without colon. For type II only one handstamp was used for six printings from August 1929 until May 1931. The catalogues are just as confused as the researchers and cause confusion to the collectors, pricewise and typewise.

I've been collecting Ethiopian stamps for a long time with my main interest in the overprinted issues 1901-1908. It is possible that for this reason I became intrigued with the 1929 Air Provisionals. At first I bought huge quantities of stamps. I had about 10 percent of the original printings in panes of 25, blocks, and singles, and about the same quantities of the reissued stamps. I learned that all those articles and most of the catalogues dealt only with the height of the handstamp and with the colon. With my experience in the early handstamped issues, I knew that such quantities could not be done with one handstamp made of rubber, not even with one handstamp for each type. I started to measure the characters in the Amharic inscriptions, the length of the inscriptions, the distance of the inscriptions from the aeroplane, the size of the aeroplane, wing span and shape of wings. Very soon I noticed that there are differences within the types and that height and colon mean very little. It takes more than that to identify the types. I therefore produced two drawings of the handstamps together with charts: Figure 1 for the type with colon and Figure 2 for the type without colon. The abbreviations on the charts correspond to those on the drawings and are as follows:

Left side drawing

u.i = upper inscription, l.i = left inscription, b.i = bottom inscription, r.i = right inscription, w.s. = wing span, l.l = length of aeroplane, h = height of handstamp, w = width of handstamp.

Right side drawing

w.p = wing to propeller, w.t = wing to tail, t.s = tail span, w.i = width of wing, p, t, r.w, l.w = distances from inscriptions to propeller, tail, right wing and left wing.

It took months of work to measure all the stamps. The aid of a very strong magnifying glass with inner fluorescent light made it

possible. The results justified my work: so far I have distinguished seven handstamps, six additional to the original printing. I classified them in the following order: Type I, the original printing; Types IIa, IIaa, IIb and IIc for re-issues with colon; Types IIIa and IIIb for re-issues without colon (Fig. 3). However, I am not yet satisfied with this order. I tend to believe that the types without the colon were the first re-issues. The shape and size of the aeroplane is almost the same and so are the characters: the handstamps in both cases were applied carefully and clearly. Even the amount of errors is small in comparison to the re-issued types with the colon. The colors are mainly violet and red (various shades) in complete sets, whereas in the original printing these colors were within the set. Stamps of the types without colon are recorded canceled as early as August 21, 1929. The handstamps for these types were in use for a long time or wore out fast. In my collection I've many samples of stamps handstamped by a worn-out handstamp, mainly type IIIa.

In the re-issued types with colon I found two groups: group 1 with types IIa and IIaa, group 2 with types IIb and IIc. The first group is a carnival of colors, complete sets in violet, red, green, black, blue with the red broken into pink, lake, magenta, and other shades. The same goes for the "errors". Every possible error exists in sets. Some of my stamps look like a dogfight. The second group IIb and IIc looks rather like the original printing at first sight, but the size of the aeroplane is smaller, the wing span is 13 mm instead of 14 mm in all types, the length of the aeroplane is also 13 mm instead of 13.5 mm in the original printing, 14 mm in type IIa, 13.5 mm in type IIaa and 13.2 mm in types IIIa and IIIb. I have complete sets of the second group in violet, red, green, black and blue, but I don't have a single error, nor canceled stamps, loose or on covers. It is possible that such stamps exist in collections, but since the size of the aeroplane never played a role in the identification of the types, collectors overlooked this factor and classified such stamps as type I.

Rev. Eric Payne saw them for the first time in my collection. While on sabbatical in Israel, he came to my house to observe my collections for the purpose of writing the booklets on Ethiopian stamps. He asked me if I had stamps of group 2 with errors or canceled. To my negative reply, he declared them as fakes. I disagreed with him then and I feel the same today. Rev. Payne's work on the airs was very shallow; it's no more than a catalogue listing of every known type including their varieties (errors & colors). I asked him then, why would a forger go to the trouble of producing such a complicated handstamp and use it on a few sets only? Why would he forge a set of such a low value on stamps that would cost him almost as much?

Observing catalogue prices, we find the following: *Minkus* 1966, un-overprinted set $6.30, overprinted red or violet, $6, black $15, green $25, blue $100. *Michel* 1974/5, un-overprinted DM 38, overprinted, all types, DM 47.5. *Yvert* 1979, un-overprinted 45 FFr,

overprinted, all types 40 FFr. *Gibbons* 1980, un-overprinted set £8.50, overprinted, all types, £12. In the 1976 edition of *Gibbons* the catalogue value for un-overprinted was £4.25 and for overprinted only £3. *Scott* 1980, un-overprinted $9.30, overprinted, all types $7.20. From the above list we learn that no one in his right mind would forge that handstamp. We must also remember that Ethiopia has never been popular among collectors.

For the benefit of the readers I list all of the measurements of the various types (all in mm) in Table I.

I'm most certain that there are more types in group 1, but the stamps of this group are the most difficult to measure.

Canceled stamps of group 1 are recorded dated as early as August 24, 1929. The earliest recorded canceled stamp of type I is August 19, 1929, types IIIa or IIIb August 21, types IIa and IIaa August 24. In my opinion, the order of the types should change in future listings accordingly.

Usage

Very few stamps of the original printing (type I) are known on covers; none of these covers is a flight cover. Of the four covers that I recorded, three in my opinion were pre-canceled, two of them did not go through the mail, and one was probably kept until the first flight in a drawer and then mailed four months after it was canceled. As I have only one cover in my collection, I'll describe all four but illustrate only mine (I can not produce illustrations from photocopies).

