VOLUME XXII JULY, 1943

COLLECTORS CLUB PHILATELIST

Published Quarterly by THE COLLECTORS CLUB.

Publication Office, Federalsburg, Md.

BRAZIL

Bull's Eye

Centennial Issue

1843—1943

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

BUYING OR SELLING SEE SCOTT FIRST

Take full advantage of the stock and facilities of America's oldest stamp firm. Scott's stock of U. S. and foreign stamps is one of the world's largest; The quality of Scott stamps has been established through nearly ninety years; Scott's prices meet the current market.

Scott's subsidiary, THE J. C. MORGENTHAU COMPANY, INC., is a commission house for collectors. Through it you can find the highly specialized items you want, or sell your duplicates or collections in the most favorable market. For happy solution, bring your philatelic problems to SCOTT.

And don't forget to Buy, Today and Every Day,

WAR BONDS and STAMPS

Scott Stamp & Coin Co., Inc.

1 West 47th St., New York, 19, N. Y.

COLLECTORS CLUB PHILATELIST

Copyright 1943 by The Collectors Club.

Vol. XXII JULY, 1943 No. 3

TABLE OF CONTENTS

DEDICATION 128

IN MEMORIUM, LT. COL. G. S. F. NAPIER 128

100TH ANNIVERSARY OF THE "BULL'S EYES" STAMPS OF BRAZIL AS SEEN THROUGH THE MEDIUM OF THE COLLECTION OF MR. SAUL NEWBURY. *By L. G. Brookman* 129

CANCELLATIONS—A BRIEF SURVEY OF THE EMPIRE ERA 1843-61. *By Dr. J. Fred Emerson* 145

MANUSCRIPT CANCELLATIONS OF THE EMPIRE AND THEIR OFFICIAL STATUS. *By Dr. J. Fred Emerson* 153

EARLY POSTAGE STAMPS OF BRAZIL. *By Philip H. Ward, Jr.* 157

SIZE OF THE SHEETS OF THE SLANTING NUMERALS. *By L. G. Brookman* 165

"30 REIS" STAMP OF THE SECOND ISSUE. *By Roberto Thut* 167

SLANTING NUMERALS, 30, 60 AND 90 REIS. *By Dr. J. Fred Emerson* 173

20 REIS OF 1850. *By Dr. J. Fred Emerson* 181

DOM PEDRO DE ALCANTARA 183

TWO COVERS 184

DOM PEDRO ISSUES, 1866-79. *By Dr. Clarence W. Hennan* 185

SOUTHERN CROSS ISSUE. ADOPTED FROM LT.-COL. G. S. F. NAPIER. *By Henry A. Meyer* 201

100 REIS BI-COLORED STAMPS OF 1891-92. *By Lt.-Col. G. S. F. Napier, arranged by Henry A. Meyer* 205

EDITORIAL 210

SOME BRAZILIAN RAILROAD CANCELLATIONS OF THE NINETEENTH CENTURY. *By Ralph E. Warner, Ph.D.* 211

APPENDIX—OFFICIAL LIST OF POST OFFICES IN BRAZIL IN 1888-1890. *Arranged by Dr. J. Fred Emerson* 231

BIBLIOGRAPHY. *Compiled by Henry A. Meyer* 239

Aos nossos bons amigos, os colecionadores e estudantes da filatélia brasileira, na comemoração do centenário da primeira emissão de sêlos do Brasil, dedicamos os estudos aqui reunidos como testimónio do nosso alto apreço e sincera amizade.

To our good friends, the Brazilian collectors and students of philately, in commemoration of the centenary of the first issue of Brazilian stamps, we dedicate the studies gathered together here as a token of our high esteem and sincere friendship.

In Memoriam

To our esteemed associate

LIEUT.-COLONEL G. S. F. NAPIER

who was taken from us before he could see the completion of this work, to which he gave so generously of his time and his talent.

The 100th Anniversary of the "Bulls Eyes" Stamps of Brazil As Seen Thru the Medium of the Collection of Mr. Saul Newbury

By L. G. BROOKMAN,
Acting Editor, American Philatelist

Reprinted, by permission of the author and acting editor, from the American Philatelist of July, 1943.

INTRODUCTION

Let me say before beginning the discussion of these stamps that I am much indebted to Mr. Newbury for the complete access he has given me to his stamps of this particular issue and to the photographs and records he so kindly furnished me. Every item shown in this article is in the Newbury collection.(1) I am also indebted to Mr. H. L. Lindquist for the loan of many of the cuts used in producing the illustrations that follow. Furthermore, I have been privileged to use such information as I desired from Mr. Lindquist's article on the Bulls Eyes that recently appeared in *The Stamp Specialist*. I make no pretense of any particular degree of personal knowledge of the Bulls Eyes and the information given here has principally been gleaned from the works of Lt. Col. G. F. S. Napier, Mr. Paulo Ayres, Dr. Jose' Kloke, Dr. J. Fred Emerson, the article by Mr. Lindquist, and from personal information given me by Mr. Newbury.

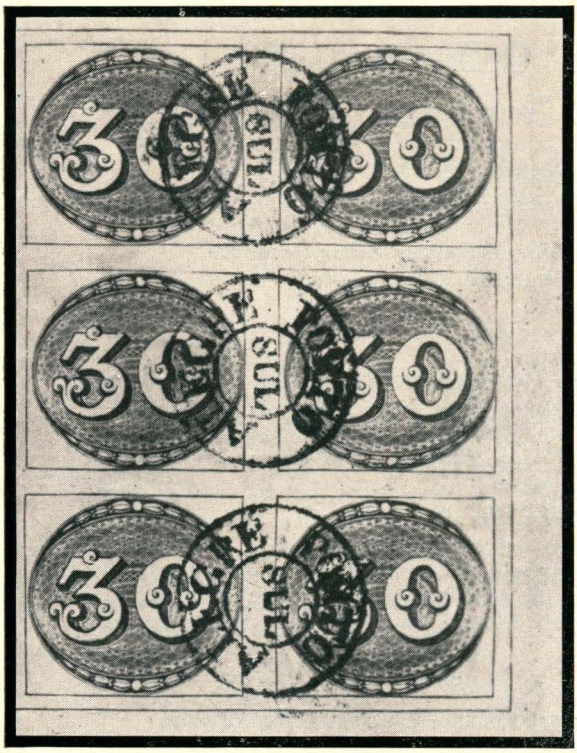
It is a privilege that unfortunately rarely is available to many collectors, to be able to examine, at leisure, one of the truly great collections of the world. The Saul Newbury collection of Brazil Bulls Eyes is so comprehensive in scope, so magnificent in its quality, and so beautifully arranged in its albums that it represents a degree of collection perfection undreamed of by most collectors. In the all too brief amount of space available here it is possible only to touch upon a relatively small portion of it.

1842 BRAZILIAN POSTAL RATES

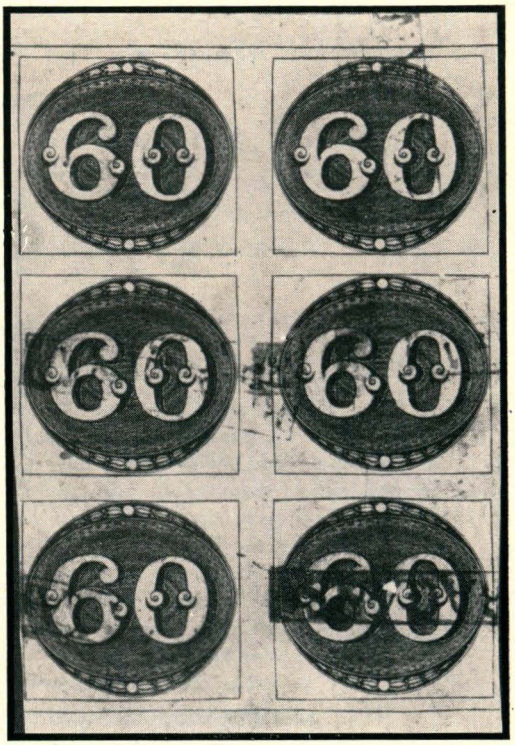
In 1842 the Brazilian Congress put thru a "Postal Reform" bill. The affirmed object of the bill was to reduce the postal rates and by the terms of the new bill all postal matter was carried in proportion to its weight without consideration as to the distances covered. This was one of those bills that delight a politician's heart for the promise to reduce the postal rates was kept but at the same time the revenue income was much greater under the new bill than under the old! This was due to the clever, but fair, arranging of the various postal rates. Certain low income rates were abolished but at the same time some of the high rates were lowered. The final result was that mail going a short distance cost more to send than under the old system while letters travelling a long distance in the country were carried at a lesser rate than before. Under the new rate a letter weighing not more than 4 octaves (15 grammes) was carried anywhere in the country by land for 60 reis, or, if carried by sea, for 120 reis. Letters weighing more than 4 octaves but not more than 6 octaves required 90 reis. 30 reis was required to pay carriage on printed matter and on letters, circulars and other papers of the judiciary. In comparison with the English "Penny Postage," the 60 reis necessary to carry a Brazilian letter amounted to about 2 2/3 pence. When one considers the differences in the density of population, the conditions of the roads, and all of the other factors involved, the 60 reis fee was remarkably low as compared to the British Penny fee.(2)

(1) Except the "Pack Strip."—Compiler.
(2) Concerning the progressiveness of the Brazilian postal officials in adopting a uni-

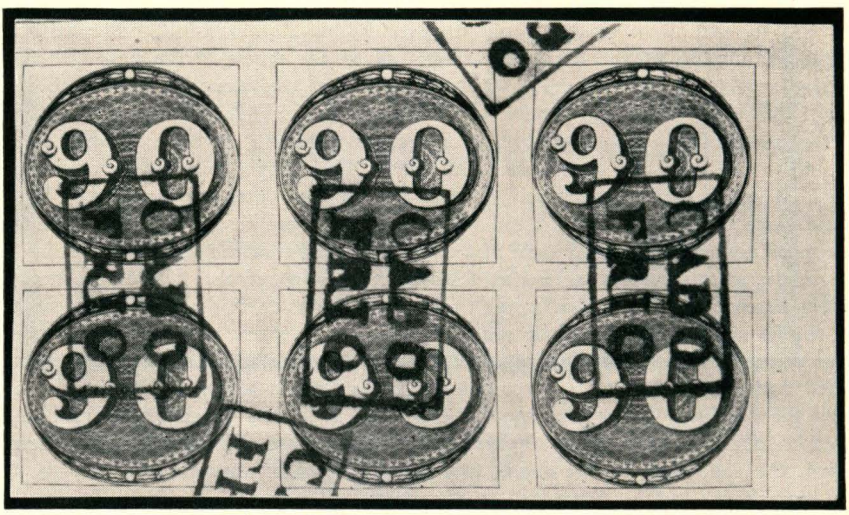
In the first plates the three panes each containing three horizontal rows of 6 of the 30, 60 and 90 Reis were divided by a frame line. This is illustrated in the blocks shown below. Later plates were composed of 60 stamps each of the 30 and 60 Reis values.



A block of six printed from the first composite plate, State D, showing stamps Nos. 5-6; 11-12; and 17-18 cancelled with the very rare "Porto Alegre" cancellation.



A block of six printed from the first composite plate, State D, showing stamps Nos. 2-3; 8-9; and 14-15 cancelled with very rare "Bragansa" cancellation.



A block of six printed from the first composite plate, State B, showing stamps Nos. 4-5-6 and 10-11-12 with "Cabo Frio" cancellation in brownish black.

DATE OF ISSUE OF THE BULLS EYES

Brazil was the second country in the world to issue stamps. It is true, of course, that the New York City Dispatch stamp was issued and used in 1842. The Zurich Cantonal stamps were also issued and used in 1842 but both of these items were local in use and the honor of being the second country in the world to issue postage stamps unquestionably belongs to Brazil.

The actual date of issue has been the cause of considerable dispute. For many years it has been quite generally stated that the stamps were issued on July 1, 1843 but the Brazilian government records seem to indicate that at least the first *authorized* date of use was August 1st of that year.

AUTHORIZATION OF ISSUE

On November 29, 1842, Decrees were issued to the effect that it had been decided that the carriage of letters should to be paid in advance. It was stated that stamps of the denominations of 30, 60, and 90 reis in value would be issued for use of this prepayment of postage. In a letter dated February 13, 1843, sent by the Comptroller of the Mint to the President of the Treasury for the purpose of clarifying the status of the matter of issuing stamps, the Comptroller stated: "In England these stamps are engraved with the portrait of the Queen and with the value of the respective tax. This may be all very well over there and I understand that it is a common practice, but here, besides being unsuitable, it would give an opportunity of continual forgeries, and my reasons for this opinion are the following:— To begin with, it is the custom here to treat the effigy of the Monarch with respect and use it only on permanent objects or objects worthy of respect and not on things, which by their character, invariably become waste; and moreover, it considerably increases the easiness with which a well-known portrait can be copied, a thing which could be done by anybody who is sufficiently clever, and besides all that, there is the difficult and complicated work, involving an extremely skillful artist to carry it out; and if this latter expedient be adopted there is also the necessity of changing the pattern from time to time to prevent foreign forgery, since we cannot limit ourselves to the national type, at least as long as the 'art' remains in the state of infancy in which we now have it."

It seems apparent that in the preceding paragraph is to be found the reasons why the numeral design we know as the "Bulls Eyes" was adopted instead of the more conventional use of the portrait of the Monarch. It is apparent that the Comptroller was not only afraid that the portrait of the Monarch might easily be copied by forgers but that he felt that at the moment there was not available an engraver skillful enough to make such an engraving for the Mint. His decision may also have been influenced by the fact that by fortunate circumstances there was available an engraving machine that had been seized by the Customs. This machine was capable, as was noted in a letter of January 19, 1842 from the Foreman of the Engraving Shop of the Mint to the Comptroller, of "_____ engraving on metal, applying the necessary marks to the material as requisite; its operation is rapid and accurate and has simplified all the work which is impossible for any artist to execute by hand with such perfection." In other words, this machine was apparently a geometric lathe of simple design. It was no doubt used in the production of the dies used in the production of the Bulls Eyes stamps. A transfer ma-

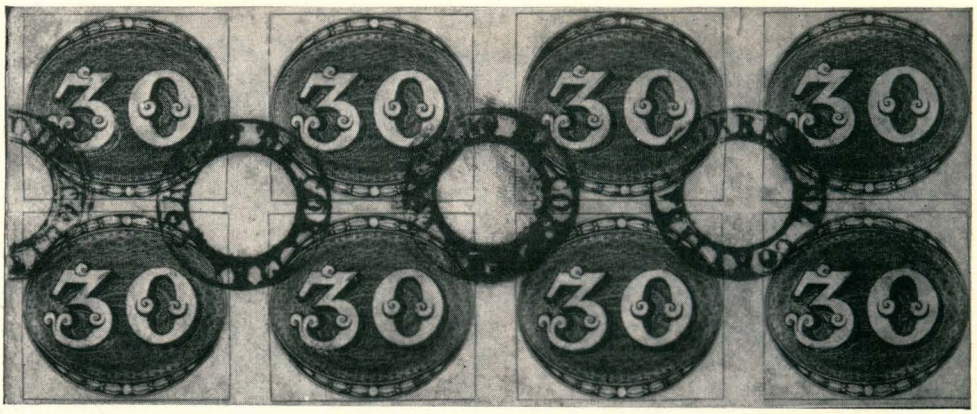
form rate regardless of distance, General Consul E. Heinze, writing his booklet "Altbrasilian" in Berlin in 1919, makes the following appropriate comments:

"Since the enormous extent of the Brazilian Empire brought with it vastly greater distances than the British Penny Postage Act of 1840 had to deal with, the unlimited adoption of the British idea reveals an amazing degree of planning on a grand scale ('eine staunenswerte Grosszügigkeit'). We must take into consideration that in our own fatherland (Germany), even after the adoption of stamps, it took another 18 years until the North German Postal Confederation on Jan. 1, 1868, abolished the ancient traditional zone system of three different postal rates for 10, 20, and 30 (German) miles. A whole quarter of a century earlier, down in Brazil, which at that time lay isolated from the rest of the progressive world, the plan of a uniform rate regardless of distance had been put into effect. Nowhere in philatelic literature do I find this accomplishment of the Brazilian statesmen of that period clearly pointed out, therefore I am especially glad to use this opportunity to call it to the attention of German philatelists."

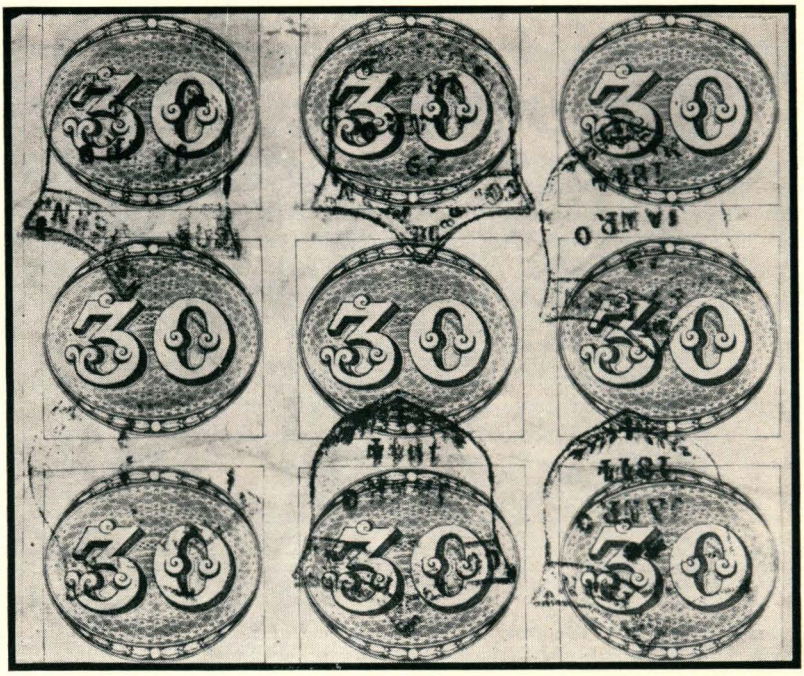
chine was obtained at a later date from a Senhor Lemerick and it was used in making the transfer rolls or cylinders and in the production of the plates.

PRODUCTION OF THE PLATES ORDERED

On February 23, 1843 the plates were ordered produced and within about two months the first composite plate was finished. This plate contained 18 entries of each of the 30, 60, and 90 reis denominations. On April 29, 1843 it was presented, together with proofs taken from it, to the President of the Treasury by the Comptroller of the Mint. From the best information now available, and which is now believed to be accurate, it is apparent that 5 other plates were produced. Of these plates, one was of the same layout as the first plate, in other words it was a composite plate made up of 18 entries



A block of 8 with one of the rarest cancellations, the "Correio De Corityba."



A beautiful block of 9 showing 6 complete impressions of one of the most interesting cancellations, the "Pernambuco Shield."

of each of the three denominations, or a total of 54 stamps to this plate. Another of these plates was apparently made up of 54 stamps of the 30 reis stamps, of which plate more later, and the remaining three plates each had 60 entries of a single denomination. Of these last three plates, one was of the 30 reis denomination only and two were of the 60 reis denomination only. No 90 reis stamps were printed except from the two composite plates.

From the above mentioned plates, and the various states of them, the following quantities of stamps are believed to have been produced; 30 reis, 1,148,994 stamps; 60 reis, 1,502,142 stamps; 90 reis, 349,182 stamps. The issue was supplanted by the "Slanting Figures" issue in July, 1844. On March 30, 1846 the remainders of the Bulls Eyes, recorded as 466,711 copies, were intentionally destroyed by fire in the courtyard of the Brazilian Mint.

In regard to the plate of 54 subjects of the 30 reis, this long has been a "thorn in the flesh" for most students of the Bulls Eyes. For some reason that I am unable to explain, this plate remains quite a mystery so far as the plating of it is concerned and I know of no student who has made any appreciable progress in plating it. As a matter of fact, some students are still skeptical as to the actual existence of stamps from this plate.

The actual information that leads to the almost certain belief that a 54 subject plate of the 30 reis was produced, and used, is to be found in information kindly made available by Senhor Belarmino Pinheiro, Head of the Printing Shops of the Brazilian Mint, from whom I take the liberty of quoting: "In the last number of the 'Journal of the Philatelic Society of Sao Paulo' Snr. Kloke made an appeal to the undersigned to explain what was the number of plates of each value of the 'Bull's Eye' Stamps. By taking advantage of the documents which we have on hand, let us satisfy that distinguished and diligent master of Philately, to whom we cannot refuse such a trifling service." (Here followed a list of all 6 plates, dates of delivery, etc.) ..... *"3rd Plate,* containing 54 stamps of the value of 30 reis, retaining the spacing of the previous plates.

Delivered on the 17th of June, 1843.
Retouched 1st August, 1843."

(Among other things, Senhor Pinheiro goes on to give the following apparently conclusive evidence):

Submission by the Manager of the Printing Department for having one of the plates of the Postage Stamps Retouched.

To the Acting Advisory Inspector General.

Sir,

As the plate of the 30 reis Postage Stamps with 54 impressions is getting worn, it has become necessary to send it back to the Mint and for Your Excellency to order it to be done up.

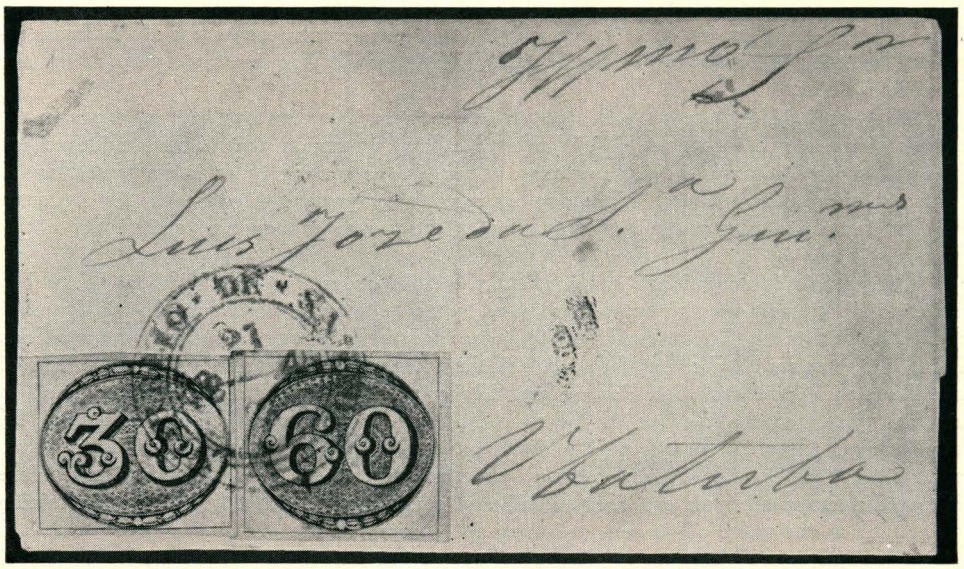
God guard Your Excellency.

Rio de Janeiro, 26th July 1843.
Sent Rio 26th July 1843—Mariz. Register.
Mint, 26th July 1843—VALDETARO.

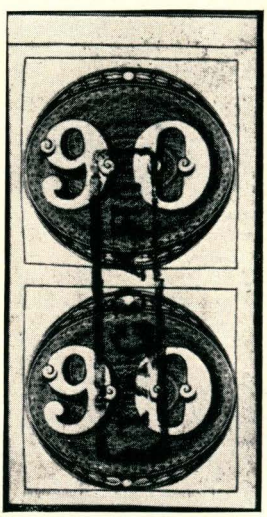
From the preceding evidence, the reliability of which can hardly be questioned, it seems that such a plate was produced and used to the point where it had to be returned to the mint.

It should be noted that the plate was stated to have been retouched on August 1, 1843. The span of time between the delivery date and the date of retouching actually means little but it must be said that at least it does not offer any clue to the effect that this plate may have produced less impressions than was normal for a Bulls Eye plate. If the plate produced a normal quantity of stamps why do they not turn up in quantities

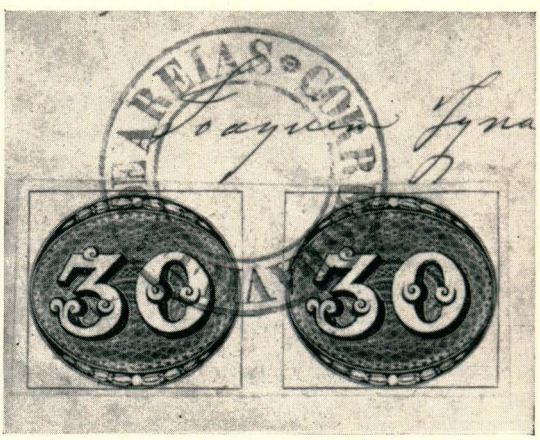
so that at least a respectable start might be made on the plating? Why does not the plating of the 54 subject plate of the 30 reis actually progress as did the other plates? That is a difficult question to answer. Any one of a dozen possible solutions may be the correct one and there is no point that I can see in trying to suggest any *particular* solution as *the* solution. When students of the calibre of Napier, Ayres, Kloke, Newbury, and Emerson fail to make much headway on this problem you can be certain that this is a mighty difficult proposition. The 54 subject plate of the 30 reis is probably the last great mystery of the Bulls Eyes and it offers a challenge to all students of the issue.



30 and 60 Reis on Cover from Santos to Ubatuba dated Feb. 21, 1845, with blue Santos cancellation. Both stamps are worn impressions on greyish paper. The 30 Reis stamp is position No. 48 from the 60-subject plate, State A; the 60 Reis stamp position No. 39 from the first 60-subject plate, State B.



A pair of the 90 Reis from the first composite plate, State D, positions Nos. 2 and 8. This pair incidentally proved missing position No. 2 for this plate. Cancelled with very rare "TACOARY" cancellation.



A superb horizontal pair of the 30 Reis on large piece of cover, beautifully tied on with the spectacular and very rare cancellation in red, "CORREIO DA VILLA DE AREIAS."

A still further bit of evidence of the existence of this plate of the 30 reis is to be found in the following statement regarding the destruction of the plates of the Bulls Eyes; "In virtue of Despatch of the 27th inst., the Councillor Inspector Geral returns to the Mint 6 plates of the post-carriage stamps of the 1st Edition for the metal to be used up, namely, 2 of the values of 30, 60 and 90 reis each, 2 of the 60 reis and 2 of the 30 reis.—Rio de Janeiro, 28th June 1844,—Director of Apolices Works, Guilherme Jacques Godfrey." Of these two plates of the 30 reis, one must have been the plate of 54 subjects while the other was the 60 subject plate of the 30 reis.

INFORMATION ABOUT THE PLATES

The plates that produced the Bulls Eyes did not actually have numbers engraved on them yet it is common to refer to the stamps as coming from Plate 1, Plate 2, etc. Those who follow the Napier system of referring to the stamps use the terms Plates 1 to 39 and an explanation of this system is given here in order to avoid confusion.

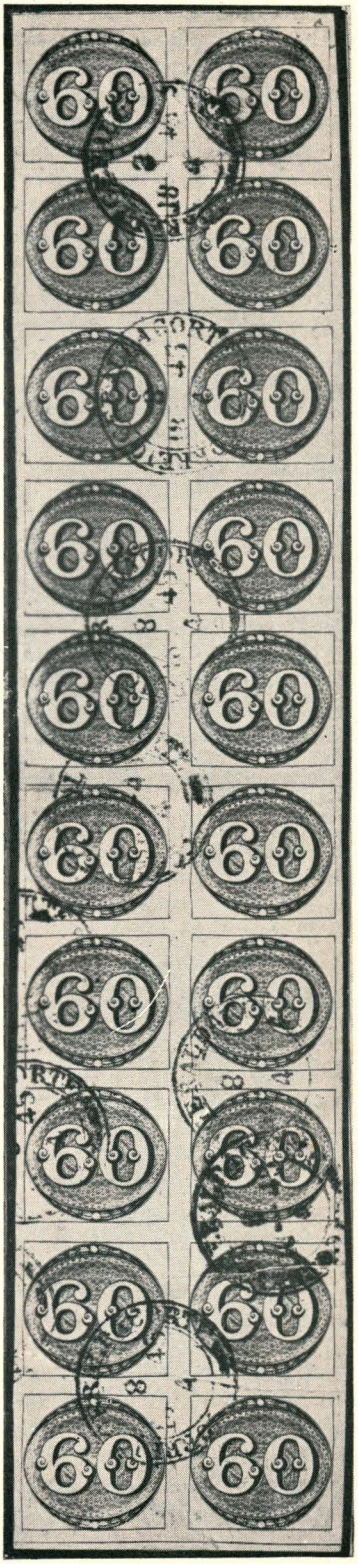
As is well-known, each of the Bulls Eyes plates was either retouched, re-entered, or, and this is most likely, it was cleaned off and given a full set of fresh entries when it was returned to the Mint to be reworked. Hereafter, my use of the conventional term "re-entry" should be understood to cover the work done by the Mint on the plates at the various times when the plates were being restored for further use. To the original entry of a plate Lt. Col. Napier has assigned the term "State A." The first re-entry of a plate so altered it that Napier calls this condition as "State B." A second re-entry brought the plate to "State C" and a third re-entry to "State D." The two composite plates of three values went thru States A thru D but the three large plates were re-entered but once each so these large plates exist only in States A and B. If the 54 subject plate of the 30 reis was re-entered as was indicated by the official records then it existed in States A and B. Whether actual stamps exist from these two states is quite another matter.

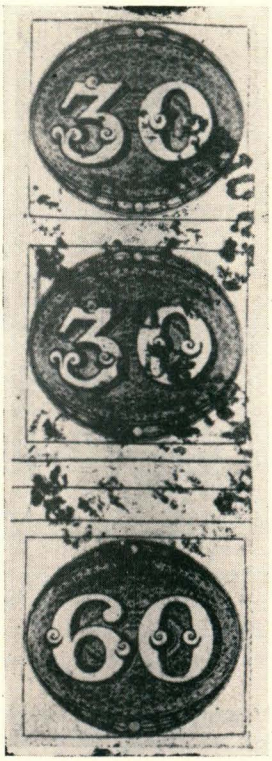
When Napier produced his excellent plating charts he called them "Plates 1 to 39." It is perhaps unfortunate that these were not termed "Plating Charts 1 to 39" for this term would not have been a confusing one when weighed against the fact that there were only 6 plates that actually printed the stamps. Please do not construe the preceding remark as anything but the most mild criticism for my real opinion of the Napier charts and system is that they are as convenient as could have been devised for use with these stamps.

Here is a description of the way Napier has assigned his plate numbers to the three denominations of the stamps; For the 30 reis stamps printed from the original entry (State A) of the first Composite plate, he has assigned Napier Plate 1. 30 reis stamps from State B of this plate are assigned to Napier Plate 2, stamps from State C are Napier Plate 3 and stamps from State D are Napier Plate 4. The 30 reis stamps from the second Composite plate also went thru States A thru D and they are assigned to Napier Plates 5, 6, 7, and 8. To the third composite plate, composed of 3 panes of 18 of the 30 reis stamp, and to which Napier apparently assigned all of his unplated copies of the 30 reis stamps, he assigned Napier Plates 9, 10, and 11. The large plate of the 30 reis printed sheets of 60 stamps but Napier has, for the convenience afforded by the keeping of his plating charts in a size in which they can easily be handled, assigned his Plate 12 to State A of the upper half of the plate, Plate 13 to State A of the lower half of this plate, Plate 14 to State B of the upper half and Plate 15 to State B of the lower half.

On the 60 and 90 reis stamps Napier followed this same system and the 60 reis are covered by his Plates 16 thru 31 while the 90 reis are covered by Napier Plates 32 thru 39.

The above explanation is rather involved but it may help avoid some confusion. When statements are found in other articles concerning the Bulls Eyes to the effect that a certain stamp is from Plate 16 or Plate 39 it should be recognized that the author is referring to the Napier illustrated plating charts. It must always be kept in mind that there were, in all probability, only 6 actual printing plates. There were the two composite plates, each of which had 18 entries of each of the 30, 60, and 90 reis denomi-





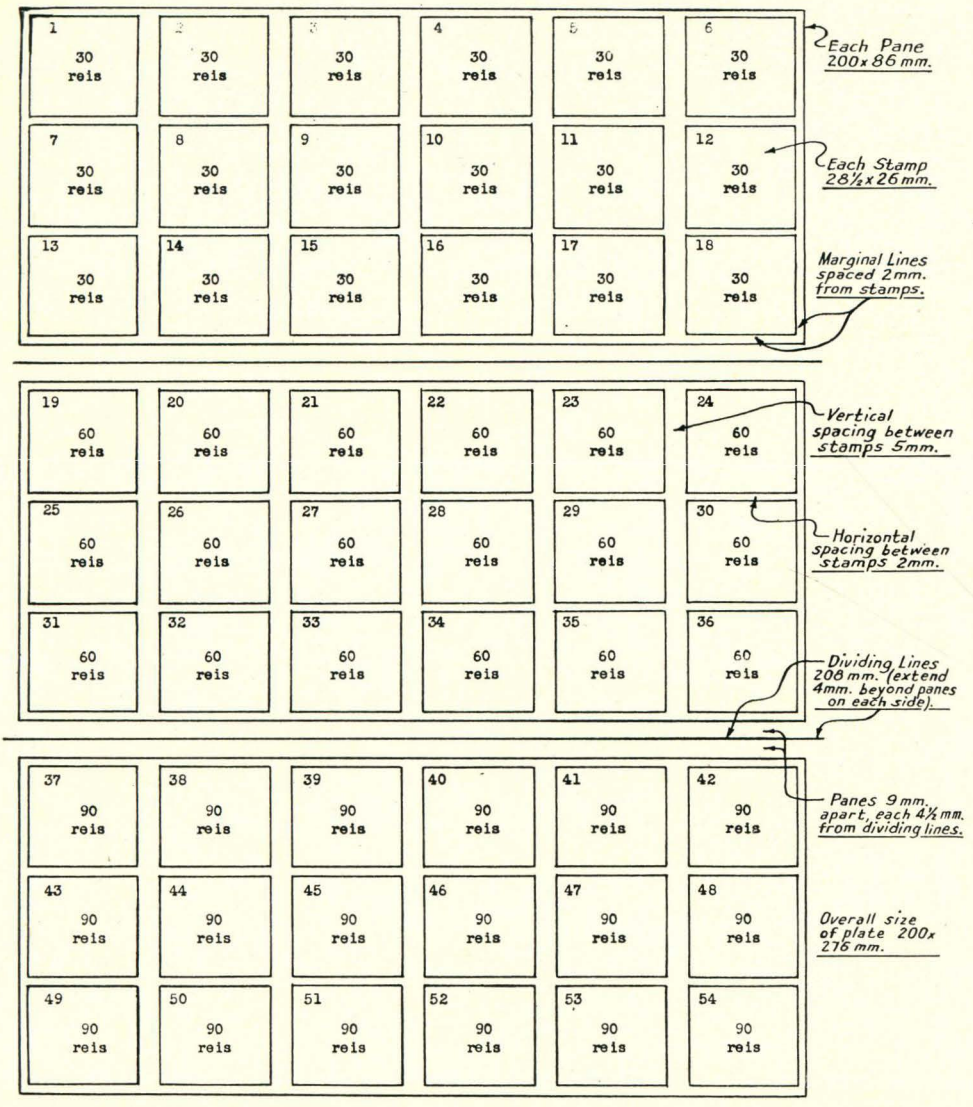
The famous and mysterious "Pack Strip" crossing the gutter between the panes of 30 and 60 Reis stamps of the composite plate. Mr. Newbury has not been entirely satisfied as to the plating of this strip from the photograph. It is to be hoped that he will yet have the opportunity to plate it from the actual piece.

The outstanding piece among the 60 Reis, a block of 20, the largest block known USED. This block, printed from the second large plate, State B, is conclusive proof that this plate was composed of ten horizontal rows, as the upper and lower frame lines are shown. This block also proves the twenty positions of the fifth and sixth vertical rows of the second large plate, State B.

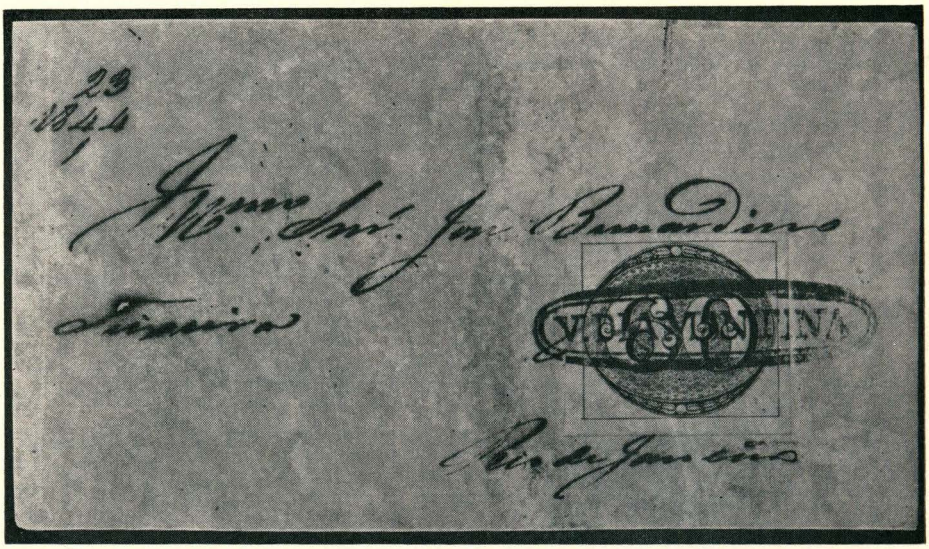
nations; there was the 54 subject plate of the 30 reis; the 60 subject plate of the 30 reis; and there were two of the 60 subject plates of the 60 reis. These 60 subject plates are more familiarly known as "the large plates."

Chart showing the relationship between actual printing plates and the numbers assigned these plates by Lt. Col. Napier:

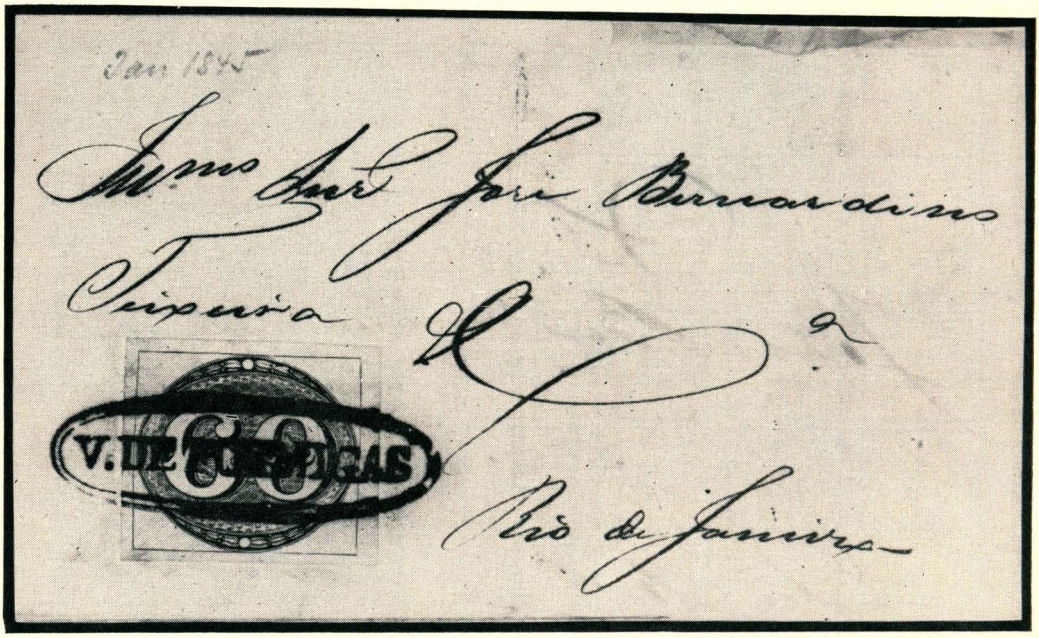
First Composite Plate	*30 reis*	*60 reis*	*90 reis*
State A	Napier 1	Napier 16	Napier 32
State B	Napier 2	Napier 17	Napier 33
State C	Napier 3	Napier 18	Napier 34
State D	Napier 4	Napier 19	Napier 35



This drawing shows the layout of the Composite Plates. The dimensions of the stamps and spacings are only approximate and may vary as much as 1 or 2mm. in some cases. The sheet margins which are not shown in the drawing extend from 3 to 10mm. beyond the layout shown. It should be understood that the dividing lines between the panes do not in all instances extend as much as 4mm. beyond the panes.



Cover addressed to Rio de Janeiro date in Ms. January 23, 1844, with "V. DIAMANTINA" cancellation. The stamp is a clear impression on greyish paper, position No. 23 from the second large plate, State A.



Cover dated January 1845 addressed to Rio de Janeiro with the exceedingly rare "V. De Formigas" cancellation.

Second Composite Plate

State A	Napier 5	Napier 20	Napier 36
State B	Napier 6	Napier 21	Napier 37
State C	Napier 7	Napier 22	Napier 38
State D	Napier 8	Napier 23	Napier 39

54 Subject plate of 30 reis

Top unit of 18 entries	Napier 9
Middle unit of 18 entries	Napier 10
Lower unit of 18 entries	Napier 11

60 Subject plate of 30 reis

Upper half of plate State A	Napier 12
Lower half of plate State A	Napier 13
Upper half of plate State B	Napier 14
Lower half of plate State B	Napier 15

First 60 Subject plate 60 reis

Upper half of plate State A	Napier 24
Lower half of plate State A	Napier 25
Upper half of plate State B	Napier 26
Lower half of plate state B	Napier 27

Second 60 Subject plate 60 reis

Upper half of plate State A	Napier 28
Lower half of plate State A	Napier 29
Upper half of plate State B	Napier 30
Lower half of plate State B	Napier 31

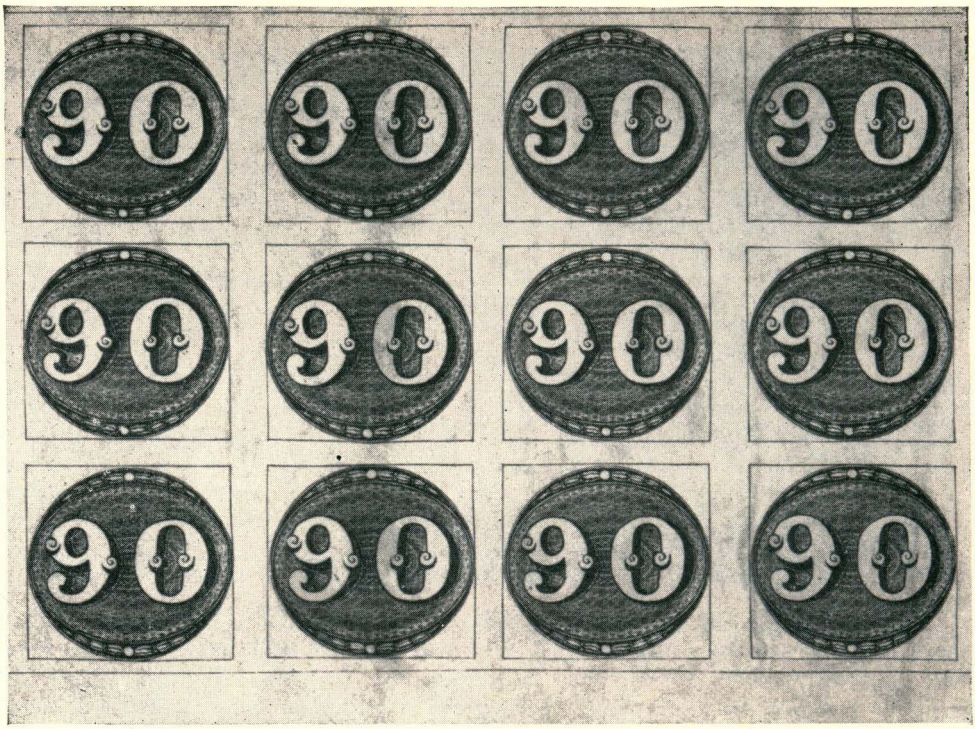
As to the 30 reis stamps that have not yet been plated, while such items can be assumed to come from the 54 subject plate of the 30 reis, it should be kept in mind that there are other possibilities that must be considered. For instance, it would not be impossible for such items to come from re-entered positions on known plates but from positions which as re-entries. have not as yet been located. In the preceding line I mean to use the term "re-entry" in its normal usage. In other words I mean the actual re-entry of a particular position as opposed to the fresh entries that usually were made on entire plates.

If this supposition is correct then proof of this will almost certainly eventually be found in the form of multiple pieces which only partially plate into the plating as it has now been determined by Napier and by those who have helped in this work. It should be noted that students are making gradual progress in the work of completing the plating. During the time he has been working on these stamps Mr. Newbury has added about 20 positions to the Napier Plates and he is still checking and finding new positions. It seems certain that students of the Bulls Eyes will eventually complete the plating of them.

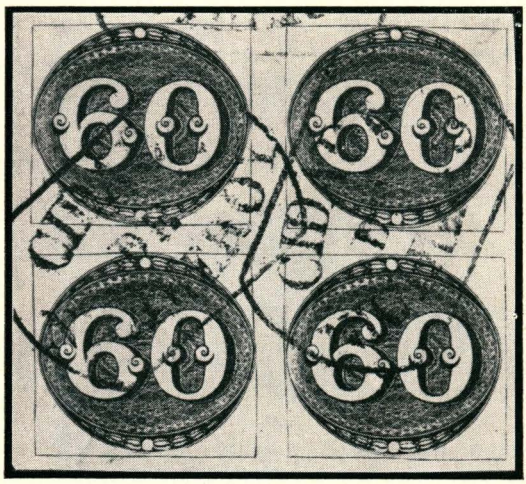
SE-TENANT PAIRS

The fact that two of the plates, the composite plates, produced stamps of three values made possible the existence of se-tenant pairs of more than one value. Nevertheless, only a very few such items exist, perhaps only two or three pairs of the 30 and 60 reis in combination being known. I understand that no se-tenant pairs involving the 90 reis are known. Mr. Newbury has seen the 30 and 60 reis in combination and he has a photo of another such item that formerly was in the "Pack" collection.

