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Vol. XX. JANUARY, 1941. No. 1.

A History of the Air Mail Flights and A Description of the Stamps Used in Mexico

By Paul F. Berdanier.
Victor M. Suarez, Collaborator.



Cover carried from Pachuca to Mexico, D. F.

CHAPTER 1—AIR MAIL FLIGHTS—1917-1923

The Pioneer Flights

The first air mail flight in Mexico was made on July 6, 1917 by Captain C. Horacio Ruiz under the direction of the Secretary of War and Navy. A point near Pachuca in the state of Hidalgo, was selected as the place of take-off.

The plane to be used, then in Mexico, D. F. was dismantled and carried by train to Estacion Hoyos, located about 10 kilometers east of Pachuca, where it was unloaded and set up preparatory to the flight.

Many difficulties were encountered—The day before the flight was scheduled to take place a heavy rain accompanied by a strong wind occurred. All the men who were with Capt. Ruiz worked hard to keep the plane from being destroyed. Finally, in the morning, the rain stopped and fortunately, the plane was still whole, but a check up by Capt. Ruiz revealed that the wings of the plane were full of water. He cut small holes in them, the water drained out and the preparations for the flight were continued.

The mail was put in a bag and strapped to one of the struts just behind the cockpit . . . several photographs were made . . . then the plane took off . . . it was 6:37 A. M., July 6, 1917. The trip was perilous as several mountain ranges had to be crossed, uncharted air currents coped with, and an uncertain machine nursed along. In spite of all these obstacles, Ruiz arrived in Mexico, D. F. at 7:30 A. M., just 53 minutes later. On arriving the landing gear fell to pieces. Apparently the ordeal of the night before had been too much for the plane. Fortunately Capt. Ruiz was not hurt.

Distribution of the mail revealed that 618 first class pieces had been carried. An official document was written and signed by those present. It read:—

"In the City of Mexico, Federal District, at 8:00 A. M., on July 6, 1917, in the Incoming Mail Department of the Local Administrative Office in this city being present Cosme Hinojosa, General Director of Posts; Juan Jacobo Valdez, Local Administrator; Jose C. Chavez, Assistant Head and Officials Jorge Lopez Cardenas, Carlos Gonzalez Meza and Francisco Clavijo there was opening of the regular mail bag, numbered 449, received from the Branch Office in Pachuca, Hidalgo, at the hour stated, by means of the First Air Mail, which in charge of Pilot Captain C. Horacio Ruiz, was carried from "Hoyos" Station, Hgo., (10 kilometers east of Pachuca) to this city in 53 minutes, having left "Hoyos" today at 6:37 A. M. and arriving at the Department of War and Navy in Balbuena, by San Lazaro, at 7:30 A. M. on the date mentioned; according to attached invoice #193, in the mail bag mentioned, were 10 packages of ordinary letters, bearing a red-lettered seal that stated: "Secretaria de Guerra y Marina / Departamento de Aviacion / Mexico." This inscription surrounded the circular national seal of Mexico. Below all this was the coat of arms of the Division of Aviation. Upon distribution they were found to contain 618 pieces of 1st class correspondence which were recorded in detail in the adjoining Annex #1".

(Signed) C. HINOJOSA
J. J. VALDEZ
JOSE V. CHAVEZ
J. LOPEZ CARDENAS
GONZALEZ MEZA
FRANCISCO CLAVIJO

A wax seal was attached to the document, reading:—"Secretariat of Communications and Public Works—United Mexican States—Mexico. Office of the General Director of Mails—Administrative Section."(1)

By order of the General Director of Mail, Cosme Hinojosa, letters addressed to the interior of the Republic were sent to the offices of their destination, under affidavit. The postmasters were requested to see that the letters reached the addresses with the greatest possible care.

(1) The original document, which was placed in the Postal Museum, was stolen. It was later located in the collection of a prominent philatelist of Mexico, D. F. It was not returned.



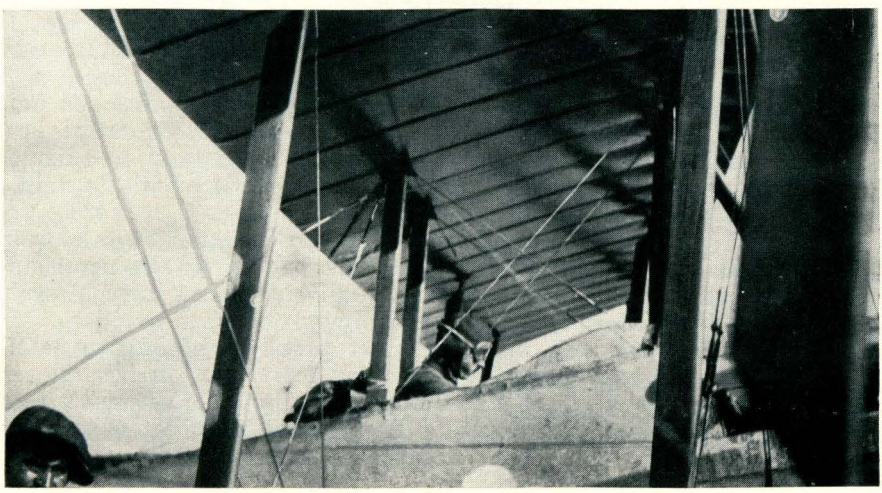
Assembling the plane at Estacion Hoyes.



The Pioneer routes.



The Governor of Hidalgo and Cap't. Ruiz.



All ready for the take-off.

To the above orders (sent to the office of the General Director of Mail) were attached: the mail sack No. 449, a copy of the invoice form No. 193, 7 labels No. 9 and the cloth label (without number) which protected the mail sack, and a copy in detail of the correspondence received by the First Air Mail. Six copies of the record of these proceedings were made and distributed as follows: One for the Office of the General Director of Posts; one for Juan Jacobo Valdez, Local Postmaster; one for Jose V. Chavez, Assistant Head of this Office; one for the Division of Aviation—with a label, form No. 9, as a souvenir of the First Air Mail and the last copy for the Archives of the Post Office Department.

Shortly after the flight, the plane was turned over to the Army and dismantled.



VUELO DE PRACTICA ENTRE PACHUCA Y MEXICO

El coronel Salinas, jefe del Departamento de Aviación de la Secretaría de Guerra, dispuso que hoy, si el tiempo lo permite, se lleve a cabo el primer vuelo de práctica entre esta ciudad y la capital del Estado de Hidalgo, ordenándose la salida del jefe de pilotos, capitán Horacio Ruiz.

Convenientemente empacado, se embarcó con destino a Pachuca el aeroplano número 7, serie A, motor "Hispano-Suiza", de 150 caballos de fuerza, designado para emprender este primer raid de aviación.

Con el capitán Ruiz salieron, así mismo, el jefe de talleres, Francisco Santarini, el capitán segundo Benjamin J. Vargas, el teniente aviador Ascencio Jiménez, y dos mecánicos pertenecientes a la Escuela de Aviación.

"El Universal" for July 6, 1917.



INAUGURACION DEL SERVICIO AEREO POSTAL

El Primer Viaje Realizado a Tuxpam y Tampico se Llevó a Cabo de Manera Satisfactoria

DEBIDO A LA ATMOSFERA SE REGISTRO UN RETARDO

El Regreso del Aeroplano Será Mañana, Trayendo de Tampico Correspondencia y Pasajeros

"El Universal" for Aug. 31, 1921

A special cachet was applied in red to all covers. In addition a large rubber stamp was applied also in red reading: "PRIMER CORREO AEREO."(2) This mail was carried for the regular postal rate of 10 centavos.

The only news item of this important event appeared in the Mexico, D. F. newspaper "El Universal" on the same day the flight occurred. It said that Colonel Salinas, head of the Department of Aviation, had ordered a flight between Pachuca and Mexico, D. F. . . . that he had commissioned Captain H. Ruiz, chief of pilots, to make the flight. That Francisco Santarini, head of the shop, Benjamin J. Vargas, second captain, Ascencio Jiminez, first lieutenant and two mechanics belonging to the school of Aviation were with Captain Ruiz at Pachuca. No other news items appeared.

For several years nothing happened. True, an air mail contract between P. Galloti and the government was signed in 1919, but service was never started.

One must bear in mind that there were vitally important internal problems to be solved in Mexico that were much more important than aviation. Venustiano Carranza had just been inaugurated as president of Mexico in March 1917. Revolution had been the order of the day for years. In fact the revolution was still being waged by Villa and Zapata. Before Carranza's term of office expired Zapata was assassinated. The normal activities of peace were slowly being resumed . . . then Carranza was assassinated.

(2) Counterfeits of these covers are known. All are without the seal of the Division of Aviation. The "PRIMER Correo Aereo" stamp is in red or black.

In November, 1920, Alvaro Obregon assumed the presidency. Under his administration peace was restored and again the government began to think of an air mail service.

In 1921, the quantity of business mail, originating at the oil fields of Tampico, seemed to be large enough to encourage the organization of an air mail service. Lloyd A. Winship and Harry J. Lawson, owners of the Compania Mexicana de Transportes, S. A., saw its possibilities and planned such a service between Mexico, D. F.—Tuxpan—and Tampico. Negotiations were started with the government. A contract was finally obtained granting the company the right to carry mail or passengers or both; to make exhibition flights; to take aerial photographs; etc. The contract called for the establishment of a twice weekly service beginning October 3, 1921.

Three round trips were made before this date. The first flight was made August 30. "El Universal" heralded the flight as the inauguration of a regular service. C. V. Pickup, pilot for the Cia. Mexicana de Transportes, S. A., accompanied by a passenger took off from Balbuena Field, Mexico, D. F. at 6:07 A. M., in a Lincoln Standard plane equipped with a Hispano-Suiza motor. He also carried three bags of mail weighing 75 kilograms strapped to the side of his plane; one for Tuxpan containing 150 letters, two bundles of registered mail and six rolls of newspapers and two bags for Tampico containing 822 letters, 18 bundles of registered mail and several rolls of newspapers.

Headwinds were encountered on the way to Tuxpan which made the flying time for the distance longer than it should have been. Pilot Pickup landed at Tuxpan at 10:30 A. M.

Mail was picked up at Tuxpan and the journey was resumed at 1:00 P. M. They arrived at Tampico at 2:40 P. M. No cachet was applied to the letters that were carried but all of them were struck twice in violet with a handstamp reading "SERVICIO POSTAL AEREO." The rate was 50 centavos per 20 grammes.

The return flight was made September 1. Fog was encountered on the way and the plane was forced to land at Tetecatl. The journey was resumed September 3. Fifty kilogrammes of mail was carried.

Independence Day was celebrated on September 16 that year. Mr. Pickup was delegated to organize an air circus to help celebrate the event. Several flights were made in this connection but no mail was carried except on September 21 when a round trip was made between Mexico, D. F., Tuxpan and Tampico. The rate for this flight was also 50 centavos per 20 grammes.

With the third flight on September 24 the rate was increased to 1.00 peso per 20 grammes. The carrying of newspapers was discontinued.

With these preliminary flights, the service, under contract, was inaugurated on October 3. The 1.00 peso rate was charged. Trips were to be made on Monday and Thursday from Mexico, D. F. and on Wednesday and Saturday from Tampico. Two planes left on the inaugural flight with several passengers but only 18 pieces of mail. No stop was made at Tuxpan. The return flight from Tampico was made on October 4 . . . and only eleven pieces of mail were carried! Undoubtedly the high rate of 1.00 peso per 20 grammes was responsible for the abrupt drop in letters carried. Three more round trips were made during October. The total number of letters carried on these trips was—33 from Mexico, D. F. to Tampico and 55 from Tampico to Mexico, D. F. . . . in spite of the fact that the 50 centavos per 20 grammes rate had been reinstated with the flight of October 24.

At this time several other groups were studying the air mail business . . . but no companies were organized nor were any flights made—except an experimental flight between Guadalajara and Mazatlan on December 23, 1921. A return flight was made on the 26th.(3)

(3) Rumor persists that six bags of mail were carried and that mail was delivered and picked up at Tepic but I have never been able to discover any evidence of it.

About this time authorization must have been given for the printing of an air mail stamp but no one has been able to locate any of the records.

The Cia. Mexicana de Transportes, S. A. discontinued operations early in 1922. The company started again about a year later but without an air mail contract. Mr. Pickup received a gold medal from the government as a reward for the impetus he gave aviation and for his services as the first regular air mail pilot.

Part 2—The Flight of April 12, 1923



There are 100 or more air mail covers, franked with the 1922 stamp, all supposedly flown by air from Mexico, D. F. to Guadalajara. They are all postmarked "Mexico, D. F., April 15, 1923" and backstamped "Tepic, Nayarit, April 18, 1923." The explanation of this backstamp, given at the time by Edwardo Aguirre was that the plane was forced down near Guadalajara and that the covers were carried to Tepic by donkey where they arrived "3 days" later.

These covers have been so listed by all the flight catalogues except the 1940 American Air Mail Catalogue. Undoubtedly early cataloguers listed these covers, on misinformation received from interested parties in Mexico. The fact of the matter is that these covers were not flown but were carried by rail.

The inscription between the wavy lines of the postmark translates:—"Cooperate to the well being of your country by helping road work construction."(4)

From information received from Manuel Diaz Guajardo, Salvador Anaya and Asencion Santana, pilots who took part in the flight, I have been able to construct the following:

In 1923, the government decided to establish an air route between Mexico, D. F. and Guadalajara. The Chief of Operations for the State of Jalisco, General Enrique Estrada, asked the Secretary of War to order a flight made between the two cities. General Estrada volunteered to finance this out of his own pocket. The Secretary of War was impressed and cooperated to the fullest extent—as an air route would give the government a very much needed military

(4) The AIRMAIL BEACON #4 reported counterfeits of this cover—the postmark read: "15 AVRIL 1923—Guadalara". Both "AVRIL" and "Guadalara" are misspelled.



SOLO UN AVION LLEGO A GUADALAJARA SIN NOVEDAD

—U—

De los tres poderosos aviones Farman, que partieron ayer de los campos de Valbuena rumbo a Guadalajara, para inaugurar el servicio postal aéreo en las principales ciudades del Occidente, sólo uno llegó, tripulado por Ramón Alcalá, con los pilotos observadores García Rojas y Anaya, llevando a bordo como pasajero al period sta Domínguez.

El Departamento de Aviación, que había venido trabajando con toda actividad para hacer los más minuciosos preparativos a fin de que la jornada se hiciera sin contratiempos, no tenía hasta el momento en que nos informamos en esas oficinas, noticias del destino que habían corrido los pájaros de acero, pues se nos dijo allí que los cuatro habían llegado.

Nuestro corresponsal en Guadalajara nos transmite el siguiente telegrama, que está en contradicción con los informes que se nos proporcionaron en las fuentes oficiales:

SE QUEDARON DOS EN EL CAMINO

Unicamente para EL UNIVERSAL

GUADALAJARA, abril 12.—De los aviones que salieron hoy de esa capital con rumbo a Guadalajara, solamente ha llegado uno de ellos, tripulado por el piloto Ramón Alcalá, los demás no han arribado a esta ciudad, sabiéndose que uno de ellos se quedó en Salamanca, obligado a descender por una descompostura en la hélice izquierda. El otro se vió obligado a aterrizar en Ocotlán, a dos horas de Guadalajara, porque le faltó combustible. El aparato que llegó se elevaba por en cima de la capital tapatía, después de la una de la tarde.

EL CORRESPONSAL

"El Universal" for April 13, 1923.

control over this part of the country. The aviators were enthusiastic about the plan as it would give them a chance to try their wings at something different than just short training flights around Mexico, D. F. However, their equipment was not new.

Shortly after the World War, Mexico bought four Farman planes from the French government. These planes were not new models, having already been flown over 300 hours by the French. But the enthusiasm of the aviators triumphed over their common sense. Preparations were made for the flight by the pilots of the "Escuadron Bimotor de Bombardeo," under the leadership of Major Air Pilot Alfonso Virgen.

A week before the date set for the take-off, an exploratory flight between Mexico City and Tepic was made by one of the planes. The crew was—Engineer Rivera Hoyer, assistant chief of the department, Lt. Santiago Vasquez, Lt. Jorge H. Fabriz and Sg. Leopoldo Saenz. They made various stops on their way to Tepic. The chief purpose of this flight was to correct maps of the railroad and to add notes about the terrain. Upon their return blue prints were made from these notes and given to each one of the pilots, who were to make the flight.

Finally on April 12th the squadron of four planes was ready. Captain Asencion Santana Carabeo was in command. Three civilians were taken along—a newspaper reporter from the "Democrata," a reporter from the newspaper "El Universal" and a photographer. They took off from Mexico, D. F. at 7:15 A. M., April 12, 1923. Six and one-half hours later,(5) Ramon Alcala and his crew of three along with the reporter from "El Universal" landed safely at Guadalajara. They had flown a distance of 613 kilometers.

The other three planes were forced down at various points along the route. The first one downed landed at the Hacienda de Penuelas in the State of Queretaro. The second one downed landed at Salamanca with a bent propeller, and the third one landed at Ocotlan, because of faulty combustion, when only two hours from Guadalajara. They all eventually reached their destination. Two of the delayed planes continued the flight to Guadalajara on the 14th. These two were the planes that had landed at the Hacienda de Penuelas and at Ocotlan . . . but the crew who were forced down at Salamanca could not get off the ground until the 16th.

The pilots and members of the crews are listed as:(6)

Captain pilot Asencion Santana C.	Lt. Pilot Ramiro Garcia Rojas Lt. Pilot Eduaro I. Reyes Lt. Pilot Jacinto Diaz Reporter for the "Democrata"
Lt. Pilot A. Ramon Alcala	Lt. Pilot Salvador G. Anaya Lt. Pilot Melquiades Rodriguez Sub-Lt. Mechanic Felip Rosas Reporter for "El Universal"

(5) Today, planes fly between the two cities in one hour and fifty minutes.

(6) None of the crew who made the flight of the week before were numbered among those who made this flight.

Lt. Pilot A. Faustino Garcia	Lt. Pilot Juan Manuel Estrada Lt. Pilot Manuel Diaz Guajardo Photographer Vincente Cortez
Lt. Pilot Rafael Altamirano	Lt. Pilot Ramon Cisneros Lt. Pilot Agustin Gonzalez Castrejon Sub-Lt. Mechanic Medardo Cardova

On April 18th a hurricane destroyed the hangar at Guadalajara and so, even if the flight had been successful and the government had decided to inaugurate a route between the two cities, the project would have been delayed for some time. It was not until January 1929 that a service was inaugurated and then it lasted for only two weeks.

CHAPTER II—THE FLYING EAGLE STAMPS—GROUPED

Part 1—The 1922 issue (C-1a) (7)

The inauguration of the air mail flights in 1921 and the establishment, finally, of rates at 50 centavos per 20 grammes, brought about the government's decision to issue an air mail stamp. It is not known just when this decision was made, but it must have been in the early part of the year.(8) A design was selected, engraved and made into a 50 subject plate. The stamp was issued on April 2, 1922.

The service for which the stamp was intended was discontinued shortly before the stamps release. But the stamps were printed, and so they were delivered to the post offices anyway as it was believed that shortly one or more routes would be inaugurated. However, no new routes were inaugurated and so on April 30,



The crews bid each other a successful journey.

(The photograph is an enlargement from the movie made April 12, 1923, by Vincente Cortez).

(7) The privilege of using Scott's catalogue numbers throughout this work was extended by the Scott Publications Inc.

(8) New stamps were ordered designed, engraved and printed by the General Director of Mails from the Printing Office. It was not until 1931 that the President was legally authorized to have stamps issued by Decree. Up to 1931, the mail service in Mexico was regulated by The Postal Code—the first one being issued in 1883, the second in 1894 and the third and last, April 22, 1926. This is apparently the reason no records are available.

1923 the government published in the "Indicator del Servicio Postal" instructions to its postal clerks to sell the "stamp originally intended for air mail service, for franking any kind of mail addressed to points within the country . . . " thus the issue was practically exhausted long before the regular air mail service, inaugurated April 15, 1928, was established.



Proposed design.



Design as issued.

The design for the first air mail stamp was made by Senor Alfredo Barron(9) His use of the flying eagle was a happy one as it symbolized both the Mexican nation and the air mail service. The stamp was engraved on steel by Senor Emiliano Valadez, one of the most skillful engravers in the government printing office. Being a bicolored stamp, two separate plates were needed—one for the frame (blue) and one for the vignette (brown carmine). The stamps were printed from the plates in the reverse order, the vignette being printed first.

The design of the frame was made of panels and acanthus leaves—the panels carried the inscriptions: "CORREOS AEREOS/MEXICO/ (and value) 50c." A Mexican eagle in full flight was shown in the vignette winging his way over the village of Amecameca.(10) The volcanos Iztaccihuatl and Popocateptl(11) were shown in the background.

The imprint "OFICINA IMP. DE HACIENDA—MEXICO" was engraved across the bottom of the stamp.

These stamps were printed in sheets of 50 arranged in 10 horizontal rows of 5 each. Guide lines were engraved on both the vignette and frame plates in the left margin alongside stamps No. 21 and No. 26 and in the right margin alongside stamps No. 25 and 30. Also in the top margin over stamp No. 3 and in the bottom margin under stamp No. 48. These guide lines were placed on the plates to aid the printers in registering them. As is the custom in Mexico these sheets were numbered consecutively as they came from the press. These control numbers were printed vertically in the upper left hand margin—in red.

The layout lines and guide dots used to aid the transfer man to secure proper spacing and alignment of the stamps to be rocked-in, were badly placed, in view of the shape of the design of the stamp. The small ornament in the upper corner was not of the proper shape or of sufficient weight to hide them. In nearly every case they show. In some cases two or more guide dots and/or two or more layout lines were used for one stamp position. Five stamps show impressions from the

(9) Mr. Eduardo Aguirre, in his magazine "MEXICO POSTAL" for July, 1921, says he was asked by the Director General of Mails, to present a sketch for this stamp. Alfred Barron made the sketch, but only the central motif with minor changes was accepted.

(10) Amecameca is a village of about 10,000 inhabitants, located 58 kilometers southeast of the City of Mexico.

(11) These two volcanos are 65 kilometers southeast of Mexico, D. F. Popocateptl (Smoking Mountain) is 17,883 feet high and last erupted in 1664; Iztaccihuatl (Sleeping Woman), an extinct volcano, is 16,960 feet high.

transfer roll that do not coincide, making two distinct designs. These re-entries are found on stamps No. 5, No. 37, No. 44, No. 47 and No. 48 (See Page 13). Several stamps show scratches and gashes. These plate markings and the plate and transfer varieties that can be found on the frame plate, make it possible to identify the position of all fifty stamps.

A three point stock was used. The paper was close-grained and unwatermarked. This type of paper was being currently used for the regular postage issues (Scott's No. 632 was printed on exactly the same kind of paper.)

These 50 subject printed sheets were separated by a single line 12 gauge perforating machine—thus all the margins were perforated. The gum was slightly opaque and yellowish.

SUMMARY

Color: Blue and brown carmine.

Varieties: a) Position Blocks
b) Double transfers—#5, 37, 44, 47, 48 (Illustrated—Page 13)

Plates used: One vignette plate
One frame plate

Number issued: Unknown

PROOFS

Fourteen trial color proofs were made from the newly engraved plates to determine the colors for the stamp. It is believed that one sheet of each color combination was proofed. They were hand-stamped, with a rubber cut reading "MUESTRA" (specimen) in black ink. Following is a list of the known color combinations—

1. Dark blue and brown carmine
   a. Dark blue and brown carmine, but without "MUESTRA" handstamp
2. Deep greenish blue and light brown carmine
3. Dark blue and prussian green
4. Black and deep green
5. Yellow and black
6. Deep green and brown ochre
7. Dull carmine and ultramarine
8. Carmine and chrome yellow
9. Vermilion and burnt orange
10. Orange and orange brown
11. Yellow ochre and brown
12. Brown and orange
13. Brown and dark blue
14. Brown ochre and golden ochre



All the double transfers and plate flaws found on the issue as printed can be found on these proofs.

In 1929, The General Director of Mails announced that various remainders found in the post office stock would be sold at auction. One of the dealers in Mexico, D. F., made a list of the stamps to be so sold and had several hundred copies printed and distributed among collectors. The imperforate strip of three was referred to in this manner: " . . . after that came the sale of air stamp No. 711 (Scott) which was in great demand for the 123 stamps on hand one strip of 3 stamps being found not perforated which was by unanimous request raffled and won by Sr. Lic. Garza Campos."

This imperforate strip of three shows the left guide marks and are No. 26, No. 27 and No. 28.

I have examined this strip very carefully and find the colors to be exactly the same as the dark blue and brown carmine proof (listed as No. 1), rather than the blue and brown carmine color of the 1922 stamp as issued.

It is possible that this one color combination (Proof No. 1) was approved for color and returned to the printing office as a guide for the 1922 issue—but the "blue" as matched for the 1922 issue was much lighter. None of the frames of the 1922 stamps were printed in a dark blue. In 1927, when the stamp was reissued on watermarked paper, I think the proofs were reexamined for color and the inks were again mixed for the run. This time the blue was almost perfectly matched. Probably several pieces were cut from the O. K'd sheet and sent to the printing office, the balance of the sheet being handstamped. In mixing the inks, both in 1922 and 1927 probably one or more of the cuttings were smeared up. In any event this one clean strip of three was put back in the envelope along with the remainders of the 1922 issue.

It is therefore my contention and belief that this imperforate strip of three is a part of the proof sheet and not an imperforate variety of the 1922 issue as is stated in Sanabria's catalogue.

Part 2—The 1927 issue (C-2)
and the Unwatermarked Variety (C-1)

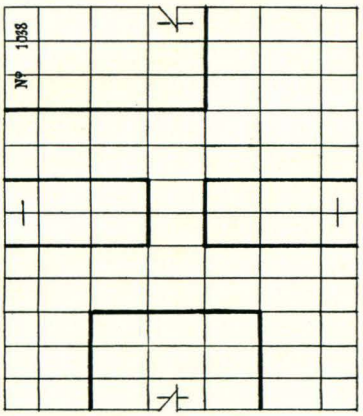


Plate make up—1922.

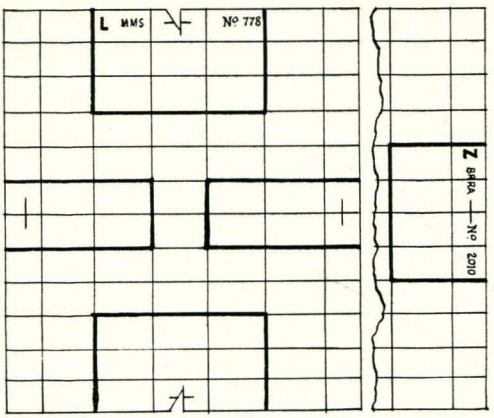


Plate make up—1927.

Conferences between the government and the Compania Mexicana de Aviacion, S. A. were developing nicely. Actual operations of a route were close at hand. There being almost none of the 1922 air mail stamps left—the General Director of Mails instructed the printing office to reprint the issue. The plates which were in The Postal Museum were used for the new printing. A quantity were issued, but no information is available as to just how many were issued. The stamps were released to post offices in Mexico on October 13, 1927.