1. Cover franked with 5 x C1 and 2 x C2 of type I. One C1 has a double overprint and the same on one C2 (one up the other sideways); the cover is canceled with ADDIS ABEBA on 19 VIII 1929. This is not the cancellation of the railroad post office. The cover is addressed to BUKIT TOMAH, SYONAN, a town located 40 miles west of Addis Ababa. There was no railroad connection to this town and no post office was ever recorded there, "the use of stamps will be accepted for franking letters of the special post by train", no transit or arrival markings, and the franking is not correct for the inland rate.
2. Cover franked with 2 x C1, C3, C5 of type I and C2, C4 of type III. There are errors of some sort in every stamp. The cover is canceled with ADDIS ABEBA R.P. on 21 VIII 1929 and addressed to Germany. The total franking is 4g. which is the correct airmail rate, but this rate became effective on December 26, 1929. The correct rate on August 21, 1929 was only 2g. The cover has no transit or arrival markings. The sender, Ing. Vogel, a German philatelist living in Addis Ababa during that time, is responsible for many of Ethiopia's airmail covers. Most of his covers are franked with stamps with errors of all sorts and have errors in the cancellations. In 1931 he wrote a booklet, *The Abyssinian Airposts*.

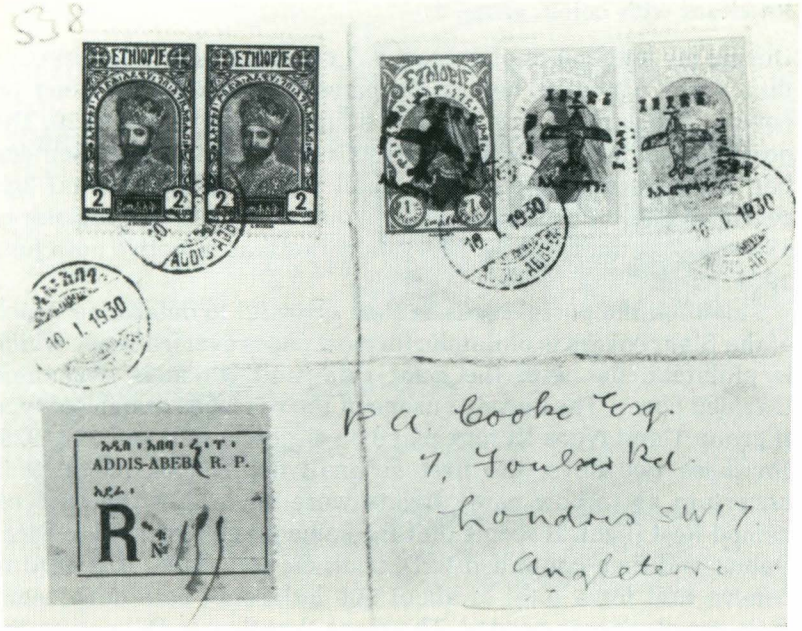


Fig. 4.

3. A cover from the Luff Reference Collection of the Philatelic Foundation, illustrated in Mr. Goodkind's work of January 1954. The cover is franked with several stamps of type I (over-franked), canceled with ADDIS ABEBA R.P. on 22 VIII 1929, addressed to New York, no transit markings, N.Y. arrival January 17, 1930. Five months on the way was much too long. The address was typed on the cover, but somebody added in handwriting on the lower left side "PAR AVION 1er VOL." meaning VIA AIR MAIL 1st FLIGHT; on the upper right side the cover was handstamped with a small handstamp "PAR AVION BY AIR MAIL" in two lines. The sender is "Mr. Y. DERENTZ 'Commerce De Timbres Poste' Addis Abeba (Abyssinie)." His name appears on many covers of this issue that were flown on the first flights December 26 and 29, 1929. One of his covers, addressed to the same person as on this cover is illustrated in Booklet VII of the Ethiopian Collectors Club in the U.K. I have a cover to New York flown on the first flight December 26, 1929 with arrival date almost the same as on this cover. I therefore think that this cover was canceled on August 22, 1929 but not mailed before the first flight.

4. Cover franked with 2 x Sc159, C1, C4 and C6 of type I, canceled with ADDIS ABBEBA on 10.1.1930 and addressed to England, no transit markings, London arrival 27 JA 30. I have in my collection two more covers, all addressed to the same address, all franked with 2 x Sc159 and various stamps of this issue (re-issues) and all canceled within two weeks, as no flights took place during that time. All of these covers made their way as surface mail (Fig. 4).

Re-issues with colon, group 1.

During my long years of research, I recorded only a few stamps that were canceled before December 26, 1929, but none on covers. The earliest date on loose stamps is August 24, 1929. The postal rates during the time of the first flights and until September 1930 were as follows: air mail per 15 grams, inland 2g.; registered inland 5g.; external (Djibouti & beyond) 4g.; registered external 7g.; the extra 3g. for registration was effective until June 1931.

I mention the postal rates as they are vital to determine which of the flight covers is philatelic (in most cases overfranked), which is philatelic but with the right rate, and which is a genuine traveled cover. The massive usage of the re-issued stamps of type II group 1 and types III took place on December 26 and 29, 1929. On these two days, the first air mail flights took place. It is uncertain as to how many flights were made, but they are all named first flight. It seems that the same plane took mail to Dirre Daoua and then continued to Djibouti on both days. It is hard to believe that for a total of about 500 letters on both days, more than one plane was needed. The plane that flew to Djibouti on the second day brought on the return trip to Addis Ababa the first air mail, Djibouti-Addis.

The massive usage was for franking 500 letters, some with complete sets and some with parts of the set (in most cases C1-C6). Very few letters are franked with the correct rate; all are addressed to Djibouti to Adrien Zervos (a stamp dealer).