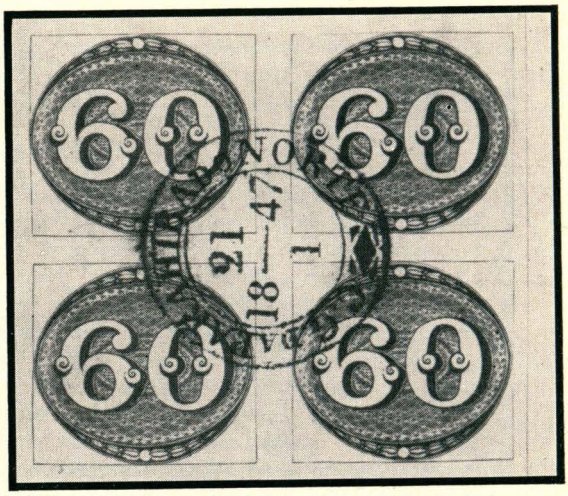
Due to the greater demand for the lower values, it seems rather obvious that some of the composite sheets would have been cut into their various denominations before being sent out against the requisitions. An examination of a quantity of marginal copies has indicated that it was usual to cut them with scissors as is evidenced by the fact that they do not have the appearance of a straight machine cut. It seems reasonable to believe that while some sheets may have been sent out the post offices in full unsevered sheets that it was the custom of the postmasters to sever such sheets into their three denominations as they prepared to sell them. This would have provided greater convenience in the handling of the stamps and in the checking of the stock at hand. Such se-tenant items as



Another outstanding piece, a mint block of twelve. This is an early impression on yellowish paper printed from the first composite plate, State A, and represents positions Nos. 2-3-4-5; 8-9-10-11; and 14-15-16-17.



Block from the first large plate, State B, positions 20-21 and 26-27 with the scarce "Cidade De Nietheroy" cancellation. This block proved positions 20-27 unknown on the original plates.



Block printed from the first large plate, State A, showing positions Nos. 5-6 and 11-12 with rare "C. G. Da Parahiba Do Norte" cancellation.

exist must, due to their scarcity, be considered as items issued contrary to the customs of the department. I do not mean to infer in the slightest degree that they should be held in ill-repute, the contrary being true, but it seems certain that more would be found if it was the authorized practice to use such items.

"RETOUCHING" OF THE PLATES

The plates that produced these stamps were of soft copper and the entries were not heavy and were also somewhat irregular. This was only to be expected under the circumstances for these were the first stamps produced in Brazil and the workmen had not yet acquired the skill that comes with practice. The Comptroller of the Mint had no illusions about the skill of the workmen for in the letter from which I previously quoted he expressed himself by saying: "—the 'art' remains in the state of infancy in which we now have it." As was only natural, plates so prepared wore somewhat rapidly and all of the plates were eventually returned to the Mint for retouching or re-entering. This resulted in the various states of the plates we now know as "State A," "State B," etc. Dr. Jose' Kloke, one of the great students of these stamps, has advanced the theory that these plates were not retouched in the usual sense of the word because of the type of metal used and also because of the fact that the engine-turned central design could not have very well been retouched by hand. Such retouching as was done on the Bulls Eyes was only on the numerals and in the frame lines for, as stated by Dr. Kloke, the delicate nature of the background made retouching there impractical. It is Dr. Kloke's opinion that the old plates were burnished off, fresh entries were made and the plates returned to service. Excellent proof of the correctness of his assumption can be found on some identical positions in which identifiable traces of an earlier transfer can be found. The Newbury collection contains examples of all states of the plates, from the sharp early impressions to those that were well-worn. The ability Mr. Newbury displays in the checking of such items is amazing. This article is not intended to be written in a laudatory vein so when I say that Mr. Newbury is an exceptional student I expect that statement to be accepted as an accurate reflection of my honest opinion. It is true, as must be obvious, that a collection of this nature can only be built by a man of means but Mr. Newbury's knowledge of these stamps was obtained in the only way that such knowledge can be had—and that is by good, hard, concentrated study of the stamps involved. He has truly earned his spurs as a student of stamps.

DETAILS OF THE NEWBURY COLLECTION

The Bulls Eyes of the Newbury collection are mounted in four of the beautiful Frank Godden leather bound albums as are his other collections, of which there are many. Each page carries an engraved heading and the illustrations herein showing pages of these stamps are typical of the entire collection. Ed. Note—Illustrations not used here.

Each stamp is hinged on a special mount which is of a size large enough to permit the drawing in at the bottom of the mount of an illustration of the cancellation on the stamp if this is so desired. This method of mounting has many advantages and it is possible to move the stamp from one page to another as often as is desired without actually remounting the stamp itself.

As is so often the case of the thorough student, Mr. Newbury's collection is composed principally of used stamps but he does have some outstanding unused items. Among them, I recall seeing a block of four of the 30 reis, a strip of three of the 60 reis, and of course his block of twelve of the 90 reis which is one of the showpieces of the philatelic world. The difficulty of obtaining such items will be recognized when it is realized that only about 1 out of 15 of these stamps is found uncancelled. A great deal of the pleasure that one obtains in the careful examination of this collection is in the information that can be had from Mr. Newbury as the stamps are being examined. His ability to answer clearly any of my questions in regard to the plates, the paper, the cancellations, and any unusual details I observed on his stamps made the many hours pass all too quickly. This knowledge has been gained, as stated before, by intensive studying of the stamps

involved. He has made numerous trips to Brazil and Europe where he has conferred with other outstanding specialists regarding the Bulls Eyes.

In the used stamps in the collection there are, in the 30 reis value, seventy-four singles, twenty-two horizontal pairs, nine vertical pairs, a strip of four, a block of eight, a magnificent block of nine with the striking Pernambuco shield cancellation, and other smaller blocks with a total of thirty-nine stamps in them. The total number of his 30 reis stamps is 180 and it must be remembered that these stamps are in superb condition as are all of the stamps in the collection. As a matter of fact, it is not the quantity of these stamps and it is not the size of the large pieces that most impresses those who view them—it is the consistently magnificent condition of all of the items involved that leaves the greatest impression.

The 60 reis is present to the number of 406 copies. Here will be found two hundred thirty-five single copies, twenty-three horizontal pairs, fourteen vertical pairs, seven strips of three or more, seven blocks containing from four up to twenty stamps, and in addition there are twenty-five beautiful covers.

Considering the difficulty of finding the 90 reis stamps, especially in the superb condition needed to match that of his 30 and 60 reis stamps, it is remarkable how many of this value that Mr. Newbury has been able to assemble. He has sixty-five singles, two horizontal pairs, two vertical pairs, a strip of five, and no less than ten remarkable blocks. The blocks range in size up to a spectacular block of seventeen stamps that contains, less the single stamp from position No. 13, the entire group of 90 reis stamps as they were printed from State C of the second composite plate.

One of the reasons fine pieces are so difficult to find among these stamps is that it was the common practice to use the stamps on the back of the envelope to assist in sealing it. As a result, in the great majority of cases the stamps were destroyed when the envelope was opened.

CANCELLATIONS ON THE STAMPS

To the true specialist, the cancellations that can be found on the Bulls Eyes offer an attractive field. Considering the fact that the stamps were generally current for only about two or three years, the variety of postmarks found on them is surprising. Paulo Ayres has probably done as much or more in this field as any of the specialists and in his excellent "Cancellations on Bulls Eyes" he has illustrated some 117 cancellations, all that were known up to the time of publication, and to this he has since added 21 cancellations found after publication of his work. These were listed in the London Philatelist in July, 1939. Out of all of these cancellations, only 11 are considered as "Common or Quite Common," while 17 are rated as "Scarce," 14 are described as "Rare," 28 as "Very Rare" and 68 are rated as "Rarest." The cancellations are found in various forms and according to a tabulation made by Dr. J. Fred Emerson, about 65 percent of all the postmarks were in circular form, 13 percent were with straight lines in a frame, 5 percent were undated city names without a frame, and the balance were in various ornamental designs. The great majority of the postmarks are in black, a few are in orange vermilion or in closely allied shades, three or four towns used green, purple was used in a few places and blue is known although it is rare. The following list of cancellations is from the works of Paulo Ayres.

CONCLUSION

It is obviously impossible, in the space at my disposal, to offer more than a glance at the Bulls Eyes stamps in the Newbury collection. Within his four volumes of these stamps will be found, I feel quite certain, more beautiful copies of them than exist in all of the other collections in the whole world. Portions of it have been generously displayed at numerous stamp exhibitions and Mr. Newbury has always been generous with his time in showing it to other students. It has been a real privilege to have gone over this collection with him and to have been able to present a small portion of it thru the medium of the American Philatelist.

(Compiler's Note: Harry L. Lindquist, in his article "The Bull's Eyes of Brazil" in the STAMP SPECIALIST "Green Book," prints a list of town cancellations on the Bull's Eyes from Paulo Ayres' great work, with the addition of some later discoveries listed by Sr. Ayres in the LONDON PHILATELIST for July, 1939. With Mr. Lindquist's permission, we are reprinting his list and making a few additions and corrections supplied by Dr. Emerson, as well as several which Dr. Emerson and the Compiler observed while studying Saul Newbury's collection in April, 1943. We have corrected errors of spelling without making mention of the correction, but where we report a new cancellation or a new color, we quote the source of our information. (The following is quoted verbatim from "The Green Book" except where amended as here stated.)

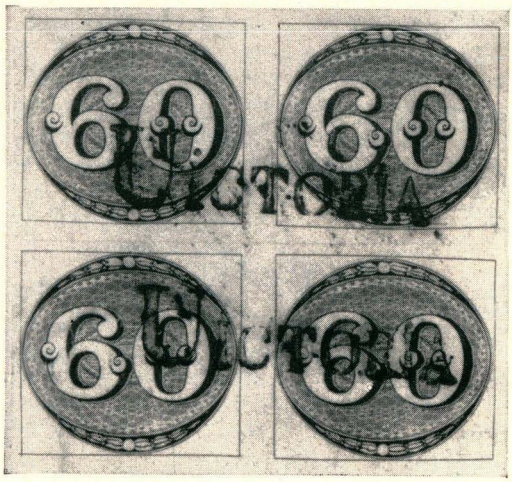
In his splendid work on the "Cancellations on Bull's Eyes," Paulo Ayres of Brazil illustrated and described 117 of the cancellations that were known up to that time. To these he added an additional twenty-one in an article in the *London Philatelist* for July 1939, and we give below his complete listing for the benefit of any readers who may run across any of these cancellations. According to Mr. Ayres' experience in tabulating these cancellations, he classified them as follows:

Quite Common	3	Rare	14
Common	8	Very Rare	28
Scarce	17	Rarest	68

In the list that we are showing, we are also using Mr. Ayres' code to identify their comparative rarity, as follows:

QC indicates Quite Common	R indicates Rare
C indicates Common	VR indicates Very Rare
S indicates Scarce	RRR indicates Rarest

Consequently, if you run across any of these cancellations you can use this as a guide to ascertain their comparative rarity. The cancellations are in black except where otherwise noted in parentheses. Many of those mentioned as being in color are also to be found in the more usual black.



A very attractive block of four with the "Victoria" cancellation.

RRR Acara
RRR Airuoca
RRR A O E
S Correio Geral das Alagoas (Red)
VR Aldeia da Pedra (Blue)
VR Aldeia de S. Pedro
RRR Angra dos Reis (Red)
RRR Aracati
RRR Arara
VR Araraquara
RRR V. de Lavras
VR Limeira
R Villa de Lorena
RRR Macacos
RRR Macahé
RRR Correio da Mangaratiba
S Correio de Maranhão (Red)
RRR Marianna
RRR Maricá (Lt. Green, Reddish Brown)

RRR Araruama
RRR Araxa
RRR V. de Areias
RRR Correio da Villa de Areias (Red)
RRR Arrozal
RRR Atibaia
R Correio da Ba.
C Bahia (Brown Red)
VR Correio Geral da Bahia
C Correio da Bahia
RRR Bananal
VR Barbacena
S Barra Mança
VR Barra de S. Joao (Blue)
RRR Barreiro
VR Bragansa
Brotas (Red)
S Cabo Frio
RRR Cachoeira (Red)
RRR Cajuru
RRR Caldas
C Correio de Campinas (Green, Black(3))
C Cidade de Campos (Blue, Black)
RRR Campos
RRR Cananea
S Cantagalo (Red Brn., Dk. Green)
RRR Carolina
VR Castro
RRR Catalão
Caxias (Red)
R Caza Branca
S Ceará
RRR Cocaes
RRR Conceição de Ribeira
RRR Constituição
RRR Correio de Corityba
QC Correio Geral da Corte (Red, Black)
S Correio Geral de Cuiabá(3) (Red, Purple)
RRR Cunha
RRR Cutia (Red Brown)
C V. Diamantina (Red Brown)
RRR Diamt(4)
RRR Dores
RRR V. de Formigas
R Correio Geral de Goyaz
S Grampará (Red)
VR V. de Guaratinguetá
RRR Guaratuba
R Iguassu (Red)
RRR Imperatriz
VR Inhambupe
VR Inutiliz(5)
S Itabira
RRR Itapemerim
RRR Jacobina
RRR Jacarehy (Red)
RRR Jaragua (Red)
RRR Jundiahy
RRR Cidade de Larangeiras
RRR Meya Ponte
Minas Novas(6)
S Correio de Mogy Mirim
QC Cidade de Nictheroy
S N. Friburgo (Blue)
S C. de Ouro Preto-Correio Geral de Minas
RRR Oliveira Ce
RRR Oliveira Va
R C. G. da Parahiba do Norte
R Parahiba do Sul (Reddish Brown)
R Paranaguá
R Parati
RRR Paranahiba
VR Parnaiba
RRR Paty do Alferes
VR Pelotas
RRR Penedo
C Pernambuco
S Pindaminhangaba
VR Piracatu
VR Pitanguy (Bottle Green)(7)
RRR Ponta Grossa
RRR Porto Ale.
R P. Alegre
VR Porto Alegre
S Porto Alegre-Sul
RRR Porto Bello
RRR Villa de Prezidio
VR Principe
VR V. de Queluz
RRR Rezende
R Villa do Rio de Contas
VR Rio Grande
RRR Rio Grande do Norte (Red)
R Rio Pardo
VR Rio Pardo—Prov. Rio Grande—Sul
S Sabara
RRR Sacco da Mangaratiba
VR Correio Geral de S. Catharina
C Correio de Santos (Blue Green)
VR Sergipe
R C. do Serro
RRR Silveiras
RRR Sobral
RRR Socorro
C Sorocaba (Red, Black, Orange)(8)
RRR Sumidouro
RRR S. Anna
S S. Joao Del Rei
RRR V. de S. Luiz
VR S. Matheuz
S Correio Geral de S. Paulo (Blue, Black)(9)
VR Tacoary
VR Tamandua
VR Valença (Red Brown)
VR Victoria
R Va. de Vassouras
RRR Ytu

---

(3) Green reported by Dr. J. Fred Emerson and Philip H. Ward, Jr.
(4) Identity questionable. Perhaps Diamante in Minas Geraes.
(5) Probably not a town name at all, but an abbreviation for "inutilizado," meaning "rendered useless," i.e., canceled.
(6) Seen in the Newbury collection.
(7) Color "bottle green" agreed upon after study of the Newbury copy. Entirely different from color ordinarily termed dark green.
(8) Orange cancellation seen in the Newbury collection.
(9) Not Blue Black.

Cancellations—A Brief Survey of the Empire Era 1843-61

By Dr. J. Fred Emerson

(Written expressly for this All-Brazil Issue)

The study of cancellations of Brazil is, comparatively speaking, a phase of collecting which has only recently been given the thought and deserving attention which so rightfully belong to the early issues of this country.

Colonel G. S. F. Napier in his book "The Stamps of the First Issue of Brazil," which was published in 1923, touched lightly on the subject. Other contemporary authors failed to give this all important field its due consideration, until Dr. Mario de Sanctis published a brochure in 1927 on the cancellations and postal markings of Brazil, which was the first comprehensive work embracing all the issues of the Empire.

There followed almost immediately an enthusiastic interest in the study of cancellations in Brazil. In the United States Mr. Saul Newbury was already greatly interested in the cancellations of the first issue and was well advanced in acquiring what is considered the finest collection extant today. Sometime later Dr. Clarence W. Hennan of Chicago started collecting postal markings on the American Bank Note Co. issues and has brought together one of the most comprehensive collections of this material in existence.

In 1937, Mr. Paulo Ayres, in collaboration with Mr. Newbury, Dr. Hennan, and other specialists in Brazil, published a voluminous treatise on the cancellation of the Empire. It is not my purpose to do more than briefly indicate here the various phases of this most interesting study. The subject of cancellation is still in an embryonic state of development. There is much research to be done before even an approximating state of completeness may be achieved, for the word finis will never be written on the subject, and let it be said that we are content that this is true for therein lies the very foundation of philately and the reason for its enduring quality.

Pre-Stamp Era

The recorded examples of cancellations of the pre-stamp era are mostly straight line type handstamps very similar to those used in the United States in our early postal period. The circular type cancellation with date did not come into being until shortly before the introduction of the first postage stamps. These were used in the most populous cities, such as Rio de Janeiro, São Paulo and Bahia.

Dr. Mario de Sanctis states that the postal administration was established in Rio de Janeiro, April 14, 1799, and gives the date of 1802 as the earliest recorded cancellation.

The Bull's Eyes Issue of 1843

The recording of cancellations found on the first issue has been a slow and almost painful process due to the extreme rarity of covers. Although the stamps were unusually large, the cancellations were even larger and only by gradually piecing together parts of cancellations has it been possible to recreate the original designs.



1



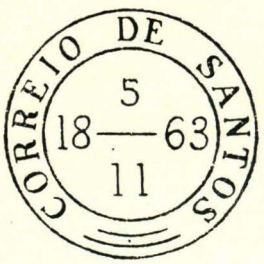
2



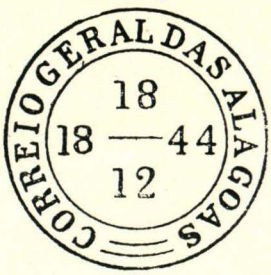
3



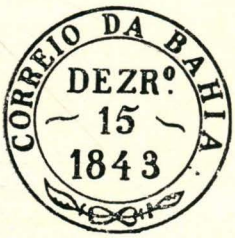
4



5



6



7



8



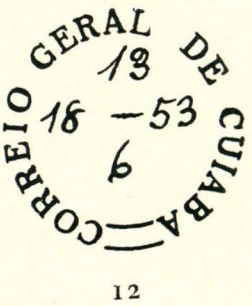
9



10



11



12



13



14



15

In my article in THE COLLECTORS CLUB PHILATELIST in 1926, I was able to present 58 different types of cancellations. This was not a formidable list by any means; however, it was a substantial beginning. Paulo Ayres succeeded in greatly increasing the number of known types and in his book there is recorded a total of 101 different cancellations on the first issue. In an article by Harry L. Lindquist in the *Stamp Specialist* published in April, 1943, there is a comprehensive list of cancellations based on the collection of Saul Newbury in which there are recorded 135 different cancellations on the Bull's Eyes.

Many of the markings found on the Bull's Eyes were carried over from the pre-stamp period. With the exception of Rio de Janeiro, São Paulo, Bahia and Pernambuco, there were very few dated postmarks used.

In the early stage the most commonly used ink was black. Many cancellations bear a washed out appearance today due to the poor quality of ink used. This is especially applicable to those agencies not near populous centres. A well applied cancellation in black is very desirable as few of these have survived the effect of time and careless handling.

It was not long before it became quite obvious that a black cancellation on a black stamp was a poor means of rendering a stamp unusable. Records show there was much complaint of fraud being perpetrated throughout the empire. As a result philately has been blessed with some magnificent obliterations in red, carmine, blue, violet, magenta, purple, and green inks which have to this day retained their splendor of freshness.

Due to the very short life of the Bull's Eyes, colored cancellations are, in most cases, extremely rare, and when well applied on superb specimens, they belong in the class of philatelic gems.

It is impossible to give a complete list of known colored cancellations. Such a list has not been compiled either here or abroad. It is not my desire or intent to enter into dispute with color analysts. Therefore, I will not attempt to classify the various subdivisions of shades encountered. Under the general classification of purple I have included the known shades of violet and magenta. Red was the most predominant color used, purple and blue less frequently, green was very rarely employed. Mr. Newbury considers the true blue cancellations scarcer than the green cancellations; this is due principally to the fact that most of the blue cancellations are greenish blue. I have never seen a yellow cancellation on either the first or second issue. This does not exclude such a possibility as it was used on the issue of 1850.

Colonel Napier in an article published in the *London Philatelist* in 1911 states that "The postmarks of the sloping-figure issues are similar to those of the first issue, in black, vermilion, carmine, blue and yellow." I have consulted with Mr. Newbury regarding the use of yellow ink and he states that he has never seen a yellow cancellation on the first issue.

Red Cancellations

(Ed. Note: Numbers in parenthesis refer to the figures on the following pages.)

Correio Geral das Alagoas (6), Angra dos Reis (17), Correio da Villa das Areias (8), Bahia (40), Cachoeira (41), Cantagalo (49), Correio Geral da Corte **unframed** (1), Correio Geral de Cuiaba (12), Cutia (60), V. Diamantina (27), Grampará (30), Iguassu (58), Jacarehy (38), Correio de Maranhao (9), Maricá (64), Parahyba do Sul (10), Rio Grande do Norte (24), Sorocaba (56), Valença (55), Cabo Frio (61).

Purple Cancellations

Correio Geral de Cuiaba (12).

Blue Cancellations

Aldeia da Pedra (18), Barra de S. Joao (21), Cidade de Campos (20), N. Friburgo (46), Correio de Santos **blue green** (5), Correio Geral de S. Paulo (4).



16



17



18



19



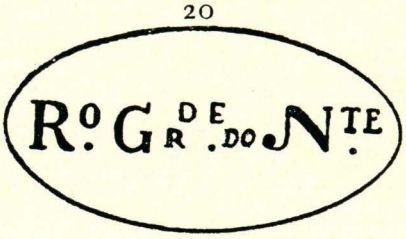
20



21



22



24



25



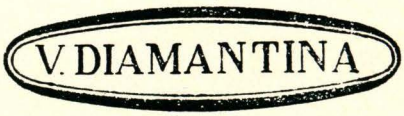
23



28



26



27



31



30



29



33



32



34



35



36

Green Cancellations

Correio de Campinas (15), Cantagalo (49), Maricá (64), Pitanguy **bottle green** (44), Cabo Frio (61).

The Goat's Eyes Issue of 1844-46

Cancellations found on the second issue do not differ a great deal from those usually encountered on the stamps of the first issue. There is one very notable circumstance which denotes the trend away from the black cancellations, and that is the marked increase of red ink used to deface the stamps of this issue. This apparent increase of red cancellations is due primarily to the employment of red ink at the general post office in Rio de Janeiro. Paulo Ayres states in his book on cancellations that oily red ink was initially used in Rio de Janeiro, February 1, 1849. Blue cancellations are, in proportion, almost as scarce as those of the first issue.

I am unable to state that green ink was used, as I have not found one example on these stamps. It can be said with assurance that they do exist as it is improbable that this ink was not used during this period. I have seen purple and magenta smudges which were too indistinct to ascertain their identity. Although the Cuiabá is frequently found in purple and reddish purple. it is the only one I have been able to definitely identify. Grampará comes in red, brick red, reddish brown, carmine, and blue.

Corte cancellation (circular) in red comes both framed and unframed and usually the oily substance in the ink has penetrated the stamps in a spreading manner, therefore, clean cut markings are very scarce.

Bahia and Pernambuco circular cancellations in red usually do not present as much effect of oily ink and are, as a rule, more attractive in appearance.

São Paulo is a good color and not runny.

Guaratinguetá is a rich brick red, and well fixed. The example I have is on part cover and there are four interrupted red bars tying the stamp in the same ink.

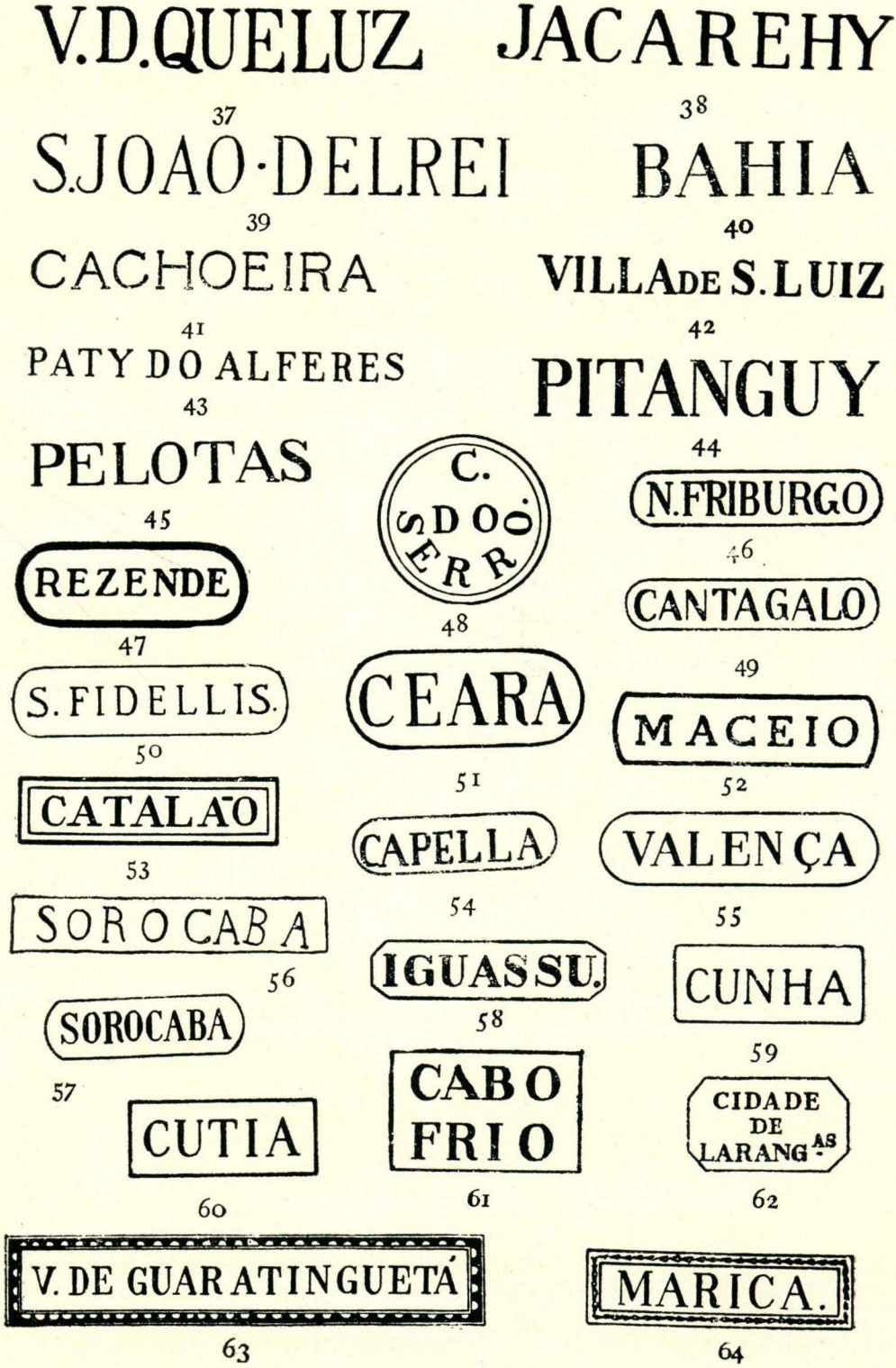
Amazonas is not the usual red and can be best described as near pink.

The blue Grampará and Barra de S. João are in the same blue ink as found on the previous issue.

The attractive black Pernambuco shield is well represented, and to my great surprise, I recently found it in brick red on a block of the 10 Reis. Mr. Newbury also has an example of this cancellation in red on the 2nd issue. The date on my specimen is April 30, 1849, which may indicate that Pernambuco followed the new regulation in Rio which had only preceded it by three months. It was about this time that Pernambuco started using the circular cancellation (not illustrated) in red which is so often found on this issue and the 1850 series. I assume from this evidence that the shield was discontinued shortly thereafter, as I have not found it on the 1850 stamps; however, this does not eliminate such a possibility.

Due to the severe reduction in size of the stamps of the second issue and the continued use of large cancellers, it is almost impossible to obtain good specimens except in the case of pairs and blocks, and these are not found in great profusion. Fine covers are indeed quite scarce and the high values on cover are of even greater rarity than those of the first issue.

I have not found a killer cancellation on either this or the first issue. If such markings exist, I am inclined to believe it was due to remainders being employed after the third issue came into being, as these stamps were not demonetized. The only exception to this statement is the already mentioned Guaratinguetá which I believe was used after 1850.


V.D.QUELUZ
37
JACAREHY
38
S.JOAO·DELREI
39
BAHIA
40
CACHOEIRA
41
VILLADE S.LUIZ
42
PATY DO ALFERES
43
PITANGUY
44
PELOTAS
45
C.
DO
SERRO
48
N.FRIBURGO
46
REZENDE
47
CANTAGALO
49
S.FIDELLIS.
50
CEARA
51
MACEIO
52
CATALAO
53
CAPELLA
54
VALENÇA
55
SOROCABA
56
IGUASSU.
58
CUNHA
59
SOROCABA
57
CABO
FRIO
61
CIDADE
DE
LARANG AS
62
CUTIA
60
V. DE GUARATINGUETÁ
63
MARICA.
64

Red Cancellations

Correio Geral da Corte **framed** (2), **unframed** (1), Correio da Bahia (7), Amazonas (32), Grampará (30), V. de Guaratinguetá (63), Correio de Maranhao (9), Pernambuco **shield** (14), Pelotas (45), Rio Grande **circle** (34), V. D. Queluz (37).

Purple Cancellations

Correio Geral de Cuiabá (12).

Blue Cancellations

Barra de S. Joao (21), Grampará (30).

The Cat's Eyes Issues of 1850-54-61

Although these stamps are generally regarded as ugly ducklings and exemplify a deterioration of the engraver's art, they do possess a certain dignity of design which is a revelation of simplicity. They were in use over a period of many years and present a much greater range of cancellations than those of the two preceding issues. It was during the life of this issue that the killer cancellation made its debut in Brazil where they are generally spoken of as mute cancellations, a term which seems more in keeping with their inarticulate nature.

Many of the familiar cancellations used between 1843 and 1850 continued in use throughout the life span of the 1850 series. A large number of the old favorites were superseded by more practical designs of the circular type, greatly reduced in size.

Although there was a concerted effort on the part of the General Administration in Rio to standardize all cancellations, it appears that most of the offices in small communities took it upon themselves to devise their own handstamps, and many of these designs are worthy expressions of artistic merit.

As usual the black cancellations were used in great profusion and most of these do not show up well on the black stamps. With the change to blue stamps in 1854 and to carmine and yellow in 1861, the black cancellations present a favorable contrast which is more pleasing to the eye.

In the group of colored cancellations, the red ink is found more frequently than heretofore. With the still smaller design of the stamps, one very seldom finds a presentable strike except on pairs or larger pieces. Many of these are very beautiful and when found in such condition are of very great rarity. In a well rounded collection of this issue, it may be said that two or three pages of beautiful cancellations is an attainment of great credit, requiring years of painstaking search.

Blue cancellations are still in the rarity class, although the large blue circular Santos is rather frequently found, but here again we have the case of a large canceller on a small stamp. Therefore, we must find it on a large-margined pair or a block which proves difficult to obtain and is in consequence a rarity.

Green towns are very rare, magentas and purples exceptionally so. The only yellow town which I have found was from the agency of Rezende. It appears as a rich yellow smudge with an overtone of orange and was no more than a color curiosity when I first secured it. Photographed with the color filter the last four letters are brought out in full relief. After conferring with Dr. Mario de Sanctis in São Paulo, I have been assured that it is unreported in Brazil.

Red Cancellations

Amazonas (32), Barra-Barra (35), Ceará (51), Cidade de Nictheroy (16), Cidade de Larangeiras (62), Correio Geral da Corte **framed** (2), **unframed** (1),

Cunha (59), Rio de Janeiro **small circle** (36), Cidade da Limeirá (11), Sao Joao d'Elrei (39), S. Fidellis (50), Villa de S. Luiz (42), V. D. Queluz (37), Paty do Alferes (43).

Purple Cancellations

Catalao (53), Est. do Esteves (33), Maranhao (9).

Blue Cancellations

Caxoeira da Limeira (22), Correio de Santos (5), Correio Geral do Pará (29), Correio d'Uberaba (26), Iguaba Grande (23), Maceió (52), Mogy Merim (28), N. S. do Amparo (25), V. D. Queluz (37).

Green Cancellations

Capella (54), C. do Serro (48), Correio Geral da Corte **small circle** (31), Correio de Lorena (13).

Yellow Cancellations

Rezende (47).

A discussion of cancellations would be incomplete without some reference to the mute cancellations on the small numeral issues, as these are found in great profusion and in countless designs. The avalanche of this type of cancellation did not actually take place until after the appearance of the Dom Pedro issues. It is impossible to state when they first came into use on the stamps of the 1850 series. The study of covers furnishes convincing proof that they were not extensively used before 1863. They are usually found on the black stamps showing advanced plate wear, but are very seldom encountered on the early prints which leads one to believe that they were not in general use before 1860.

In the color group, red is the most common, with purple holding second place. Blue and green are very seldom seen, and are very hard to find in clean cut designs.

It is my opinion that a vast field remains to be explored by students with a flair for research in this branch of philately. It would be of particular interest to know when and by what offices the mute cancellations were first used, when certain inks were first employed, and what were the fundamental reasons or influences that motivated changes in cancellers. There is a wide interest in postal history in Brazil, and much work has already advanced along this line. Unfortunately, information is scattered throughout many philatelic journals that are not usually available to the ever increasing number of philatelists.

The present knowledge can only be improved through complete and unselfish cooperative endeavor on the part of all specialists in Brazilian philately. A comprehensive work cannot result from the study of one or two big collections. The knowledge of all must be brought together for comparative study in order that old theories and misstatements of fact may be cleared up for future reference. There is no want of enthusiasts to carry on this work either here or in Brazil. Complete coordination can be brought about only through a central committee acting as a clearing house. In this way all information may be collated and then, and then only, will a comprehensive treatise on cancellations be obtained which will amply repay all concerned.

Grateful acknowledgement is made to the following philatelists whose works I have freely consulted in gathering the material for these notes.

To the late William E. Lee of São Paulo, Brazil.

To Dr. Mario de Sanctis of São Paulo, Brazil.

To Dr. Paulo Ayres of São Paulo, Brazil for the liberal use of cuts.

To Mr. S. Newbury of Chicago I am especially indebted for his many courtesies in placing at my disposal his marvelous material of the first issue.

Manuscript Cancellations of the Empire and Their Official Status

By Dr. J. Fred Emerson

(Written expressly for this All-Brazil Issue)

For very good reasons, collectors in the past have regarded the pen canceled stamps of Brazil with suspicion, if not downright contempt. It is a well known fact that the vast majority of stamp issuing countries frequently used postal issues for fiscal purposes, and values have suffered much in consequence.

This condition, however, is not applicable to the early issues of Brazil because in this particular instance we have the official record whereby postmasters were duly instructed and authorized to deface stamps in a prescribed manner when certain conditions prevailed.

There is indisputable evidence that the postal issues of the early Empire era were not used, either officially or otherwise, for fiscal purposes. Manscript cancellations are eminently collectible, as they reveal much significance when viewed in the light of early postal history.

The resort to this means of cancellation was to take care of an urgent need, which was officially recognized by the Postal Administration in Rio de Janeiro, when a decree was promulgated to take care of situations where postal agencies lacked prescribed cancelling devices, due to loss, misplacement, or because they were not immediately procurable. In many instances the period of time when manuscript cancellations were used was of such short duration that genuine postal rarities have resulted. A representative collection of towns in manuscript is almost unobtainable.

The decree of September 27, 1849 reads as follows:

> Decreto No. 637 de 27 de Setembro de 1849.
> Capitulo IV Art. 142 = O carimbo das cartas, seguras e mais papeis assentará, parte no papel do sobrescripto e parte no sello, de sorte que este não possa sirvir ao pagamento de outra porte.
> O carimbo declarará a Administração e Agencia, o dia, mez e anno em que for lançado e quando lhe faltem todas ou algumas destas especificações, ou nao haja carimbos, serao escriptas a mao.

Translated, article 142 states that "The cancellation of letters, registrations and other papers shall cover both the letter and the stamp in such manner that the stamp may not be again utilized to prepay postage. The cancellation shall declare the Postal Administration and Agency, the day, month, and year of usage, and when all or part of these specifications are not available *the cancellation shall be written in long hand.*"

Orders, decrees and specifications are not always adhered to in the United States, where in every day life we see flagrant miscarriage of edicts. Brazil was no exception. Article 142 was frequently misinterpreted, ignored, and sometimes forgotten by postal agents. As a result, we find stamps defaced with pen and ink in every possible manner, from single scratches to multiple crosses and circles. Manuscripts showing town in full or in abbreviation are extremely rare, and those in which the day, month, and year have been meticulously written out are only seldom found. Town manuscripts tying stamps to covers are items of great rarity today, as most stamps were removed long ago by col-

lectors. This is a misfortune because it has resulted in the destruction of evidence of great historic interest to those who delve in postal history.

Stamps of the first issue furnish conclusive evidence that the Postal Administration's decree of 1849 was an afterthought, legalizing a practice which had long been in force in many scattered agencies throughout the country.

In an article in THE COLLECTORS CLUB PHILATELIST, published in 1926, I stated that in the examination of 2339 stamps of the first issue of Brazil, 31 specimens were found with pen cancellations, whereas there were 72 showing combinations of manuscripts and towns. This furnishes conclusive proof that simple pen and ink defacements were used only half in proportion to manuscripts. There is one very significant fact revealed in this examination as 38 of the 72 MSS. were from Cuiabá and were all dated between 1852 and 1854.

It is hardly necessary to warn experienced collectors about the acquisition of unused stamps of the first issue. It is a well known fact that many of the so-called uncanceled stamps have been expertly cleaned and passed off as unused.

The quality of ink employed and the color of the stamps, combine readily to further such practices. Unused stamps showing any abrasion of the paper should be regarded with suspicion.

In the middle of the last century, Cuiabá was one of the most inaccessible towns in the whole of Brazil, situated on the Cuiabá river, one of the affluents of the upper Paraguay river in the heart of the Province of Matto Grosso. Mail from this remote region was usually carried down the Cuiabá river to the Paraguay, through the territory of Paraguay to Buenos Ayres, and then by steamer to Rio de Janeiro by way of the Atlantic Ocean. The difficulty of travel was comparable to the mail route between New York and San Francisco by way of Panama before the advent of the Pony Express.

As early as 1846, the remainders of the Bull's Eyes were burned in the patio of the Mint at Rio in the presence of the Inspector General. It is obvious that a large parcel of remainders were recovered in 1852 and were used postally over a period of almost three years in Cuiabá.

The Cuiabá cancellation device was in the form of a circle reading "Correio Geral de Cuiabá," unframed, without date. The cancellation is usually in black or a faded brown and less frequently in a rich magenta. On the issues of 1843 and 1844 it appears usually undated. After 1850 the central oval is almost invariably filled in with manuscript date (Fig. 5). Although I have not seen Cuiabá manuscript dates before 1850, it does not necessarily mean that they do not exist.

One of the very interesting types is that of Propria (Fig. 3) combined with the usual Sergipe device, dated April 8, 1844. The Grampará (Fig. 2) in frame with date in MSS. is usually in black but frequently comes in carmine.

The Ceará (Fig. 4) with the MSS. date is very seldom found. The one illustrated was on the first issue and is probably quite scarce, as it is the only one which I have seen.

Itabira (Fig. 1) is unusual in that the MSS. is arranged in the same pattern as the dated circular cancellations of the Corte type of the pre-stamp era in Rio de Janeiro.

Maranhão (Fig. 7) comes in carmine but very seldom with the MSS. date which is in black ink.

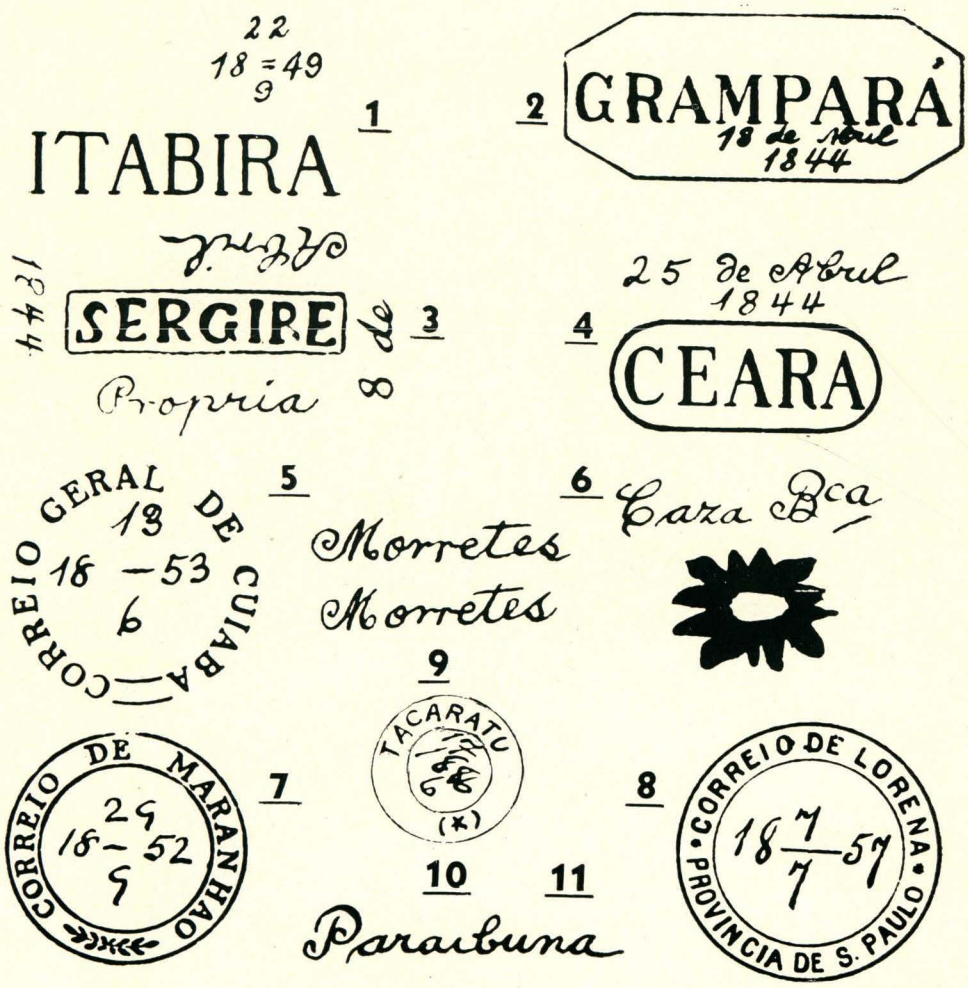
The killer cancellation with abbreviated Caza Branca (Fig. 6) is very unusual, and the only such combination which I have encountered. The example which I have is on a pair of 30 reis of the 1850 issue. I have never seen a killer cancellation on either the 1843 or 1844 issues, and it appears that this method of defacement did not come into vogue before 1850.

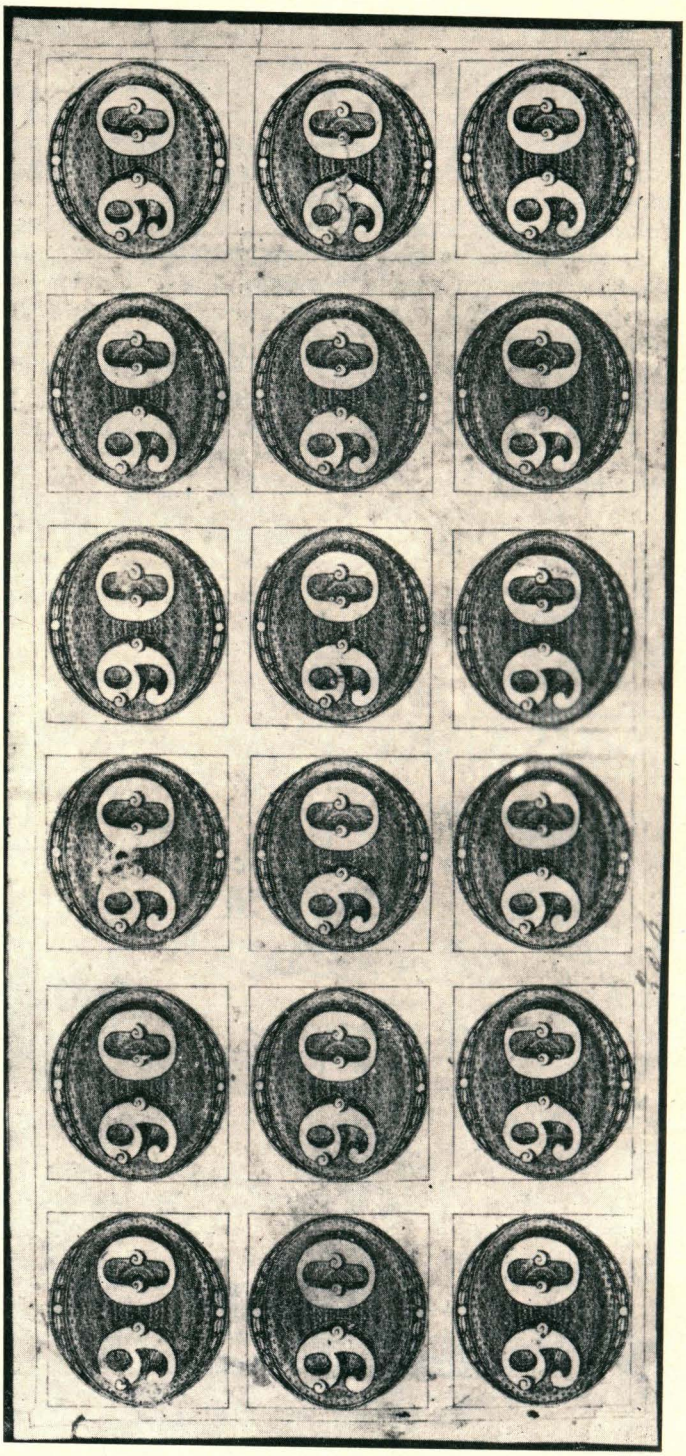
One of the most attractive cancellations which I have encountered is the green Lorena (Fig. 8) with MSS. date of 1857 covering a single 30 reis of the 1850 series on a small piece.

Full town agencies in MSS. without date, such as Morretes (Fig. 9) and Paraibuna (Fig. 11) are frequently found on the first issue. These are not dated as they were most likely used before the postal administration issued Decree 637.