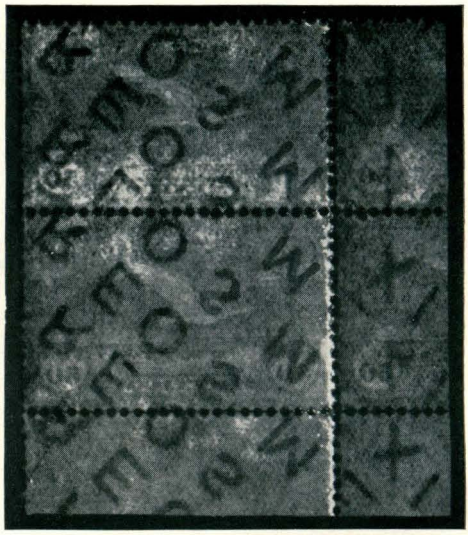
The birth of Mexican aviation really materialized on January 21, 1928, when President Plutarco Elias Calles signed a decree authorizing the increase of the postal rates from 8 centavos to 10 centavos, ear marking the 2c surplus to be devoted to the development of the air mail.

The control numbers were repositioned, and code letters were added in front of the number.

The sheets were perforated in the same manner as the 1922 issue . . . but many sheets were released with rough, dull separations, giving the impression that the stamps were rouletted. Blind perforations, as many as four in a row, can be found in this issue.



The watermark on the imported paper was clear and sharp . . .



. . . whereas, on the native, it was spongy and less distinct.

The paper used for this issue was of the same thickness (.003) as the 1922 issue, but it was softer, more porous and watermarked "CORREOS MEXICO." The watermark varied in two major ways—a clear, well-defined mark, found on paper imported from England—and a spongy, indistinct mark found on paper made locally. These watermarks differ in still another way—on the paper made locally, the letters are shorter and there is more space between the line of lettering than on the imported paper. However the distance from the top of one line of lettering to the top of the next line is the same for both watermarks.

b) Double transfers—#5, 37, 44, 47, 48 (Illustrated)

a Dark blue and brown carmine, but without "MUESTRA" handstamp(12)

The gum was clear and white.

Two major varieties occurred—stamps of this issue are found on unwatermarked paper, but the paper was not the same as the paper used for the 1922 issue. It is a full half point thinner—measuring only .00245 in thickness and is more transparent. It can be distinguished from the 1922 issue by the following tests:—

Color—Dark blue frame, like 1927 issue, and a light brown carmine vignette, slightly deeper than the 1922 vignette, but one of the colors used for printing the 1927 stamp.

Gum—white and clear—whereas the 1922 issue was slightly opaque and yellowish.

Paper—Thin paper (.00245) whereas the 1922 stamp was printed on a .003 stock. (If the two stamps are viewed from the back the printing on the face of the stamps will show through to the back of the 1927 stamp whereas on the 1922 stamp the design will be only barely visible.) The paper has a slick silky feel.

Early in 1928, J. M. Bartels discovered one sheet, among several complete sheets sent to him for his new issue service, with the 4th and 5th horizontal rows imperforate. Mr. Bartels offered the whole sheet to Oscar Lichtenstein for $50.00, however Mr. Lichtenstein decided to buy only one vertical strip.

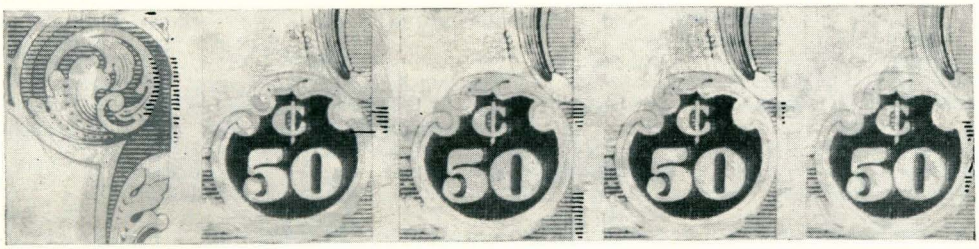
SUMMARY

Color: a) Dark blue and brown carmine
b) Dark blue and light brown carmine
c) Dark blue and dull brown carmine

Varieties: a) Printed on unwatermarked paper
b) Position blocks
c) Double transfers—#5, 37, 44, 47, 48 (Illustrated below)
d) Plate flaws—(See Page 14)
e) Pairs showing one or more blind perforations.
f) Roughly cut perforations (almost look rouletted)
g) Vertical strip of 3, imperforate between. (C2a)

Plates used: One vignette plate (same as 1922 plate)
One frame plate (same as 1922 plate)

Number issued: Unknown.



#5 #37 #44 #47 #48

Part 3—The 25c stamps of 1928 (C3, C4)

The conferences between the government and the aviation company were finally concluded. The inauguration of the service was to begin April 15 with a line operating between Mexico, D. F. and Tampico with a stop at Tuxpan (translation of a newspaper account of the inauguration of this route is printed at the end of this chapter). Lower rates were to be put into effect in order to insure the success of the route. And so on March 1, President Plutarco Elias Calles signed another decree establishing the rates for the new air mail service. The decree was published in the Official Diary for March 15, 1928 and read as follows:—

PLUTARCO ELIAS CALLES, Constitutional President of the Mexican United States, to their inhabitants, let it be known:

That in the use of the power granted me by article 178 of the current postal code, and

WHEREAS, it being near the establishment of the air post service in the interior of the country, and thus it being necessary to fix the rates that the public should pay for this special service;

WHEREAS, to place this service in the reach of all the inhabitants of the country, the lowest possible rates should be fixed, inasmuch as an increase in the regular postage rates was fixed a short time ago, amounting to two centavos for each piece of first class mail, to help the maintenance of this new system of transportation, and

WHEREAS, should the public respond to the efforts made to offer it this rapid service, by utilizing it extensively, thus making this service self sustaining, the decree for the increase of regular postage rates will be abrogated, I have deemed it good to pass the following. . . .

DECREE

Article I—Be it added to the current tariff for postage rates and postal duties, as follows:

INTERIOR AIR MAIL SERVICE (In addition to regular postage rates):

First Class Mail—Letters, letter-sheets, post cards and all sealed matter up to 20 grammes	0.25 centavos
—and for each additional 20 grammes or fraction thereof	0.25 centavos



Type I.



Type II.



Type III.



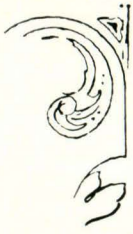
Type IV



Type V



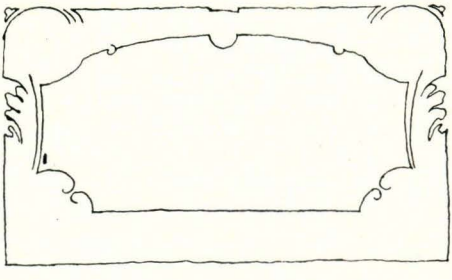
Type VI



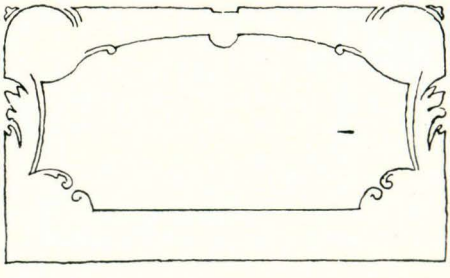
Type VII



Type VIII



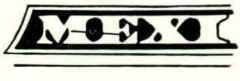
Stamp # 18



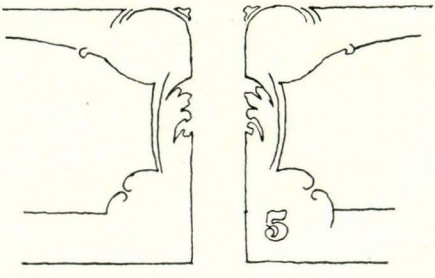
Stamp # 50



Stamp # 41



Stamp # 32



Stamps # 32 and # 33

Second Class Mail—Registered newspapers and magazines up to 1 kilogram (not to exceed a volume of 4 cubic decimeters) ... 1.00 Peso
—and for each additional kilogram (or for each additional 4 decimeters of volume) ..... 1.00 Peso

Third Class Mail—Printed matter. For each kilogram, not to exceed a volume of 4 cubic decimeters ..... 1.50 Pesos
—and for each additional kilogram (or volume of 4 cubic decimeters) or fraction ..... 1.50 Pesos

Fourth Class Mail—Samples without commercial value up to 500 grammes and not to exceed a volume of 4 cubic decimeters .... 0.75 centavos

Fifth Class Mail—Postal packages containing merchandise up to 1 kilogram, not to exceed a volume of 4 cubic decimeters .... 1.50 Pesos
—and for each additional kilogram (or volume of 4 cubic decimeters) or fraction ..... 1.50 Pesos

Article II—Mail to be handled through the air post service must not exceed a weight of 5 kilograms, a volume of 20 cubic decimeters, nor a length of 50 centimeters—for 1st, 2nd, 3rd and 5th classes.

Article III—Postage rates as given above will be paid with postage stamps affixed to the mail matter, in addition to the other postal rates and duties for regular mail, registery fee, etc. according to the current postal rates and to the class to which the mail matter may belong.

Article IV—Whenever this mail matter, handled by the Interior Air Service, be addressed to a foreign country, to be handled there by air service too, it will be necessary to add a surtax equivalent to the amount that such foreign countries may charge for using their air post service, to its final destination.(13)

Transient Article—These rates shall enter into effect as soon as the first air mail service is established in the country.

The foregoing rates were modified by Decree of October 4, 1928, as follows:

WHEREAS the weight unity fixed at a kilogram as a minimum for the application of the Table of Rates for the Air Post Service to 2nd, 3rd and 5th classes and at 500 grammes for 4th class mail, causes those sending mail of small volume or weight to pay a very high postage, and with the desire that this new air service may be available to all social classes in the country, I have decided to pass the following

DECREE

Article I—The Table of Postal Rates and Duties is modified as follows:—

INTERIOR AIR MAIL SERVICE

Second Class Mail—Registered periodical publications up to 500 grammes 0.50 c
—and for each additional 500 grammes or fraction thereof ..... 0.50 c

Third Class Mail—Printed matter of all classes, for each 100 grammes 0.15 c
—and for each additional 100 grammes or fraction thereof ..... 0.15 c

Fourth Class Mail—Samples without commercial value up to 100 grammes ..... 0.15 c
—and for each additional 100 grammes or fraction thereof ..... 0.15 c

Fifth Class Mail—Postal packages containing merchandise up to 500 grammes ..... 0.75 c
—and for each additional 500 grammes or fraction thereof ..... 0.75 c

The volume limits established by the decree of March 1, 1928, were declared void.

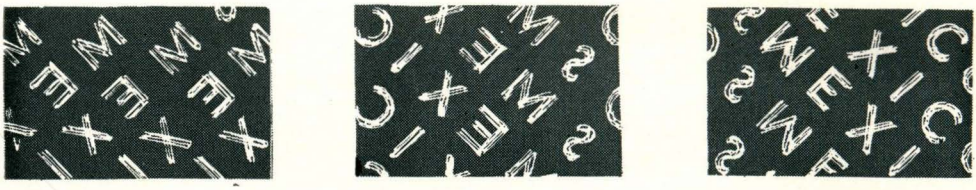
These new rates necessitated the issuing of a stamp of 25 centavos denomination as quickly as possible. Therefore the die of the frame for the 50c value was revised to make it into a 25c frame. This was laid down in a 50 subject plate and printed in brown carmine. The vignette was printed in brown. These stamps were released for use on April 15, 1928.

(13) A tentative rate of 50c was fixed at the time for mail to the U. S. A., to be carried there by air mail too. Afterwards, in June 1928, it was lowered to 25c, as for inland mail, plus the regular postage rates of 10c.

The early printings of this stamp can be identified by the position of the control mark following the 1927 plan. Later, the control marks were placed at the right side of the sheet alongside stamps No. 20, 25, 30 and 35.

The paper used was the same as that used for printing the 1927 fifty centavos stamp. But the plates were printed so that the water mark reads from lower left to upper right, from upper left to lower right and from lower right to upper left. That only leaves one more position for the watermark . . . . but I have never seen any examples of a sheet so printed.

The colors selected for this stamp were so similar to the colors used for the special delivery stamp that the postal clerks, in confusion, often rendered the wrong service. The General Director of Mails therefore decided to change the color combination and instructed the printing office to prove the plates in various inks. Ten (?) combinations were tried and a dark green and brown one was approved. This new stamp was released sometime in August. Three sets of plates were made and both the brown carmine and brown stamps and the dark green and brown stamps were printed from all the plates.



UL to LR **LL to UR** **UR to LL (Inverted)**

Various positions of the Watermark as found on the 25c Flying Eagle Stamp.

The layout lines and guide dots were not nearly so evident on any of the three plates as on the fifty centavos plate . . . but many show, and these marks along with many minor surface scratches which exist make it easily possible to distinguish the three plates apart. Plating the 50 stamps on each of the three plates is very difficult. On one of the three plates three re-entries (No. 4, No. 5 illustrated and No. 16 illustrated) can be found. The doubling on No. 4 is confined to the acanthus decoration in the upper right—but it is very slight.



Double transfer—stamp #5.



Double transfer—stamp #16.

SUMMARY

Colors. C-3 Brown carmine and brown
C-4 Dark green and brown

Varieties: a) Position blocks
b) Watermark positions
c) Rough perforations
d) double transfers—#4, #5, #16

Plates used: Three sets of plates were made.

Number issued: Unknown.

PROOFS

On May 3, 1929 nine sheets of plate proofs on stamp paper were sold at a public auction by the General Director of Mails. These were sold along with obsolete remainders of other issues. Many of these proofs were used on covers carried on the first flight of the Tejeria—Tapachula route inaugurated on May 15, 1929. These proofs sold by dealers for around $20.00 each.

It is my belief that the dark green and brown stamp, perforated 14, recently catalogued by Sanabria, probably is also a proof. This stamp has been known to exist for many years. Mr. Victor Suarez says he saw copies of this stamp in 1930. Personally I think this was originally an imperforate sheet, in fact the very one that was approved for color by the post office department in 1928.

Following is a list of the proofs:—

1. Brown carmine & yellow green(14) .....Perf. 12
2. Red & yellow green .....Perf.
3. Deep blue & yellow green .....Perf.
4. Violet & dark blue .....Perf.
5. Brown & yellow green .....Perf.
6. Yellow green & dark blue .....Perf.
7. Dark green & dark blue .....Perf.
8. Dark green & brown (Normal color) .....Perf. 14
9. Yellow green & brown .....Imperf.
10. Dark olive green & brown .....Imperf.

(14) Lic. Jose L. Cossio, Jr., magistrate of the Courts of Mexico, D. F. and a leading student of philately wrote in the "Revista de la Asociacion Filatelica Mexicana" for May 1931 that this sheet found its way into the hands of two persons who ". . . sent two copies to Th., Champion of Yvert and Tellier, used 24 copies on flight covers and retained the remaining 22 in mint condition. An advertisement in "El Timbre Postal" in 1931 offered the brown carmine & yellow green stamp on cover for $125.00.

Translated from "El Universal" Monday April 16, 1928, Mexico, D. F.

THE AIR MAIL SERVICE BETWEEN MEXICO, TUXPAN AND TAMPICO WAS INAUGURATED YESTERDAY.

1451 letters and four packages sent by that route.

The plane, "The City Of Mexico," which will carry on the service, was solemnly christened by the Subsecretary of Communications.

Yesterday the first batch of correspondence from Tampico and Tuxpan was received in Mexico City. The plane carried more than eighteen kilos of mail.

At ten o'clock yesterday morning the Subsecretary of Communications and Public Works, Senor Eduardo Hay, declared the Air Mail service along the first national route between Mexico City and the ports of Tuxpan and Tampico inaugurated. A few minutes later the monoplane, "City of Mexico" rose into the air flying a course to the Northeast, carrying to the aforementioned cities no less than seventeen kilos of mail that had been deposited by the public.

The inauguration of the Air Mail Service yesterday was not only important but solemn. A well-selected cross-section of the public demonstrated the interest with which the people received this service whose initiation will result in positive benefits for the public in general and especially for the business man.

Before nine o'clock in the morning there were congregated in Balbuena numerous postal employees and a restless multitude awaiting the landing of the "Steel Bird," which at six o'clock sharp had left Tampico bringing the first correspondence for Tuxpan and Mexico City. The information which had been received concerning the weather had not been favorable but absolute confidence was had in the trip.

And so it happened that at six o'clock in the morning the 450 horsepower Fairchild monoplane, which yet had not been christened, took to the air from the El Moralillo airport, carrying as passengers, Senor George H. Rihl, president of the Mexican Aviation Company and two other persons, a lawyer and a girl from Tamaulipeca. In a special compartment the plane carried eighteen kilos of correspondence for Tuxpan and Mexico City, which was in five special bags of the Postal Air Mail Service.

The pilot, Snyder, headed for Tuxpan and fifty minutes later after leaving Tampico, he landed the plane in the airport of Tuxpan delivering correspondence for that place and took aboard more correspondence for Mexico City. After making the stops scheduled on his itinerary, the plane at five minutes to nine or one hour and thirty-five minutes after it left Tuxpan appeared on the horizon over the airfield of Balbuena and made a perfect landing amid the acclations of all who were gathered there at that time. Thus, the plane left Tampico at six o'clock arrived at Tuxpan at seven-fifteen and at Mexico City at nine.

The postal employees immediately took the mail bags and transferred them to a postal truck of the air mail service which was then conducted along the roads by two motorcycle policemen to the Colonia Post Office. There the letters were assorted and those destined for Mexico City were delivered by Special Delivery Service.

Meanwhile at Balbuena the inaugural ceremony was taking place with the following high officials being present. Senor Eduardo Hay, Subsecretary of Communications; Senor Cosme Hinojosa, Director-general of the Postal Service; Senor Juan Guillermo Villasana, Head of the Department of Civil Aeronautics of Communications; Senor Rodolfo Becerra Soto, Head of the Postal Transportation Department; Senior Jose Chavez, Head of the Post-office Department; all of the high officials of the different postal departments; the administrator of the local post office; high officials of the department of the Secretary of Communications; representatives of the National Air Force; Senor George H. Rihl, president of the Mexican Aviation Company; Senor Gustavo Espinosa Mireles, Vice-president of the same company; the entire personnel of the same company; the members of the Mexican Aeronautic Association; representatives of the press; and many other people too numerous to mention.

The plane was then refueled and mail for Tuxpan and Tampico placed aboard. A total of seventeen kilos was on hand, one sack for Tuxpan and another with fourteen kilos for Tampico. Besides the mail there were four parcel post packages, two of them containing flowers for the wives of the Municipal President of the port and the Post-office Administrator. In all there were 1415 letters.

After the preparations, one minute before ten o'clock, Senor Eduardo Hay, representing the President of the Republic, christened the superb monoplane, which was waiting with its motor running under the control of the expert hand of the pilot, Snyder. Senor Hay advanced and stood under the left wing of the plane and pronounced these words which were heard with attention and by the force with which they were uttered, dominated the solemn droning of the motor:

"Steel bird; bird with rigid wings and with metal heart; In the name of the Government of the Republic I christen you with the name of "Mexico City" and hope that you will bring honor to the glorious name and that you will have a happy life which marks this great step of human progress."

Upon finishing he broke a bottle of champagne on the under-carriage of the plane which was bathed in the French wine. At that moment the crowd burst into cheers. Immediately four passengers occupied the cabin. In the front seats were seated Senor Hay and Rihl and in the rear seats were Senor Billasana and Senor Rodolfo Becerra Soto, in representation of the Director-general of the Post Office Department who found it impossible to make the trip owing to urgent duties which needed his attention.

At five minutes past ten the "City of Mexico" proudly rose, gaining height, passed over the field which was a sea of waving arms and handkerchiefs saying goodbye. After passing over Balbuena Snyder freed three pigeons, attached to their collars were tri-colored ribbons bearing the words: Remembrance of the inauguration of the air mail service in the Mexico-Tuxpan-Tampico route; Mexican Aviation Company.

Following the plane were four other planes, two military and two civil who escorted the "City of Mexico" to Pachuca. Several minutes after leaving the planes were lost on the horizon—the postal air service was definitely inaugurated.

The Director General of the Post Office received yesterday, signed by the President of the Chamber of Commerce of Laredo, Texas, the following telegram:

Mexican Telegraph Company, Western Union 17 63 N. L. 3 Ex Laredo, Tex.
Laredo, Texas, April 14, 1928.
Mr. Cosme Hinojosa, Director General of the Post Office, Mexico, D. F.

Through you the Chamber of Commerce warmly congratulates the Mexican Government for establishing the first Postal Air Mail Service from Mexico to Tampico. The City of Laredo has just acquired a magnificent piece of ground for the construction of a modern airport befitting the Air Mail Service between the United States and Mexico upon the realization of which has the sincere wishes of North American Commerce.

LAREDO CHAMBER OF COMMERCE, Charles Mumm, Secretary.

The Governor of the Federal District of Mexico, Senor Primo Villa Michel, yesterday sent by air mail the following letter to the Governor of the State of Tamaulipas, Senor Emilio Portes Gil:

Mexico, D. F. April 14, 1928
Senor Emilio Portes Gil, Governor of the State of Tamaulipas, Victoria City, Tams.
Esteemed friend:

It is a special matter of satisfaction that this Government and in particular myself, on the occasion of the inauguration of the Postal Air Mail Service which will unite the Federal District with the State which you so well govern, a service which will be a new factor of progress on account of the benefits which it will bring in the future.

With this opportunity, I ask you to accept the sincere wishes of the Federal District and special wishes of your friend who esteems you.

F. V. MITCHELL.

WHAT THE MAIL BROUGHT TO TAMPICO

Tampico, Tams. April 15:—Today the Postal Air Mail Service was inaugurated in the manner amply noted in "The Universal", taking four passengers, three packages of merchandise and 1987 pieces of mail. The same plane on a return trip at twelve forty-five carried from Mexico City 2082 pieces of mail and four passengers; the Subsecretary of Communications; Head of the Civil Aeronautic Department of the same; Head of the Department of Transportation and the President of the Mexican Aviation Company who distributed copies of "The Universal" which were read with much enthusiasm. I have been informed that some people were offered two pesos for each copy of today's issue of the Great Daily of Mexico.

Among the public there exists a great interest concerning this service, especially in Tuxpan where the postal service is poor.

A Historical Catalog of U. S. Stamp Essays and Proofs

By CLARENCE W. BRAZER.

(Copyright by the Author.)

(Continued from Vol. XIX, Page 176.)

THE ENGRAVING COMPANIES

ADDENDA

The following additional information has been brought to light by further research and various readers whose help is thankfully acknowledged.

Vol. XVII No. 2. Page 93. Add after first line add:—

1831 (?)—C. TOPPAN & P. MAVERICK

Above portrait of Charles Toppan add:—

A $10.00 bank note of the Bank of Penn Township, Philadelphia with manuscript date of May 4, 1834 (being No. 140 of the series) has the imprint "C. Toppan & P. Maverick, Sc." indicating it was engraved by them. On the right side of this note is a vignette of B. Franklin between two oval lathe designs which appear on a sheet of proofs from banknote dies by Charles Toppan & Co. Philadelphia and New York. Peter Maverick died in 1831.

Page 93—**Charles Toppan** 2nd line after 1796 add:—

the son of Edward Toppan, worked a short time for Jacob Perkins in Newburyport, (A)

Page 94—2nd line insert this sentence:

While in London in 1819 Toppan completed his engraving of Washington's Farewell Address on the largest plate engraved in London up to that time, which caused much favorable comment there according to a letter he wrote home.

Omit sentence in second, third and fourth lines and insert:—

Toppan returned to New York in 1825 and married Laura A. Noxon of Poughkeepsie, but because some real estate transactions proved unprofitable, he went to Philadelphia in 1827.

Page 94, 25th line, delete "retiring in 1860" and insert:

Charles Toppan resigned as President of the American Bank Note Co. on March 4, 1859, "being desirous of relieving myself as far as possible from the responsibilities and cares of business." He was a member of the Century Club in New York and director of the Franklin Institute and Pennsylvania Academy of Fine Arts, in Philadelphia.

Page 94—2nd paragraph after the addenda information given in Vol. XVII, No. 3, page 187—add:—

In May 1861, Charles Toppan and Samuel H. Carpenter of Philadelphia (C) were still both Trustees of the American Bank Note Co. and owned one fifth of the capital stock. John M. Butler was then a member of Congress elect

and Toppan, Carpenter & Co. sold him a 20% interest in their postage stamp contract which expired June 10, 1861 when the new contract was obtained by the National Bank Note Co. John M. Butler and Joseph R. Carpenter then formed the firm of Butler & Carpenter.

Vol. XVII No. 4, Page 286. Add:—

The accompanying illustration on opposite page is from an engraving of SPECIMENS of the work of DURAND & CO., 26 Wall St., New York probably printed about 1838. The engine turned engravings are characteristic of the work of Cyrus Durand.

Vol. XVIII No. 1, Page 33, Add after second line:—

1822 —BALCH, RAWDON & CLARK, 55 State St., Albany, N. Y.
1824?—BALCH, RAWDON & CO., 55 State St., Albany, N. Y.

At bottom of tabulation of firms, add:—

The beautiful specimens of engraving illustrated on the next page are by BALCH, RAWDON & CLARK dated January 15, 1822, and by their successors BALCH, RAWDON & CO. These are exceptionally fine for such early engravings.

Page 35—after 22nd line insert—

Hatch & Co. in 1871 submitted engraved essays for U. S. Beer Stamps.

Page 39—after the second paragraph insert:—

On January 1, 1852 new articles of Copartnership were effected as shown by the following entry made that day on Page 55 of R. W. H. & E. Ledger.

The Capital Stock of Rawdon, Wright, Hatch & Edson consists of all the Bedpieces, Rolls, Machinery, Paper, Furniture and fixtures contained in or appertaining to the Offices of the said firm, at New York, Albany, Cincinnati & New Orleans, (as more fully set forth in the Inventory of Permanent Stock Book) together with the Good Will of all the said establishments. Also of the equal undivided one half interest in all the Bedpieces, Rolls, Machinery, Paper, Furniture & fixtures (as also more fully set forth in said Inventory Permanent Stock Books) together with the Good Will, of the New England Bank Note Company at Boston.

Said Capital Stock belong equally to Freeman Rawdon, Neziah Wright, George W. Hatch and Tracy R. Edson, and all future additions to the same made during the continuance of their Copartnership, shall be made at the joint expense of, and, (together with the Good Will,) shall in like manner belong equally to the above named Copartners, in accordance with the terms of Certain Articles of Copartnership between them, dated, New York 1st January 1852—



Page 41, and the 3rd paragraph, 1st line:—add

Tracy Robinson Edson, Bank Note Engraver (1809-1881). He was the son of William Jarvis Edson of English ancestry. His first American ancestor was Samual Edson born in 1613, who emigrated to Salem, Mass. in 1639 and later moved to Bridgewater, Mass. Tracy R. Edson was born at Fly Creek, Otsego County, N. Y. on December 12, 1809, and died in New York on Novem-

(A) Memoir of Charles Toppan by Antiquarian & Historical Society of Old Newbury, 1880.

(C) From documents in possession of George E. McCabe of Troy, Pa.

ber 29, 1881. Later his fathers family moved to Oxford, Chenango County and thence to Oneonta, N. Y. In 1827, his father, William Jarvis Edson, bought 54 acres along the Alleghany Road in Batavia, N. Y. but in 1834 moved his family to New York City where they lived at 17 Beach St.

