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Volume 45 Number 1
January 1966



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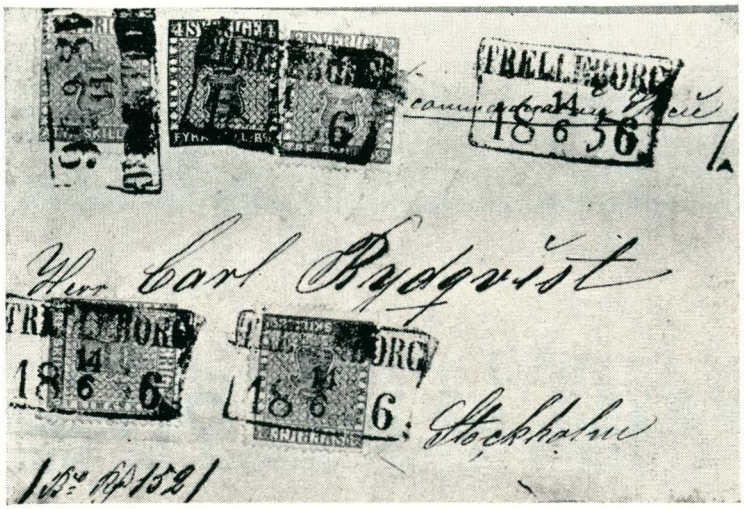


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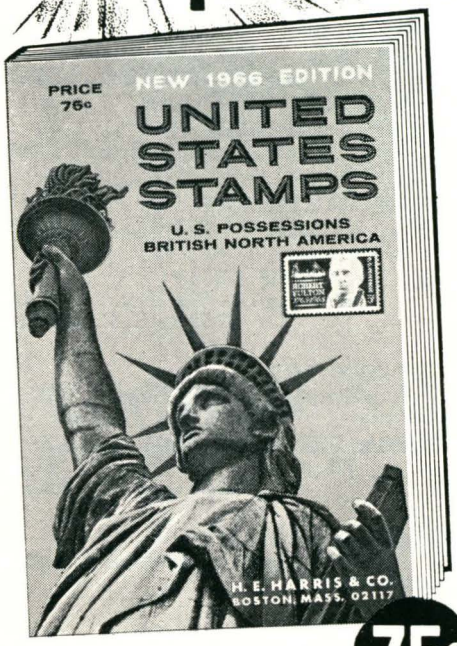
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The Collectors Club PHILATELIST

Volume 45 Number 1
January 1966

Editorials

Stamp Collecting Is Not Expensive

"I would like to collect stamps, but the hobby is too expensive; I cannot afford it." Unfortunately, this is said too often; besides, the statement is not correct.

This misconception probably resulted from the recent publicity about stamp collecting. Only the "big money" stamps make the news. This is not written in a critical sense. The new record high prices realized by the philatelic rarities at current auction sales do make news. Personally, we would like to see more publicity. But, the consequences are unfortunate, because such public notice does tend to create the wrong impression.

As a matter of record, in the entire field of hobbies and leisure-time pursuits, stamp collecting has the broadest appeal, because one need not be a person of wealth to enjoy it.

For example, study the prices of the early classic stamp on the international auction market. Only the rare exceptions, because of their superlative condition, bring the high prices. The greater proportion of the material, however, is not in the top rank condition. It is average or below. Thus, the bulk of the stamps sold at public auctions almost goes begging, because the supply exceeds the demand.

For some unexplained reason, very few stamp collectors are informed about this. Being uninformed, they erroneously conclude that they cannot collect the earlier stamps, because they are too expensive.

One should not argue whether the classic field is superior to the more modern stamps. This is solely a matter of individual taste. But one should analyze the defensive and rationalizing statements constantly made about one's inability to collect the 19th century because he cannot afford it. Implicit in this general remark is a tone of great regret. One interprets the statement as follows:

"I would really like to collect the earlier stamps, but I can only afford the new issues."

Therefore, too many people are denying themselves an opportunity, that they admit they would enjoy, because they are laboring under a misconception.

The question arises, will stamp collectors and dealers permit this wrong notion to continue? Or will those active in philately decide to demonstrate that no hobby can be enjoyed to suit each individual's financial condition better than collecting stamps?

These two questions cannot be answered at this time. One can only urge and hope that the answer to the first question will be "no," and the one to the second will be affirmative.

Anyone experienced in philately knows that it is not expensive. Surely, most collectors would like to buy many more stamps that they can afford. But this is only a common human trait of having one's eyes bigger than his pocketbook; this applies to everything, not just stamps.

The answer to this problem is a matter of education. It should and could start right with the youngsters just beginning to collect. It is shocking to witness the general attitude of the present young boy and girl stamp collector. All too quickly they become price conscious. At once, they decide to collect the latest United States stamps in plate number blocks. Such a multiple purchase is not only philatelically wrong and meaningless, but it is unnecessarily expensive. A nice, clean, lightly cancelled single copy taken off some source of mail

readily available is the ideal way for every young beginner to collect.

A plate number block strains the budget and soon parents notice that their young son is spending more money for stamp collecting than he can afford. Consequently, here the seed of the misconception about the prohibitive expense of our hobby begins.

We have asked many young beginners in New York City why they decided to collect plate number blocks. Not one replied because they enjoyed it or that it appealed to them. Instead, without exception, all stated they collected plate number blocks because these become the most valuable. Who spread that false notion?

If a youngster would seek the advice of an experienced stamp collector or dealer, he would be told the truth about the retail market for current United States plate number blocks. The supply is so excessive that they are most difficult to sell. Commercially, their future is bleak.

The stamp collecting scene offers a very disturbing picture. On the one hand, one hears people tell him that they cannot collect stamps because it is too expensive. And, on the other hand, he sees youngsters beginning to collect, but going about it in the wrong and most expensive manner.

All of us can sit around, and do nothing but express our regrets. This has transpired up to now. It is now time, however, for each of us to spread the word among those we know that, 1) of all hobbies, stamp collecting is the least expensive and 2) see that the beginners enjoy stamp collecting in its time-accepted, traditional way, instead of having them approach and regard it solely from the financial side.

Mint, Unused and Uncancelled Are Not Synonyms

Here is another instance of the need for the use of precise philatelic terms. Far too many make the common mistake of speaking or writing about *mint, unused or uncancelled* copies as if all three were the same. This is not so. Philatelists should learn to correctly use the following definitions:

a). *Mint.* A stamp in the same condition as when bought at the post office — free from any markings on the face and with full, original gum on the back.

b). *Unused.* A copy of a stamp that has not been used in the mails, free from all markings on the face, but no longer has the original gum on the back.

c). *Uncancelled.* A copy of a stamp that was or is affixed to some matter posted in the mails, but that escaped postal service cancellation.

The Missing Kennedy Stamp

Although we do not collect the President John F. Kennedy Memorial issues, there is one omission that seems surprising. Following the flood of stamps with imperforates, souvenir sheets, also both perforated and imperforated from countries, big and small, and even labels from non-official places, note was made of the countries that did not issue Kennedy stamps.

Conspicuously missing is *Ireland.* Were our late lamented President able to express his own thoughts about which foreign countries should honor him with postage stamps, we believe his first choice would be the land of his forefathers — Ireland.

(Continued on Page 17)

Letters to the Editor

International Philatelic Exhibitions

I was very pleased with your nice words about WIPA 1965 in the September number of your magazine. The editor's words in his editorial "Weep For WIPA" were very kind. I just want to put right one item.

We did not receive the buildings, security or anything else free from the Government. Actually, we had to pay a rent of $40,000 for the two buildings, and also, fees for the frames, the security personnel and everything else.

To finance an international philatelic exhibition, it seems to me to be essential to get some patronage from a Postal Administration

The best solution, according to my own experience, would be to be allowed to sell some philatelic item (anything that will be listed by the stamp catalogues of the world) *only to the buyer* of an entrance ticket to the exhibition. In this way, you will sell a large number of entrance tickets.

We were allowed to sell the WIPA 1965 philatelic item before the exhibition. If other exhibitions also can do this, you will not only receive the income from this sale, perhaps even before the opening, but also will be assured of a large attendance at the show. People having paid for their tickets in order to receive the special stamps will also want to come to see the exhibition.

Also, many stamp dealers, who buy in large quantities, will give entrance tickets, without the coupon to purchase the stamps, to their customers.

This is a much better way than having semi-postal stamps with a surtax as we also had for WIPA 1965. The surtax is collected by the Postal Administration, so that we received the money from their sale only after the stamps had been sold. Although this helps to finance an exhibition, it is not the best solution.

The Austrian Postal Administration did not want to make this concession. But in the end they agreed to allow the WIPA Exhibition Committee to reprint the 1933 WIPA stamps and give these free to the purchaser of an entrance ticket. Thus, we sold over 200,000 tickets and this gave us enough cash in advance to make the exhibition a success.

If you can get a commemorative postage stamp or a souvenir sheet or any special item that appeals to collectors, these seem better to me than a semi-postal set of stamps.

Of course, it is unfortunate that in staging a big international philatelic exhibition, one has to rely on some new issue of stamps for financing. There are, however, many stamps issued for less worthy reasons. I believe that philatelists are among the very good and important customers of the Post Office; as such we have the right to claim some help in staging important stamp shows. But really, in the end, the costs are borne by philately.

The hard matter is to convince your postal administration. Once you have broken the ice, the postal authorities will be only too pleased to help, because they also gain.

Dr. Paul Wolf, Exhibition Chairman
WIPA 1965, Vienna, Austria

In case of change of address, please notify Secretary, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016.

United States

Two Presidential Covers in 1884 and 1885

By Rae D. Ehrenberg

The two covers illustrated here, together with the letters enclosed, are an interesting commentary on the use of the U. S. Department stamps. They tell the final story of this issue of stamps, which was authorized by an Act of Congress on March 3, 1873 for use by the Officials of the United States Govern-

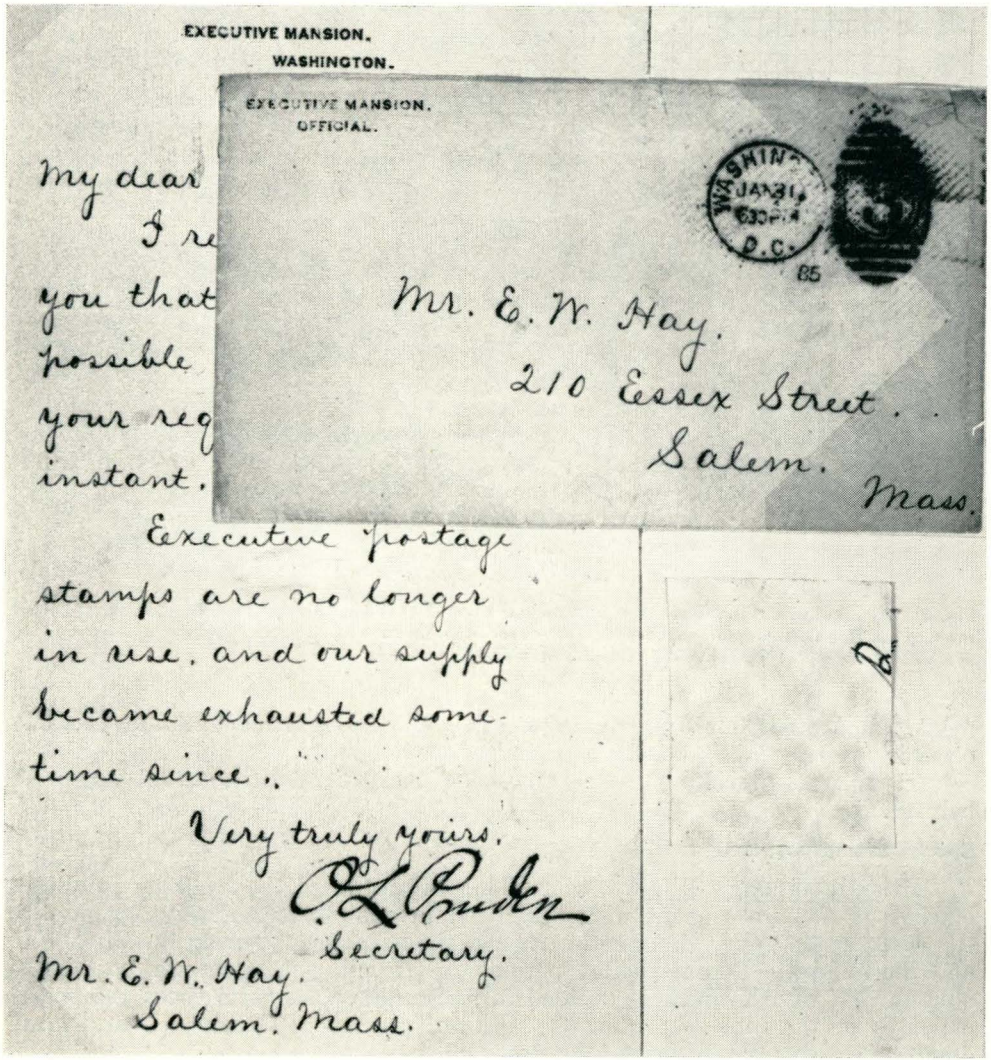


Fig. 1. Cover mailed from the Executive Mansion, Washington, D. C., on January 31, 1885 with no Official stamp. (Photos by Boutrelle)