After these flights ended, a small portion of these stamps was still used, mainly by philatelists. I recorded one flight cover from the reported airmail flight of February 22, 1930 from Addis to Djibouti. Old articles never mentioned this flight; it was first reported by Capt. Stern who wrote a booklet *The Air Mails of Ethiopia & Eritrea*. Part of this work is a reprint of Baldwin's work with an amplified list of flights. The revised edition of *Catalogue Des Aerogrammes Du Monde Entier* lists on that date a flight from Addis Ababa to Dirre Daoua. No mail had ever been recorded from that flight. One flight at about that time was never reported and never recorded. It was a flight from Dirre Daoua to Addis Ababa on January 25, 1930; two of the flight covers are in my collection (illustrations enclosed) and will be revealed now for the first time. The stamps of the 1929 Air Provisionals, originals or reissued, were handstamped in Addis Ababa and available for sale at the Addis Ababa post office only. These two covers were franked with stamps of the 1928 issue, both covers are handstamped with a large rubber handstamp "PAR AVION" in black, on one cover, over the stamps. On that cover, canceled Dirre Daoua 25.1.1930, we find the pilot's signature, Andre Maillet. The stamps of the other cover were canceled at Dirre Daoua on 22.1.1930, but were handstamped upon arrival in Addis Ababa with the handstamp of the Air Provisionals type IIaa. Both

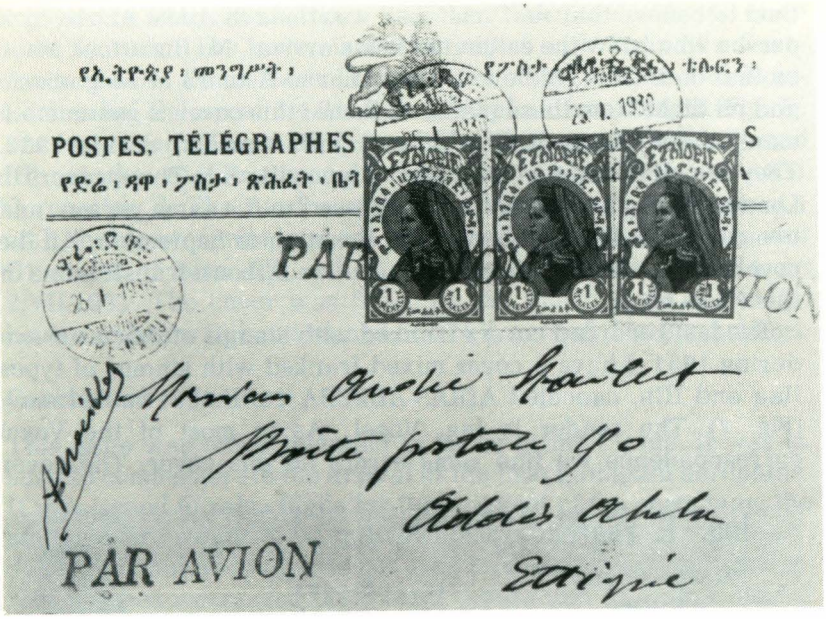


Fig. 5.

covers were canceled upon arrival with Addis Ababa 25.1.1930 (Figs. 5 and 6).

One cover in my collection was illustrated in Mr. Goodkind's work and described as a flight cover. The cover is franked with C1-C10 type IIIa in violet, canceled with ADDIS-ABEBA on 15.III.1930, handstamped with VIA AIR MAIL, and canceled on arrival ROMA CORRISPONDENZE (FERMO POSTA) 19.3.30-8. In my opinion, there must be a mistake in one of the cancellations. I

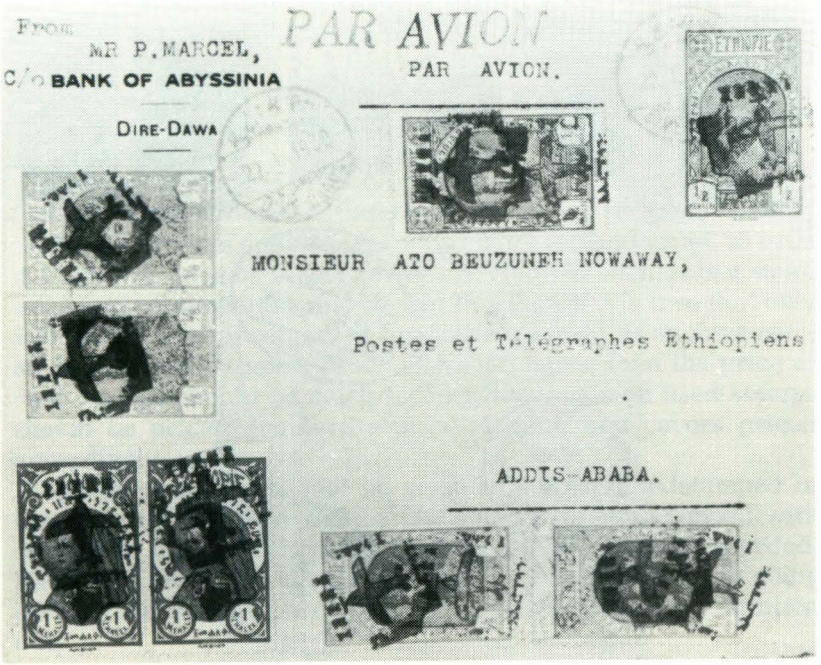


Fig. 6.

tend to believe that the "mistake" was done in Addis Ababa by a person who knew the estimated Rome arrival. No flight took place on that date from Addis to Djibouti nor to Asmara or Mogadiscio and no flight from those places to Rome; this cover is genuine but manipulated. Several more covers are recorded during 1930. They are all franked with stamps of types IIIa & b. Three covers to London during March are all addressed to the same person, and two covers to Athens, one in May, the other in September. All the covers have arrival cancellations, but no Djibouti transit: none of them was flown.