In 1832, Tracy R. Edson began his successful business career in New York, where on March 1st he joined a banknote engraving partnership with Freeman Rawdon and George Whitfield Hatch as the firm of *Rawdon, Wright, Hatch & Co.* of 35 Merchants Exchange, of New York and Ralph Rawdon, Ashbel Clark and Neziah Wright of the firm of *Rawdon, Clark & Co.* of Albany, N. Y. Each original firm was to conduct business in their respective cities. In 1835 Tracy R. Edson resided in New Orleans as the representative of *Rawdon, Wright & Hatch* and in 1847 the firm name was changed to *Rawdon, Wright, Hatch & Edson* and Edson removed to New York where he shipped his furniture about September, 1847. The office in New Orleans was continued under the agency of Mr. Schmidt at least until after the Civil War broke out in the spring of 1861.

Note—Delete the last three lines of the third paragraph on page 41 and at beginning of next paragraph add—

Individually, Tracy R. Edson purchased the patent of George Matthews later in charge of the Montreal, Canada office of the American Bank Note Co. for an "indestructible green tint" which the U. S. Government adopted in 1863 for printing, in part, of its notes, whereby they were called "greenbacks." Edson's royalties from this patent laid the foundations for his future wealth.

In the 4th paragraph, fifth line delete "Thus he is said to have invented the greenback note."

Tracy R. Edson was a man of critical acumen and administrative energy and took an active part in organizing the American Bank Note Co. which was finally accomplished at a meeting on April 26, 1858. He is credited with going to Washington and eventually securing government contracts for engraving and printing large quantities of bonds and bank notes about the last of June, 1861. His spirited activity greatly advanced the value of the company's capital stock from $5,000. according to the Certificate of Incorporation, filed April 29, 1858, to a nominal capital of $1,250,000. at the time of its first contracts with the United States Government. Not long afterward the Company, it is said, made annual dividends of 30% on its nominal capital.

The Gold Stock Telegraph Co. was incorporated August 16, 1867 with a capital stock of $200,000 and in 1868 a number of new stockholders increased the capital to $500,000 and shortly thereafter Tracy R. Edson became one of the largest stockholders. He was elected a director in 1869 and thence a member of the Executive Committee. In 1878 he proposed a plan of co-operative union with the Western Union Telegraph Co. capitalized at $2,500,000. of which Edson became a member of the Executive Committee. Thomas Alva Edison in 1871 became superintendent of the Gold Stock Telegraph Co. and Tracy R. Edson became interested in him and invested in Thomas Edison's large Newark, N. J. plant for the manufacture of his invention of the printing telegraphic instrument for transmitting gold and stock quotations, and later in the stock of the Edison Electric Light Co. He also became financially interested in the manufacture of zylonites now known as celluloid, a discovery of Daniel Spill of England. In all his investments he was richly repaid and recognized as an able and powerful financier. For many years prior to his death he was Treasurer of Grace Protestant Episcopal Church in New York.

Tracy R. Edson (C) was appointed by the Articles of Association of May 1, 1858, one of the original Trustees of the *American Bank Note Co.* and made Head of the Business Department. This executive position required consider-

able organizing ability to gather together all the seven associated firms in New York and Philadelphia, each of which had branches in other cities throughout the United States and Canada. At that time no Secretary had been appointed and he acted as temporary Secretary. On Sept. 1, 1858 he submitted a remarkable hand written organization report to the Board of Trustees which now covers 16 typewritten pages, and which will be found herein (later) under the history of the A. B. N. Co. To him fell the work of standardizing and keeping the accounts of all these branches and finding suitable premises in New York and arranging for the consolidation of the firms in that city at one office. He made many valuable recommendations, most of which were approved by the Trustees. One of these suggested amalgamation of specimens of work of all the seven associated firms in one Art Department in New York and another of apportioning shares of stock in the Company to artists and engravers of "superior ability." T. R. Edson was Vice President and Acting President of the A. B. N. Co. in July, 1858. (C)

Vol. XVII, No. 1, Page 47 at bottom, also on page 49, 8th line, delete Charles Edmonds and insert F. W. Edmonds.

At bottom of page 47 add:—

In the fall of 1858 (C) shortly after the founding of the American Bank Note Co., negotiations were under consideration for *Edmonds, Jones & Smillie* to consolidate with the A. B. N. Co. but the high salaries requested by these gentlemen and the length of duration of their contracts, the price demanded for work and machinery, etc., and a stipulation for representation on the Board of Trustees caused their terms to be rejected by the Trustees of the A. B. N. C.

These terms were essentially modified and stipulations as to Trusteeship waived and were reconsidered at a special meeting of the "Corporators" of the A. B. N. C. on March 9, 1859, held at 48 Merchants Exchange, New York. It was called to order by President Toppan, and attended by Messers. Rawdon, Wright, Edson, Toppan, S. H. Carpenter, Saulnier, M. I. Danforth, E. J. Danforth, Perkins, Bald, Cousland, Bliss, N. Jocelyn, S. S. Jocelyn, Jr., Draper, Welsh, Wellstood, Hay, Whiting and Gavit. Mr. Perkins was appointed Chairman and Mr. Bliss, Secretary.

The following resolution was then passed, Resolved, that a vote of this meeting be taken in accordance with Article 10th of the Articles of Association upon the admission of Messrs. Edmonds, Jones and Smillie as "Corporators" of this Company—

(1) In answer to an enquiry, it was stated that the term "Corporators" as made use of in the Call for this Meeting had reference to the parties to the "Articles of Association," as referred to in Article X of those Articles—

After a full discussion of the question for and against the admission of Messrs Edmonds, Jones, and Smillie as Corporators, Mr. Wright and Mr. Gavit were appointed tellers, and the vote was then taken, as follows—

Rawdon, Wright, Hatch & Edson	Yea	713		
Toppan, Carpenter & Co.	Yea	1,872	Nay	2,441
Danforth, Perkins & Co.	Yea	5,032		
Bald Cousland & Co.			Nay	3,070
Jocelyn, Draper Welsh & Co.	Yea	818		
John E. Gavit			Nay	462
Freeman Rawdon	Yea	1,101		
N. Wright	Yea	1,101		
T. R. Edson	Yea	1,101		
Jno. G. Wellstood			Nay	630
D. W. C. Hay			Nay	632
W. H. Whiting	Yea	630		
Robert Draper	Yea	560		
Chs. Welsh	Yea	560		
		13,488		7,235

It appearing that four fifths of all the parties to the Articles of Association counting by shares had not voted in favor of the admission of Messrs. Edmonds, Jones & Smillie, they were declared not elected—

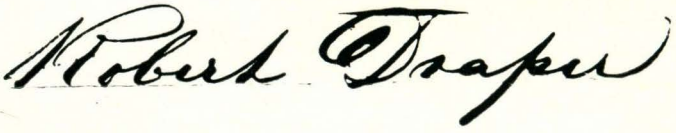
After which the meeting adjourned
Sinedie—

According to the 1897 letter of William C. Smillie hereinbefore quoted, *Edmonds, Jones & Smillie* were soon afterwards, upon a third consideration of their terms, taken into the *American Bank Note Co.*

Vol. XVII No. 2—Page 92 above paragraph of Charles Welsh insert this signature, (Charles Welsh)



Page 96—above second paragraph insert this signature, (Robert Draper)



Page 97—above second paragraph insert this signature, (S. H. Carpenter, Jr.)



Vol. XVIII, No. 4, Page 276, above fourth paragraph insert this signature, (Henry Perkins)



At end of paragraph add:—

He was one of the original Corporators of the American Bank Note Co.

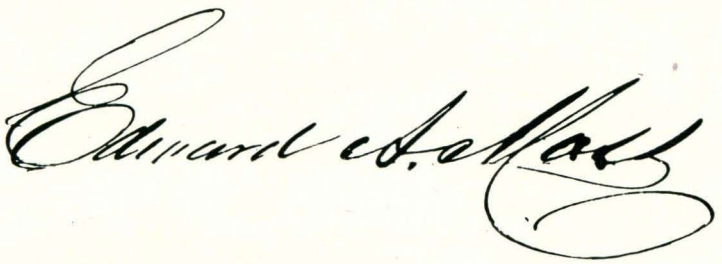
Above the seventh paragraph insert this signature, (J. D. Bald)



Above the eighth paragraph insert this signature, (William Cousland)



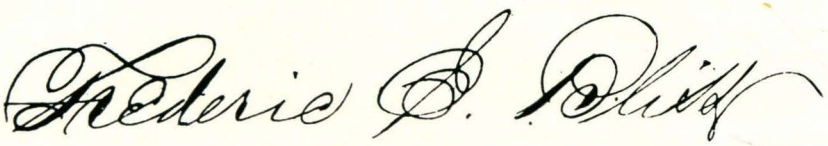
Page 277—above first paragraph insert this signature, (Edward A. Moss)



Above second paragraph insert this signature, (Albert G. Goodal)



Above third paragraph insert this signature, (Frederick E. Bliss)



Page 292 above fifth paragraph insert this signature, (Edward J. Danforth)



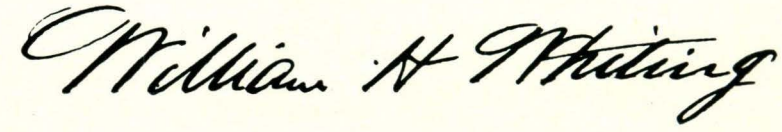
Vol. XVIII, No. 1, Page 29, above second paragraph insert this signature, (John G. Wellstood)



Above fifth paragraph insert this signature, (De Witt C. Hay)



Above sixth paragraph insert this signature, (William H. Whiting)



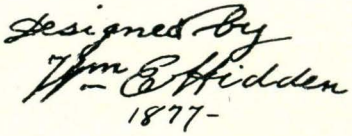
Page 31 under portrait insert this signature, (Nathaniel Jocelyn)



Page 32 above second paragraph insert this signature, (Simeon S. Jocelyn, Jr.)



Vol. XIX, No. 3, page 176—add:—



William E. Hidden—Designer—(1853-1930?) was born in 1853 in Providence, R. I., and is said to descend from the family whose firm Henry A. Hidden & Co. printed the Providence Postmasters stamps. From 1869 to 1878 he was a designer and banknote modeler for the *National Bank Note Co.* In 1877 he made an essay drawing in pencil and India ink wash now in the author's collection, for the Private Proprietary Revenue stamp for Wm. Gates of Frankfort, Ky. 1c black at the exact size of the finished stamp, which is signed with the above signature. In later years he made his home in Jersey City and was an ardent philatelist, removing to southern California where he died. His collection was sold privately about 1913. He was quite a mineralogist and the discoverer at Stony Point, N. C. in 1879 of "hiddenite" a green transparent gem stone, which bears his name. Later he was employed by Tiffany & Co. in New York.

THE CONTINENTAL BANK NOTE COMPANY

By act of Feb. 25, 1862 Congress authorized an issue of Legal Tender Notes in denominations from $5.00 to $1000.00. According to a pamphlet written by W. L. Ormsby, Sr. at the time, entitled "Cycloidal Configurations or the Harvest of Counterfeiters", Secretary of the Treasury, Salmon P. Chase, delegated the award of the contract for printing these notes to J. P. Cisco, Assistant to the Treasury then in New York. He also said there were then only three firms in the country capable of producing these notes, namely the American Bank Note

(D) Some of this information was kindly furnished by Thomas F. Morris.

Co., the National Bank Note Co. and the New York Bank Note Co. (not incorporated). Since 1844 W. L. Ormsby, Sr. had been in business as a Bank Note Engraver in New York City. The above pamphlet exposed what he claimed were tricks of bank note engraving generally practiced at the time, and particularly charged that bank note plates for the Confederate States had been made, (but notes not delivered) by all three of these companies, prior to a U. S. Presidential proclamation forbidding commerce with the enemy. A story about government seizure of these plates was published in the New York World on April 26, 1861.

Such were the conditions at the time the *Continental Bank Note Co.* was founded in January 1863 (D) by some New York gentlemen who employed the few remaining independent engravers. They began operating late in March 1863. Waterman L. Ormsby, Sr. was one of the first employees but held no stock, and was not very active after Secretary S. B. Chase insisted he have nothing to do with Treasury work, though he drew a salary of $5,000 per year until 1867. Alex C. Wilson, uncle of Tuoro Robertson, was the first president and was active in obtaining contracts from the Treasury Department early in 1863. A Mr. Dunbar and Wm. D. Wilson were also active agents. J. Tuoro Robertson was Secretary until Nov. 30th, 1863 when he became General Superintendent.

On Dec. 9, 1863 an adjourned Annual Meeting of the stockholders took place and the President and Treasurer were re-elected. The office of Vice President was then created and given to Wm. D. Wilson and Mr. Russell, Jr. was elected Secretary. Tuoro Robertson, was elected General Manager or Superintendent.

Mr. Dunbar was President in Sept. 1866 and Alfred Edwards, W. D. Wilson, Mr. Moore, Silas M. Stilwell, and Homer Stuart were trustees. William D. Wilson was President for a while but, at the Annual Meeting on Dec. 3, 1866 all trustees were re-elected, Mr. Moore—Secretary and Tuoro Robertson—Treasurer. President Dunbar resigned Jan. 23, 1867 and Silas M. Stilwell was elected President.

They occupied the four upper lofts of the building still standing at 114 Greenwich St. (corner of Liberty St.), and then owned by J. P. Cisco, Assistant to the U. S. Treasury Dep't. who was instrumental in influencing Government contracts. Altho the Bureau of Engraving and Printing was established by Congress in the Act of July 11, 1862, it was not set up until Aug. 28, 1862 and did no engraving or printing until after Nov. 20, 1862. All United States bank notes were made by private companies until 1876. Some of the backs of the first Postage currency prior to May 27, 1863 were printed and all the second issue of Oct. 10, 1863 were engraved and printed by the Bureau of Engraving & Printing. The Continental competed with the American and National Bank Note Companies for Treasury Department issues. Their first models were completed March 27th. On April 2d, a Mr. Russell and Mr. Edwards each bought 15 shares of stock at $500. par value per share, or a total of $15,000.

On April 11th, 1863, the C. B. N. Co. also submitted models in competition for new Treasury notes, but all proposals of the three bank note companies were rejected and fourteen new designs for National Currency and Treasury notes were required by May 8th. On May 26th the engraving of the only notes authorized, the National Currency 5's and 10's were awarded to the Continental B. N. Co. The National B. N. Co., the American B. N. Co. and Butler & Carpenter of Philadelphia were said to have formed a coalition against the C. B. N. Co. The first proofs of the face and back of the first $5 National Currency were printed Nov. 30th, 1863, on bank note paper with and without the bronze, and sent to Washington with an effort "to procure the abolishment of the detestable bronze." This effort was successful in omitting the bronze and they were ordered to proceed with printing 300,000 sheets. They were also then given

the contract for printing the two year Treasury notes. All this work put over 20 presses to work immediately. They also delivered notes to the First National Bank of Washington about Dec. 10, 1863. The large die of the $5.00 National Bank Note was hardened Dec. 7th and the transfer roll taken up on Dec. 9th by Ormsby and hardened the next day, but it broke down on Dec. 15th after making two impressions on the plate. The transfer roll of the back oval of Columbus, engraved by Bannister, was made and hardened Dec. 10th also by Ormsby but broke down on Dec. 14th and had to be remade. John Moore was blamed for the failures as well as breaking a transfer press.

During the sixties they had contracts for Tax Paid Revenue stamps, but on Sept. 15, 1866, their models for Beer stamps were returned and the contract given to the National B. N. Co. Business looked doomed for the Continental. Mr. Dunbar then was President at a salary of $10,000 per year. The annual meeting was stormy and on Jan. 23, 1867, Tuoro Robertson bought Dunbar's eleven shares of stock for $5,500 and Dunbar resigned.

The C. B. N. Co. submitted essays with a bid for a Postage Stamp Contract which bear a blue oval hand stamp dated Dec. 30, 1869, probably applied after award of the contract for the 1869 issue. These 1c, 2c, 3c, and 6c are Mason's 114, 115, 116 and 117 similar in design to Continental Snuff Tax Paid Revenue stamps of a large numeral upon which the lettering and small vignettes were superimposed. On January 25, 1873, they secured the contract for all U. S. Postage Stamps, later including Official and Newspaper stamps, for a term of four years from May 1, 1873. They were again successful on February 28, 1877 and they held the Postage Stamp Contract until consolidation with the American Bank Note Co. on December 27, 1878, after which this contract was executed by the latter company.

At the time the Postage Stamp Contract of Jan. 25, 1873 was signed by the Continental Bank Note Co., Homer H. Stuart was President and Jared K. Meyers, Secretary. The accompanying bond was also signed by John J. Morrell, J. Tuoro Robertson, and John C. Fremont.

The Continental designers and engravers included some of the most expert of their time, including Atwood Porter, Letter Engraver; Joseph Claxton, Designer & Engraver; Henry S. Beckwith, Pictorial Engraver; James S. King, Allegorical Engraver; Prosper Ourdan, Portrait Engraver; and Charles Skinner, Portrait & Pictorial Engraver; Fenwick, a Letter and General Engraver; J. Meignelle, Square Letter & Scroll Engraver, 1866; and George H. Staynor in charge of production.

The main offices were at 142-144-146 Greenwich St. until Consolidation with the American in 1878. They had a Nassau St. office in 1866. In 1873 they had other printing premises on William St. During 1874, 5, and 6, they also had premises at 120 Broadway.

Pursuant (E) to an agreement dated February 7, 1873, Charles F. Steel began a four years contrast on April 1, 1873 as Superintendent of the manufacture and delivery of U. S. Postage Stamps, to prepare, make and manufacture such stamps in such manner and such quantities as the Company should from time to time direct and require. He issued the paper to the printer and received it from the printing room. After the stamps were printed they came into his custody and he kept all the accounts of gumming, perforating, pressing, packing and delivery of the stamps. (See Volume XIX No. 3, Page 176.) The Company furnished the gum, the wages of the machinist and the machinery of that department with power and heat, the materials for packing including blanks, stationery, twine, wrapping paper, sealing wax, gumming brushes, steam for boiling the gum, and stood losses incurred in imperfect finishing of the stamps.

(E) Court of Claims No. 11877—The Continental Bank Note Co. vs. THE UNITED STATES. (For additional payment for official stamps).

Steel contracted and paid for all labor. After the stamps left the printer it cost the Continental Company about $74.00 per million to finish them.

In the Continental Company's stamp department there were ten presses (and other presses in the William Street office), which had a capacity of about 75,000 impressions or 15,000,000 stamps a week with 200 on an impression, which included the general stamps and most of the official stamps.

In the latter part of 1875 there were about 27 million U. S. Official stamps printed on the order of Homer H. Stuart, President of the Continental Co., issued in the middle of August. Steel's bill for finishing the stamps was dated in December. At the time Congress had discussed discontinuation of the Official stamps and the manufacturer made up a large supply in order to be able to charge them to the government under their contract.

On or about January 25, 1876 Steel was ordered to manufacture a four months stock, or a supply of 200,000,000 postage stamps and have same ready and finished by the 1st of April, 1877. The Company charged that Steel refused, neglected, and failed to execute said order and to make or manufacture the said postage stamps, and only made 78,000,000.

On March 31, 1877, when Steel left the employ of the Continental Bank Note Company, there were on hand in the neighborhood of 30,000,000 unfinished stamps. The Continental Company's postage stamp contract terminated May 1, 1877. Judge Monell was President in March 1877 about which time they had four presidents in one year. The Company was then controlled by George H. Staynor, not then an officer. J. Tuoro Robertson was Superintendent of the Continental Bank Note Co. in August of 1875.

At the time of Consolidation with the American Bank Note Co. in 1878 the officers were—Homer H. Stuart, President; Jared K. Meyers, Secretary. Among the Continental shareholders at that time were also Lewis Delnoce (25), F. Girsch (25), Warren D. Hatch (150), Jas. P. Major (75), William C. Smillie (100), George H. Danforth (800), Jared K. Meyers (115) and W. F. Costenbader (25).

Waterman Lilly Ormsby, Engraver & Siderographer (1809-1883).

Born in Hampton, Conn., in 1809; died in Brooklyn, N. Y., Nov. 1, 1883. Ormsby was a student in the National Academy of Design in 1829; and engraving over his own name in Albany, N. Y. at an early date. He also engraved for *Carter Andrews & Co.* of Lancaster, Mass. Being of a decided mechanical bent of mind he invented a ruling machine, a transfer press and a "grammagraph", a device for engraving on steel directly from medals, medallions, etc., this latter machine, or a modification of it, was called a "pantograph". With these machines he produced much work. Ormsby was a very excellent line engraver and in 1852 he published "Ormsby's Bank Note Engraving" and in 1863 was one of the first employees and siderographer of the *Continental Bank Note Company* of New York. It is claimed he assisted S. F. B. Morse and Henry A. Munson in the invention of the Morse Alphabet. (4)

From 1844 to 1850 he was in business as a Bank Note Engraver at 116 Fulton Street, in 1851 and 1852 at 12 Vesey Street, from 1854 to 1862 at 50 Wall Street, and in 1863 at 16 Nassau Street. In 1844 he engraved the large American Letter Mail stamp which bears his name.

About 1862 he published a pamphlet entitled "Cycloidal Configurations or the Harvest of Counterfeiters".

Waterman L. Ormsby, Jr., Siderographer (1835?-1880?).

He was first listed in the N. Y. City directory from 1858 to 1863 as a Reporter, when his listing was "Engraver" (Siderographer) with the *Continental Bank Note Co.* until 1867. After this he is again listed as an "Engraver and Reporter" until 1870 when he returned to the C. B. N. Co. until 1873. In 1874

and 5 he is listed only at his home and in 1879 again as a Reporter. His personal printed card (F) gives many more of his various more interesting activities as shown by the following:

W. L. ORMSBY, JR.

Superintendent of Transferring—Continental Bank Note Company.
President New York Liberal Club (successor to Horace Greeley).
President Board of Managers Abingdon Club.
Chief of the Modoc Department, American Institute.
Editor LEE LITERARY JOURNAL.
Member of the Mercantile Library.
Member of the Third Universalist Society.
Ex-Temporary Stenographer, Superior Court, Part II.
Ex-Reporter and Correspondent NEW YORK HERALD, TIMES and SUN.
Ex-Cerographer.
Ex-Spectacle Maker.
First Passenger on the Overland Mail Route to California.
Apostle of Enlightened Self-Interest.
Brother-in-Law of Editor of the GRAPHIC.
Brother-in-Law of "Jennie June."
Son of the Inventor of the Kaleidograph.
Father of Twins.
RESIDENCE, 749 GREENWICH STREET.
(Over the Butcher's Shop.)



Photo by Courtesy of Thomas F. Morris.



TOURO ROBERTSON

Judah Touro Robertson, (G) Executive and Inventor (1841-1900) one of the Founders of the *Continental Bank Note Company,* was born March 7, 1841

(F) By courtesy of Thomas F. Morris.
(G) The above is quoted from data assembled by Thomas F. Morris, Jr., of Distinguished Bank Note Men of the 19th Century.

in Philadelphia, Pa. and died in New York on January 5, 1900. His father, Colonel William Howland Robertson, was aide de camp on Gen. Jackson's staff at the Battle of Pensacola, and later American Consul at Havana, Cuba. There Touro entered commerce but left to take up studies in Middleboro, Conn. and upon completion of which he decided to follow the sea, and went on one of his father's ships which plied between Havana and Liverpool. Upon the death of his father he came to New York at the age of seventeen years and engaged in the Printing business. At the outbreak of the Civil War he enlisted in the Twelfth Regiment of New York for six months, but was invalided home and saw no active service. Upon his recovery in 1863 he was induced to put some money in the *Continental Bank Note Company* (a newly formed company) by his Guardian, then editor of The New York Times. Because of the early reverses of the Company he soon decided it was necessary to learn the business himself or lose the money he had put into it.

Robertson entered the employ of the Continental in January 1863, as Secretary, when only 22 years of age, and in successive steps became Manager, General Superintendent and Vice-President, and when the Continental was consolidated with the *American Bank Note Co.*, he was elected a Vice-President and a Trustee of the latter Company. During his early period Robertson carried through successfully the production end of the work. He was possessed of vision, was of great dynamic force, an indefatigable worker; and it can be reliably stated his success in the bank note field was largely due to his untiring efforts in promoting the interests of Continental stockholders. His patents were used by the C. B. N. Co. exclusively.

Not alone did he assist in carrying the executive load but through the years was keenly interested in the production end of the business. Mr. Robertson had a very inventive mind and an aptitude for mechanical problems. A genius in the art of designing special machinery and labor saving devices, he is credited with many improvements which brought the bank note business to a high state of efficiency and skill, and many of his improvements are still being used wherever engraved steel plate work is utilized.

He was invited to join the staff of one of the largest printing machine manufacturers but his love for and associations with the Bank Note business proved more to his liking. In 1870 he invented and patented the first steel plate printing press to be used in connection with steam power. Later, improvements involving wipers and polishers were placed upon the machine, this being the first successful steam plate printing machine, all of which functions were automatic. Many patents were granted to him, some outside the field of bank note development. This list is for bank note work only.

Patent No. 113,346—Improvement in Printing Presses (April 4, 1871)
Patent No. 123,933—Improvement in Plate Printing Machinery (Feb. 20, 1872)
Patent No. 130,153—Improvement in Printing Presses (Aug. 6, 1872)
Patent No. 175,875—Improvement in Coupon Bonds (April 11, 1876)
Patent No. 181,597—Improvement in Processes of Renovating Waste Ink (Aug. 29, 1876)
Patent No. 541,985—Plate Printing Press (July 2, 1895)
Patent No. 549,976—Automatic Wiper & Polisher for Plate Printing Presses (Nov. 19, 1895)
Patent No. 590,114—Feeder Attachment for Printing Presses (Sept. 14, 1897)
Patent No. 590,115—Feeder for Printing Presses (Sept. 14, 1897)
Patent No. 592,664—Inking Device for Plate Printing Presses (Oct. 26, 1897)

During Mr. Robertson's bank note career numerous problems in printing machinery presented themselves from time to time both typographical and plate. It is recalled by members of his family of evenings spent walking the floor, working out the various devices for his machines, the drawing board on a table, the inks, etc. ready at hand to jot down the ideas as he evolved them. The men

who knew he worked hard during office hours could hardly grasp the added fact of these hours spent at home, but the Bank Note Companies did recognize his ability and were mindful of what he accomplished.

During the Seventies and Eighties practically all the currency of South America, the stamp work of the United States Government, besides quite a large part of the U. S. paper money was printed on machines of his invention. Special machinery for railroad ticket work, coupons, numbering attachments and numbering machines, feeder attachments and inking devices for printing presses, improvement in processes of Renovating Waste Ink, all of which was used in bank note work, can be credited to the ingenious mind of Mr. Robertson.

When the first elevated railroads were being built on the streets of New York he and his machinist Alec Reed as a hobby built two miniature steam engines and passenger cars of exact scale and placed them in operation upon a miniature elevated structure in the basement of his residence.

At the time of the Consolidation he was made a Trustee of the American Bank Note Company which position he held until his death. In 1881 he was a Vice President of that company, and continued in that capacity until his death in 1900.