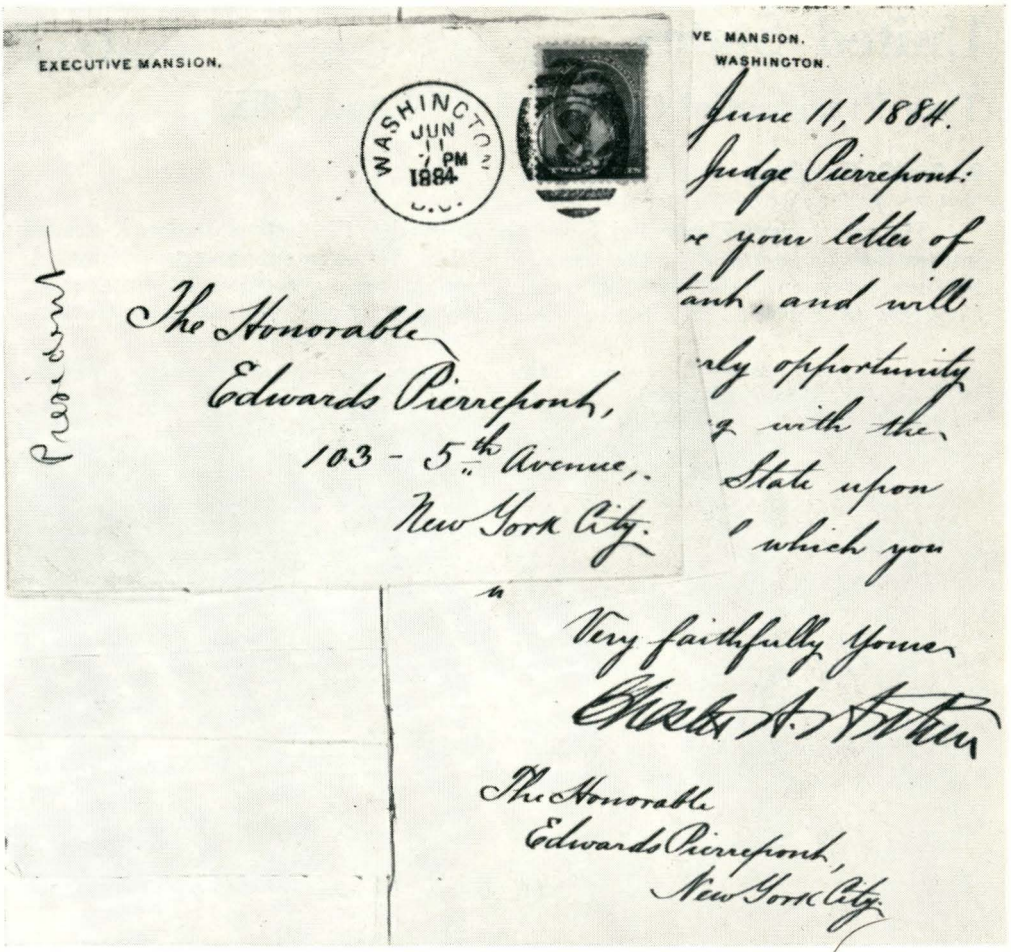


Fig. 2. An Executive Mansion cover postmarked June 11, 1884. This was twenty-four days before the use of Department stamps ceased. The cover is franked with a U.S. postage stamp, due to the lack of supply of Executive Department stamps.

ment commencing on July 1, 1873. The U.S. Department stamps became obsolete on July 5, 1884 after a period of eleven years.

To fully appreciate these covers, some background information might be helpful.

Special Stamps Ordered

Prior to January 31, 1873, when Congress abolished the franking privilege, officials of the Government were permitted to send their mail free by signing the cover in the upper righthand corner of the envelope. During the Civil War and the following Reconstruction period, this franking privilege was so greatly abused, that the Government decided to find another means to check the postal expenses of the nine Departments — Executive, State, Treasury, War, Navy, Justice, Agriculture, Interior and Post Office.

Sets of special stamps were ordered to be issued for each of these nine Departments, with a design and denomination similar to the then current regular

postage stamps of the Bank Note issue of 1870. They were to be used according to the existing rates of postage for distance and weight.

The Department stamps could only be used by the President and his staff, and the Secretaries of the various Departments (who constituted the President's cabinet) and their staffs.

In order to distinguish these stamps from the ones used by the general public, all denominations of the Department stamps were the same color. Each Department, however, was assigned a different color viz:— Executive, carmine; State, green; Treasury, brown; War, rose; Navy, blue; Justice, purple; Agriculture, yellow; Interior, vermilion and Post Office, black. Instead of being inscribed "U. S. Postage" across the top, the name of each Department was printed.

Much more could be written about this fascinating issue of U. S. stamps. At the moment, however, our only interest pertains to the two illustrated covers.

No More Official Stamps

The cover from the Executive Mansion marked "Official" (Fig. 1) bearing no stamp, was postmarked January 31, 1885, *six months after the Department stamps became obsolete.* It contains a letter written by President Chester A. Arthur's secretary saying in part: "Executive stamps are no longer in use and our supply became exhausted some time since."

This statement leads the way to the explanation of the cover from the Executive Mansion franked with a regular 2c postage stamp (Fig. 2) the then current domestic letter rate. It is postmarked June 11, 1884, which was *twenty-four days before the Department stamps became obsolete, but still during the period of the use of the Official stamps.*

The Fig. 2 cover has a letter enclosed signed by President Chester A. Arthur. Despite the fact that the Executive office no longer had any Executive Department stamps (Penalty envelopes without stamps had been authorized in 1879), it still felt obligated to affix the proper amount of postage to the envelope. This is an unusual situation, with the use of a regular postage stamp on Presidential mail, when it was not necessary.

After the eleven years of special Department stamps for the use of the Officials of the United States Government from 1873 to 1884, Penalty Envelopes have been in use ever since.

(Continued from Page 13)

C. C. P. Art Editor Retires

It is with sincere regret that we announce the retirement of Mr. Franc Ritter, the Art Director of The COLLECTORS CLUB PHILATELIST. Mr. Ritter has been the Art Director of Eastman Kodak for many years. Because of ill health, he has been forced to curtail his many activities and in 1966 he retires from Eastman Kodak.

This magazine has been fortunate to have had the services of Franc Ritter available to it. He has worked to bring a modern look to our journal's cover and layout. Busy as he was, his services, when requested, never were denied. The editor never was told: "Sorry I cannot do it. I am too busy."

Mr. Ritter expects to spend a few months each year in New York City; he advises us that he will be available for consultation, if needed. We wish him well, plus good health for many years to come.

Uncommon Use Of Common Stamps

What our readers wish to see is a properly used cover having a common stamp that catalogs for $10 or less. But on cover this item's value is many times the standard catalog price for the stamp off cover, either unused or used.

You may own such material. Then it is hoped that you will send it to The Editor, Collectors Club Philatelist, 22 East 35 Street, New York, N. Y. 10016.

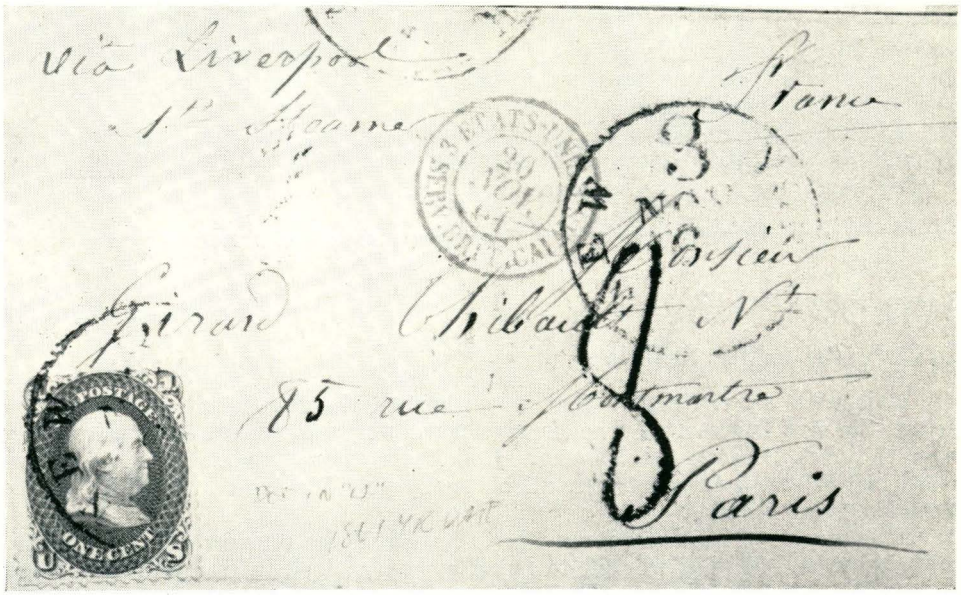
United States

One-Cent Carrier Fee On Foreign Mail

One of the more common early United States stamps from the period of years of 1847 to 1867 is the one-cent blue of 1861 (Scott #63). Its use on the illustrated cover, however, is not common.

The one-cent stamp was affixed to pay the Carrier Fee to the post office in New York City. There are no other stamps on this cover.

The foreign letter rate was unpaid, so that the postal fee was paid by the recipient upon arrival in Paris, France. The postmark and sender's handwritten instruction show that this folded letter travelled by British ship.



One does not often see overseas mail franked with a one-cent postage stamp solely to take care of the Carrier Fee. *(Richard Schwartz, River Edge, N. J.)*

Honduras

Postal History To 1877 and

Its First Postage Stamps Of 1866 (Part 4)

By Irving I. Green

(Continued from Volume 44, Page 357)

Further Rumblings In Stamp Circles

In August, 1865, two European philatelic magazines printed articles describing a new postage stamp of Honduras, the information in both articles emanating from a reliable stamp dealer in Liverpool,[13] who in turn had been so informed by the Consul General of Honduras in London, England.

The article in the "Magazin für Briefmarken-Sammler" (Magazine for Postage Stamp Collectors), published August 1, 1865, in Leipzig (in the Province of Saxony), Germany, translates as follows:



Fig. 17. The first stamp.

"The stamp of Honduras we have illustrated represents as far as we can tell, a value of 2 reales in three different colors, green, blue, and pink. The seal of the Republic on the stamp consists of a pyramid and at the foot and on either side of it there is a tower. The towers are connected by an arc beneath which the sun shines. Between the towers slants a mountain whose peak is covered by the Cap of Freedom. At the foot of the pyramid is the sea. The half circle which surrounds the seal has the inscription DIOS UNION Y LIBERTAD, which translates as God, Union and Liberty. Whether or not the stamp has any symbolic significance, we cannot say at this time. According to reliable correspondence which came to us directly from Liverpool, the designing and printing of the stamp was managed by the Consul General of Honduras, who resides in London. The first consignment that was sent by him to his government comprised three million stamps. They were

13. The stamp dealers in Liverpool, England circa 1865, were: 1) Young and Stockall, 34 St. John Street, afterwards at 17 South Castle Street, and later at 26 Lord Street. These two men at first were in business alone in 1862, but later joined together as partners until 1873; and 2) Alexander Perris, 2 Drury Lane, and afterwards at 237 Great Homer Street, in business from 1862.

issued in the value of two reales. The printing was done in three colors, blue, green, and pink, and each color was issued in the above quantity. First, the pink ones were to be used, followed by the remaining colors. Evidently other colors will follow as they hope in this manner to forestall counterfeiting."

Then, in the August, 1865 issue of "The Stamp Collectors Magazine of London," the following appears:

"The junction of another country to the postage-stamp-adopting ranks (how useful a long German compound word would be here) is always the object of congratulations to the philatelic world. Honduras is the last aspirant for postal honors. We have before us some of the first specimens issued and can vouch for their genuine character on the faith of a well-known Liverpool firm to whom all collectors are ready to attribute good qualities of truth and honesty. From them we have obtained information that the 'welcome little stranger' was designed by a gentleman in the Consul's office and executed by a Belgian concern."

"They were printed at first as essays in three colors, one only of each, rose, green and yellow. One value for all, two reales. The latter, consequently, is unique, the former two colors having been selected and about three million struck off and sent to the Honduran government where they will now just come into use. One color only will be used at first 'till exhausted, after which the other(s) will come into play until superseded in turn by a third hue, and so on, every edition being different in color. Like most of Central America, and we wish the custom were more general, the device is figurative, but we cannot give the engraver much credit for his execution. The stamp is a xylograph (wood-cut) and altogether has poor appearance. The impression is nearly square, printed in black on coloured paper. A broad oval occupies the center, the rectangle being completed by transverse lines on which there appears the figure of value in each corner and a faint line bounds an inner oval containing a pyramid resting on the sea. Either the Bay of Honduras is particularly buoyant or the rocks or stones of that territory marvellously light! The triangular anomaly forms the background to a pair of small turrets supporting an arch, beneath which the rising sun flames behind a rock topped by the Cap of Liberty. Over this is the legend DIOS UNION Y LIBERTAD. Encompassing this device is CORREOS DE HONDURAS above, and DOS REALES below. Right and left of the lower angle of the pyramid is a star, and following the curved outline of the sea, a couple of branches. The pink is the precise tint of the 2 gr. Oldenberg, second series; the green neither pea, apple, emerald, grass, or verdi-gris, but an indescribable shade last in fashion."

These two magazine articles of August, 1865, and a somewhat similar one by J. B. Moens of Brussels, Belgium in his publication, "Le Timbre Poste" of July, 1865, are the only accounts concerning the stamp that were published at the time the Honduran Consul General sold some of them to the Liverpool dealer. Though the Consul was evidently reticent to reveal many details relating to their production, it appears from the text of the articles that he was obliged to pass along a few bits of information to enable the stamp dealers to properly advertise the stamps for sale, and that in turn the information was given by them to the magazine editors.

Two August 22, 1865 Decrees

In "La Gaceta," the official newspaper of Honduras, of September 5, 1865, appeared the following two decrees dated August 22, 1865:

"A Decree Establishing District Mail Carriers"

"The President of the Senate of the Republic, considering the urgent need of this public service and in the interest of industry, established district postal mail carriers under the following rules and regulations:

"Article 1: District Chiefs are obliged to send on the 15th and last of each month, an official mail-carrier to the Director General of Posts of their Department. This carrier will transport, well guarded and in a suitable mail-sack, such official correspondence and details as required by the Departmental Director General of Posts in the capital. After the material has been examined, the carrier will return same from whence it came originally.

"Article 2: The District Chief as Administrator and Director of Posts in his district shall receive, as compensation for his labor 10% of the income of his postal district.

"Article 3: The District Chief will also receive one half the amount collected for letters and parcel post in accordance with the rates established for mail in the departments.[14]

"Article 4: The Departmental Administrators will order accounting books to be made up at the government's expense, and it shall be their duty to properly record all postal financial transactions of their district in the required manner, and they shall be forwarded for examination at the end of each fiscal year.

"Article 5: The General Administrator of the Department will submit with his report those accounts received from his districts."