The last recorded covers franked with stamps of this issue are during 1931. I have a cover mixed franked with stamps of types IIaa and IIIb, canceled ADDIS-ABBEBA 16.III.1931 to Germany (Fig. 7). The sender is Ing. Vogel. As in most of the Vogel correspondence we find some errors on this cover. The cover

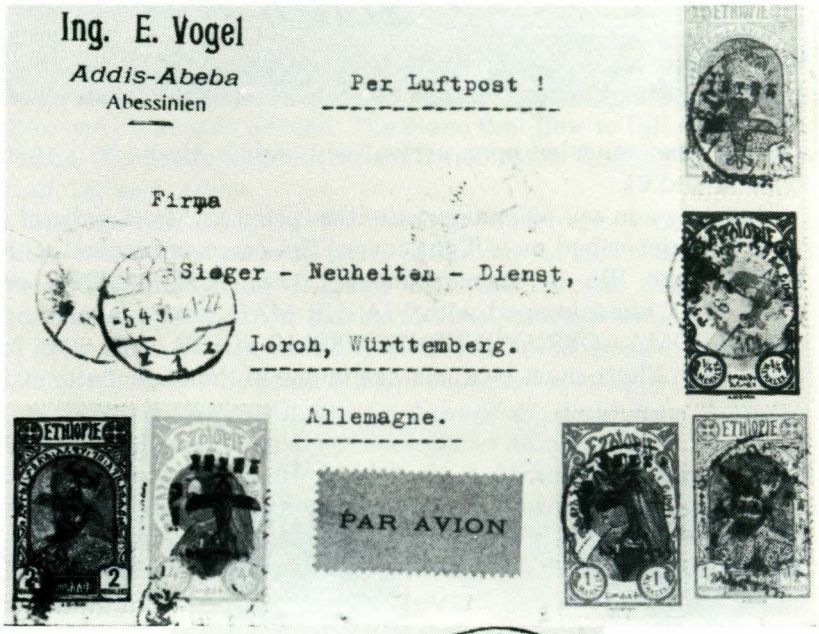


Fig. 7.

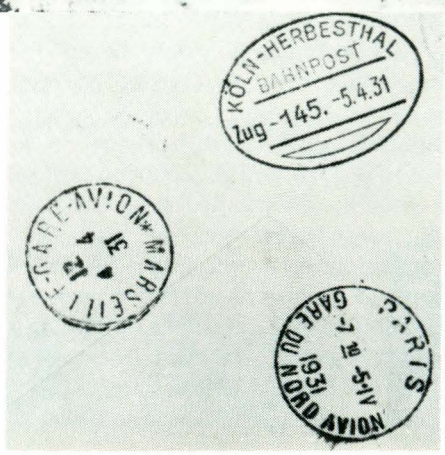


Fig. 7a.

traveled to Marseille by boat, was then flown to Paris, and on to Koln by train. The cover is backstamped with Marseille Gare-Avion 4 4 31, Paris Gare Du Nord Avion 5.IV 1931 and Koln-Herbesthal Bahnpost 5.4.31, Koln arrival on front 5.4.31 (Fig. 7). The last cover is fascinating, franked with stamps of types IIa and IIIb of the Air Provisionals, 1931 Air Definitives and 1931 Coronation II. The Air Provisionals are: C1 black, C1 green, C1 with double overprint (green & violet) and C6 black of type IIa and C1 violet of type IIIb, all canceled with ADDIS ABBEBA on 2.VII.1931. The cover was flown on the fourth flight Addis-Djibouti and bears Djibouti transit and N.Y. arrival (Fig. 8) markings.

Conclusions

This issue was never intended to be an airmail issue. It was issued to commemorate the arrival of the first Ethiopian aeroplane. It was issued to raise funds for the payment of the aeroplane; the stamps were meant to be railway stamps only.

The original printing was not used on flight covers, only the re-issued types were used on airmail covers and in a very limited quantity; about 500 covers on all flights.

In my opinion, only canceled stamps, loose or on cover, that bear the dates of the flights, can be considered as airmails. The rest, mint or canceled on other dates, should be treated as commemoratives. The very few that were canceled before August 24, 1929 can be classified as railway stamps.

The average collector will find it difficult to distinguish all the types described. Nevertheless he must refer to the three major groups: originals, re-issues with colon, and re-issues without colon. Catalogues should refer to them as CI1-10, CII1-10 and CIII1-10. The original printing was done in alternate colors, C1, 2, 4, 6, 8, 10 in violet, C3, 5, 7, 9 in red. The quantity was small, 1500 sets. Only a few of them were recorded used and of those only a fraction on covers, and they therefore should be priced accordingly.

The quantity of the re-issues is also small: 10,000 sets of all types. We can assume that an equal number of sets was made of each of the groups and in each of the colors red and violet, so even if 2,500 sets (give or take a few) were made of each, it is a small issue and catalogues should regard this fact. If it is true that only 500 covers were flown and a few more traveled as surface mail, all franked with stamps of the re-issued types, then the price of used stamps should be much higher. In my opinion used stamps should be priced double the price of mint, and covers priced accordingly.

Special attention should be given to stamps handstamped in black, green and blue. Only a few sets were handstamped with each color in type II. In type III only greenish-blue was recorded. Black and green are known on covers in complete sets including errors. The blue and greenish-blue are known in mint condition only.