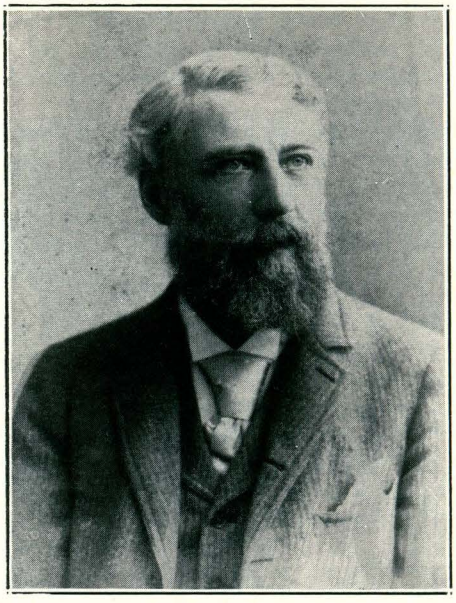
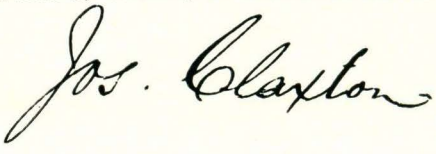


Photo by Courtesy of Thomas F. Morris



Joseph Claxton, Designer & Script Engraver (1831-1910).

He was born December 10, 1831 at Bury St. Edmunds, England and died March 10, 1910. He came to the United States about 1850 establishing himself in business as an Engraver, at 64 John St., New York. He continued there until 1872 when he joined the *Continental Bank Note Co.* Jos. Claxton was known as the father of upright script engraving. He was also a good designer and I have seen some of his signed model essays made for the C. B. N. Co. of the

frames for U. S. Official postage stamps that were issued in 1873. He also designed for the C. B. N. Co. an essay submitted by them for a 3 cents postage stamp, (Mason's 113) with head of Columbia wearing a feather head dress on which the square letter engraver first engraved Portage for Postage. He had charge of the designing department for the C. B. N. Co. but went to Europe about 1877, and when he returned Atwood Porter held this position. In 1878 at the time of the consolidation he became an engraver for the *American Bank Note Co.* where his son William Claxton also was employed most of his life.



Frederick Girsch, Pictorial Engraver (1821-1895).

Born (4) in Biedingen, a suburb of Darmstadt, Germany, March 31, 1821; died in Mt. Vernon, N. Y. Dec. 18, 1895. Left an orphan at an early age, young Girsch was forced to assist in the support of his mother and four sisters; and to this end he made use of his exceptionally natural talent for drawing. Having received some instruction in painting from a local artist, one Carl Seeger, he earned some money by portrait painting, and his portrait of a Princess attracted such general attention that a sufficient sum was raised by subscription to enable him to pursue his art studies at the Royal Academy of Darmstadt, then one of the leading art institutions of Germany. He remained in Germany until the Revolution of 1848, when he obtained official permission to further pursue his studies in Paris, but he left that city for the United States in 1849.

Mr. Girsch settled in New York, and having in the course of his art studies learned to etch and to engrave in line, the first work executed by him in this country was done for the then "New Yorker Criminal Zeitung". As was then the custom, this publication issued "premium" engravings, and Mr. Girsch engraved two of these—"Die Helden der Revolution" and "Niagara Falls." He rapidly improved in the quality of his line work and made a number of portraits for the publishers of New York City.

But it is as a bank-note engraver that Mr. Girsch did his best work and achieved a reputation. The issue of paper money by the Government, soon after the outbreak of the Civil War, demanded a class of work much superior to the earlier private bank-notes, and the most skilled line-engravers of the country were employed by the bank-note company (The Continental Bank Note Co.) commissioned to provide this new money. Girsch soon found a recognized place among these men and was engaged in bank-note work practically up to the time of his death (1895).

Mr. Girsch engraved the "De Soto discovering the Mississippi" on the back of one of the early $10 notes, the head of Liberty on the 15-cent fractional currency, and the portrait of Washington on the 25-cent note of the same currency. He was particularly proud of a plate of peculiar interest and now almost unknown. This was the plate, 12x14 ins. of the "Legion of Honor", impressions from which President Lincoln proposed to present to all honorably discharged officers and soldiers at the close of the Civil War. This plate was finished, but the tragic death of the President and the resulting confusion in public affairs prevented his intentions from being carried out, and very few impressions of the plate are in existence.

At the age of seventy-three years Mr. Girsch engraved, in etching and in line, a large plate entitled "Grand Ma's Toast", which is an excellent piece of work; but another plate, "The Gypsey Girl", 5½x7½ ins., and executed for "his own pleasure", about the same time, is in pure line and is probably as meritorious a plate as was ever engraved by him. (4)

In 1878 he owned 25 shares of stock in the Continental Bank Note Company.



DANIEL F. CAUGHLAN

Photo by Courtesy of Thomas F. Morris

Daniel F. Caughlan, (H) Engraver & Siderographer (1851-1934). Born October 10, 1851 in Birmingham, England. Died in Yarmouth Port, Mass. August 15, 1934 in his 83rd year. His family upon coming to America settled in Melrose, N. Y. After leaving school he was apprenticed full time to learn one of the building trades. Later occurred an opportunity to become a pupil of Lewis Delnoce the then well-known portrait and pictorial engraver. He started his bank note career with the *Continental Bank Note Co.* as a letter engraver and was still with that Company in 1878 at the time of the Consolidation with the American B. N. Co. About 1883 he went into the engraving business under the firm name of *Caughlan & Berry,* but in 1885 he went to Montreal with the newly formed *Canadian Bank Note Co.* After studying the art of transferring with them, in 1887 he became affiliated with the *John A. Lowell Bank Note Co.* then located at 147 Franklin St., Boston, Mass. He then specialized in siderography and in his early days with the latter concern did much of the lathe engine work for their stock Certificates and Bonds. He also did engraving and transferring as well as the secret hardening of all dies rolls and plates. While there he originated a formula for "annealing". Upon the liquidation of the J. A. Lowell Co. in 1915, he again became associated with the American B. N. Co. as a siderographer until his retirement in May 1928, in his 78th year. He was one of the organizers of the International Siderographer's Association and served as a Director and Vice President. He was high in the Councils of several Masonic societies in New England.

(To be continued.)

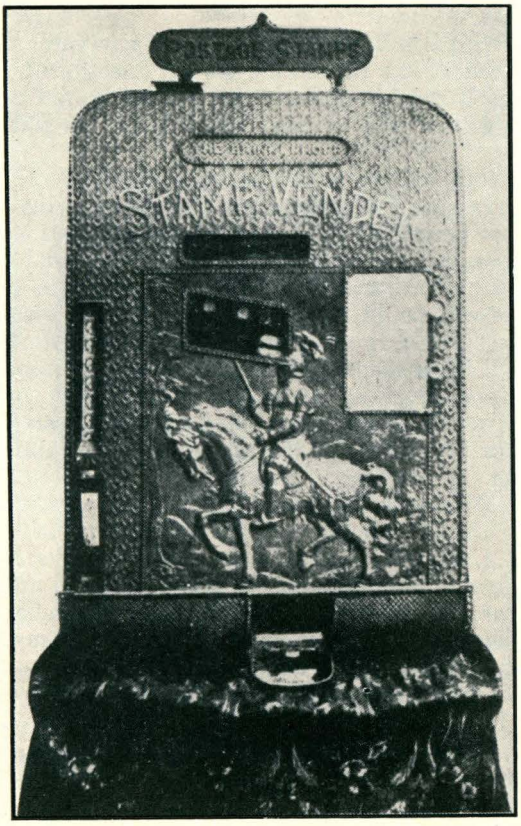
Stamp Machines and Coiled Stamps

By GEORGE P. HOWARD.

(Continued from Vol. XIX, page 261.)

THE BRINKERHOFF STAMP-VENDING MACHINE COMPANY

Mr. F. H. Brinkerhoff of Sedalia, Missouri, was the inventor of a machine for making change, to which he added a stamp-vending unit, thus producing the Brinkerhoff Stamp Seller and Money Changer. The machines were built in Sedalia, but the Brinkerhoff Stamp Vending Machine Company formed to distribute them had its central office in Denver, Colorado. Early in 1909 they adopted the name of The Postal Vending Manufacturing Company. At that time they were licensed to operate machines in the states of Arizona, Colorado, Idaho, Iowa, Montana, Nebraska, Nevada, New Mexico, South Dakota, Utah and Wyoming.



The 1909 Brinkerhoff Machine.

As a fitting introduction to the description of the Brinkerhoff machine, I shall quote from an early 1909 advertising circular of the company:—

The Brinkerhoff Stamp Seller and Money Changer

A master mechanic has transmitted to this mute masterpiece of mechanical accuracy his own superior genius. It does the work of many hands and much brains.

The Brinkerhoff Stamp Seller and Money Changer is almost a miracle of accuracy when the great variety of its operations are considered. It ranks side by side with the best machine even in this age of mechanical excellence, and has received recognition from those in the highest positions.

. . . The inventor has wrought well. He has produced the first perfect mechanical clerk ever made that was capable of selling stamps in varying quantities, and making its own change. This machine is strictly automatic,—it is ever busy, does actual work, sticks to the job, is never "stuck," and never strikes. It does a strictly cash business, collects its own fees, keeps its own accounts, strikes its own balances, and registers its sales and profits. It takes any American silver coin, does its own sorting, re-stocks itself with change to pay out, and is next to infallible.

Nothing bashful about that first sentence!—or any part of it for that matter. But the funny part about this write-up is the fact that the machine, when it worked, would not only do what was claimed, but a whole lot more. In fact it was without doubt the most intricate machine ever invented for the simple purpose of making postage stamps accessible to the public. The final patent on this machine(1) with all its improvements covers 109 pages:—60 pages illustrating over one hundred drawings of parts and 49 pages describing the 101 claims. The manufacture and upkeep of such an intricate machine must have been so expensive that any hope of profit from penny sales was dealing in futures to say the least.

To operate the Brinkerhoff Machine a coin of any value from five cents to a silver dollar was placed in the projecting slot at the top of the machine. This started the motor which ran all parts of the machine, and which kept running until the credit established was entirely spent. Let us put a fifty cent piece in the machine.

First of all the coin will be tested for genuineness. If it is a counterfeit it will be very embarrassing for us because a gong will ring to notify everyone in the vicinity that we should be apprehended and turned over to justice. Let us hope our coin passes all the tests. If our coin should be of lead it will be bent by the machine and rejected. If it has been made of any other metal cheaper than silver it will be 15 to 20% lighter, size for size. So our coin will be measured for size. First it must be of the correct diameter or it will be rejected. Then it will be measured for thickness and switched, according to its thickness, to the proper weighing scale, which is gauged to fit and accept the coin if it is not light weight. Having passed all these tests our 50c piece piles up on top of the other 50c pieces in the machine and establishes a 49c credit—the other penny being the machine's profit.

In the machine illustrated in this article there are two buttons on the right-hand side near the directions for operation. One of these is for stamps and one for change. Later machines vended both 1c and 2c stamps, both stamp strips feeding out parallel openings on the left-hand side of the machine. The two buttons to operate these were on the left and the change button on the right. Let us suppose our 50c piece is in one of these machines. To get 1c stamps we will push the 1c stamp button and the stamps will feed out in a strip. If these are the privately perforated stamps of the Brinkerhoff Company, as each stamp feeds forward a knife blade will make cuts on a line with the two perforation holes to make it easy to tear the stamps from the strip. If these are Bureau perforated coils, there will be no cutting blade, but as each row of perforations passes a certain point it will ring a bell. We shall let the bell ring ten times and then release the button and tear off our strip of ten 1c stamps. We now have a 39c credit left in the machine.

If we now want some 2c stamps, we will push the 2c stamp button. Let us buy ten 2c stamps in the same manner, leaving a 19c credit. To get our change we push the change button on the right-hand side of the machine. As our credit is less than 25c, it is the 10c coins that will start to move down their

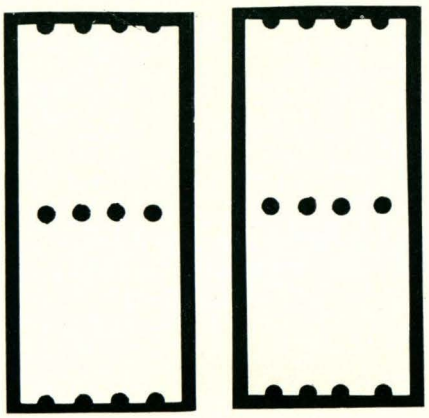
(1) Patent No. 1555100, A Vending Machine for Postage Stamps, granted September 29, 1925, to F. H. Brinkerhoff, then of Clinton, Iowa. Application filed December 8, 1916 and renewed February 26, 1925.

track. As soon as one has passed a registering point on its way to the change receptacle, that track will close as our credit will be down to 9c. Then the nickels will start to move down their track, and when one has passed the registering point that track will be shut and the pennies will feed out until four have been discharged when our "credit" will be exhausted and the motor will stop.

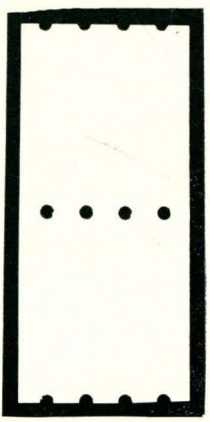
So we pocket our stamps and change and go away, somewhat disappointed because we could not see how it all worked. A better student of psychology would have put this machine in a plate glass case and charged a five-cent fee for each transaction. Who would not pay five cents to see a three-ring circus? And incidentally this machine could be set to deduct more than 1c as its fee, or even to sell stamps at face value.

Brinkerhoff Type I Perforation

Early coils for the Brinkerhoff machine were made in the following manner. Imperforate sheets of 400 stamps were run through an electrically operated stripping machine which cut them into vertical rows about 20.4mm wide. The strips, 20 stamps long, were then pasted together, the bottom margins being cut off and part of the top margins being used for the paste-up flap. There was sometimes a slight variation in the width of the strips so that the coil edges may not exactly match in width at the paste-up. (This would not be found in Schermack or Mailometer coils which were stripped *after* the sheets were pasted together). The long coil strip was then run through an electrically operated punch machine which perforated the holes and also wound the coils.



Brinkerhoff Type I.



Type I as first illustrated.

At the time Brinkerhoff stamps first attracted philatelic attention (early 1909) the company was using a two-hole perforation. One of the earliest listings of these coils is found in Mekeel's News and Trade Circular, No. 21. While this is an undated publication, it must have been printed after February 1909 as one of the four Brinkerhoff items listed is the 2c Lincoln stamp. Two issues later, in Circular No. 23, it was stated that this two-hole perforation "was preceded experimentally by a perforation of four large holes." This perforation was illustrated, and the illustration was used thereafter in all of Mekeel's listings, and was copied by several other persons who listed Privately Perforated Coils. But it was not the perforation which Mr. Mekeel himself sold as Brinkerhoff Type I. Correspondence from Mr. Brinkerhoff which was quoted

in the first of this series of articles([2]) shows that some eight or ten thousand stamps were perforated for Mr. Mekeel by the Brinkerhoff Company. We may assume that this lot included both Type I and Type II perforations. The Type I Brinkerhoff stamps which Mr. Mekeel sold, with his control mark on the back as a guarantee that they were genuinely perforated by the company, have four holes each smaller than the holes of the Type II perforation. The perforation illustrated by Mr. Mekeel was similar to the two pairs shown here, having holes slightly larger than those of the two-hole perforation.

Two pairs are shown here so that the reader may note the variations in the spacing of the holes on different pairs of the same item, as well as in different rows on any one pair. These spaces vary from 2.0mm to 2.8mm, and even the variations are not constant on any two rows of perforations. The perforation holes measure approximately 2.4mm in diameter, but exact measurement is difficult as the holes have rough edges and are not perfectly round. They give every appearance of having been punched, one at a time, by hand. This questionable perforation was apparently made in the spring of 1909, as it exists on all imperforate stamps that were current at that time:—the 1c, 2c carmine and 2c lake of the 1902-03 Issue, the 1c, 2c, 3c, 4c and 5c of the 1908-09 Issue, and the 2c Lincoln stamp. They are quite scarce and, I believe, quite worthless.

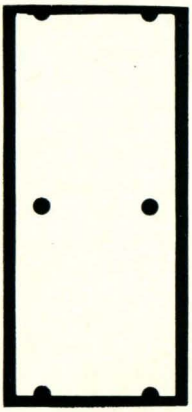
The Brinkerhoff experimental Type I perforation of four small holes was tried on the 1c green and 2c carmine of the 1902-03 Issue. All other imperforate stamps, including the lake shade of the 2c Issue of 1903, were issued after the perforation had been discarded for Type II. It will, however, be found on the three stamps mentioned of the 1902-03 Issue, on all five imperforate values of the 1908-09 Issue, and on the 2c Lincoln. A few rare examples of the Type I perforation exist on the Alaska-Yukon stamp, coiled sidewise. During 1909 the Brinkerhoff Company adopted the policy of only perforating such stamps as they were actually using, and in the form in which they were being used.([3]) The Type I perforator was apparently put away and forgotten until after the 1912 Issue appeared, when it was used to perforate the 1c and 2c Bureau imperforate coils of that issue.

On the Brinkerhoff Type I perforation the centers of the perforation holes are exactly 5mm apart. The holes are spaced 3.2mm apart and the diameter of each hole is 1.8mm, making the overall length of the four holes 16.8mm. This perforation was not satisfactory for public use as there were too few perforation holes to serve as a means for separating the stamps. If used in conjunction with a cutting blade in the machine each stamp, as it fed from the machine, would have to be picked up separately by the customer. To make it possible to feed the stamps out in one strip a different form of perforation was adopted.

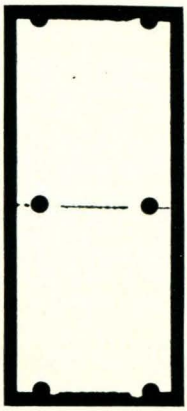
Brinkerhoff Type II Perforation

This is a two-hole perforation which served merely as a feed control in the operation of the vending machine. It was applied to the stamps, after they had been made into imperforate coils, by an electrically operated punch machine. The coils were then rolled and were ready for use in the machines. Such a perforation was particularly adapted for machine use as it gave maximum strength to the coil strip, there being very little paper cut away. Each perforation hole measures 2.3mm in diameter, and they are spaced just over 12mm apart. The perforation, however, was not complete since it provided no means for separating a stamp from the coil strip. The final step in the perforating was the cutting of small slits at the point where the stamps were to be separated. This was done by small blades in the vending machine itself, just before the stamps were ejected from the machine.

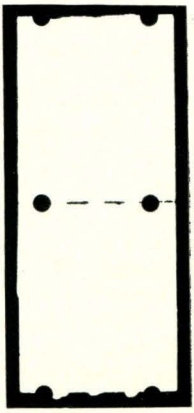
(2) Collectors Club Philatelist, Vol. XIX, No. 1, pg. 30.
(3) See letter referred to in footnote 2.



Brinkerhoff Type II.



Type A Separation.



Type B Separation.

Therefore the Brinkerhoff Type II perforation without slits is not the form in which it should have reached the public. Yet it exists on all stamps that were used with either the Type IIA or IIB form of separation. With the exception of the 2c scarlet, the 4c and the 5c values of the 1902-03 Issue, that includes all imperforate stamps issued by the Bureau down to and including the 1c and 2c Issue of 1912. Type II without slits is the only form of Brinkerhoff perforation that will be found on the 2c Hudson-Fulton stamp, which was too large to run through the vending machine and hence could not receive the slits. It is also the usual form of Brinkerhoff perforation found on the 2c Alaska-Yukon stamp, although there was one Brinkerhoff machine built to handle this stamp, so it also exists with slits. The Brinkerhoff Type II items without slits are probably "request" items:—at any rate they are those which were never run through a vending machine. With the exception of the two large-sized 1909 Commemoratives, they are somewhat scarcer than the properly slit items. That is because it was Mr. Brinkerhoff's custom, when doing request perforating, to run the perforated stamps through a vending machine in the factory, just as though he were "buying" the stamps for you. So even the request items saw "use" in the vending machines.

The form of separation made by the early Brinkerhoff machines, known as Type A, consists of two slits extending from the coil edges into the holes of the perforation. Between the two perforation holes is a third slit 9.7mm long, leaving an uncut space of a little over 1mm at each end of the slit. When properly centered these slits are on a line with the centers of the perforation holes, but more often they are slightly above or below. Sometimes the slits are so far off-center to the right or left that one of the small uncut portions of the paper falls between a perforation hole and the edge of the coil strip. The Type A cuts are common on the early issues and become scarce on the later issues.

The Type B form of separation is similar to Type A in that the coil strip is cut from its outer edges to the perforation holes. But instead of one long slit in the center, there are two short cuts approximately 3mm in length and spaced about 2mm apart. The edges of these cuts are slightly raised, having been pushed through from the back of the paper. Machines making this type of separation were put in use in 1909.

Three imperforate stamps of the 1908-09 Issue will be found with the Brinkerhoff Type II A separation:—the 1c, 2c carmine and 2c lake—of which the latter is by far the commonest. A few pairs of the 1c and 2c lake also exist with Type II B separation, probably made by request in 1909. On the

five values of the 1908-09 Issue and on the 2c Lincoln both Types will be found, the A being more common than the B. The advent of the "Star" plates on certain of these values, with their varied 2mm and 3mm spacings, caused considerable trouble in the Brinkerhoff Company.(4) Their machine for stripping the imperforate sheets was made to cut the earlier sheets with a uniform spacing of 2¼mm between stamps. On the "Star" sheets only the eight or ten center rows could be stripped by machine, the wider-spaced outside rows having to be cut by hand. Because of this inconvenience the Brinkerhoff Company stopped using imperforate sheets and purchased Bureau wound imperforate coils. The 1c and 2c Brinkerhoff coils of both the 1911 and 1912 Issues should show the parallel, machine-cut edges of the Bureau product. If pairs or strips show scissor-cut sides they are probably from blocks or strips sent in for "request" perforation.

At the time of the Alaska-Yukon-Pacific Exposition in Seattle, Washington, Mr. Brinkerhoff prepared a machine to vend the commemorative stamp at the Postal Exhibit of the Exposition. As the height of the Alaska-Yukon stamp is approximately the same as the width of an ordinary stamp, it was possible to use these stamps in the Brinkerhoff machine if they were coiled sidewise instead of endwise. It was, however, necessary to change the feeding mechanism in this machine to accommodate the much longer stamp. Alaska-Yukon Type II coils which passed through this machine show the Type A slits and are much scarcer than the unslit variety.

Oddities

In connection with this same Alaska-Yukon stamp there is a story that the first attempt to use it in a Brinkerhoff machine was as a vertical or endwise coil. To reduce the extreme width of this stamp to that of a normal endwise coil (21-21.5mm) a narrow strip on each side was folded in over the face. A strip of these stamps shows not only the creases of the folds, but several rips. Evidently the folded edges would not lie flat and got caught and torn in the perforator. Whether really an experiment, or just a peculiar "request" item, the stamp exists with Type II perforation in this unorthodox form—a vertical coil.

That Mr. Brinkerhoff had done some "odd" perforating is suggested by the following letter of his:—(5)

> . . . Our machine is now in the west, and the perforating machine that punches the large holes in the stamps is an entirely different machine and it is not with it at all. The machine itself runs with an electric motor and cannot be handled to any advantage to operate as the collectors want them. They wish the perforation to be in the margin and the machine will not do anything of that kind at present. When the machine is here at the factory we, of course, have it partly apart and can operate it by hand to do work of this kind, but it does not justify us to do anything of this kind, and as we have only one machine at present, we cannot of course do it.

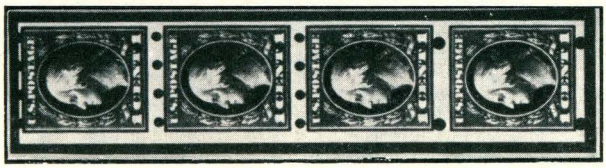
At some time Mr. Brinkerhoff must have done "work of this kind" for we find the 1c Issue of 1908 with Type II perforation and the 3c Issue of 1909 with Type I perforation, both in the form of *sidewise* coils. Doubtless several other such items exist. Also, in the regular endwise coils of 1909 and later, strips with skipped perforations are not uncommon, and even double perforated items exist. Of course none of these, if they are Type II perforations, have the machine slits, as they are merely the products of the perforating machine when operated "by hand."

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(4) See letter quoted in the first of this series of articles, Collectors Club Philatelist, Vol. XIX, No. 1, Pg. 28.

(5) The Collectors Journal, Chicago, Vol. I, No. 4, pg. 170.

One of these oddities is worthy of illustration, a 1c Issue of 1912 coil with both Type I and Type II perforations. If there was ever any doubt as to whether the genuine Brinkerhoff Type I perforation was of four large holes or four small holes, this strip proves the case in favor of the four small holes.



Brinkerhoff Types I and II on the same strip. (6)

THE INTERNATIONAL VENDING MACHINE COMPANY

Of the twenty-five stamp-vending machines submitted to a committee of the Post Office Department in 1907-08, six were found worthy of further investigation and the manufacturers were granted permission to install machines in their home post offices for a thirty day practical test. One of the machines so tested was that of the International Vending Machine Company of Baltimore, Maryland.

This machine was the invention of Edward D. Schmitt of Brooklyn, New York. The original patent application(7) was filed on June 29, 1906, assigning the patent rights to Robert H. Pollock and W. Frank Thomas of Baltimore. The International Company was then formed with headquarters in the Knickerbocker Building, 218 East Lexington Street, Baltimore. Later Mr. W. S. Harrington of Baltimore joined the original backers, and Mr. Schmitt moved to Baltimore to oversee production and make improvements on the machine.

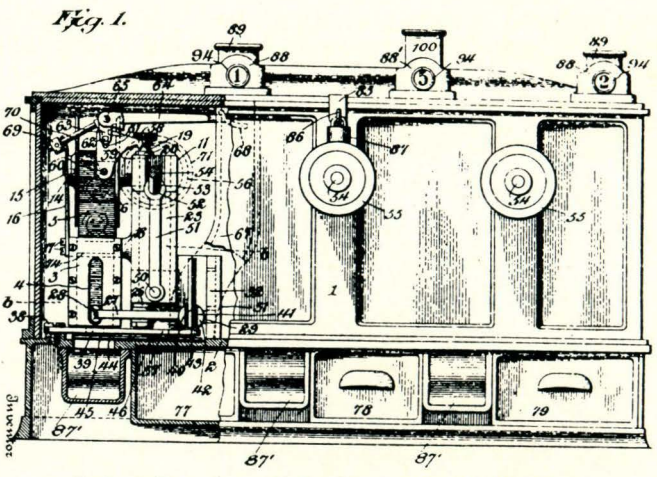
The International Machine

The International or Schmitt Vending Machine was manually operated by a button and knob, released by a coin-control mechanism. After placing a coin in the slot, it was necessary to punch a button which moved the coin to the proper point to release the mechanism. In the machine for vending 2c stamps it was necessary to treat each penny separately in this manner. Then by turning a knob on the face of the machine the stamp strip was advanced from a tube at the bottom of the machine. Inside the machine a pair of grippers held the coil strip with pincer-like action. As the knob was turned these grippers opened and reached up to grab the coil strip at a new point and pull it down a predetermined distance. This distance could be adjusted in the machine so that it would vend one, two or more stamps for each coin inserted. The perforations on the coil strip served no purpose in the machine, but made it possible for the customer to separate his purchase from the rest of the strip.