August 22, 1865
The Government Palace,
Comayagua
(Signed) Crescencio Gomez
(Countersigned) The General Ministry,
Francisco Cruz

Also dated August 2, 1856:

"A Decree Establishing Postal Fees"

"The President of the Senate decrees:

"The Tariff of August 2, 1856, established postal fees to be collected on the transportation of correspondence through the various post offices of the Republic. Now this previous decree has caused some confusion in its execution, because in it is ordered that the payments be made in silver or copper money, and as the latter has depreciated in value, it is therefore necessary to equalize the conditions in the collection of the funds, so that in all the administration of income the accounting shall be uniform.

"It is therefore decreed:

"Article 1: Postal fees for correspondence carried through the medium of the post office of the Republic will be:

"For a piece weighing ¼ ounce will be collected....1 real*
"For a piece weighing ½ ounce will be collected....2 reales
"For a piece weighing ¾ ounce will be collected....3 reales

14. At this time Honduras was divided into seven Departments; i.e., Comayagua, Tegucigalpa, Santa Barbara, Yoro, Gracias, Olancho, and Choluteca. Also Honduras was in possession of the Bay Islands off her northern coast and had pretension to a portion of the Mosquito Territory (Mosquitia), an area on the north coast next to Nicaraguan territory.

*A silver real nominally was worth in 1865 12½ cents, U.S. currency.

" Pliegos 15 (letter parcels) exceeding the above weight will cost one real for each additional ½ ounce.

"Article 2: Correspondence received from any Central American Republic will cost the following rates:

"For a piece weighing ¼ ounce will be collected..1½ reales

"For a piece weighing ½ ounce will be collected....3 reales

"The amount charged will increase in the same proportion as above, according to weight.

"Article 3: Registration, in addition to the charge for postage, will cost 4 reales.

"Article 4: For transporting money through the mails, the charge will be 2% if in silver currency, and ½% of the value if in gold currency. For jewelry the charge will be one real for each ounce of weight. In no case can the amount carried exceed 200 pesos in silver or 2,000 pesos in gold money.

"Article 5: To carry out the directives of the previous article, the Administrators shall observe the following: The money or jewels will be counted or checked in the presence of the sender and the carrier, and he (the Administrator) shall register and deliver a copy to the sender.

"The Administrator receiving this mail pouch shall examine the contents and count them in the presence of the mail carrier, so that they can be delivered at once to the addressee or his legitimate representative, receiving from him a receipt which will be forwarded to the Administrator of origin, who will, in turn, deliver it to the sender, and pick up the receipt he had left with him in the first place.

"Article 6: In the event of a total or partial loss of objects sent in the manner explained in the preceding articles, the respective Administrator will make the necessary inquiries to solve the matter and will inform the local authorities of his findings so that the guilty ones can be punished.

"Article 7: Where copper money is in circulation, all fees will be paid in that coin at the rate currently established in the fiscal offices."

August 22, 1865
Comayagua
(Countersigned) The General Ministry, Francisco Cruz
(Signed) Crescencio Gomez *(see Fig. 18)*

Comments on the Two Postal Decrees of August 22, 1865

Both decrees are signed by the President of the Senate. Crescencio Gomez, but not by the Chief Executive, Medina, who, since May 15, 1865, had been in the field as head of the Army quelling a serious rebellion in the Olancho Department. Medina, in this instance, was merely conforming to a provision in the Constitution of 1848, then still in force, which states: "Armies can only exist for the public protection and no member of the army, while on active duty, is eligible for the office of President, Senator, or Deputy."

Article 14 of the subsequent decree of October 18, 1865, and Article 10 of its Congressional Ratification of March 2, 1866, annulled Article 2 of the August 22, 1865 decree, establishing district mail carriers, and also annulled in its entirety the decree of the same date establishing postal rates. Nevertheless, the Preamble and Article 7 of this last mentioned decree are of great importance, and they will be discussed later because they have considerable bearing on a phase of the first postage stamps.

15. A *Pliegos* is a parcel of letters enclosed in one cover to save on postage cost.

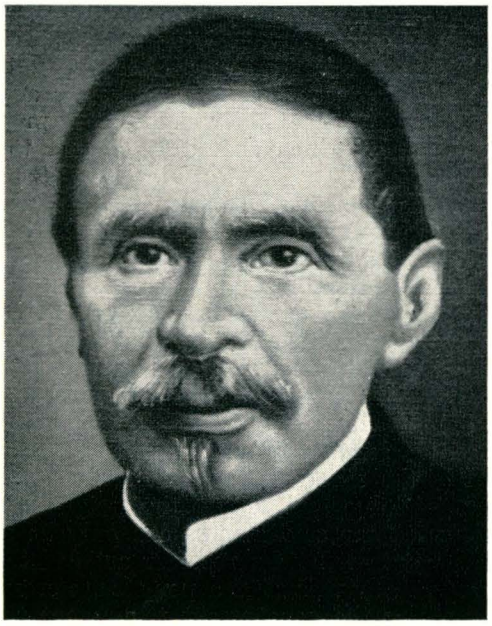


Fig. 18. Crescencio Gomez.

The Constitution of September 28, 1865

On September 1, 1865, Medina, upon returning from his successful punitive expedition to Olancho, again took over the Administration. He promptly convoked a Constituent Assembly, which on the 28th of that same month, drew up a new Constitution, in which Honduras, for the first time, was given the rank of Republic.

Other provisions in the new Constitution were: the restatement of the unicameral principle in line with the precedent of 1839, positing a legislative precept that has remained unbroken to the present time; permitting the Congress to delegate legislative power to the President in the fields of police, finance, wars, and communications (all pointing to his becoming the dominant authority in the government); and the election of Medina as Provisional President.

On October 2, 1865, Medina again relinquished control of the government, ostensibly because of ill health.

The Decree of October 18, 1865

"La Gaceta" of November 30, 1865 published the decree of October 18, 1865, authorizing the printing and regulations for the use of the first postage stamps of Honduras, and fixing new postal rates. It reads:

"Ministry of Finance, Republic of Honduras"
"A Decree Establishing the Franking of Mail
In the Postal Department of the Republic"

"The President of the Republic, in whom lies the executive power, considering that the prepayment of postage on private correspondence sent by means of the posts of the Republic is in every way indispensable for increasing the revenue of the State, has given the order to print a sufficient quantity of

postage stamps, recognizing the necessity of modifying the postal rates and of adopting a new system; consequently, it is decreed as follows:

"Article 1: The General Administration of Posts, and those of the Departments and Districts will not receive from the interior any private correspondence, cover packet or parcel without their having been previously franked with the necessary postage stamp, which should be affixed to the cover of these articles.

"Article 2: In order that persons interested may be able to procure easily in the various parts of the country the stamps they require, the General Treasury has decided that there shall be kept, both in its own offices and in those of the Departmental Administrations and in those of the letter-receivers, a supply of the various stamps which will be delivered at the rate of 12½ centavos (1 real) each, taking care, in addition, that there should also be kept a special account of the proceeds from this branch of the revenue.

"Article 3: Everyone will have the right of purchasing and using these stamps for the franking of their correspondence or other objects allowed by law. For this purpose, in sending letters, covers, or packets to the post office, there will be applied to the cover of these articles a number of stamps equal to the amount of postage due and taking the weight into consideration. It must be clearly understood the said stamps can only be used once. In order to prevent fraud, the postmaster who receives articles thus franked will immediately cancel the stamp by means of a pen-struck cross or mark them with the handstamp supplied by the government to prevent their re-use.

"Article 4: In order to settle the price of prepayment, the following classifcation is established:

A letter or cover will be considered as liable to a single rate, the weight of which does not exceed ¼ ounce; as double, one that does not exceed ½ ounce; as treble, one that does not exceed ¾ ounce; and, finally, as quadruple, one that does not exceed 1 ounce.

"Article 5: The prepayment of inland correspondence will be liable to the following rates: a single rate will cost one real; double, 2 reales; treble, 3 reales; and quadruple, 4 reales. Letters and packets exceeding one ounce in weight will pay a duty proportionate to their weight up to one pound. Articles of declared value and registered letters will pay 4 reales per pound. Moreover, the weight of these packets must not exceed 10 pounds, in order not to interfere with the progress of the mail carrier.

"Article 6: The prepayment of correspondence addressed to the other Republics of Central America and such as comes from the said Republics, will pay a duty double that established by the preceding Article; overseas correspondence will cost treble. Printed matter will pay 1 real per pound.

"Article 7: For the transport of money belonging to private persons by the government mail carriers, there will be charged 3% if the sum is in silver and 1½% if in gold. In the case of jewelry in the latter metal, the amount of postage will be 1 real for each object.

"Article 8: In any case no greater value than 200 piastres* must be accepted under the conditions for transport by the said mail carriers, if it is in silver; or of 2000 piastres, if it is in gold.

"Article 9: For the execution of the preceding Article, Postmasters will observe the following: Silver or jewelry will be valued and examined in the presence of the sender, and the mail carrier must give a receipt for the consignment which is to be entrusted to him; this must be delivered by the postmaster to the sender.

*The word "piastres" is used in the decree and the writer cannot explain why it was used instead of "pesos."

"Postmasters who receive these valuables must check the objects composing the consignment in the presence of the mail carrier to whom it is entrusted, and who must immediately deliver the said consignment to the addressee or into the hands of his legal representative, obtaining from him a receipt which must be immediately sent to the post office in order that they may, in their turn, give the same to the person concerned, who will give back to them the certificate which he first received from them.

"Article 10: When a part or the whole of the valuable objects subject to prepayment in the manner indicated by the preceding Articles shall have been either mislaid or lost, the postmaster concerned as soon as possible will take the necessary steps for clearing up the matter, and must give an account of the result of his inquiry to the local authority in order to be able to discover with his aid the articles and to ascertain the guilty party.

"Article 11: In order to keep an account of the postage to which unprepaid correspondence from the interior is liable, the General Administrator of Posts and also those of the Departments and Districts will keep two books which will be forwarded to them by the General Treasury. The first of these books will bear the name 'Big Book,' which will be divided into two parts: one intended for the addresses of the letters and registered packets entrusted to the mail carrier for the other postmasters, and showing a description of the packets delivered to the said carrier. The second part will contain a detailed list of the packets carried by the mail carrier, with an account of the amounts to be received for the carriage of the letters and registered packets. The second book will only be used for the transfer of all the parts of the first book containing the accounts of postage with convenient divisions.

"Article 12: On the 31st of July of each year subordinate postmasters must make up their accounts in order to present them with their vouchers after a period of 15 days to the General Administrator of Posts, who must check them. They will add to the said accounts the sums which they have in their hands coming from their office receipts. If the postmaster concerned cannot help at the checking of his accounts, he must in this case give a power of attorney to another person to represent him.

"Article 13: The present decree will take effect on the first of January of next year, that is to say, on the first of January, 1866.

"Article 14: Article 2 of the Decree of the 22nd of August last, which established district mail carriers is repealed. The Decree of the same date which established certain postal rates is also repealed entirely.

"Article 15: The Decree by the Executive on the 1st of August, 1856, remains in force, so far as it is not contrary to the present Decree.

Given at Comayagua at the Government Palace, 18th October, 1865.

The Minister of Finance — Crescencio Gomez

Saturnino Bogran — President of the Senate

Comments Regarding the Decree of October 18, 1865

As this decree was designed to raise revenue, the Treasury Department, headed by the Minister of Finance, assumed the duty of selling the stamps which were to prepay postage. By this practice, all receipts derived from the postal service came directly to the General Treasury, while the Director of Posts, never an officer of cabinet rank, though frequently referred to as Postmaster General, was charged only with the duty of transmitting and distributing the mails.

The method by which the Treasury Department effected the sale of postage

stamps was as follows. They already had agents in the various towns who sold for the government account *guiro*, or native rum, a strictly enforced monopoly and the chief source of internal revenue. To these agents was entrusted the custody and sale of postage stamps on a 5% or 6% commission basis. Usually, these agents transacted all government business in their homes, known as *estancos*,[16] the literal meaning being a place where privileged goods are sold exclusively.

The decree makes no mention of the stamp's design, the two colors and its purpose, where, when, and by whom they were printed, the quantities ordered and the cost of printing. These omissions are not surprising in an epoch of absolute personal rule, in which large quantities of paper money without any reserve whatever were printed without any record of design, denomination or total value. Also large quantities of copper and nickel emergency currency had been imported from abroad and put into forced circulation without any record of their quantity, denominations, and respective value. However, all phases concerning the postage stamps will be discussed later in detail.

The stamp design carries a dos (two) reales face value in accordance with the basic single letter rate of the August 2, 1856 postal-fee schedule. This had been in force when the stamps were secretly ordered to be printed late in 1864 or early in 1865, but prior to the August 22, 1865 decree, which revised the 1856 rates and the decree of October 18, 1865, that had annulled the rates of August 22, 1865.

The October 18, 1865 decree states that the face value of the forthcoming postage stamps would be 12½ centavos (one real) although their design showed a dos (two) reales value. Since not one word is mentioned in the decree that the stamps were to be overprinted for a one real value, they, therefore, must be classified as provisionals by decree only. As such, the first issue of Honduras probably is the first in philately of this provisional category.