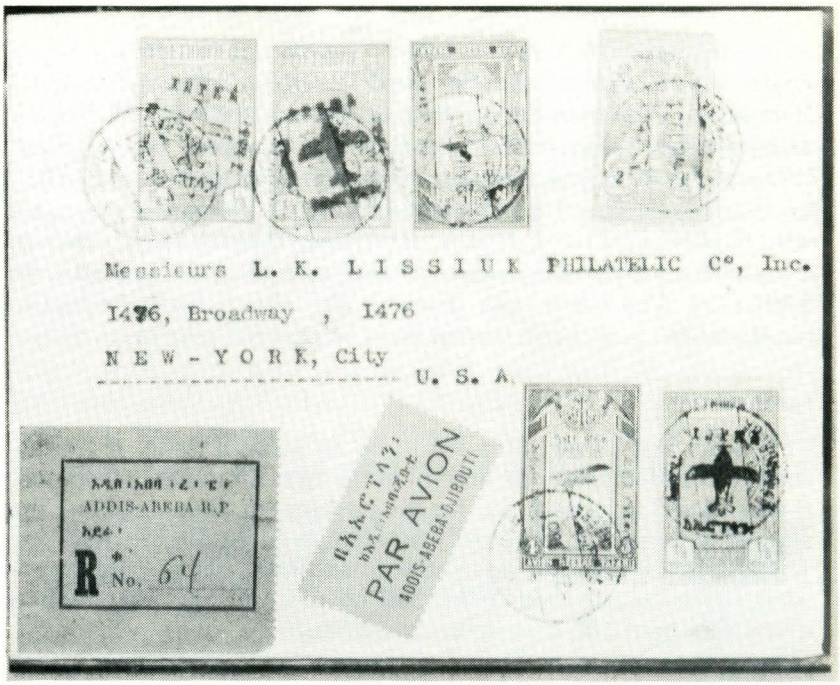


Fig. 8.

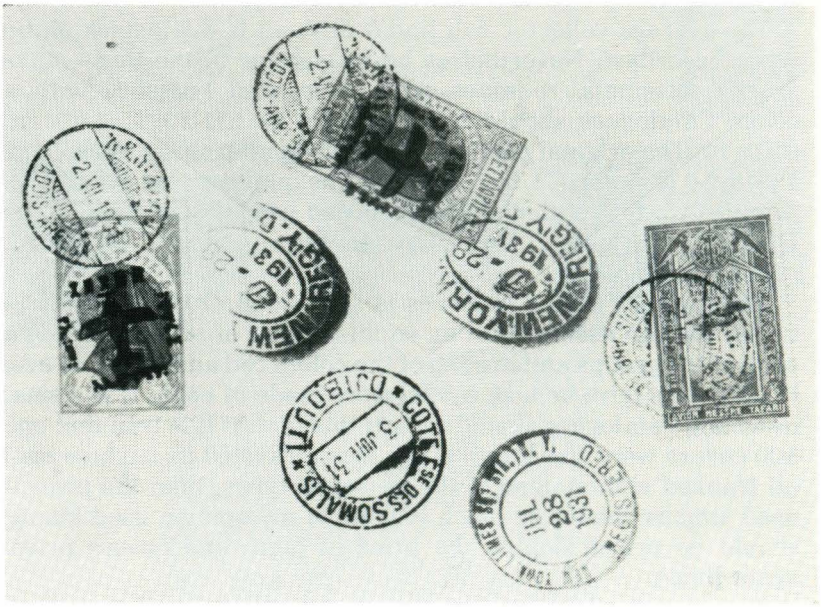


Fig. 8a.

Blue is most scarce; it was first listed in *Sanabria* 1955 and priced at $500. *The Air Post Collector* Vol. 2 No. 2 wrote "scarce trial impression in blue." I think that it was applied to 25 sets, one pane.

Regarding the green color, I'll quote from an article that was published on December 7, 1929 in *Stamp Collecting*. It was a report from the bulletin of Whitfield King & Co.:

> it might interest you to know that we have seen a pane of 25 of the 1/8m. with the overprint partly in violet and partly in green, so that there are two horizontal rows of five, se-tenant showing the two colors of overprint. We think the green overprint must be rare, as the pane we have seen shows that the violet ink apparently ran dry and in the changing over to the green in starts with a mixture of the violet and the green until in the last three rows the overprint is quite green.

Regarding green and black, I'll quote from an article by D. Armstrong in *The Air Post Collector:* "it is understood that these were struck at the instigation of a local philatelist by an obliging post office employee." Whatever the reason, it is not for us to judge. The fact is that sets in green and black are scarce and should be priced so. Corrections and additions will be welcomed by the author.

Interesting and Unusual Items from a Specialized Collection of China

Comments and Corrections: Carl A. Kilgas

Vol 62 #4;
Page
188: Under Japanese Post Offices in China:
5th line—date should be April 15 *not* the 18th.

Vol 63 #1:
21: Last paragraph should be rewritten: "There is also an interesting "retouch" on the 9 Candarin regular watermarked issue. While transferring the design to the printing stone, the transfer paper either stretched, buckled, creased or wrinkled, requiring a different degree of retouching on 3 of the 6 printing stones. Type I: little retouching required, Type II: more retouching and Type III: considerable necessary. All Types shown in Fig. 55. (Livingston, *CCP* 28-3-19)

22: Fig. 55: Replace "Recut" with "Retouch".

22: Under 9 Candarin Tete-Beche: Rewrite:
"Livingston was inclined to believe the stereo plate was normal when it left Japan. After arrival in Shanghai, position 21 was carefully erased and another transfer made, but this time upside-down. There is every indication that this had been deliberately done. De Villard was suspected of being involved. He later reported 1,691 pairs of the error had been sold, 5% or 85 pairs used. Mint horizontal pairs

are much less common than vertical pairs." (Fig. 58) (Same reference as above)

22: Fig. 56 is inverted: Margin should be at left.

23: Fig. 59: Altho Livingston referred to the marginal guide lines on the printing stones as "Engraver's Marks". (*CCP* 282-3-18), Calvet Hahn observed that these should be called"Lithographer's Guide Marks", which seems more plausible since "a number of early lithographers did pretend to be engravers, but their colleagues generally laughed at the pretension".

Vol 63 #2:

101: Fig. 73: 3rd line—replace "recut" with "retouch".

104: 80: Remove "on the 4/4 Candarin with double surcharge". Incorrect.

105: 81: Add: "Note double surcharge".

107: After "10, 11 or 12" add "Fig.88"

108: 86: Add: "2½ mm spacing".