One of the most unusual manuscript cancellations which I have seen was a Corte with date. This is beyond my means of explaining as the post office of Rio was no doubt well provided with other means of cancelling postage stamps. It may be possible that a letter which had escaped proper obliteration was provided with manuscript by a receiving agency.

The use of manuscripts continued up to the end of the Empire era and the Dom Pedro issues provide a most interesting range of towns, some of which are very scarce; however, very few of these come dated. The Tacaratu (Fig. 10) circular French type with MSS. date, of June 17, 1886, is representative of the hard to find and out of the way interpretations of the law of 1849 which must have long been forgotten by the General Post Office in Rio de Janeiro.





Complete pane of 18 from the collection of Dr. Hermes of Brazil.

The Early Postage Stamps of Brazil

By Philip H. Ward, Jr.

(Reprinted, with numerous corrections, from a series of articles in Mekeel's Weekly Stamp News during 1938, by permission of the editor.)

Brazil, our great neighbor to the south, was the second nation of the world to issue postage stamps, its first series appearing on August 1, 1843, just four years before our own first governmental emission. Their postal system may be said to date from April, 1798, when the first post office was established in Rio de Janeiro although previous to that time letters were distributed in the public square. Cancelling of the stamps was ordered at either the office of origin or office of delivery. Instructions called for the cancellation to be part on the stamp and part on the cover. One official decree stated that "Cancellations should bear name of locality, day, month and year". In cases where the cancellation lacked the date the postmaster was instructed to fill in the date by hand. As a result, we often find early Brazil with manuscript date on the stamp or cover. We have seen these early cancellations in red, green, blue, magenta, black and brown. Black, however, is the commonest.

Some few years ago we had the opportunity of picking from one of the finest collections of Brazil ever gotten together. Formed in that country by Guilherme Guinle, who had ample funds to acquire the finest the market afforded, it was a partial guide of what existed in those early numeral issues the Bull's Eyes, the Slanting Figures and the Small Figures which are seldom seen except in single copies.

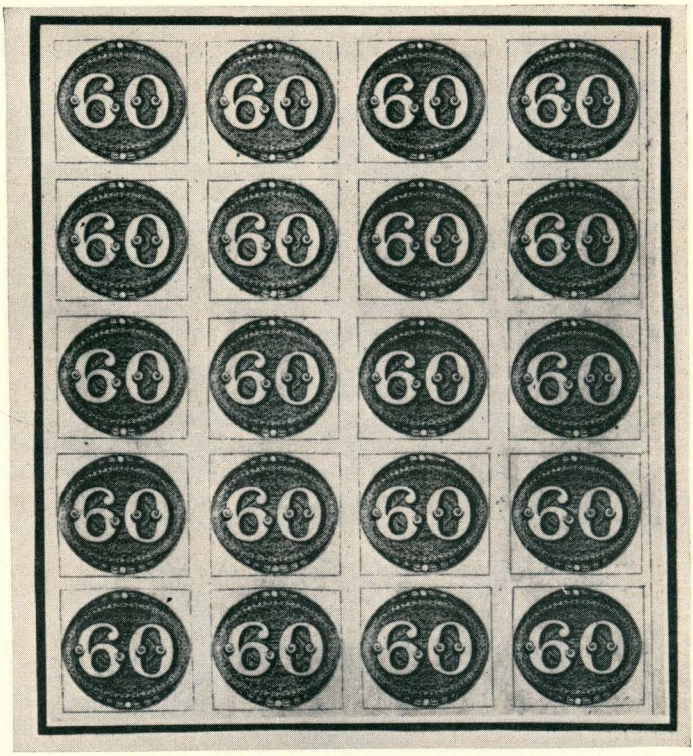
The Bull's Eyes Series.

The first issue of 1843, known as the Bull's Eyes, consist of three values, the 30, 60 and 90 reis. Engraved in black with large figures of value in the center they show no other letters or figures to indicate what they are and where issued. The three denominations are printed on the same plate in blocks of eighteen (six horizontal by three vertical) with frame lines around each block of eighteen. They were evidently separated at the post office into miniature sheets of eighteen for but one pair is known showing two values. Later the 30R and 60R which were required in larger quantities were printed in sheets of sixty (six horizontal by ten vertical). Blocks from the larger plates are exceedingly desirable. In fact, all denominations in larger multiples than pairs are scarce and blocks are really rare.

In the collection mentioned above there were photographs of all blocks shown at the Brazilian Exhibition as well as other blocks known. As the number of existing blocks is so small we list those either in the collection or illustrated in the hopes that if others exist we may be so advised.

Of the 30R Bull's Eye in mint condition but three blocks are known, all blocks of four. One block is in the deep black of the first printing, early state of the plate, and comes from the upper left corner of the pane for it has the extra frame lines at the top and left. This is in the Ward collection. The second block is from a later printing and shows no traces of the extra frame line on any side. This is in the Newbury collection. The third block, not very fine, was sold at auction in New York City in October, 1942, and it is said it is now in Brazil.

There are eight used blocks; one a block of nine, one of eight, one of six and five blocks of four. The block of nine (3x3) has the shield type Pernambuco postmark date Jan. 29, 1844, and has an extra frame line at the left. The block of eight (4x2) is canceled with two concentric circles, "Correio de Corytiba" without date, the marks falling in the center of each block. The block of six (2x3) is from the right end of the pane with extra frame at top, right and bottom and has three postmarks, one in the center of each pair, "Porto Alegre Sul" without date. In the case of five blocks of four, one has an extra frame



From Philip H. Ward, Jr. Collection.

at the left and has two "Corte" postmarks dated 8—1845, the second "Corte" 24—1—1845, the third "Corte" 6—1849, the fourth block is cancelled twice "CEARA" without date, while the fifth block in poor condition from the worn plate was canceled by the Pernambuco shield.

The 30R in block form is rarer than the 60R or 90R, at least that is what the available records show. Only three mint blocks known and as the used block of eight could be cut into two blocks of four there is a possibility of nine used blocks, making twelve in all.

Of the 60R Bull's Eye undoubtedly the outstanding piece is an unused block of twenty (four horizontal by five vertical) from the large plate of sixty subjects. It is in the light black, intermediate printing, with extra frame line at the right. This was a relatively new find and was not known at the time of the Napier book on Brazil. It is from the famous Guilherme Guinle Collection and is one of the highlights of Brazilian philately. It is now in the Ward collection. The next largest unused block is one of nine (3x3) with frame at bottom followed by a block of eight (4x2) with frame at the right. There is a block of six in the earliest printing (2x3) with frames at top, right and bottom

and three blocks of four, one with frame at bottom, one with frame at top and the third with frame at left and bottom. We are told that one of these blocks of four was presented to President Roosevelt on his trip to Brazil. This totals seven unused blocks in all. Two of these blocks could be cut which would give us a possible eleven blocks unused.

Of the used blocks seven exist which could be separated into twelve blocks so that the 60R differs from the 30R in that the used block is almost as scarce as the unused block. There are two used pieces definitely from the large plate, one a block of 20 (2x10) canceled "Corte" 8—4—1845. There are extra frame lines at the top and bottom. The second block is one of 13 (a block of 15 with the lower left vertical pair missing) canceled "Cidade de Nictheroy." These are both in the Newbury collection. A block of nine (3x3) with frame at right and block of four have the same postmark. A block of six (2x3) has a postmark consisting of the town name within a rectangle with rounded ends. The name we cannot decipher. There are two more blocks of four, one with frame at right canceled "Corte" 21—1—1847, the other "Victoria" in straight line postmark. We believe the used block of nine is the largest block known from the small pane of 18.

The 90R Bull's Eye is the rarest stamp in singles but blocks are not as scarce as the 30R and in the case of used blocks somewhat more plentiful than the 60R. Two blocks are known unused; a block, or rather complete pane of eighteen (6x3) and a block of 12 (4x3). We have been told the block of twelve is from a miniature sheet of 18 which was sold to a well-known South American collector. As the stamps at the right and left ends were somewhat ragged, the collector took his shears and trimmed a vertical strip of three from each end leaving the block of 12. The complete pane is in the Dr. Hermes collection.

Of used pieces, twelve blocks exist, some large enough that they could be cut into smaller blocks so that 17 blocks are possible. The largest used block is one of 17, a pane of 18 with the lower left stamp missing. It is odd but this large piece has no extra frame lines. It is canceled "Corte" 20—12—1844. The next in size is one of 12 (6x2) canceled "Corte." A block of 9 (3x3) canceled "Corte" 30—12—1844. A block of 8 with frame at left and bottom, a block of four with frame at bottom, one with frame at top, one with frame at right and bottom and one without frame, all five blocks canceled "Cidade de Nictheroy." Two other blocks exist, one of six with frame at top left and bottom canceled "IQUASSA" and a block of four without extra frames postmarked "CEARA." We have recently located a block of six (3x2) canceled "CABO FRIO." Mr. Newbury has shown us a beautiful corner block of four canceled in bright green "Marica."

The collections of the world showing these three blocks used or unused could be counted on the fingers of one hand. Paulo Ayres in his excellent book on early Brazilian cancellations list 101 different postmarks on the Bull's Eyes. He does not mention colors but we have noted "Pati do Alferes" in red, "Grampara" and "Corte" in magenta, "Campinas" in both green and in brown and "Santos" in blue.

Bull's Eyes on cover are rather scarce, especially when on the front. They are generally found on the back, used to seal the letter and quite often are torn when the letter is opened. There is a small insect of some kind in Brazil that seems to thrive on these early covers for it is not unusual to find them with dozens of small holes.

Col. G. S. F. Napier in his excellent book published in 1923 on the First Issue of Brazil describes the plate of sixty of the 30R Bull's Eye, but does a multiple piece exist which would readily prove the existence of such a plate? We know of no block or strip containing four or more stamps in a vertical row. Such a piece would prove in itself without the official records that plates con-

taining more than the usual pane of eighteen 30R were made. We described in previous paragraphs that three such blocks of the 60R exist which prove the larger plate of this stamp. One of these was an unused block of twenty and the other two used blocks of twenty and thirteen.

Col. Napier suggests that there was a plate of 54 of the 30R made up of three panes of 18 subjects, but no pieces have been located from this plate.

José Kloke, in a paper read before the meeting of The San Paulo Philatelic Society on January 11, 1922, stated that the records show three plates were made of mixed values of fifty-four stamps, eighteen each of the three values, one plate of sixty 30R and two plates of sixty 60R. Col. Napier mentions but two mixed plates of fifty-four each in four states of the plate. Quite possibly, three plates were made and something happened to the third plate before being used. Then, too, it may not have been satisfactory and was was condemned before going to press.

The large block which we previously described, namely, the block of twenty unused 60R is from the first plate of sixty subjects and contains positions 9 to 12, 15 to 18, 21 to 24, 27 to 30 and 33 to 36. An off-hand check with Col. Napier's plate shows that his allustrations for positions 22, 24, 28, 29, 30 and 34 are incorrectly placed.

Reading over the information which is now available on this first issue, we are led to believe that much is still to be done in reconstructing these plates. The work should not be difficult if the material is available for the frame lines were undoubtedly engraved separately from the central oval and their relations to the oval differ on almost every stamp. We note on the block of twenty of the 60R that every stamp from numbers 15 to 18 show a position dot immediately above the center of the top frame line which leads us to believe that all stamps in the third horizontal row of this sheet show such an oddity. We do not note this dot in this position on any of the other stamps.

The 90R from the two composite plates have been satisfactorily plated, no doubt, due to the blocks available but certainly as much cannot be said for the 30R and 60R.

Records show that the number of stamps delivered were: 1,148,994 of the 30R; 1,502,142 of the 60R and 349,182 of the 90R.

The stamps are believed to have been engraved at the Mint in Brazil. The dies are supposed to have been produced in New York or London. One hundred years is a long time back and unfortunately, the records of that period are not as complete as one might wish.

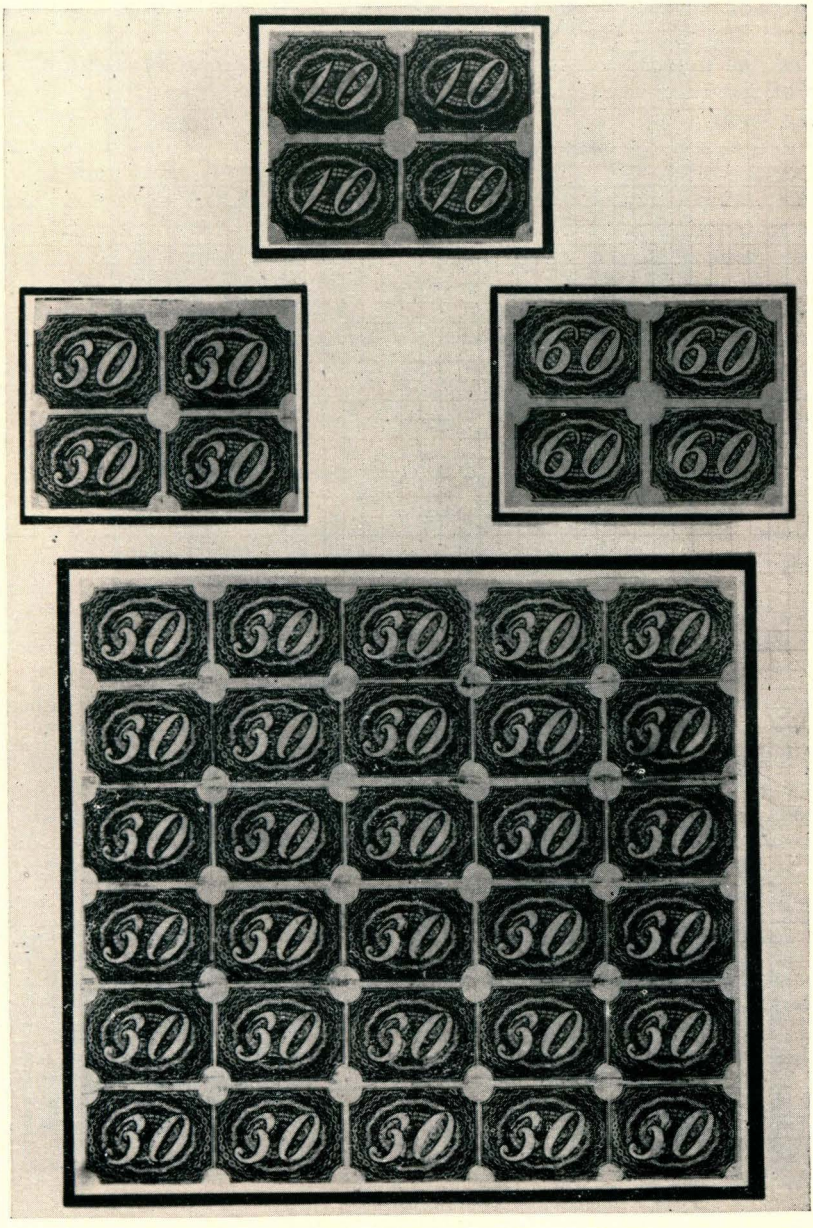
The Slanting Figure Issue.

Evidently the first issue or so-called Bull's Eyes proved to be too large and bulky for general use. The sheets of sixty were too large to be conveniently handled by the postal clerk and the panes of eighteen were too small for those buying in quantities. Then, too, large blocks of the 90R had to be used to pay required postage in some cases so that new and higher denominations were required.

The second series, like the first, was printed in black and had the figure of value as a design. This time the stamps were much smaller and the figures of denomination were slanting, hence, are designated as the "Slanting Figure" series. Four new values were added so that the series consists of a 10, 30, 60, 90, 180, 300 and 600 reis. When the first stamps were issued it was the original idea to have a portrait of the Sovereign as a central design but it was later thought that to cancel such a portrait would show lack of respect, hence, the substitution of the figure of value.

The second issue appeared July 1, 1844, exactly eleven months to the day since the issuing of the Bull's Eyes. The latter were withdrawn June 30, 1844.

We believe this to be an error since some of them must have remained on sale until somewhat later for Col. Napier tells us that the earliest recorded dates of cancellation of the large plate of 30R, early state, is October 16, 1844, the earliest



From Philip H. Ward, Jr. Collection.

date large plate of 60 reis late printing, first plate, is August, 1844, with the second plate as late as October 1, 1844. As we have stated before we believe much is yet to be discovered regarding these early stamps and many of our conclusions of today will probably turn out to be incorrect. Bull's Eyes were used for a number of years later for we have before us as we write a copy of

the 60R from the Guinle Collection with magenta cancellation of "Corte 18-5-53." Corte, by the way, indicates the "Distrito Federal" that is, Rio de Janeiro.

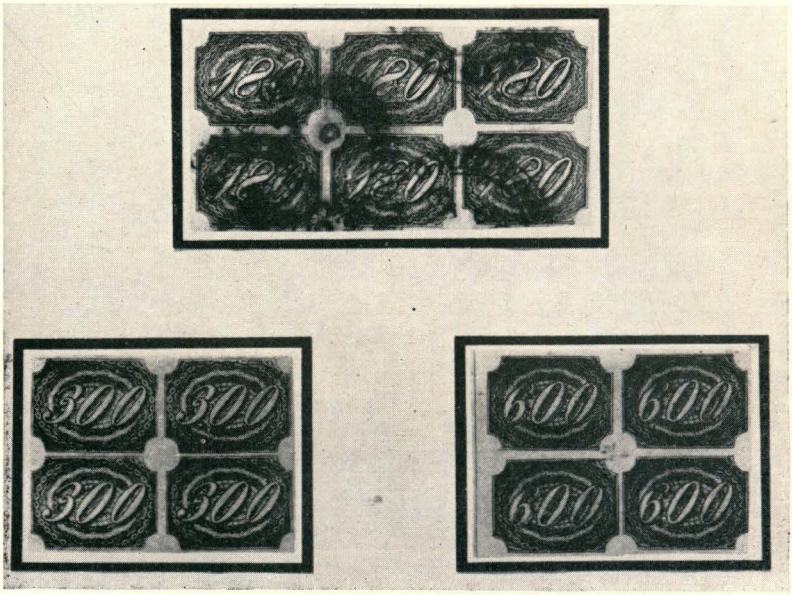
From the scarcity of the slanting figure stamps we are led to believe that they did not come into general use throughout the country until sometime after they were first placed on sale. None of the lower denominations are really common and the high values may almost be classed as rarities. Certainly pairs or larger of the 180, 300 and 600 reis would be so rated.

We know from a large block of the 30R in the Newbury collection that a sheet of this stamp consists of 153 subjects (9 horizontally by 17 vertically). Whether the other values were printed in similar sheets we cannot say.

The stamps in many cases had little or no margin between so that copies not cut into design on one or more sides are unusual. There are numerous double transfers and much recutting is to be found on this issue. The well-known oily red ink came into use on this issue on February 1, 1849, at Rio de Janeiro.

These notes on the early stamps were mainly to record for future students existing multiples in a collection since broken up. Having been made by a well-known collector in Brazil with unlimited resources it naturally contains many of the outstanding items existing.

Of the 10R there are no large blocks known. Unused seem to be somewhat scarcer than used and we find two blocks of four and a square block of nine. Used there are four blocks of four, two horizontal blocks of six, one of ten and a vertical block of eight. Undoubtedly there are many more in other collections. These are all picked with four margins. One block of six with red cancellation shows a vertical guide line at left.



Rare Blocks of Slanting Figures.

Of the 30R large blocks are to be found. Mr. Newbury has a wonderful unused block of 140. We note an unused block of 48 (8x6), a block of 30 (5x6), a vertical block of eight and one of four. Used blocks are represented by one of 32 (4x8)and two of four. These all have fine margins which leads us to believe that inferior blocks of larger size were trimmed to make superb smaller blocks.



The largest known block of the higher values of the Slanting Numerals.

Judging from the Guinle collection the 60R must be an uncommon block unused for there are only two blocks of four. There is a used block of four and two magnificent blocks of 12 (3x4), one with a bright red cancellation.

Multiples of the 90R in fine condition must be rather scarce. There is no unused block present and whether such blocks exist elsewhere we cannot say. There is a used block of 24 (6x4) with the black "Nictheroy" cancellation, a block of 12 (3x4) with black postmark and a magnificent block of nine (3x3) with sheet margins at left with bright red "MACEIA" cancellation. These black stamps with red postmarks, like our own early issues, are most attractive.

The 180R in multiple is a real rarity. Unused the collection contains a vertical strip of four and pair. Here again we know of no unused block. There are two horizontal blocks of six used, one with a red cancellation and the other with a black "NICTHEROY." We know of no other blocks.

The 300R in multiple may be classed as the rarest of the rare. Only one block of four is known and this is unused. It has four margins and is from the Duveen, Gibson, Guinle collections. Undoubtedly, it is the rarest and most desirable philatelic item known from Brazil. Not even an unused pair is recorded. Outside of this block there is a vertical used pair on small piece of cover. If other multiples exist we would like to record them. Single copies with margins are rare.

Of the 600R only one unused block is known, this having margins all around and with guide line at the left. The only other unused multiple in the collection is a vertical pair. In canceled condition, there is a block of four, a vertical strip of six and a strip of three. Here, too, fine singles are scarce but not so much so as the 300R. A vertical pen-canceled block of 12 (2x6) of the 600R is known.

All denominations are to be found in deep black and the lower values in gray-black. Covers seem to be scarcer than the Bull's Eyes but they do not command as much.

We have recently acquired a block of four of the 60R and block of fifteen of the 90R, both used, each showing types 1 and 2 in the same block.

The Small Numeral Issue.

The third series or Small Numerals were placed on sale January 1, 1850. They were engraved from steel plates at the mint in Rio de Janeiro and were printed in sheets of two hundred, twenty rows of ten and cut into panes of one hundred. Like the two previous issues, all values were printed in black. The denominations issued on January 1st were the same as the previous series, the 10, 30, 60, 90, 180, 300 and 600 reis. The new value of 20 reis did not appear until August 23, 1850, and being little used has been the scarcest of the low denominations. The stamps can be found on both grayish and yellowish paper. We have even seen the 60R on what might be described as bluish paper but we believe that gum and time have had their effect in giving us these varieties. The shades run from a deep black to a light gray, the variations being especially noticeable in the 30 and 60R.

Blocks in this issue are not as rare as in the earlier issues. The 180 and 300R in unused condition seem to be the rarest as there was only one of each in the Guinle collection, these both being blocks of four. The 600R is scarce followed by the 20R which is only to be found after much search. The 10 and 90R are not common. The 30 and 60R are quite plentiful in block form, especially the latter which is to be found in large blocks both unused and used. This issue, unlike the earlier varieties, does not show as many double transfers and recuts.

The color of the 10 and 30R was changed from black to blue on February 27, 1854, and the two stamps may be found in deep blue, blue and pale blue. Blocks are rather scarce, both unused and used in the deep blue. Blocks of the 30R unused in light blue are rather common and may be found in good size

On June 2, 1861, two new denominations were added, a 280R in vermilion and a 430 in yellow, the former to pay postage on single letters to France and the latter for similar letters to Belgium, Holland and Germany. Mint blocks seem to be rare. There were single blocks of each in the Guinle collection. Values other than 30 and 60R black are seldom to be found on cover.

The 1866 Perforated Numerals.

In 1866 the entire Small Numeral series were sold in a perforate 13½ condition. These were only semi-official for the perforations were not applied by the government at the time the stamps were prepared. This means of separation was applied at the Rio de Janeiro Post Office as the stamps were required. The work was done crudely so seldom are the stamps to be found centered. Faked perforations are more plentiful than the genuine varieties. Blocks both unused and used must be scarce for we have been able to locate but few.

The Don Pedro series appeared on July 1, 1866, so that this year saw the last of the Brazilian numerals. They are, however, to be found on later covers in combination with the new stamps.

The Size of the Sheets of the Slanting Numerals

By L. G. Brookman
Acting Editor, American Philatelist

(Written expressly for this All-Brazil Issue)

Until very recently, it has always been considered that these plates were made up of 200 subjects and such has been stated time after time in the philatelic writings of the past. At an early period some writer, unknown at this late date, made the statement that these stamps were printed in sheets of 200 stamps and the statement was copied and recopied by succeeding writer until it became accepted as the gospel truth. Writers are prone to do this. I make no claim that I am an exception to the rule, and the result is that every so often a mistake is perpetuated for generations.

When Mr. Saul Newbury secured the almost complete sheet that is illustrated here the proof was made available to the eyes of all that at least the 30 reis was printed in a sheet of the strange size of 153 subjects. As can be seen from the illustration, this sheet was obviously arranged 9 rows horizontally and 17 rows vertically. The 153 stamps produced on such a sheet must have been a fine headache for the accounting postmasters and seems to have been a most illogical number of stamps to print on a sheet. Why then was it done?

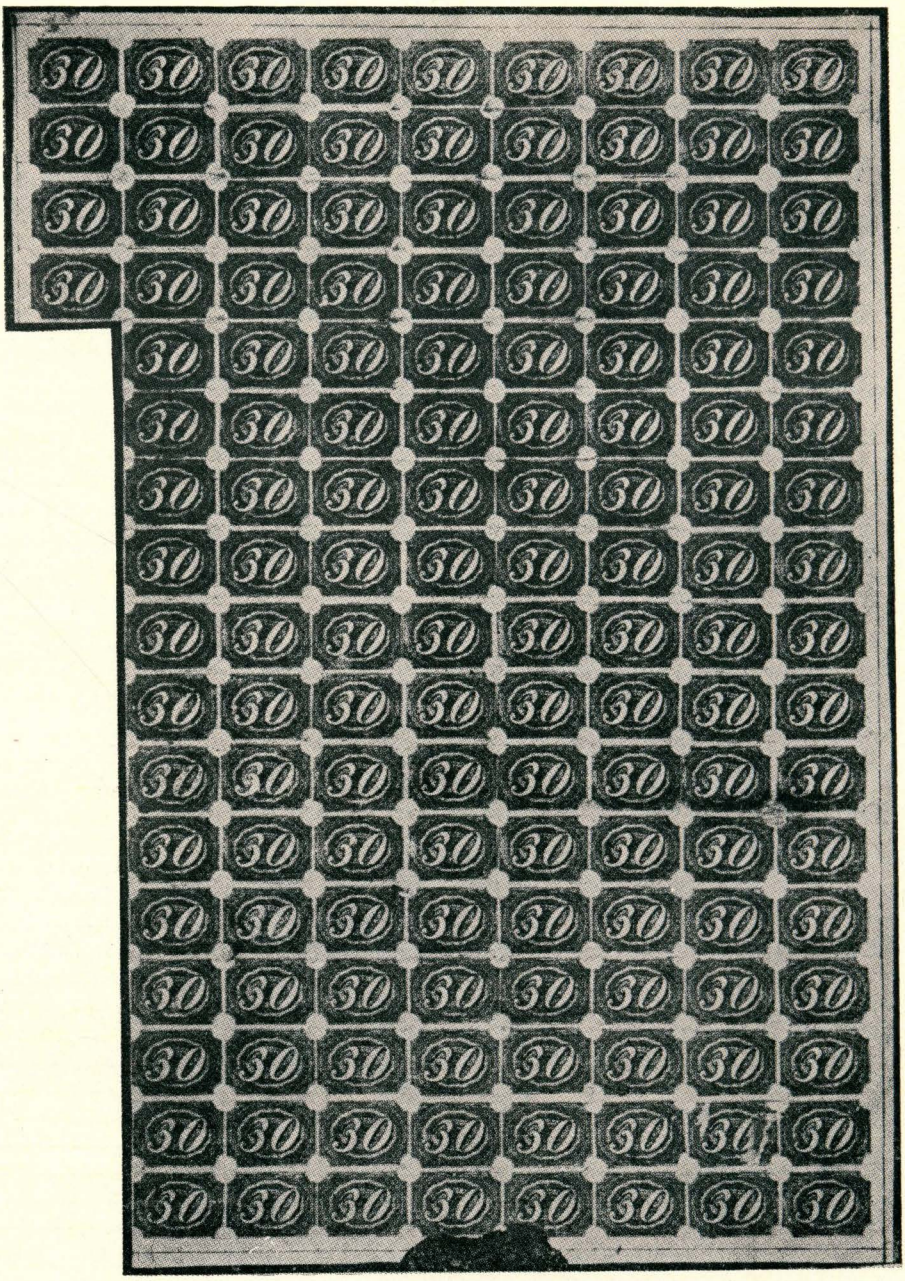
Mr. Newbury laid out a dummy sheet of the Bull's Eyes and found that the sheet of the Bull's Eyes and this sheet of the Slanting Numerals were of the same physical dimensions. It therefore seems that the sheets were not laid out on the basis of convenience but on the basis of fitting the physical equipment available. The presses, the same type of plates used to produce the Bull's Eyes, and all other equipment necessary to proceed with this size plate were at hand. This plate, by chance, happened to accomodate 153 entries of the 30 reis slanting numerals. Had this particular size happened to accomodate 162 entries, the chances certainly are that we would have had a plate of 162 stamps!

It should be recalled that when the printing plates of the Bull's Eyes were returned to the Mint on June 28th, 1844, it was stated that the metal was to be used up—the term seeming to mean that the plates were to be put to some use rather than just melted down and destroyed—and it is not at all impossible, unless the time element is the controlling factor here, that some of the Slanting Numerals were actually printed from the same copper plates that produced the Bull's Eyes. The 30 reis Slanting Numeral plate that is illustrated here seems to bear traces of some previous entries and that the work was very hastily done seems to be evidenced by the fact that the entries are so irregularly spaced.

Whether or not the remaining denominations of the slanting numerals were all printed from plates bearing 153 entries is a matter of pure conjecture at the moment but such certainly seems logical. I understand that Mr. Newbury and Mr. Samuel Ray are checking some of the other denominations but are not yet ready to announce their observations. Everything points to the fact that they will determine all plates to have been of 153 denominations but I feel that

(Compiler's Note: It was a rare privilege during the recent Easter holidays to sit in Mr. Newbury's office in Chicago with Mr. Newbury, Dr. J. Fred Emerson of Baltimore, and several of Mr. Newbury's Chicago friends, and study this unique sheet which seems destined to be the instrument for unmasking one of the traditional fictions of philately. Careful inspection without even a glass showed unmistakable signs of previous use of the plate for printing subjects of some kind, the entries having been incompletely burnished out before this plate was laid down. In support of Mr. Newbury's thesis regarding the sheet size of the other denominations than 30 reis, Paul Ayres writes from São Paulo that it is known that the size of paper used was 31x32 cm., which is just the size of the Newbury sheet and of the sheets of the Bull's Eyes.)

right here is a good place to remind all that the size of the plate should not be accepted as 153 until proven—that number *might* not be any more accurate than the 200 previously given! The *proof* will come—wait for it.



THE NEWBURY SHEET OF 153 SUBJECTS.

This photograph is shown through the courtesy of Saul Newbury, owner of the sheet, and Harry L. Lindquist, publisher of STAMPS, in which it appeared on April 17, 1943. It definitely establishes the size of the sheet, at least in the case of one printing of the 30 reis, and has led Mr. Newbury to undertake the plating of the other denominations of the series.

The "30 Reis" Stamp of the Second Issue

By Roberto Thut*

(Reprinted from The American Philatelist of August, 1939, by permission of the Acting Editor.)

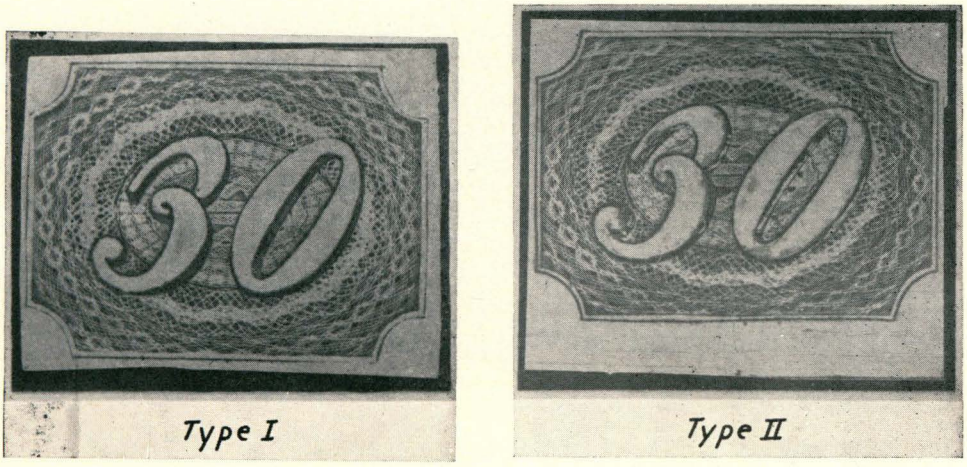


Fig. 1—Reproduction of two types of the 30 Reis. Photographed and enlarged upon same scale.

In "Boletim" No. 21 of the "Sociedade Philatelica Paulista," December 1934, we published some remarks on the two different plate engravings of the "30 Reis" stamp 1844/46, of the so-called "slanting numerals" series. We must explain that it was not a detailed study of the various plates in which these stamps were engraved, nor of plate reconstruction, but thanks to the suggestion made by our friend William E. Lee, we were able to point out some differences in the drawing of a stamp from his collection.

On studying more closely these differences in stamps in various other collections, we were able to draw some conclusions, as noted in our article in Boletim No. 21 mentioned above.

After that publication we made further remarks on the subject, but all are little known to foreign collectors not reading Portuguese. We thought, therefore, we would publish this work in *The American Philatelist*, where we believe it will be of interest to many. We are also glad of this opportunity to collaborate with our friend Dr. Clarence W. Hennan in spreading abroad the study of Brazilian stamps.

We shall not go into detailed descriptions which we deem unnecessary, for we are of the opinion that graphic demonstrations by means of photographs and drawings are clearer and better understood.

In Fig. No. 1 we have the enlarged reproduction of two stamps of "30 Reis" 1844/46, which for briefness shall be called "Type I" and "Type II," respectively.

* Secretary of the "Sociedade Philatelica Paulista"—S. Paulo, Brazil.

Comparing these two stamps, in figure No. 2, one will easily notice the change of place of the value "30," as shown by arrows a, b, c, d, f, g, h, when compared with the background of the drawing.

By the signs of Figure No. 3 we can clearly see the misplacement of the number "30," off the background.

We have still to find out whether the background of the drawing is the same, or whether another one has been made in its stead. In order to find this out we have to ignore the line which encircles the stamp, for, in former days, it was customary to heighten the lines of the plates when they were retouched. The same happened with the Bull's Eyes. Consequently these lines were not always uniform. This is not the case with the drawing of the background, which, owing to its delicacy, could not be retouched.

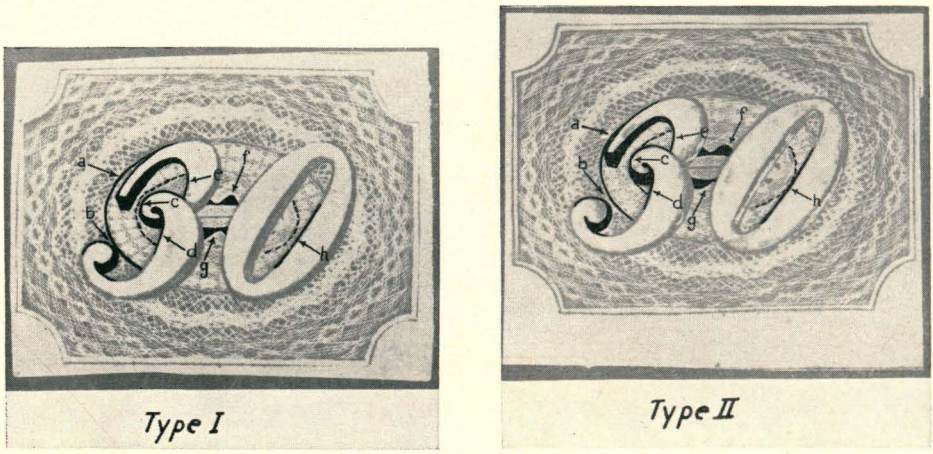


Fig. 2—Main details characterizing both types of the 30 Reis.

Let us go into the details of these drawings. There is no need to examine the whole design, we shall only examine one side of it. In Fig. No. 4 the graphic sign dispenses with any further explanations necessary to convince us that the background drawing is different, noticed both on the right and left sides, when one compares the two reproductions of Fig. No. 1.

We were rather puzzled by this difference which we shall try to explain in the following paragraphs.

In accordance with the investigations made by J. Kloke, Col. Napier, B. Pinheiro and others, at the time these stamps were printed the "slanted" stamps were engraved in the following manner:—at first they engraved on an iron block the oval vignette that represents the background of the stamp. (See Fig. No. 5, a reproduction made by Col. Napier, in his book "The Stamps of the First Issue of Brazil," plate 40). When the background was prepared the value of the stamp was engraved upon it (Fig. No. 6).

In this way the die was ready and the whole plate was produced with it in negative, as per Fig. No. 7.

By this same process a second die was made, without observing the exact position of the figures "3" and "0."

The question is: what explanation can be given with reference to the difference of the background of the stamps, since they were mechanically produced by a die which never underwent any retouch? Another die could have been used, but its existence should only be justified in case the drawing was actually different. However, observing Fig. No. 4 closely, we come to the conclusion that it is nothing else but an imitation, with the exception of a tiny difference in its

details. Besides, the die was used but once, hence, it was but slightly worn. Taking this into consideration, there was no necessity for ordering another one, imitating the original.

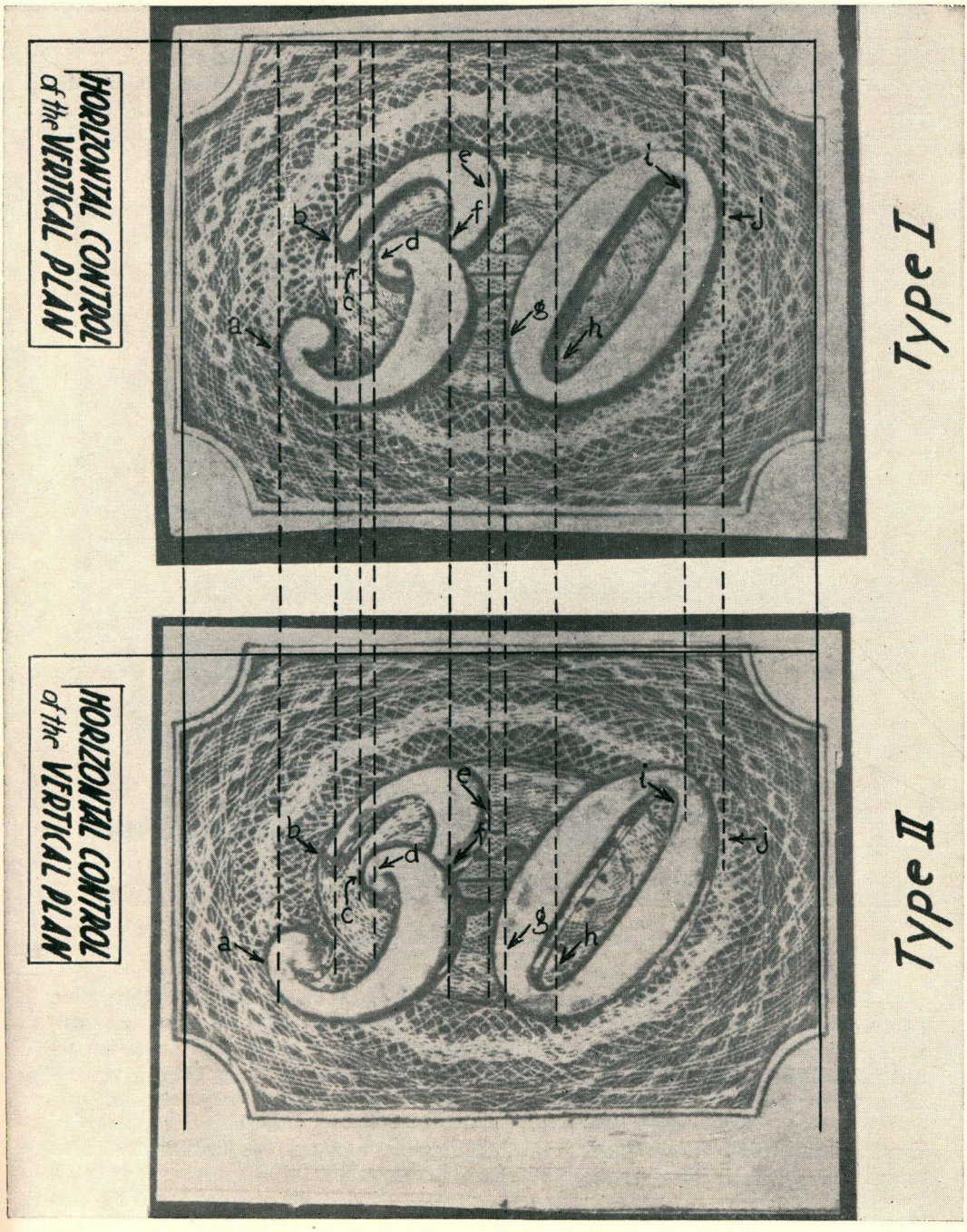


Fig. 3—Comparative graphic between the two types of stamps, where misplacement of "30" Reis value is evident.

We would also emphasize the fact that the Government often took measures to avoid forgeries and a change by the decision of the engravers at the Mint would facilitate forgery through the differences that would be found in the genuine stamps. On account of this we have always felt somewhat doubtful in the matter, hence the reason why in our article, published in the "Boletim" No. 21, we made no reference to it.

Some time afterwards, we studied the matter again and found the solution of the problem. The die used in making the second engraving was exactly the same, but it happened that the drawing did not represent the same symmetry at the extreme ends and the engraver, not noticing this detail when striking the value "30" of Type II, INVERTED THE BACKGROUND!

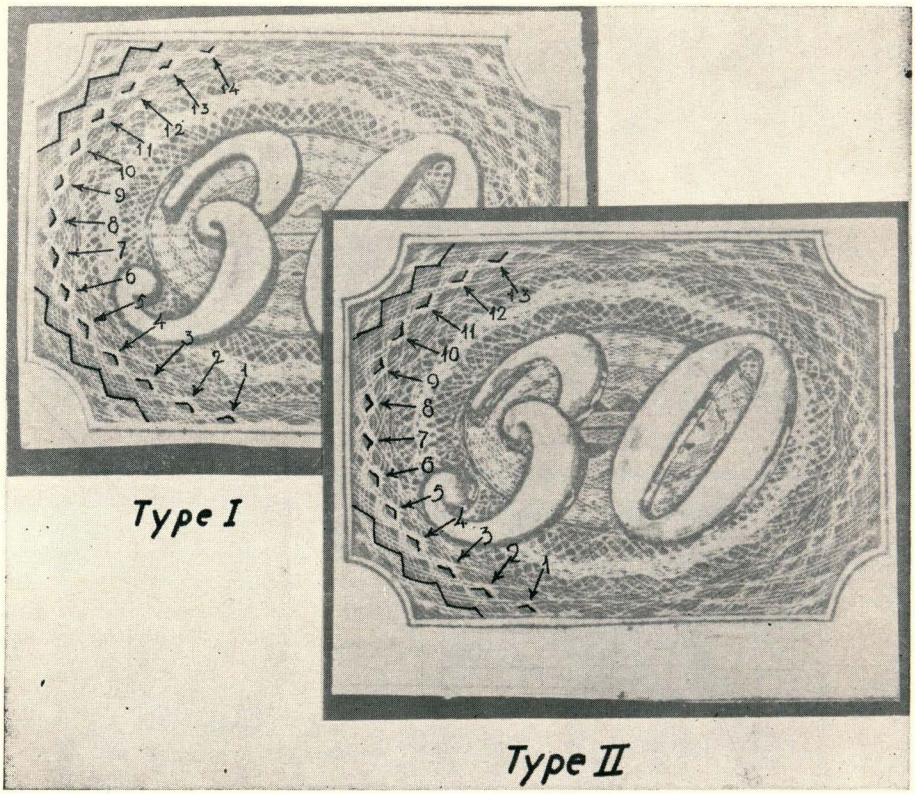


Fig. 4—Comparison of the drawing of both types, indicating manifest differences in lines.

The proof of this statement is shown in Fig. 8, where the photographic reproduction of Type II is inverted, compared with Type I in its normal position. By the signs of the photographic reproduction of Fig. 8, it will be observed that the drawings of the background of types I and II are perfectly identical, which proves the use of the same die with its reproductions inverted.

There is still another interesting detail: Type I is somewhat smaller than Type II, especially in its width, which difference is about ½ millimetre. This larger size of Type II is thus explained: the edges of the background in both types are marked with a line, much more distinct and clearer in Type II, this producing the larger size.

We had finally another detail to solve, i.e., which plate was engraved first? Type I or Type II?

As it is well known, the Bull's Eye stamps lasted but a very short time; they were issued toward the end of 1843 and replaced in July 1844 by the "slanted" figures of the value of 30, 60 and 90 reis. The idea of this second issue was not only to alter the stamp to a smaller size, but also to change the paper for a thinner quality than that used for the Bull's Eyes.

In accordance with the investigations made by J. Kloke, the thinner paper ordered from abroad did not reach Brazil until the beginning of 1845, and thus

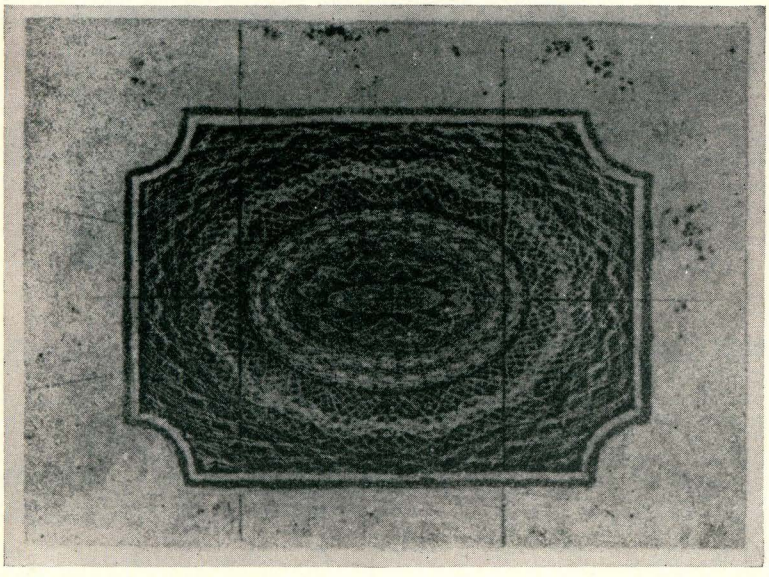


Fig. 5—A proof of the background of the slanting numeral stamps, reproduced from plate 40 of Col. Napier's book.