It is quite logical that Medina ruled against the overprinting of the stamps to their decreed one real value. First, he did not relish the idea of obliterating the very symbolic design with a smutched overprint. If the 1877 issue is any criterion of Honduran overprinting in those early days, they really would have been smutched. Second, the overprinting of its very first issue from the very beginning of its use would have subjected Honduras to ridicule. And, third, a considerable quantity of the stamps had already been pre-sold to stamp dealers and collectors in Europe, where, even then, stamp collecting was an extensive

16. The *estañcos* also sold tobacco, *papel sellado*, and other government monopolized commodities. Wells, in *Explorations in Honduras*, 1857, writes:

"Another source of revenue is known as 'papel sellado' (stamped revenue paper). Transfers of property, grants, mortgages, and contracts can only be legally made on this paper, which is sold at the offices of the Intendente de Hacienda (Head of the Treasury) of each department at the following standard prices:

Sello Primero	1st class	$16	Sello Segundo	$3
	2nd class	$12	Sello Tercero	4 reales
	3rd class	$ 8	Sello Cuarto	
	4th class	$ 4	1st class	1 real
			2nd class	½ real

"The dollar referred to (in 1855) is of copper rating from 15 to 17 to the duro or silver dollar. Sometimes, however, these are received as low as 12 or as high as 25 to the dollar as the abundance or scarcity of copper money at the time may dictate. These stamps or seals (papel sellado) were renewed every two years under the Vice-Royalty (prior to September 15, 1821) as they are now (1855) annually, but at present the date is given, with no attempt at ornament. In times of peril, or when the government demands funds for military purposes, the rates are increased by the decree of the executive or the legislature. The national finances are also augmented at such times by contributions levied upon the wealthy citizens, though not to the ruinous extent practiced in Nicaragua."

and established hobby. These collectors, Medina opined, had bought the stamps supposing they were exactly the same as those to be issued and used later on in Honduras. Therefore, the application of an overprint would render the unoverprinted stamps valueless. Honduras, as a result, would be accused of acting in bad faith. One of the reasons for pre-selling the stamps was to brighten the Honduran image, not dim it. Therefore overprinting was ruled out, *and the stamps became provisionals by decree only.*

It had been the general policy of nations at the beginning of their use of postage stamps, and since the Penny Post of Great Britain, to lower their postal rates. A cursory glance at the October 18, 1865 rates seems to indicate that Honduras, too, had followed this general pattern. However, digging deeper, it will be observed that while the value portion of the rate was reduced from two reales to one real, its weight factor was lowered from "of less than ½ ounce" to "up to and including ¼ ounce." This, therefore, resulted in practically the same proportion as to value and weight as the old Federations's basic domestic rate established on April 24, 1824, namely, two reales for a single letter weighing less than ½ ounce. Lacking the postal decrees of March 13, 1839, and of August 2, 1856, we cannot pin-point where the weight factor of "up to and including ¼ ounce" first appeared. We know it was included in the annulled rate decree of August 22, 1865. Consequently, we are inclined to believe that its first official application took place by the authority of the October 18, 1865 decree and its ratification of March 2, 1866, which, in turn, was approved by Medina on the next day as the "Law of the Land."

In 1865, silver had not been demonetized and was then at a premium against U. S. currency. For many years the Honduran silver peso stood at parity with gold after the United States resumed specie payments following the end of the Civil War. Thus for a long time, the rate for a $20 U. S. gold piece was nineteen silver pesos. In fixing a domestic postal rate at one real for a single letter of ¼ ounce or under and an overseas rate at treble the domestic one, the decree under discussion certainly established a rate sufficiently high. As experience proved, the rate was so high that the public did not stop its practice of using private couriers. This continued for many years in the transmission of postal matter.

This decree is signed by Crescencio Gomez as President of the Senate (Fig. 18) and Saturnino Bogran as Minister of Finance. It is assured, however, that such an important decree as this one authorizing postage stamps for the first time was the work of none other than Medina, who was just then patiently sitting on the sidelines awaiting the coming election.

As expected, Medina was swept into office by a huge majority of the votes. On February 1, 1866, he took the oath of office as Constitutional President for a four year term, as provided in the Medina-inspired Constitution of September 28, 1865. It is amusing to observe how rapidly Medina regained his health once he had won the four-year term.[17]

The decree stipulates it was obligatory to frank all correspondence with the requisite value in postage stamps prior to its acceptance for transmission. A criticism in a subsequent administration states that patrons were frequently overcharged, since most "estafetas" (post offices) and "estancos" were without scales and therefore unable to determine the correct weight of a piece of mail.

Upon acceptance of the correspondence, the stamps were to be cancelled

17. Actually, Medina had a delicate constitution and was plagued by illness throughout his lifetime.

immediately by the postmaster or his clerk either with a pen-struck cross or with a special town canceller, provided the government had supplied one. The predominance of the pen-struck cancellations as compared with rubberstamp markings is an indication of the latter's scarcity and consequent desirability as a collector's item.

A directive in Article 2 states that there shall be kept in designated locations "various" stamps. Had there been but one color used at a time, as suggested in the magazine articles of August, 1865, the word "various" would have been omitted.

An important consideration of the adoption of postage stamps was to improve accountability by Treasury officials; and this requisite is stressed in Articles 11 and 12 of the decree, which correspond to Articles 8 and 9 of the March 2, 1866 ratification.

Note that the rates are multiples of one real, thereby simplifying the assessment of rates. This succeeded in eliminating the need for the scarce fractional currency, enabling an easier rendering of accounts by Treasury employees, and last but not least, following the example of other important nations by apparently reducing postal rates, although, in reality, this was only partially so when the weight factor is taken into consideration.

The decree, in Article 13, sets the first day of the stamp issue as Monday, January 1, 1866, whereas the decree ratification of March 2, 1866 makes no mention of a first day of issuance.

Article 14 of the decree under discussion and Article 10 of its March 2, 1866 ratification repeal Article 2 of the August 22 decree, which established mail carriers. The reason for this repeal is explained in the following decree of December 27, 1865. The repeal of the entire decree of August 22, 1865 establishing postal fees was due to the fixing of a revised schedule in the decree of October 18, 1865 and its ratification. Also, overseas postal rates, which were omitted in the August 22, 1865 postal fees, are listed in the decree under discussion.

The decree refers to the one of August 1, 1856, which then set up postal regulations, stating they were still in force as far as they were not contrary to the present decree. This indicates that Guardiola's 1856 postal decree was a good one, as most of its provisions after nine years were still acceptable to Medina. Actually, Guardiola and Medina had been "buddies" back in the days of the Cabanas regime, 1852-1855, when they surrendered the fortress in Omoa and its cannon to Carrera of Guatemala in what Cabanas termed "an act of treason."

The co-signer of this October 18, 1865 decree with Crescencio Gomez was the Minister of Finance, Saturnino Bogran, father of Luis Bogran, president of Honduras from 1883 until 1891, and whose likeness appears on the Seebeck-produced Honduran postal issue of 1891. In fact, it was during Luis Bogran's administration that a contract was signed with Seebeck for an annual supply of postal issues. It is ironical that Luis Bogran was one of the generals who, in 1878, sat in judgment of Medina at his court-martial.

Of importance is the fact that the October 18, 1865 decree and its ratification placed no restriction upon the transportation of correspondence by private couriers. Also no such restriction was included in the August 1, 1856, nor in the August 22, 1865 decrees. However, such a restriction did appear in Article 32 of the Federation's Postal Decree of Aphil 24, 1824, which stated: "It is strictly prohibited to send a letter through the medium of individuals without the seal impression of the post office."

The first postal decree of the sovereign, free and independent state of

Honduras, issued on March 13, 1839 (a copy of which I have been unable to find), may contain a clause similar to Article 32 of the April 24, 1824 decree, but is is doubtful. However, we know for certain that such a prohibitory clause was not a part of the August 1, 1856 decree, nor of the subsequent postal regulations until President Soto, in his May 13, 1879 address to his Congress, stressed the need for such a restriction, which was finally included, in 1883, in his Postal Laws. A similar restrictive clause has appeared in all revised postal regulations since then.

The Decree of December 27, 1865

"La Gaceta" of the 16th of January, 1866 published the following Decree of December 27, 1865:

The Ministry of Interior Relations

"A Decree which fixes the wages of the Postal Administrators and also provides additional Postal Regulations."

"To the Political Governors of the Departments, on this date the President issues the following Decree:

"The President of the Republic: As established in the decree of October 18, just passed, the Postal Administrators shall not administer any funds whatever, as all the correspondence will be received franked, and the stamps used for this purpose have already been sent to the various dependencies of the Treasury for their sale. Therefore, the Administrators are unable to receive the fees allowed them by law; and it is necessary to assign them a salary to compensate in part for their work and the hours spent on that job as well as, on the other hand, to insure that the handling of correspondence and the interests of the Post Office are carried out. Thus it has been seen fit to issue the following Decree:

"Article 1: The Administrators shall receive the sum of five pesos monthly, to be paid them by the higher officers of the respective departments and of the maritime customhouse in the ports.

"Article 2: The Postal Administrators shall weigh the pouch whenever it is ready (pouch and contents to be weighed together) and shall make note of same weight in the list and also in the 'passport' or workbook of the carrier.

"Article 3: The Administrator receiving the pouch shall weigh it and compare the weight to that of the attached list, before even opening the pouch. This will be done in the presence of the carrier or conductor. He will check the weight against the 'passport,' and hold the carrier there until the contents have been checked against the list to find out if everything is correct and in order. If everything is correct, he will allow the carrier to move on and proceed with the work of his office. On the other hand, should anything suspicious take place (difference in weight, etc.), he will call the nearest authority and explain what has taken place, and turn over the carrier to him for the disposition called for by law (prison, etc.).

"Article 4: When a carrier becomes ill while in transit and with this motive presents himself before a mayor, justice of the peace, or any other public employee, so that the pouch can be sent on to its destination, the authority receiving the pouch will weigh it in the presence of the carrier and check it against the 'passport' of the carrier, and should he find anything unusual, he will make a note of same on the list (packing list) and dispatch the pouch to its destination. The carrier will be remanded to prison and, with every security taken, the authority will take him from town to town until he has arrived at the town of destination, with the object that all the necessary investigations of the case take place in the presence of the competent authority.

(Continued on Page 40)

Kingdom of Poland

Russian Railway Cancellations

By Miroslaw A. Bojanowicz*

This article includes the Russian Railway cancellations used in Polish territory, such as the numerals in a hexagon of dots (Fig. 1) and the circular markings applied in the Russian railroad cars (Fig. 2) which, so far as known, have never previously been written about in detail.

Unfortunately, only a few covers, giving precise information, have come to light; insufficient to enable the writer to draw positive conclusions at this stage, although a few theories can be advanced. The discovery of further material may well modify or confirm these theories.

Where anomalies or apparently contradictory evidence exists, there may be a number of valid reasons; for example, a railway mail car could be temporarily out-of-order or in need of repair. Or again, it could be that a temporary handstamp was in use, while the normal one was being repaired. These, or similar circumstances, could lead to confusion in the mind of the specialist, who would expect to find only certain regular handstamp markings and be disturbed to find other different ones.

In the published information dealing with the Russian numeral cancellation with a hexagon of dots (Figs. 1 and 1A), we find no attempt was made to associate them in any way with the Russian circular cancellations (Fig. 2). The latter were used in the "wagons" numbered from 1 to 6 serving the railroad lines going from or to Russia through Poland (Fig. 3). A study of the few known covers with this type, without doubt, indicates that these two types of cancellers should be considered together. Also, they indicate the direction of travel of the railroad train, eastbound or westbound, despite the fact that they may have been used either singly or in combination.

Although the postage stamp used may have been either Russian or Polish, our intention is to deal solely with their use on Polish territory. It is important that this be clearly understood, because cancellers of a similar type, i.e. number in hexagon of dots also were used in Russia.

There is now sufficient information to show that during the period under discussion only six Russian railway post offices (Fig. 3) were operating on the

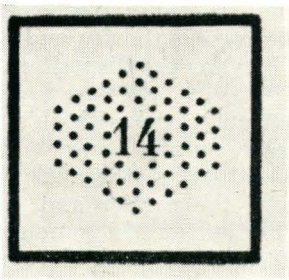


Fig. 1.

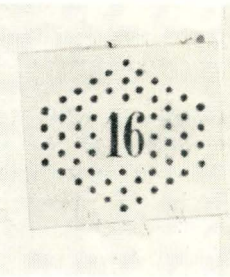


Fig. 1A.



Fig. 2.

*Editor's Note: Mr. M. A. Bojanowicz of London, England won the *1964 Collectors Club Medal* for the best program (Poland No. 1) given during 1963 at The Collectors Club, New York City.

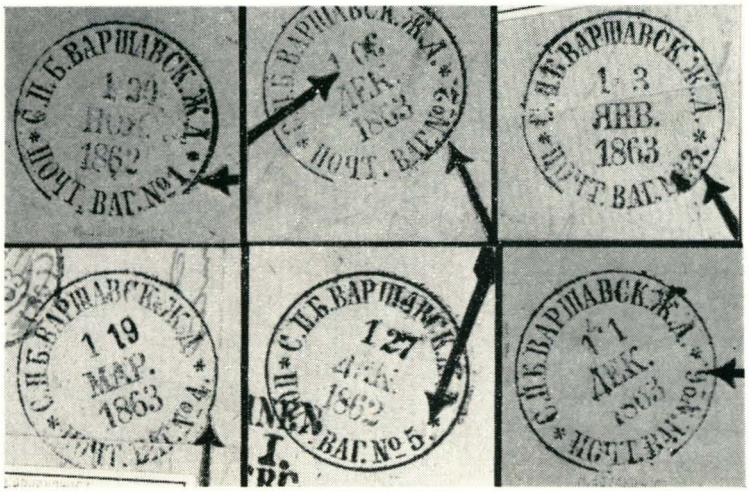


Fig. 3.

Polish railway lines to and from St. Petersburg, Russia within the Kingdom of Poland.

Two Different Cancellations Used

First, we shall discuss in detail the two cancellations (Fig. 1 and 2) and then we shall summarize the available evidence.

It seems certain that these cancellers were in use only in the Russian railway post offices. They were used on letters posted in Polish territory at stations on the railroad lines which ran between the Prussian and Russian frontier; these being Wierzbelow (Werballen)-Maryampol — on the railway line Konigsberg-Werballen-Kowno-St. Petersburg (see Fig. 4). The letters were posted directly into the carriages of Russian trains passing through the above stations on the way to St. Petersburg. It was always an event in those days to meet a train passing through.

There is strong evidence to show that at least four Russian railway post offices on the trains going to St. Petersburg were given a special hexagon canceller, examples already being recorded of numbers "12," "14," "15," and "16." Copies of Poland's No. 1 stamp cancelled with the numeral "12," "14," and "16" have been known for sometime, recently a cover showing No. "15" has been found. Numbers "11" and "13" have not yet been seen used on the Polish No. 1 stamp. Possibly number "13" was never put into use because of the superstition associated with it.