This machine was not fool-proof, for if the customer got his fingers on the stamp strip and held the knob at the point where the grippers had released the strip, he could make off with any number of stamps. To rectify this a moving blade, acting against a fixed blade, was inserted at the bottom of the machine, closing the stamp chute. This blade would not open until the grippers had taken hold of the stamp strip. Then as the grippers started their descent the blade opened, only to close again as soon as the grippers had moved down their full distance. The stamps purchased were severed from the stamp strip, dropping into a compartment which could be reached by the purchaser.

(6) From the collection of Theodore Sheldon.

(7) A Stamp or Ticket Vending Machine, Patent No. 866891, granted September 24, 1907.

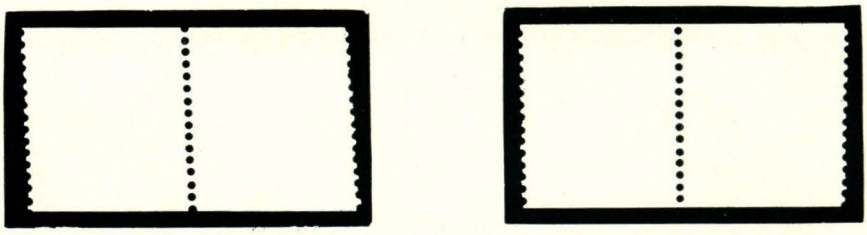


Patent Drawing of the International Machine.

This added feature was covered in a new patent(8) applied for by Mr. Schmitt on January 23, 1908. This patent showed a machine with three units for vending 1c, 5c and 2c stamps at face value. It was this machine which was tested in the Baltimore Post Office. A later patent covered a mechanism to reject spurious coins, but this was not sufficiently selective and the Department rejected this machine. Some machines were used for a few years in stores in Baltimore and also in Mr. Schmitt's home city, Brooklyn. In 1909 the International Vending Machine Company went out of business.

The International Perforation

Mr. Schmitt's first machine used coils of stamps made from ordinary panes of 100 stamps stripped and joined by the side margins. The perforated edges of such coils were a constant source of trouble in a machine, always catching on some part of the mechanism. So the International Company was glad to avail itself of the opportunity to purchase imperforate sheets for the purpose of making smooth-edged coils. The privately perforated coils used in late 1907 and early 1908 in the International machines were perforated 12½-13 gauge and wound sidewise.



International 12½-13 gauge Perforation.

The illustrations show that rows of perforations on these coils were not all spaced the same distance apart. Moreover they are not always parallel to each other, and are seldom perpendicular to the coil edge. The pair which show an extreme slant to the left are perforated 12½ gauge on the right side

(8) Patent No. 938900, granted November 2, 1909.

and 13 gauge on the left. It would be difficult to visualize just how these stamps were perforated, but certainly it was not by the sheet as the extreme slant of the perforation would run the holes of the perforation through the design of the stamps on all but one or two rows of a sheet. A few years ago I interviewed Mr. Pollock, former President of the company, and he stated that to the best of his memory the International Company never had any means for perforating and coiling stamps. Until the Bureau began supplying coils the work must have been done by some other company in Baltimore having the necessary equipment.

The International perforation should exist, and I am told that it does, on the 1c Issue of 1902. The two pairs illustrated are of the 2c Issue of 1903, the scarlet-vermilion shade. There were probably also one or more coils of the 5c Lincoln stamp. A 1909 publication(9) states that 1000 of the 5c imperforates were sent to the Baltimore Post Office in April 1908 for the International Company. We know that the machine was made to vend all three values, so they must have made some 5c coils. Sometime around 1911 mention was made of a 5c sidewise coil, but investigation at the Bureau showed that no such coil had been issued. The stamps were probably classed as fakes, but they may well have been from an International coil, perforated 12½ or 13 gauge.

On July 31, 1908, the Post Office Department issued the first sidewise wound coils, the 1c and 2c values of the 1902-03 Issue. These first coils were sent to the Baltimore and Brooklyn Post Offices for use in machines of the International Company. From that time on it was not necessary for the International Company to use privately perforated coils. The supply of 2c scarlet-vermilion imperforate sheets which remained in the Baltimore Post Office were bought the following year by a New York stamp concern. Some of these were perforated (by request) by the Schermack, Mailometer and U. S. Auto-Vending Companies, thus creating eight new privately perforated varieties that were not regularly used by the companies. They can easily be identified by the shade.

Unauthenticated Items

There exists a 3c Issue of 1908-09 sidewise coil perforated 12½-13 gauge. At one time this was catalogued by Scott and Gibbons as part of the Bureau coil issue of 1908-10. It was soon removed from the listing as investigation proved that the Bureau had never made such a coil. Since then it has often been claimed, but never proved, that the 3c sidewise coil was privately perforated for the machines of the International Company, the theory being that since there was no Bureau coil of this denomination the Company had to resort to its own perforation. According to various philatelic articles written from 1910 to 1913, it was impossible to prove or disprove this theory since the International Company was no longer in existence, and no one formerly connected with it could be located.

It is almost unbelievable that Mr. Schmitt could not be found when he was living right in Baltimore. And Mr. Pollock had not exactly disappeared either; he had moved to Plainfield, New Jersey, and had started another stamp-vending machine company. In 1938 he was still listed in the telephone directory, and quite willing to give information about the International Company. After so many years it was impossible for him to be definite, but he does not remember their having used 3c or 4c coils as there was no public demand for those values. The 3c sidewise coil stamps appear to be orphans of very doubtful origin.

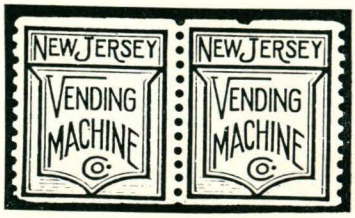
Still more suspicious are the vertical coils made of all five values of the 1908-09 Issue, perforated 13 gauge. At one time these were classed as coils of the International Company. They have also been called the product of the *United States Selling Company* or the *U. S. Auto-Selling Company* of Baltimore. I have been unable to find any record of any such company existing

(9) The Collectors Journal, Chicago, April 1909.

in Baltimore in 1909. It is not sensible to suppose that any machine company would go to the trouble and expense of having coils made when the Bureau coils were available at that time at no extra expense. The various claims as to the origin of these coils have not been substantiated by proof and they are distinctly under a cloud.

The New Jersey Stamp Vending Machine Company

Although the International Vending Machine Company went out of business in 1909, the Schmitt type of machine was manufactured and used by another company at a later date. Mr. Pollock, who owned the patent rights, started a company in Plainfield, New Jersey, called the New Jersey Vending



Dummy Stamps of the New Jersey Company.

Machine Company. This company ran from about 1911 to 1915. They always used Bureau sidewise-wound coils. For purposes of demonstration this company used a dummy stamp printed in red and perforated 10½ gauge.

THE PARKHURST COMPANY

Concerning the six stamp-vending machines granted working trials in 1907-08, Third Assistant Postmaster General A. L. Lawshe wrote as follows in his Report for the fiscal year ending June 30, 1908:—

> The owners of five of these machines have responded and tests have been made in the post offices at Baltimore, Minneapolis, New York and Washington, while the fifth machine is now undergoing test at Indianapolis.

This last machine was the invention of Layton M. Parkhurst and the product of the Parkhurst Company of 1125 North New Jersey Street, Indianapolis. The stamp-vending machine was the second venture of the Parkhurst Company which was originally formed to manufacture and distribute a newspaper-vending machine, likewise the invention of Mr. Parkhurst. Mr. Parkhurst was also an officer in the Paringo Sale Machine Company of Indianapolis,—

> Patentees and Manufacturers of Coin Operated Machines for the Sale of all articles of Merchandise in existence that absolutely refuse everything except good money. Owners of the PARINGO COIN DETECTOR. This device is offered to all slot-machine manufacturers for use in conjunction with their machines. Inventions perfected, patented, manufactured and marketed.

The Parkhurst Stamp-Vending Machine

In one way the Parkhurst Stamp-Vending Machine differed from all others submitted to the Post Office Department. Within the locked, outer casing of the machine were three separate units, each one a completely encased and sealed vending machine in itself. Any one of these units could be removed from the machine and replaced by another sealed unit. Thus empty units could be collected from any number of machines in a city and brought to a central and reload them with fresh coils. The refilled units were then ready for repoint where one responsible person had the key to open them, remove the change,

placement in any of the other machines. This phase of the Parkhurst machine was of particular interest to the Post Office Department. At that time it was their intent to offer stamp-vending machines as a public service in all large cities. With the Parkhurst machine one official in the central post office of a city could assume the responsibility of running all the vending machines without ever leaving the post office.



The Parkhurst Stamp-Vending Machine. (10)

The coin slot and stamp slot on the front of each unit abutted against an opening in the outer casing and were thus accessible to the customer. Coins dropped in the slot released the lever or handle above the unit so that it could be pulled down. In its descent it caused fingers to reach up to the top of the first coin (the top of the second penny in the 2c unit) and pull it down into the cash box. As the coin was drawn into the machine it actuated a ratchet which turned a wheel over which the coil strip passed. The circumference of this wheel was divided into eight segments, each the exact length of one stamp in a vertical coil. A knife blade with spring tension, riding on flanges on the outer edge of the stamp wheel, dropped into notches at each of the eight points so that the blade pressed against the coil strip at the point where the customer was to tear off his stamps.

The weak point in the Parkhurst machine was in the method of feeding the stamps. The eight segments of the stamp wheel were separated by rows of four sharp-pointed pins. In first loading the coil it was necessary to see to it that each set of points pierced the stamp strip at the place where the stamps were spaced. Then as the wheel rotated, drawing other stamps from the coil, a pressure wheel pushed the coil strip against the stamp wheel, causing each row of four pins to punch through the stamp paper. Had every stamp been exactly spaced, this machine would have worked accurately. But, unfortunately, in a hand-made coil of 500 stamps there is considerable variation due both to uneven paper shrinkage and to irregularly spaced paste-ups. Several very wide or very narrow paste-ups in one coil would change the length of the coil strip so that the accurately operating Parkhurst machine would be feeding three-quarters of one stamp and one-quarter of the next stamp.

(10) Patent application filed March 31, 1908; renewed June 30, 1910, and September 16, 1916; granted October 2, 1917, number 1241877.

Parkhurst Machine for Preparing Rolls of Postage Stamps

To overcome the irregularly spaced paste-ups of hand-made coils, whether privately made or the Bureau experimental coils of 1908, Mr. Parkhurst invented a machine, the purpose of which he described as follows:([11])

> Many inaccuracies occur in rolls of postage stamps made by hand, particularly as there is quite certain to be variation in the over-lapped joints as made by hand, and this variation results in either lengthening or shortening a section of the roll, as the case may be. Where such a roll is placed in a vending machine gauged to deliver a certain length of stamp strip, usually one stamp at each operation, it will be readily understood that the inaccuracies in the proper joining together of the stamp strips which constitute the roll will result in the delivery from the vending apparatus of less or more than a complete stamp at some operations. In fact many stamp machines which have sought to rely upon obtaining and using stamps prepared in rolls have been rendered, up to the present time, impractical and practically useless because of the inability to secure rolls of stamps in which each stamp of the entire roll is uniformly spaced from its adjoining stamp in the roll. The purpose of this invention is to accurately and uniformly affix sheets of stamps one to the other, and to form said sheets so affixed into rolls of stamps with the stamps in each roll uniformly spaced relative to the adjacent stamps in the roll.

Like the coil-winding machinery adopted by the Bureau in 1910, this Parkhurst machine used half-sheets of stamps, 10 x 20, making ten vertical or endwise coils at a time. The Bureau machine, however, merely cut and coiled the roll of half-sheets which had previously been perforated and joined. The Parkhurst machine did all operations at the same time. The bottom of each sheet was glued, the top pressed against the glued bottom of the previous sheet, twenty rows of horizontal perforations applied if desired, a wax paper roll fed under the sheets as they entered the cutters, and the ten coils were wound with an interlining of waxed paper. All ten coils were wound on the same bar as center cores were not required for the Parkhurst vending machines.

Parkhurst Coil Stamps

In early philatelic articles there is just one reference to a Parkhurst private perforation:—([12])

> Mr. Benkard of this city (New York) has an imperforate vertical strip (5c Issue of 1902) with a crudely punched round hole between each two stamps, used by the Parkhurst Vending Machine Company.

In view of the fact that no perforation was used to feed the coil strip in a Parkhurst machine, we may regard this as a piece of mis-information. The four points which pierced the paper would leave their marks, but these could hardly be called, nor would they look like, a perforation. The tips of the points were 6.5mm apart, making a total space between the two outer points of 18.5mm. As the coil strip was only a couple of millimeters wider, all four points would show their marks only if the strip were perfectly centered laterally in the machine. Generally only three marks are noticeable on the back of a stamp, and perhaps only one of these will show through on the face. The marks are always elongated, probably due to the tension of pulling the coil strip over the stamp wheel.

Piecing together the little information now available, it would appear that the Parkhurst machine submitted to Washington was worthy of trial, but was found to be inaccurate in feeding the coils from the machine. The company delayed their post office test while making a machine to produce better coils.

(11) Patent No. 983759, filed August 14, 1908; granted February 7, 1911.
(12) Philatelic Gazette, Vol. I, Page 186.

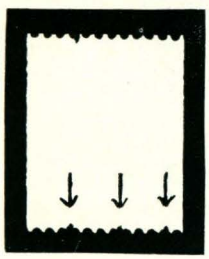
A large order for 5c imperforate stamps (Issue of 1902) was placed with the Department, and these sheets were divided preparatory to use in the new coil-making machine. As only a few coils were made, the new machine was evidently not a success. Neither were the post office trials, and the whole idea was soon abandoned. A large quantity of the divided sheets of 5c imperforate stamps eventually found their way into the hands of New York dealers and the U. S. Auto-Vending Company of New York. Some of the unused coils were in Mr. Parkhurst's possession in the summer of 1909, according to an article in the Indianapolis Star:—

L. M. Parkhurst, the Indianapolis inventor who has given to the world the Parkhurst Stamp-Vending Machine, has suddenly come to the realization that a quantity of the original issue of vending machine stamps which he owns are of much value.

In New York the single stamps such as were sold from vending machines are worth $1.00 and those which are in pairs, **not having been perforated** and torn apart, are worth $3.00 a pair.

A few days ago a man bought from Parkhurst $18.25 worth of the stamps at their face value. Parkhurst, not knowing their value and not having any way of keeping track of the rare stamp market, gave them up readily enough. At the prices at which the stamps were advertised later they brought $395.00, but when the man who had bought the $18.25 worth from the inventor went back to tell Parkhurst that he had done well on the stamps, Parkhurst produced **a roll** to show him that he had many left.

Parkhurst learned the real value of the stamps from Allan P. Vestal, an attorney who had a collection of stamps, who showed him an advertisement of such stamps at $1.00 for the single ones and $3.00 when in pairs.



Coil stamp showing Parkhurst machine marks.

Although the article does not mention it, the stamps were the 5c imperforates of the 1902 Issue. The portions which I have taken the liberty of italicizing show that Mr. Parkhurst had these stamps in imperforate coil form. No one has ever reported the stamps in this form showing the markings of the Parkhurst machine, so it is possible that the coils were not a success and were never used.

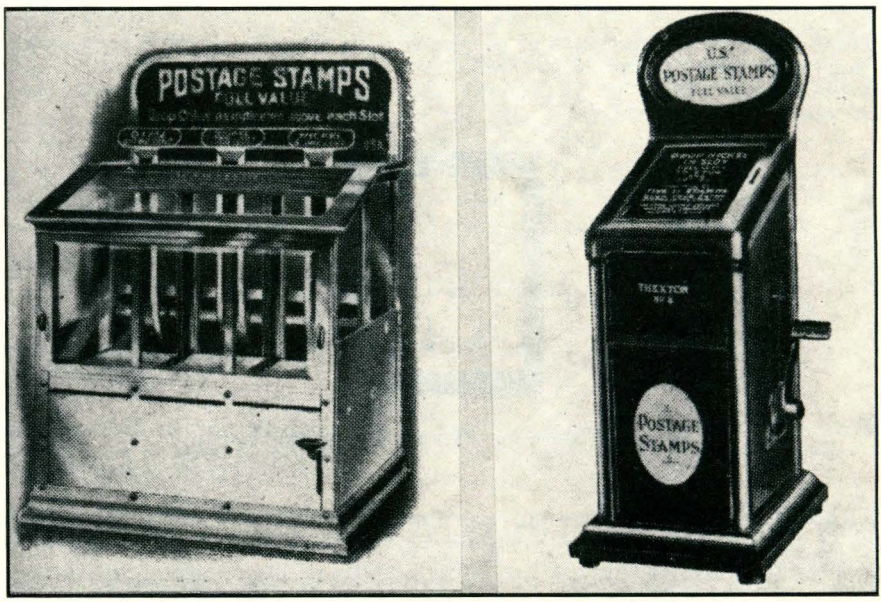
Mr. Vestal, who was mentioned in the article, was promised some of the 5c stamps, and finally received from Mr. Parkhurst a few single copies. These were perforated 12 gauge, apparently the Bureau product, and showed the markings of the Parkhurst machine. One of Mr. Vestal's stamps has been illustrated above.

A similar item examined by this author was a vertical coil pair of the 5c 1902,—likewise perforated 12 gauge,—used on a special delivery cover cancelled at Indianapolis, September 13, 1908. Both stamps of the pair showed marks where one of points of the Parkhurst machine had pierced the paper. Examples of the 1c and 2c stamps of this period must also exist with markings of the Parkhurst machine, and are well worth looking for.

THE THEXTON STAMP-VENDING MACHINE COMPANY

The vending machine tested in the Minneapolis post office was the product of the Thexton Stamp-Vending Machine Company of 209 South Third Street, Minneapolis. This machine,—the invention of Henry A. Thexton,—sold small envelopes which were filled by hand with the current perforated stamps. The original patent was filed in two parts, the first([13]) covering a single unit machine operated by a five-cent piece and vending one 1c stamp and two 2c stamps. The second patent([14]) covered a machine of three units, the two additional units vending respectively five 1c stamps for a nickel and five 2c stamps for a dime As manufactured by the company this second machine was known as "Thexton No. 1" and the single unit machine as "Thexton No. 2".

In either of these machines the coin travelled down a chute to a recess provided in a feed plate. Operating the lever or handle of the machine then advanced the feed plate which engaged the flap of the envelope at the bottom of the pile and projected it from a slot in the machine. The stamp envelopes were 2½ by 4¼ inches, with the flap at one of the narrow ends. When filled, each unit of the machine held over 200 envelopes. As the stamps in these envelopes were being sold at face value, the "profit" to be derived from operating a Thexton machine was in the advertising printed on the stamp envelope.



Thexton Stamp-Vending Machines.

A 1910 booklet put out by the Thexton Company([15]) explained in 16 pages the value of this form of advertising, the time and money saved by not having clerks interrupted to make stamp sales, and the good will created by giving "full value" for each customer's stamp money. A later advertising pamphlet quotes a 1912 testimonial letter from the Wilson Pharmacy, Los Angeles, Cali-

(13) Patent application filed June 6, 1907; granted February 2, 1909; No. 911091.

(14) Original application filed June 6, 1907; divided and this application filed December 28, 1907; granted March 9, 1909; No. 914993.

(15) I am indebted to Mr. Lawrence D. Steefel of Minneapolis for the loan of Thexton advertising material, from which the illustrations of the machines were taken, and much information derived.

fornia, which had used a No. 1 machine for over four years. Evidently the Thexton machines were quite widely used in the United States from 1908 to 1912.

The idea of vending stamps in envelopes, jackets or folders was used by other companies in the early years. One of these, the *United States Automatic Vending Company* of New York, will be completely discussed in the next of this series of articles. Another was the *National Stamp-Vending Machine Company* of Winston Salem, Wilmington and Fayetteville, North Carolina. This company even had a machine for "cutting a continuous strip" of stamps and pushing the severed portions into the envelope pockets. Both the vending machine and the envelope-loading machine were the inventions of William C. Briggs.

A modern machine of similar type, widely used throughout the United States today, came on the market in 1935, the product of the *Shipman Manufacturing Company* of Los Angeles, California. Shipman machines have two units vending four 1c stamps for a nickel and three 3c stamps for a dime. The stamps are placed in pasteboard folders slightly less than 1 inch in height and just over 3½ inches in length when unfolded. The printed message on the outside of the folder,—unless sold to a local advertiser,—has until recently included the wording "National Sanitary Postage Service—From the Pacific to the Atlantic." The *Schermack Products Corporation* of Detroit, Michigan, makes a similar machine using folders of the same size.

(To be continued.)

A LETTER FROM MR. M. D. CHOW

November 28, 1940.

The Editor of the C. C. P.
22 East 35th Street
New York City, N. Y.
U. S. A.

Dear Sir:

I have just noticed that in the August issue of The Philatelic Journal of Great Britain, which came in just the other day, Mr. O. B. Payne has mentioned the same thing as that contained in my article about A New Discovery in the Chinese Stamps, which you ran in October issue of the *Collectors Club Philatelist*. It is really an odd coincidence that the same discovery was published independently by two different authors at about the same time. However, in order to avoid any misunderstanding, would you please mention in the next issue of your journal that I had sent you my articles already in February of this year (my letter was dated February 20), or mention the date of receipt of my articles. I do not mean to bother about the question of priority, but since the publication of my article was delayed by circumstances beyond my control, I should like to make it clear that I have not put up a known result as a new discovery. As I mentioned in my letter of February 20, the discovery was known to me already for some time before I sent you the articles.

With the best wishes, I remain

Yours very truly,

M. D. CHOW.

(The two articles by Mr. Chow appearing in the July and October issues of *The Philatelist* were received during the month of March.—Ed.)

NINETEENTH CENTURY CLASSICS

GERARD GILBERT

BOLIVIA—5 cents Yellow-green 1866

Following our article in the last number of the Collectors Club Philatelist, a few rectifications have to be made, due to errors of printing:

Page 245—This issue is of 1866 and not 1861.
Page 246—Under the two bottom Cliches, add No. 12.
Page 247—Under the top Cliche, add No. 12.
Page 248—Under the last right Cliche, add Plate II.



Plate #26 1st State



Plate #26 2nd State

Then we have to thank Mr. Hatfield who kindly answering our request, showed us his specialized collection of Bolivia. In his very fine material, we had the good fortune to find a new subject belonging to the *first state* of the 5 centavos *yellow-green.*

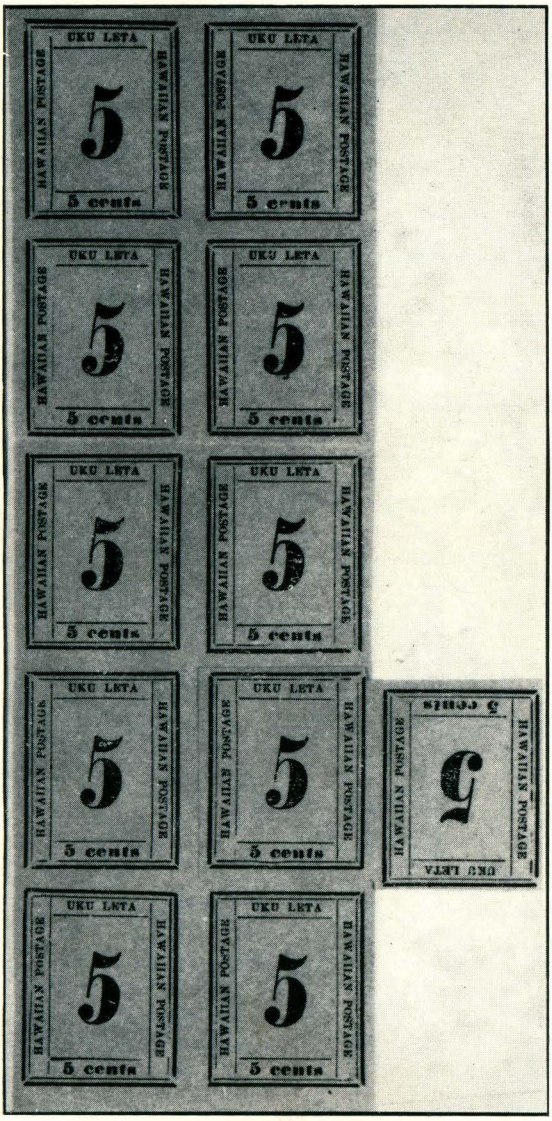
This illustration shown here added to those shown in the October 1940 issue prove decidedly the extra work made with the *dry-point* may be found on the 72 subjects of the plate, the design being different, it could not be a mechanical additional design, but must be done by hand.

HAWAII—Numerals 1865

5 cents—1 cent and 2 cents blue. (Scott's Nos. 22, 25 and 26).

A very interesting communication has been sent us by Mr. J. F. Westerberg, concerning these three stamps.

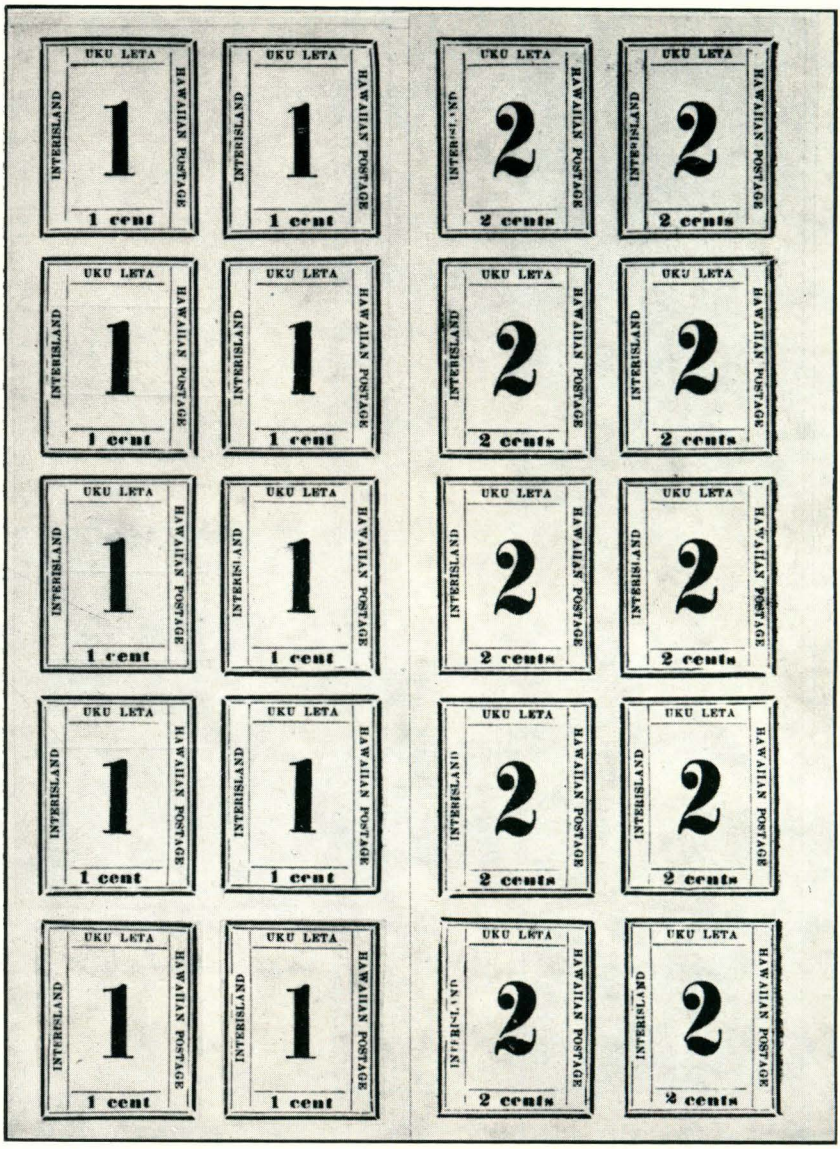
These three stamps, of which we reproduce here the complete sheets, have been printed from the same *"typographic setting."* The figure of the value being the only change made.