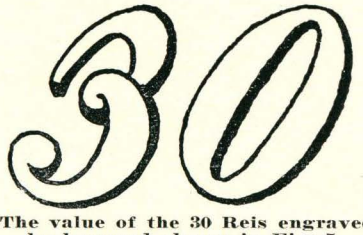


Fig. 6—The value of the 30 Reis engraved on the background shown in Fig. 5.

the first "slanted" stamps were printed on the same paper as the Bull's Eyes, i.e., medium thickness. The values printed upon thin paper, according to the Gibbons Catalogue, were issued the 23rd of May, 1845.

The best authors of catalogues state that the "slanted" stamps were first printed on this paper—medium thickness. This statement is also proved by the very early dates found on covers, while the other values of the same series, 10, 180, 300 and 600 Reis, issued two years later, i.e., in 1846, are only to be found in thin paper.

Examining thoroughly the various collections belonging to Brazilian philatelists, we came to the conclusion that Type I is printed both on thin and medium thickness papers. Type II is only to be found printed on thin paper, hence we deduce that the plate of Type I was engraved first and still used after the supply of thin paper had been received, at the beginning of 1845.

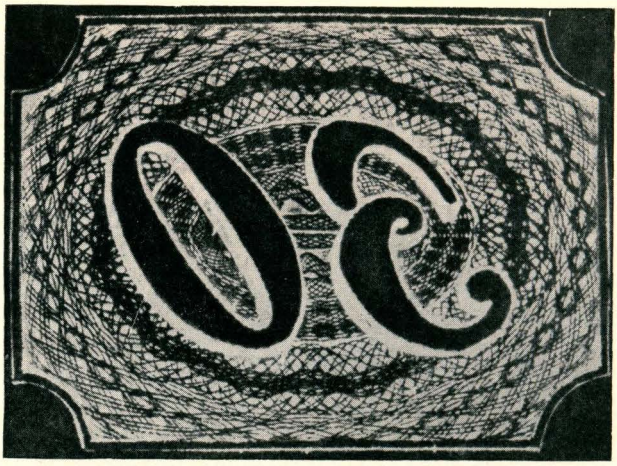


Fig. 7—Reconstitution of the original die.

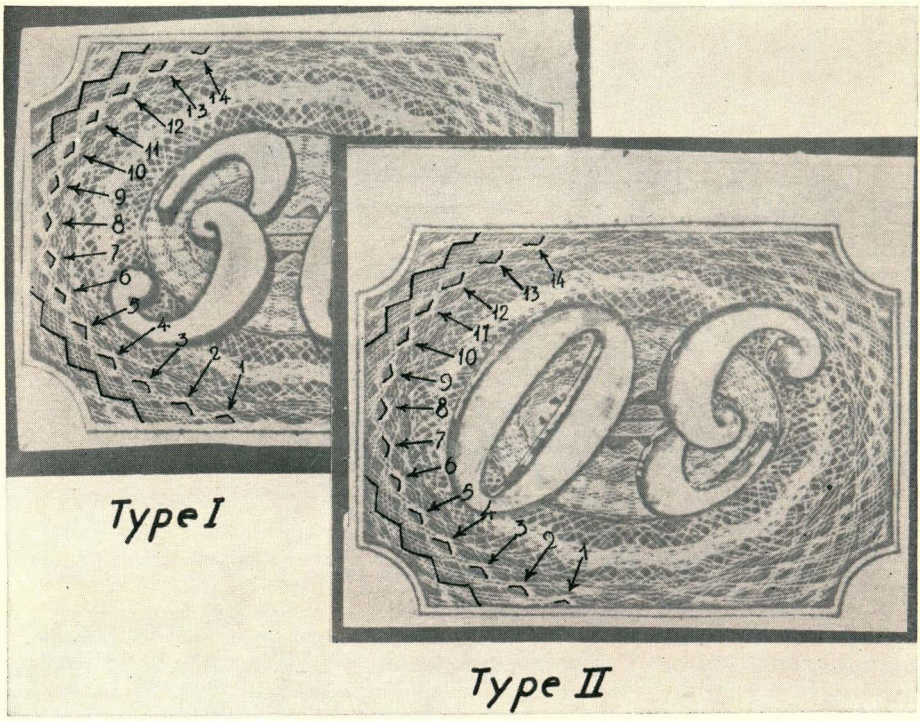


Fig. 8—Comparison showing that the background is the same, but inverted.

It is therefore obvious that only after 1845 was Type II printed and it is quite possible that this occurred when the values of 10, 180, 300 and 600 reis were issued, in 1846.

In accordance with our observations, we are sure that Type I is very much rarer than Type II. We think that the former represents only 10% of the total quantity known of Type II.

We think that the difference between Types I and II are both evident and interesting, deserving being mentioned in every catalogue.

The Slanting Numerals, 30, 60 and 90 Reis

By Dr. J. Fred Emerson

(Reprinted from The American Philatelist of April, 1939, by permission of the Acting Editor, and including Supplementary Notes.)

The progress of Philately in Brazil, in the past two decades, has been of such astonishing proportions that little has been left for foreign philatelists to add to their laurels in the realm of new discoveries. The crowning achievement of the Brapex this past autumn is but a mile stone on the highway of progress of an enthusiastic group of students of Philately in the Southern Republic.

Modern Philately in Brazil owes much to the dynamic personality and propelling force of my old friend, William E. Lee, of Sao Paulo, whose premature demise in 1934 left a great void in the hearts of all Brazilian philatelists. Our lamented Lee, as Paulists are wont to call him, is to this day a driving spiritual force behind the achievements of the Sao Paulo Philatelic Club. Specializing in the issues of the Empire Era of Brazil, he achieved one of the finest collections known.

It was in Lee's house that the first meeting of the Sao Paulo Philatelic Club gathered, and from those deliberations a new era was born to National Philately. The ink has not dried on the pens of his disciples. Every edition of the "Boletim of the Sao Paulo Club" and the "Brazil Philatelico," official organ of the Club Philatelico do Brazil in Rio, is replete with scientific research in all phases of National Philately.

Seventy-one years ago my paternal grandparents, and seventeen members of their family, fled from the state of Mississippi, resolved to start life anew in a foreign land rather than live under the oppression of a vanquished South. In the State of Sao Paulo, they found a happy asylum, under the benevolent rule of the beloved Dom Pedro de Alcantara. It was there that my father grew to manhood in the tradition of the old South, and where in turn, I was born a Brazilian, half Rebel, half Yankee. Among the earliest recollections of my youth, I recall peeling off Confederate stamps from correspondence of the Rebel Colony and learning to love Lee, Jackson, and Jeb Stewart in the approved manner but not learning to hate old Abe Lincoln as I should, probably due to the composite nature that was my lot.

My affections early turned to the queer Bull's Eyes, Goat's Eyes, and Cat's Eyes as the first three issues of Brazil were called in those days. Without reference to catalogue, we kids had a true sense of value as we bartered and traded stamps. We knew that one Bull's Eye was worth several Goat's Eyes, and one Goat's Eye was worth five or six Cat's Eyes and so on. Therefore, I feel that I am neither infringing on nor usurping what rightfully belongs to Brazilian Philately in reporting two new dies of an issue now ninety-five years old. If they are already reported in Brazil, I do here and now tender my apologies. If not, may I at least say—it's still in the family.

The archives of the Rio Mint, after tireless search, have laid the ghost of the origin of the Bull's Eyes, and today no one can deny that the long disputed orphan of Philately was a Brazilian product and not American or British as many well intentioned students in foreign countries alleged. Only recently my attention fell upon an article by Roberto Thut in the "Paulista Boletim" of

December 1934, calling attention to a newly discovered die of the 30 Reis, slanting numeral. I was able to quickly identify the die in my collection. Inspired with the possibility of the existence of another die, I searched avidly through the material available. After weeks of searching, I was able to identify the existence of second dies for the 60 and 90 Reis of the same issue. It gives me great pleasure to report these as I see them.

The relative scarcity of the dies revealed by the examination of almost five hundred copies of the three values is as follows:

Die I	Die II
30 Reis— 7%	30 Reis—93%
60 Reis— 6%	60 Reis—94%
90 Reis—33⅓%	90 Reis—66⅔%

When the second issue made its appearance, July 1, 1844, the decree of 29th November, 1842 regulating postal rates was still in force. The first printing of the slanting numerals was on the thick soft white wove paper commonly used for the Second Large Plate, State B, of the 60 Reis Bull's Eye. The 60 Reis being the inland letter rate, it is natural to assume that the consumption of this value greatly exceeded that of both the 30 and 90 Reis as in the case of the previous issue, indicated by the known figures used for the three values of the Bull's Eyes. As the 60 Reis was the most utilized of the three values it is natural that the plate, even under normal conditions, became exhausted much earlier than those of the 30 and 90 Reis.

A searching examination of the 60 Reis on thick paper bears this theory out to the point, as I have the Die I, in the early sharp printing and the very late state of plate wear, but have been unable to locate a single copy with recut frame lines.

Contrary to the customary wear of the plates of the 1843 and 1844-46 issue, the wasting of the plate occurred in the central design, whilst the frame lines remained sharp and very little worn, so the usual procedure of recutting the frame lines could not possibly have reconditioned the plate to further usage. Through necessity, therefore, the plate was discarded and replaced with a new plate with new figures engraved on the engine turned background of the master die.

There is indisputable evidence that the plate from die II made its appearance long before the Rio Mint was able to procure the new paper common to this issue as this Die is the most common of all the thick paper varieties. The printings of this plate on thick paper are always sharp, frame lines unworn and of the general pristine appearance of the Premiere Gravure. This condition of the plate continues through the medium thick paper on into the thin yellowish and grayish papers.

A very significant fact revealed is that the sheet frame line of Die I is 1/43 of an inch from the stamp, while Die II, on thick paper is 1/16 of an inch.

The evidence furnished by the stamps seems to bear out this theory, as I have been unable to find Die I on thin paper or even on the medium thick paper. Obviously, this does not prove that the plate of 60 Reis Die I, was not used when the thin paper was procured by the Rio Mint.

With the 30 Reis we have a different case. The transfer from the master die and the engraving of the figure 30 in the central design must have been executed with more precision. The plate itself must have been properly hardened for the wear took place in the frame lines where the usual practice of recutting occurred. We find copies of Die I, with sharp background, worn frame lines and plenty of evidence of recutting and retouching. I have not seen a sheet frame line copy, therefore I am unable to state the actual measurement; how-

ever, I do possess several copies of Die II, where the frame line is 3/64 of an inch from the stamp.

In the case of the 90 Reis Die I, more or less similar conditions to the 60 Reis prevail. The sheet frame lines are of similar distance from the stamp when compared with the 60 Reis, Die I, being much closer than Die II. The thick paper copies are sharp throughout and continue sharp through the medium thick papers and appear frequently, badly worn, on the thin gray papers. I have not seen any evidence of recutting of frame lines, although in Die II this is not uncommon. The central design wears evenly with the frame lines which leads me to believe this plate suffered the same fate of the 60 Reis Die I, and was abandoned for the new plate, Die II. The later Die is frequently found on the thick paper.

In Die II of this value there is a constant scratch running diagonally from the lower edge of 0 in 90. Pierre Mahé first called attention to this flaw in his article of 1911, mistakenly stating that the stamp without the flaw only appears on thick paper. This would be Die I. Mr. Mahé was in error—it does appear both on thick, medium thick, thin yellowish and thin greyish papers.

Up to the present, I have not had the satisfaction of seeing Die II, 90 Reis, without the scratch. The point which naturally arises is whether or not the scratch occurred before the first transfer to the plate was made or during the process of transfer. If it was produced after some of the impressions were transferred to the plate it will, in time, show up. I do, however, seriously doubt that this was the case and until disproved, I am satisfied to believe the scratch was produced by the slipping of the graver's tool while cutting the figures on the original Die II. On copies from the worn plate the scratch is not a continuous strong line, as in the early state, nevertheless, it is ever present as a faint line of small dots quite distinct when viewed with a glass.

The scarcity of material in the way of pairs and larger pieces prevents me from stating authoritatively that Die I and Die II were not mixed in the plates.

I have seen several pairs and two blocks of the 30 Reis, Die I. I have not seen pairs or larger pieces of the 60 and 90 Reis, Die I; but have seen several of Die II.

These observations are sufficiently convincing to at least temporarily attribute the first printings to Die I. First, we must consider the extreme scarcity of 30 Reis, Die I, on thick paper; the scarcity of the 90 Reis, Die I, on thick paper and the actual rarity of this value on thin paper, and the 60 Reis Die I, only on thick paper.

A valuable article in the September issue of the Boletim da Sociedade Philatelica Paulista by the eminent Brazilian Philatelist José Kloke serves to throw much light on our present problem. José Kloke has been a prolific student and writer anent the first issues of Brazil and has contributed much to clarify facts which otherwise would have remained unknown at least many years longer. I translate the following passage which is pertinent to the point under discussion: "As we know, as early as the end of 1843, it had been resolved to substitute the 'bull's eyes' with stamps of smaller design printed on thinner paper. In March 1844, the confection of new plates and impression of the 'slanting numerals' was under way. However, there was still a large stock of the 'bull's eye' in the Rio Mint. In August when the new issue was distributed there were insufficient quantities to meet the demand of the various agencies; due to this necessity the stock of 'bull's eyes' was tapped to fill immediate wants. Much later, 30th March, 1846, the remainders of the 'bull's eyes' in the Rio Mint were incinerated. The burning of the remainders was witnessed by a commission appointed by the Governor and the Inspector General of the Mint."

According to the figures furnished by Mr. Kloke the stamps destroyed were the following:

292,377 stamps of 30 Reis
166,277 stamps of 60 Reis
8,057 stamps of 90 Reis

From these figures, I draw the following conclusions: The efforts of the mint must have concentrated on the production of the 60 Reis of the new issue due to the greater demand on this value. The values of the old stock most heavily drawn upon must have been the 30 and 90 Reis as the scarcity of the slanting numerals of these two values on thick paper indicates. Moens states that the decree superseding the first issue was not signed by the Minister J. C. P. d'Almeida Torres until December 21, 1844, almost six months after the appearance of the slanting numerals.

Out of the apparent chaos, I wait with much enthusiasm to hear from other specialists who I am sure will, in the interest of Philately, communicate their findings and criticisms to further the studies of this issue.





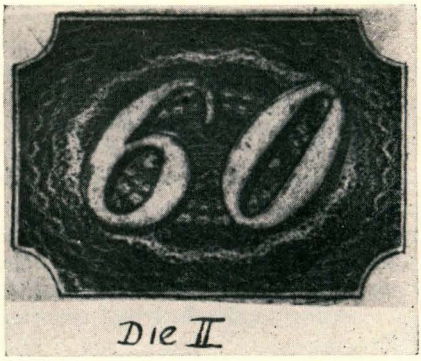
30 Reis—Die I

A—Engine turned oval background is not continuous with upstroke of 3.
B—Engine turned background touches shading of scroll in 3.
C—Scroll is lightly shaded.
D—Scroll smaller than Die II.
E—Inside of O is flat at top and white space above is wide.

30 Reis—Die II

A—Engine turned background is continuous with upstroke of 3.
B—Engine turned background does not touch shading of scroll in 3.
C—Scroll is heavily shaded.
D—Scroll larger than Die I.
E—Inside of O is pointed and white space above is narrow.





60 Reis—Die I

A—Inside shading of upstroke in 6 is blunt at base.
B—Oval in 6 is regular and longer than Die II.
C—Inside of O is more uniform than Die II.

60 Reis—Die II

A—Inside shading of upstroke in 6 is pointed at base.
B—Oval in 6 is irregular and shorter than Die I.
C—Inside of O is irregular at top and points to right, close to outside shading.





90 Reis—Die I

A—Scroll of 9 pointed at top.
B—Top of oval in 9 leans and points to right.
C—Scroll in 9 smaller and more narrow than Die II.
D—Top of 9 is more pointed than Die II.
E—Inside shading of leg in 9 bends down. Wider space from scroll.
F—No scratch under O.

90 Reis—Die II

A—Scroll of 9 is flatter than Die I.
B—Top of oval in 9 more erect than in Die I.
C—Scroll in 9 larger and wider than Die I.
D—Top of 9 is less pointed and square.
E—Inside shading of leg in 9 is less sweeping and closer to scroll than Die I.
F—Diagonal scratch from bottom of right shading of O—More pronounced in earlier prints.

SUPPLEMENTARY NOTES*

Although four years have elapsed since I reported the discovery of the two dies of the 60 and 90 Reis, there has been very little additional information advanced to ascertain the true status of the plates. The new evidence which has been discovered is, however, of the greatest significance to collectors of this issue.

The illustrious Brazilian philatelist, Senhor Horst Flatau, in convened session of the Sociedade Philatelica Paulista, reported on August 9, 1939 some observations regarding the two dies of the 60 Reis.

In his remarks Senhor Flatau brought forth the remarkable news that he had discovered a pair of the 60 Reis showing the *two dies in one piece on thin*

* These notes by the author present his clarifications and additions, correct as of April 1, 1943.

paper. Shortly after receiving this new evidence, I received a letter from Colonel Napier, of England, in which he reported finding not only the two dies of the 60 Reis in one piece, but also the two dies of the 90 Reis in one piece; which conclusively proved that there was *at least one plate* of the mixed dies for the 60 and *one plate* for the 90 Reis.

About the same time, I found two pairs of the mixed dies of the 60 Reis in a lot submitted from London. I now have in my possession eight pairs and two strips of the 60 Reis mixed dies and one pair of the 90 Reis mixed dies.

In the *London Philatelist* of January, 1940, Colonel Napier published an article on the mixed dies which so greatly supplements my former article that I consider it of utmost value to reprint at length. The Napier article was based on studies and observations of his own collection, and they so remarkably coincide with my findings that I am pleased to quote them as published:

> "All the 30 Reis stamps on both the very thick and the medium thick paper are Type I, while quite 95 per cent on the thin yellowish and greyish papers are of Type 2."

Colonel Napier's statement bears out my findings, as I have not seen Die 2 on either the medium thick or very thick paper, although Die I comes on all papers. It is my belief that the stock of thick papers was exhausted before the Die 2 plate went to press. There is every reason to believe that the two dies of the 30 Reis did not originate from the same plate. To further facilitate differentiation of the two dies of the 60 Reis, Napier says that:

> "In Type I of the 60 Reis the outline of the Medallion at the bottom of the oval of the figure "6" is 1⅜ mm. above the base of the oval, while in Type II it is only 1 mm. The inner measurement of the oval of the "6" also is ½ mm. larger in the case of Type I."

The quickest means of visual identification of the two dies rests in the morphological difference in the inside oval of the "O." In Die I the oval is symmetrical and narrow at the top while in Die II it is irregular, more rounded, and bends to the right at the top. Once this visual difference is fixed it can be detected without the aid of a glass.

The London article states that:

> "I have failed to find Type II of the 90 Reis without the scratch, and agree with Dr. Emerson that it was probably due to the slipping of the engraver's tool when cutting the figure."

The scratch is still the quickest means of identification of Die II of the 90 Reis, although the other physical differences are easily discernible.

In the case of the 30 Reis, Napier says that:

> "While Type II of the 30 Reis was caused by the background being inverted, it seems clear, from the difference in the numerals themselves, that the second types of the 60 and 90 Reis are due to fresh numerals being engraved."

The Colonel's wording is very likely to cause confusion as to the origin of the two dies. The second dies of all three stamps were due to the fact that new numerals were engraved in each case; the inverted background of the 30 Reis was only incidental and not the factor cause. To prove this point it is necessary only to compare the visual differences of the numerals.

> "I have so far seen no pairs or blocks of the 60 or 90 Reis on the very thick white paper of the first issue, but I have vertical pairs of the 60 Reis on the medium thick paper and of the 90 Reis on thin yellowish paper showing the two types se tenant."

It seems to me that the thick yellowish papers are very apt to be due to exposure or some other influence which has in time caused the change of tone.

I have some single copies on the thick white paper which are in every case pristine in appearance and give the impression of having been sheltered from exposure.

Continuing Napier's discourse, he states:

> "Like Dr. Emerson, I have failed to find any evidence of Type I of the 60 Reis being recut."

Up to the present writing this status of the 60 Reis is unchanged, whereas the 30 and 90 Reis bear evidence of recutting. This is particularly applicable to the 30 Reis.

> "I have the 60 Reis, Type I, on the thin yellowish paper but have failed to find it on the greyish. Type I of the 90 Reis exists on all four papers. I have a block of 6 of the 90 Reis on thin yellowish paper, with outer frameline at the top, the three stamps of the upper row being Type 2 and the three lower are Type I. I have also seen a large block of the 90 Reis on thin greyish paper, in which the first and third rows were Type I and the second and fourth Type 2. How many rows, if more than two were Type I, is as yet unknown."

Since my article appeared, I have seen a lower left corner block of 15, 90 Reis, in which the two horizontal bottom rows of 5 stamps were Die I and the top row was Die 2. From this evidence, we may conclude that the mixed plate of 90 Reis had Die 2 on the top row, Die I on the second row, Die I on the two bottom rows, and Die 2 on the third row from the bottom. The large block which Napier mentions proves that there was at least one more row of Die I within the sheet, therefore, we have proof that there were at least four rows of Die I. Up to the present there have been no horizontal pairs which were not the same die, so until further proof is submitted, we may say that the evidence indicates that the two dies were not mixed in horizontal rows.

> "From the rarity of Type I of the 60 Reis on the thin yellowish paper, I assume that the plate contained only one row of it and as it is so far unknown on the greyish paper, I think it is fair to conclude that a plate was made of Type 2 only."

We know now that there were at least two rows of the 60 Reis Die I, as I have two vertical strips with two of Die I and one Die 2. How many more rows of Die I were in the plate is still a matter of conjecture. There is indisputable evidence that there was at least one plate of Die 2 only and strong evidence of at least one other if not more.

> "Re-entries of Type 2 of the 30 and 60 Reis on thin paper are fairly common, some being very marked major re-entries. Re-entries of Type 2 of the 90 Reis may also be found and I have one of Type I of the 30 Reis. Retouches of both types of the 30 Reis occur and in the case of Type I the stamp is generally a faded grey with a very black outer line. Retouches of Type 2 of the 60 Reis occur, but I have seen none of Type I of either 60 or 90 Reis."

Colonel Napier's remarks coincide in every detail with what I have ascertained after careful study of the material in my collection. There is one very significant fact regarding the appearance of the stamps of Die I of the 60 Reis which may have some bearing on the sequence of their printing. All Die I 60 Reis on very thick paper have very clear and well incised frame lines. On the medium thick papers the clearness is greatly diminished and very often the frame lines are absent in part. All Die I specimens on the thin yellow paper are uniformly characterized by weak central designs and wasted frame lines. Single specimens of Die 2 stamps bearing these same characteristics can be, at least for the present, attributed to the composite plate of the two dies. This fact will be of utmost value in plating if sufficient material can be mustered for such purpose.

In order to facilitate a better understanding of these findings, I submit the following table which will obviously be subject to revision when a better understanding has been attained.

Retouches and Re-entries

30 Reis	Die I	Re-entries
		Retouches
	Die II	Re-entries
		Retouches
60 Reis	Die I	no re-entries
		no retouches
	Die II	Re-entries
		Retouches
90 Reis	Die I	no re-entries
		no retouches
	Die II	Re-entries
		Retouches

Papers

30 Reis	Die I	very thick paper—yellowish
		medium thick paper—yellowish
		medium thick paper—greyish
		thin paper—yellowish
		thin paper—greyish
	Die II	thin paper—yellowish
		thin paper—greyish
60 Reis	Die I	very thick paper—yellowish
		medium thick paper—yellowish
		thin paper—yellowish
	Die II	very thick paper—yellowish
		medium thick paper—yellowish
		thin paper—yellowish
		thin paper—greyish
90 Reis	Die I	very thick paper—yellowish
		medium thick paper—yellowish
		thin paper—yellowish
		thin paper—greyish
	Die II	very thick paper—yellowish
		medium thick paper—yellowish
		thin paper—yellowish
		thin paper—greyish

Note:—The above table does not include the white papers as it is impossible, after the lapse of so many years, to state with assurance that the yellowish papers were not in most instances white in their original state.

The 20 Reis of 1850

A Postage Due or Unpaid Letter Tax?

By Dr. J. Fred Emerson

(Reprinted from The American Philatelist of February, 1942, by permission of the Editor.)

The status of the 20 Reis stamp of 1850 has been the cause of much confusion in the minds of collectors and dealers alike for so many years that it has always intrigued me. After reading the information available in past published articles, I was again made restless to delve into the origin and purpose of its use.



Cover showing improper use of the 20 reis stamp not in accordance with the decree, but which was more or less general during the late life of the stamp. The date on the cover is 1869—20 years after the decree of 1849 authorizing the issue of the stamp for the purpose of collecting a delivery fee, but only three years after the stamp was replaced by the 20 reis Dom Pedro profile. The cancellation is "INSUFICIENTE" in oval in brilliant red. The cover is in the collection of Dr. C. W. Hennan.

After reading the statement of Moens which is quoted by Colonel G. S. F. Napier in his article on Brazil in the London Philatelist in 1911, I still found myself in a state of utter confusion and was even more determined to seek a clearer understanding of the rightful classification of this stamp. I have unearthed the decree authorizing its creation and determining its usage. It is the same decree given by Moens as authority for his statement with the exception of a slight inconformity of date, which could have easily come about in its transcription by either Moens or Colonel Napier.

Colonel Napier in his article says "Moens relates that this value was issued for the purpose of collecting an extra fee charged on the delivery of foreign letters, (i.e., as a species of unpaid letter stamp) in conformity with Article 99 of an order of September 29, 1849. He states that it was used, provisionally, later on to complete foreign letter rates after the Postal Convention of France." The decree in question, which I have before me, reads in Portugese as follows:

Decreto No. 637 de 27 de Setembro de 1849.
Capitulo IV.

Art. 99—Alem do porte das cartas nao selladas pagarao os que as receberem em suas casas mais 20 reis de cada huma, a nao serem assignantes, salvo se declarem

que as irao buscar no correio. Havera sellos de 20 reis, que serao destinados exclusivamente a pagar este accrescimento de porte. Estes sellos serao inutilizados com dous riscos em cruz na Thesouraria, antes de serem entregues aos carteiros.

The translation of Article 99 in the first paragraph states specifically that, "Above and in addition to the unpaid postage due on letters not prepaid with stamps, there will be an additional charge of 20 Reis for each letter delivered to the home of the addressee." From the clearness of this part of Article 99 there is no reason to doubt the purpose of the extra tax of 20 Reis. Call it unpaid letter tax or postage due, it makes little difference. That it was *not to prepay* postage there can be no doubt. Nothing in Article 99 indicates, as Moens stated, "That it was issued for the purpose of collecting an extra fee charged on the delivery of foreign letters." No mention is made of foreign letters in Article 99, nor is there any such implication.

The last of paragraph one implies that the extra tax would be waived if the addressee declared his intention to call for the letter at the Post Office. There is a matter here of interpretation which could be questioned, however, it has little bearing on the case.

The second paragraph of Article 99 states clearly, "There will be provided stamps in the denomination of 20 Reis which will be exclusively destined to pay this increase of postage." We have here all the evidence necessary to clarify the postal status pertaining to the issuance of the 20 Reis. The 20 Reis did not make its appearance until August 23, 1850 (Napier) almost eight months after the series of 1850 was issued, i.e., January 1, 1850.

Article 99 specifies further that "These stamps shall be *defaced with two strokes in the form of a cross at the Treasury* before their delivery to the mail carriers." The condition of the stamps which have survived in collections proves beyond doubt that they were used and defaced in the manner laid down in Decree 637.

That the Postal authorities did not live up to the letter of the law is also much in evidence, as we do occasionally find them with postal cancellations and in an unused state. However, the greater portion comes defaced in the manner prescribed. I have turned them down for years because they were either pen stroked, marked with blue pencil or with all the earmarks of having been cleaned. I have seen very few used or unused blocks of four, and the unused were generally cleaned. What their ultimate use could have been is more than I care to surmise. There is a fine cover in the collection of Dr. Clarence Hennan with a strip of 3 of the 100 Reis, 1866, and a 20 Reis, 1850, tied with a beautiful red "Insufficiente" cancellation. The cover originated in Petropolis and was directed to Marseilles. What purpose it served other than to make up a correct rate is a point of interest which Dr. Hennan may be able to clarify. When the issues of 1850, 1854 and 1861 were officially perforated in 1866 at the Post Office in Rio, the 20 Reis also received the same treatment. It is listed as one of the rarest of the lot and probably the most forged of all because of the wide spacing in the plate arrangement.

In 1910 the plates of 1850 were reconditioned at the Mint in Rio de Janeiro, and along with the other values one full sheet of the 20 Reis was printed on thick paper. The sharpness of details shows that the 20 Reis plate was in a splendid state of preservation in 1910.

Colonel Napier is of the opinion that only one plate was used for this value and I fully concur in this belief.

(Compiler's Note: Article 99, as quoted by Dr. Emerson, places this stamp, when cancelled with crossed pen-strokes, among the very earliest precancelled stamps. It comes a few years later than the octagonal Hale & Co. local thus precancelled, but it has the advantage of being a national government issue. The decree authorizing its precancellation makes it worthy of inclusion in collections of foreign precancels as a real pioneer.)



Dom Pedro de Alcantara

Second and last emperor of Brazil. Born 1825, proclaimed emperor 1831 under a regency, assumed the throne 1840, deposed 1880, died 1891. A wise and beneficent ruler, a model constitutional sovereign, a munificent patron of the arts and sciences. His overthrow was due partly to the estrangement of the wealthy classes by the emancipation of the slaves, and partly to his insistence on the freedom of the press and of speech, even when agitation tended toward republican ideas. This photograph, the property of Dr. J. Fred Emerson, is believed to have been made when Dom Pedro was visiting our Centennial Exposition in Philadelphia in 1876.



Cut loaned by Eugene Klein

Cover from Rio to Marietta, Pa., with cachet of the U. S. Ship Hartford. "Official Records of the Union and Confederate Navies" (1921) gives the following facts about the Hartford: Launched at Boston Navy Yard, 1858; screw steamer, sloop, wooden hull; length, 225 ft., beam, 44 ft., depth, 18 ft. 6 in., tonnage 2900; still in service (1921) at Charleston, S. C. From the collection of Dr. C. W. Hennan.



Cover of a letter to Dom Pedro, believed to be from his daughter, Dona Isabel. Mailed from Petropolis, where the imperial family had their summer residence. The address, translated, reads: "To His Majesty the Emperor—My dear Father." A point of interest which attests to the simplicity of the Alcantara family is the fact that the writer has placed the street address of the palace in Rio on the cover. From the collection of Dr. C. W. Hennan.

The Dom Pedro Issues, 1866-79

By Dr. Clarence W. Hennan

(Reprinted from The American Philatelist of March and April, 1932 by permission of the Acting Editor.)

Brazil was discovered by the Portuguese in 1500 and their settlements date from 1549. The immense territory—empire is the only suitable word to indicate its vast extent—contains over three million square miles in the northern, eastern and central parts of South America, covering an area greater than that of the Continental United States, excluding Alaska. The republic is composed of twenty states, many or all of which may be identified with provinces of the former Empire, and also includes a Federal District, in which the capital city, Rio de Janeiro, is situated on a bay of the ocean.

The states vary enormously in area and population and all but four of them —Amazonas, Minas Geraes, Goyaz and Matto Grosso—border upon the Atlantic Ocean. Commencing at the north, next to French Guiana, and continuing southeastward to the eastern corner and then south-westward to the Uruguayan border the coastal states are Pará, Maranhao, Piauhy, Ceará, Rio Grande do Norte, Parahyba, Pernambuco, Alagoas, Sergipe, Bahia, Esperito Santo, Rio de Janeiro, Sao Paulo, Paraná, Santa Catharina and Rio Grande do Sul.

In 1831 Dom Pedro, eldest son of King Joao VI of Portugal, abdicated the crown of Brazil in favor of his only son Dom Pedro II, who was then six years old. The royal family of Portugal had fled to Brazil in 1807 and in 1815 the colony was declared to be a kingdom. After the Portuguese court returned to Europe in 1821 a National Congress assembled at Rio de Janeiro and Dom Pedro I was chosen "Perpetual Defender" of Brazil in May 1822. A few months later—September 1822—he proclaimed Brazil's independence and in October of that year was chosen "Constitutional Emperor and Perpetual Defender." In 1840 when the boy Dom Pedro II was 16, the regency established in 1831 was terminated and three years later, before the boy emperor was twenty, the first postage stamps were issued in Brazil.

The large "Bull's Eyes" were soon followed by the smaller "slanting numeral" stamps and these in turn (1850-61), by other small stamps bearing erect numerals. This article is concerned with the stamps which followed the numeral types. Commencing in 1866 and continuing until Dom Pedro was dethroned by revolution and exiled, with his family, forever, November 15, 1889, nearly all the postage stamps of Brazil bear his likeness, the few exceptions not coming into use until 1884-88—only a few years before the republic was established as the United States of Brazil.

The portrait series of 1886 are much larger stamps than either of the small numeral series but are not so large as the bull's eyes. Dom Pedro II was then 40 years old and the portraits show him as he appeared at that time. The set consists of seven denominations; 10, 20, 50, 80, 100, 200 and 500 reis, engraved and printed by the American Bank Note Co., New York, and perforated 12. The 20 reis and 200 reis show the imperial profile turned to the left; on the other values the portrait is nearly full face, turned slightly to the right.

The paper was originally white and varies from quite thin and somewhat transparent to quite thick, tough and decidedly opaque. About 1868 some of

the gum used contained a chemical which turned the paper blue, sometimes all over the stamps, particularly on the back, at other times only around the edges. The two higher denominations are not found on this blued paper. As the 50 reis was printed in blue, copies of this value often show a blue film on the face from having been printed when the plate was not carefully wiped. Artificially tinted stamps appear sometimes, even in good society. Fortunately these last are seldom on paper of the correct texture and thickness. So far as the writer has been able to determine, the paper of the gum-colored stamps is uniform in texture and quality.

The 1866 issue was in use ten years or more and although perhaps there is less color variation in the 10 reis than in the higher values quite distinct shades are to be found in all denominations. The 20 reis probably was first printed in a definite gray shade with a tinge of lilac, the "dull violet," so-called, but is usually a decidedly reddish stamp, ranging from rosy to fairly deep, tho dull, and with little trace of lilac. The 50 reis comes in light, dull, deep, bright and dark blues and the shades of the 80 reis almost baffle description. On the latter some of the early hues are quite red, suggesting dull purplish red, while others are light to dark violet, more or less slaty. Many of the shades found on the U. S. 24c of 1861-67 are similar to those found on this 80 reis Brazil.

The earlier 100 reis, to 1870-72, are in yellowish green. Later printings may be less yellowish, lighter, much darker and then bluish green. The 200 reis varies from gray to full, deep black and the 500 reis from yellowish to full, deep orange. The series did not include a 300 reis value because the imperial post office had on hand such a large supply of the 300 reis black—erect numerals of 1850-66—that no other 300 reis stamps were needed until 1878.

Designs of 1866—Rouletted

From July 1876 to June 1877 a change in separation from perforated to rouletted took place on all seven values. (Note: see Argentina, Chile, Nicaragua etc. 1876-77). As might be expected with a shorter period of use and probably fewer printings there is much less variation in the shades of the rouletted stamps. The 200r comes in both gray and deep or full black, and but little variation is noted in the 10r, 50r, or 500 reis stamps. There is no gray 20r, no reddish 80r and no yellowish green 100r—all the latter ranging from grayish to bluish green.

Domestic letters from 1866 usually bore 100 reis postage paid by a single 100r stamp, but sometimes with two 50r or a single 80r with 20r, or some other combination, and less frequently, after 1876, with a diagonal half of the 200r used as 100 reis. The 500 reis stamp was evidently intended for heavy domestic mail or for the higher rate foreign mail. It is often found used after 1880 and there was no other 500 reis stamp until the crown design printed in Rio de Janeiro appeared in 1887.

The writer has been unable to verify the date, July 1866, given in Gibbons catalog as being correct for the first issue of the 1866 set and, as will presently be seen, the stamps may have been placed on sale several weeks earlier. This supposition is based on the probability that the first supply reached Brazil toward the end of May, 1866. No figures or official statements have been available hitherto, it is believed, and there seemed to be only a remote chance that any definite facts bearing on these stamps could be obtained. With the aid of Mr. O. G. Reichelt, however, the American Bank Note Company was approached and as shown, the President, Mr. D. E. Woodhull proved a friend indeed.

Mr. Woodhull found time in his busy life to take a personal interest in the matter and had a most careful and painstaking search made of the American Bank Note Company records pertaining to their printings of the Dom Pedro stamps. The author, of course, is greatly pleased to avail himself of this oppor-

tunity to thank Mr. Woodhull for such unfailing courtesy, patience and helpful interest, but in his opinion, personal thanks, however hearty, cannot adequately express how much philately as a whole is indebted to the quality of helpfulness Mr. Woodhull has shown.

The first order for the Dom Pedro stamps was entered in February 1866 and the first shipment was made April 27, 1866. All seven denominations were included and the order was completed July 20, 1866. Further orders were received up to May 1876 and below is given, first the orders of February 1866 and then the total quantities shipped, which includes the orders of February 1866.

First Orders		Total Shipments
1,000,000 stamps	10 reis	25,000,000 stamps
500,000 stamps	20 reis	15,000,000 stamps
500,000 stamps	50 reis	10,400,000 stamps
1,000,000 stamps	80 reis	5,700,000 stamps
300,000 stamps	100 reis	44,600,000 stamps
300,000 stamps	200 reis	8,800,000 stamps
200,000 stamps	500 reis	2,900,000 stamps

It may be of interest to note that there is no mention of rouletted stamps in the American Bank Note Company records. The order books show notation "gummed" and "perforated" on all stamps printed from February 1866 to May 1876 and also on the new designs covered by the orders of July 1877 to March 1880, with one exception—against the order of February 1879 no mention appears in the order book.

Mr. Woodhull adds a bit of interesting comment to the mystery of the rouletted stamps in stating, "in September 1930 a Brazilian philatelist informed us that the last three first issue orders were rouletted and that all orders for the second issue were rouletted—but we could not substantiate this". As the stamps printed in the new designs of 1877-78 are all rouletted the Brazilian philatelist was quite correct about the second issue, and in the present writer's opinion, may also have been correct regarding the last three orders of the first Dom Pedro issue.

Series of 1878-79—Rouletted

The second series of Dom Pedro design is stated by Gibbons to have appeared between January 1878 and September 1879 and comprised ten denominations—10, 20, 50, 80, 100, 200, 260, 300, 700 and 1,000 reis, all engraved and printed by the American Bank Note Company. Again the 10 reis is vermilion, the 50 reis blue, the 100 reis green and the 200 reis black. The 20 reis violet differs in shade from both the 20 reis and the 80 reis of the 1866-76 and is the only profile stamp in the new series. The profile is identical with that on the 20 reis and 200 reis of 1866-76 and the lath-work surrounding the profile is mostly identical with that on those two earlier stamps.

The other denominations bear a new full face portrait of Dom Pedro facing slightly right and show him as he appeared about 1876 when he attended the United States Centennial Exhibition at Philadelphia. Four denominations not occurring in the 1866-76 series are found in the 1878-79 set. Brazil joined the Universal Postal Union; the 260 reis stamp was issued to prepay the U. P. U. rate on ½ oz. letters. This stamp, like the U. S. 5c Taylor of 1875-79, to which it corresponds, was used mostly on mail going abroad. The odd rate precluded its extensive use on domestic mail.

The 300 bistre brown issued in September 1879 was continued in use eight years or more, being succeeded by the small "Southern Cross" 300 reis blue stamp in 1887. The 700r and 1,000r values evidently were intended for high rate domestic and foreign mail to other than U. P. U. countries. Both of these

were in use nine or ten years, being succeeded by the "700" numeral and 1,000 reis "Bay of Rio Janeiro" design of 1888.

There are some rather attractive shade varieties in this series but the variation is much less than in the set of 1866. The 50 reis varies from light to deep blue and there is some variation in the 100 reis; the 20 reis violet however, shows great range of purple and violet tints.

The American Bank Note Company records show the orders for stamps of the 1878-79 designs to have been as follows:—

	July 1877	July 1878	March 1880	Totals
10 reis	3,000,000	3,000,000	2,000,000	8,000,000
20 reis	2,000,000	3,000,000	5,000,000	10,000,000
50 reis	2,000,000	—	5,000,000	7,000,000
80 reis	—	1,000,000	5,000,000	6,000,000
100 reis	10,000,000	5,000,000*	10,000,000	25,000,000
200 reis	1,000,000	—	—	1,000,000
260 reis	—	5,000,000	—	5,000,000
300 reis	—	5,000,000	2,000,000**	7,000,000
700 reis	—	2,000,000	—	2,000,000
1,000 reis	—	1,000,000	—	1,000,000

* February 1879 ** October 1879

By comparing the dates of issue as given by Gibbons and the first orders for the different denominations as shown by the above records it appears that many of the stamps were not placed on sale until several months after they probably reached Brazil:

Date of Order		First Day of Sale
July 1877	10 reis	January 15, 1878
July 1877	20 reis	May 29, 1878
July 1877	50 reis	August 28, 1879
July 1878	80 reis	August 18, 1879
July 1877	100 reis	July 4, 1878
July 1877	200 reis	September 12, 1879
July 1878	260 reis	August 21, 1878
July 1878	300 reis	September 12, 1879
July 1878	700 reis	September 1, 1879
July 1878	1,000 reis	No date given

With the 260 reis the period is very short. At that time probably not less than three weeks was required for a shipment from New York to reach Rio de Janeiro and it would appear that the order was received early in July and the stamps engraved, printed and shipped as quickly as possible. In the case of the 50 reis and the 200 reis about two years elapsed between the date of the first order and the recorded date of first issue. Granting the records to be correct as given, apparently there were considerable balances of a previous issue on hand and these were used up before the new stamps were placed on sale.

With several denominations the amounts ordered and supplied are out of proportion to the relative scarcity of the stamps. Altho issued in equal quantities the 50 reis is much commoner than the 300 reis and one would expect the 200 reis to be much scarcer than it is. In the writer's opinion the 1,000 reis stamp is not as scarce as the 700 reis and neither the 80 reis nor the 260 reis are as plentiful in relation to the other values as they should be if the quantity available for collectors is proportionate in the same degree to the numbers the records show were issued.

300 Reis—Orange and Green

To many collectors the most interesting stamp of the empire series is the bi-colored 300 reis engraved and printed by the Continental Bank Note Company in New York and issued in August 1878, some five years after a supply had been delivered to the Imperial Government. This was the first bi-colored stamp

issued in Brazil. The stamp is approximately the same size as the American Bank Note Company productions but the design is quite unlike that of the Dom Pedro stamps supplied by the latter company. A much smaller portrait of the emperor in green, surrounded by a lathework band, also printed in green, is placed in the center of an orange frame bearing the inscriptions in colorless characters. The ensemble is striking.

As the story goes, "It seems there were two Irishmen, * * *" employed in the Bank Note Company. One was an Orangeman; the other, a loyal wearer of the green. They squabbled whenever they had a chance, which was too often for the peace of mind of their fellow workmen. A hint was dropped in the ear of one of the officials and the latter had a big idea. He selected both fighting colors for use on the stamp and blamed it all on Dom Pedro, six thousand miles away.

Whether or not the story is an invention, the stamp is a philatelic paw-paw, having the chief attribute of the delicious, or detestable, fruit, for those who admire it, admire it greatly, while those who admire it not, admire it not at all. The present writer declines to commit himself, yea or nay. Be that as it may, the stamp is widely popular and is apt to sell at a higher level than some other empire issues of which a much smaller quantity apparently exists. The shades run from yellow orange to deep orange and there are at least two distinct varieties of paper—thin, transparent and a thicker, more opaque sort. Uncancelled copies without gum are less plentiful than they were in years gone by. No record of the supply sent to Brazil is available. The quantity must have been fairly large for the Hibernian Delight was in use well into the 1880's, concurrently with the brown bistre 300 reis for several years.

Plates and Imprints

The plates of the earlier Dom Pedro stamps printed 100 stamps arranged in ten rows of ten stamps each. Through the co-operation of Mr. Otto G. Reichelt and the kindness of Mr. D. E. Woodhull, President of the American Bank Note Company, the arrangement of the stamps on the plates as stated has been verified and also the arrangement of the imprints to which reference will be made.

Mr. Woodhull states: "In regard to the Issue of 1877-80, our records show that with the following exceptions the stamps were printed 200 to the plate or as we express it '200 on.' These exceptions are 80, 260, 300, 700, 1000r which we printed according to your second diagram in two panels of 100 stamps each, but both panels were of course printed on the same sheet. You may take it for granted that there was more than one plate for all of the denominations * * *."

The second diagram referred to showed one plate of 200 in two panes placed side by side and with no imprints between the panes. Therefore the 10, 20, 50, 100 and 200 reis stamps of the last series, were printed in sheets of 200 (20 x 10), while the plates of 80, 260, 300, 700 and 1000 reis stamps were divided into two panes of 100 subjects each. Presumably the sheets printed in two panes were so printed in order to facilitate separating them into panes of 100 for shipment to post offices that would not require a large quantity of the denominations least used. The small quantity of the 200 reis of the last series delivered is rather puzzling. Apparently it was expected that a large quantity of this stamp would be used as indicated by the single plate of 200 and the only explanation occurring to the writer is that the American Bank Note Co. stamp was soon superseded by the 200 reis red brown of 1881 which was engraved and printed at the mint at Rio de Janeiro.

The writer has found no indication that any of the American Bank Note Co. plates bore a number and where numbers are assigned to any of them it should be understood that this is done merely to indicate the sequence in which they may have been made or used. As the number of plates used for each denomi-

nation is not known the statements made here are intended to be taken as working hypotheses and not as proven facts. Study of the available material indicates these assumptions may be approximately correct.

1866-77

10 reis vermilion:—certain pecularities of this stamp and the quantity supplied may indicate more than two plates and that the third (or possibly fourth) plate came into use later than 1870.

20 reis gray, and/or 20 reis red lilac:—two or three plates.

50 reis blue:—two or three plates, one or more re-entered later than 1870. Some of the perforated stamps and all (?) of those rouletted were printed from the re-entered plate or plates.

80 reis dull purple and violet shades:—two plates. The reddish shades all come from the first plate and all stamps from this plate were perforated. This plate evidently became obsolete during 1875 or earlier, probably much earlier. The second plate was used for both perforated and rouletted stamps.

100 reis, yellowish, grayish, deep, dark and bluish green shades.

First plate:—made in 1866 and probably obsolete during or before 1868 or 1869. Yellowish green stamps.

Second plate:—evidently in limited use in 1868 and 1869. The stamps are usually yellowish green.