In an article entitled, "The Early Railway Postmarks," in No. 19 of the "British Journal of Russian Philately" (page 575), Dr. Wortman mentions a hexagon "11" (Fig. 5) numeral cancellation used on a Russian stamp on cover, probably from St. Petersburg to Mitau, backstamped with the circular marking of R.P.O. No. 6, dated 1.22.XI.1863. The first numeral "1" indicates, in our opinion, the St. Petersburg Railway Station cancellation. The Fig. 5 cover has no connection with the Kingdom of Poland; we show it solely for the numeral "11' cancellation.

It is interesting to note that all known covers are addressed to F. E. Gunzburg, the Director of Russian Railways, in St. Petersburg, Russia. A list of recorded covers and illustrations of a few covers bearing a copy of Poland No. 1 cancelled with numerals in a hexagon of dots are as follows:

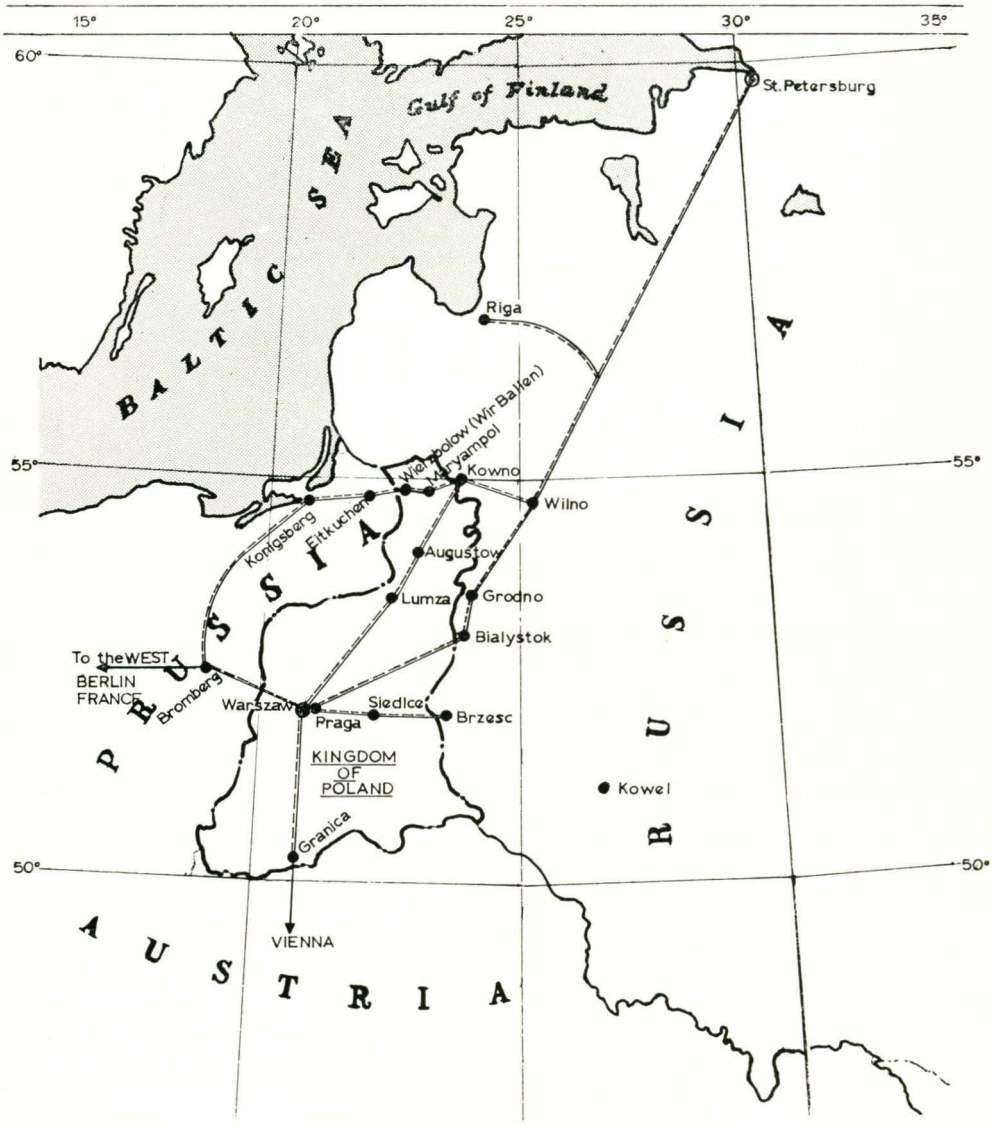


Fig. 4. Map of the Russian railroad lines in The Kingdom of Poland. (Drawn by Nathaniel Litt).

List of Cancellations Known

Hexagon "12." Cover to Riga, backstamped "Wagon 1," dated September 29, 1862. (ex-Faberge collection, present owner unknown).
Hexagon "12." Cover to St. Peterburg, backstamped "Wagon 6," dated June 29, 1863. (ex-Faberge collection, present owner unknown).
Hexagon "14." (Fig. 6). Cover from Wierzbelow to St. Petersburg, backstamped "Wagon 3," dated August 18, 1862, sent by A. Feinberg-Werballen in Polen. (ex-Faberge, now in author's collection).
Hexagon "15." (Fig. 7). Cover from Wierzbelow to St. Petersburg, backstamped "Wagon 2," dated September 30, 1862, sent by A. Feinberg, Werballen in Polen. (ex-Palmer, now in author's collection).

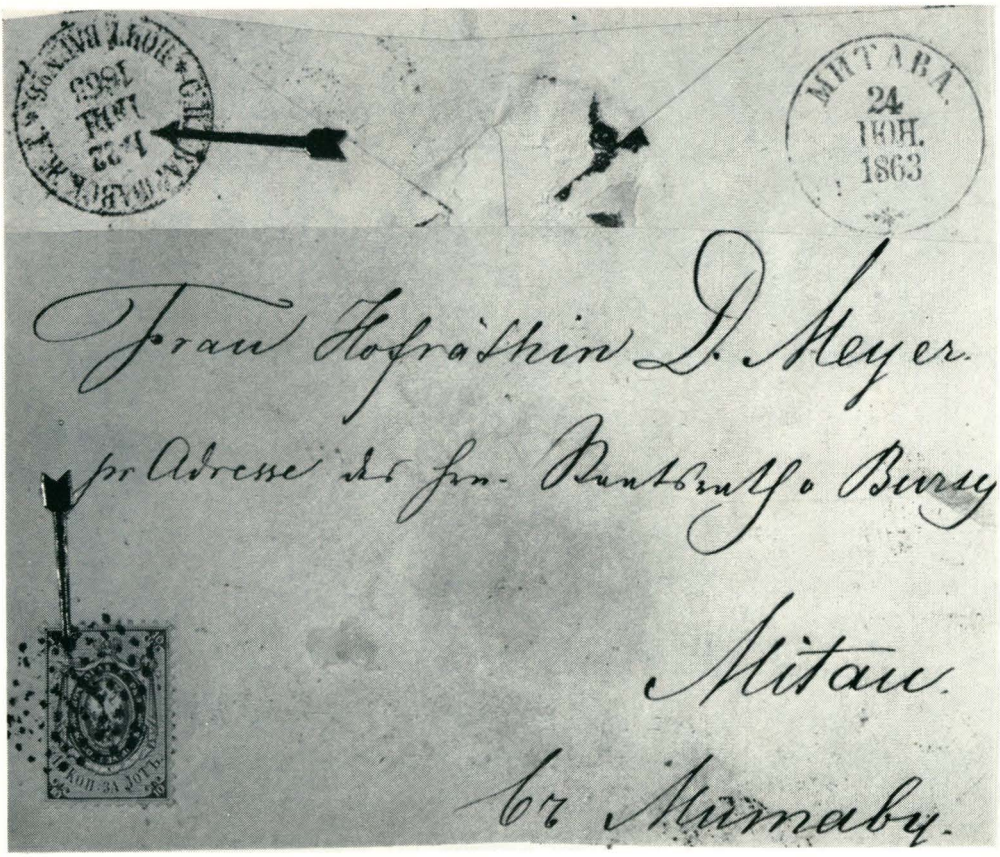


Fig. 5. Russian stamp cancelled "II" with hexagon of dots. At the top are the two receipt marks on the back. (Dr. Wortman of London, England collection).



Fig. 6. Numeral "14" cancellation on a part of cover, the arrow points to the backstamp.

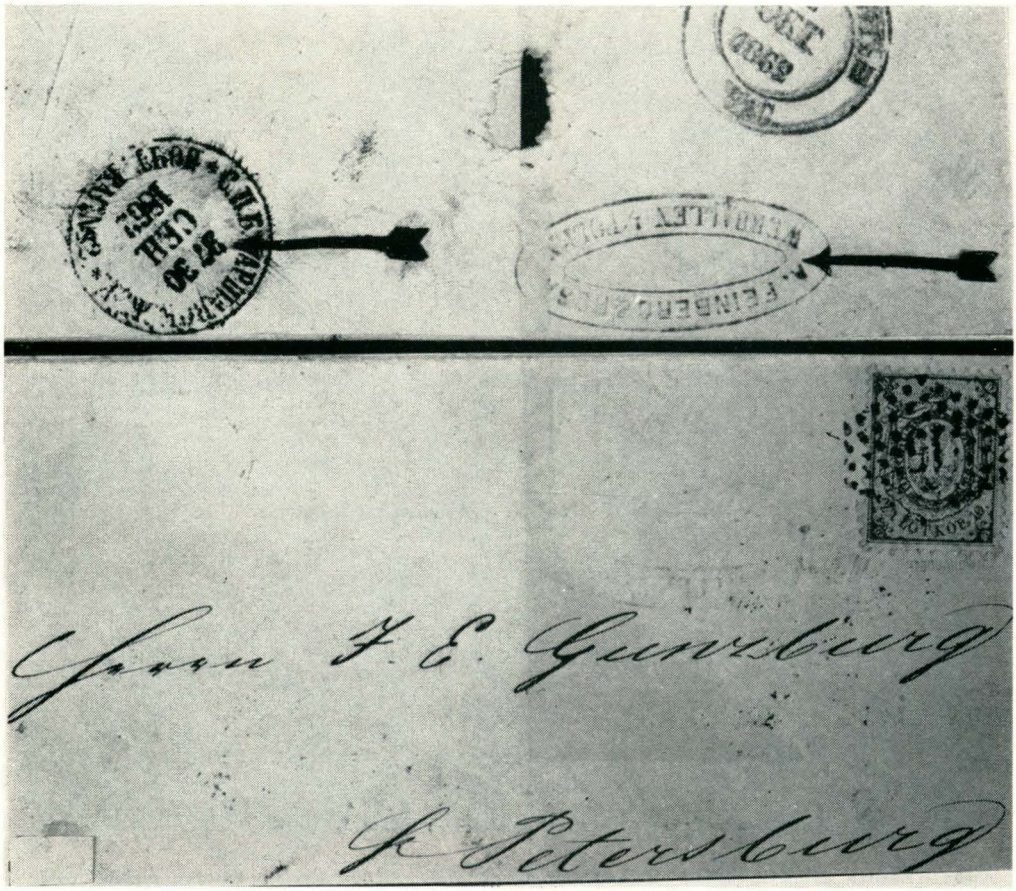


Fig. 7. The upper half shows the back of the cover with the arrows pointing to the backstamp and the name of the sender.

Hexagon "16." (Fig. 8). Cover from Wierzbelow to St. Petersburg, backstamped "Wagon 2," (Polanski plate XXVI), dated June 22, 1863. Arrow on Fig. 8 points to the inverted number "37" of the Station Wierzbelow.
Hexagon "16." Cover to Moscow, backstamped "Wagon 2," dated April 26, 1863. (ex-Faberge collection, present owner unknown.)

It seems apparent that all four hexagon cancellations with numerals "12," "14," "15," and "16" were applied only on mail from the Kingdom of Poland to Russia and not from Russia to Poland.

The table, that follows, indicates roughly the coincidence between the hexagon cancellations used on the front of covers from Poland to Russia and the backstamped Russian circular marks, which conform with the normal use in railway mail cars.

Table of Known Covers

	Hexagon on Front	*Russian Circular Marks on Back of Cover*
On Poland No. 1	16	Wagon 1 and 2
	15	Wagon 2
	14	Wagon 3



Fig. 8.

Unknown	13	Wagon ?
On Poland No. 1	12	Wagon 1 and 6
On Russian stamp	11	Wagon 6

Dates of use: August 18, 1862 is the earliest date recorded and June 29, 1863 the latest.

From the little available evidence, one might theorize the following relationship between the hexagon with dots cancellation usually are found on the stamp on the front of the cover and the circular backstamp.

Cancellation "Hexagon" Front		*Cancellation Circular "Wagon" Back*
16		1
15		2
14		3
13	(if it exists)	4
12		5
11		6

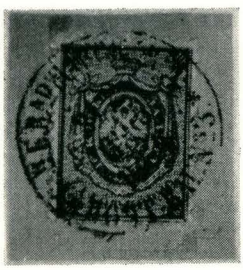


Fig. 9. "S.P.B. WARSCHAWSK Z.D. — POTSCHT. WAG. NR." with date in center.



Fig. 10.

Ring Cancellers Used on Russian Postal Carriages

From the evidence available, it would seem that all travelling Russian railway post offices cancelled mail with a circular datestamp to correspond with the number of the Russian postal carriage (Fig. 3). This circular datestamp with Nos. 1 to 6 was usually applied to the back of the cover, although it is also known used on the front, cancelling the stamp itself.

Copies of Poland No. 1 are known cancelled in this way (Fig.9).

These datestamps are circular with the letters around the periphery in cyrillic characters, as follows: with date in the center (Fig. 9) or misplaced to right or even inverted (Fig. 10).