1	2
3	4
5	6
7	8
9	10

A study of the outer and inner frame lines would prove it just as well as the following different details:—

On No. 1—The left top corner shows the same defect.
No. 2—The letter "e" of cent is broken, the line over this inscription is broken between the value and cent, or over c in cents.
No. 3—Has also a broken "e" in cents, but the line above is not broken.
No. 4—Has the second "u" of UKU broken at left.
No. 5—Has a broken "c" in word cent.
No. 6—Has the bottom inner frame line missing after letter "c".
No. 7—Has the left bottom corner in a peculiar open shape.
No. 8—Has the bottom inner frame line curved downward between the value and letter "e" of cent.
No. 9—Has the line under UKU LETA broken under the second "u" of UKU. The line right of the left word "Postage" shows a kind of break, just opposite the letter "A" in the 5c value; this seems to have been repaired for the printing of the 1c and 2c values as this line looks thicker in the same place for these two values.



No. 10—Has the bottom inner frame line broken at its right end.

With regard to the 5 cent tete-beche shown in our illustration, it belongs to a tete-beche printing of the plate, the inverted stamp being No. 4 (broken "u" in second "u" of UKU.)

Mr. J. F. Westerberg thinks a new set of plates should be published, showing the different settings of the Hawaiian Numerals; we agree with him, as unfortunately in Mr. Henry J. Crocker's work, the plates were reproduced by "helio gravure" (Rotogravure) which prevents the study with a magnifying glass. They should be Phototypy reproductions.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club,** who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear.

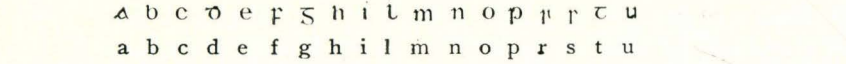
Copyright 1941 by the Collectors Club.

Irish Free State[1]

Translated by H. G. ZERVAS

Irelande. Eire. Irland

In the production of its postage stamps, including the overprints of the provisional government, the Irish Free State used the Irish or Gaelic language, a derivation from the Celtic, exclusively. As Irish or Gaelic has its own alphabet, and its type or script is, in part, totally different from the Latin or German alphabet, we reproduce herewith the type of the small letters of the Irish alphabet;—



Capital letters in the Irish type follow the form of either the small type, as for example, e, p, see above, or the Latin capitals, as for example, R, S, etc.

In so far as Irish vowels are stressed, this is expressed in print by means of an accent, running from the upper right to the lower left, for example, é, whereas the Irish equivalents of our consonants b, c, d, f, g, m, p, r, t, where they

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(1) Compiler: Dr. Munk. We are indebted to Captain A. E. Hopkins for much valuable information. Literature; The first real hand-book on the Irish postage stamps was that of F. F. Freeman and T. T. Stubbs, which appeared in Dublin as early as April 1922, and as a result it covered only the first issues of the Provisional Government, and was superceded by later investigations. As the most important hand-books we mention:— W. G. Meredith "The Postage Stamps of Ireland 1922-1927", London, 4th Edition; A. E. Hopkins "The Postage Stamps of the Irish Free State", a descriptive priced catalogue, revised and completed to June, Bath 1927. Of later hand-books in a more popular vein are noted, R. A. King, "The Postage Stamps of the Irish Free State", London, Vallancey Press Ltd. 1931, 2nd Edition; also a French treatize by G. Chapier, "Les Timbres d'Irlande", E. T. 1934 Nos. 932, 934, 1935 Nos. 937. The many articles covering the overprinted issues of Ireland appearing in the English, German, Dutch, etc., periodicals, so far as they contain results of investigations, are noted at the specific place in the text. Important are also the Auction Catalogues of H. R. Harmer of May 26, 1930 covering the Agnew Collection, and of Nov. 20, 1933 covering the collection of the deceased Capt. S. P. C. Vesey. (10) Inasmuch as the prices for Irish stamps are based almost exclusively on the English market, we have based our valuations in the main on the present English market prices as fixed, for example, by Robson Lowe in the 1935 Edition of their Regent Stamp Catalogue. In doing so we have reflected the actual purchasing value of the shilling in England by assuming its value to be about 75 Rpf. (Reichpfennig) instead of 65 Rpf.

Translator's note:—The reader will find many references in the text to Kohl's Vol. III which covers the stamps of Gr. Britain. The study of the O.Ped stamps of the I. F. S. covers not only the O.Ps applied by the I. F. S. but also the British stamps which received the O.Ps. References in Vol. III give more detailed information regarding the points here brought out or are used to confirm information here given.

are to be expressed soft, have a dot placed over them, for example, e. The name of the country in the Irish stamps reads Éire.

Foreword

The Act of Union, promulgated Jan. 1, 1801, took from the Irish the last remnants of independence for which they had waged century long combat, and they became a component part of the United Kingdom of Great Britain and Ireland.

About 1864, Irishmen who had emigrated to America, formed a society of "Fenians" to pioneer a movement for establishing Irish Independence. In 1870 this movement set up the so-called Home-Rule Program, followed, in 1873, by the founding of the Home-Rule League, and in 1903 the United Irish League. In 1906 a publication "Sinn Fein" (Gaelic for "We for ourselves") made its appearance, from the name of which adherents to the Irish Cause took the name of Sinnfeiners. In spite of reforms instituted by the English to abate this movement, the Sinnfeiners grew in strength and became more extreme in their demands.

After the outbreak of the World War, the Sinnfeiners proclaimed the Independence of the Irish Republic on Easter Sunday 1916 in the city of Dublin. The revolution was put down by England by force of arms. Bitter armed struggles, however, continued in Ireland even after the Armistice of the World War. These led finally, on Dec. 6, 1921, after tedious negotiations between the English and the Irish governments, to an agreement establishing Ireland's right to self-government under Dominion status within the British Empire.

The treaty between England and the Irish Free State, recognizing the independence of the latter, was ratified by the Irish Parliament on Jan. 7, 1922. On Dec. 6, 1922 the Irish Constitution was promulgated, and the Provisional Government of Ireland became the definite government.

Civil war between the Irish Republicans, extremists dissatisfied with the provisions of the Constitution, and the government troops continued throughout the whole of 1922, during which time, and for months into 1923, the Irish Republican Army, I. R. A., occupied the entire southern part of the Free State, although the last British troops had been withdrawn, according to agreement, in the first months of 1922.

The Irish Free State consists of the three provinces, Connaught, Leinster and Munster only, containing a preponderantly Roman Catholic population of about 4,300,000 (1929). The capital is Dublin. The northern province of Ulster, with a predominantly Protestant population of about 1,500,000, remained with Great Britain, now designated as the United Kingdom of Great Britain and North Ireland. As a result, the North of Ireland remains in its postal arrangements also, a part of Great Britain.

POSTAL HISTORY, TARIFFS, POSTMARKS

Up to the establishment of Irish Independence

THE GOVERNMENT POSTAL SYSTEM, PENNY POST, TWO PENNY POST

Until 1784 the Postal System of Ireland was under the control of the English System from London, which, from time to time named a special Postmaster-General for Ireland. Beginning in 1784, through decree of the Irish Parliament, Ireland established its own postal system under its own Postmaster-General. This system retained its independence even after the union of Ireland

with Great Britain, Act of Union Jan. 1, 1801, but was finally absorbed by the British Postal System in 1831.

In 1700, or shortly thereafter, the main post-office in Dublin used date cancellations similar to those used by the main post-office in London, which showed within a plain circle simply day and month (see Ill. vol. III page 386 lower left. These cancellations remained in use in Dublin until at least 1780. For town postmarks during the 18th Century, the main post-office used a plain straight line stamp DUBLIN, which, in some instances, was supplemented by a second straight line stamp IRELAND. The subsequently introduced dated town cancellations of the Irish post-offices resembled closely those in general use in England, (Heligoland type, etc.).

The general post-office later established, in addition to the regular post-offices, Receiving Houses, for the acceptance of mail only, similar to those for the Penny Post (see below), whose postmarks, without date, simply showed the location of the Receiving House, often with the addition R. H. (Receiving House). (Translator—according to C. J. Cooke in "Irish Postal History" the first Receiving House was established in Dublin in 1773).

On Oct. 11, 1773 the English Postmaster-General added to the main post-office in Dublin, for general postal uses, a government controlled Pennypost for Dublin, after the pattern of the London Localpost, (see vol. III pages 384/385;) ([4]) for the transmission of letters of up to 4 oz. in weight within Dublin and its immediate surrounding territory. The following year this was extended to include territory up to four miles distant. This Pennypost was also taken over according to agreement, upon its establishment, by the independent Irish postal system in 1784 (see above). In 1818 the number of Receiving Houses was materially increased. After the union of the Irish postal system with that of the British, further Localposts were established, from 1832 on, in other Irish cities where the local traffic warranted it. Letters deposited in such local post-offices, for which prepayment of postal fees was obligatory, received the postmark of the receiving local post, which was generally set in two lines, the lower of which read;—PENNY POST, 1 Py PAID or similar setting of equal meaning, and the upper line showed either the name of the city, street or Receiving House (see Meredith Ill. nos. 53-69, also list of Irish Penny Postoffices pages 83, etc.). Most of these Irish Penny Postmarks remained in use long after the introduction of English postage stamps May 1840, although only as cancellations.

By 1774 there had also been established in Dublin a Two Penny Post to cover suburban traffic (see vol. III page 386) whose two penny fee, until 1818, was paid half by the sender and half by the receiver; later the entire fee was collected from the receiver. From 1832 on Two Penny Posts were established in other cities also. The Receiving Houses for the Two Penny Post generally used the postmarks of the Penny Post with an added 2, although later on in Dublin the Receiving Houses for the Two Penny Post simply used a 2 for postmarking (see Meredith pages 40/41, also list of Two Penny Post Offices page 89).

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(4) Also F. W. Meredith "Old Irish Postage Stamps & Franks," with price catalogue, published by W. Morley, London 1933; further Hendy in vol. III page 384.

TARIFF REGULATIONS

The General Post-office of Ireland had up to December 1839, the same very high rates as had the English system, which were based either on distance (Mileage), or number of sheets in letters, or per ¼ oz. On Dec. 5, 1839 the uniform English rate of 4d. per ½ oz. for prepaid letters became effective in Ireland also (see vol. III page 388), but was presently superceded, on Jan. 10, 1840, by the English Penny Post tariff which obliged the prepayment of letters, and established rates of 1d. up to ½ oz., 2d. up to 1 oz., 4d. up to 2 oz., etc., for prepayed letters within the whole of Great Britain. All subsequent English tariff regulations or changes, whether for domestic or foreign mail, applied to Ireland as well, until 1922, when Ireland attained self government status, it obtained with such rights, those of regulating its own postal tariffs. These, as we shall see, were soon set much higher than those of Great Britain inclusive of the north of Ireland.

PAID POSTMARKS

Prior to the issuing of 1d. and 2d. stamps May 6, 1840, for all of Great Britain, letters in Ireland were prepaid in cash and the letters were postmarked with a "Paid" cancellation. During the life of the independent Irish postal system however, the custom of prepayment of letters developed very slowly. Meredith notes that even from Dublin letters showing prepayment cancellations are not known earlier than 1811, and from outside Dublin such "Paid" letters do not appear until the first half of the 1820's. In Dublin such letters received, in addition to the mark "Paid", definite day, month and year markings, whereas in the provinces such letters received simply the marks PAID, POST PAID, P.PAID, or similar, and sometimes in addition, the name of the office, for example; PAID AT BELFAST, or they show the paid amount, 1d., either alone or in connection with the word PAID and sometimes the town name (see Meredith page 17, etc.). Although apparently red ink was prescribed for the PAID cancellations, they are also found in black, green, lilac brown, violet and in many mongrel colors (translator—using more than one color on the same stamp?). During the life of the 4d. tariff, Dec. 5, 1839 to Jan. 10, 1840, some Irish cities simply used a 4 to postmark prepaid mail (see Meredith Ill. page 43).

With the inauguration on Jan. 10, 1840, of the uniform Penny Post for all of Great Britain a more general use of the Paid marks began in Ireland, because with the Penny Post, prepayment of domestic mails became obligatory, even though one and two penny stamps were not put into use until May 6, 1840. Besides the existing PAID and Penny Post marks which now came into general use, a great many new Paid marks came into use. Even after the issuing of the British stamps in May 1840 a great many letters continued to be prepaid in cash, inasmuch as prepayment by means of stamps was not obligatory in Great Britain until 1851, and in Dublin (translator—Ireland?) not until 1852 (see vol. III page 389). In so far as PAID and Penny Post marks contained town names, they continued to be used by some of the post-offices on letters freed by stamps. In certain instances their use continued to the end of the 1850's.

FRANKS

Until 1840, correspondence of members of Parliament and government officials was forwarded free of charge in Ireland as was the custom in England (see vol. III page 388). At an early date the main post-office in Dublin applied a distinctive cancellation to such correspondence. Letters from 1739 and

on have been found by Meredith with simply the mark FREE. Toward the end of the 18th century they took the form of single or double circles surrounded by FREE plus abbreviation for Dublin and complete date, day, month and year, within the circles. Later they were similar to those in use in England, being provided with a crown (see Meredith for illustrations of various types).

With the inauguration of the uniform 1d. inland rate in January 1840, the franking privilege for members of Parliament and government officials, which had been grossly abused, was abolished for Ireland as well as for England.

CANCELLATIONS

For cancelling the English stamps used in Ireland, as well as in England and Scotland, the so-called Maltese Crosses were at first used. The Irish Maltese Crosses of Dublin, Cork, and Belfast are recognized by the straight ends of the arms of the cross (see vol. III page 393 at bottom). Irish Maltese Crosses are known with dates from 1842 to July 1844.(5)



The Irish number cancellations were introduced in June 1844 and were in the form of a diamond made up of horizontal lines, and in the center an oblong space containing the post-office number. They are readily identified even on stamps off cover (see illustration). Duplex cancellations, consisting of a town and date stamp at left, plus a number stamp at the right were introduced in Irish post-offices in 1854. Here the number stamp was also in shape of a diamond, but came in various sizes and forms, also the town-date stamps although mostly round, came in many varieties. Only Dublin used a duplex stamp, the date part of which was in the shape of a diamond, whereas the number, 186, had an horizontal oval form. Originally the Irish number cancellations ran from 1 to 450, but rose gradually to 564 by 1894 (see vol. III page 401). Their color was frequently green, sometimes blue or even lilac brown. The green cancellations on the English embossed issue are mostly Irish cancellations.

As an unusual rarity should be mentioned the Irish "Locals" that is, postmarks of the Receiving Houses, without date, that were occasionally used in the 1850's for cancelling the English stamps; for example; straight-line LISSE-LANE. After this time dateless cancels of the Heligoland type were used.(6)

THE IRISH POSTAL SYSTEM UNDER SELF GOVERNMENT

With the ratification of the treaty for self government on Jan. 7, 1922, the control of the postal system in the Free State, and its administration, went over to the Provisional Government. The government immediately took the necessary steps for the production of its own stamps showing the use of the Gaelic language and script, (see Pg. 58). A few weeks after the inauguration

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(5) The regular British Maltese Crosses were used up to 1842 when the Irish Crosses came into use.—Translator.

(6) According to C. J. Cooke in "Irish Postal History", pages 42, 43 and 46, some of these older cancellations are found on the Irish Free State overprinted stamps.—Translator.

of its own postal system, the post-office began changing existing town designations over to their Gaelic equivalents, for example;

BAILE 'ATHA CLIATH instead of DUBLIN
CORCAIGH instead of CORK.

Ireland also soon freed herself from the postal rates of Great Britain and Ireland.

As early as Feb. 1, 1922 the Post Office Department announced a competition for the submittal of designs suitable for postage stamps, which were required to show exclusively Gaelic inscriptions and symbolic designs. It was foreseen, however, that the preparation of a definite series of postage stamps would take many months, alone because they were to be printed on a paper containing a special Irish watermark. The Irish Post Office Department, with the consent of the British Postmaster General, took steps to prepare a provisional series of stamps by applying a Gaelic overprint to British stamps.

In spite of the fact that these overprinted stamps were available for general use on Feb. 17, 1922, unoverprinted British stamps remained valid for use until March 31, 1922; moreover the Irish Post Office remained under control of the British Post Office Department until this date for accounting purposes, that is until this date all postal revenue from the sale of the overprinted stamps went to the British Post Office inasmuch as the fiscal year of the British Post Office ran from April 1st of one year to March 31st of the following year. Not until April 1st did the Irish Post Office Department begin to retain its total postal revenue, after having received the consent of the British Post Office Department for obtaining, as required, at cost from the printers, the necessary quantities of British stamps for overprinting until such time as its own definite issue would be ready.

From April 1st on, according to official proclamation, only British stamps properly overprinted were valid for postage. During the period from Feb. 17, 1922 to March 31, 1922, no less than six weeks, British stamps with and without overprint were current. The Irish overprinted stamps were valid only in the Free State, they had no franking value in the north of Ireland or in Great Britain. For philatelic purposes many letters were mailed from England to Ireland in the first few weeks of the currency of the overprinted stamps, franked with the overprinted stamps, and many reached their destination unnoticed or unprotested, although, according to official British Post Office orders all such mail was to be treated as unpaid.

The invalidation of all unoverprinted stamps, after April 1st, 1922, suspended for a few months, all use of coil stamps in the Irish Free State, since the first coils of Irish overprinted stamps were not available for use until the middle of June 1922. On the other hand, all British postal entires with imprinted value were valid without overprint until the second half of 1924, and were only gradually displaced as the Irish Post Office produced its own stationery for replacement. Thus, for example, the British wrappers, registered letter envelopes and letter sheets did not become obsolete until Aug. 20, 1924, and plain envelopes and post cards not until much later. English postage due stamps were also used by the Irish Post Office Department without overprint until February 1925, at which time the Irish postage due stamps came into use.

The overprinting of British fiscal stamps was accomplished by means of hand stamps and generally at the various points of distribution which had been supplied with the necessary rubber stamps. The small remainders of postage stamps which these offices still had on hand for fiscal use appear to have received the rubber stamp overprint also.

The changing over of English postmarks into Gaelic marks began not later than April 1922. Originally it was the intention of Postmaster General Walsh to have the inscriptions in the postmarks appear in Gaelic script also. This

was evident from the general instructions sent to all postal officials under his direction to obtain a working knowledge of the Gaelic language and script, and to prepare all cancelling stamps as above mentioned. The introduction of Gaelic script in the postmarks was not carried out, evidently because of possible violations of regulations of the Universal Postal Union. The changing over of town names into their Gaelic equivalents, however, was undertaken and has been continued in subsequent years, for which purpose the Post Office Department issued bilingual Post Office Guides giving the town names in English and in Gaelic.

In the matter of Postal rates also Ireland freed itself from the British rates in May 1922. As noted in Volume III page 720, in the first months of 1922 the British rate for an ordinary domestic letter was 2d. and postcards 1½d., and the ordinary rate for printed matter, up to 2 oz., was 1d. For the time being the Irish Post Office retained the same rates. When, however, on May 29, 1922 Great Britain lowered its rates throughout, so that domestic letters were, up to 4 oz., 1½d., postcards 1d., and printed matter up to 1 oz. ½d., up to 2 oz. 1d. and up to 4 oz. 1½d., the Irish Post Office did not follow, but retained the previous higher rates. Only on Nov. 1, 1922 were the rates for printed matter reduced. The new rates, however, were not the same as the then current British rates, inaugurated in May 1922, but were set up as follows; up to 1 oz. ½d., up to 4 oz. 1½d. and up to 6 oz. 2d. The present (1934-35) rates for domestic mail, also mail for the north of Ireland and Great Britain are;

Letters up to 3 oz. 2d., each additional ounce ½d.

Postcards 1d., Printed matter up to 1 oz. ½d., up to 2 oz. 1d., and for each additional 2 oz. ½d.

Parcel post packages up to 1 lb., English weight 6d., each additional 3 lbs., 3d. Registration fee 3d.

Foreign ordinary letters up to 1 oz. 3d. (to the British Colonies and U. S. A. 2d.), each additional ounce 1½d.

Foreign postcards 1½d.

Foreign printed matter ½d. per oz.

Essays of the "Fenians" and Propaganda Stamps of the Sinnfeiners

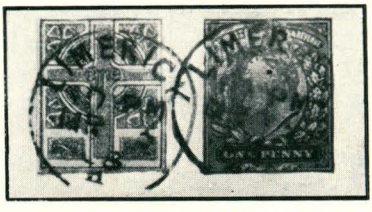
As early as 1865 the Society of Fenians in the U. S. A. had prepared for them essays of postage stamps in the values of 3, 10 and 24 cents (American currency!) for use in the Irish Republic they had in mind. The 24 cent essays, (see illus.) showed in the center the symbolic Irish harp with winged female



figure, surrounded by a garter bearing the inscription "Libertas et Natale Solum" (Liberty and native land); the four surrounding panels showed Republic (left), of Ireland (right), Postage (top) and the value 24 cents (bottom); in the four corners surrounding the garter a shamrock leaf; size of stamp approx. 23 x 20.5 mm. The essays of the other two values may possibly have had designs varying from this. According to a statement made by the "Postal Secretary" of the Fenians in New York the three essays were prepared from wood cuts, and the colors were;—green and lilac for the 24 cent value, and green and blue for the 3 and 10 cent values, (see St. Coll. Mag. 1866 page 24, also see T-P 1866 page 2 for illustration of the 24 cent value). The Fenian

plan for an uprising in Ireland, organized in America, never matured, and the movement collapsed in 1866.

Of the various Sinn Fein propaganda stamps, see below, two are of particular historic and philatelic interest.(7) Soon after their production, about 1907, they were widely used for propaganda purposes by adherents to the Sinn Fein movement, not only in Ireland but also in foreign countries, as for example in the U. S. A., by attaching them to letters. Also after the Sinn Fein uprising on Easter Sunday in 1916, and the proclamation of the Irish Republic in Dublin, their use in this manner on the part of the rebels took on the character of a pronounced demonstration, although even then they had no official franking value. At that time the rebels attached the labels to mail passing between them, and, as they occupied the General Post Office in Dublin from April 24-27, 1916, where they had established their headquarters also, letters passing through the post-office bearing these labels frequently received the regular Dublin town cancellation (see St. Coll. XXX page 345). There is not a single instance where letters bearing such labels were accepted by the post-office as being properly franked; they were simply delivered duty free, to the rebels by carrier or otherwise. These propaganda labels also exist cancelled to order, or were permitted to pass through the post-office attached next to the regular postage, for example King Edward ½ and 1d., and cancelled along with it, see illustration, although departmental regulations distinctly forbade the practice, in fact forbade the attaching of the labels on the front of the covers altogether.



Neither of these designs contained any designation of value, nor did they contain Gaelic inscriptions in Gaelic scrip. The design with the large Celtic Cross, as later used as model for the 3d. and other values of the definite issue, did show the inscription EIRE in the center of the cross, a shamrock leaf in each corner and a Celtic Knot at either side of the foot of the cross, see Fig. 6. The original printings in this design were bi-colored, blue and black, and were perforated 11. Reprints of the design vary part in color and part in perforation, in that they are either green and black instead of blue and black, or are rouletted instead of being perforated. The gum on the rouletted reprints is not as colorless as on the originals but is slightly yellowish.

The other design showed a vertical oval in the center containing the symbolic female figure and harp, the four corners showed the coats of arms of the four Irish provinces, and the cartouche at the bottom a reclining greyhound. The Gaelic inscriptions read Sinn Fein on either side and EIRE at the top. This design was a three color production, green, yellow and black, and was perforated 11. The gum of the originals, of which tete-beche also exist, was yellowish. In the reprints of this design the green is more yellowish as against the blue-green of the originals, and the gum is colorless instead of yellowish.

Two further varieties of so-called propaganda labels are worthy of mention, inasmuch as they are frequently seen in specialized collections, and are mentioned in many articles as being Republican propaganda labels. Both, however, seem to have been memorial stamps produced originally for patriotic purposes, and were not produced by the leaders of the Republicans. One variety shows an Irish flag in green, white and gold with the overprinted heads of the Irish

(7) Prof. L. W. Renouf: Stamps of the Irish Republican Army, 1922 in St. Coll. June 4, 1932; also W. Ward: A Famous Philatelic Hoax, in St. Coll. July 2, 1932.

patriots Larkin, Allen and O'Brien, and in addition a shamrock leaf containing the symbolic harp and at the bottom the motto "God Save Ireland". They were ungummed and unperforated.

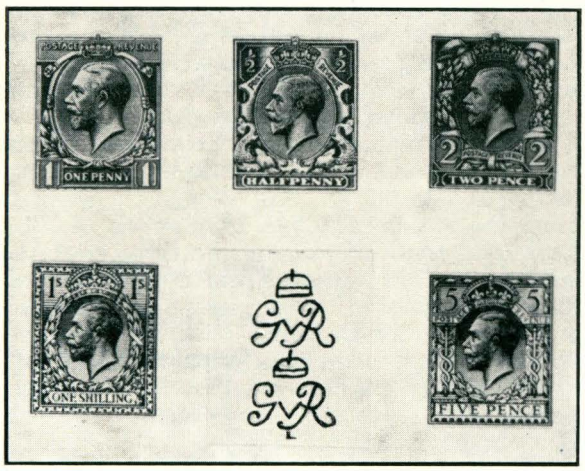
The other design, supposedly produced in Manchester in 1912, has high format in either emerald green, dull green or orange and shows in the center the female figure with the harp, above the inscription "Provisional Government Ireland" and at the foot the inscription "Imperial Union" flanked either side by a figure I. Perforation is 11, but is also found on a sort of cardboard unperforated. Neither is known with postmarks.

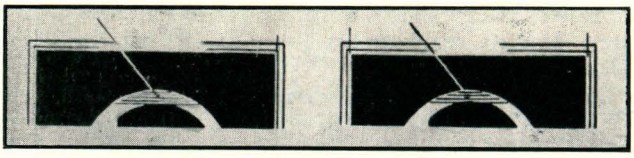
OFFICIAL ISSUES

The overprinted issues of the Irish Free State Post Office Department, using the stamps of Great Britain, divide themselves into two groups due to the fact that until the Irish Constitution was promulgated on Dec. 6, 1922, the government was a provisional one. The first overprints therefore read "Provisional Government of Ireland 1922", which, on the typographed stamps (½d to 1sh. inclusive) appeared as a five line overprint, and on the engraved stamps (2½-5-10sh.) as a four line overprint, see illustrations of Rialtas Overprints A1 to A6, Fig. 9. On the other hand all stamps issued after Dec. 6, 1922, received the Irish Free State overprint, and this appeared as a three line overprint on both the typographed and the engraved stamps, see illustrations of the Saorstat overprints A7 and A8.