Third plate:—made in 1868 or 1869 and probably obsolete during or before 1871. Possibly there were two plates at this period and one or both of them were re-entered and continued in use later than 1871. Until 1871 the stamps are yellowish green or darker grayish green.

Fourth, fifth and sixth plates:—evidently made about 1871 or later and these may include the third (and/or fourth) plate re-entered. Both perforated and rouletted stamps come from one or more of these plates and one or more of them may have been re-entered during or about 1876. Possibly all the re-entered stamps may come from the third (and/or fourth) plate. Stamps from these plates occur in many shades of yellowish, bluish, light, deep and dark green.

Seventh plate:—apparently placed in limited use about 1875-76 as stamps printed from it occur both perforated and rouletted. Possibly this plate, rather than one of the previous group, was re-entered about 1876. The original impressions are in bluish gray green.

There is plenty of evidence to show there were at least six or seven plates of the 100 reis and there may have been several more. Without an enormous amount of suitable material for study it is hazardous to make any statement other than a guess at when any plates, and which of them, were re-entered.

200 reis black:—two (or three?) plates. One or both were badly worn by or before 1875 and when worn produced the gray and grayish black stamps. One or both plates were re-entered and the rouletted stamps in full black may all come from the re-entered plate or plates. As worn impressions appearing gray also come rouletted it would appear the re-entering took place about the time the change from perforating to rouletting was made. Of course the worn impressions rouletted may have been printed before re-entering and rouletted afterwards.

500 reis yellowish orange to deep orange:—two plates are indicated by Mr. Woodhull's statement and the quantity of stamps supplied would indicate less than three plates. Stamps showing definitely that a second plate was used have not yet been identified. That is, so far as the writer is yet aware, all the stamps seen could have come from one plate.

1878-79

With regard to the later issue made by the American Bank Note Co. it is probable there were at least three plates of the 100 reis and probably not more

than two plates of any of the other values. With certain of the other values apparently one plate each would have been sufficient.

Imprints

The plates of the seven denominations of the 1866-76 series were liberally supplied with imprints. Each plate bore twelve complete imprints and each imprint extended along two stamps. If there were always sufficient margin to show the imprint 24 stamps in each sheet (two in each three stamps in the outside rows) would show the first or second half of an imprint.

On each plate four of the imprints are in English caps and lower case letters reading "American Bank Note Co. New-York" and appear at the middle of each side of the sheet, that is, adjacent to the 5th and 6th stamps in each outside row, counting from any corner. They are adjacent to plate positions 5-6, 41-51, 50-60, and 95-96. Eight imprints on each plate are in Spanish reading "COMPANIA AMERICANA DE BILLETES DE BANCO NUEVA YORK," all in caps. They appear adjacent to the 2nd, 3rd, 8th and 9th stamps in each outside row, counting from any corner, and therefore are adjacent to plate positions 2-3, 8-9, 11-21, 20-30, 71-81, 80-90, 92-93 and 98-99. At the right, top and left sides of the sheet the imprints are placed with the bottom of the letters toward the stamps so the imprints read upward at left and downward at right. At top and bottom the imprints usually read normally—from left to right—but it should be noted that the 10 reis stamp exists with at least one bottom imprint inverted.

On the first plate of the 80 reis the imprints are very close to the stamps and this is also true of some imprints on the 200 reis—the latter being frequently found, especially on the rouletted stamps but usually the imprint is placed so far from the stamps that it can be found only on copies showing a wide margin outside the perforations or rouletting, or on "three star freaks," that is to say, on copies perforated or rouletted so abnormally as to produce an enormous margin. Altho 24% of the stamps on each sheet occupy positions adjacent to imprints probably only 2% to 3% of the normal run of copies, (except the 200 reis), will show any part of an imprint.

As the official language of Brazil is Portuguese it is curious that Spanish should have been used for imprints on Brazilian stamps, not only on early plates of the 1866 series, but also on plates made about 1870 or later. It would seem that even in the American Bank Note Co. all countries grouped under the heading "Latin America" were thought of as being Spanish in origin and language. In this connection it might be mentioned that the Dom Pedro newspaper wrapper stamps of 1889 were first printed with the values—20, 40 and 60 reis—spelled in Spanish, and were replaced by a second issue of the same types on which the spelling appears in Portuguese. A similar curious error occurred recently when a popular magazine published a thrilling story of adventure in South America wherein the hero was greatly assisted in his efforts to locate a hidden treasure because one of the party, acting as interpreter, was so fluent in the native language—Brazilian!

1878-79

In the 1878-79 series there were twelve complete imprints on each plate, each imprint being adjacent to two stamps. The imprints are all in English reading, "AMERICAN BANK NOTE CO. NEW YORK" in capital letters. On the left pane or half sheet the imprints are adjacent to the 2nd, 3rd, 8th and 9th stamps in the outside rows counting from either of the left corners of the sheet, being adjacent to pane positions 2-3, 8-9, 21-31, 71-81, 92-93 and 98-99, and on the right pane or half sheet similarly, but counting from either of the right corners of the sheet, they are adjacent to plate positions 2-3, 8-9, 20-30, 80-90, 92-93 and 98-99. There were no imprints in the pane margin between

the 10th and 11th vertical rows and therefore a stamp showing imprint at left comes only from the first, (left side) vertical row of the left pane and sheet and a stamp showing imprint at right comes only from the last, (right side) vertical row of the right pane and sheet. At the left, top, and right sides of the plates the bottom of the imprint is toward the stamps so the imprints read upward at left, downward at right and normally—from left to right—at top and bottom.

Imprints on these later plates do not vary as much in distance from the adjoining stamps as on the earlier plates. Usually they are not quite so close as the narrowest spacing of 1866-76 and not nearly so far away as the wider spacing on the earlier plates. Some of the designs of the different values of 1866-76 vary considerably in size, while in the later series they are so closely alike that one setting of the rouletting machine would do for all. Hence the rouletting on the 1878-79 series produced on the average better centered stamps and unless the outside margin adheres, well centered stamps will not show an imprint. There are fewer freaks and many stamps adjacent to imprints will not show even an edge of an imprint.

The ratio of 12% possible imprint copies is reduced in the normal run of stamps to somewhere between 3% and 6% but seems to vary with different denominations. On some values the percentage of imprint copies found has been much lower and on other values the ratio is much higher than would be expected. Possibly the apparent inconsistency is due to the difficulty of obtaining enough stamps for examination to be certain the law of averages is working, or it may be simply that when the stamps were rouletted the operator happened to exercise more care or had better luck with some values than with others.

Cancellations*

The cancellations found on the Dom Pedro issues of 1868-79 may be divided into two classes: marks intended only for cancelling, i.e., "killers," and "town" or other postmarks used as killers. The killers are often cut from cork, wood or similar substance, with more or less attempt at geometric or artistic design, and many of them are similar to hand-made "cork" cancellations of the same period in the United States. Some of the postmarks (and killers?) came from France and may be French or imitations of French forms, such as the diamond of dots. This type may have a small star in the center, as illustration No. 18 (used in Santos), or may be without star. The dots may be round or square or diamond shaped and may vary in size from tiny to quite large.

The illustrations Nos. 37 to 89 include several of the more attractive and less common cancellations. A circular block or cork divided into thin triangular segments such as Nos. 79 and 87 was often used, or the block may have been criss-crossed to produce squares, oblongs or other figures. Nos. 45, 84 and 86 are rather intricate, Nos. 56 and 82 are less so. Leaflike forms such as No. 42 are not so frequently found and targets are also unusual.

Nos. 37 and 40 are unmistakably insects. Nos. 38 and 39 might be called "cross on the mountain." No. 41 occurs with the loops entwined left to right and also vice versa. No. 46 is an excellent cogwheel and No. 49 suggests a 4th of July pinwheel. No. 50 might be intended to represent microbes or perhaps falling rain and No. 54 is a very good representation of an open flower surrounded by a ring. Perhaps no Brazilian cancellation is more attractive than No. 52, which occurs in several sizes and may be found in black, blue and purple or magenta. This pretty thing is credited to the city of Curityba and might well be called "The Flower of Parana."

For the purposes of this article the postmarks, with few exceptions, may also be classed in two main groups. Those that may be called "old style" because they came into use at an earlier period are often long ovals, but this group

* Written five years before Paulo Ayres' great work appeared.

also includes circular, rectangular and straight line forms. Usually the name of the town or post office in full or abbreviated form has a single line frame. The lettering "A. Do C."—Agency of (the) Post—is frequently found. Part of the town name is often a saint's name—"S. Joao do" this or that being met with often—and the name of the province may or may not be included. As the oval "old style" forms are much longer than the stamps and in many of them the words have similar beginnings or endings, trying to decipher the portion appearing on a stamp is very much like trying to identify a town in the United States when only an ending such as "ster" or "field" is decipherable.

In the larger cities and towns the old style postmarks usually had been superseded by newer forms before 1866 and therefore the old style postmarks found on the stamps of 1866 and later are apt to be from smaller localities. The very charming "Shield of Pernambuco" found on the numeral stamps apparently had been discarded before the first Dom Pedros were issued—at least the writer has not found it on any of these stamps. The old style postmarks are often badly blurred, either from lack of skill in making them, or lack of care in using them, or because they were kept in use a long time too long. Or the lack of clearness may be due merely to the quality of ink used. Some old style forms may have been in use much earlier than 1866 and some were still in use around 1880 or even later. (See illustrations Nos. 10 and 90 to 103).

Illustrations Nos. 1, 2 and 3 show the Imperial Arms or Crown of Brazil. No. 1 was used at Rezende and No. 3 at Ponta Grossa. No. 2 appears to be an official handstamp for use in the Post Office Department, probably at Rio de Janeiro. It has been noted only in black. The oval of horizontal bars with name of the city in the center has been noted only at Bahia—illustration No. 12.

The postmarks that may be called "new style" have the town name between the lines of a double circle and the date in the middle. (See illustrations Nos. 7 and 14). In the earlier years the outer circle may be 20 mm. in diameter with the date in three lines as "8—AGU—67." At the bottom, between the circles, is a small five-pointed star in parentheses. These postmarks, or some of them, were made in France and may have the town name and/or month spelled in the French form.

Later forms of the new style postmarks may also be in double circles, but larger, and the star at the bottom is replaced by words or figures, usually abbreviated. There are many variations of this general style, particularly in Rio de Janeiro, and examples of it were in use in the later years of the empire and for several years after the republic was established. Three principal varieties of one of these forms, (illustration No. 6), have been noted. The word below the date may be "MANHA," "TARDE," or "NOITE" to indicate the time—corresponding to morning, afternoon and night. The numeral and word "SECCAO" (section) evidently correspond to the English form "3rd section," or possibly district.

In addition to stamps cancelled with a postmark or cancelling handstamp, pen-cancelled stamps are occasionally found. The cancellation may be the town or post office name, initials with date, or merely one or more pen strokes. All, or nearly all, of these probably are genuine postal cancellations. If the postage stamps had been extensively used for revenue purposes, either legitimately or otherwise, such pen cancellations would be rather common instead of quite scarce.

Postmarks and cancellations are usually black, often brownish or rusty, which characteristic appearance possibly indicates home-made ink. Of the various colors occasionally used blue is most frequently found and next after it many shades of violet, magenta and purple. These latter are much more common as cork cancellations and are seldom found in postmarks. Any decided red such as vermilion is very uncommon except when such foreign postmarks as the

London receiving mark happened to hit the stamps. The greens are mostly dull bluish shades with here and there a fairly good olive. The few browns noted lacked definiteness and thus fall short of being completely satisfactory.

In an article of limited length it is possible to do little more than indicate the variety of postmarks and cancellations in a general way but some mention should be made of the foreign marks that may be found on many varieties of the Dom Pedro stamps. Evidently letters sometimes were mailed on ships at the ports and did not go through the Brazilian post office. Stamps on such letters appear to have been cancelled at the port of arrival in England, France, Germany or other country, or on the ship itself, and the cancellations are characteristic of the routes, ports of arrival, or destinations. Illustrations No. 33, 34 and 35 are postmarks of this type. A single line rectangular frame enclosing "Aus Brasilien" was used on Brazilian mail arriving in Germany and may be found on Dom Pedro stamps.

No. 9 is the French Packet, steamship, line "J," and No. 16 is also a French maritime postmark or cancellation.

Nos. 8 and 11 are evidently official handstamps. A third form has similar inscriptions in a large horizontal rectangle and at Pernambuco an oval similar to Nos. 8 and 11 with "Thezouaria" spelled "Thesouraria" was used. These official handstamps are in purple or magenta.

Pernambuco is the only office known to have used a rectangle of dots including the city name (illustration No. 17). This cancellation is said to have been intended for use on newspapers and has been found on many different stamps.

Nos. 19, 20, 21, 22 and 24 may indicate the use of postage stamps as postage dues before the issue of the "Taxa Devida" stamps in 1889. Stamps bearing the "D. P." cancellation rarely or never show a postmark or other cancellation.

Nos. 13, 15 and 23 are forms of the registration mark. These are often struck in purple and the word may be spelled with a final "A" or "O."

Nos. 25, 28 and 32 are year dates, the last being an abbreviation of 1878.

Several minor varieties each of Nos. 29 and 30 exist and perhaps also of No. 31. A similar type with numeral "3" probably exists. Higher numbers have not been noted. These may be district numbers.

No. 26 illustrates a back stamp used in Rio de Janeiro. The same type with numeral "1" and "3" has also been noted.

No. 33 is one of a group used on mail arriving in the United States, probably at New York. Other numbers in this type have been noted including "2," "3," "6," (or "9"), "7" and "12," and still others may exist.

No. 34 may also belong in the last group. It is not Brazilian. Other numbers noted in the same type are "20" and "28."

No. 35 is British and a similar form exists with the number "466." "723" is Southampton and "466" is Liverpool.

No. 36 has not been identified. It may or may not be Brazilian and also exists with letter A, C, G, H or O.

No. 27 may be intended either for the letter "O" or for a zero. It is found alone and is not part of a number such as "10" or "20."

"CORREIO URBANO" in tall capitals enclosed in a long frame is most frequently found on the 50 reis of 1878. This value paid the single letter rate in the cities, hence the wording of the postmark and its use as a cancellation on the 50 reis stamp. There is more than one variety of this postmark and all of them are so long that only about half can appear on any one stamp.

In closing it is fitting that at least a few words of tribute should be tendered to the exceptional beauty of color and design found on most of the Dom Pedro stamps. In their production a high degree of artistic excellence was reached and certainly in this respect no other stamps of the empire issues of Brazil and comparatively few stamps issued anywhere in the world can surpass them.



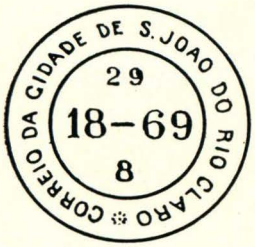
1



2



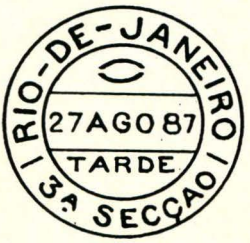
3



4



5



6



7



8



9



10



11



12



13

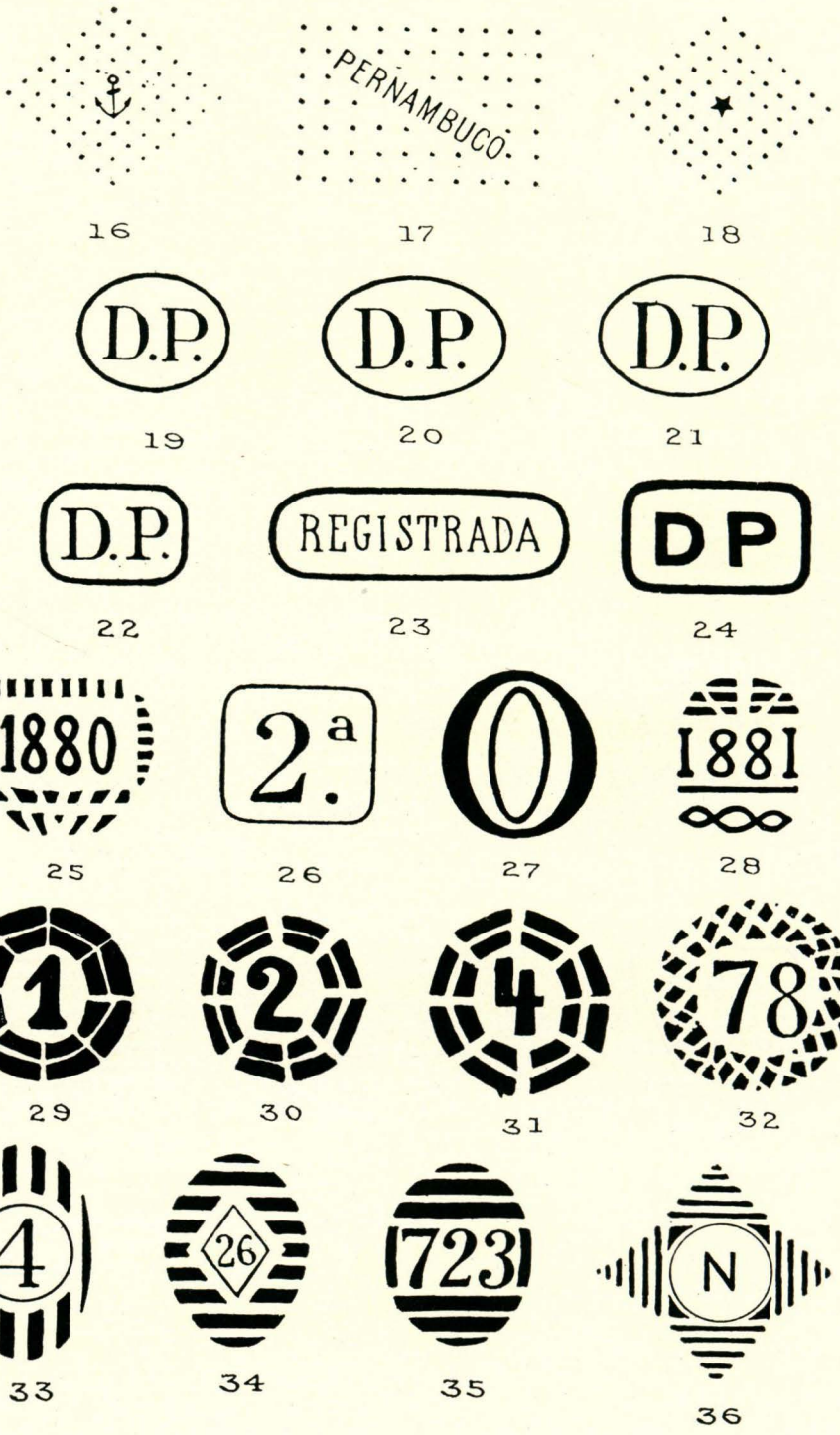


14



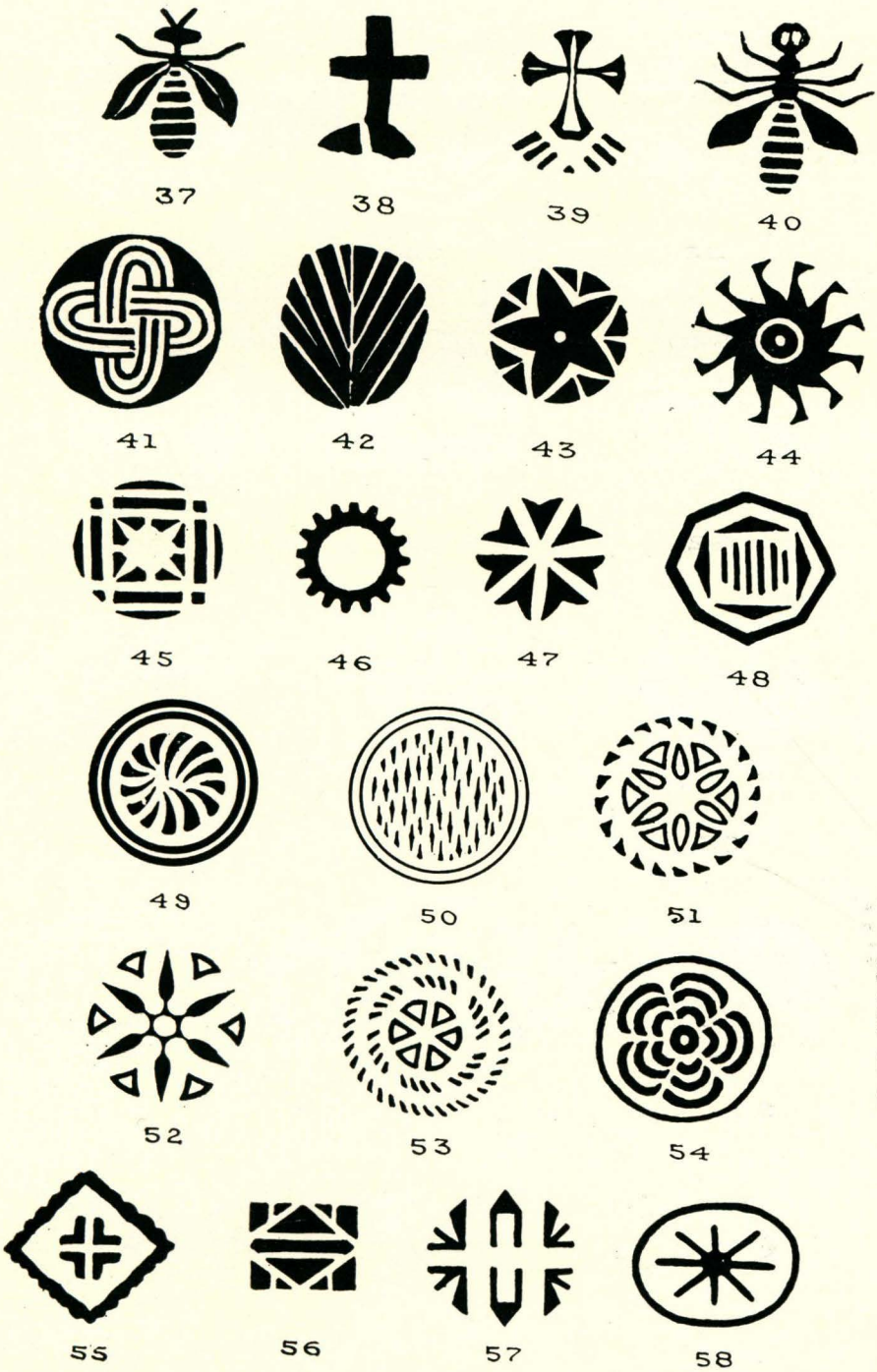
15

Cancellations and Postmarks on Dom Pedro Issues of Brazil.



16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36

Cancellations and Postmarks on Dom Pedro Issues of Brazil.



Cancellations and Postmarks on Dom Pedro Issues of Brazil.



59



60



61



62



63



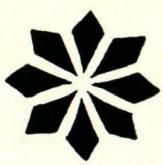
64



65



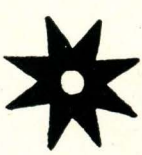
66



67



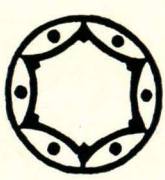
68



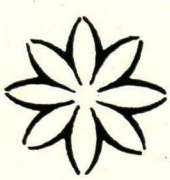
69



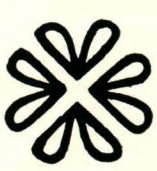
70



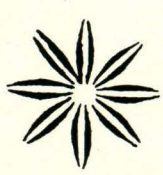
71



72

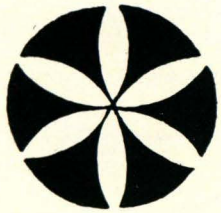


73

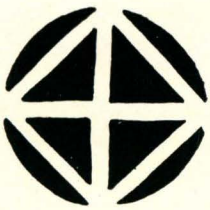


74

Cancellations and Postmarks on Dom Pedro Issues of Brazil.



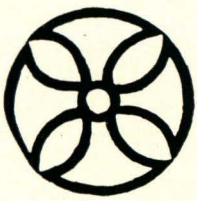
75



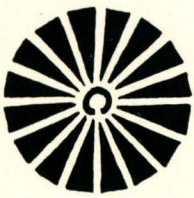
76



77



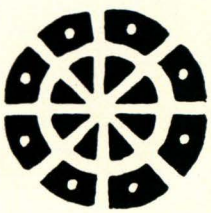
78



79



80



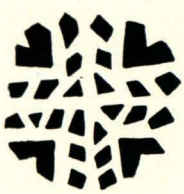
81



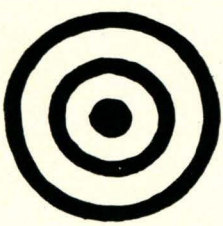
82



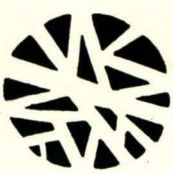
83



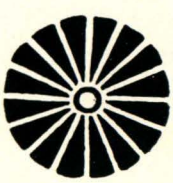
84



85



86



87



88

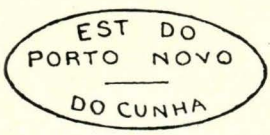


89

Cancellations and Postmarks on Dom Pedro Issues of Brazil.

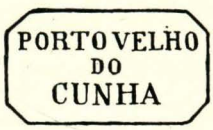






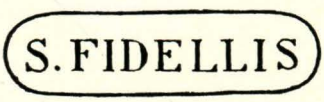


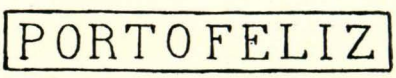




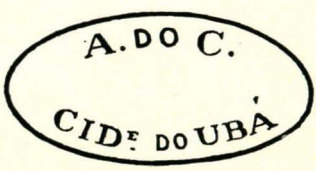




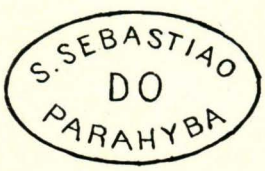




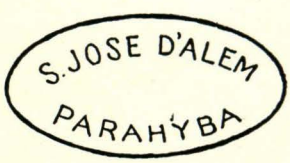
Nos.



90 to 103







Cancellations and Postmarks on Dom Pedro Issues of Brazil.

The Southern Cross Issue

Compiled by HENRY A. MEYER

(Adapted from the articles by Col. G. S. F. Napier in The London Philatelist of August and November, 1911; condensed and arranged in tabular form by the compiler.)

In this issue we have to consider varieties of paper, perforation, compound perforations, and several types of the 100 reis denomination. Regarding differences of paper and perforation, Dr. Munk writes: "In the case of the product of the Brazilian Mint under the Republic the use of the various perforations and papers was so completely devoid of any rule, and the manufacture and appearance of the printing inks for one and the same denomination were so varying and unsystematic, that a classification of the individual varieties or denominations according to their almost innumerable differences of shade, paper and perforation is not possible in the same degree as in the case of the British Colonies or Argentina, unless one wishes to schematize the facts in an entirely arbitrary manner." On the other hand, Prof. Warner remarks that although we cannot classify the intentions of the workers at the Mint, we can classify their output. We have therefore taken Col. Napier's articles from the London Philatelist and arranged the varieties whose existence he has recorded, in tabular form. Any collector of Brazil who discovers further varieties can easily insert his own code-mark in the proper column and on the proper line.

The varieties of paper recorded by Col. Napier are as follows:

(1) A thin, poor paper, probably made from wood pulp, generally brownish, but sometimes white. Occasionally it shows a faint, indistinct mesh when held to the light, but generally it does not. Owing to its poor texture the ink generally ran over the surface, and the stamps have, in consequence, the appearance of being printed on tinted paper; this is most noticeable in the case of the 200 reis.

(2) A white paper, sometimes thin, but more often medium to very thick, shownig a very distinct and regular mesh when held to the light.

(3) A hard, handmade paper, generally slightly toned, varying from medium to very thick.

(4) A soft, white paper showing a faint mesh, which approximates most closely to paper (1), but differs from it in texture.

Generalizing from the facts thus far observed, it appears that the various papers were used as follows, subject, of course, to correction upon discovery of varieties which gainsay these conclusions:

(1) For all denominations up to and including the 300 reis; but in the case of the 100 reis, only for the engraved stamps.

(2) For all denominations except the 100 reis.

(3) For the 500, 700, and 1000 reis only.

(4) For the typographed 100 reis stamp only, and it was the only paper used for that stamp.

These conclusions seem so certain to Col. Napier, that I am not leaving horizontal rows in the check list for the papers which he has not recorded.

Col. Napier records and classifies the perforation varieties as follows:

I 12½ to 14; II 11; III 11½; IV Compounds of the above.

Charles Lathrop Pack began his studies of the 1894-97 issue by accepting these three gauges, but later decided that there were probably several machines perforating 11-11½. In that issue, Napier also lumps the two together as "11 or 11½." Temporarily, we retain the listing given above.

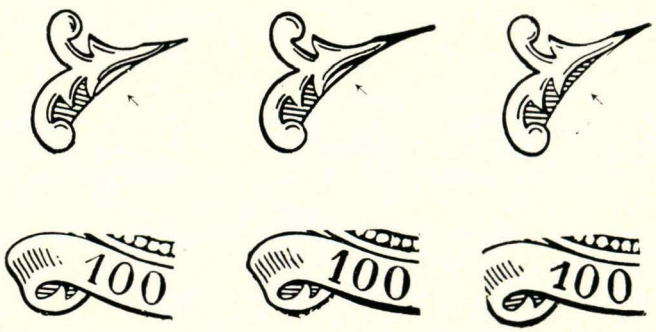
Col. Napier lists certain compounds as definitely known to him, and others as not seen by him up to the time of writing. I have thought best to provide columns for every possible compound, in order to make the tabulation useful as a check list. I will be very glad to have any readers write to me and tell me of any varieties in their collections which Col. Napier has not recorded. The complete list of perforations, simple and compound, is as follows:

(a) 12½-14
(b) 11
(c) 11½
(d) 11x12½-14
(e) 12½-14x11
(f) 11½x12½-14
(g) 12½-14x11½
(h) 11x11½
(i) 11½x11

Col. Napier lists two more compounds, in which one side differs from the other three:

(j) Top or bottom 12½-14, other three sides 11½
(k) Top or bottom 11, other three sides 12½-14

Column (l) is left for any further compound which collectors of Brazil may discover. It should be said that these designations by letters are not Col. Napier's device; I am using them merely as a means of ready reference.



Type I Type II Type III

In the 100 reis denomination, we have the further complication of four types and three printing methods. Dr. Munk has described the situation very clearly, so we shall here reprint his treatment of the case; the cuts are also taken from Kohl's Handbook. We must first observe that Types I, II, and III are all Scott's No. 101, while Type IV is the typographed stamp, No. 102, which Scott wrongly calls re-engraved.

> For the 100 reis stamp several plates were used, eight according to some statements. Some were steel plates, some were copper plates. The three types are not to be understood as later retouches or as differences within a plate, but as three different plates from different dies. All three plates evidently were put into use at the beginning of the printing of this issue, since all three types were recognized during the first few weeks of their currency. Type I is from a steel plate; types II and III are from copper plates.
>
> Type I (Steel engraving): The flat, arched space between the oval (above U. D.) and the upper left outer ornament is unshaded. The "1" of the value is tall and thin; its slanting stroke is a very thin hair-line.



Type IV.

Type II (Copper engraving): The arched space is unshaded, as in type I. The "1" is the same shape as in type I, but much thicker, and therefore it appears to be different. The colored letters of the inscription are somewhat thicker.

Type III (Copper engraving): The arched space is shaded with horizontal lines. The "1" is much less tall than the two zeros following it.

Of type II there seems to be a minor variety in which the "1" has a sloping top and therefore appears to be sharper. This may possibly represent one of the other 8 plates.

Type IV (Typographed): Besides its crude appearance, which in many copies approaches the appearance of a wood-cut, and its usually smaller margin, Type IV differs from Types I, II, and III in the detail that the curved lines of shading at the left side of the central medallion are completely missing; the two zeros of the value are smaller and rounder, the slanting stroke of the "1" is shorter, and above the "B" of "BRAZIL" one pearl is squeezed out of line with the rest and pushed upwards. All the pearls are of irregular size and shape and badly aligned. The arched space which in Types I, II, and III was either unshaded or shaded with horizontal lines, is completely filled with color in Type IV.

Further varieties:

50 reis: Scott lists a horizontal pair, imperforate between.

100 reis, Type I: Exists imperforate, but because oversize copies of this issue occur rather frequently, it can be accepted with certainty only when found in a pair or block.

100 reis, Type IV: Exists tête-bêche, due to the insertion of one cliche in inverted position.

100 reis, Type IV: Col. Napier writes:

> This stamp shows numerous flaws, the most prominent being the stamps with dots in the stars. These flaws occurred near the top of the sheet, but not in the top row as I have seen a vertical pair, of which the lower stamp showed the dots in the stars. In a block of eight, which I show, the left stamp has dots in three of the stars, No. 2 has a dot in the left-hand star, No. 3 has dots in all five stars and a break in the outer line above "OR" of "CORREIO," while No. 4 has a dot in the left star, like No. 2. No. 7 has a diagonal line through the pearl above "RE" of "REIS."
>
> Numerous flaws may be found in the later printings of this stamp, especially at the ends of the scrolls at the top and bottom of the stamp. This caused me to think that these late prints were lithographed, but I now believe that they are due to crust on a badly cleaned plate.

200 reis: Col. Napier records this stamp with a plate variety which he describes as follows: "The 200 reis may be found with, and without, a faint horizontal line of color projecting to the right and left of the centre of the stamp. Some stamps in a block will show this line and others will not."

200 reis: According to Col. Napier, this denomination exists bisected and used as a 100 reis stamp.

We are now ready for the tabulated list of known varieties; but the color names used by Col. Napier, in keeping with the British nomenclature, differ so completely from Scott's designations, that we must insert the latter also, but we refrain from making any attempt to identify any one of Col. Napier's colors with a supposedly corresponding Scott's color.

Perforation:	a	b	c	d	e	f	g	h	i	j	k	l
20 reis green, pale emerald green, emerald green, deep emerald green, pale blue-green, blue-green, pale sea-green, sea-green. (Scott: gray-green, blue-green, emerald.)												
Paper (1)	x	x	x	x		x		x		x		
Paper (2)	x	x	x					x				
50 reis pale olive green, olive green, deep olive green, pale sea-green, sea-green, gray-green, bright green (shades), pale blue-green, blue-green, bottle-green. (Scott: gray-green, olive green, yellow-green, dark slate-green.)												
Paper (1)	x	x	x	x	x					x		
Paper (2)	x	x			x							
100 reis, Type I, rose-pink, pale mauve, mauve, deep mauve. (Scott: lilac-rose.)												
Paper (1)	x											
100 reis, Type II, mauve, deep mauve. (Scott: lilac-rose.)												
Paper (1)	x											
100 reis, Type III, mauve, deep mauve. (Scott: lilac-rose.)												
Paper (1)	x											
100 reis, Type IV (typographed), pale mauve, mauve (shades), deep mauve. (Scott: red-lilac.)												
Paper (4)	x	x		x							x	
200 reis, pale violet, violet, deep violet. (Scott: purple, violet, violet-blue.)												
Paper (1)	x		x		x		x					
Paper (2)	x	x	x		x							
300 reis, pale bluish gray, bluish gray, dark bluish gray, slate-lilac, slate-blue, pale slate, slate, deep slate, Prussian blue. (Scott: slate-violet, gray, gray-blue, dark violet.)												
Paper (1)	x		x	x	x							
Paper (2)	x	x										
500 reis, olive-buff. (Scott: olive-bistre.)												
Paper (2)	x	x										
Paper (3)	x	x	x	x								
500 reis, slate-green, slate-gray. (Scott: slate, olive-gray.)												
Paper (2)	x											
700 reis, chestnut-brown, gray-brown, pale brown, brown. (Scott: chocolate, fawn.)												
Paper (2)	x											
Paper (3)			x									
1000 reis, yellow-ochre, ochre, olive-yellow. (Scott: bistre, yellow-buff.)												
Paper (2)			x									
Paper (3)	x	x	x				x					
Perforation:	a	b	c	d	e	f	g	h	i	j	k	l

The 100 Reis Bi-Colored Stamps of 1891-92

(Adapted from the writings of Col. G. S. F. Napier in the London Philatelist of 1911, 1912, 1940, and 1941, and arranged in tabular check-list form by Henry A. Meyer.)

The bi-colored 100 reis stamp of 1891-92 presents a great wealth of material for study by specialists. It was the first stamp in two colors attempted by the Mint in Rio, and the result was a large number of major and minor errors. There were four distinct printings, each recognizable by its paper and shade.

There were several different settings of the plate. Sheets were produced containing one inverted frame, either two or three inverted frames, and no invert but one or more têtes-bêches. Col. Napier has also inspected a complete sheet containing neither invert nor tête-bêche. It also appears that in successive settings, the various clichés were, at least to some extent, shuffled around.

Col. Napier ran his studies of this stamp in the London Philatelist for several months in 1911 and 1912; each month he presented additions and corrections to his previous findings. In 1940 he ran a very valuable chapter of recent corrections and new discoveries; and in July, 1941, exactly six months before his death at the age of 80, he ran his final corrections. I have undertaken the assignment of assembling these various chapters into shape for ready reference, and it has been a most instructive study.

In his writings of 1911 and 1912, the Colonel believed that this stamp was printed by typography. But by 1940 he reports the fact that "the consensus of opinion seems to be that the blue frame was lithographed and the red head typographed." He raises the question whether the blue part of the design was laid down on stone, from which lithographic transfers were made to build up a plate, or whether the die was made from printer's lined ornaments and rules. He further raises the question whether the typographic head plate was produced by a stereotype or an electrotype process. At the age of 80 he still had hopes of solving some more of the puzzles presented by this stamp, but a successor will have to carry on his studies.

Until I began making this compilation, I had accepted the statement often made among Brazil collectors, that the tête-bêche stamps occurred in this manner: One or more clichées in the frame-plate had gotten inverted in assembling the plate; a supply of sheets had been printed in the blue color, and some of them had also received the red printing, when the error was discovered, thus producing the inverted frame. Rather than destroy the large supply of sheets already printed in blue, the workmen at the Mint inverted the corresponding head clichés, thus producing stamps which were individually correct, but inverted with respect to all the adjacent stamps. I had even hazarded the guess to a friend that the scratch across the head, which is a mark of most of the tête-bêche stamps, occurred while the head-cliché was being intentionally inverted.

But after the sequence of printings had been established by Col. Napier from large quantities of dated copies, it became evident that the story is not quite so simple. Let us look at the facts:

In the first printing, we can ignore the invert and the tête-bêche after studying the footnotes. But the copy with scratch across the head is present, in *normal position.*

In the second printing, we have an inverted frame, and we also have the scratch across the head present in normal position.

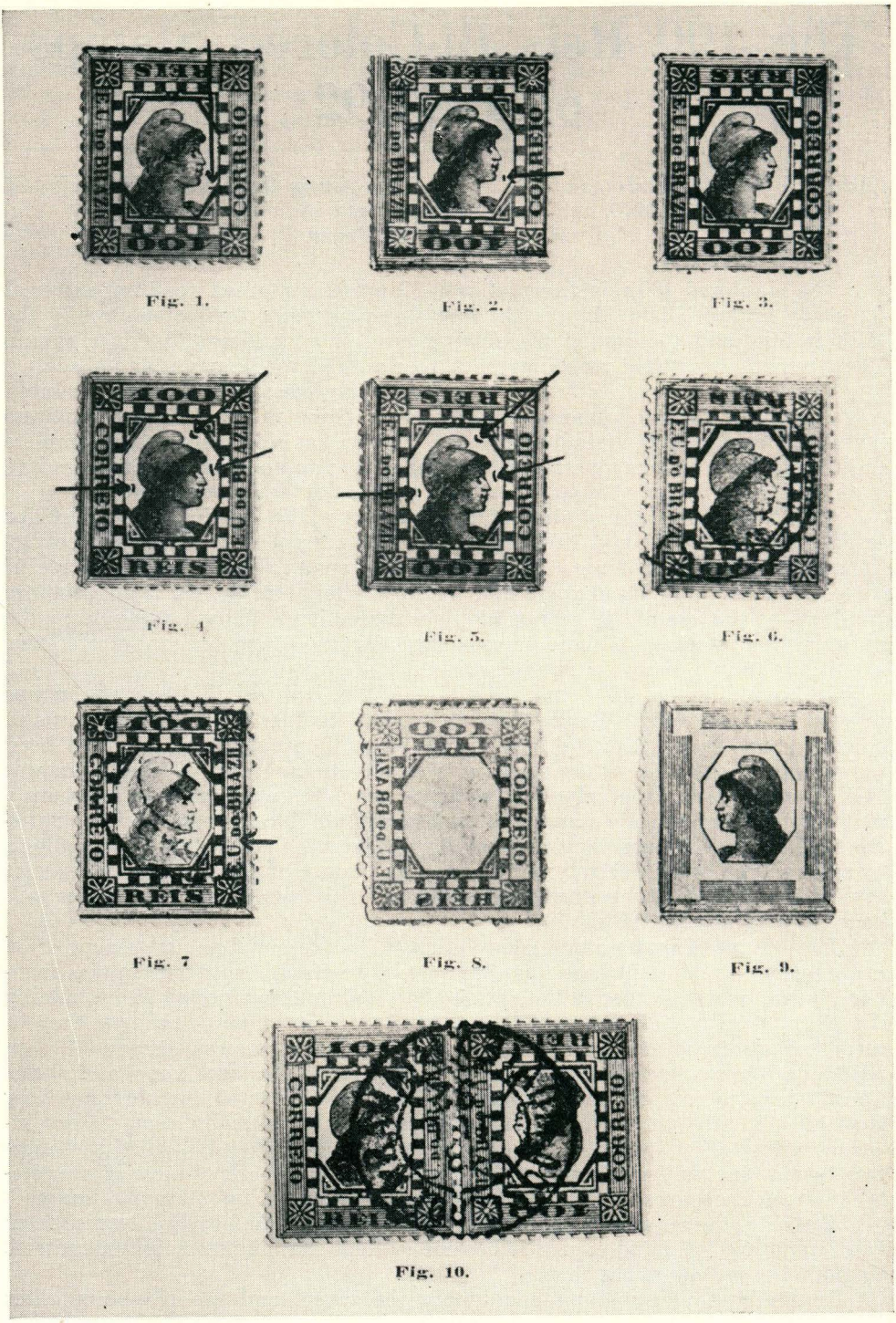


Fig. 1. Fig. 2. Fig. 3.

Fig. 4 Fig. 5. Fig. 6.

Fig. 7 Fig. 8. Fig. 9.

Fig. 10.

Fig. 1, Inverted frame with blue dot opposite chin. Fig. 2, Inverted frame with vertical blue dash opposite chin. Fig. 3, Inverted frame with neither dot nor dash. Fig. 4, Normal stamp with certain flaws observed by Col. Napier. Fig. 5, Inverted frame with same flaws, also observed by Col. Napier. Fig. 6, Inverted frame, counterfeit. Fig. 7, Normal stamp, no stop after "U". Fig. 8, Blue printing reversed on back. Fig. 9, Red printing reversed on back. Fig. 10, Tête-bêche pair, counterfeit.

In the third printing, the scratch across the head has become a tête-bêche, but there is at least one more tête-bêche, and there may be two. There is a possibility that they were in different plates, in simultaneous use.

In the fourth and last printing, the têtes-bêches have been corrected, but new inverts have cropped up: at least two, and perhaps three. Col. Napier points out that the invert with blue dash and the invert with neither dot nor dash may be identical; the dash may have been acquired in some manner, or even added or eliminated intentionally. Both occur in the interior of the sheet.

Col. Napier had for some time been working on the theory that besides the known cases of inverted frames within the sheet, an entire sheet had received its second impression inverted. Dr. Munk reports the rumor that such a sheet was sold at the post office in Sao Paulo. The fact which finally convinced Col. Napier that such a sheet had been produced was the discovery of a normal stamp and one with inverted frame, with identically the same plate flaws in the white background around the head. These flaws distinguish this stamp unfailingly from all the known varieties of inverts within the sheet. We show these flaws in the normal stamp and the invert in Figs. 4 and 5. The copies found by Col. Napier were on the thick, unmeshed paper of the first printing, in which printing there were no inverted clichées in the plate.

It is obvious that the last word has by no means been written about these stamps. Col. Napier has assembled a great body of facts from which it is hoped that some future research student will go forward with the work he had to lay aside even before his death, when he had to store his collection in a bank vault because of the danger of its destruction by bombing.

In the tabular listing below, spaces are provided for the possible varieties of perforation: (a) 12½-14; (b) 11; (c) 11½; (d) 12½-14x11; (e) 11½x12½-14. An "x" means that Col. Napier has actually seen the variety. The columns can be used as a check list for further discoveries.

First Printing.	a	b	c	d	e
Paper: Medium to thick wove, generally brownish (perhaps due to the gum), but sometimes white, without mesh.					
Color: Frame in blue, varying from indigo to pale blue, nearly sky-blue. Head in shades of red, varying from dull red to carmine.					
Perforation: 12½ to 14 is the only perforation recorded in this printing.	x				
Varieties: Frame inverted(1)	x				
Vertical pair, upper stamp with frame omitted, lower stamp with frame inverted(2)	x				
Tête-bêche(3)	x				
With scratch across head, stamp in normal position in pair(4)	x				
No period after "U" of "E. U DO BRAZIL" (See Fig. 7)	x				
Minor Flaws: Col. Napier lists 6, of which the following seem to merit repeating here:					
Malformed "E" in "CORREIO"	x				
gradually became CORRBIO	x				
and CORRDIO	x				
Back of head missing	x				

(1) The true inverted frame did not occur until the second printing. This invert came about through an entire sheet receiving its second impression inverted.

(2) Col. Napier actually possessed this curiosity. If there was selvage enough at the bottom, there should have been a row with heads omitted.

(3) The tête-bêche did not occur until the third printing. This is the only pair ever found on this paper. Col. Napier believed that a sheet of this paper was mixed in with the paper of the third printing.

(4) This is the head which later was inverted to correspond with the inverted frame, thus making the tête-bêche variety.