In addition to the date, these circular cancels have an additional numeral, normally to the left of the date (day of the month); they are also found inverted or sideways (Fig. 10). The meaning of these numerals has not yet been clearly established. We believe that the number corresponds to the station of posting or the station from which the "wagon" started its journey. If this

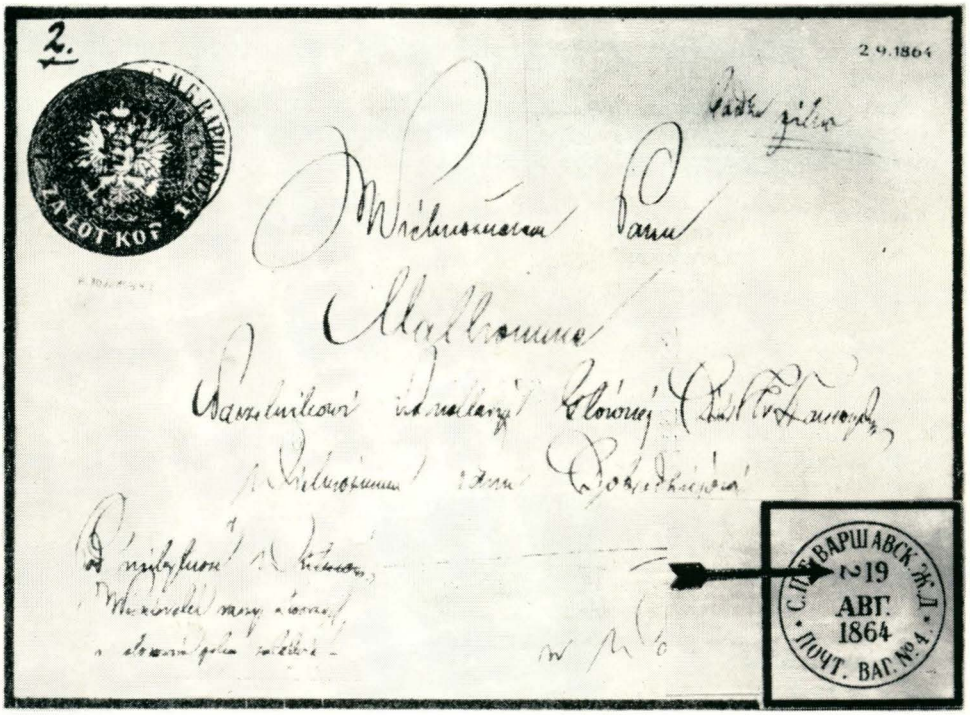


Fig. 11. Believed to be the only recorded Polish postal stationery with Russian railway cancellation "Wagon 4" with station No. 2 (not yet identified). Also shown is a clear tracing of this cancellation for identification purposes.

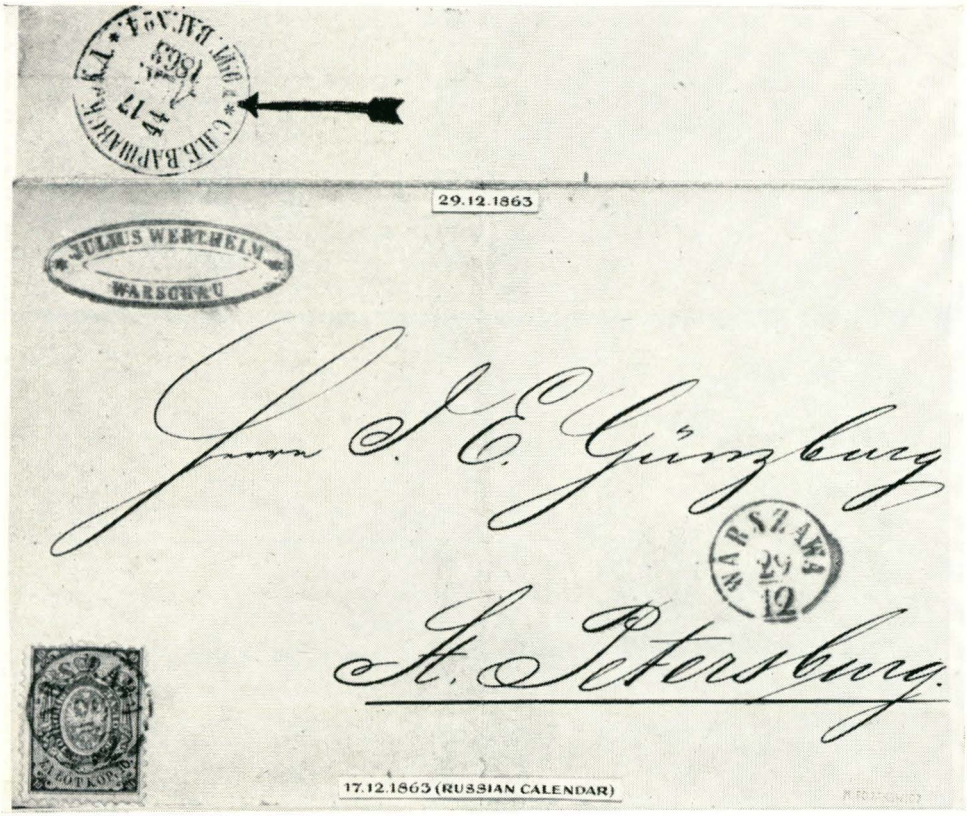


Fig. 12.

could be proven, then the number "1" would indicate the St. Petersburg station where the trains started for Poland. There are covers in the author's collection and others which support this theory (Fig. 3). Many corresponding numerals from other places have yet to be established.

Documentation

With the above facts in mind, it is in order at this point to examine in detail such covers as are known to the writer, although the few seen do little to confirm or deny the theory the writer has advanced. Conclusive answers will be forthcoming only when more covers have been found. In this connection, therefore, any information known to the reader may prove of value and should



Fig. 13. Type II. POTSCHTOWYJ WAGON NR. 4 with letter "A" or "B" underneath and date in center. Normally struck in black these also have been seen in blue.



Fig. 14. (Bottom) Poland No. 1 on cover from Warsaw to Moscow, backstamped "Wagon 4a." (Top) No. "33" indicates the station of Wilna/transit to St. Petersburg-Moscow, pointed out by the arrow. (Dr. Wortman collection).

be brought to the attention of students.

Further evidence has recently come to light by examination of a cover from Warsaw to St. Petersburg, dated 1863, which has been backstamped with the circular railway mark containing the number "44." This indicates that "44" could well be Warsaw (Fig. 12). The author's collection contains Polish stampless covers from 1862 and 1863 addressed to France, bearing the above-mentioned circular railway cancellations of all six travelling post offices (Fig. 3) all with station number "1" (St. Petersburg).

Supplementary Numbers

If the facts regarding the supplementary numbers (*see* Circular Cancellers) could be established, then we could determine the stations from which the covers were posted. In all probability the circular cancellers were reset during the journey, changing the numbers in order to comply with the date and station.

Table Of Railroad Post Offices

Station No.	Name	Date	Stamp Used	Wagon No.	Collection	Destination
Without No.	Wierzbelow	18.VIII 1862	Cover Poland No.1	3 Type I	Bojanowicz	Wierzbelow-St.Petersburg
1.	?	-- 1864	Poland No.1	2 Type I	Bojanowicz	?
1. Sideways	?	16.VII 1864	Poland No.1	3 Type I	"Polanski Book" Plate XXVI/9	?
1.	St.Petersburg	1862-1863	Cover No stamps	1 - 6 Type I	Bojanowicz	St.Petersburg-France
2.	?	19.IV 1864	Polish Stationery	4 Type I	Bojanowicz	From ? - Warszawa
12.	?	28.XI 1863	Poland No.1	4 Type I	Bojanowicz	?
21.	Granica ?	2. I 1864	Poland No.1	3 Type I	Bojanowicz	Granica ? - Warszawa?
33.	Wilno	1.XI 1866	Poland No.1	4a.Type II Black	Bojanowicz	Wilno - ?
33.	Wilno	12.XII 1963	Cover Poland No.1	4a.Type II Black	Dr. Wortman	Warszawa-Wilno-Moskva
33.	Wilno	1.XI 1866	Cover Russia	4a.Type II Blue	Bojanowicz	Wilno-Warszawa
37. Inverted	Wierzbelow	22.VI 1863	Poland No.1	2 Type I	"Polanski Book" Plate XXVI/12	Wierzbelow-St.Petersburg
37.	Wierzbelow	30.IX 1862	Cover Poland No.1	2 Type I	Bojanowicz	Wierzbelow-St.Petersburg
44. Sideways	Warszawa	17.XII 1863	Cover Poland No.1	4 Type I	Bojanowicz	Warszawa-St.Petersburg
44. Sideways	Warszawa	1.X. 1863	Poland No.1	4 Type I	Bojanowicz	Warszawa-St. Petersburg
50.	Warszawa	2. I 1863	Poland No.1	?	Bojanowicz	?

If this were so, then this work, possibly being hurried, was not always done with proper care and attention, causing some numerals to be inverted or hit sideways (Fig. 10). Possibly the date and station number were transposed at times. Also seen are examples where the station number has been omitted and a dash substituted (Fig. 10).

After 1865 a new type of the circular Russian railway cancellation was introduced (Fig. 13).



Fig. 15. Part of a cover from Wilna to Warsaw with Russia 10 kop. cancelled with "Wagon 4a" and "Station No. 33" of Wilna. This confirms the previous one (Fig. 14). (Author's collection).

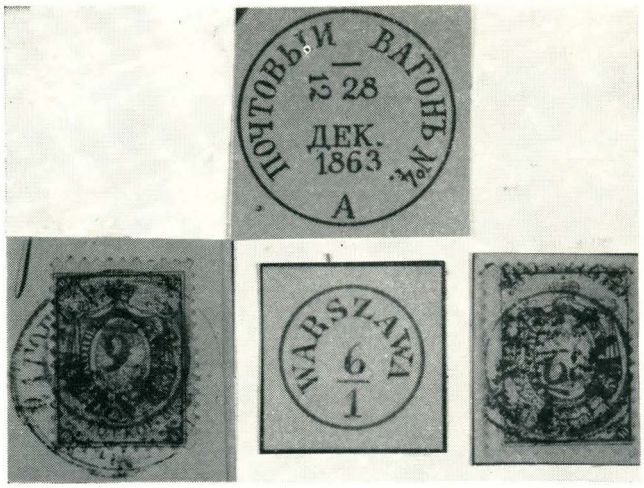


Fig. 16. "Wagon 4" used from "Station 12" (town name not yet established) to Warsaw cancelled on arrival with Warsaw small pre-adhesive stamp killer in red. (Author's collection).

This article has been published for two reasons. In the first place, so little has been recorded about these postal markings that the writer thought it helpful to set forth the scant information his studies have revealed.

Secondly, by publishing this in The COLLECTORS CLUB PHILATELIST because of its international readership, it is hoped that further information will be supplied to the writer.

Honduras

(Continued from Page 29)

"This Decree promulgated in Comayagua at the Government offices on December 27, 1865."

Crescencio Gomez
Minister of Interior Relations
Saturnino Bogran
Minister of the Treasury and War
Paulino Nieto
Division Chief in charge of the
Ministry of Relations and Government

"The contents of the above to be publicized nationwide. Your faithful adherent, Chief of the Division, Paulino Nieto."

Regarding the December 27, 1865 Decree

Crescencio Gomez, as Prime Minister and Minister of the Interior, authorized the above decree, together with Saturnino Bogran and Paulino Nieto. There was a Minister's Council at this time, as Medina, out of office by his own choice, was awaiting the approaching presidential election.

Of particular importance are the articles that deal with the weighing of the mail pouches — just at the moment of their dispatch and immediately upon their arrival at destination. Article 1 provides for the salaries of the postal administrators; it was a substitute for Article 2 of the August 22, 1865 decree, which established the wages of these postal administrators.

(To Be Continued)

The Clubhouse

Meeting of October 6, 1965

United States — Latin America — Asia; Roundtable Discussions

The Program Committee instituted a new idea for the regular Club meeting schedule last year. Some thought because most all of the meetings were a steady diet of displays and lectures by one individual or a small group, this permitted too little audience participation. It was decided, therefore, to experiment with a less formal type of meeting, allowing all those present to join into the discussions, if they cared to do it.

The 1964 informal discussion program generated enough interest so that in planning the 1965 schedule of meetings, two roundtable discussions were programmed.

Several members, such as the program committee chairmen and the editor, attended all three roundtable discussions in order to gain an overall impression. As expected, United States had the largest attendance — 22. Latin America was next with 10, while Asia was close to this with 8. Considering that the night of October 6th was the end of a high religious holiday for some members, the total attendance of 40 was regarded as very encouraging for this type of meeting.

No reports of boredom, no complaints were heard. Instead, many smiling faces were seen, while a number of those present said: "Yes, I like this kind of a meeting."

The reports of the individual group chairmen follow.

United States

The informal roundtable discussion on United States stamps gathered in the Stephen G. Rich Memorial room on the ground floor. It developed that the table used was square. Some of the subjects discussed also were "square," because they were difficult to answer and discuss fully in the short space of time which was available. About twenty club members were present; nearly everyone took some part in the questions and answers.

Our group was graced with the presence of the Club President Herbert P. Woodward, who opened the discussion with a provocative question. He wanted to know, among other things, how and why one should collect United States stamps, if at all. He received several answers, probably none of which were entirely satisfactory to him. He will still stay with Bulgaria. Mr. Philip Silver, our Vice President, discussed odd and interesting air mail rates. Later on, he showed two air mail covers from the 1926 period, further developing the subject that he discussed.

Mrs. Rae Ehrenberg showed a number of pages with her Department stamps on cover with interesting and historical uses of the various stamps. She spoke on each item in detail.

Mr. Richard Schwartz showed a number of Local and Carrier stamps on covers, many of which offered some problems that led to interesting discussions. The writer of these notes showed a number of pages with 19th century miscellaneous material, some of which were a puzzle to the members present.

All appeared to enjoy the discussion and the material shown. When asked by Mr. Silver, the program co-chairman, about this type of meeting, all agreed that conducting informal gatherings such as this were worthwhile and should

be continued in the future.

It was suggested, however, that more people take part by bringing additional material to show and talk about. Everyone of us possesses items that either puzzles until the answer is found or still proves puzzling. An explanation is wanted. This is the type of meeting for doing that. All of us believed that we added to our store of philatelic knowledge. *(Ezra D. Cole)*

Latin America

Our roundtable discussion met in the lounge on the second floor. Mr. Nathaniel Litt led off by displaying a recent souvenir booklet issued by Paraguay. It was presented to those who attended an international conference in Paraguay. The booklet contained many large multi-colored souvenir sheets different from material sold to philatelists.