Both groups are clearly separated chronologically, that is, between the last issue of a stamp bearing the provisional government overprint, Dec. 4, 1922, and the appearance of the first issue bearing the Free State overprint, Dec. 6, 1922, by the issuance on Dec. 6, 1922 of the first value, 2d., of the definite series of stamps of the Irish Free State.

The British stamps, up to and including the 1 shilling value, used for overprinting were throughout those of the typographed issue 1912/13, Watermark 12, see illustration, Kohl's Great Britain Nos. 148-150, 151 I, 151 II, 152-156, 159-161 and 164. Scott's Nos. are 159-172 & 183. They were, with the exception of the 6d. value, produced by Harrison & Sons, London. The 6d. value was produced at the Somerset House (Government Printing House) and was the only value printed on chalky paper.





Die I Die II

Great Britain 2d. Orange

The original sheets of the typographed stamps contained 240 stamps arranged in two vertical panes of 120 stamps each, each pane arranged in ten horizontal rows of 12 stamps each. The two panes were inclosed by an interrupted Jubilee line, and separated by a gutter, the subjects of which were of stamp size, and contained four vertical bars horizontally ruled. The Controls were placed in the lower margin, see Vol. III pages 727, etc., and were located under the second stamp from the left of the bottom row in all values excepting the 1d. where the Control was located under the 11th stamp of the bottom row. Controls are collected, preferably, in 3x2 blocks. Controls are also classified as either perforate or imperforate, see Vol. III page 668 etc., and page 753.

The three values of the British engraved issue, 2½, 5, and 10sh., used for overprinting, were the product of Bradbury, Wilkinson & Co. Ltd. of London, Kohl Great Britain Nos. 172-174; see Vol. III pages 780, etc. also illustrations. Scott Nos. 179-181. The original sheets contained 40 stamps, arranged in ten horizontal rows of four stamps each, without Controls or gutter. They were watermarked single Crown and Monogram, WM 14, see illustration.



THE OVERPRINTED ISSUES OF THE PROVISIONAL GOVERNMENT IRELAND, FEBRUARY 17-DECEMBER 4, 1922

The overprints A1-A6, Fig. 9, of this group, were the production of three firms. The firm of Dollard, Printing House, Dublin, Ltd. from the beginning, February 1922, overprinted all of the values with the exception of the values 1½d., 2d., 6d., and 1sh. These values they never overprinted. Their overprint A1 appeared on all of the typographed or lower values done by them, and their overprint A3 on the engraved or high values. On June 12, 1922 the Government terminated, without explanation, its contract with Dollard.

The firm of Alex. Thom & Co. Ltd. Dublin, on the other hand only overprinted the values 1½d., 2d., 6d. and 1sh. of the typographed stamps in the beginning, and from the middle of June 1922 on all of the remaining typographed values, and from October 1922 on the three engraved high values as well. For overprinting the low values, Thom at first used the overprint A2, from the beginning of February to the beginning of November 1922, then, last half of November to first half of December 1922, used the overprint A6. For the high values Thom used overprint A5, October 1922. Both firms delivered stamps for sheet sale only. (translator—that is, they produced no stamps for coils or other put up.)

The firm of Harrison & Sons Ltd., London, who at the time were also the producers of the British typographed stamps, with the exception of the 6d.

value, see above, only overprinted the ½d., 1d., 1½d. and 2d. values with the overprint A4, and these only, from June 1922 on, for coil stamp purposes.

Before discussing the points of difference between overprints A1-A6, there is presented for the purpose of greater clarity, a list showing the chronological arrangement of the various overprint types and colors issued by the Provisional Government:—

FIRST ISSUE. Feb. 17, 1922.

Typographed values ½, 1, 2½, 3, 4, 5, 9 and 10d. with Dollard overprint A1; values 1½, 2, 6d. and 1sh. with Thom overprint A2; engraved values 2½, 5, and 10sh. with Dollard overprint A6. Color of overprint black or dull black.

SECOND ISSUE. April 1, 1922.

Color change of Dollard overprint A1 on typographed values 2½, 4 and 9d. to red or carmine.

THIRD ISSUE. June 19, 1922.

Typographed values ½, 1, 1½ and 2d. in coils with glossy black Harrison overprint A4.

FOURTH ISSUE. June 19-November 6, 1922.

All of the typographed values, excepting the 2½, 4, and 9d., overprinted with the glossy blue black Thom overprint A2. Values 2½, 4 and 9d. overprint in red with Thom overprint A2. Values ½, 1, 3, 5 and 10d. are also found with dull black overprint.

FIFTH ISSUE. October 17/25, 1922.

Engraved or high values overprinted with glossy blue black Thom overprint A5. The 5sh. value is also found with dull black overprint.

SIXTH ISSUE. November 21-December 4, 1922.

Values ½, 1, 1½, 2d, and 1sh. with altered blue black Thom overprint A6. The ½d. value is also found with deep black overprint.

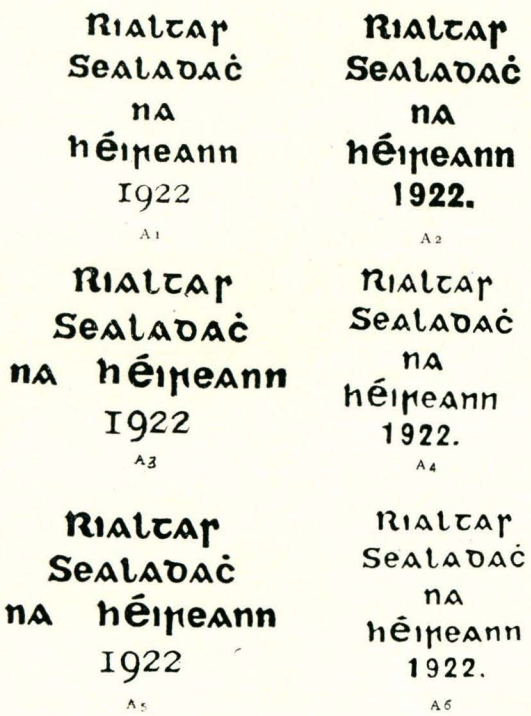


Fig. 9

DISTINGUISHING CHARACTERISTICS OF THE OVERPRINTS A1-A6

Dollard Types A1 and A3.

Dollard used the overprint A1 for overprinting the typographed or low values, and the overprint A3 for overprinting the engraved or high values. The five line overprint A1 differs at once from all the other overprints in that the date 1922 is set in antique type of Medieval character, whose "I" appears more like the Roman numeral "I," and the tail of the 9 is below the base line of the other numbers, see Fig. 9.

The same date figures appear in the four line overprint on the high values. However, when Thom received the contract for overprinting these values in June 1922, they used a similar type font for overprint A5, and the chief points of difference must be noted to distinguish Thom A5 from Dollard A3 overprints on the high values. These differences, in the first place, appear in the length of the lines of the overprint, see illustration of A1 and A3, Fig. 9.

	A3—Dollard	A5—Thom
1st line	12.5 m.m.	12 m.m.
2nd line	15 m.m.	14.5 m.m.
3rd line	21.5 m.m.*	21 m.m.

* There is a variety which shows the third line of overprint A3 only 21 m.m. long.

The most obvious difference between the two overprints, however, appears in the third line, in that in Dollard A3 the distance between the "h" and the "e" is at least equal to the space between the legs of the "h," whereas in Thom A5 the space is a good 0.5m.m. narrower. Also in Dollard A3 the "h" is distinctly above the base line of the following letters, whereas in Thom A5 the "h" is on the common base line of the letters following. Finally, Dollard used a non-glossy black for their overprinting, whereas Thom used a glossy blue black ink in their work. The typography generally is sharper in A5 than in A3.

Thom Types A2-A5-A6

From February to the beginning of November 1922 Thom used the five line overprint A2 on the low values in which the year date was set in block letters with a period after the date. The distinctive date obviates any possibility of confusion with the Dollard A1 overprint, see Fig. 9. The Thom overprint A2 however, is so like the Harrison A4 overprint, that identification marks are necessary for distinguishing between them, compare illustrations for A2 and A4. The lines of A4 are somewhat longer and the height of the overprint is somewhat greater than in A2.

	A2—Thom	A4—Harrison
1st line .....scant	12.00 m.m.	12.25 m.m.
2nd line	14.5 m.m.	15.0 m.m.

Overprint A4 is about 1 mm. taller than overprint A2, the letters also appear slimmer in A4. The ink used by Harrison for overprint A4 is a brighter and glossier black than that used for Thom A2, which appears more as a dull black, without however showing the bluish cast or tone which later distinguished the Thom overprints. Further the "i" of Rialtas in A2 rests on the base line common to the other letters of the line, whereas in A4 the bottom of the "i" extends below this common line. Finally, all Harrison overprints A4 show R over Se, so that any overprints varying from this setting are Thom A2.

The four line overprint used by Thom for the high values, A5, which shows great similarity to the Dollard overprint A3, has already been discussed under the Dollard overprints, compare illustration for A3 and A5.

The last used overprint, last half of November to first half of December 1922, for the new five line Thom overprint A6 is identified readily by the wider spacing of the letters, including the date, see Fig. 9. The first line measures 12.5 mm. and the second line 15.5 mm, as against a scant 12.0 mm. and 14.5 mm. respectively in A2.

Harrison Type A4.

Harrison only overprinted four values, ½, 1, 1½ and 2d., for coil stamps and used only the five line overprint A4. It can only be confused with the Thom overprint A2. Points of difference between the two overprints, however, have already been discussed under Thom overprints. It has already been mentioned that the first two lines of A4 always show the R over Se setting.

The 1st ISSUE OF THE PROVISIONAL GOVERNMENT

Typographed stamps ½, 1, 2½, 3, 4, 5, 9 and 10d. (Great Britain Nos. 148, 149, 152, 155, 159 and 160) with black five line overprint A1. Typographed stamps 1½, 2, 6d. and 1sh. (Great Britain Nos. 150, 151I, 151II, 156 and 161) with black five line overprint A2. Engraved stamps 2½, 5, and 10sh. (Great Britain Nos. 172/174) with black four line overprint A3. Overprints A1 and A3 produced by Dollard, overprint A2 by Thom, both of Dublin. Ink of overprint not glossy and color deep black to grey black in A1 and in A2 dull black, Fig. 10.



A 1 A 2 A 3

Black Overprint A1 Dollard

Munk	Scott		Unused	Used	No. Sheets Printed
1	1	½. green	.05	.05	43,000
1-F 1	1a	overprint inverted (Mar. 1922. Control R21)	—	—	2
1-F 11		1 of date missing (Pl. 11, subject 199)	3.50	—	—
1-F111		vertical pair, one without overprint	150.00	—	6 pairs
2	2	1d. scarlet (shades)	.10	.05	112,000
2-F 1	2a	overprint inverted (April 1922)	30.00	30.00	?
2-F 11		1 of date missing (Pl. 11 subject 199)	3.50	3.50	—
3	3	2½d. ultramarine	.25	.35	1,502
4	4	3d. blue violet	.55	.40	6,500
5	5	4d. gray green	.50	.75	1,702
6	6	5d. yellow brown	.60	1.00	2,100
7	7	9d. black violet	1.00	1.75	2,398
8	8	10d. turquoise blue	.75	1.40	900
8-F 1		1 of date missing (Pl. 11, subject 199)	4.50	—	—

Dull Black Overprint A2 Thom

9	15	1½d. red brown	.25	.20	*
9-F 1	15a	British stamp PENCF (Control Q21)	30.00	—	*
10I	16b	2d. orange Die I	.20	.05	*
10I-F1	16c	overprint inverted (Feb. 17, 1922. Control S22)	20.00	20.00	*
10II	16	2d. orange Die II	.25	.25	*
10II-F1	16a	overprint inverted (March/May)	40.00	40.00	*
11	17	6d. red lilac	.55	.45	*
12	18	1sh. yellow brown	1.30	1.30	*
		b. olive brown	1.30	1.30	*

Black Overprint A3 Dollard

13	12	2½sh. a. chocolate brown	5.50	6.00	*
		b. sepia brown (End of March)	5.50	6.00	1,000
14	13	5sh. rose	8.00	12.50	650
15	14	10sh. grey blue	15.00	16.00	650

* Quantities printed not known for Thom Issues.

CONTROLS

Prices are given for unused singles with attached margin showing controls, and are given for both imperforate and perforate margins. (Translator—See remarks above with reference to the desirability of collecting controls in 3x2 blocks).

Control No.	Imperf.	Perf.
½d. No. 1.		
R21	1.75	.40
S21	1.30	2.50
S22	.80	.80
1d. No. 2.		
S21	1.50	6.00
S22	.50	.60
T22	20.00	8.00
1½d. No. 9.		
Q20	2.50	2.50
Q21	3.00	2.50
T22	—	15.00
2d. I. No. 10I.		
S21	1.50	2.00
S22	1.30	.75
T22	8.50	—
2d. II. No. 10II.		
S22	1.25	1.20
T22	7.50	—
2½d. No. 3.		
S21	8.00	2.50
3d. No. 4.		
S21	12.00	6.00
S22	3.00	10.00
4d. No. 5.		
R21	100.00	—
S21	4.00	80.00
S22	—	4.50
5d. No. 6.		
S21	5.50	6.50
S22	4.75	—
6d. No. 11.		
S21	3.50	—
T22	4.00	—
9d. No. 7.		
S21	6.00	12.00
S22	—	100.00
10d. No. 8.		
Q21	—	60.00
S21	15.00	6.50
S22	—	8.00
1sh. No. 12.		
R21	9.00	15.00
S21	10.00	15.00
S22	9.00	7.00

The Dollard Overprints A1 and A3 (Nos. 1-8 & 13-15) [9]

On January 28, 1922 the Irish Post Office Department requested Dollard to submit bids for the work of applying the necessary overprints on the values ½, 1, 2½, 3, 4, 5, 9, and 10d. and the high values 2½, 5 and 10sh. On Feb.

(9) Captain S. P. C. Vesey: The Dollard Overprints of the Provisional Issue of the Irish Free State, Lond. Phil. 1924 pages 67-69.

2, bids were submitted with proofs which, with regard to type and numerals of year date, resembled the overprints ultimately applied by Dollard, except that in the fourth line, type A1, and in the third line, type A3, a hyphen had been inserted between the h and e, which was omitted in the actual overprints. On the basis of their bid the Post Office Department awarded the contract for overprinting to Dollard on the same day.

The overprinting, which for the first weeks was done on four presses, began on Feb. 11, and deliveries to the Post Office Department began the same day, so that the official issuance of the overprinted stamps from all Irish Post-offices was possible on Feb. 17, 1922.

PROOFS

Proofs of the entire printing plate on plain paper, that is without stamps, are known of A1 and A3, the overprint A1 in black and red inks, and overprint A3 in black ink only. Normally each of the overprints appears with a rubber stamp on the reverse side, in violet ink, reading "Original Proof Dollard 17.2.22" and the initials B. J. B., signature of the Manager of Dollard's, B. J. Brennan. Singles and small multiples of A1 are found in the trade in greater quantities, and in the Agnew Collection were found a complete sheet each of Proof A1 in black and in red ink. The Vesey Collection also contained a complete sheet of proofs of A1 in black ink. Price for singles, black or red, about 3.00. On the other hand the largest known block of the proof A3 is the block of 9 also from the Agnew Collection. Price for singles about 15.00.

Proofs of the overprint in red ink on the British ½d. stamps, as used for No. 1, with the same rubber stamp on the reverse side, "Original Proof Dollard 17.2.22.", which is likewise the date of issue of the first series, also exist. On these however, the color of the rubber stamp is more reddish, on the order of rose-purple, than that noted for the plain proofs above discussed. One right and one left lower corner block, 3x2, was contained in the Vesey Collection. It is worthy of note that in the Auction catalogue this same lower left corner block from the Vesey Collection showed the late Control S22, whereas the ½d. stamps, used for No. 1 with black overprint, show the earlier Controls R21 and S21. The red overprint also shows all the earmarks of the second plate used for overprinting A1, which, according to Vesey, was not even in use in the first half of February, see below. The ½d. proofs with red overprints very likely do not have any connection with the first issue, even though the rubber stamp would lead to this assumption, but were probably made in connection with the change-over to red overprinting of the second issue of April 1, 1922. This would also agree with the fact that on two (Philatelic) covers in the Agnew Collection on which the ½d. proofs were used as postage, they were not used until April 19 and 20, 1922. It would seem, therefore, that in using the rubber stamp for these proofs the changing of the date was overlooked. Price for singles about 35.—.

There also occur in collections, and in the trade, large numbers of the ½d. stamps with the red overprint A1, which do not have the rubber control stamp on the back. These are most likely printer's waste, which in some manner have gotten into the trade through unofficial channels. Price for singles about 24.—.

PLATES USED FOR OVERPRINTING A1

The printing forms used by Dollard for overprinting the original 240 subject sheets of the typographed stamps were made up as follows:—First there were set by means of a Mono-type machine, see Vol. V page 161, five horizontal rows of three subjects each; from these a Matrix was taken, and from this a given number of type-metal stereos were made. Sixteen of such 3x5 stereos

were arranged in four horizontal rows of four stereos each, taking into account the arrangement of the sheet, and were locked into a wooden frame. As a result of loosening, or shifting in the form during use, some of the stereos shifted up or down so that, across joins between the stereos, horizontal pairs occurred showing one overprint higher than the other—out of alignment pairs.

In all Dollard used three different plates for A1, namely: Nos. I, II and III, all of which were composed and produced as above described. According to Vesey Plate I was used solely at first, see above re ½d. red overprint proofs. The remaining plates were put into use as required. Later on, from time to time, old or damaged stereos were replaced by new ones, always a complete 3x5 stereo, so that for any one plate, characteristic position identification marks are not always constant.

We shall learn later, in connection with the red overprints of the second issue, of a "combination" plate in which will be found stereos from Plate I and Plate III matrices. There is no evidence that this "combination" plate was used for making black overprints A1.

As a result of the manner of production of the plates, see above, each plate shows certain setting varieties which repeat themselves, in each sheet in blocks of 3x5 (one stereo), sixteen times (4x4 stereos). Each original stereo setting for each plate had definite characteristics by means of which smaller blocks, especially those with upper or lower margins attached, may be assigned to definite stereos making up the plate.

To determine for each value and its control, and also for certain varieties, the plate or plates used for overprinting is philatelically not only very interesting, but often very enlightening. For example note the comments regarding the corner block of the ½d. red overprint proofs above. There follows, therefore, for each of the three plates, a description of the setting of the original 3x5 stereo for each plate, whose subjects will be numbered as follows:

PLATE I

The original setting for this plate was set so carefully that no noticeable setting varieties occurred. The *R*(ialtas) of the first line is always over the (S)*e*(aladac) of the second line; the (Sea)*l*(adac) of the second line is always vertically over the *n*(a) of the third line; and the *n*(a) of the third line is always over the (h ei)*r*(eann) of the fourth line.

PLATE II

The original setting for this plate shows the following variations: *R*(ialtas) over *Se*(aladac) instead of over the *e* in positions 5, 9, 11, 12, 15, (translator—in position 3 also). This variety was caused by a shifting to the left of the entire first line, and is best recognized by prolonging downwards the last Gaelic letter of the first line where it should strike the peak of the *A* below it, whereas in the normal setting it would pass to the right of the peak of the *A*, see illustration page ___. (Sea)*l*(adac) of second line over na instead of over *n* in positions 2, 3, 5, 7, 8, 9, 12, 15. Last letter *c* of second line slightly raised in position 3.

PLATE III

The original setting for this plate shows the following variation: *R*(ialtas) over *Se*(aladac) instead of over *e* in positions 1, 2, 3, 5, 11, 12, 13, 15. (Sea)*l*(adac) of second line over na in positions 1, 2, 3, 5, 7, 12, 13, 15. Last letter *c* of second line raised and slightly more so than in plate II.

All the plates were used for overprinting the values ½, 1 and 3d., whereas Plates I and II only were used for overprinting the values 5, 9 and 10d., and Plate I only was used for the values 2½ and 4d.

Aside from the setting varieties in the original stereos, which repeat sixteen times in each overprinted sheet of 240 stamps, certain of the stereos showed definite varieties or damages which, accordingly, could occur only once in each sheet. The most noticeable of such varieties is the almost complete lack of the 1 of 1922 in sheet position 199 (translator—17th row, 7th stamp) in overprints from Plate II. This variety is the only one catalogued, see No. 1 FII, No. 2 FII and No. 8 FI. This variety, however, can only have occurred on part of the production from Plate II because it is not found in the 3, 5 or 9d. values although this plate was used for overprinting these values, see above.

Other varieties in specific sheet positions are noted as follows:

PLATE I. Broken *i* in (R)*i*(altas), Row 11 stamp 10. Found in Nos. 1-8. Short down-stroke of final letter *r* missing, Row 18 stamp 5. Found in Nos. 1, 2, 4 and 8. So-called 1022 due to loss of tail on 9. Found in various positions. See also remarks under Plates II and III.

PLATE II. Letters *iA* in (R)*iA*(ltas) upper parts missing. Row 1 stamp 5. Found in Nos. 1, 2, 4, 6 and 8. Short downstroke of final letter *r* of Rialtas missing, also dot over *c* of Sealadac missing, Row 1 stamp 9 and Row 11 stamp 3. Found in Nos. 1, 2, 4 and 6. So-called 1022, see above, Row 20 stamp 1. Found in Nos. 1-8.

PLATE III. (192)*2* much too small, Row 16 stamp 3. Found in Nos. 1, 2 and 4. So-called 1022 found in various positions.

INVERTED, DOUBLED OR BADLY PLACED OVERPRINTS A1

In addition to varieties of setting and type disfigurement there are a number of overprint errors due to wrong or incorrect feeding of sheets into the printing presses. The most important of such errors are the inverted overprints on the ½ and 1d., No. 1 FI and No. 2 FI, both of which occur mint and used.

The ½d. inverted overprint was noted as early as March 1922 in the trade press. It was issued at the Main Post Office in Dublin, among whose supply three sheets were supposedly found. When this information came to the attention of the Postmaster General, in spite of the fact that prompt orders were given for their withdrawal and destruction, one complete sheet had already been sold to a collector and perhaps a second sheet broken into also. A lower left corner block of 3x2 was sold at auction by Plumridge, London, November 1928 and brought £52.

The situation with regard to the 1d. inverted overprint is somewhat different. Of this variety also one sheet is supposed actually to have been sold over the counter in one of the County Dublin Post Offices. The inverted overprints of this sheet are strongly shifted or misplaced, so that in observing the stamp image in the proper manner the overprint appears placed too far toward the left. Cancelled copies of the error, with dates in April 1922, have been recorded. The only such specimen known to us, with cancellation of April 11, 1922, came from the presently to be discussed unofficially circulated sheets of printer's waste; but because of this, it must be concluded that knowledge was had at that time of the regularly issued sheet.

It is not known how many sheets of the 1d. inverted overprint error, No. 2 FI, came into circulation through unofficial channels, but according to Hopkins (see page 32, etc.) there must have been at least four, which contrary to those officially issued, showed well centered overprints. Most of these sheets bore a later Control S22, and from one of the sheets the margins had been purposely removed for this reason. From these unofficially circulated sheets several pairs have been used for the 2d. rate, see for example Illustration No. 27 of Harmer's Catalogue of the sale of the Agnew Collection.[10]

Of the 1d. value there also exists one used copy with double overprint, also from the Agnew Collection, which at the sale of this collection brought £11. The double overprint was not, however, caused by a double passage of the sheet

through the press, but rather do we have a shift, that is, a light doubling of the overprint due to a moving or shifting of the sheet in the press.

Finally there are found overprints in the ½, 1 and 9d. values in which the overprint is shifted so strongly vertically that the date line appears at the top and the other four lines of the overprint appear below it, or that part of the date line appears at the top and part at the bottom of the stamp, or again that the first line, Rialtas, appears at the bottom and the four lower lines appear above it. Premiums for such specimens 50-100%.

With sufficiently strong misplacements the upper or lower marginal stamps lacked either the year date or the Rialtas line. Of the first instance the ½ and 1d. are known, of the later instance the 1d. is known. Premiums accordingly.

One sheet of the ½d. became known which had been fed into the press so poorly that the top row of 12 stamps of each pane, the six left hand stamps of each row received at the very bottom the Rialtas line of the overprint only, whereas the six right hand stamps of each row received no overprint at all. Accordingly the right side of this sheet produced six vertical pairs with and without overprint, whereas the left side of the sheet produced six vertical pairs of which the upper stamps showed only the impression of the Rialtas line along the lower perforated edge. Price for such specimens about 50% less than for No. 1 FIII. As against the above, the gutter between the panes, and the bottom margin of this sheet received each 12 overprints, of which the six right hand subjects were complete and the six left hand subjects lacked the Rialtas line. This particular sheet, whose various combinations are shown in illustrations 31, 33 and 34 of Harmer's Catalogue of the Agnew Collection, was bought by an Irish Officer who kept it in unsevered condition. Later on, however, because of careless keeping or otherwise, the right hand half of this sheet became stained, so that the vertical pairs No. 1 FIII, which came from this half of the sheet, always have a stained appearance.

Horizontal shifting of the overprint of the ½d. is also occasionally found showing the left or right hand ends of the longer lines of the overprint appearing on the adjacent stamps. Similar shifts are also found in the 5d. value.

Among other printing varieties Freeman & Stubbs mention the occurence of the ½ and 1d. values with only the "22" of the date 1922 showing, also parts of the overprint appearing on the gummed side of the sheet because of a turning over of the sheet corners. Offsets, printing machine offsets, are found in the values ½, 1, and 4d. (Premiums).

A further variety, 1d. with inverted watermark, is also to be noted. Price for such specimens —.—.

PLATE FOR OVERPRINTING A3

Dollard used but one plate for overprinting the three high values. The manner of production was the setting up of one block of 20 subjects, 5 horizontal rows of 4 each, on a Mono-type machine, see above. From this block a matrix was taken, and from this, according to sheet arrangement of ten horizontal rows of four stamps, two stereos were made and placed one under the other to make up the plate.

The only notable variety in this overprint is found in the third line, consisting of the two words "na h eireann", in which this line measures 21mm. in length instead of 21.5mm. This variety is found in positions 4, 8, 24, 28, and 33. This variety must have existed in positions 4 and 8 of each of the stereos, see above, whereas it's occurrence in sheet position 33, stereo position 13, must have been occasioned by some irregularity in the making of this stereo (translator—the lower stereo of the plate). Premium for single specimens 50-100%.

(10) The Collector's Club Library contains copies of the Harmer Sales of the Agnew Collection in 1930, and the Vesey Collection in 1933, both of which contain many illustrations of unique items referred to in the text. The cataloging of the collections themselves makes a very interesting study.—Translator.

Inasmuch as 21mm. is the normal measurement of this same third line in the Thom overprint A5 on the high values, attention is called to the fact that in the Thom overprint the first line measures 12mm. and the second line only 14.5mm as against 12.5mm and 15mm. in the Dollard overprint A3, even where the third line measures the same in both overprints.