Second Printing.	a	b	c	d	e
Paper: Thin, poor, white wove paper, sometimes showing a faint irregular mesh when held to the light.					
Color: Frame in sky-blue. (This is the chief mark of this printing.) Head in red to carmine.					
Perforation: 12½ to 14 is the only perforation recorded in this printing.	x				
Varieties: Frame inverted(5)	x				
Scratch across head, stamp in normal position in pair(6)	x				
Flaws: Back of head missing	x				
Third Printing.					
Paper: Medium to thick white paper, showing a distinct and regular mesh when held to the light.					
Color: Frame, very pale to deep blue; head, pale to deep carmine.					
Perforation: 12½-14, 11, 11½, 12½-14 x 11, 11½ x 12½-14. The columns headed a, b, c, d, and e correspond to these perforations, in their respective order.	x	x	x	x	x
Varieties: Tête-bêche, with scratch across head (No. 30 in the sheet)(7)	x	x	x	x	x
Tête-bêche, without scratch (from the interior of the sheet)	x	x	x	x	x
Tête-bêche, without scratch (No. 81 in the sheet)(8)	x				
Inverted frame: not recorded on this paper.(9)					
No period after "U": not recorded on this paper.					
Flaws: Numerous minor flaws, none of outstanding importance.					

Fourth Printing.	a	b	c	d	e
Paper: Dead white, wove, medium to thick, without mesh.					
Color: Frame, pale to deep ultramarine; head, pale to deep carmine.					
Perforation: (a) 12½-14; (b) 11; (c) 11½; (d) 12½-14, compounded with 11.(10)					
(e) 11½, compounded with 12½-14.(10)	x	x	x	x	x
Varieties: Frame inverted, blue dot opposite chin(11)	x	x	x	?16	?16
Frame inverted, vertical blue dash opposite chin(12)	x	x	x	?16	?16
Frame inverted, with neither dot nor dash(13)	x	x	x	x	x
No stop after "U" of "E. U DO BRAZIL"(14)	x	x	x	x	x
Head printed in reverse on back(15)	x	x	x	x	x
Frame printed in reverse on back(15)	x	x	x	?16	?16
Flaws: About 20 listed by Col. Napier, none worth copying here.					

(5) This printing was from a new setting of the clichées, and this was a genuine case of inverted frame. It occurred in one of the stamps on the left edge of the sheet.

(6) Before Col. Napier established the sequence of printings, he believed this stamp to be a corrected tête-bêche; but since the tête-bêche did not occur until the third printing, this mark was evidently a carry-over from the first printing and was a forerunner of the tête-bêche containing the same head.

(7) In the stamp with scratch across head, head and frame were normal in the first and second printings. How, then, did both (which were perforce on different plates) get inverted in making up this setting? This is the stamp illustrated in our Fig. 12.

(8) This may be the case, carried over from the second printing, where an inverted frame was corrected by inverting the head also, since that invert is known to have been somewhere on the left edge of the sheet.

(9) It should not exist, if the correction was made as suggested in footnote 8.

(10) Col. Napier does not say which directions the two gauges run.

(11) This invert occurs in the top row of the sheets, with normal stamps se-tenant with it on both sides. See Fig. 1.

(12) This invert occurs in the interior of the sheet; we show it as a single (Fig. 2) and in the center of a block of 9 (Fig. 11).

(13) This invert also occurs in the interior of the sheet and is to be had in the center of a block of 9. (See Fig. 3).

(14) This error was found in the first printing; it was missing from the second and third printings, and now shows up again in the fourth. (Fig. 7).

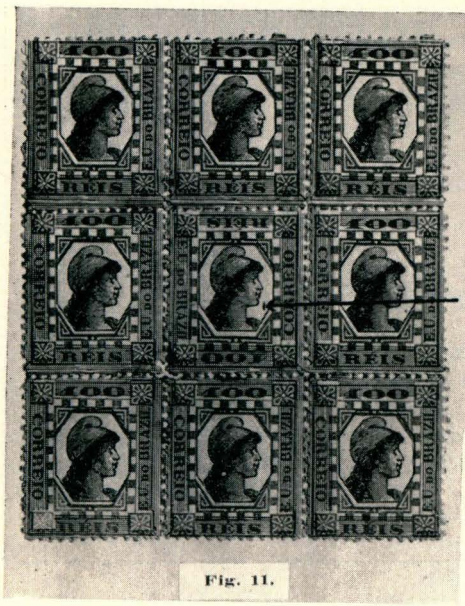


Fig. 11.

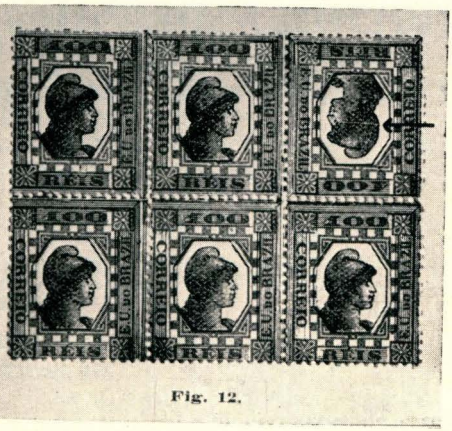


Fig. 12.

Fig. 11, Inverted frame with vertical blue dash opposite chin, in center of block of 9, hence from interior of sheet. Fig. 12, Upper right stamp tête-bêche in block of 6, stamp No. 30 in the sheet, with scratch across head. This particular block is on paper with extremely distinct mesh.

Counterfeits.

Counterfeits exist of both the inverted frame and the tête-bêche. They are often found in dealers' stocks and auction sales, and probably many of them are sold as genuine in perfectly good faith. When I translated Kohl's Handbook in 1940, I included some rather elaborate directions for recognizing the counterfeits. But during a recent conference with Dr. J. Fred Emerson, we came to the conclusion that two marks are sufficient to brand the counterfeit unfailingly. Fortunately, the inverted frame and the tête-bêche are the product of the same craftsman, so the same marks hold good for both.

(1) The octagonal red frame around the head in the counterfeit has been put in with pen, straight-edge, and red ink. When inspected under a good glass, it shows the ragged edges which ordinary pen-ruling would show when thus viewed. The red ink does not correspond perfectly in shade to the red of the head.

(2) The squares containing the quatrefoils in the genuine are outlined in blue only, but in the counterfeits, they are outlined in both blue and red. When looked at from the standpoint of the parallel lines forming the background of the inscriptions, we can describe the case thus:

In the genuine stamps, the red parallel lines go up to the blue squares, or almost to them, and simply stop short. But in the counterfeits, they are finished off at the ends by a red line perpendicular to themselves, producing much the effect of the end post of a rail fence.

It is also helpful to study the size and shape of the figure "1" of "100" on the genuine normal stamp. This figure differs considerably on the counterfeits and thus helps the collector to recognize them.

We show both counterfeits in our illustrations, the invert as Fig. 6 and the tête-bêche as Fig. 10.

(15) According to Col. Napier, probably caused by closing the frame of the plate after inking it and before inserting the paper, thus producing an offset print in reverse. (See Figs. 8 and 9).

(16) Listed provisionally by Col. Napier as not having been seen by him, but theoretically should exist.

The Collectors Club Philatelist

Published Quarterly by THE COLLECTORS CLUB.
FRANKLIN R. BRUNS, Jr., Editor.
Office of Publication, 104 Academy Ave., Federalsburg, Md.
Editorial and Executive Offices, 22 East 35th Street, New York, N. Y.

Subscription Rates $4.00 per Year — *Advertising Rates*
Single Copies $1.00. — *Upon Request.*

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

The Collectors Club, Inc.

OFFICERS 1943

ROBERT L. GRAHAM, *President* — THOMAS F. MORRIS, *Vice-President*
ARTHUR W. DEAS, *Secretary-Treasurer*

TRUSTEES

ALFRED F. LICHTENSTEIN, Class of 1945. — THEODORE E. STEINWAY, Class of 1944. — HARRY L. LINDQUIST, Class of 1943.

This issue of The Collectors Club Philatelist represents a departure from accepted practice, in that it is entirely devoted to the stamps of one country, and is replete with material previously published in other magazines here and abroad.

With the approach of the centennial of the Bull's Eye stamps of Brazil, suitable observance through the medium of a handbook was contemplated, and Mr. Henry A. Meyer was invited to act as co-ordinator. No better choice could have been made.

Mr. Meyer immediately contacted our leading Brazilian specialists, laid out a program which has been carefully followed, and drove the entire issue to what is hoped is a most successful conclusion.

Specific objectives were: (1) To commemorate the Centenary of the first government postage stamps of the Western Hemisphere. (2) To cordially felicitate our Brazilian fellow-collectors. (3) To collect into one convenient volume the best articles in the English language on Brazilian stamps, or to make a convenient digest of their contents, since many of these articles are unobtainable to most collectors. (4) Where no articles were available on a certain stamp or issue, to have one written.

Because of the immensity of this program, only issues of the 19th century were covered, and even then those from 1894 through 1905 were purposely held in abeyance pending a further proposed study.

In addition to Mr. Meyer, who sparked the All-Brazil Issue, and, naturally, the authors represented, special acknowledgements must be made to Saul Newbury, Ray A. Burns, Edwin E. Elkins, Lee H. Cornell, Harry L. Lindquist, George F. Stilphen, John W. Stowell, Samuel Ray, John S. Whittlesey and Roy N. Urton.

No release of this issue of The Collectors Club Philatelist should be made without a note of appreciation from the Editor to those who had prepared special articles on various subjects for July publication, and agreed to their holding until October. They were in complete agreement with this recognition of Brazilian progressiveness through The Collectors Club Philatelist.

Some Brazilian Railroad Cancellations of the Nineteenth Century

By Ralph E. Warner, Ph.D.

(Written expressly for this Magazine)

I. INTRODUCTION

This study of Brazilian railroad cancellations makes no pretense of being complete. I propose only to outline the subject and present what information I have been able to collect. To those who have looked through their albums or allowed me to look for the items necessary, it is a duty and a pleasure to express my thanks—Lee H. Cornell, J. Fred Emerson, Henry A. Meyer, Roy N. Urton and John S. Whittlesey.

So far as I know, no previous study of Brazilian railroad cancellations has been published. Paulo Ayres, however, did illustrate ten railroad obliterations in his very interesting and valuable book on Brazilian cancellations of the Empire period.(1) All ten will be reproduced here.

Cancellations have been for many years a matter of great interest to North American collectors. I believe that the interest in Brazilian cancellations would readily keep pace with the interest in Brazilian stamps themselves if Portuguese, the language of Brazil, were better known here. The average collector should have little difficulty with Brazil's railroad cancellations once he learns to decipher a relatively small number of terms and abbreviations. Let us begin, then, with an explanation of the necessary words.

Correio Ambulante—travelling post office—is the basic term. This is applied almost exclusively to railroad cancellations. It is abbreviated in a number of ways: *Co. Ambulante, C. Ambulante, C. Ambul., C. Amb.*, and *C. A.*

Estrada de Ferro—railroad—is usually abbreviated *E. F.* This may be combined with one of the abbreviations for *Correio Ambulante* or it may be combined with *E. C.*, abbreviation of *Estação Central*—central station. Thus, E. C. E. F. de Baturité means Central Station of the Baturité Railroad.

Estacao—station—is often abbreviated to *Est.* When used with the name of a town, this indicates that the town is a station on some railroad. Many of the small towns use such a label in their cancellation device almost exclusively, Est. de Bananeiras, for example. I consider that unless the name of a railroad is combined with the station name, the cancellation does not indicate use on a railroad. Another abbreviation for *Estação* is *E.*

Unfortunately, both *Est.* and *E.* are also used as the standard abbreviations for *Estado*—state. Care must be exercised, therefore, to avoid the assumption that *Est.* and *E.* always represent *Estação* in cancellations.. For example, Est. do Rio and E. do Rio, found in the lower part of many cancellations, indicate only that the town is located in the state of Rio de Janeiro. My collection of town cancellations contains examples of many town names used with the name of the state only, whereas the same towns figure in my collection of railroad cancellations. These local town cancellations are definitely not railroad cancellations.

On the other hand, a cancellation containing the name of a town plus some form of *Correio Ambulante* or *Estrada de Ferro,* with or without *de*—of, or *do*—

(1) Ayres, Paulo. **Catalogo de carimbos (Brasil-Imperio).** São Paulo, Gordinho Braune, 1937.

of the (masc.), and the name of a railroad is, in my opinion, a true railroad cancellation. For example, a cancellation reading "Amparo" at the top and "(C. Amb. - S. Paulo)" at the bottom with a date inside the inner ring is a railroad cancellation as distinguished from the town cancellation which reads at the top, "Amparo" and at the bottom, "São Paulo."

RAMAL—branch line—is another term to remember. It is usually used with the name of the town situated at either the beginning or end of the branch line. *Ramal* is abbreviated *R.* or *RL.*

The preposition *a*—to, used between two town names, is an indication of train mail service between the two places mentioned. Sometimes *e*—and—is used instead. *Linha*—line—is often used, especially in the combination *Linha do Centro*—Central Line—for the main line of the old Estrada de Ferro Dom Pedro 2º later called the Estrada de Ferro Central do Brasil. The two names for this road under the Empire and the Republic are often abbreviated "E. F. D. P. 2º" and "E. F. C. B." respectively.

TREM—train—is sometimes used in conjunction with an ordinal numeral, e.g. *2º trem*—second train. Very often a *T.*, standing for *turma*—shift, is found in these as in other types of cancellations, accompanied by an ordinal which may be on the opposite side of the circle in the case of the standard double ring cancellation. I do not know the exact significance of the various numbers nor the application of *turma* in this connection. It is barely possible that the numbers refer to various train runs.

It is not necessary here to go into the question of the many different systems of Portuguese spelling. Suffice it to say that since the subject matter of this article dates from the nineteenth century, I have used the spellings found in the books consulted and in the cancellations reproduced rather than any of the newer simplifications.

A word should be said about the arrangement of the information presented here. For purposes of classification, the geographical order is natural because one must often proceed from one state to a neighboring one in order to trace the ramifications of a railroad. It is, then, a matter of convenience to work from north to south around the coast,(2) putting in the interior state of Minas Geraes between Rio de Janeiro and São Paulo because of the particular nineteenth century connections between Minas and Rio.

The geographical order followed in this article is as follows: Pará, Maranhão, Ceará, Rio Grande do Norte, Parahyba, Pernambuco, Alagoas, Bahia, Espirito Santo, the Federal District, Rio de Janeiro, Minas Geraes, São Paulo, Paraná, Santa Catharina and Rio Grande do Sul. In Part II, certain states are omitted for lack of a cancellation to represent them. Five states and the territory of Acre are omitted completely because in the nineteenth century they were without railroads. In the state of Amazonas with its magnificent river highways there was an unsuccessful attempt to build a railroad. The Acre territory is very sparsely settled even today. In Goyaz the construction of a railroad was at least begun but it was not in operation in the nineteenth century. Finally, there were no railroads in Matto Grosso, Piauhy and Sergipe.

The railroad lines are classified by states according to their point of origin. Thus the Central do Brasil, originating in the Federal District, is put under that heading even though it reaches across two other state lines. This practice seems to be a standard one with those who have written about Brazilian railroads.

Part II of this article is devoted to a description of the cancellations illustrated herewith. Part III provides a thumbnail sketch of each railroad. Because there is no detailed description of the roads in English, I have thought it worthwhile to summarize from both English and Portuguese sources all the

(2)All but four states and one territory of Brazil touch the Atlantic. These are Amazonas, Minas Geraes, Matto Grosso, Goyaz and the territory of Acre.

information I could find concerning all the roads existent in the past century. In Part II, where cancellations are described, a number enclosed in parentheses refers to the section of Part III treating of the railroad in question.

The tracings used here are obviously crude and in some cases incomplete (except for those borrowed from Paulo Ayres' *Catalogo).* In all cases the lettering is much more regular than my untutored hand could reproduce. The reproductions are surely accurate enough for recognition of the originals. I have thought it better to reproduce the cancellations just as I found them rather than complete them, as would have been quite possible in some cases. In describing them I shall endeavor to supply what is omitted in so far as I can.

It is some indication of the scarcity of railroad cancellations that only these eighty illustrated have been found during the examination of many thousands of copies of nineteenth century stamps. At that, only a very few of Brazil's railroads are represented here.

II. THE CANCELLATIONS[3]

Ceará

Fig. 1. Estação Central da Estrada de Ferro de B[atu]-rité. (III-4). Fortaleza is the central station of this line.

Fig. 2. E. F. Baturité. (III-4). This is the earliest cancellation I have seen for this line.

Alagoas

Figs. 3 and 4. No railroad line designated. These cancellations differ only in the size of the lettering. In Fig. 4 the incomplete word is *terrestre*—land (adjective). Mr. John S. Whittlesey has one like Fig. 3 dated Jan. 15, 1898.

The Federal District

Fig. 5. E. F. D. Pedro 2o. (III-21). On cover, tying a copy of Scott's No. 24, the 60 réis of the 1850 issue, property of Dr. J. Fred Emerson. This is the oldest railroad cancellation of which I have any record. The cover is addressed to Nogueira da Gama and Co., in Dezengano, a small town in the state of Rio de Janeiro, at km. 132 of the E. F. D. P. 2o. The road was opened to Dezengano on Nov. 29, 1866. On the cover, below and to the left of the address, are the words "Pela E. de Ferro D. Pedro 2o.", meaning "Via the Dom Pedro Segundo Railroad."

Fig. 6. From Ayres' *Catalogo,* No. 1697, on the 1876 issue. The Linha do Centro was the main line of the E. F. D. P. 2o.

Fig. 7. E. F. D. P. 2o. On a pair of Scott's No. 92, the 100 réis of 1885, loaned by Dr. Emerson. It differs from Fig. 6 in the *turma* number and in having a double inner circle enclosing the date.

Fig. 8. From Ayres' *Catalogo,* No. 1696, used on the 1885 issue.

Fig. 9. E. F. D. P. 2o. Loaned by Mr. Roy N. Urton. On Scott's No. P12, the 50 réis brown of the 1889 newspaper issue. The *turma* number and *T.* were illegible.

Fig. 10. Estrada de Ferro Central do Brasil. (III-21). Another type similar to Figs. 8 and 9. On Scott's No. 109 and 111, the two 100 réis stamps of 1891 and 1893. If complete, this would read "L. Centro. Ambulante" with *turma* number at left. I have a similar cancellation on No. 116, about 24 mm. in diameter, inscribed at the top "L. do Centro." It is too blurred to trace accurately.

(3)All cancellations are on the 100 réis, 1894-97, Scott's No. 116, unless otherwise described.



1



2



3



4



5



6



7



8



9



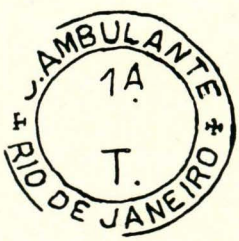
10



11



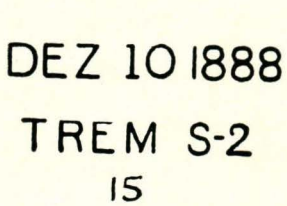
12



13



14



15



16



17



18



19



20



21

Brazilian Railroad Cancellations.

Figs. 11 and 12. E. F. C. B. (III-21). Fig. 12 has much heavier lettering than Fig. 11. I have a cancellation like Fig. 12 but of the third *turma.*

Fig. 13. On a newspaper stamp of 1889 loaned by Mr. Whittlesey. Probably used on the E. F. D. P. 2o but I cannot prove it. So far, I have seen this type of cancellation only on the newspaper stamps of 1889. The incomplete letter is a "C." Note Maltese cross which differentiates this type from Fig. 14.

Fig. 14. On a newspaper stamp of 1889 loaned by Mr. Urton. Note diamond of four dots at each side, chief difference between this cancellation and Fig. 13. The *turma* number is also different. "Ambulante" lacks its "e" and part of "Rio de Janeiro" is lacking. Mr. Urton possesses another cancellation similar to Fig. 14. Across the center it has a faint date, possibly 21 Jan 92, and it is from the second *turma.*

Fig. 15. From Ayres' *Catalogo,* No. 1695, on the 1885 issue. "Trem" has an obvious meaning, but I do not know the significance of the "S."

Fig. 16. I believe that this was used on the E. F. C. B. because it is very similar in type to Figs. 11 and 12. I do not know what the "S." stands for.

Fig. 17. From Ayres' *Catalogo,* No. 1699, on the 1881 issue. A Rio cancellation, perhaps used on the E. F. D. P. 2o.

Figs. 18 and 19. Both used in the Central Station of the E. F. C. B. (III-21), but I am not certain that Fig. 18 is a railroad cancellation. Earliest cancellation date I have for the type of Fig. 19 is Oct. 25, 1897. I have another which is similar to Fig. 19 but too faint to trace. It seems to read at the top "Ag. Central" (for Central Agency), and at the bottom "E. F. C. do Brazil." The date is illegible.

Figs. 20 to 23. These are all stations on the E. F. C. B. Fig. 20 is on Scott's No. 104, the 300 réis of the 1890-91 issue, loaned by Mr. Urton. It is interesting to note that a term which clearly belonged to the Empire was still in use several years after the establishment of the Republic. This town of Belem is at approximately km. 60 from Rio. Fig. 21 is for the same location and railroad, now using the new name adopted under the Republic. The "E." of "E. do Rio" stands for "Estado" in this case and not for either "Estação" or "Estrada" as in many others. Fig. 22 comes from the Pack Collection (Vol. X, p. 945). Except for the name of the station this cancellation is quite incomplete but was undoubtedly used on the E. F. C. B. as those initials are decipherable at bottom left. Fig. 23 was used in Espirito Santo, located more than 220 kms. from Rio. This is the first station beyond Parahybuna which is over the line in the state of Minas Geraes.

Figs. 24 and 25. Cancellations of the Porto Novo branch (III-22) of the E. F. D. P. 2o. Fig. 24 is from Ayres' *Catalogo,* No. 1698, on the 1876 issue. It is an early type and numbered for the first *turma,* which is rather unusual for this branch line as most of the Porto Novo cancellations I have seen are of the second *turma.* Fig. 25 appears on a Scott's No. 92, the 100 réis of 1885, loaned by Dr. Emerson. It differs from Fig. 24 in two particulars: omission of "de" from branch name and presence of a date.

Figs. 26 and 27. Fig. 26 is the most commonly found type of cancellation for this branch line. In the Pack Collection (Vol. X, p. 935) there is a portion of a cancellation like this one but from the third *turma.* Fig. 27 is unusual because of its small size.

Fig. 28. Ramal de São Paulo of the E. F. D. P. 2o. (III-22). Found on a 20 réis yellow newspaper stamp of the 1889 issue, loaned by Mr. Urton.

Figs. 29 and 30. I am reasonably certain that these were used on the Ramal de São Paulo of the E. F. C. B. (III-22). Although there are a number of towns by the name of Cachoeira on Brazilian railroads, the Cachoeira in the state of São Paulo was the last station of the R. de São Paulo of the E. F. C. B.



22



23



24



25



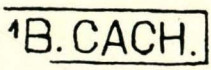
26



27



28



29



30



31



32



33



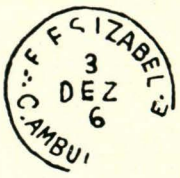
34



35



36



37



38



39



40

Brazilian Railroad Cancellations.

A branch line is often known by the name of the town at its beginning or end. Moreover, Fig. 30 is very similar in type to Fig. 26, used on the Porto Novo branch, part of the same railroad system. Fig. 29 is a box type which would probably be complete with the first part of the abbreviation "Amb." and the rest of the frame. I have another incomplete cancellation like Fig. 30, but from the second *turma*.

Rio de Janeiro

Fig. 31. Portella station is at the northeastern end of the Ramal de Cantagallo. (III-30). The rest of the date is illegible. I have this cancellation on a 100 réis (1894-97) with a type I head as a substitute in a plate of type V.

Fig. 32. From the Pack Collection (Vol. II, p. 121). Used out of Glycerio on a branch of the E. F. de Macahé. (III-31).

Fig. 33. I believe that this cancellation was used on the E. F. Santo Antonio de Padua. (III-32). Mr. Whittlesey has a copy dated Nov. 12, 1896.

Figs. 34 and 35. Cancellations of the E. F. Carangola. (III-34). Fig. 35 is from the Pack Collection (Vol. X, p. 915). I cannot complete the wording of it.

Fig. 36. From Ayres' *Catalogo*, No. 1236. I believe that this was used on the Carangola line. (III-34). So far as I know, the Carangola is the only railroad of which these facts are both true: its name could be abbreviated to E. F. de C. and one of its stations was called Belem. The "C." in the top line stands for *cidade*—city.

Fig. 37. E. F. Santa Izabel. (III-36). On a 20 réis green newspaper stamp of 1889, loaned by Mr. Urton. The lower half of the cancellation reads: "C. Ambulante."

Fig. 38. E. F. Maricá. (III-36a). From the Pack Collection (Vol. I, p. 25).

Minas Geraes

Figs. 39 to 41. E. F. Leopoldina. (III-47). Figs. 39 and 40 are from Ayres' *Catalogo*, Nos. 1458 and 1470, used on the 1866 and 1876 issues respectively. São Luiz is at km. 37 of the Leopoldina, Santa Isabel at about km. 50. I have been unable to locate Faria Lemos but the cancellation leaves no doubt as to its nature or relation with this line.

Fig. 42. I believe this to be a Leopoldina cancellation. It may have been used on the E. F. Alto Muriahé (III-48) which is a branch of the Leopoldina. There is a Recreio at km. 67 of the road. I have not been able to find Santa Lusia. Many towns in Brazil have changed names. In parentheses at the bottom of this cancellation there is a letter which I cannot decipher.

Fig. 43. E. F. Juiz de Fora e Piau. (III-49). The upper part means "Campello station." The lower part, if complete, would probably read "E. F. Juiz de Fora e Piau." I have one cancellation dated 29 Fev 95 *(sic)!*

Fig. 44. From Ayres' *Catalogo*, No. 1700, on the 1878 issue. This is a station on the E. F. Oeste de Minas. (III-50).

Fig. 45. This intriguing fragment may be a portion of a cancellation from the E. F. Oeste de Minas.

Fig. 46. E. F. Sapucahy. (III-53). From the Pack Collection (Vol. I, p. 161).

Figs. 47 and 48. E. F. Minas e Rio. (III-54). Fig. 48 is found on a Scott's 109, of the 1891 issue. This is the cancellation of a junction point as indicated by the word in the upper part: "Entroncamento."

Figs. 49 and 50. These are from the state of Minas Geraes, line unknown to me. Mr. Whittlesey supplied a 100 réis of 1899, perf. 5½-7, Scott's No. 143, showing Fig. 50.



41



44



42



43



45



46



47



48



49



50



51



52



53



54



55



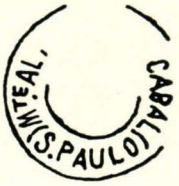
56



57



58



59



60



61

Brazilian Railroad Cancellations.

São Paulo

Figs. 51 and 52. Used from the *Norte*—north—station of the E. F. São Paulo e Rio de Janeiro. (III-55).

Figs. 53 and 54. From Santos, probably used on the E. F. Santos a Jundiahy. (III-56). Fig. 54 if complete would read at the top "Santos a S. Paulo" and at the bottom might read "C. Amb.-S. Paulo."

Fig. 55. Used on the Ramal do Cordeiro of the E. F. Paulista. (III-58).

Fig. 56. Ramal de Jahú of the E. F. S. Carlos do Pinhal. (III-59). I have a number of copies of this cancellation. No dates are really legible.

Figs. 57 and 58. E. F. do Jaboticabal. (III-60). "Ambul." on Fig. 57 is the only example of that abbreviation which I have yet found. For the type of Fig. 58, the earliest clear date is May 21, 1895.

Fig. 59. E. F. Monte Alto. (III-60). The upper part of the cancellation probably reads "Mte. Alto a Jaboticabal."

Fig. 60. Used from Caldas on the Mogyana. (III-61 and 62).

Fig. 61. Used on the Poços branch of the Mogyana. (III-62).

Fig. 62. This may have been used on the Poços branch of the Mogyana. I am not certain of the location of Canoas.

Figs. 63 to 65. Used on the Ramal do Ribeirão Preto of the Mogyana. (III-63). I assume that the numeral "3" in the lower part of Fig. 64 is the *turma* number. Fig. 65 is from the Pack Collection (Vol. III, p. 257; Vol. VII, p. 626).

Fig. 66. Used on the branch of the Mogyana running to Espirito Santo do Pinhal. (III-64).

Figs. 67 and 68. Used on the Amparo branch of the Mogyana. (III-64). The incomplete portion of Fig. 68 reads: "S. Paulo."

Figs. 69 to 72. Used on the E. F. Sorocabana. (III-65). Figs. 69 and 70 vary slightly in size of letters. I have another cancellation similar to these in size but showing part of an inscription "1 C. A. . . ." at the bottom and with a small cross where the *turma* number usually stands. It is too poor to trace. Fig. 71 is on Scott's No. 113, the 10 réis of 1897. Fig. 72 probably reads continuously around the circle: "Correio Ambulante de Tieté." This is the most poorly struck of all the railroad cancellations. I have three copies from which Fig. 72 is the net result.

Figs. 73 and 74. Used on the Ramal de Botucatú of the E. F. Sorocabana. (III-65). Fig. 73 is from the Pack Collection (Vol. VI, p. 562; Vol. X, pp. 945 and 948). Fig. 74 was used from Santa Ana do Rio Pardo.

Fig. 75. Used on the E. F. Ituana. (III-66).

Fig. 76. A São Paulo train cancellation. There is no way of identifying the line from the cancellation. This reads "1o Trem" at top. I have also a cancellation from a second train, second *turma*, and another, with somewhat thicker lettering, used on the first train, third *turma*.

Rio Grande do Sul

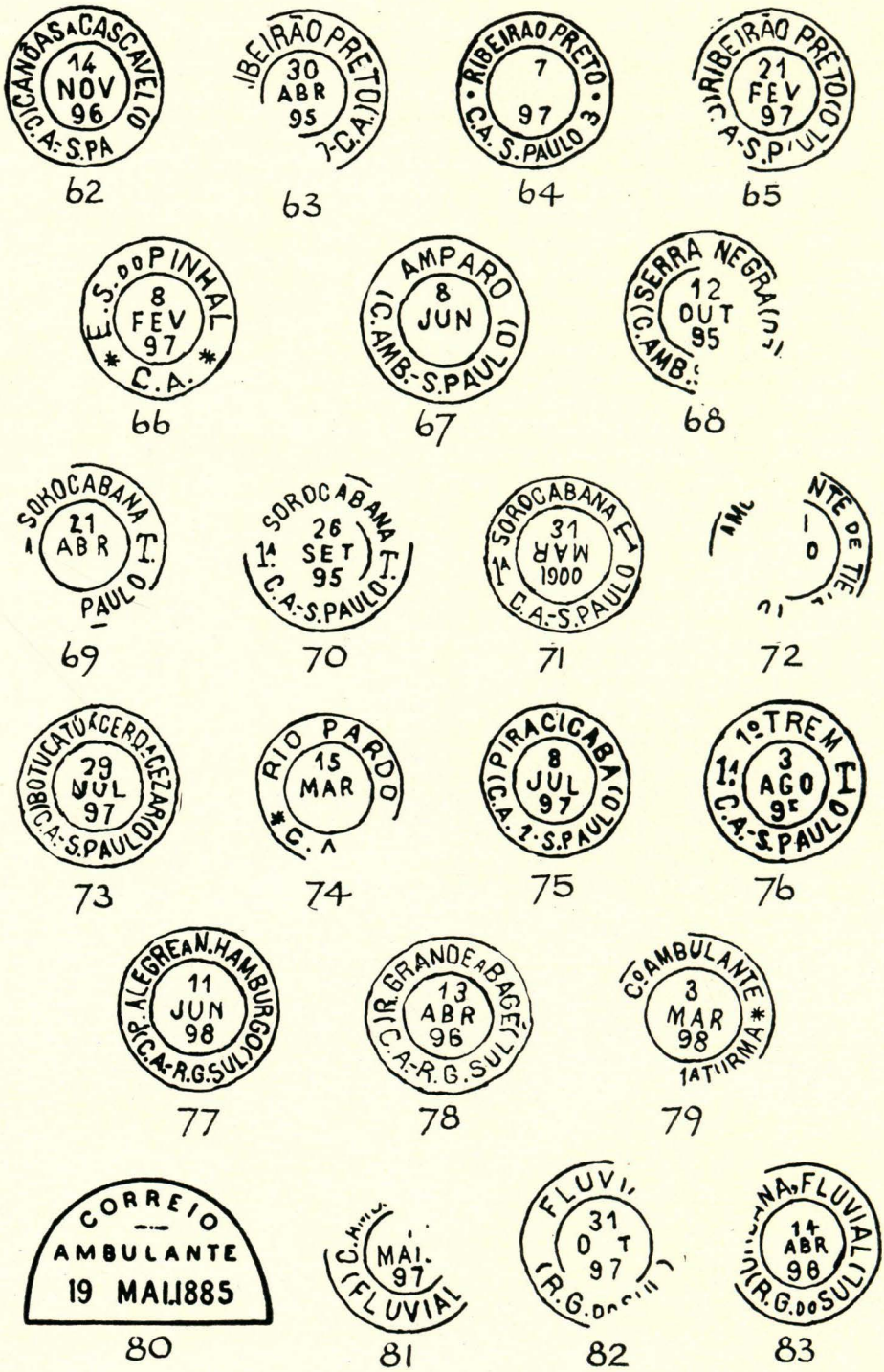
Fig. 77. Porto Alegre a Novo Hamburgo. (III-71).

Fig. 78. Rio Grande a Bagé. (III-72). From the Pack Collection (Vol. II, pp. 18 and 110).

Figs. 79 and 80. I do not know where these were used. Fig. 80 is from Ayres' *Catalogo*, No. 1701, used on the 1883 issue.

River Post Cancellations

Fig. 81 on a stamp from Mr. Whittlesey's collection bears the word *Fluvial* —river (adjective), thereby indicating that river post offices should be included



Brazilian Railroad Cancellations.

among travelling post offices. When I found the word *Terrestre*—land (adjective)—in the travelling post office cancellation of the state of Alagoas, I surmised that there must be some TPO's *not* on land service to make the distinction necessary. I have no conjecture as to the missing words of Fig. 81 but would like to believe it the counterpart of Fig. 4.

Palhano de Jesús(4) refers to the "Ramal Fluvial de Pelotas" as a subsidiary of one of the railroad companies in Rio Grande do Sul. Dawson(5) gives the name of the company which owned the Paulista railroad as the "Companhia Paulista de Ferreas e Fluviaes." Evidently the river post service was connected with and under the control of some of the railroad companies, at least in some cases.

Figs. 82 and 83 are also river post cancellations. Both are from the state of Rio Grande do Sul. Fig. 82, on Scott's No. 114, the 20 réis of 1894, is now in my collection but was originally discovered by my good friend, Roy N. Urton. The cancellation reads at the top "Fluvial" and at the bottom "(R. G. do Sul)." In Fig. 83 the incomplete word is "Urbana" which suggests a river post station. Some who have helped in the search for railroad cancellations have commented on their scarcity. Even scarcer are river post cancellations. The results presented here are the products of several years' diligent search. During that time I have seen only the three river post cancellations mentioned above and two stamps showing a twentieth century river post cancellation.

III. THE RAILROADS OF BRAZIL UP TO 1900

The following description of the Brazilian railroads in the nineteenth century contains all the information I have gathered from several sources, some in Portuguese, some in English. It is my hope that those who are interested in the field of railroad cancellations will find this outline of value in checking their collections.

Ribeiro Pessoa's study of Brazilian railroads,(6) though made in 1885, is still the most useful item for this subject. In the descriptive paragraphs it would be awkward to give the source for every statement. Let it be understood, however, that except for a very few items, the pre-1885 information comes from Ribeiro Pessoa. To fill out the century, we have Dawson's consular report of 1900, *Railways of Brazil.*(7) The reader may assume that most of the information covering the period 1886 to 1899 is drawn from this work. Two more recent studies have provided additional details and served as a check on earlier information. In Portuguese there is the excellent study by Palhano de Jesús(8) in 1920 and, in English, J. S. Duncan's *Public and Private Operation of Railways in Brazil.*(9) For studying railroads of the last century a geographical guide of 1900 would be most helpful but lacking that, I have found Pauwels' atlas(10) extremely useful.

In giving the location of any point on a railroad line, the distance is measured from its starting point. Thus, when we say, as in section 57 below, that Campo Limpo, the point of origin of the E. F. Bragantina, is at km. 129 on the E. F. Santos a Jundiahy, we mean that Campo Limpo is 129 kms. from Santos as the railroad runs.

(4) Palhano de Jesús, J. **Rapida noticia da viação ferrea do Brasil.** In **Diccionario historico, geographico, ethnographico do Brasil.** 1920. Vol. I, pp. 723-752.

(5) Dawson, Thomas C. **Railways in Brazil.** In 56th Congress, 1st Session, House of Representatives, Doc. No. 620, Part 4. Vol. LXIII, No. 239. Consular Reports. August, 1900. Washington, Government Printing Office, 1900. Pp. 405-442.

(6) Ribeiro Pessoa, Cyro Diocleciano, Junior. **Estudo descriptivo das estradas de ferro do Brazil . . . . .** Rio de Janeiro, Impresna Nacional, 1886. 9, v pp., 1 l., 500 pp. + tables.

(7) **Opus cit.**

(8) **Opus cit.**

(9) Published in N. Y. by the Columbia University Press, 1932. 243 pp. + map.

(10) Pauwels, Geraldo José. **Atlas geographico geral e especialmente do Brasil.** São Paulo, Companhia Melhoramentos, (1936?).

Pará

(1) Belem a Bragança. From Belem eastward. First section, Belem to Benevides, 30 kms., opened in 1884. By Nov. 30, 1885, 61 kms. finished, 202 kms. planned. By 1900, 105 kms. in operation.

Maranhão

(2) E. F. Flores a Caxias, opened in 1894, according to Dawson. Palhano de Jesús gives April 5, 1895 as the opening date for the first 69 kms. and July 9, 1895 for the rest. Total, 78 kms. Flores was formerly called S. José das Cajazeiras. It is on the Parahyba River, just across from Therezina, capital of Piauhy. The line runs northwest to Caxias on the Itapecurú River.

Ceará

(3) E. F. Sobral. From Camocim on the coast to Sobral and southward. First section from Camocim to Granja, 24 kms., opened Jan. 15, 1881. Reached Sobral in 1881 and Ipú at 216 kms., later.

(4) E. F. de Baturité. From Fortaleza on the coast to Baturité and south. First section, Fortaleza to Pacatuba with a branch to Maranguape, total 40 kms., opened Nov. 30, 1875. Reached Baturité in 1882. This railroad probably reached Quixeramobim by 1900. Total, 288 kms.

Rio Grande do Norte

(5) Natal a Nova Cruz. First section from Natal south, opened Sept. 28, 1881. Opened to Nova Cruz, 121 kms., Dec. 31, 1882.

Parahyba

(6) E. F. Conde D'Eu. From Parahyba (today called João Pessoa) to Molungú with branches south to Pilar and north to Independencia. Opened to Molungú, Sept. 7, 1883. At least 21 more kms. built before 1900. Total 141 kms. This was an entirely intra-state road until after 1900.

Pernambuco

(7) Recife a Olinda e Beberibe. Ran from Recife (also called Pernambuco) north to Olinda with a branch to Beberibe. Total, 12 kms. The main line to Olinda was opened July 24, 1870; the branch, Oct. 15, 1871. This line may not have carried mail.

(8) Recife a Caxangá, 18 kms., including a branch to Afflictos. Main line opened Aug. 12, 1867; the branch, Dec. 12, 1871. This is a suburban line. If it carried mail, it probably had no cancellations of its own.

(9) Recife a Limoeiro. From Recife, northwest to Limoeiro (Limoeira) with a branch northward to Timbauba. First section, Recife to Pau d'Alho, 48 kms., opened Oct. 24, 1881. Reached Limoeiro by Feb. 20, 1882, and Timbauba some time later. Total, 141 kms.

(10) Recife a Caruarú. From Recife west to Caruarú. First section to Jaboatão, 16 kms., opened March 25, 1885. The line reached Pombos, at 64 kms. by 1885 and Caruarú before 1900. Total, 180 kms.

(11) Recife ao São Francisco. From Recife southwest. Was to have reached the São Francisco River, which it has not done. First section, Recife to Cabo, 31 kms., opened Feb. 8, 1858. Line reached Palmares, 124 kms., Nov. 30, 1862, and a continuation, often referred to as the Palmares a Garanhuns, reached Quipapá, 72 kms. beyond Palmares, on Jan. 15, 1885. The line reached Garanhuns with a branch, 48 kms., to the Central de Alagoas before 1900.

Alagoas

(12) E. F. Central de Alagoas. From the port and capital, Maceió, northwest to S. José da Lage and into the state of Pernambuco to connect with the Recife ao São Francisco. First section of the main line, 88 kms., opened Dec. 3, 1884. Total, 150 kms. The company was authorized to build a branch line WNW toward Atalaia. This was done either before or after 1900.

(13) E. F. Paulo Affonso, so named because it parallels the famous Paulo Affonso falls on the São Francisco River. The railroad was built from Piranhas to Jatobá in Pernambuco to make a connection between the river traffic of the upper and lower São Francisco. Piranhas was served by a weekly river steamer from Penedo on the coast. First section of the road, opened Feb. 25, 1881; opened to Jatobá, 116 kms., Aug. 2, 1883.

Bahia

(14) E. F. da Bahia ao São Francisco. This road was planned to connect the city of Bahia (now called Salvador) with the São Francisco River at Joazeiro. Part of the same system was the Timbó branch (Ramal do Timbó). The main divisions of the line are the following: Bahia north to Alagoinhas, 123 kms.; Timbó branch from Alagoinhas northeast to Timbó, 82 kms.; Alagoinhas northwest to Joazeiro, 452 kms. This last is called the Alagoinhas a Joazeiro by Ribeiro Pessoa and the São Francisco by Dawson. Only cancellations, yet to be reported, will show what the various parts were called for postal purposes.

The first section of the main line out of Bahia, 13 kms., was opened June 28, 1860. The line reached Alagoinhas, Feb. 13, 1863. The first section on the northwestern division went to Serrinha, 110 kms., opened Nov. 18, 1880. The line reached Joazeiro "at least by 1894" (Dawson) or in 1896 (Palhano de Jesús). The Timbó branch was promised for use by December, 1886. We know at least that it was in use before 1900.

(15) E. F. Central da Bahia and its branch line, the Ramal da Feira. The latter, from Cachoeira on the north bank of the Paraguassú River, runs north 45 kms. to Feira and was opened provisionally April 7, 1875. The main line starts from São Felix on the opposite bank and runs generally west along the river valley to the diamond country. The first section to Tapera, 84 kms., was opened Dec. 23, 1881. It reached Queimadinhas, at 243 kms., on Jan. 11, 1885. Dawson gives the total figure as 317 kms., which might indicate that the present day stopping point at Itaeté was reached and another branch line running to the southwest, nearly to the modern Contendas, was completed by 1900.

(16) E. F. de Nazareth. From Nazareth, south of the Bahia de Todos os Santos and somewhat inland, generally west and south. First section to Onha, 8 kms., opened in 1875; opened to Capella de Santo Antonio, 34 kms., on Sept. 7, 1880. By 1900 the railroad had gone perhaps a little further than present day Areia since Dawson gives it 99 kms. trackage.

(17) E. F. Santo Amaro. This was a short line, 36 kms., from the town of that name, close to the north shore of the bay, to Jacú, opened Dec. 23, 1883. Dawson gives the same figure without place names. Duncan (p. 35) gives this line 110 kms. by 1885. It hardly seems possible that Ribeiro Pessoa would have overlooked this much trackage, for this would mean a line at least as long as the present branch from the Bahia ao São Francisco (section 14, above) running north to Santo Amaro and Bom Jardim.

(18) E. F. Bahia e Minas. Opened Nov. 9, 1882. From Caravellas in southern Bahia to Aymorés on the Mucury River and the border of the state of Minas Geraes, 142 kms. The line was to proceed west to Theophilo Ottoni in Minas. Dawson gives it 309 kms. which would bring the line to within about 70 kms. of Theophilo Ottoni before 1900.

Espirito Santo

(19) Victoria a Natividade. In 1898 this consisted of 21 kms., running west out of Victoria, the state capital. This line was probably not in public operation before 1900 since construction was still under way.

(20) E. F. Itapemirim or Cachoeiro. A line of 71 kms., running from Cachoeiro do Itapemirim to Duas Barras, opened Sept. 15, 1887.

The Federal District

(21) Estrada de Ferro Central do Brasil, i.e., E. F. C. B., known until the fall of the Empire in 1889 as the E. F. Dom Pedro 2o. This was perhaps the most important road in Brazil. It consisted of 724 kms. by 1885, 786 kms. in 1888, and 1222 kms. in 1900.

The main line ran northwest out of Rio and reached Queimados, 48 kms., on March 29, 1858; Belem, Nov. 8, 1863; north to Barra do Pirahy, 108 kms., Aug. 7, 1864; east to Entre Rios at 197 kms., Oct. 13, 1867; north into the state of Minas Geraes to Juiz de Fora at 275 kms., Dec. 30, 1875 and by Jan. 9, 1884 reached Queluz, 462 kms. Evidently the E. F. C. B. was well beyond Queluz by Jan. 1, 1888 because Palhano de Jesús gives that date for the completion of the short branch line connecting it with Ouro Preto, formerly the capital of Minas Geraes. The extension of the main line northward went on for a considerable distance, perhaps as much as 200 kms. beyond Queluz before 1900 because Dawson says that it ran up into the valley of the upper São Francisco River. It may have gone as far as Curvello.

(22) The principal branch lines in the order of their completion are three. *(1)* The Ramal do Porto Novo do Cunha from Entre Rios, northeast 61 kms. to Porto Novo in Minas, completed Aug. 2, 1871. *(2)* The Ramal de São Paulo from Barra do Pirahy westward through Barra Mansa and Rezende, on into the state of São Paulo to Queluz and Cachoeira for a total of 157 kms. The first 13 kms. were put in use on Jan. 20, 1871. The line reached Queluz on July 18, 1874 and Cachoeira on June 20, 1875. *(3)* The Ramal de Santa Cruz, starting from Sapopemba, at km. 21 on the main line, and running for 34 kms., reached Santa Cruz on Dec. 2, 1878 and Matadouro on Jan. 1, 1884. There were a few other very short branch lines established before 1900.

(23) The most important addition to the E. F. C. B. came in 1890 when the line took over the E. F. São Paulo e Rio de Janeiro (III-55) thereby adding 231 kms. of trackage from the terminus of the Ramal de São Paulo to the capital city of that state.

(24) E. F. Rio do Ouro ran from the city of Rio de Janeiro northwest to Rio do Ouro and the dams, 51 kms. It was built to help maintain the water-supply system of the capital (Duncan). Opened on Jan. 15, 1883. There were slight extensions later. This road probably had no travelling post office.

(25) E. F. do Corcovado is a cogwheel line up Corcovado peak, opened July 1, 1885. While it probably has no philatelic significance, its value to tourists is incalculable.