Some Local stamps of Venezuela were shown and discussed by Mr. Henry Kraemer. These adhesives are not only scarce, but acording to Mr. Kraemer very little has been recorded about them. There was an article on them in a British journal a few years ago, but this contained many mistakes, according to Mr. Kraemer.

One of the scarcer Salvador stamps is the first air mail with a red instead of a black overprint. Only one sheet of 100 with the red error is known, most of the copies being mint. Mr. Henry M. Goodkind showed a copy on cover that went through the mails. A collector friend of his in Latin America had sent it to him for his opinion. Being a member of the Expert Committee of the Philatelic Foundation, Mr. Goodkind knew that this Salvador air mail stamp has been counterfeited.

When returning this cover to South America, he advised the owner to submit it to the Expert Committee. A reply was received that it had been sent to the Philatelic Foundation's Expert Committee last year and an opinion was rendered that the red overprint was counterfeit. The owner just could not believe this. It was true that this item had legitimately gone through the mail. The postal clerks no doubt never noticed the bad overprint. Before returning the cover, Mr. Goodkind thought that the group would like to see this item and he passed it around for inspection.

Mr. F. B. Sellers exhibited a small lot of an early (1868) essay of Haiti. The essay's design is strikingly similar to the first issue of Ecuador. Knowing so little about this essay of Haiti, Mr. Sellers asked if anyone present knew the printer or could shed any light on the first issue of Ecuador, which might help in learning more about the Haiti essay. The Ecuador stamps preceded Haiti's first issue by thirteen years. Also, the similarity to France's early stamps was noted. No one present could offer any helpful information.

Before the discussion concluded, the group regretted the demise a few years ago of the Pan American Philatelic Federation and spoke about a need for the revival of a Study Group devoted to Latin American philately. Mention was made of the APS' Latin American Unit. But this, too, is very inactive despite some recent attempts to reactivate it.

It was generally agreed that one of the difficulties encountered in maintaining a Latin American specialty group is the diffusion of interests. There are twenty countries involved. Therefore, there is a specialty within a specialty. For instance, the Haiti enthusiast is no more interested in Brazil than a Scandinavian collector is in Tibet.

There was a general agreement, however, that every philatelic society needs a few "spark-plugs" who will work both to establish and maintain a Study Group. If one or two interested in Latin America will volunteer, then a rebirth is very possible. *(F. B. Sellers)*

Asia

The group met in the Governors room on the third floor. Material was brought by Winthrop S. Boggs and Harrison D. S. Haverbeck.

Mr. Boggs led off the discussion with a showing of Afghanistan. The stamps displayed were confined to the first twenty years of the Twentieth Century. The issues of the Amir Habibullah Khan were for the most part locally engraved on copper plates. The stamps were seen in entire sheets, also used examples and, especially interesting to the group, used on entire covers. Mr. Boggs made the display very interesting with his comments on the usage and postal history of these neglected issues. In the discussion that followed the exhibitor's remarks, the group showed great interest and considerable grasp of the material.

The discussion then proceeded to a display of British Indian stamps used in Tibet shown by Mr. Haverbeck. This was confined to the field posts and postal agencies established by the Indian Government on the territory of Tibet. The material commenced with the establishment of the first postal agency at Gyantse in the Chumbi Valley and concluded with the evacuation of the Indian Trade Agency in 1954. Covers and postmarks were discussed from Gyantse, Yatung and Pharijong, all of which were located in the Chumbi Valley. Agencies were maintained at Gyantse and Yatung. The post office at Pharijong served primarily as a transfer point for mails from India to Tibet and vica-versa.

The questions asked showed that those present had considerable interest in the material shown. It was brought out that this group of members had gotten more knowledge and enjoyment out of this type of meeting with a smaller attendance and everyone a participant than in our regular meetings. *(H.D.S.H.)*

Meeting of October 20, 1965

"Stump The Experts"

According to this reporter's memory, it is the third time that this type of program has been conducted. The first was when radio was the craze; television was still a few years away from being the home entertainment fad. A popular radio weekly program was "Information Please." A philatelic version of it was staged here at the Club.

The year is believed to be about 1945, because the late Alfred F. Lichtenstein (who died in 1947) is recalled as on the panel of philatelic authorities. Also remembered is a question put to Mr. Lichtenstein, "What do you consider the most beautiful stamp?"

Answer: "I do not collect stamps for beauty."

A second quiz program was repeated about ten years later. Neither the experts nor many in the audience were too impressed. The questions were not geared to test the knowledge of well-known philatelic authorities. Instead, they were superficial, tricky and not a true test of philatelic knowledge. Had this second try been more successful, a third one by popular demand most likely would have followed within a few years.

There was a 10-year gap and the 1964 Program Committee scheduled a third "quiz" program for this year under a new title "Stump The Experts."

A panel of five experts were selected by the 1965 Program Committee. They were introduced on the night of October 20, 1965 in alphabetical order as follows:

Herbert J. Bloch, Winthrop S. Boggs, Ezra D. Cole, Henry M. Goodkind

and Harrison D.S. Haverbeck.

The Program-Co-Chairman, Philip Silver, made the introduction of each expert, along with a humorous but imaginary biography. His introduction began as follows:

"I think that, before the members of the panel take their seats on the podium, you should be filled in, at least in some sketchy fashion on their philatelic credentials. Each of our experts, as you will notice, is no longer a stripling. In fact, we could almost refer to them as philatelic graybeards. Their combined active years in philatelic pursuits number somewhere between 150 and 200. So, in these two centuries of activity, we must assume they have accumulated a store of learning calculated to fit each one, in his own way, for the arduous tasks that lie immediately ahead."

The panel was well chosen, because the accumulative knowledge of all five covered the range of philately from "A" to "Z" and from "1840 to the present year."

Mr. Silver acted as moderator. A large audience filled every chair in the meeting room. Only about ten members, however, asked questions.

As for the latter, there was not much change from the second meeting. The queries were not a suitable test of the fund of knowledge of a philatelic authority. Here are a few typical examples: "What United States stamp first depicted a woman?" "What four American artists' works have appeared on United States stamps?"

As one of the panelists, and also as one who sampled the reaction of some after the meeting had ended, a popular demand for rescheduling of another "Stump The Experts" program was not apparent.

Perhaps a program such as this can come off well. It requires, however, more advance planning. Intelligent philatelic questions should be prepared before the meeting. Also, some screening of questions seems advisable. Otherwise, this reporter is among those who would not care to see a repetition of the 1965 "Stump The Experts" meeting. *(H.M.G.)*

Meeting of November 3, 1965

The Air Posts of Colombia

Mr. Eugenio Gebauer of Caracas, Venezuela presented this display and lecture on the history of air mail in Colombia, perhaps the most popular of the Latin America nations for the aero-philatelist. Mr. Gebauer has an imposing list of credentials when it comes to Colombian air post; these were detailed by our Program Co-Chairman, Herbert J. Bloch, when he introduced our speaker.

Mr. Gebauer was educated in Europe as a chemist and scientist. He used his highly skilled training to become a brewmaster, first in Germany and later in Colombia and Venezuela. Today he is known as one of the leading brewmasters in the world. He came to Colombia just when air mail began playing an important role. As a philatelist, he became interested in this field (before, he had been collecting early German States); he has been studying and collecting it intensely for many years.

The high point of Mr. Gebauer's studies was reached in 1964 when he published his 126-page book, "The Air Posts of Colombia." This was reviewed in The COLLECTORS CLUB PHILATELIST Vol. 43 (1964) on pages 246 and 247. Also, he has written a number of articles in both Spanish and English on his specialty. One was published about fifteen years ago in the "Aero Philatelist's News."



A cover cancelled March 6, 1920 with two copies of the 10cts. green air mail stamps of the Compania Colombiana de Navegacion Aerea shown in the lower lefthand corner. This stamp (Scott C11) is rare on cover. The use of two copies to pay the double air mail fee as seen on this cover is so far the only one known. (Photos by Boutrelle).

This was a study of the 1920-29 air mail issues co-authored with Mr. Jacob S. Glaser, a former President of The Collectors Club. It was this series of articles that led to a later revision of the listing of Colombia's air mail stamps in the "Scott's Standard Postage Stamp Catalogue."

Mr. Gebauer first spoke upon his material in the frames; then he followed with a showing of a portion of it on colored slides. At the conclusion he stood for a lengthy question and answer period, which certainly put his knowledge to an acid test. Now follows the lecture part:

"The air post stamps of Colombia are doubtless among the most interesting in the entire field of philately; the first issues of 1920 to 1923 belong to the air mail classics. As a citizen and a long-time resident in Colombia, I was fortunate to get to know personally some of the founders and first pilots of both aviation companies.

"Colombia was one of the first countries in the world to establish an air mail service. The first air mail stamp of Colombia was issued in 1919 on the occasion of a survey flight by the American pioneer pilot, Knox Martin, from Barranquilla to Puerto Colombia on June 18, 1919 (see Scott C1, also C347 to C350).

"The issuance and need for air mail stamps in Colombia, until recent years, was due solely to the postal needs. Except for the first air mail issues, all others up to 1959 were stamps issued and sold to the public to pay only the air mail fee. Until this year, 1965, besides the extra air mail fee, regular Colombian postal charges for ordinary mail in addition had to be paid. All air mail, therefore, from 1920 to 1959 had two types of stamps, one for air mail and a second one for ordinary postage.

"Until 1932, a registered air mail letter had to have four different stamps. One adhesive was required for the ordinary postage, a second for registration, a third for the air mail fee and the fourth one for air mail registration. The latter are listed in 'The Scott Catalogue' as *Airpost Registration stamps,* under code number *CF.*

"Two air transport companies commenced flying mail almost simultaniously. The first was *The Compania Colombiana de Navegacion Aerea* founded September 28, 1919 in Medellin by Colombian businessmen. This company is sometimes erroneously called 'The French Company,' only because it used French planes and French personnel. It started operations with French-made Farman planes on February 22, 1920 with fiights between the coastal towns of Cartagena and Barranquilla.

"Shortly after this, another company was founded, *The Sociedad Colombo Alemana De Transportes Aereos,* better known as SCADTA. The concession to

carry air mail was to be given to the firm, who would first arrive in Bogota, the capital, and be able to maintain a regular service.

"*The Compania Colombiana de Navegasion Aerea* was not very fortunate. As its first pilot, Mr. Rene Bazin, later wrote me in a letter, its planes were not fit to operate in the tropics. The first flight to the interior, with Bogota its destination, ended abruptly near Puerto Berrio on December 1, 1920. After a final attempt in April, 1922 on a flight from Barranquilla to Medellin, the company was liquidated.

"Two issues of stamps of *The Compania Colombiana de Navegacion Aerea* are known. The first one is the multi-colored of which only 100 of each of nine values were printed from advertising labels of Curtiss Aviation Co., (Scott C2-10).

"The second was a one-color issue of which three basic designs exist with two different printings, (Scott C12-16), and some surcharges, (Scott C17-24). These stamps all are very scarce on cover. The illustration on page 45 shows a cover flown on March 7, 1920 — cancelled March 6th — from Cartagena to Barranquilla. It is the only cover known with double postage rate. Two 10 cts. air mail stamps, plus 6 cts. ordinary Colombian postage was required to pay the postage for a letter weighing over 20 grams.

"SCADTA started operating with a flight from Barranquilla to Girardot, an important port on the Magdalena River, linked by railroad with the capital, Bogota. Reguar service was started in mid-September 1921.

"The SCADTA Company also issued its own air mail fee stamps. The first were printed in Barranquilla, the later issues in Germany (Scott C25 to C82). SCADTA used the all-metal Junkers planes which were better fit for service in the tropics than the Farman planes. Just before the first issue printed in Germany (Scott C25-35) arrived, the SCADTA Company had to issue two provisional stamps for the air mail fee due to a shortage of the 10 and 30 cts. These were used only for a few days in October and November 1921.

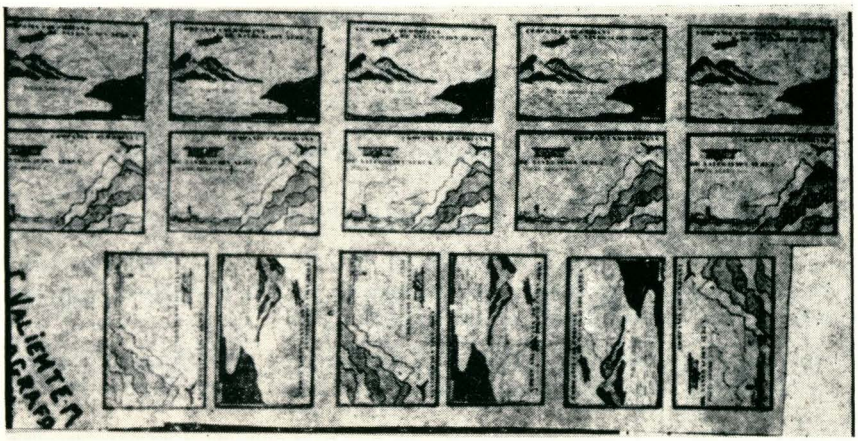
"While it had been possible to use the air mail service in Colombia for both foreign and domestic mail, thus shortening the delivery of a letter by at least one week (sometimes several weeks when the Magdalena River was dry), it was not possible to secure air transportation for mail coming from abroad. It was, therefore, arranged that mail coming from outside Colombia should also profit from this rapid means of communication. In order to facilitate air mail transportation from foreign countries, SCADTA opened several agencies abroad. Their method of operation was, at first, somewhat complicated.

"In the beginning, the sender had to use two envelopes; an outside one was addressed to the SCADTA office in Barranquilla. Inside, the sender put the cover to be sent to his correspondent in Colombia bearing SCADTA stamps.

"The first agent in New York City was Gonzalo Mejia. In order to distinguish the stamps he sold, he signed the 30 and 50 cts. stamps 'GMejia.'