109: 88: Add: "1½ mm spacing".

Vol 63 #4:

270: Fig. 112: "but not of native origin"—not correct. Should read "a cover with Imperial stamps without Republican overprint but cancel used shows "1st Year" designation for the Republic.

112a: For better reading of "1st year" cancel, illustration should be placed sidewise with both numerals at the left.

272: 115c: Detail upside down. Recut at bottom should be at top.

274: 117: Recut upside down.

274: 118: Upside down.

Vol 63 #5:

344: 128: Cancel would be easier read with stamp upside down showing "URGA" and date at top.

345: 131: Forgeries are at the left; Genuine at right.

351: 141: Caption incorrect. Should read: "Block of 6 with Imprint and Plate Number 3—key to finding reentry with Sinkiang overprint".

350: Under "On the Sinkiang Overprint", Fig. 140 on 3rd line should be corrected to "Fig. 141".
On the 4th line, Fig. 141 should be corrected to "Fig. 140".

Vol 63 #6:

435: Fig. 159: Caption incorrect. Should be "Stamp at left Perf 10½; Stamp at right, the Perf 13".

The Alfred F. Lichtenstein Memorial Award

by Ernest A. Kehr

Not infrequently our own members and contributors to the Philatelic Press ask for details about the Alfred F. Lichtenstein Memorial Award, its purposes, history and criteria that govern the selection of those to whom it is presented each year. It seems appropriate, therefore, that we offer the ensuing information about the medal which unquestionably is America's most prestigious tribute which a distinguished philatelist can hope to receive.

First, Mr. Lichtenstein, who was president and then Chairman of the Board of the CIBA chemicals and pharmaceutical organization, devoted a lifetime to the advancement of serious stamp collecting. Not only did he build more than two dozen collections of major international importance, but studied them with an intensity seldom matched and never surpassed. While he wasn't a prolific writer himself, he always was willing to share his accumulated knowledge with those who did have reportorial abilities. (For example, it was his aid that helped the late Winthrop S. Boggs to write the two-volume book on Canadian stamps and postal history which subsequently won the coveted Crawford Medal of the Royal Philatelic Society of London.)

Moreover, Mr. Lichtenstein was a titan on the international scene; he served on the juries of many exhibitions; was head of our own 1936 (TIPEX) and 1947 (CIPEX) until his untimely death in 1947. Also, he was a driving force in the development of the Collectors Club from a mere New York society to an institution of international significance.

For decades he gave unstintingly of his administrative skills, and endless hours to promote the prestige of our Club which culminated in the acquisition of our Landmark home in the fashionable Murray Hill section of Manhattan. His financial benefactions, always contributed in a completely altruistic spirit, are too numerous to mention.

Mr. Lichtenstein was a moving spirit in the organization of the Philatelic Foundation as an adjunct of the Collectors Club, in 1945. At the 1936 TIPEX, his fabulous collection of Uruguay clas-

sics easily won the Grand Award—a magnificent bronze statue of an American Indian, which in characteristic generosity, he donated to the Club to be given to a future Grand Award winner. (It was won by the late Saul Newbury, in 1947, for his entry of 19th century U.S. issues. The statue remained in the Club, until the precious masterpiece was stolen by a burglar and never recovered.)

In 1952, just five years after he succumbed to a fatal coronary, officers of the Collectors Club discussed a way in which his attainments and memory might be perpetuated. In their wisdom, they appropriated funds for the sculpting of a medal, the making of necessary dies and the striking of a medal which measures 3 inches in diameter and weighs 6 ounces.

The very first one was awarded to the late Theodore E. Steinway, his very personal friend and devoted co-worker at the Club. Since then, distinguished philatelists of America, Europe, Latin America and Australia have been honored by winning it. (And even before the Feminist Movement became fashionable, women were chosen to receive it!)

Originally, selection of candidates was made by a committee appointed by our President. Later, the committee included only previous medal winners who could attend meetings at the Club for discussions and final nomination of a new recipient. More recently this process was modified, chiefly because only a very few winners reside within travel distances from New York. Instead, all of them are polled via the mails with a request that they not only suggest names, but submit a list of qualifications to be certain that nominees embody all the same philatelic accomplishments as did Mr. Lichtenstein.

To permanently recognize those who have been awarded the Alfred F. Lichtenstein Medal, the Collectors Club maintains a distinctive memorial in its fashionable home. Framed are both obverse and reverse sides of the actual medal, surrounded by bronze plates with the names of winners and the years in which they received the Award, which universally is recognized as "the Nobel Prize of the Philatelic World."

We conclude with a list of these distinguished philatelists.

Alfred F. Lichtenstein Memorial Award
List of Recipients Since 1952

1952 Theodore E. Steinway, *New York*
1953 Dr. Clarence W. Hennan, *Chicago*
1954 Dr. Carroll Chase, *Paris, France*
1955 August Dietz, *Richmond, Virginia*
1956 Sir John Wilson, *Great Britain*
1957 Harry L. Lindquist, *New York*
1958 Winthrop S. Boggs, *New Jersey*
1959 Lt. Gen. Cornelius W. Wickersham, USA, *New York*