(26) The E. F. Melhoramentos, according to Dawson, after leaving Rio de Janeiro, ran parallel to the E. F. C. B. for 60 kms., then turned northeast to the Parahyba River valley. Total, 165 kms. This would give as its main stops: Belem, Paty do Alferes and perhaps Parahyba do Sul. I do not know when it went into operation.

(27) E. F. do Norte. Construction was begun in 1884. Its route was to be north out of Rio de Janeiro, then northeast along the bay to Magé, 70 kms. away. It was probably in operation before 1900.

Rio de Janeiro

(28) Principe do Grão Pará (called later the Grão Pará e Norte). From Mauá, on the north shore of Guanabara bay, 25 kms. to Petropolis, the summer capital of Brazil. First section to Fragozo, at the foot of the mountains, 14 kms., opened April 30, 1854; the oldest stretch of railroad in Brazil. Reached Petropolis, Feb. 20, 1883. The road was scheduled to go on through Areal and reach Entre Rios by April, 1900. This road was taken over by the Leopoldina before 1900.

(29) E. F. do Cantagallo and Ramal de Cantagallo. From the state capital, Nictheroy, east northeast to Portella on the Parahyba River. Actually the first section on the main line was from Porto das Caixas to Cachoeiras, 39 kms., opened April 22, 1860. The section from Nictheroy to Villa Nova, 26 kms., was opened Aug. 18, 1866. The connection with the first section was completed in 1868. The main line went on through Nova Friburgo, Bom Jardim and Cordeiro to Macuco, total 179 kms., opened Sept. 16, 1876. The Rio Bonito branch was added, connecting Porto das Caixas with Rio Bonito, 29 kms. to the east, and opened probably Dec. 6, 1880. This branch reached Macahé, about 100 kms. further on, before 1900. Sometime before 1900, also, the Cantagallo system of approximately 375 kms., became a part of the Leopoldina.

(30) Meanwhile on the Ramal de Cantagallo the first section connecting Cordeiro and Cantagallo, 6 kms., was opened on Jan. 1, 1876. The line reached Passagem, 61 kms. from Cordeiro, in 1882. It reached Portella, the present-day end of the line, no later than 1897 as shown by cancellations.

(31) E. F. Macahé e Campos, running between those towns, 96 kms. apart, was opened on June 13, 1873. Ribeiro Pessoa mentions a branch line of 7 kms. to Cupim. We have pretty definite proof of the existence in the '90s of the branch to Glycerio, about 40 kms. by rail out of Macahé, perhaps an extension of the Cupim branch. Dawson's statement that the Macahé e Campos was extended into southeastern Minas probably means that it turned westward from Campos to S. Fidelis.

(32) E. F. Santo Antonio de Padua. This was probably the connecting link between the Macahé e Campos and the Leopoldina line in Minas. The line ran from S. Fidelis west to Santo Antonio de Padua, then into Minas where it connected with the great Minas line. Total, 98 kms. First section, S. Fidelis to Vallão d'Antas, 24 kms., opened July, 1880. Opened to Miracema in 1883. This line, together with the Macahé e Campos, became part of the Leopoldina system before the turn of the century.

(33) E. F. Campista. A short freight line, listed by Dawson, which ran down the Parahyba valley to the sea. It may have carried mail since it had connection by boat to both Victoria and Rio de Janeiro.

(34) E. F. Carangola. In 1884 this line had a total of 188 kms. From Campos northward, the first short section opened on Nov. 19, 1877. It reached Murundú in 1878 and from this point a branch continued north to Itabapoana in Espirito Santo. In 1900 there was not yet a connection with Cachoeiro do Itapemirim. From Murundú the main line probably went southwest to cross the Muriahé River, then northwest to cross the line into Minas. It apparently continued north from there some 50 kms. further to reach Carangola in Minas by 1900. Before that date, this line became part of the Leopoldina system.

(35) E. F. União Valenciana. Started from Desengano, at km. 132 on the E. F. C. B., close to Vassouras, and proceeded generally north to Valença and over the line into Minas to Rio Preto. First section, 18 kms., opened May 1, 1871; opened to Rio Preto, July 9, 1880. Total, 63 kms.

(36) E. F. Santa Izabel do Rio Preto. From Barra do Pirahy northwest toward the Preto River which forms the northern boundary of the state of Rio de Janeiro. First section to Ipiabas, 24 kms., opened Oct. 20, 1881. Opened to

Santa Cruz, 52 kms., June 20, 1885, but still under construction to Santa Izabel. (Is today's Santa Rita this town of Santa Izabel?)

(36a) E. F. Maricá. This road, listed in Dawson's tables as being in Rio de Janeiro and consisting of 49 kms. of trackage, is something of a mystery. No other source mentions it. This may be the line running generally east out of Nictheroy through Maricá.

(37) E. F. Pirahyense. Runs southwest from Sant'Anna (km. 102 on the E. F. C. B.) to Pirahy, Passa Tres and S. Sebastião. First section to Pirahy, 18 kms., opened June 12, 1883; opened to S. Sebastião, 38 kms., Dec. 27, 1883.

(38) E. F. Barão de Araruama. From Entroncamento (which means junction point) near the Macabú River on the Macahé e Campos line, west to Triumpho, 40 kms. The line was opened to Conceição, June 19, 1879, and to Triumpho, Jan. 23, 1881. It may have been extended somewhat further by 1900.

(39) E. F. Campos a S. Sebastião. A short line, 18 kms., running southeast out of Campos. Opened to S. Gonçalo, 10 kms., June 5, 1873; to S. Sebastião (referred to also as Mineiros), Dec. 21, 1873.

(40) E. F. Rio das Flores, also called the Commercio e Rio das Flores. First section from Commercio (km. 146 of the E. F. C. B.) north to Taboas, opened Sept. 14, 1882. The line reached Santa Thereza, near the Flores River, 24 kms., on Aug. 1, 1883. By 1900 the line measured 53 kms. which would mean that it had continued to the northeast, paralleling the Preto River, crossed into Minas and joined the E. F. C. B. just north of Parahybuna.

(41) E. F. Rezende a Areias. From Rezende (km. 188 on the São Paulo Division of the E. F. C. B.) to Formoso. First section to Estalo, 18 kms., opened Nov. 15, 1877; opened to Formoso, 29 kms., Jan. 8, 1878. Dawson's figure of 49 kms. might mean that the company had completed the branch which it was authorized to build from Estalo to Campo Alegre, or it might indicate that the line had reached Areias by 1900. I cannot locate this line on the map.

(42) E. F. Ramal Bananalense. A short line, 29 kms., from Saudade (km. 156 on the São Paulo Division of the E. F. C. B.), south and slightly west to Bananal in São Paulo.

(43) E. F. do Sumidouro. From Porto Novo (end of the Porto Novo branch of the E. F. C. B.) south to Paquequer, 34 kms., opened Aug. 1, 1885. This line was absorbed into the Leopoldina system by June 11, 1885.

(44) E. F. Piedade a Therezopolis. From Piedade north to Therezopolis. Of the 45 kms. planned, only 22 kms., to the foot of the mountains, were finished before the turn of the century.

(45) E. F. Vassourense. This is a connecting line, 6 kms., between the city of Vassouras and the E. F. C. B. Opened April 5, 1884.

(46) E. F. Rio Bonito a Juturnahyba. Was built from Rio Bonito to Posse, 8 kms.; opened Jan. 12, 1882.

Minas Geraes

(47) E. F. Leopoldina. This extensive system, 2190 kms. by 1900, covered the eastern part of the state of Rio de Janeiro and the southeastern portion of the much larger state of Minas Geraes. It had taken over before 1900 the following lines already described: (*1*) the Grão Pará e Norte, with which the Leopoldina had no rail connection although the projected link from Petropolis to Entre Rios was planned for operation by April, 1900; (*2*) the Macahé e Campos and its continuation, the E. F. Santo Antonio de Padua; (*3*) the E. F. Carangola; (*4*) the E. F. do Cantagallo and its Ramal; and (*5*) the E. F. do Sumidouro.

The Leopoldina began as a short line, from Porto Novo 26 kms. northeast to Volta Grande, opened Oct. 8, 1874. Circling northwest, it reached Cataguazes, 105 kms. from Porto Novo in July, 1877. At the same time a branch line from Vista Alegre was completed, connecting the town of Leopoldina to the main

line. On Oct. 31, 1878, the Leopoldina took over the E. F. Rio Doce which had built 12 kms. of its projected road to Ponte Nova. The Leopoldina continued the line northwest to Ubá and then north toward Ponte Nova. The line reached Teixeiras, 39 kms. from Ponte Nova, by Dec. 21, 1885. It undoubtedly reached Ponte Nova before 1900.

(48) On April 14, 1883, the Leopoldina took over a short railroad, the E. F. de Itapetinga, which was re-named the Ramal de Pirapetinga. This was a feeder line from Volta Grande (at km. 26) to Pirapetinga, a total of 57 kms. The first 46 kms. of this road had been opened early in 1880 and had reached Pirapetinga before Jan. 5, 1883. On April 14, 1883 the Leopoldina absorbed the E. F. Alto Muriahé which had built at most only a few kilometers of track. This line started at Recreio (km. 67 on the Leopoldina) and proceeded northeast. The Leopoldina opened the first 86 kms. to Tapirussú on April 25, 1883. By Jan. 25, 1886 the line extended 158 kms. to Antonio Prado. It was this line which provided the connection between the former Carangola and the main line of the Leopoldina. An extension was planned to reach S. Lourenço de Manhuassú but I do not know whether or not this was completed before 1900.

(49) An important connection was added to the Leopoldina on Nov. 1, 1884 when that company took over the E. F. União Mineira. This line came to be known as the Ramal da Serraria. It started from the town of Serraria (km. 212 on the old E. F. D. P. 2o) just beyond Entre Rios and proceeded north, eventually to make the connection with the main line of the Leopoldina at Ubá. The first 49 kms. of this road to Bicas had been completed on May 13, 1879, and the line had reached Guarany, 18 kms. south of Ubá in 1883. The Ramal do Pomba, 27 kms. from Guarany northwest to Pomba, was completed before 1886. Another short branch ran from Furtado de Campos (at a point 14 kms. south of Guarany) in a southwesterly direction, 6 kms. to Rio Novo, opened July 31, 1883. This connection made possible the use of the E. F. do Piau (also called the E. F. Juiz de Fora e Piau) which eventually connected Juiz de Fora (km. 275 on the E. F. C. B.) with Rio Novo. As evidenced by the cancellations, the E. F. Juiz de Fora was in use by 1895, probably sooner. The Leopoldina took over the E. F. do Piau before 1900.

(50) E. F. d'Oeste (also called E. F. Oeste de Minas). It began as a line of 100 kms. from Sitio (km. 363 on the E. F. D. P. 2o) to São João d'El Rei, opened Aug. 28, 1881. Dawson gives the road 711 kms. as follows: starting from Sitio and proceeding west for 311 kms., then north for 400 kms. This would send the line up the Pará River valley toward the São Francisco River. A road from Barra Mansa (on the Ramal de São Paulo of the E. F. C. B.) was planned eventually to reach Catalão in Goyaz. In 1898, 41 kms. of this had been built north from Barra Mansa plus 81 kms. north and south of Ribeirão Vermelho.

(51) E. F. Pitanguy. Not listed by Dawson. Construction was begun Jan. 6, 1885. The road was to run from Christiano Ottoni (km. 438 on the E. F. C. B.) west to Miranda Bridge in the Pará River valley, close to the town of Pitanguy for a total of 220 kms.

(52) E. F. do Muzambinho. 238 kms. in two unconnected divisions in southwestern Minas. The line from Muzambinho to Tres Corações would account for most of this mileage. I do not know what the other division was.

(53) E. F. Sapucahy. 498 kms. Most of this is in the western division, from Baependy southwest through Itajubá, Ouro Fino and over the line into São Paulo to reach Mogymirim on the E. F. Mogyana. The eastern division ran from Barra do Pirahy in Rio to Livramento.

(54) E. F. Minas e Rio. From Cruzeiro (Ramal de São Paulo on the E. F. C. B.) in São Paulo to Tres Corações in Minas, 170 kms. This road was formerly called the E. F. Rio Verde, according to Palhano de Jesús. It makes possible the connections to Rio from both the Muzambinho and Sapucahy lines.

São Paulo

(55) E. F. São Paulo e Rio de Janeiro. From São Paulo east, then northeast, 231 kms. to Cachoeira, end of the Ramal de São Paulo of the E. F. C. B. Opened provisionally to Apparecida, 188 kms., Nov. 6, 1875; to Cachoeira on July 8, 1877. Taken over by the E. F. C. B. in 1890 (Duncan, p. 57).

(56) E. F. Santos a Jundiahy. From Santos, on the coast, generally northwest through São Paulo to Jundiahy, 139 kms., opened Sept. 18, 1868.

(57) E. F. Bragantina. From Campo Limpo (km. 129 on the Santos a Jundiahy) northeast to Bragança. First section to Atibaia opened May 4, 1884; opened to Bragança, 52 kms., Aug. 15, 1884.

(58) E. F. Paulista. From Jundiahy, generally northwest through Campinas to Rio Claro. Starting at Cordeiros (at km. 117) the Ramal do Cordeiro (also referred to as the R. de Mogyguassú) runs through Araras and Pirassununga to Descalvado. First section, Jundiahy to Samambaia, 38 kms., opened March 31, 1872. Opened to Campinas, 44 kms., Aug. 11, 1872; to Rio Claro, Aug. 11, 1876; on the branch to Araras, June 12, 1877; reached Descalvado, Nov. 7, 1881. Total, 242 kms. Dawson lists the Paulista as having 843 kms. without indicating its component parts.

(59) E. F. S. Carlos do Pinhal (known also as the Rio Claro), from Rio Claro to S. Carlos, 77 kms., opened provisionally on May 2, 1883 and definitively Oct. 15, 1884. Continuation of the Paulista line. A branch line to connect with Jahú was contemplated and 47 kms. were finished by 1886. The branch was in operation in the late '90s all the way to Jahú.

(60) E. F. do Jaboticabal. Not listed by my sources. The cancellations of the period show that the road existed. I am not sure of its route but the most logical line seems to me to be the extension from S. Carlos at the end of the E. F. S. Carlos do Pinhal (see section 59, above) northwest to Araraquara, then northeast and again northwest to Jaboticabal. The line was continued westward over the Jaboticabal mountains to Monte Alto under the name of E. F. Monte Alto (Palhano de Jesús).

(61) E. F. Mogyana. The line runs northward along the eastern side of the state and on 283 kms. into Minas Geraes. The total, by the turn of the century, was 1119 kms. Starting from Campinas, the line was opened to Jaquary, 35 kms., on May 3, 1875. A branch line from there to Amparo was opened later in the same year. The main line continued through Mogymirim, reaching Casa Branca, 173 kms., on Jan. 14, 1878.

(62) The Ramal de Caldas (called also Ramal de Poços) starts just beyond Caldas, which is km. 134 on the E. F. Mogyana, at Cascavel. It runs northeast over the mountains to Poços de Caldas in Minas Geraes. The total for this branch is 77 kms.

(63) On the E. F. Mogyana, the 140 kms. from Casa Branca to Ribeirão Preto were often referred to in the nineteenth century as the Ramal do Ribeirão Preto. That town was reached Nov. 23, 1883. I can give no dates for the rest of the line which continues on through Batataes, Franca, Canoas, Jaguara, Uberaba in Minas Geraes, and on at least to Araguary. According to Dawson, the line was within 95 kms. of Catalão in Goyaz at the time of his report.

(64) Two branch lines of the E. F. Mogyana I have not found listed. One runs from Mogyguassú about 30 kms. to Espirito Santo do Pinhal. The other is the Amparo branch which starts from the main line about 30 kms. north of Campinas and runs eastward to Amparo, then north in a half circle to Serra Negra. Both of these lines were completed by 1895, perhaps sooner.

(65) E. F. Sorocabana. Originally this line ran west and slightly north from São Paulo through Sorocaba to Tieté, 186 kms. The first section to Sorocaba, 111 kms., was opened in July, 1875. It was opened to Tieté on Jan. 1,

1883 for a total of 186 kms. Two of the branches planned were probably completed in the '90s. One was the Ramal de Tatuhy, leaving the main line at Boituva (km. 162) and going on through Tatuhy to Itapetininga. The second was the Ramal de Botucatú which connected Cerquilho (km. 178) and Botucatú, 92 kms. from that point. Comparison of present-day railroad maps with cancellations of the period under discussion shows that the line was extended westward to Santa Cruz on the Pardo River before 1900.

(66) E. F. Ituana. From Jundiahy northwest, then southwest and south to Itú. This section was opened April 17, 1873. From Itaicy, 46 kms. out of Jundiahy, another part of the road turned northwest to Piracicaba, reached Feb. 20, 1876, for a total of 162 kms. A short branch line from Capivary was started to connect the Ituana with Tieté on the Sorocabana. About 35 kms. of this connection were completed.

According to Duncan (p. 58) the last two roads described were amalgamated in 1892 as the Companhia União Sorocabana e Ituana. He gives the length of the two lines in 1893 as 397 kms. on the Sorocabana and 239 kms. on the Ituana. These figures are very nearly the sum of those given above. Dawson gives the total as 950 kms., a figure which, even allowing for expansion in the last seven years of the century, seems extraordinary.

(67) The remaining São Paulo lines are all cited by Dawson only. Santos and São Vicente, 16 kms. in the harbor of Santos. São Paulo and Santo Amaro, 21 kms. to the south from the capital of the state, opened in 1887. Santos and Guarujá, 6 kms., across from Santos to Guarujá on the island of Santo Amaro, opened in 1895. The Itatibense, a 23 kms. line connecting Itatiba with the Paulista. Finally, a group of short lines which, perhaps with the Itatibense, supplied various private coffee companies,—the Campineiro, 44 kms.; the Dumont, 65 kms.; São Paulo Coffee Estates, 15 kms.; and the Cantareira, 13 kms. It is doubtful that these lines had special cancellations.

Paraná

(68) E. F. Paranaguá a Coritiba. A line originally connecting the two towns whose names it bears. The first section westward from Paranaguá to Morretes, 40 kms., was opened Nov. 17, 1883; opened to Coritiba (often spelled Curityba), 110 kms., Feb. 3, 1885. Dawson adds the following facts. Total mileage, 438 kms., with an extension to Ponta Grossa completed in 1894. The figure given by Dawson suggests that the short branch from Morretes to Antonina and the longer southern extension of the line to Lapa and Rio Negro had been completed. This line is called the E. F. Paraná.

(69) E. F. São Paulo a Rio Grande. Eventually this line connected the railway systems of São Paulo with those of the southernmost state of Brazil, as the name implies. In 1890 the company was granted a concession to build a line from Itararé in southern São Paulo to Santa Maria in central Rio Grande (Palhano de Jesús). However, in spite of its name, the line did not cross either the northern or southern border of the state of Paraná until after 1900. Palhano de Jesús says that on Jan. 1, 1900, 149 kms. of road were opened from Piauhi (modern Pirahy?) north of Ponta Grossa, to Vallinhos, south of that town. Dawson gives the date as December, 1899 and the distance as 229 kms.

Santa Catharina

(70) E. F. D. Thereza Christina. A short line, 111 kms., from Ibituba on the coast, southward to the town of Minas, called Bom Retiro by Palhano de Jesús, but not to be confused with another town of the same name about 100 miles inland from Florianopolis.

Rio Grande do Sul

(71) E. F. Porto Alegre a Novo Hamburgo. From the capital, 42 kms. northward. Opened to S. Leopoldo, April 14, 1874; to Novo Hamburgo, Jan. 1, 1876. This is the oldest line in the state.

(72) E. F. Rio Grande a Bagé. From Rio Grande around the end of Patos Lagoon and north to Pelotas, then generally west and north to Bagé, 283 kms. Opened Dec. 2, 1884.

(73) E. F. Uruguayana. This road, sometimes referred to as the Porto Alegre a Uruguayana, was originally begun as two separate roads, the E. F. Taquary a Cacequy and the E. F. Cacequy a Uruguayana. Taquary is a town on the Taquary River, 80 kms. by boat from Porto Alegre. The section from Taquary west to Cachoeira, 147 kms., was opened March 7, 1883. The line reached Santa Maria in 1887. By 1900 it had reached Cacequy. The E. F. Cacequy a Uruguayana as planned in 1885 was to be 259 kms. long. Dawson gives the total length of the line as 498 kms., which might indicate that the whole line was in operation by 1900. A branch line was then nearly complete from Cacequy southeast to Bagé. At the time of planning, these 209 kms. were scheduled to be called the E. F. Bagé a Cacequy.

(74) E. F. Cruz Alta (also called the E. F. Santa Maria). This was a line intimately connected with the Uruguayana. Distances as given by my sources vary greatly. In any event the line began at Santa Maria, on the Uruguayana and in the center of the state, and ran generally north to Cruz Alta, then more northeast to Passo Fundo, more than half the distance from Santa Maria to the northern border of the state. The line reached Passo Fundo in 1898. From here on the difficulties of laying track in the more mountainous country slowed up the work. The line did not cross the state boundary before 1900.

(75) E. F. Quarahim a Itaquy. Starting in the southwestern corner of the state of Rio Grande do Sul from Quarahim (also called Quarahy and not to be confused with another town by the same name on the Uruguay-Brazil border but 100 kms. further east) north through Uruguayana to Itaquy, 176 kms. It was begun in 1883 and completed before 1900.

(76) E. F. São Jeronymo. A line of 40 kms., from Minas on the Arroyo dos Ratos north to S. Jeronymo, on the south bank of the Jacuhy River, about 50 kms. east of Porto Alegre. The line served a coal mine.

The contrast between the list of railroads described above and the cancellations found so far indicates that study in the field of the railroad cancellations of Brazil has barely begun. Although I feel fairly certain that there was no postal service in conjunction with many of these lines, I am sure that cancellations representing other railroads do exist. With the help of other philatelists, it will be possible to make substantial additions to our present knowledge. I hope especially that more will be learned about the River Post cancellations of Brazil. This material is apparently so difficult to find that anything further will add a great deal in proportion to what we know now.

Official List of Post Offices In Brazil In 1888-1890

As submitted to the General Administration in Rio de Janeiro by the Provincial Administrations

(The post offices in the Province of Rio de Janeiro were not included in the list, as they were directly under the General Administration.)

(Arranged for this All-Brazil Issue by Dr. J. Fred Emerson.)

PROVINCE OF ALAGOAS

Capital: Maceió

Agua Branca
Alagôas
Anadia
Assembléa
Atalaia
Bello Monte
Branca
Camaragibe
Capella
Coruripe
Igreja Nova
Imperatriz
Ingazeira
Jacuhype
Jaraguá
Leopoldina
Limoeiro
Marogogy
Matriz de Camaragibe
Mundahú-Meirim
Muricy
Palmeira
Pão de Assucar
Paulo Affonso
Penedo
Piassabussú
Pilar
Pióca
Piquete
Piranhas
Porto Calvo
Porto de Pedras
Porto Real do Collegio
Poxim
Quebrangulo
Sant'Anna de Ipanema
Santa Ephigenia
Santa Luzia do Norte
Santo Antonio da Boa Vista
S. Braz
S. José do Bolão
S. José da Lage
S. Luiz de Quitunde
S. Miguel dos Campos
S. Miguel dos Milagres
Traipú

PROVINCE OF AMAZONAS

Capital: Manaos

Barcellos
Borba
Coary
Codajás
Conceição
Itacoatiara
Labrea
Manicoré
Moura
Parintins
S. Paulo de Olivença
Silves
Tabatinga
Teffé

PROVINCE OF BAHIA

Capital: Bahia (Sao Salvador)

Abbadia
Abrantes
Agua Fria
Agua Quente
Alagoinhas
Alcobaça
Aldeia
Alegre
Almas
Amargosa
Andarahy
Angical
Aramary
Aymorés
Barracão
Barra do Rio de Contas
Barcellos
Belmonte
Bom Conselho
Bom Jesus da Lapa
Bom Jesus dos Meiras
Bom Jesus do Rio de Contas
Brejinho
Brejo Grande
Brejos
Brottas de Macahubas
Cachoeira
Cachoeira de Belmonte
Caetité
Calçada
Camamú
Camassary
Camisão
Campo Largo
Capim Grosso
Cannavieiras
Caravellas
Caravellas (estação)
Carinhanha
Catú
Cayrú
Chique-Chique
Cidade da Barra
Coité
Collonia Leopoldina
Conde
Curralinho
Duas Barras
Entre Rios
Feira de Sant'Anna
Geremoabo
Ilhéos
Imperial Villa da Victoria
Inhambupe
Itaparica
Itapicurú
Itiuba
Jacobina
Jacú (estação)
Jaguaripe
João Amaro
Joazeiro
Lençóes
Macahubas
Mapelle
Maracás
Maragogipe
Marahú
Matta de S. João
Minas do Rio de Contas
Monte Alegre
Monte Alto
Monte Santo
Morro do Chapéo
Nazareth
Nova Boipeba
Nova Lage
Orobó
Ouriçamguinhas
Periperi
Peruipe
Pilão Arcado
Platafórma
Poçoes
Pojuca
Pombal
Ponte da Companhia Bahiana
Porto Seguro
Prado
Purificação
Queimadinhas
Riacho de Sant'Anna
Riacho da Casa Nova
Riachão de Jacuipe
Rio das Eguas
Salôbro
Santa Clara
Santa Cruz
Santa Cruz
Santa Izabel
Santa Luzia
Santa Rita

Santa Sé
Santarém
Santo Amaro
Santo Antonio da Barra
Santo Antonio da Gloria
Santo Antonio de Jesus
Santo Antonio das Queimadas
S. Felippe
S. Gonçalo
S. Gonçalo dos Campos
S. José de Porto Alegre
S. Sebastião
S. Vicente Ferreira (d'Areia)
Serrinha
Sitio Novo
Soure
Tapera
Taperoá
Timbó
Tucano
Umburanas
Una
Urubú
Valença
Viçoza
Villa Nova da Rainha
Villa de S. Francisco

PROVINCE OF CEARA

Capital: Fortaleza (Ceará)

Acarahú
Acarape
Aquiraz
Aracaty
Arneiroz
Assaré
Barbalha
Baturité
Boa Viagem
Brejo dos Santos
Brejo Secco
Cachoeira
Camocim
Campo Grande
Canindé
Canôa
Cascavel
Coité
Conceição
Crato
Espirito Santo
Estação Central E. F. Baturité
Granja
Ibiapina
Icó
Iguatú
Imperatriz
Independencia
Ipú
Jaguaribe-mirim
Jardim
Lavras
Limoeiro
Maranguape
Maria Pereira
Massapê
Meruoca
Milagres
Missão Velha
Pacatuba
Palma
Pedra Branca
Pentecoste
Pereiro
Principe Imperial
Quixadá
Quixeramobim
Riacho do Sangue
Saboeiro
Sant'Anna
Sant'Anna do Brejo Grande
Santa Quiteria
S. Benedicto
S. Bernardo
S. Francisco
S. João do Principe
S. Matheus
S. Pedro
Sobral
Soure
Tamboril
Trahiry
Umary
União
Varze Alegre
Viçosa

PROVINCE OF ESPIRITO SANTO

Capital: Victoria

Alegre
Alfredo Chaves
Alto-Guandú
Anchieta
Arraial do Espirito-Santo
Baixo Guandú
Barra de S. Matheus
Cachoeira do Itapemerim
Cariacica
Conceição do Muqui
Conde d'Eu
Estação do Castello
Guarapary
Itapemerim
Limoeiro
Linhares
Mimoso
Nova Almeida
Piuma
Pombal
Riacho
Rio Novo
Rio Pardo
Santa Cruz
Santa Leopoldina
Santo Eduardo
Serra
S. José do Calçado
S. Matheus
S. Miguel dos Veados
S. Pedro de Alcantara do Itabapoana
Vianna

PROVINCE OF GOYAZ

Capital: Goyaz

Allemão
Arrayas
Bella-Vista
Boa-Vista
Bomfim
Catalão
Cavalcante
Conceição
Corumbá
Curralinho
Entre-Rios
Flores
Formosa
Forte
Jaraguá
Jatahy
Leopoldina
Mestre d'Armas
Monte do Carmo
Morrinhos
Natividade
Nova-Roma
Palma
Paracanjuba
Philadelphia
Piabanha
Pilar
Porto Nacional
Posse
Pyrenopolis
Rio-Bonito
Rio Verde
Sant'Anna d'Antas
Santa Cruz
Santa Luzia
Santa Maria do Araguaya
Santa Maria de Taguatinga
Santa Rita do Paranahyba
Santa Rosa
Santo Antonio da Cachoeira
S. Domingos
S. José do Jamimbú
S. José do Tocantins
S. Vicente do Araguaya

PROVINCE OF MARANHAO

Capital: Sao Luiz do Maranhao

Alcantara
Alto Mearin
Anajatuba
Arary
Arayoses
Barra do Corda
Barreirinhas
Barro Vermelho
Brejo
Burity
Cajapió
Carolina
Carutapèra
Caxias
Chapada
Chapadinha
Codó
Coroatá
Cururupú
Engenho Central
Gameleira
Guimarães
Icatú
Imperatriz
Itapecurúmirim
Loreto
Mearim
Mirador
Miritiba
Monção
Passagem Franca
Pastos Bons
Pedreiras
Penalva
Pericuman
Picos
Pinheiro
Riachão
Rosario
Santa Helena
Santa Quiteria
S. Bento
S. Bernardo
S. Francisco
S. José dos Cajazeiras
S. José dos Mattoes
S. Vicente Ferrer
Tury-Assú
Tutoya
Urubú
Vargem Grande
Vianna
Victoria do Alto Parnahyba
Villa do Paço

PROVINCE OF MATTO GROSSO

Capital: Cuyaba

Corumbá
Diamantino
Livramento
Matto Grosso
Miranda
Nioac
Poconé
Rosario
Sant'Anna do Paranahyba
S. José de Herculania
S. Luiz de Caceres

PROVINCE OF MINAS GERAES

Capital: Bello Horizonte

Abaeté
Abbadia
Abbadia do Bom Successo
Abbadia dos Dourados
Abre Campo
Aguas de Caxambú
Aguas de Contendas
Agua Limpa
Agua Limpa
Agua Suja
Aguas Virtuosas
Alagôas
Alagôas de Ayuruoca
Alfenas
Andayassú
Antonio Dias Abaixo
Antonio Pereira
Antonio Prado
Aracaty
Araguary
Araponga
Arassuahy
Arassuahy (Mercês)
Araxá
Arcos
Atterrado
Aureliano Mourão
Ayuruoca
Baependy
Bagagem
Bagres do Curvello
Bagres do Rio Branco
Bambuhy
Banco Verde
Barão de Camargos
Barã o de Cotegipe
Barbacena
Barra Longa
Barranco Alto
Barreado
Barreira do Triumpho
Barreiras
Barroso
Bateas
Bello Horizonte
Bemfica
Bicas
Boa Familia
Boa Vista de Marianna
Boa Vista de Montes Claros
Bocaina
Bocaina, Bomfim de M. Claros
Bomfim
Bomfim do Pomba
Bom Jardim
Bom Jesus do Amparo
Bom Jesus da Cachoeira do Alegre
Bom Successo
Bom Successo
Bom Successo do Urucú
Borda da Matta
Brumado de Pitanguy
Buarque de Macedo
Burity da Estrada
Cabo Verde
Cachoeira do Brumado
Cachoeira do Campo
Caethé
Cajurú
Calambáo
Caldas
Cambuhy
Cambuquira
Campanha
Campestre
Campo Bello
Campo Limpo
Campo Mystico
Candêas
Canna Verde
Capão Redondo
Capella Nova do Betim
Capella Nova das Dores
Capellinha das Dores
Capellinha da Graça
Capello
Capim Branco
Capivary
Capivary do Paraizo
Carandahy
Caratinga
Carmo
Carmo da Bagagem
Carmo da Cachoeira
Carmo do Campo Grande
Carmo da Escaramuça
Carmo das Luminarias
Carmo da Matta
Carmo do Paranahyba
Carmo do Rio Claro
Carmo do Rio Verde
Carrancas
Cataguazes
Cattas Altas de Matto Dentro
Cattas Altas de Noruega
Cedofeita
Chacara
Chapéo d'Uvas
Christiano Ottoni
Christina
Claudio
Cocaes
Coimbra
Commendador Filgueiras
Conceição
Conceição da Apparecida
Conceição da Barra
Conceição da Boa Vista
Conceição da Boa Vista do Recreio
Conceição do Casca
Conceição de Ibitipoca
Conceição do Rio Verde
Conceição do Serro
Conceição do Turvo
Congonhal
Congonhas
Congonhas da Boa Esperança
Congonhas do Campo
Congonhas do Norte
Congonhas de Sabará
Conquista
Contagem
Contendas de Montes Claros
Coromandel
Correio d'Anta
Corregos
Costas
Crystaes
Cuiethé
Cuithé
Curimatahy
Curvello
Dattas
Descoberto
Desterro de Itapecirica
Diamante
Diamantina
Dias Tavares
Dionysio
Divino do Carangola
D. Eusebia
Dores do Atterrado
Dores da Boa Esperança
Dores do Campo Formoso
Dores de Guanhães
Dores do Guaxupé
Dores do Indaiá
Dores de Monte Alegre
Dores do Parahybuna
Dores da Patusca
Dores da Santa Juliana
Dores do Turvo
Dores da Victoria
Douradinho
Empossado
Engenheiro Lisboa
Entre Folhas
Entre Rios
Ermida dos Campos
Espirito Santo
Espirito Santo dos Coqueiros
Espirito Santo do Itapecirica
Espirito Santo do Mar de Hespanha
Espirito Santo da Varginha
Ewbank da Camara
Faria Lemos
Ferreira Lage
Formiga
Formoso
Fructal
Furquim
Furtado de Campos
Garimpo dos Camoes
Gloria do Muriahé
Gloria de Queluz
Gonçalves Ferreira
Gorutuba
Gouveia
Gramma
Grão Mogol
Guaicuhy
Guaraciaba
Guarany
Honorio Bicalho
Ibertioga
Ibituruna
Ilhéos
Inficionado
Inhaúma
Inhaúma
Itabira
Itabira do Campo
Itajubá
Itambé de Matto Dentro
Itambé do Serro
Itapecirica
Itatiaiussú
Itaverava
Itinga
Ivahy
Jaboticatubas
Jacaré
Jacuhy
Jaguary
Januaria
Jequery
Jequitahy
Jequitibá
Jesus, Maria e José
João Ayres
Juiz de Fóra
Lafayette
Lage
Lagôa Dourada
Lagôa Formosa
Lagôa Santa
Lambary
Lamim
Laranjal
Lavras
Lavras
Leopoldina
Ligação
Lima Duarte
Lima Duarte
Livramento de Ayuruoca
Livramento de Barbacena
Macaya
Machadinho
Madre de Deus do Turvo

Malacacheta
Manga
Mantiqueira
Maravilhas
Marcès do Pomba
Mar de Hespanha
Marianna
Marianno Procopio
Mathias Barbosa
Mathias Leme
Mattosinhos
Mello Barreto
Mello do Desterro
Mendanha
Milho Verde
Minas Novas
Monte Alegre
Monte Bello
Monte Santo
Monte Sião
Monte Verde
Montes Claros
Morada Nova
Morro Alto
Morro da Garça
Morro do Pilar
Morro Vermelho
Musambinho
Mutuca
Nazareth
Nazareth
N. S. do Amparo da Serra
N. S. do Bom Despacho
N. S. do Carmo
N. S. da Conceição de Estiva
N. S. das Dores do Arcado
N. S. da Gloria
N. S. das Necessidades do Rio do Peixe
N. S. do Patrocinio de Guanhães
N. S. do Porto de Guanhães
N. S. do Retiro
N. S. Madre de Deus da Angustura
N. S. Mãe dos Homens
Olhos d'Agua
Oliveira
Oliveira do Piranga
Ouro Branco
Ouro Fino
Ouro Fino
Ouros
Palmyra
Pantano
Papagaio
Pará
Paracatú
Parahyba de Matto Dentro
Paraúna
Passa Cinco
Passa Quatro
Passa Tempo
Passa Vinte
Passagem de Marianna
Passos
Patrocinio
Patrocinio do Muriahé
Pau Grosso
Paulistas
Paulo Moreira
Peçonha
Pedra Negra
Penha de França
Penha Longa
Pequi
Perdoes
Perdoes
Piau
Piedade da Boa Esperança
Piedade dos Geraes
Piedade da Leopoldina
Piedade de Minas Novas
Piedade do Paraopeba
Piedade da Ponte Nova
Pimenta
Pindahybas
Pinheiro
Piranga
Piranga
Pirangussú
Pirapetinga
Piraúba
Piremhy
Pitanguy
Pochrane
Poços de Caldas
Pomba
Pombense
Ponte Nova
Porto Novo do Cunha
Porto Real de S. Francisco
Porto de Santo Antonio
Porto Seguro
Pouso Alegre
Pouso Alto
Pouso Alto
Pouse Alto do Serro
Prados
Prados
Prata
Prata
Pratinha
Providencia
Puaia
Queluz
Quilombo
Recreio
Remedios
Ressaquinha
Retiro
Riacho Fundo
Rio das Mortes
Rio de Pedras
Rio de S. Francisco
Rio Branco
Rio Doce
Rio Manso
Rio Novo
Rio Pardo
Rio Pardo da Leopoldina
Rio Preto
Rio Verde
Rio Vermelho
Roça Grande
Roças Novas
Rochedo
Rodrigo Silva
Rosario
Rosario
Rosario da Limeira
Sabará
Sacramento
Sacramento
Salinas
Salto Grande
Sant'Anna da Agua Boa
Sant'Anna dos Alegres
Sant'Anna do Alfié
Sant'Anna do Capivary
Sant'Anna de Cataguazes
Sant'Anna do Deserto
Sant'Anna dos Feixados
Sant'Anna dos Ferros
Sant'Anna do Inhahy
Sant'Anna do Morro do Chapéo
Sant'Anna do Onça
Sant'Anna do Parnahyba
Sant'Anna do Pirapetinga
Sant'Anna do Rio das Velhas
Sant'Anna de S. João Acima
Sant'Anna de Sapé
Sant'Anna de Sapucahy
Sant'Anna de Sapucahy-mirim
Sant'Anna da Vargem
Santa Barbara
Santa Barbara
Santa Barbara das Canôas
Santa Barbara do Monte Verde
Santa Barbara do Rio Novo
Santa Barbara do Tugurio
Santa Catharina
Santa Clara
Santa Cruz da Chapada
Santa Cruz do Escalvado
Santa Fé
Santa Helena
Santa Helena da Cabelluda
Santa Isabel
Santa Luzia
Santa Luzia do Carangola
Santa Margarida
Santa Maria
Santa Maria de S. Felix
Santa Maria de Uberaba
Santa Quiteria
Santa Rita
Santa Rita de Cassia
Santa Rita da Extrema
Santa Rita do Gloria
Santa Rita de Ibitipoca
Santa Rita de Jacutinga
Santa Rita do Rio Abaixo
Santa Rita do Rio Claro
Santa Rita do Rio Claro
Santa Rita dos Patos
Santa Rita de Sapucahy
Santiago
Santissimo Coraçáo de Jesus
Santo Amaro
Santo Antonio do Amparo
Santo Antonio do Aventureiro
Santo Antonio do Chiador
Santo Antonio do Gloria
Santo Antonio do Gorutuba
Santo Antonio de Itacambira
Santo Antonio de Jacutinga
Santo Antonio da Lagôa
Santo Antonio do Machado
Santo Antonio da Matopió
Santo Antonio de Muriahé
Santo Antonio da Olaria
Santo Antonio dos Patos
Santo Antonio da Ponte Nova
Santo Antonio da Pratinha
Santo Antonio do Riacho dos Machados
Santo Antonio do Rio Abaixo
Santo Antonio do Rio Acima
Santo Antonio do Rio do Peixe
Santo Antonio do Rio José Pedro
Santo Antonio dos Silveiras
Santo Antonio da Tapéra
Santo Antonio dos Teixeiras
Santo Antonio dos Tiros
S. Braz do Suassuhy
S. Caetano de Chopotó
S. Caetano de Marianna
S. Caetano da V. Grande
S. Domingos do Arassuahy
S. Domingos da Bocaina
S. Domingos de Marianna
S. Domingos do Prata
S. Domingos do Rio do Peixe
S. Francisco
S. Francisco do Agua Pé
S. Francisco de Assis do Capivara
S. Francisco das Chagas do C. Grande
S. Francisco do Gloria
S. Francisco de Paula de Juiz de Fóra
S. Francisco de Paula de Oliveira
S. Francisco de Salles
S. Geraldo
S. Gonçalo do Ibituruna
S. Gonçalo do Pará
S. Gonçalo da Ponte
S. Gonçalo do Rio Abaixo
S. Gonçalo do Rio Preto
S. Gonçalo do Sapucahy
S. Gonçalo do Serro
S. Gonçalo das Tabocas
S. Gothardo
S. João Baptista do Bom Successo
S. João Baptista das Cachoeiras
S. João Baptista da Chapada
S. João Baptista da Terra Branca
S. João Baptista da Terra Branca
S. João d'El-Rei
S. João d'El-Rei
S. João Evangelista
S. João do Gloria
S. João do Matopió
S. João do Morro Grande
S. João Nepomuceno
S. João Nepomuceno de Lavras
S. João do Rio de Pedras
S. João da Vigia

S. Joaquim
S. Joaquim da Serra Negra
S. José dos Alegres
S. José d'Alem Parahyba
S. José do Barroso
S. José dos Botelhos
S. José do Carrapicho
S. José do Chopotó
S. José do Jacury
S. José da Lagôa
S. José do Paraiso
S. José do Paraopeba
S. José da Pedra Branca
S. José do Picú
S. José do Rio Preto
S. José do Tijuco
S. José de Tocantins
S. José de Toledo
S. Julião (Miguel Burnier)
S. Lourenço do Manhuassú
S. Luiz
S. Miguel do Anta
S. Miguel de Guanhães
S. Miguel do Jequitinhonha
S. Miguel do Piracicaba
S. Miguel da Ponte Nova
S. Paulo do Muriahé
S. Pedro
S. Pedro dos Ferros
S. Pedro do Jequitinhonha
S. Pedro do Suassuhy
S. Romão
S. Roque
S. Sebastião
S. Sebastião do Areado
S. Sebastião da Cachoeira Alegre
S. Sebastião do Corrego do Meio
S. Sebastião das Correntes
S. Sebastião do Curral
S. Sebastião da Encruzilhada
S. Sebastião do Herval
S. Sebastião do Jaguary
S. Sebastião da Matta
S. Sebastião do Paraiso
S. Sebastião da Pedra do Anta
S. Sebastião da Pedra Branca
S. Sebastião do Rio Preto
S. Sebastião do Sacramento
S. Sebastião da Serra do Salitre
S. Sebastião das Torres
S. Simão
S. Thomé das Lettras
S. Vicente Ferrer
Sarandy
Saude
Serranos
Serro
Sete Cachoeiras
Sete Lagôas
Setubinha
Silveira Lobo
Simão Pereira
Sinimbú
Sitio
Socego
Soledade (E. F. M. e Rio)
Soledade do Chiador
Soledade de Itajubá
Sucuricú
Taboleiro Grande
Taboleiro do Pomba
Tapirussú
Tapirussú
Taquarassú
Tartaria
Thebas
Theophilo Ottoni
Tiradentes
Tiradentes
Tocantins
Tombos do Carangola
Trahiras
Tremedal
Tres Corações
Tres Pontas
Turvo
Turvo
Ubá
Ubá do Furquim
Uberaba
Uberabinha
Urucú de Minas Novas
Vargem Alegre
Vargem Grande
Vauassú
Venda Nova
Ventania
Veredinha
Vermelho
Vermelho Novo
Viçosa
Virginia
Vista Alegre
Volta Grande
Volta Grande do Sapucahy

PROVINCE OF PARA

Capital: Belem (Pará)

Abaeté
Acará
Alemquer
Anajás
Aveiros
Báião
Benevides
Bragança
Breves
Cachoeira
Cairary
Cametá
Chaves
Cintra
Curralinho
Curuçá
Fáro
Gurupá
Igarapémery
Irituias
Itaituba
Macapá
Marapanim
Mazagão
Melgaço
Mocajuba
Mojú
Monte Alegre
Muaná
Obidos
Oeiras
Ourem
Portel
Porto de Moz
Prainha
Salinas
Santarem
S. Domingos Boa Vista
S. Miguel do Guamá
S. Sebastião Boa Vista
Soure
Vigia
Villarinho do Monte
Vizeu

PROVINCE OF PARAHYBA DO NORTE

Capital: Parahyba

Alagôa Grande
Alagôa Nova
Alagôa do Monteiro
Araruna
Areia
Bananeiras
Batalhão
Brejo do Cruz
Cabaceiras
Cajazeiras
Campina Grande
Catolé do Rocha
Conceição de Piancó
Conde
Cuité
Esperança
Independencia
Ingá
Itabaianna
Mamanguape
Misericordia
Mulungú
Patos
Pedras de Fogo
Piancó
Pilar
Piloes
Pombal
Princeza
Santa Luzia
S. João
S. João de Souza
S. Miguel da Bahia da Traição
Serra da Raiz
Soledade
Souza
S. Thomé
Teixeira

PROVINCE OF PARANA

Capital: Curityba

Ambrozios
Antonina
Arraial Queimado
Assunguy de Cima
Boa Vista
Campina Grande
Campo Largo
Castro
Chapecó
Chopim
Conchas
Cupim
Florestal
Guarakessava
Guarapuava
Guaratuba
Iguassú
Jaguaryahiva
Jatahy
Lapa
Morretes
Novo Tyrol
Palmas
Palmeira
Paranaguá
Pirahy
Piraquara
Ponta Grossa
Porto de Cima
Rio Negro
S. João da Graciosa
S. João do Triumpho
S. José da Boa Vista
S. José dos Pinhaes
S. Luiz
Serra Azul
Superaguy
Therezina
Thomazina
Tibagy
União da Victoria
Votuverava

PROVINCE OF PERNAMBUCO

Capital: Recife (Pernambuco)