Of the 10sh. value one sheet was sold showing the overprint so strongly shifted to the right, and applied in a slanting direction to such an extent, that in the bottom row the last n of h eireann appeared on the neighboring stamp to the right. (See Ill. No. 48, of the lower right hand block from this sheet, of the Harmer Catalogue of the sale of the Agnew Collection).

The 2½sh. stamp first appeared in chocolate brown shades, later, about the end of March, in sepia brown shades. These stamps are also found with slight traces of reentries, also with guide lines. Premiums accordingly.

The 5sh. stamp has been submitted, with overprint A3, on apparently ribbed paper, see Vol. III page 783. Price about 15sh. unused.

THE THOM OVERPRINT TYPE A2 (Nos. 9-12)

The quantities issued of the various values Nos. 9-12 are not known, although the first printing is supposed to have had a total face value of £73,000.

PROOFS. Little is known of the dealings leading up to the award of the contract to Thom for overprinting the typographed values 1½, 2, 6d and 1sh., nor is there reliable information regarding the time of awarding the contract and the actual beginning of overprinting. However, Thom also sped the overprinting and the delivery of the stamps to the Post Office Department so that they were available for distribution at all Post Offices on the morning of Feb. 17 along with the Dollard overprints.

Thom seems first to have submitted overprint proofs using a smaller type (translator—than eventually used by them), at least there exist specimens of the values overprinted by Thom, 1½, 2, 6d. and 1sh. also 1d., which show an overprint as illustrated, whose date figures 1922 are identical with those used in the Thom overprint A2.



Of the definite Thom overprint A2 there are, as in the case of the Dollard overprints, A1 and A3, proofs on plain paper, that is not on postage stamps, of which a full sheet of 240 was contained in the Agnew Collection. Prices for single specimens about 7.50.

(To be continued.)

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MELVILLE LIBRARY

Unfortunately the Melville Library is not coming to the Collectors Club as we had hoped.

Shortly after Mr. Melville's death, the Library was offered to the Collectors Club for £1800. The *Friends of the Library* immediately had an appraisal made by its representative in England, and the highest value they would place upon it was £1200.

A tentative offer was made on this basis c. i. f. (including war risk insurance). If this had been accepted, the money was to be paid on the submission of full inventory and all other necessary papers to complete the transaction. A member advanced the *Friends* a London credit for this sole purpose, should it prove a worthwhile buy. However, we have been informed that there has been a much higher bid than ours, and, therefore, our bid has been withdrawn and the credit cancelled.

ADDITIONS TO THE EDITORIAL STAFF

This number of the *Collectors Club Philatelist* marks the beginning of our twentieth year, a ripe old age for a philatelic journal. So that we may improve with our age, we have appointed three club members to the editorial staff who are leaders in their respective fields.

Mr. Gerard Gilbert has kindly consented to take over a new department—the 19th Century Classics. Mr. Gilbert, formerly a citizen of France where he gained international fame for his knowledge of the classics and now domiciled in this country, will present through his column much data heretofore unpublished; thus will be preserved valuable philatelic information that might be otherwise lost.

Mr. Malcolm Johnson has agreed to take over the book reviews. We have always felt that our book reviews should be strong and vigorous and a real guide to our members in their selection of books. Mr. Johnson is a well-known publisher and a student of philately. He has a flair for separating the good from the bad in philatelic literature, and this department will undoubtedly become a much appreciated feature of the Philatelist.

Mr. Elton L. Schnellbacker has been appointed photographer to the Philatelist. Fine illustrations are of the utmost value in an article for the proper appreciation of the text, but it is not always easy to get results from the material submitted. We now have at our disposal one of the finest cameras built (a part of the Luff Room equipment) and a photographer who has devoted years to the study of philatelic photography. Mr. Schnellbacker has served unofficially for the past year and has been complimented on his work in the Collectors Club Philatelist.

With these additions to our staff we feel much will be added to your enjoyment of the future numbers of the Philatelist.

Book Reviews

by

MALCOLM JOHNSON

Send all books to be reviewed to the Editor Collectors Club Philatelist, 22 E. 35th St., New York City.

Please mention sale price. It is of interest to our Readers.

STAMPS OF CHINA AND THE TREATY PORTS. 201 pages, illustrated. Price $1.50. Shanghai: The Roman Stamp Co., P. O. Box 601, 97B Route Vallon. Obtainable in the United States from Henry Renouf, Belchertown, Mass.

An interesting aspect of philatelic publishing is that the handbook issued for the purpose of selling stamps can frequently be more valuable even to the specialist than earnest works of research. A good example is this priced catalog of China, the Treaty Ports and Formosa. Shanghai is omitted. The prices, in American dollars, are given for singles and blocks, and an examination of them brings to mind some of the late Theodore Siddall's sulphurous remarks about Chinese quotations in the big catalogs. The descriptive contents assemble most of the known facts, including discoveries made up to the fall of this year, and while the general collector may be dismayed by an array of varieties in plates and paper whose existence he had never suspected, the specialist will find this the most helpful guide published in a long time. Minor points in certain difficult issues are described and accurately pictured, from the four printings of the classic first issue to the most recent secret marks. Most of the plate varieties are also priced, although in this connection it should be noted that a few well-known plate varieties are missing altogether. The carefully edited section on the Treaty Ports is particularly welcome, for it must be more than five years since the last checklist appeared, and much research has gone on in the meantime. No mention is made of issues and varieties not fully authorised (with the exception of the four provisional bisects), so that such essential items in China's postal history as the Hung Hsien issue and the more recent Shansi locals are not listed, nor is there any account of postal stationery or fiscals. Nevertheless this book as a whole cannot be praised too highly and is heartily recommended to anyone whose interest in one of the cleanest and most rewarding of all countries is more than a purely casual one.

TRANSVAAL POSTAGE STAMPS. By J. H. Curle and A. E. Basden. x+154 pages; 12 plates in pocket. London: The Royal Philatelic Society.

The Curle and Basden book is in many respects the most nearly perfect job yet done in producing a handbook of the stamps of any one country. In contrast to almost every previous production, it is scrupulously free of irrelevant matter, of meaningless statements, and of hints or implications where actually there is no knowledge. "Must have been" guesses, which disfigure too many able stamp handbooks, are conspicuously absent.

From the start of the Transvaal's postal history about 1863, through the introduction of stamps in 1869, the many printings of early issues, the British occupation issues, the so-called "Second Republic" (really, as leaks out, a Kruger dictatorship) and to 1910, the history of the stamps is fully told without waste of words. Descriptions of what is completely shown by an illustration, citations from wordy legal documents, etc. are conspicuously and pleasingly absent. But all established philatelic knowledge about Transvaal stamps is included. Nothing that is positively known, whether as to platings of overprints, occasions of errors, etc. is omitted. The information given appears to me to be correct to the last detail.

By far the most valuable section is that on forgeries. Collectors of Transvaal have been plagued by these in quantity; and the descriptions, the key points for detection, hitherto published, have been irritatingly vague. Messrs. Curle and Basden have made it practicable to detect Transvaal forgeries with as nearly certain accuracy as is probably humanly possible. Interesting chapters on postal stationery, proofs, postmarks (with list

of all identified numeral cancellations), and on "The Rarest Transvaals" round out the treatment; and a well annotated check list (called "catalogue") is given. Every illustration serves a definite purpose and serves it fully, including the plates, both in black and in color, accompanying the book.

American practice would have used a type about half as large as that used for the text, and condensed the pages while reducing the cost. But we are grateful for the convenient form and easy reading, as compared to the same amount of material compressed into 58 pages in Geldhof's book on the Orange Free State. The literary style is far above that found in almost all stamp publications, even those considered the finest. **Transvaal Postage Stamps** is a **readable** book.

—S. G. R.

PENNY POSTAGE CENTENARY. Edited by Samuel Graveson. Cloth: 144 pages, illustrated. Price 10sh. 6d. London: published by The Postal History Society.

1940 has seen many books celebrating the centenary of the first postage stamp, England's penny blacks. Sir Rowland Hill's position in philately has been examined and evaluated in every conceivable way, but this collection of papers is an addition to, not a repetition of other publications. Perhaps its outstanding feature is Robson Lowe's study of the multitude of proofs and essays which preceded Sir Rowland's work. Mr. Lowe supplies an excellent and well illustrated descriptive list of the designs submitted to the Crown; designs ranging from the fantastic to those closely approaching the ones finally chosen for use. Other chapters include R. K. Wortley's **Milestones in Postal History,** C. R. Clear's **The Birth of the Postal Service,** Cyril H. Rock's **Bruce Castle Postal Museum,** and several admirable contributions by the editor. The book as a whole is a tribute to the Postal History Society, founded in 1936, which has obviously attracted some of the best scholarship in British philately. The essay on posts and postal routes from the seventeenth century on, with reproductions of old prints, documents, letters and franks, is extremely valuable, and there is other material here which makes this one of the outstanding publications of the centenary year.

FAMOUS AMERICAN SERIES. 32 pps. New York: The Journal-American

Complete data on the seven series issued (so far) picturing famous Americans. Pictures, dates, biographical information about the subjects offer the young collector an inexpensive adjunct to his collection of these prolific issues.

POSTAGE STAMPS OF MANCHUKUO. Boards: 60 pages. 25 plates in color, 12 photographs in monotone. Hsinking, Manchukuo: The Manchukuo Postal Society. Obtainable from John V. Sweet, P. O. Box 269, Harbin, Manchukuo.

Unlike Mr. Haag-Pederson's excellent specialised listing of Manchukuo, reviewed in October, this is less a study of the stamps themselves than of their background. Every regular issue is carefully described, and each one is handsomely illustrated by a lithographed plate in color, but no attempt is made to cover errors minutely, or to assign values. The emphasis is on postal history, and a fuller treatment could hardly be desired of the origins of Manchukuo and of its postal system, of the designs of the stamps and translations of their inscriptions, the occasions of the commemoratives, and the reasons behind the various surcharges. Since the appearance of the first issue, in July 1932, there have been no speculatives and no excessively high values, and this book goes far to explain why.

INDIAN STAMPS USED ABROAD. Indian Campaign and Field Post Offices. By Robson Lowe. 24 pps. Price 5/. London: published by the author.

The subject of Indian field post-offices, which ranges in time and place from China in the Boxer Rebellion, and Tibet in the stormy days before the Chinese Revolution, to the first World War, and back to the eighteenth century, has been attracting increasing attention in late years. Best current guide to the post and identification marks is this compilation, which is a gathering together of the distinguished author's own work and that of many other students.

No aspect of postal history is more far-ranging, or more generally interesting, than a survey of the activities of the Indian regiments, whose philatelic footprints have been recorded half-way around the globe. Great and distant names: the conquest of Scinde, the Indian Mutiny, the Expedition against the Chin, the Somaliland Field Force, the forces in Egypt, Malta, Burma, China, Afghanistan, Persia, Singapore, Zanzibar, fill these pages. If you are seeking a new, difficult and stimulating field of collecting, look into these Indian items.

HOW TO ARRANGE AND WRITE-UP A STAMP COLLECTION. 2nd revised and enlarged edition. By Stanley Phillips and C. P. Rang. 72 pps. Price 3/6. London: Stanley Gibbons, Ltd.

It was eight years ago that this handbook on the care and appearance of collections was first issued, and this new and larger edition is a welcome arrival. It covers, with text and plenty of graphic illustrations, such points as the choice of albums, the manipulation of hinges, the artistic arrangement of stamps, and the properly handsome writing up of collections. The latter is an art practised much more in England than here, where typewriters, newspaper clippings and in general anything rather than hand-lettering is resorted to. Writing up is indisputedly hard work, but no one who has seen some of the English exhibition pages will deny that it has its satisfactions. Here are the principles, with the simple alphabets, the kind of pens to use, the treatment of the black as well as the normal quadrilled white page. Here also is sage advice on arrangement in general. Some of the information is rudimentary; a good deal of it would go far to improve the appearance of most of our album pages.

THE VICTORIAN POSTAGE STAMPS OF NATAL. By Eric W. Mann, F.R.P.S.L. 54 pps., two plates. Reprinted in revised and corrected form from the London Philatelist.

The literature on Natal is sparse, perhaps because there have been comparatively few specialists in the country. The stamps themselves are not particularly attractive, they are expensive, and, as the author points out, the difficulty of telling the originals from the inexplicable succession of reprints has always been a barrier. Mr. Mann's brilliant study is not likely to add to their popularity, but his work should be read as a model of patient research and intelligent writing. He makes the point that the early issues of Natal, like the Hawaiian Missionaries or British Guiana Circulars, should be classed among the few true "Primitives" of philately, and provides a vast amount of information on the obscure points of these issues. The later output, sometimes as confusing as the earlier, is treated with the same thoroughness, and this monograph, like **Transvaal Postage Stamps,** (also reviewed in this issue), is an important contribution to the literature of South Africa.

EARLY POSTAL SERVICE IN WESTERN VIRGINIA. By Delf Norona. In the magazine, West Virginia History, Charleston, West Virginia, Vol. II, No. 1.

If the complete postal encyclopaedia of this country ever comes to be written, it will be based on regional research of the type this article represents. Mr. Norona has made a minute study of government and other records, and from them drawn a detailed picture of post-masters, post-offices and postal routes in western Virginia, from the inception of the first route in 1792 to roughly 1801. Postage costs and rates are estimated, and the article is full of such interesting minutiae as the eighteenth century salary of the postmaster at West Liberty, one Zachariah Sprigg. It was $46.30.

PROFIT IN POSTAGE STAMPS. A Study of Mint United States Issues as an Investment. By Thomas Young. Cloth: 94 pages. Price $1.50. New York: Harbinger House.

The law of supply and demand operates in the stamp market as in any other; it is possible, with sufficient acumen and foresight, to buy cheap and sell dear. A smart operator might conceivably, in the year 1921, have purchased ten sheets of Scott's #545 from his local post office at a cost of $10, and find himself today in theoretical possession of $8500. Or, as Mr. Young puts it, if you had invested $132 a year in commemoratives from 1912 to 1929, you would now have $108,000 in catalogue value, or $60,000 at market. His book deals solely with stamps as an investment, and notes that collectors are occasionally disillusioned when they find that their collections cannot be disposed of at a profit. United States issues alone are considered, and there is much information for the investor, including a chapter on how to realise on the profits. Opinions vary on this phase of collecting, and there is no reason why a man should not accumulate mint sheets, if he is so inclined, instead of Continental Can. But investment in stamps requires about the same amount of time and knowledge as successful investment in anything else, and even United States issues do not invariably increase in value. There is no question, however, that over the years they are sound property, and Mr. Young's book can only bolster that opinion.

STAMPS OF PEACE. Pan-American Union Jubilee Postage Stamp Album. Text by Prescott H. Thorp. Price $1. 64 pps. New York: Jacques Minkus, Gimbel Brothers.

As part of the general movement to increase American interest in South America, Jacques Minkus has prepared an inexpensive album to house a small representative collection of South and Central American issues. Prefaced by Dr. L. S. Rowe, director general of the Pan-American Union, it contains a one-page political and philatelic history of each country, faced by a bordered page for a group of its stamps. For a sideline collection, for the countless beginners whose interest in the lands to the south has been stirred by recent activities in Washington, this book performs a real service. Schools might do worse than introduce it in connection with the study of the geography and history of South America.

FAMOUS STAMPS. By L. N. and M. Williams. Cloth: 256 pages, 16 plates. London and Edinburgh: W. & R. Chambers, Ltd.

The history of famous stamps is always interesting, particularly when told by such practised writers as the Williams. Here is the story of the most famous stamp of all, the British Guiana 1p., and of many others less famous but no less interesting, from the point of discovery through the various changes of ownership. Included are the finds which have become almost legendary, and which still inspire the searches among old records and in dusty attics that continue to turn up new treasures. The plates illustrate nearly all the stamps described, lacking only the few that the war has made unavailable. Full of little-known details, and with a condensed biography of each stamp, this is an admirable example both of good writing and of good research.

KNOW YOUR STAMPS. Part III. M to Z. By Frank Aretz. 28 pages. Price 35c. Toronto, Canada: Marks Stamp Co., Ltd.

The third section of Mr. Aretz's work on counterfeits includes countries from Monaco through Zululand, and is as clear and well illustrated as its predecessors. This series (a fourth section is to appear soon) is so well-done and helpful that it should be in even the most modest philatelic reference library.

AIRMAILS. By Emil Bruechig. 34 pages. Published by the author, New York.

Spiral bound and handsomely illustrated, this introduction to the field of airmail collecting traces briefly the highlights of the hobby. There are chapters on famous flights, great rarities, the pigeon posts of besieged Paris and the more recent pigeongrams of Great Barrier Island, airmail issues as an investment, and other matters of interest to the enthusiast. Not least in appeal is the chapter on the first official airmail, which was flown from Allahabad in India, a city whose previous claim to fame has been its connections with Kipling's early career. An excellent brochure, and good propaganda for airmail collecting.

CATALOGUE OF UNITED STATES STAMPS SPECIALIZED. 19th Edition, 1941. Edited by Hugh M. Clark. 472 pps. Price $3.00. New York: Scott Publications, Inc.

There is no book quite like this anywhere else in the world. Many specialists in other countries may well wish there were, but even such great stamp collecting countries as Great Britain have no true equivalent. Every type of postal paper, and indeed any type of stamped paper, is described and, where it can be, priced. Nothing is neglected, even the postal souvenirs of sanitary fairs. From hunting permits, better known as duck stamps, to embossed colonial revenues and Red Cross Seals, everything is included, and this year two sections have been added, covering World War Soldiers' Letters and International Reply Coupons. It is almost enough to say of it that no one can collect United States stamps without it, but some tribute should be paid to the profound learning of the editor, and to the help given by various organizations studying particular sections of postal history. As much an encyclopaedia as a catalogue, it will continue in the new edition to be, as it has been from its inception, the bible of the collector of postal Americana.

THE COMMONWEALTH SPECIALISTS' CATALOGUE. Sixth Edition, 1941. Price 3/6. 72 pps. Melbourne, Australia: Orlo-Smith & Co.

Highly specialised checklist and pricelist of Australian issues, including every known variety of paper, perforation, control, plate flaw and re-entry, and such surcharges as the unauthorised Lord Howe Island Provisional. The retouches, secret marks and other idiosyncrasies of

most Australian issues are innumerable, but the descriptions here are sound, and the illustrations large and clear. The pricing, in Australian pounds, is extended to nearly all minor varieties.

Even the ardent enthusiast of Australia may question whether ten shades of red (in the 1½d, 1924) are really identifiable, or whether some twenty plate varieties in the same stamp do not indicate a certain laxness in a modern printing establishment, but there is no question of the thoroughness of this booklet. It contains, incidentally, a statement new at least to this writer, that certain Commonwealth issues were postmarked to order and placed on sale to the public in used and specimen sets.

BRIEFMARKEN-KATALOG ZUMSTEIN 1941. xiv+706 pps. Price Swiss francs 4.50. Berne: Zumstein & Cie.

The European cataloguers, whatever the handicaps under which they work, continue to turn out work of their usual high standard. Zumstein's 24th edition of their catalog of the stamps of the countries of Europe and offices abroad is no exception. With the text in German and the net selling prices in Swiss francs (currently around twenty-three cents to the franc), and such features as the printing of speculative and similarly suspicious issues in a smaller face of type, this compilation is a handy adjunct to the library of collectors of these issues, as well as a tribute to the courage and confidence of the Swiss dealers.

MICHEL BRIEFMARKEN KATALOG, Vol. I, Europa, Vol. II Ubersee, 3263 pps. Leipzig, Eugen Berlin.

As this is written there are no mails from Paris, and there is only the rumour that Yvert-Tellier will appear this year, but without cuts. The American and English catalogues for 1941, Scott's and Stanley Gibbon's, have already been published. The fourth of the world's great catalogues, Michel's, has just arrived in this country.

In its blue and gold binding it is much the same in appearance as in other years, its general format unchanged, its illustrations up to date, and its text edited with the same thoroughness as in years past. Prices in many instances are altered, but in accordance with the trend of the international market. The notes on forgeries and special items are as sound as in the past, and the length has been extended by 88 pages. It remains the final word on German issues of every variety, and on the countries and issues (Formosa, as an instance) that other catalogues touch sparingly, if at all.

STANLEY GIBBONS' PRICED CATALOGUE OF POSTAGE STAMPS 1941. 47th edition. 2019 pps. Price 18/6. London: Stanley Gibbons, Ltd.

STANLEY GIBBONS' "SIMPLIFIED" STAMP CATALOGUE. 9th Edition. 1198 pps. Price 6/6. London: Stanley Gibbons, Ltd.

There is a paper shortage, and, as this is being written, bombs are falling across the length of England. The only visible recognition Messrs. Stanley Gibbons have given in their new catalogs to these and other conditions of the war is a slight curtailment of illustrative cuts, and a slight increase in the general range of prices. For the rest these two catalogues are as complete, as thorough and as well manufactured as in the most peaceful of times. The larger catalog, known for many years for the completest descriptive material of any publication of its type, shows few changes from the past, other than those noted.

The smaller catalog, listing some 63,000 varieties, and confining itself to major varieties, without reference to watermark, perforation or minuter distinctions, remains a distinct contribution not only to philatelic publishing, but to philatelic thinking. General collecting, which must always remain the backbone of the hobby, has notoriously had no easy time in the deluges of twentieth century issues, and a simplified listing has widespread uses. Not long ago some one pointed out that the most attractive exhibit at any pubiic showing of postage stamps would be a perfectly straightforward collection of United States stamps, assembled with no regard whatsoever for varieties, but showing simply the designs which we have used from the start on our postal paper. There is sound good sense in that, as there is sound good sense in Stanley Gibbons' editing of what amounts to a catalog of stamp designs. It is an idea that might be commended to American publishers. There will always be a demand for the complete catalog, but many a collector, poring now over his benzine bath and his perforation scale, would be grateful for a book like this, and an album designed to go with it.

FIVE AMERICAN IMMORTALS. By Joseph Auslander. Cloth, boxed: 50 pages. Limited to 475 copies. Worcester, Mass.: Achille J. St. Onge.

A great American poet, Joseph Auslander, and a great American printer, D. B. Updike, have collaborated to make this miniature book (measuring about 2 in. by 3 in.) on the five poets pictured on the F'amous Americans series. The stamps themselves are used to illustrate the brief essays on the life and works of the poets. This is a collector's item, for philatelists and bibliophiles alike.

Additions to the Library

China Stamp Monthly, Vol. I. Gift of H. F. Bowker.

Gids voor Philatelistische Literatuur van Nederland en Kolonien. By M. J. van Heerdt-Kolff. By Exchange.

Indian Stamps Used Abroad. By and Gift of Robson Lowe.

Rivadavia Series of Argentina. Classification of the Uses of the Four Plates of the 5c. By and gift of Capt. Charles Jewell.

Postage Stamps of War (1854-1914). By Douglas B. Armstrong.

Notes on King's Heads and 20th Century Colonials in General. By W. H. A. Williams.

Stanley Gibbons' Postage Stamp Catalogue, 47th Ed. (Whole World), 1941.

Stanley Gibbons' Simplified Stamp Catalogue, 9th Edition, 1941. Both gift of Stanley Gibbons Ltd.

United States Waterway Packetmarks 1832-1899. By and Gift of Eugene Klein.

A number of philatelic handbooks. Gift of Hans Lagerlof.

Air Mail Booklet. Gift of Emil Bruechig.

Stamps of Peace (Pan American Union). Gift of Jaques Minkus.

Donation of a number of photographs of stamps. From Mr. Abraham Hatfield.

Stamps Magazine. Bound volume XXXII. Gift of H. L. Lindquist.

El Peru Filatelico. Copies of all issues missing from our file. Gift of Centro Filatelico del Peru.

Catalogue Descriptif de tous les Timbres-Poste. A. Maury, Paris. 6th Edition July 1872. Gift of John K. Rietdijk.

Zumstein 1941 Briefmarken Katalog. Gift of publishers.

Irish Postal History. By C. J. Cooke. Gift of H. G. Zervos.

Famous Americans Series, United States Stamps. Issued by and gift of New York Journal American.

Les Emissions Postales du Venezuela by Georges Brunel
Ostropa Konigsberg Pr. 1935
Finnland Part I 1933
Portrait-Frimarken by Arsenius
Several catalogues and other material. Gift of Hans Lagerloef.

Penny Postage Centenary. Edited by Samuel Graveson. Published by Postal History Society, London. Gift of Mr. Graveson.

Ley del Timbre de los Estados-Unidos Mexicanos. By Emiliano Busto 1879. Gift of Howard S. Aronson, M. D., Dallas, Texas.

Postage Stamps of the Union of South Africa. By G. W. Reynolds. Exchange with Philatelic Society of Los Angeles.

Know Your Stamps. Part III. By Frank Aretz. Gift of Marks Stamp Co. Ltd.

Michel Briefmarken Katalog 1941. Europa and Ubersee editions. Gift of Publisher.

I Bolli e Gli Annullamenti Postali degli Stati Sardi Usati nel Periodo 1851-63. By Alberto Bolaffi. Gift of Mr. Dante Bolaffi (CC).

NVOVO ITINERARIO delle Poste per Tutto il Mondo. By Ottavio Codogno. Printed in Venice, Italy 1620. Gift of Robert Y. Pratt.

Postage Stamps of Manchoukuo, 1940. Published by Manchoukuo Postal Society. Gift of John V. Sweet, Harbin, Manchoukuo.

Profit in Postage Stamps, by Thomas Young. Gift of Harbinger House, Publisher.

Postage Stamps of Canada by Fred Jarret (1923).
Jarrett's B. N. A. Book by Fred Jarrett. Gift of Mr. John Taylor Fite.

Philatopic Monthly. Complete file to date. Gift of Empire Stamp Co.

Photostats of issues 1, 2 and 3 of "Stampless Cover Bulletin." Courtesy of C. Corwith Wagner and Henry O. Nouss, St. Louis.

Five American Immortals by Joseph Auslander. Gift of Paul Savage.

Gebruder Senfs Illustrierter Spezialkatalog uber Briefmarken Blocks (Souvenir sheets) 1st edition 1937. Gift of Frank Bruns.

Stamp Collectors' Guide and Glossary 1940 edition. Published by and Gift of New York "SUN."

Viagem pela Europa. (Guillard Aillaur & Cie, Paris). Gift of Vahan Mozian.

Standard Catalogue of Air Post Stamps. 1941 Edition. Gift of Scott Publications, Inc.

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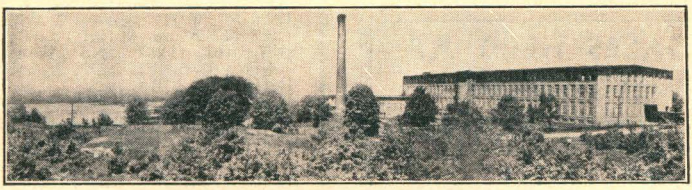
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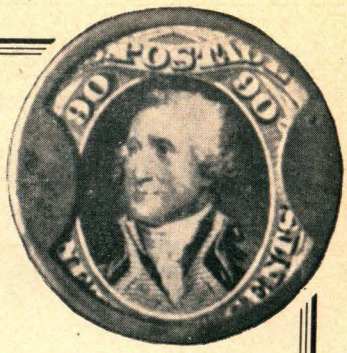
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