1960 J.R.W. Purves, *Australia*
1961 John J. Britt, *New York*
1962 Mrs. Louise Boyd Dale, *New York*
1963 Henry M. Goodkind, *New York*
1964 Vincent G. Greene, *Canada*
1965 Alvaro Bonilla Lara, *Chile*
1966 Harrison D.S. Haverbeck, *Windmill Point, Virginia*
1967 John R. Boker, Jr., *Scarsdale, NY*
1968 Herbert J. Bloch, *New York*
1969 H.R. Holmes, *Great Britain*
1970 Robson Lowe, *Great Britain*
1971 Mortimer L. Neinken, *New York*
1972 Dr. Soichi Ichida, *Tokyo, Japan*
1973 Philip Silver, *Elberon, New Jersey*
1974 Ernest A. Kehr, *New York*
1975 Dr. Joseph Schatzkes, *Paris, France*
1976 George Turner, *Washington, DC*
1977 F. Burton Sellers, *Sun City West, Arizona*
1978 Col. James T. DeVoss, USA (Ret)., *State College, PA*
1979 Dr. Enzo Diena, *Rome, Italy*
1980 Ronald A.G. Lee, *Great Britain*
1981 Barbara R. Mueller, *Jefferson, Wisconsin*
1982 Robert G. Stone, *Blue Ridge Summit, PA*
1983 George W. Brett, *Spirit Lake, Iowa*
1984 Col. Robert H. Pratt, *Milwaukee, Wisconsin*
1985 William H. Miller, Jr., *New York*

Book Reviews

The Paquebot Marks of the Americas, by Gustav J. Lund, published by Raven Press for the author, continues and expands Philip Cockrill's 1934, M.A. Studd's 1953, Leonard Joesten's 1973 and Roger Hosking's 1977 earlier studies of paquebot mail posted on the high seas. 1984 n.p.

Profusely illustrated with examples of paquebot marks, Lund's brass-fastened labor of love limits itself to the mail posted on vessels which call at North, Central, South American, and United States possession ports. Those interested in contemporary cruise ship activity will find this compendium particularly useful as it details the paquebot markings of such Caribbean ports as Auguilla, Antigua, Bahamas, Barbados, Bermuda, British Virgin Islands, Cuba, Dominica, Grand Cayman Islands, Grenada, Guadeloupe, Haiti, Jamaica, Martinique, Montserrat, Netherland Antilles, Neves, St. Kitts, St. Lucia, St. Vincent, Tobagao and Trinidad.

As introduction, the author discusses the scope, numbering system, valuation, dates of usage, provides illustrations and presents excerpts of the Universal Postal Union regulations regarding paquebot cancels.

Readers will find the concluding section of interest as the author outlines and illustrates sorting sea post offices and official postmarks of the Italian, Norwegian, and Swedish shipping lines which did not sort mail aboard their ships but used their own paquebot marks. The author also presents shipboard marks of passenger ships that do not have facilities for the canceling of mail. Such "posted at sea" and paquebot marks are applied by ship personnel on board the vessel before the mail is delivered to port post offices for canceling. Also included are private paquebot marks applied by collectors and/or cover dealers which are sent to ships for servicing.

A welcome addition for those interested in ocean liner philately, Lund's study increases the material already in print.

Edward B. Epstein

The Norwich Post Office, 1658-1980, Vivien J. Sussex. Published by the author, Ridgeway, 10 Colne Road, Coggeshall, Colchester, Essex C06 1SX, England. 195 pages. Softbound, illustrated, maps, 1984.

This book, broken into three sections, is a must for the collector of this type of material—or for the writer who intends to attempt such a volume. Winner of the Nugent Cloughler Award from the Postal History Society of Great Britain.

The first section deals with the start of the Norwich Post Office through the 1838-1840 period. There is much material that pertains to the post other than the Norwich that should be interesting to the general postal history collector. Excerpts from some correspondence of the period is interesting, such as a letter dated May 12, 1804 . . . "I was going to send this off before, but as will now require an envelope I shall write more on all sides. The stamps are now out but you cannot buy less than 1/- (6p) for packets and we prefer to pay 1d at a time . . ." (Was William Power Hicks, the postmaster, attempting to get more sales?)

The second section deals with Samuel Base in 1848 up to the present period. All readable and very well illustrated.

The third section deals with the postmarks from 1706-1980. This includes the sub offices, special markings, normal cancellations, slogan cancellations, special events, aerophilatelic cancelation/covers, parcel post labels, perfins, etc.

A delightful read and an informative book belonging in any library that contains postal history material on Great Britain.

Abbot Lutz

Publications Received

Werner Elias

Bibliography and Libraries

Otto Gleixner, Ed., *Katalog der Philatelistischen Bibliothek Muenchen,* 3rd edition. 1984, reprint from D.B.Z. West Germany, 75 pp., softbound. Price, DM 7.50 plus postage. Gift of the Editor.

British Commonwealth

Michael Ensor, Ed., *The Gold Coast: Stamps, Postal Stationery and Postal Rates of King George V's Reign.* 1984, The West Africa Study Circle, Great Britain, 35 pp., illustrated, softbound. Price £2.00. Purchased with library funds.

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M. St. J. Wright, *The Postal History of the British Occupation and Administration of the Cameroons (1914-61).* 1983, The West Africa Study Circle, Great Britain, 26 pp., illustrations, softbound. Price £2.00. Purchased with library funds.

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Michael Milos, Ed., *Canadian Stamp Handbooks: The Admirals 1911-1925.* 1985, Unitrade Associates, 127 Cartwright Avenue, Toronto, Ont. M6A 1VA, Canada, 29 pp., loose leaf, illustrations, softbound. Price $3.95. Gift of the publishers.

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Anon., *Postmark: Toronto — 150 Years of Postal Service.* 1985, Canada Post Corporation, Room 456, 21 Front Street West, Toronto, Ont. M5J 1A5. 42 pp., illustrations, softbound. Price, Can. $9.95 ppd. Gift of the publishers.

Catalogues — General

Stanley Gibbons Stamp Catalogue in Parts #18: Japan & Korea, 2nd edition. 1984, Stanley Gibbons Pubs. Ltd., 5 Parkside, Christchurch Road, Ringwood, Hants. BH24 3SH, England. 275 pp., illustrations, softbound. Price £11.15 ppd. Gift of the publishers.