Afogados de Ingazeira
Agua Preta
Agua Preta
Aguas Bellas
Alagôa de Baixo
Alagôa Secca
Alagoinhas
Alliança
Altinho
Angelica
Angelim
Aripibú
Baraúna
Barra da Jangada
Barreiros
Bebedouro
Beberibe
Belém de Maria
Bello Jardim
Bem-te-vi
Bezerros
Boa Viagem
Boa Vista
Bom Conselho
Bom Jardim
Bonito
Brejo
Brum
Buique
Cabo
Cabrobó
Camaragibe
Campo Grande
Campos Frios
Canhotinho
Caruarú
Catende
Caxangá
Chá de Caspina
Chá Grande
Cimbres
Cinco Pontas
Correntes
Cruangy
Cuyambuca
Encruzilhada
Escada
Estação Central
Exú
Fernando de Noronha
Flôres
Floresta
Frecheiras
Gamelleira
Gamelleira de Buique
Garanhúns
Gloria de Goytá
Goyanna
Granito
Gravatá
Iguarassú
Ilha
Ingazeira
Ipojuca
Ipojuca
Itambé
Jaboatão
Jaqueira
Jatobá do Brejo
Jatobá de Tacaratú
Jurema
Lagôa do Carro
Lagôa do Cavalleiro
Lagôa dos Gatos
Leopoldina
Limoeiro
Limoeiro
Malhadinhas
Marayal
Monteiro
Morenos
Nazareth
Nossa Senhora da Paz de Afogados
Nossa Senhora do O' de Goyanna
Olho d'agua dos Bredos
Olinda
Olinda
Ouricury
Palmares
Palmeira
Panellas
Páo d'Alho
Pedra
Pedra Tapada
Pesqueira
Petrolina
Prazeres
Pureza
Quipará
Riacho Doce
Ribeirão
Rio Formoso
Russinha
Salgueiro
Santa Cruz
Santa Rita
Santo Antonio do Tará
S. Benedicto
S. Bento
S. Caetano da Raposa
S. Gonçalo de Uma
S. João de Garanhuns
S. João dos Pombos
S. José do Belmonte
S. José da Corôa Grande
S. José do Hygito
S. Lourenço
S. Vicente
Serinhaem
Sertãosinho
Surubim
Tacaratú
Tamandaré
Tapera
Taquaretinga
Tegipio
Timbaúba
Timbó-assú
Tiúma
Tracunhaem
Triumpho
Varzea
Vertentes
Vicencia
Victoria
Villa Bella

PROVINCE OF PIAUHY

Capital: Therezina

Alto Longá
Amarante
Amarração
Apparecida
Barras
Batalha
Bom Jesus da Gurgeia
Burity dos Lopes
Campo-Maior
Castello
Colonia
Corrente
Jaicós
Jeromenha
Livramento
Mattoes
Oeiras
Parnaguá
Parnahyba
Paulista
Peripery
Picos
Piracuruca
Porto-Alegre
Regeneração
Santa Filomena
Santo Antonio
S. João do Piauhy
S. Raymundo Nonato
União
Valença

PROVINCE OF RIO GRANDE DO NORTE

Capital: Natal

Acary
Angicos
Apody
Arêz
Assú
Canguaretama
Caraúbas
Ceará-merim
Goyaninha
Imperatriz
Jardim
Macahyba
Macáu
Mossoró
Nova Cruz
Papary
Pau dos ferros
Porto Alegre
Principe
Sant'Anna de Mattos
S. José
São Miguel
Serra Negra
Touros
Trahyre
Triumpho

PROVINCE OF RIO GRANDE DO SUL

Capital: Porto Alegre

Alegrete
Alto Uruguay
Arroio Grande
Bagé
Bom Jardim
Bom Jesus da Vaccaria
Bom Principio
Caçapava
Cachoeira
Cacimbinhas
Campo Bom
Campo Novo
Cangussú
Caxias
Conceição do Arroio
Conde d'Eu
Cruz Alta
D. Isabel
D. Pedrito
Dores de Camaquam
Dous Irmãos
Encruzilhada
Estrella
Gravatahy

Harmonia
Herval
Itaquy
Jaguarão
Lagôa Vermelha
Lavras
Livramento
Mont'Alverne
Monte Negro
Mustardas
Nonohay
Novo Hamburgo
Palmeira
Passo Fundo
Pedras Brancas
Pelotas
Piratiny
Povinho do Boqueirão
Quarahy
Rio Grande
Rio Pardo
Rosario
Santa Christina
Santa Cruz
Santa Isabel
Santa Maria
Santa Victoria
Santo Amaro
Santo Angelo
Santo Antonio da Patrulha
S. Borja
S. Francisco de Assis
S. Francisco de Paula
S. Gabriel
S. Jeronymo
S. João de Camaquam
S. José do Hortencio
S. José do Norte
S. José do Patrocinio
S. Leopoldo
S. Lourenço
S. Luiz Gonzaga
S. Martinho
S. Miguel
S. Sebastião do Cahy
S. Sepé
S. Vicente
Serrito de Cangussú
Silveira Martins
Soledade
Taquara
Taquary
Teutonia
Torres
Tres Forquilhas
Triumpho
Uruguayana
Vaccaria
Viamão
Villa Rica

PROVINCE OF SANTA CATHARINA

Capital: Desterro

Araranguá
Barra Velha
Blumenau
Camboriú
Campos Novos
Cannavieiras
Curitibanos
Garopaba
Imaruhy
Imbituba
Indayal
Itajahy
Itapocoroy
Jaguaruna
Joinville
Lages
Lagôa
Laguna
Merim
Nova Trento
Orleans do Sul
Palhoça
Paraty
Porto Bello
Ribeirão
Rio Vermelho
Santissima Trindade
Santo Antonio
S. Bento
S. Francisco
S. João Evangelista
Biguassú
S. Joaquim da Costa da
Serra
S. José
S. Luiz Gonzaga
S. Pedro Apostolo
Theresopolis
Tijucas
Tubarão
Urussanga
Villa Nova

PROVINCE OF SAO PAULO

Capital: Sao Paulo

Agua Branca
Alambary
Amparo
Anhumas
Apiahy
Apparecida
Apparecida de Batucatú
Araçariguama
Araraquara
Araras
Arêas
Arujá
Atibaia
Bacaetava
Bananal
Banharão
Barreiro de Baixo
Barreiros (S. José)
Baruery
Bataiaes
Bebedouro
Bella Vista
Bom Successo
Botucatú
Bragança
Braz
Brotas
Buquira
Cabreuva
Caçapava
Cachoeira
Caconde
Cajurú
Campinas
Campinas
Campo Alegre
Campo Largo
Campo Limpo
Campos Novos
C. N. do Paranapanema
Cananéa
Capitão-Mór
Capivary
Caraguatatuba
Carmo de Franca
Casa Branca
Casa Branca
Cascavel
Charqueada
Colonia
Colonia de Cananéa
Conceição dos Guarulhos
Conchas
Cordeiros
Corrego Fundo
Corumbatahy
Costa Pinto
Cravinhos
Cruzeiro
Cruzeiro
Cubatão
Cunha
Cuscuzeiro
Cutia
Descalvado
D. Pedro II
Dous Corregos
Engenheiro Mendes
Escript. Comp. Fluvial
Espirito Santo dos Barretos
Espirito Santo de Batataes
Espirito Santo da Boa Vista
Espirito Santo da Fortaleza
Espirito Santo do Pinhal
Espirito Santo do Rio do
Peixe
Espirito Santo do Turvo
Farias
Fartura
Faxina
Formoso
Fortaleza
Franca
Guabirobas
Guararema
Guaratinguetá
Guarehy
Ibitinga
Iguape
Indaiatuba
Ipanema
Iporanga
Itaicy
Itanhaem
Itapecerica
Itapetininga
Itapura
Itaquaquecetuba
Itaquery
Itaquery de Cima da Serra
Itararé
Itatiba
Itatinga
Itú
Itupeva
Jaboticabal
Jacarehy
Jacupiranga
Jaguara
Jaguary
Jaguary de Iguape
Jahú
Jambeiro
Jundiahy
Juquery
Juquiá
Lage
Lageado
Lagoinha
Laranjal
Lavrinhas
Lavrinhas
Leme
Lençóes
Limeira
Loanda
Lorena
Louveira
Luz
Matto Grosso de Batataes
Matto Secco
M. Boy
Mocóca
Mogy das Cruzes
Mogy-guassú
Mogy-mirim
Monte Mór
Monte Mór
Morro Grande
Morro Pellado
Natividade
Nazareth
Olhos d'Agua
Oliveiras
Parahybuna
Paraiso
Paranapanema
Parnahyba
Passa-Quatro
Patrocinio de Santa Isabel
Patrocinio do Sapucahy
Pederneiras
Pedreiras
Penha de França
Penha do Rio do Peixe
Pereiras

Piedade
Pilar
Pindamonhangaba
Pinhalzinho
Pinheiros
Piquete
Piracicaba
Pirassununga
Pitangueiras
Ponte do Tieté
Porto do Amaral
Porto do Cedro
Porto Cunha Bueno
Porto Feliz
Porto Ferreira
Porto do Jaboticabal
Porto João Alfredo
Porto Martins
Porto de Lençóes
Porto dos Pinheiros
Porto da Prainha
Porto do Pulador
Prainha
Queluz
Quilombo
Quiririm
Rebouças
Redempção
Remanso
Ressaca
Ribeira
Ribeirão Bonito
Ribeirão Branco
Ribeirão Grande
Ribeirão Preto
Ribeirão Preto
Rifaina
Rio Bonito
Rio Claro
Rio Grande
Rio Novo
Rio das Pedras
Rio Verde
Rocinha
Rozeira
Salto Grande
Salto do Itú
Salto do Macuco
Santa Barbara
Santa Barbara
Santa Barbara do Rio Pardo
Santa Branca
Santa Cruz da Conceição
Santa Cruz dos Palmeiros
Santa Cruz do Rio Pardo
Santa Isabel
Santa Maria
Santa Maria
Santa Rita do Paraiso
Santo Amaro
Santo Antonio da Alegria
Santo Antonio da Boa Vista
Santo Antonio da Cachoeira
Santo Antonio do Pinhal
Santos
S. Bento
S. Bernardo
S. Carlos
S. João da Boa Vista
S. José dos Campos
S. José do Morro Agudo
S. José do Parahytinga
S. José do Paranapanema
S. José do Rio Pardo
S. José do Rio Preto
S. Luiz
S. Manoel
S. Miguel
S. Miguel Archanjo
S. Pedro
S. Pedro do Turvo
S. Roque
S. Sebastião
S. Sebastião da Ponte Nova
S. Simão
S. Vicente
Sapé (Jatahy)
Sapé do Jahú
Sarapuhy
Serra Azul
Serra Azul
Serra Negra
Sertãosinho
Sete Barras
Silveiras
Soccorro
Sorocaba
Tambahú
Tanquinho
Tatú
Tatuhy
Taubaté
Tieté
Tijuco Preto
Tremembé
Tres Barras
Ubatuba
Una
Vallinhos
Vamirangas
Vargem Grande
Victoria
Villa Bella
Villa Costina
Villa Marianna
Villa Raffard
Visconde de Parnahyba
Visconde do Pinhal
Visconde do Rio Claro
Xiririca

PROVINCE OF SERGIPE

Capital: Aracajú

Aquidaban
Arauá
Buquins
Campos
Capella
Curral de Pedras
Divina Pastora
Espirito Santo
Estancia
Ilha do Ouro
Itabaiana
Itabaianinha
Itaporanga
Japaratuba
Lagarto
Larangeiras
Maroim
N. S. das Dôres
Pacatuba
Propriá
Riachão
Riachuelo
Rosario
Santa Luzia
Santo Amaro
S. Christovão
Simão Dias
Siriry
Soccorro
Villa Christina
Villa Nova

Note: The duplication of place names in the above list is due to a common custom of the period. Sometimes it merely indicates that there were both a City or Town Post Office and a Railway Station Post Office.

PROVINCE OF RIO DE JANEIRO

Capital: Nicteroy

Official List of 1858-59

Published in 1930 by Dr. Plinio Ayrosa With Addenda by Roberto Thut in 1939

Aldea da Pedra
Aldea de S. Pedro
Amparo
Angra dos Reis
Apparceida
Araruama
Arrozal
Barra de São João
Barra Mansa
Bemposta
Cabo-Frio
Campos
Cantagallo
Capivary
Carapebus
Carmo
Conceição da Ribeira
Desengano
Dores
Estrella
Iguaba-Grande
Iguassu
Ipiabas
Itabapoana
Itaborahy
Itacurussa
Itaguahy
Jacarehy
Macahé
Mage
Mambucaba
Mangaratiba
Maricá
Mendes
Nicteroy
Nova Friburgo
Pampulha
Paquetá
Parahiba do Sul
Parahibuna
Paraty
Passa-Tres
Paty do Alferes
Pedro do Rio
Petropolis
Pirahy
Porto das Caixas
Porto Novo do Cunha
Porto Velho do Cunha
Pouso Secco
Quissaman
Resende
Rio Bonito de Itaborahy
Rio Bonito de Valença
Rio Claro
Rio das Ostras
Sacco de Mangaratiba
Sant'Anna das Palmeiras
Sant'Anna da Santissima Trindade
Santa Cruz
Santa Isabel do Rio Preto
Santa Maria Magdalena
Santa Rita
Santa Theresa da Valença
Santo Antonio de Capivary
Santo Antonio de Padua
Santo Antonio de Sá
São Bom Jesus de Itabapoana
São Domingos
São Fidelis
São Francisco de Paula
São Gonçalo
São João da Barra
São João do Principe
São José da Cacaria
São Sebastião do Alto
Sapucaia
Saquarema
Sumidouro
Valença
Vallão dos Veados
Vassouras

Bibliography of Books and Magazine Articles on the Stamps of Brazil

A. Catalogs.

Ayres, Paulo: **Catalogo de Carimbos (Brasil—Imperio).** Sao Paulo, Sociedade Philatelica Bandeirante, 1937. xxxv + 152 pp.
Same, reviewed by Godden, Vol. 5, No. 1.
Same, reviewed by Melville in S. L., Vol. 30, No. 6 (Nov. 1937).
Same, reviewed in P. J. G. B., No. 560 (Aug. 1937).
Clérot, Leon F.: **Catalogo historico dos sellos postaes do Brasil, 1843-1925.** Rio de Janeiro, Braz Lauria, 1926. 172 pp.
Clérot, Leon F.: **Catalogo historico e descriptivo dos sellos postaes do Imperio do Brasil.** Rio de Janeiro, 1932.
Guatemosim, Dorvelino: **Catalogo Brasil de selos nacionais. . .** 2nd edition. Rio de Janeiro, 1933. 304 pp.
Same, **Suplemento,** published by the author, June, 1938. 28 pp.
Kloke, José (Chairman of the Catalogue Committee, S. P. P.): **Catalogo historico dos sellos-typos do Brasil.** Sao Paulo, S. P. P., 1921.
Thut, Roberto: **Catalogo Thut de sellos postaes do Brasil.** Sao Paulo, published by the author, 1934. 140 pp. + plates.
Vieira, C. Ottoni: **Catalogue historique des timbres-poste et entières du Brésil.** Paris, Garnier, 1894. vi + 80 pp.

B. General Treatises.

Bloss, A. William (writing as "Bill Bloss"): Brazil—**A Country for the Amateur Specialist.** In A. P., May, 1930. 4 pp.
Guatemosim, Dorvelino: **Miscelanea historica, postal e filotelica nacional.** Sao Paulo, published by the author, 1935. 307 + 4 pp.
Mahé, Pierre: **The Stamps of Brazil.** In G. M. J., Vol. 19 (1911), Nos. 217, 218, 220, 222, 223, 225, 226, 228.
Munk, Dr. Herbert: **Brazil** (In German). In Kohl's Handbook, section 3.
Same, translated into English by Henry A. Meyer, annotated by Dr. J. Fred Emerson and Prof. Ralph E. Warner. In C. C. P., July and October, 1940.
Napier, Lt.-Col. G. S. F.: Brazil or Brasil? In L. P., Vol. 49, p. 54 (March, 1940) and Vol. 50, p. 137 (July, 1941).
de Sanctis, Dr. Mario: **Carimbos e marcas postaes do Brasil.** Sao Paulo, Casa Mayença, 1927. 35 pp.
de Sanctis, Dr. Mario: **Matasellos y Marcas Postales del Brazil.** In Rev. de la Soc. Fil. Argentina, No. 222, Vol. 28, No. 3. (May and June, 1924). 9 pp., illus.
Schlichting, Henry: **Brazil—Its Postage Stamps.** In M. W. S. N., June 4 and 11, 1934.
Warner, Prof. Ralph E.: Why I Collect Brazil. In M. W. S. N., Dec. 24, 1928, p. 741.

C. The Numeral Issues, 1843-66.

Brookman, L. G.: **The 100th Anniversary of the "Bull's Eyes" Stamps of Brazil as Seen Thru the Medium of the Collection of Mr. Saul Newbury.** In A. P., July 1943. 20 pp. (Reprinted in this number of The Collectors Club Philatelist.)
Emerson, Dr. J. Fred: **The Bull's Eyes of Brazil.** (A comparative study of the obliterations and their relative rarity, 1843-44.) In C. C. P., July, 1926.
Emerson, Dr. J. Fred: **The Slanting Numerals of Brazil, 30, 60, and 90 Reis.** In A. P., April, 1939, p. 623 ff. 5 pp. (Reprinted with addenda by the author in this number of The Collectors Club Philatelist.)
Emerson, Dr. J. Fred: **Brazil, the 20 Reis of 1850—A Postage Due or Unpaid Letter Tax?** In A. P., February, 1942. (Reprinted in this number of The Collectors Club Philatelist.)
Godden, Frank: **Brazilian Bull's Eyes** (from the Newbury Collection). In Godden, Vol. 2, No. 8. 5 pp., illus.

Heinze, Generalkonsul E.: **Altbrasilien.** Potsdam, Edmund Stein, 1919. 20 pp. + plate.
Howard, Walter: **The First Postal Issue of Brazil.** Reprinted in W. G. P. No. 279, from P. J. G. B. 1 page.
Kloke, José: **A exposiçao sobre a origem dos desenhos, a gravaçao das matrizes e preparaçao das chapas dos "olhos de boi."** Sao Paulo, S. P. P., 1922.
Kloke, José: **Os Olhos de Boi.** Rio de Janeiro, Club Philatelico do Brazil, 1938.
Kloke, José: **Bull's Eyes, The First Stamps of Brazil.** Translated into English by Lig. Leveson. 44 pages, one side.
Lindquist, Harry L.: **The Bull's Eyes of Brazil—Based on the Collection of Saul Newbury.** In The Stamp Specialist, Green Book (April, 1943). 18 pp., illus. Containing a list of cancellations which is reprinted in this number of The Collectors Club Philatelist.
Napier, Lt.-Col. G. S. F.: **The Stamps of the First Issue of Brazil.** London, Séfi, Pemberton & Co., 1923. 121 pp. + 40 plating charts.
Napier, (then) Capt. G. S. F.: **The Stamps of Brazil.** In L. P. (A long series of articles, of which those covering the numeral issues appear in:) Jan., March, April, May, July, 1911.
Napier, Lt.-Col. G. S. F.: **The Stamps of the Brazilian Empire.** In L. P. No. 541, (Jan., 1937). 8 pp. + 2 plates.
Napier, Lt.-Col. G. S. F.: **Brazil—Types of the Second Issue.** In L. P., Vol. 49, p. 2 ff. (Jan., 1940).
Thut, Roberto: **Brazil—The 30 Reis Stamp of the Second Issue.** In A. P., Aug., 1939, p. 936 ff., 8 pp. illus.
Ward, Philip H., Jr.: **The Early Stamps of Brazil.** In M. W. S. N., Feb. 28, Mar. 14, Apr. 18, July 4, 1938. Illus.
No author named: **Exhibit of Brazil 1843 Issue.** In M. W. S. N., March 21, 1932.
No author named: **Brazil—The Stamps of the First Issue.** In P. J. G. B., Nos. 534, 541. Illus.
No author named: **Reprints of the First Issue of Brazil.** In G. M. J., June, 1927.

D. The Later Empire Period.

Everard, R. D.: **The Dom Pedro Series, 1866-79.** In S. C., No. 903. 3 pp.
Hennan, Dr. Clarence W.: **Brazil Dom Pedro Issues.** In A. P., March, April, 1932. 11 pp. + 6 plates. (Reprinted in this number of The Collectors Club Philatelist.)
Jewell, Capt. Chas.: Brazilian Postal Service in Paraguay during the War of 1863-69, under title **"Covers with History."** In The Philatelist (Robson Lowe, London), Vol. 7, No. 11. 2 pp., 3 illus.*
Kloke, José: **Gibt es brasilianische Soldatenmarken?** In Die Postmarke (Edwin Mueller, Vienna), 1932, No. 276. 2pp., 1 illus.
Kloke, José: **A catalogaçao dos sellos de 200 reis do ultimo decennio do Imperio.** In Boletim de S. P. P., No. 17, March, 1932.
Kloke, José: **Certeza mathematica.** In Boletim de S. P. P., No. 22, August, 1933.
Kloke, José: **O sello de 200 reis de 1881.** In R. G. P., No. 10, Jan.-March, 1934.
Kloke, José: **Novas verificaçoes sobre a emissao de 1881 e o sello de 200 reis desta emissao.** In Boletim de S. P. P., No. 20, April, 1934.
Kloke, José: **Qual o sello de 200 reis emittido em 1881?** In Sul Philatelico (Porto Alegre), No. 5, May, 1934.
Morgenthau, J. C.: **Check List of Shades and Perforations of the 1890-93 Issue of Brazil.** In P. O., No. 90. 3 pp.
Napier, (then) Capt. G. S. F.: **The Stamps of Brazil.** In L. P. (a long series of articles, of which those covering the later Empire issues appear in:) July, August, October, November, 1911.
Napier, Lt.-Col. G. S. F.: **The Stamps of the Brazilian Empire.** In L. P., Jan., 1937. 8 pp. + 2 plates.
Pemberton, P. L.: **Brazil—the 200 reis of 1866.** In P. J. G. B., No. 538.
Ronna, Fernando: **A origem de emissao de 15 de Julho de 1881.** In R. G. P. No. 5, Oct.-Dec., 1932.
Thut, Roberto: **Brazil 1881-82, Precedence of the Plates of the 200 Reis Stamps.** In A. P., April and May, 1941. 11 pp., illus.
No author named: **Brazil—Variety of the 200 Reis Dom Pedro.** In P. J. G. B., No. 542.

* The reader is cautioned against accepting the findings of this article, and also the findings of Dr. Munk on the same subject in Kohl's Handbook, translated in C. C. P., Oct., 1940, p. 313, without first studying the immediately following article by José Kloke, **Gibt es brasilianische Soldatenmarken?,**

E. The Early Republican Period (1890-1905).

Barata, Frederico: **A serie de 1894.** In Brazil Philatelico, Vol. 7, No. 39, p. 120. May-June, 1938.

Napier, (then) Capt. G. S. F.: **The Stamps of Brazil.** In L. P. (a long series of articles, of which those covering the early Republican period appear in:) Oct., 1911 and Jan., 1912.

Napier, Lt-Col. G. S. F.: **The Early Issues of the Republic of Brazil.** In L. P., Vol. 49, p. 130 ff. and Vol. 50, p. 136 ff.; July, 1940, and July, 1941.

Pack, Charles Lathrop: **Brazil 1894—Die Varieties—A Graphic Chart.** In M. W. S. N., No. 1142, Nov. 16, 1912. Better, in P. J. A., Vol. 23, No. 5, 1912.

Pack, Charles Lathrop: **The Brazil 100 Reis of 1894-97.** In G. M. J., Vol. 20, No. 230, pp. 46-52, Feb. 29, 1912. Reprinted in P. G., Vol. 2, No. 13, pp. 210-217, March 1, 1912.

Pack, Charles Lathrop: **More About the Brazil 100 Reis of 1894-97.** In G. M. J., Vol. 20, No. 232, pp. 110-115, April 30, 1912. Reprinted with minor changes in P. G., Vol. 2, No. 16, pp. 265-273, April 15, 1912.

Pack, Charles Lathrop: **Collecting a Single Stamp and Its Varieties—the 100 Reis of Brazil, 1894-97.** In L. P., Vol. 21, Nos. 250 and 251, pp. 256-262 and 276-296, Oct. and Nov., 1912. Reprinted with corrections and additions in P. G., Vol. 3, Nos. 3 and 5, pp. 33-40 and 77-83, Nov., 1912, and Jan., 1913.

Pack, Charles Lathrop: **Borrowed Heads of the Brazil 100 Reis of 1894-97.** In P. J. A., 1913, Vol. 24, No. 5. 3 pp., illus.

Phillips, Charles J.: **Brazil—Date and Rarity of the Stamps of 1891-97 and 1899-1900.** In G. S. W., Dec. 24, 1910.

Phillips, Charles J.: **Brazil—Notes on the Issues of 1900-5.** In G. S. W., Dec., 1910.

de Sanctis, Dr. Mario: **Contribuiçao ao estudo dos sellos do Brasil. Emissao de 1894.** O sellos de 100 reis, com differentes cabeças do 200, do 500, e do 700 reis. In Boletim de S. P. P., No. 8, pp. 7-11, July, 1927.

de Sanctis, Dr. Mario and Thut, Roberto: **Os sellos de 100 reis de 1894-97.** As effigies trocadas (200, 500, 700). Reprinted from the Boletim de S. P. P. Sao Paulo, Braune, 1934. 12 pp.

Warner, Ralph E.: **Brazil—Experimental Perforation?** In M. W. S. N., Vol. 52, No. 22, pp. 255-256, May 30, 1938.

Warner, Ralph E.: **The Substitute Heads of Brazil, 100 Reis, 1897.** In M. W. S. N., Vol. 52, No. 40, pp. 469 and 478, Oct. 3, 1938.

Warner, Ralph E.: **Brazil, the 100 Reis, 1894-97. The Present Status of Studies.** In C. C. P., Vol. 21, Nos. 3 and 4, pp. 149-159 and 221-231, July and Oct., 1942.

Wiener, Lionel: **Brazil 1894-1911.** In S. L., Vol. 4, No. 11, and Vol. 5, No. 12, 1911 and 1912.

No author named: **Brazil—The Pack Exhibit.** In S. L., Vol. 4, 1911, and Vol. 5, 1912.

No author named: **Brazil—Type 41a.** (Comparative scarcity of the different varieties.) In E. M. J., No. 199.

No author named: **Brazil—Perforation Varieties.** In G. M. J., Vol. 4, No. 38.

No author named: **Counterfeits of the 1894 Issue of Brazil.** In A. J. P., Vol. 14, No. 8.

F. The Issues of 1906 to Date.

Field, Francis J.: **Brazil—Varig Air Post Stamps.** In S. C., No. 1176, May 2, 1936.

Hahn, Mannel: **The Ragged Revolution.** In S. C. F., No. 1072, April, 1936. Reprinted from W. P. G.

Hansen, H. C. Aug.: **Brazil Forgeries—200 Reis, Scott's Type A75.** In A. P., March, 1935, p. 336.

Harris, A. H.: **Brazil—Study of the Pacelli Stamps of 1934.** In P. M., No. 517, p. 278, April 19, 1935.

Kloke, José: **Die letzten Ausgaben Brasiliens.** (The Barbosa Commemoratives, 1925-26-27, varieties.) In Die Postmarke (Vienna), No. 242, 1931.

Napier, Lt.-Col. G. S. F.: **The Official Dates of Issue and the Numbers Printed of the Brazilian Commemorative Stamps** (as given in Brasil Philatelico No. 29, Sept.-Dec., 1936). In L. P., No. 556, April, 1938.

Pemberton, P. L.: **Brazil Variety, 1000 Reis 1925.** In P. J. G. B., No. 536.

Pinheiro, Belarmino: **O sello de 1000 reis com a effigie de Ruy Barbosa.** In Boletim de S. P. P., No. 15, June, 1931.

Pinheiro, Belarmino: **Mais alguma coisa sobre o sello "Ruy Barbosa."** In Brasil Philatelico, No. 37, Jan.-Feb., 1938.

Poole, B. W. H.: **The First Portrait Stamps of the Republic of Brazil.** In M. W. S. N., Nov. 7, 1938.

Warner, Ralph E.: **Brazil—The Regular Issues of 1931.** In M. W. S. N., Nov. 1, 1937.
Warner, Ralph E.: **Identifying Recent Brazilian Watermarks.** In S. C. M., Aug., 1928.
Warner, Ralph E.: **On Brazilian Watermarks.** In M. W. S. N., Vol. 58, No. 3, Jan. 19, 1942. 3 pp.
No author named: **Eine Post der Aufständischen in Brasilien.** In Die Postmarke (Vienna), No. 275, 1932.
No author named: **Brazil Imperforates** (recent). In S. M. J., No. 216, Feb., 1938.
No author named: **A Dentist's Rebellion.** In Linn's Weekly, Aug. 27, 1938.

KEY TO ABBREVIATIONS:

A. J. P.	American Journal of Philately
A. P.	American Philatelist
C. C. P.	Collectors Club Philatelist
E. M. J.	Emco Monthly Journal
G. M. J.	Stanley Gibbons Monthly Journal
G. S. W.	Gibbons Stamp Weekly
L. P.	London Philatelist
M. W. S. N.	Mekeel's Weekly Stamp News
P. G.	Philatelic Gazette
P. J. G. B.	Philatelic Journal of Great Britain
P. M.	Philatelic Magazine
P. O.*	Philatelic Opinion or Philatelic Observer, or Post Office?
R. G. P.	Rio Grande Philatelico (Porto Alegre)
S. C.	Stamp Collecting
S. C. F.	Stamp Collectors' Fortnightly
S. C. M.	Stamp Collectors' Magazine
S. L.	Stamp Lover
S. M. J.	Scott's Monthly Journal
S. P. P.	Sociedade Philatelica Paulista
W. P. G.	Weekly Philatelic Gossip

* This listing was found in the reference files of the late A. F. Auerbach, without enlargement.

Philatelic Literature House

During the past couple of years I have purchased some 80,000 philatelic handbooks and periodicals.

Since our present quarters have proven unsuitable for this type of business (my many purchases were never set up right) I am pleased to announce the removal of this wealth of material to:

51 WEST 46TH STREET
on the ground floor

Our new quarters are so arranged that we will have readily accessible display bins.
So, come in and browse around.

NAPIER, Lt.-Col. G. S. F.—The Stamps of the First Issue of Brazil. A very fine complete work, issued in 1923. 121 pp. plus 40 plates in pocket, 8¼ x 10, clothbound and gilt. Limited edition of 200 copies.

Copy No. 71, very fine $35.00

Copy No. 109, cover water-stained and somewhat loose. Text and plates in perfect condition $20.00

Bluss Philatelic Literature News, listing several hundred handbooks and periodicals free for the asking.

PAUL BLUSS

FORMERLY AT 15 WEST 47TH STREET

NEW ADDRESS

51 West 46th Street, New York, 19

PARTS X TO XVI

of the extensive collections of

Col. E. H. R. GREEN

Will be sold at auction by the direction of the administrators of the estate.

●

As with the first portions, the estate has had the benefit of the services of Walter S. Scott and Percy G. Doane.

Messrs. Scott and Doane have designated seven New York auction firms to offer selections from this great collection through the medium of illustrated catalogues.

Material scheduled for sale during the Fall includes **United States Postage and Revenues, British Colonials, and Prize Winning collections of Europe, including for example, Belgium, Denmark, Russia, an exceptional lot of France, Spain, Switzerland, Luxembourg, Netherlands, German States, Sweden, etc.**

Catalogues are now in preparation, with the first sale to be held during October, and others closely following. Catalogues of all sales will be mailed to serious collectors (no postcard requests, please) by applying to:

●

WALTER S. SCOTT

c/o THE COLLECTORS CLUB

22 East 35th Street **New York, N. Y.**

HARMER, ROOKE & CO.

Season 1943-1944

Arrangements are now being made for our new season's sales and enquiries are invited from collectors desirous of disposing of fine material and who wish to realize a

MAXIMUM RESULT

Several important properties have already been received for sale and negotiations are in progress for other fine properties. Mr. Gordon Harmer will be pleased to make appointments to discuss details without any obligation. Our more than forty years experience in selling rare stamps is at your disposal. Qualified experts to describe your stamps—large financial resources—an extensive advertising programme—these and other benefits are available to all collectors; in fact all the advantages which made our London House the World's Leading Stamp Auctioneers are included in our New York organization.

Coming in the Fall — A Super Sale of
DE LUXE UNITED STATES

Watch for It.

Enquiries to—

THE WORLD'S LEADING STAMP AUCTIONEERS

HARMER, ROOKE & CO.

551 Fifth Avenue, New York City

THE
Col. E. H. R. GREEN COLLECTION

ANOTHER OUTSTANDING SALE

consisting exclusively of selected portions from this famous collection will be sold by us at unreserved

PUBLIC AUCTION

EARLY THIS FALL

A Diversified Consignment of 19th and 20th

UNITED STATES

BRITISH COLONIALS

and

FOREIGN STAMPS

including many rare items available only when a collection of this magnitude is sold.

Request your copy of this illustrated catalogue now.

(Return Postage Appreciated.)

Sale Conducted by WALTER S. SCOTT, Licensed Auctioneer

IRWIN HEIMAN

2 West 46th Street New York, N. Y.

"A Great Convenience to Send the Entire Lot to You . . ."



634 Hillcrest Avenue
Westfield, New Jersey

Gentlemen:

I want to thank you for working so promptly and fairly on the accumulation of stamps I sent you for appraisal and purchase. And thanks also for your check for $640.00 just received.

It would have been exceedingly difficult for me to dispose of these stamps in small lots, and I found it a great convenience to be able to send the entire accumulation to you.

Your services in buying stamps certainly come up to the nice things people have said about them! You may count on me as another satisfied client who will be happy to recommend you to others who have stamps to sell.

Cordially yours,
Kathryn S. Randall



IF YOU HAVE STAMPS TO SELL . . . .

To replenish our extensive retail stocks we are constantly buying — at generous prices — collections and accumulations made by stamp collectors. . . . Our free appraisals, good prices, and prompt payments — with no haggling or delays — have made us innumerable friends among collectors with stamps to sell. . . . Send for our free booklet of valuable information, "If You Have Stamps to Sell" and read it for your own protection before disposing of your collection.

H. E. HARRIS & CO., 108 Mass. Avenue, BOSTON, MASS.

1944 — "ONE HUNDREDTH EDITION" — 1944

STANDARD POSTAGE STAMP CATALOGUE

To Be Published In Two Volumes

●

VOLUME I

The Americas and the British Commonwealth of Nations including:

(a) United States and possessions and its administrative issues of Canal Zone; Cuba, including Spanish issues; Guam; Hawaii; Philippines, including Spanish issues; Puerto Rico, including Spanish issues.
(b) The British Commonwealth of Nations.
(c) The American Nations.
(d) American Colonies of other countries; Curacao; Danish West Indies; French Guiana; Guadeloupe, Inini, Martinique; St. Pierre and Miquelon; Surinam.

Bound with paper covered boards - $2.50

●

VOLUME II

The Nations of Europe, Africa, Asia and their Colonies, including:
All European Countries and their Colonies.
Independent Nations of Africa.
Independent Nations of Asia.

Bound with paper covered boards - $2.50

●

COMBINED EDITION

This edition is the contents of both Volume I (omitting Group D) and Volume II, bound together in one volume.

Bound with cloth - $5.00

●

Volume I to be published in September, Volume II in October and the Combined Edition in November.

Limited Printing **Order from your dealer NOW**

SCOTT PUBLICATIONS, INC.

1 W. 47th Street **New York, N. Y.**

UNITED STATES

SUPERB UNUSED 20TH CENTURY ITEMS

Just a random selection with fair prices commensurate with the quality of the stamps offered. We will gladly quote or submit anything else you may need.

309	Block of four	$ 25.00	400	Block of four	$ 30.00
310	Block of four	50.00	400A	Block of four	50.00
320A	Block of four	20.00	402	Block of four	27.50
325	Bottom plate (4)	22.50	403	Left Plate (4)	32.00
326	Bottom plate (10)	50.00	404	Bottom Plate (4)	170.00
345	Center block	30.00	407	Block of four	17.50
346	Center block	30.00	420	Right Plate (4)	18.50
347	Center block	75.00	437	Bottom Plate (6)	32.00
350	Line Pair	20.00	438	Block of four	23.00
354	Line strip of four	30.00	439	Block of four	37.00
356	Line strip of four	260.00	446	Line strip of four	22.00
360	Single	550.00	449A	Line strip of four	160.00
361	Single, sheet margin	165.00	461	Top Plate (6)	65.00
368	Center block	27.50	464	Block of four	27.50
368	Set of four arrows	55.00	468	Block of four	20.00
369	Bottom plate (10)	175.00	471	Bottom Plate (6)	16.00
371	Center block	22.50	479	Corner block of four	40.00
373	Center block	22.50	480	Top Plate (6)	67.50
384	Center block	30.00	483	Center block	17.50
399	Block of four	17.00	483A	Center block	17.50

Economist Stamp Co., Inc.

87 Nassau Street **New York, 7, N. Y.**

PERCY G. DOANE

608-9 Tribune Bldg.

154 Nassau St., New York City

—o—

AUCTION SALES A SPECIALTY

CATALOGUES FREE ON REQUEST

STAMPS USED ON ORIGINAL COVERS

A very varied assortment is available.

Several thousand kinds, both Early Classics and Modern Issues.

Want Lists invited, or selections sent on approval against usual references.

BELGIUM

I have recently purchased a superb collection of the "Line Engraved" Issues, used, and Choice Approvals are available.

Price List of the "Line Engraved" Issues, also of stamps used on Original Covers, Classic Europeans, and a fine range of War Censored Envelopes.

PRICE 4c. POST FREE.

PHILATELIC ARROW INDICATORS

Gummed, Die Cut, in Green, Red and Yellow.

PRICE 30c. PER 100 POST FREE.

LOOKING BACKWARD! (50 Years of Philately)

PHILATELIC AND TRAVEL REMINISCENCES, by F. E. WILSON. Illustrated on Art Paper.

PART ONE.—Continental Education and an Exclusive account of the life of the Greatest Stamp Collector in the world, Ferrari.

PART 2.—Continental Education, Travel and Philately in Belgium, Wurtemburg, also notes on the famous collector, Edmund Shorthouse (of Birmingham), and on the History of the Birmingham Philatelic Society. 1897 London Exhibition.

PART 3.—The Hague Philatelic Exhibition 1896. Impressions of Philatelic Paris in 1897. Famous Collectors and their Collections, No. 3. Herbert Wade of Leeds, No. 4. Adolf Passer of Prague.

PRICE 10c. EACH PART.

W. T. WILSON

Royal House, South Parade

Sutton Coldfield, England.

Business Established in 1891.

If You're Selling Your Collection

BE SURE TO WRITE ME TODAY!

At the present time I am as anxious to buy fine collections as I am to sell; unusual as well as specialized material wanted; General Foreign and United States stamps always needed!

MONTHLY AUCTIONS HELD!

Write For Catalog of Current Sale!

ELMER R. LONG

203 Market Street, Harrisburg, Pa.

Boston Auction Sales

I hold auctions regularly in Boston, and would be glad to send my Catalogues to any Collector applying for them.

I am always in the market for collections, U. S. or B. N. A., which I will buy for cash outright, or sell at private sale, or at auction on a commission basis. If desired, a liberal advance against pending sales will be allowed on any desirable items.

DANIEL F. KELLEHER

7 Water Street Room 404 Boston, Mass.

PUBLIC AUCTION SALES

It will pay you to list your name in our Auction file.

Sales contain United States 19th and 20th Century, British Colonials, Europeans and General Foreign.

Write for illustrated catalogues.

VAHAN MOZIAN, INC.

505 FIFTH AVENUE NEW YORK 17, N. Y.

THE NEW ISSUE SERVICE
PARTICULARS FREE

SPECIAL ANNOUNCEMENT

During the War all business correspondence and the New Issue Service will be carried on at the following address until further notice:

Y. Q., ROTHERFIELD, SUSSEX Phone: Rotherfield 153

My Strand Office is still open and a good stock and wide range of British and British Colonials is available for filling in wants and missing varieties.

Business As Usual in Spite of Reduced Staff

R. ROBERTS
PHONE—TEMPLE BAR 2888

Dealer In Rare Stamps
Importer of New Issues

430, STRAND, W. C. 2
CABLES—EXSTAMPUS, LONDON

It is with a great deal of pride, and pleasure, that we acknowledge our inclusion in the group of seven New York auction firms commissioned to sell material from the truly outstanding collection of

Col. E. H. R. GREEN

●

Although space does not permit us to give a thorough resume of the material we have been allotted, we can state in generalities that it will embrace

A GENERAL RANGE OF STAMPS, strong in United States Postage and Revenues, British Colonies, Switzerland (including a strip of ten of the 6Rp. Zurich, and unused Cantonals) **AND SPAIN** (with most, if not all, of the rarities.)

●

If you are a general collector, or if you are interested in any of the above, and are not on our mailing list, let us put your name on the list to secure our profusely illustrated catalogue.

Now in preparation — for sale in late September — a very fine lot of United States and British Colonies.

EDSON J. FIFIELD

500 FIFTH AVENUE NEW YORK, N. Y.

GENERAL STAMP COMPANY

100 NASSAU STREET

New York City

★

We carry a complete Line of

20th Century and New Issues

SELECT FROM THOUSANDS OF SETS IN STOCK

ASK FOR DETAILS ON OUR NEW ISSUE SERVICE

Store open daily from 9:30 A. M. to 7 P. M.

L. TANKEL, Propr.

CATALOGUE OF ESSAYS FOR U. S. ADHESIVE POSTAGE STAMPS



Over 600 illustrations, 236 pages from 1845 to 1937. Arranged as essayed by Scott's Numbers. Handsomely bound in red cloth with gold lettering.

Present Price $4
Post Paid.

A HISTORICAL CATALOG OF U. S. STAMP

ESSAYS & PROOFS OF THE 1898 TRANS-MISSISSIPPI ISSUE



Contains 42 large illustrations 5x3½ inches, 48 pages, giving source of vignettes, designers, engravers, die numbers, quantities issued, etc.

of both bi-color essays and proofs, bound in gray cardboard.

Price $1.00 Post Paid.

Every Specialized Collection Should Include

U. S. ESSAYS & PROOFS

The First & Only Price List Issued of U. S. Proofs & Essays by Brazer's Essay Catalog Numbers.

Free to request on your letter paper.

CLARENCE W. BRAZER
415 A-Lexington Av. (43d St.) New York
The Essay & Proof Center

Vending and Affixing Machine Perforations

☆

Collectors should join the new Society interested in the study of private perforation issues listed in the specialized catalog. Members will receive the Society loose leaf handbook of 128 pages; may avail themselves of the services of the Expert Committee; have access to Sales Department and enjoy other advantages.

☆

Write to Secretary

WILLIAM F. JOHNSON
1718 Wallace Ave., Bronx, N. Y.

OLD ITALIAN STATES

We Have Acquired the Important Specialized Collection of

SICILY

(The King Ferdinand II Stamps of 1859)



Competently Formed During a Period of Thirty Years By

COL. SPENCER COSBY

AWARDS: "Gold Certificate" at the 1928 Midwestern Philatelic Exhibition of Cleveland, Ohio. "The Yellow Ribbon" at the 1934 National Stamp Exhibition of New York

The 300 selected items include mint and used copies of the seven denominations, Rare Shades, Blocks, Pairs, Strips, Retouches, Covers, and Postmarks.

An illustrated DeLuxe Price List of this outstanding collection, listing the items thoroughly classified according to plates, printing and shades and giving unedited details about the highly interesting stamps of this issue

Will Be Mailed Free To Interested Collectors Only

D. S. BOLAFFI 551 Fifth Avenue, New York, N. Y.

Stamp Dealers and Experts Since 1894

NEW ISSUES
Complete

MINT AIRMAILS
Sets & Singles

EUROPEAN SETS
1920-1942

FRANCE
Mint & Used

Send For My Complete Price List. It Is Free of Charge.

LEON MONOSSON
505-W 5th Ave., New York, N. Y.



505 FIFTH AVENUE
NEW YORK 17

SCOTT NO.

33

3c - 1851

COVERS,
MULTIPLE PIECES,
SHADES, CANCELS,
VARIETIES,
FANCY MARKINGS,
WITH UNUSUAL
COMPLETENESS IN EACH
CATEGORY

We Shall Be Pleased to Submit a Selection Based Upon Your Collecting Interests

Classic Issues Of Europe Our Specialty

●

SELECTIONS for the CONNOISSEUR

●

Friedl Company

EXPERTS & DEALERS IN RARE STAMPS

New Address

522 5th Ave., NEW YORK

BLANK SPACES?

With no New Issues (not many, anyhow) this is THE time to fill those darn blank spaces in your albums.



☆

If you collect European stamps send us a list of your needs, TODAY.

☆

ED. BUSER, Jr.

87 Nassau Street, New York, N. Y.

AUCTIONS

If you live within 300 miles of New York, our

Saturday Auctions

will interest you

☆

We sell several hundred lots at each sale of particular interest to general collectors.

☆

Lots are on display from Tuesdays to the day of sale and catalogs are free.

☆

If you are thinking of disposing of your general collection, our service will be of particular interest to you.

☆

BOURSEN

As announced in my preceding advertisement, I am moving to a new ground floor location. I will have a special commission service for those collectors who wish to dispose of their collections at direct sale other than auction.
Please write for particulars.

☆

PAUL BLUSS

51 WEST 46th STREET

NEW YORK, N. Y.

ROBSON LOWE'S CABLES

OUR PREMISES AT 50 PALL MALL WILL BE CLOSED FOR ANNUAL LEAVE AND RE-DECORATION TO MONDAY, AUGUST 16TH.

CATALOGUES FOR OUR FALL SALES WILL BE READIED SHORTLY THEREAFTER AND WILL BE AVAILABLE FROM OUR USUAL AGENTS OR ROBSON LOWE.

FROM

50 PALL MALL,
London, S. W. 1.
ENGLAND.

bullish or bearish—

For some time the Stamp Market has definitely been on the bullish side and from present indications there is reason to believe that the up-trend will continue for some time to come.

Stamp Dealers are clamoring for material to fill want lists of their clients and to replenish their fast dwindling stocks.

During some of your spare time you must surely have come across some duplicates or some stamps of countries in which you temporarily have lost active interest.

IF YOU HAVE STAMPS FOR SALE

let H. R. Harmer sell them for you and you will get maximum results.

You will get the benefit of over 50 Years of Stamp Selling Experience, your stamps will be properly written up by experts and will be presented in de luxe catalogues, which are sent to a choice and discriminating buying clientele. Immediate advances available.

Stamp Material is now being accepted for inclusion in the Auctions of the coming Fall Season. The first Sale of the Season will be held September 14th and 15th.

Write for leaflet "BEST OF TWO WORLDS" which tells you how you can sell your stamps through H. R. Harmer Auctions.

H. R. HARMER, Inc.

In Association with H. R. HARMER of New Bond Street, London

The "HIND" Auctioneers

32 East 57th Street, New York, 22, N. Y.

Telephone: PLaza 3-6482