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Barefoot Forgery and Reprint Guides, #16, *Western Army Eagles,* 18 pp., #17-18, *Upper Silesia,* 36 pp. 1984, J. Barefoot Ltd., P.O. Box 8, York Y03 7BE England. Illustrations, softbound. Price, $1.50 and $3.00 respectively ppd. (Plus $1.00 or $2.00 for air). Gift of the publishers.

Elizabeth C. Pope, Ed., *Opinions II: Philatelic Expertizing — An Inside View.* 1984, The Philatelic Foundation, 270 Madison Avenue, New York, N.Y. 10017, 229 pp., illustrations, hardbound, $20.00. Gift of the publishers.

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Meiso Mizuhara, *Imperial Japanese Post Offices in Chinese Mainland. The Second Half.* (Vol. IV of The Magnificent Collection of Chinese Stamps, 2nd Series). 1984, Japan Philatelic Publications, P.O. Box 1, Shinjuku, Tokyo, Japan. 275 pp., illustrations, hardbound. Price not indicated. Gift of the author.

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Leo Malz, *Space Stamps* (ATA Handbook No. 99). 1985, American Topical Association, P.O. Box 630, Johnstown, Pa. 15907, 87 pp., illustrations, softbound. Price $11.00 ppd. Gift of the publishers.

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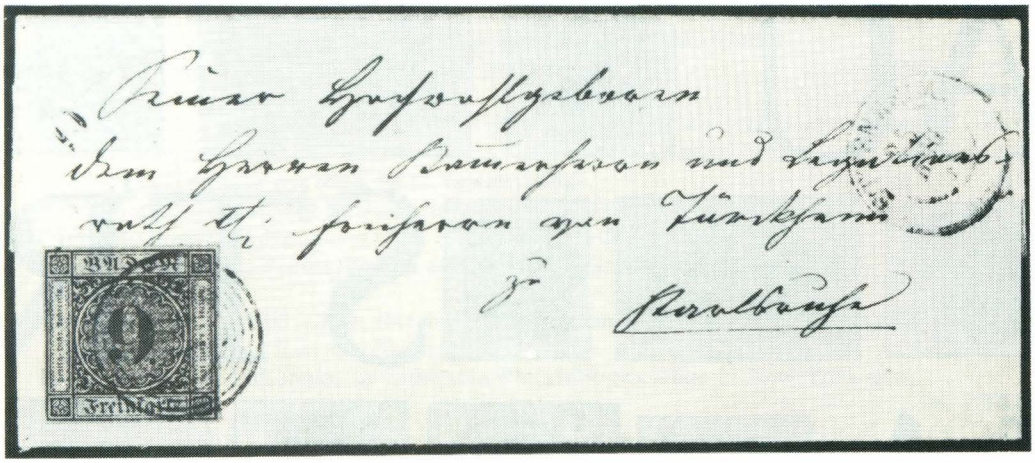
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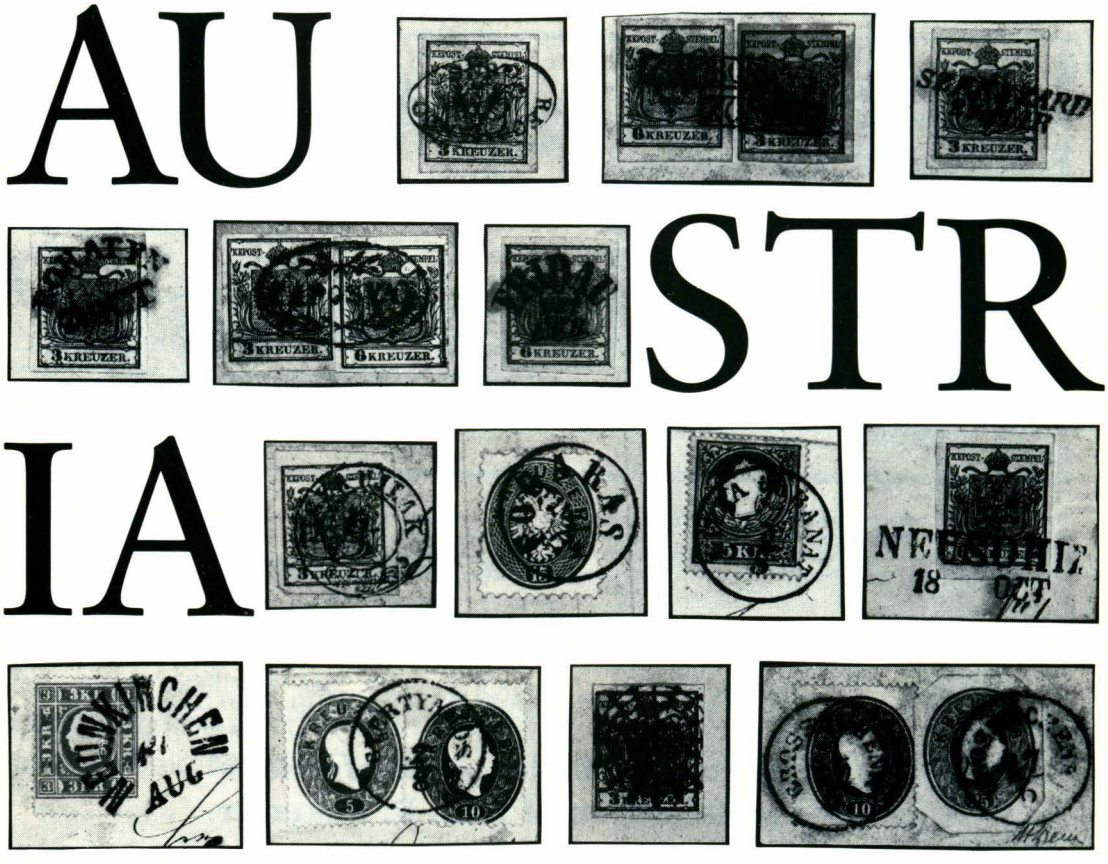
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