"The first *Consular Surcharges* owe their name to the fact that the Colombian Consulates sold the air mail stamps in foreign countries where SCADTA had no agency. To prevent the stamps from being used for currency speculation and for bookkeeping purposes, the SCADTA overprinted its stamps with the initials of those countries, which had important commercial dealings with Colombia. The first issues were handstamped overprints.

"In 1923 the SCADTA stamps were machine overprinted in Berlin, Germany with the initials of thirteen different countries. These Consular Overprints all are listed in 'The Sanabria Air Post Catalogue.' Due to a shortage of 15 and 30 cts. denominations in New York, these two exist also with the so-called New York overprint, which is slightly different from the normal 'E.U.' initials.



The second printing of the 1920 Compania Colombiana de Navegacion Aerea issue (Sanabria Nos. 16 and 16A) was done in sheets of 68. There are three different designs. This shows the lower portion of a full sheet to illustrate how it was printed.

"After negotiations, the postal authorities in the United States permitted the use of SCADTA stamps together with U.S. stamps. About the same time (from 1923 on), the postal administrations of other countries followed suit. These Consular overprints were sold in Colombian currency, gold pesos, which was practically the equivalent of U.S. dollars.

"In Ecuador, where the SCADTA started service in 1928, special stamps with the inscription "Ecuador" were issued in Ecuadorian currency.

"In 1929 the Consular Overprints were replaced by a general issue (Scott C68-79). The value on each stamp was expressed in U.S. gold dollars and Colombian 'pesos oro americano.' Soon afterwards, SCADTA made arrangements with most of the postal authorities of the other twelve foreign countries, where before Consular Overprints were used, to prepay the fee for air transportation in Colombia with the latter's stamps.

"In 1932 the Colombian government declared all air mail services a state monopoly. The SCADTA remained the sole functionary of the monopoly; their air mail organization remained unchanged. The stamps from 1932 on were kept in bond by the ADELCA (Administration of Air Mail in Colombia). The 1929 issue of the SCADTA (Scott C55-67) was overprinted 'CORREO AEREO' (Scott C83-96).

"After the outbreak of World War II, SCADTA was taken over by The Avianca Company. For a short time, from 1950 to 1952, both Avianca and another company, Lansa, carried mail and the current issues were overprinted 'A' (Scott C186-198) and 'L' (Scott C175-186). From 1959 on, following an agreement between the Government and Avianca, for air mail only, one type of stamp is now used in Colombia. It carries the inscription 'Aereo.'"

Meeting of November 17, 1965

Africa — Members' Participation

Eight members exhibited and spoke briefly on the material they placed in the frames in the following order:

Nyasaland, Rhodesia and Nyasaland Federation, Malawi — Emanuel Reggel.
Morocco Used Abroad — Dr. Irwin I. Yarry.
Egypt, 20th Century — Paul P. Lindenberg.

Liberia, First Air Mail Issue. Discovery of the Error (Scott C3m, Sanabria No. 1) — Henry M. Goodkind.
Sport stamps and Covers from African Countries and Colonies — Ira Seebacher.
"Melilla" — Theodore Van Dam.
Ghana, New Currency Overprinted Sheet with Faulty Printing — Henry Kraemer.
British Offices in Africa — Mrs. Rae D. Ehrenberg.

The following have qualified for membership in The Collectors Club and have been duly elected by the Board of Governors:

5105 Royden H. Lounsbery, Ithaca, N. Y. Collects United States 19th Century.
5106 William H. Bauer, Houston, Tex. Collects Germany, Japan, Middle East, British Oceania.
5107 Peter E. Zaharis, Ithaca, N. Y. Collects United States.
5108 Jose A. Ferrer-Monge, Mayaguez. P. R. Collects Cuba.
5109 Ervin J. Felix, Racine, Wisc. Collects Japanese Occupation Netherlands East Indies.
5110 Ralph Gibbs Poriss, Phoenix, Ariz. Collects United States 19th Century.
5111 George N. Lenci, Jr., M.D., Roseburg, Ore. Collects Egypt.
5112 Gene W. Frampton, Seattle, Wash. Collects Canada, British North America, Postal History.
5113 George C. Rose, Anaheim, Calif. Collects Philatelic Literature, Covers, Old Picture Post Cards.

Collectors Club Philatelist

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*Vol. 9	(1930)	All issues
*Vol. 10	(1931)	All issues
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*Vol. 14	(1935)	Jan., Apr.
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**Starting in 1950, no longer a quarterly magazine but 6 issues a year.

THE COLLECTORS CLUB

22 East 35th Street, New York, N. Y. 10016

1966 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

January 5th	— *Professionals' night*
January 12th	— *ANNUAL MEETING*
January 19th	— *Russian offices abroad — Kurt Adler, New York City, N. Y.*
February 2nd	— *Routes of postal communication between New York, California and Hawaii, 1820-69 — John David Baker, Indianapolis, Indiana*
February 16th	— *Hawaii from early stampless covers and "Missionaries" through the "Numerals" and later issues — Harold E. Levitt, Pacific Palisades, California*
March 2nd	— *Poland — The Cracow issues — Myron E. Steczynski, Chicago, Illinois*
March 16th	— *Colombia — The 1868 issue — John N. Myer, New York City, N. Y.*
April 6th	— *Canal Zone — Norman S. Hubbard, Oceanside, New York*
April 20th	— *ANNUAL COMPETITION*
May 4th	— *Original research on plate 1 of the 5 cents United States stamps of 1856-61 and observations about other stamps of the related 1851-61 period — Earl Oakley, Los Angeles, California*
May 18th	— *Philippines and Wenden — John R. Boker, Jr., Scarsdale, New York* *THIS MEETING IS IN TRIBUTE TO "SIPEX."*
June 8th	— *Aero Philatelists* *THIS MEETING IS IN TRIBUTE TO "AEROPEX."*

Summer Recess

September 21st	— *Czechoslovakia Philatelic Society, New York Branch*
October 5th	— *Informal roundtable* *United States, British Colonies, Europe*
October 19th	— *Cameroun — The British period — Kenneth Roberts, New York City, N. Y.*
November 2nd	— *Research night*
November 16th	— *Bolivia — Alex Rendon, New York City, N. Y.*
December 7th	— *Philatelic oddities of the world — Ira Seebacher, Roslyn, New York*
December 21st	— *BOARD OF GOVERNORS OPEN HOUSE*

Book Reviews

United States. The 5c Beacon Air Mail Stamp of 1928 by Henry M. Goodkind. 62 pages, 90 illustrations. Collectors Club Handbook Number 19, published under the auspices of the Theodore E. Steinway Memorial Publication Fund (1965). The Collectors Club, 22 East 35th Street, New York, N. Y. 10016. Price $2.00.

This is an interesting exposition into the history, manufacture and use of an inexpensive air mail stamp. It illustrates the principle that a common stamp can merit the attention of serious philatelic investigation and that much profit can be gained from it. The fact that this was a two color stamp done with the old printing method — a two separate flat-bed operation — served to invite endless variations in its manufacture. A perfect example of this stamp is difficult to find.

Mr. Goodkind enumerated the plates used. Also he tabulates the engravers, siderogrpahers and platemakers engaged in its production.

Of particular interest is the section on plates and their varieties. Illustrated are worn plates, recuts, scratches and the amazing "Blue Moon," "Open Door," and "Worn Tower" varieties. Plate flaws produced comic "plane dropping a bomb," one in blue, the other in red. Nothing is missed; there is a plane "shooting a rocket," a plate variety.

Poor registration and shifts give us the plane flying in all imaginable directions. Poor centering in this stamp reminds us of the late Stephen G. Rich, who had a collection of badly centered stamps. He would have prized the Beacon air mail for this. They are awful.

The thoroughness of Mr. Goodkind's research is illustrated by mentioning the extent of his inquiries. Proofs, essays and a wide variety of covers are shown together with those illustrating multiple rates, special flights, and use with foreign stamps. A comprehensive chapter on cancellations and precancels is most illuminating.

Mr. Goodkind states: "There was one primary object in writing this article. It was to demonstrate what could be done with a specialized collection of a single stamp, and a relatively common one, at that."

"It is believed, however, that all of the more important aspects of this one air mail stamp have been covered."

We agree with this statement. *(Albert Philip Cohen)*

"The Congress Book 1965." David C. Stump, editor. American Philatelic Congress, publisher. 198 pp., illustrated and clothbound. Available from the Secretary, Robert B. Brandeberry, 58 W. Salisbury Drive, Wilmington, Delaware, 19809. Price $5.00.

This edition of *The Congress Book* lives up to the fine reputation established by its predecessors in presenting a wide array of subjects covering many aspects of philately. The highly informative and profusely illustrated articles are well worthy of attention.

In the foreign field, two articles on Japanese philately present detailed studies for the enthusiast in that area. In "Japan's Last Etched Stamp — Genuine and Forged," Dr. Varro E. Tyler, Jr. presents both a new thesis as to the true nature of the design of this issue, and establishes useful guidelines for the detection of forgeries. Dr. Lynn R. Brady in "Japanese Postmarks Used in Korea" gives a helpful listing of the known types of postmarks used

by the Japanese post offices in that nation.

"Ghana Highlights" by Edna M. De Hart and Alfred Ratta includes a discussion of three phases of that country's philately — cancellations of the transition period, aerogrammes and their watermarks, and soldiers mail from the Congo. In the South American field, through the aid of his profession, photography, Warren C. Stevens presents an excellent study of plating the "Barrios Issue of Guatemala — 1886." "Facts and Evaluations of German's 'Vineta'" by Fred S. Wolfe contains interesting background material pertaining to the dubious circumstances surrounding the issuance of this famous bisect. The author concludes that this stamp is perhaps somewhat overrated, and further suggests that it is not properly classified in the various catalogs.

Of general interest is "Philatelic Measurements" by Carl H. Werenskiold. In this article the author gives clear and not too overly technical advice in reference to the pitfalls, and how to avoid them, of taking measurements of stamp designs.

As in the past, the majority of articles in *The Congress Book* deal with some phase of United States philately. Particularly impressive to this reviewer is the well-documented presentation on "The Forwarding of Ordinary Mail" by Josephine P. Stultz. The author here clarifies the complex postal rate structures of the nineteenth century with particular reference to the proper rates that were to be collected when one or more forwarding charges were included. On reading this article, one gets the impression that some of the postmasters of the last century could well have benefited from the author's knowledge of this subject.

Of a purely historical nature, most interesting is John O. Theobald's study, "Some Historical Notes on Wells Fargo & Company in Arizona." The thesis that migration is best encouraged by the establishment of communication and transportation routes is well exemplified here. History and postal history so often are closely bound together. Two other fine historical studies have as their subjects men of distinction in the history of the development of the postal system — "William Giles Goddard — Early Organizer of the U. S. Postal System" by Alvin R. Kantor and "Postmaster General Blair's 1862 Letter" by Norton D. York. Interesting conclusions are drawn in each article as to the nature and extent of the contributions of these men in the sphere of postal reform.

Other informative presentations in the United States field include: "Mail Between the U. S. A. and Coahuila y Tejas" by Alex L. ter Braake, a discussion of the routing of letters sent between the United States and Texas in the days before that state became an independent republic; "Chicago's Century of Progress Exposition and Philately," in which Joseph L. Eisendrath recalls the 1933-1934 Fair, an event which has never before or since been surpassed in the number of philatelic events scheduled; "The Rarest United States Stamps" by Rear Admiral W. V. Combs, a discussion of the Special Printings of 1875 of the Newspaper and Periodical Stamps; "Last Pack Mail Remaining in the United States," in which James M. Chemi describes the mail route into Supai, an Indian settlement in the depths of the Grand Canyon in Arizona; and "Unique Marginal Markings on the U. S. Offset Printing Issue — 1918-1920" by Dr. David M. Bennett, a tabulation of the known plate number and alphabetical markings found in the margins of this issue.

The final and longest article of *The Congress Book* is "A Brief History of the Civil War in Covers and Stamps" by Dr. Robert L. D. Davidson. This presentation, evolved from the illustrated talk given by Dr. Davidson, President of the Congress, at NAPEX in 1964, represents a truly magnificent display of philatelic material gathered from many members of the Congress. In over

seventy illustrations, the prize possessions, including many exceedingly scarce items, of the members are shown. This excellent array of material is well worthy of attention.

The Civil War history is indeed a fitting conclusion to this book. The articles are, in general, of the highest caliber, and the unusually excellent bibliographies that accompany them demonstrate the depth to which the writers have delved in undertaking their various studies. *(William H. Miller, Jr.)*

Four Hundred Years of Anglo-Dutch Mail, by W. G. Stitt Dibden. 24 pages. Illustrated. Paper cover, published by the Postal History Society. Reprinted from Bulletins #136, 137, 138 (1965). Price 20/, 10 Gulden ($2.80).

This booklet was presented to all members of the Postal History Society as a souvenir of the society's twenty-first annual conference, held in The Hague, Netherlands from September 15 to 21, 1965. This was the second time that the Postal History Society held its convention outside Great Britain. The other was in Paris, France in 1961.

It contains much information about the history of Anglo-Dutch mail, especially in the 17th, 18th and 19th centuries. It shows that extensive research was done in the archives and libraries. Also it mentions the long negotiations between the postmasters of both countries and their reasons for fixing or changing postal routes. The English Post Office was always negotiating as a unit. On the other hand, the Dutch postmasters did not have proper delegated authority, because they were usually appointed just by one city, with no support from or control of the entire country. In many cases, therefore, routes had to be suspended on account of a lack of financing.

It is a pity that so many names of Dutch towns have been misspelled; one of the Dutch members of the Postal History Society could have easily corrected these errors before the printing of this booklet. Also, in the interest of the postal historian, a small map should have been included, showing the location of the English, Dutch and Belgian ports named, as well as the different sea routes.

The rates through the centuries are described in detail. These, at first, were expensive in the early years (1626), but became reasonable in 1657 when the rate was officially fixed at 8 pence. This remained for about the next two hundred years.

The expenses for mail found itemized on pages 13 and 14 are not at all clear. Also this listing is confusing because the Dutch account is specified in British currency, not in the decimal Guilder ("f" for florin-guilder) of Holland, as it should be.

Unfortunately, there are only a few illustrations of postal markings. Collectors in many countries should certainly have welcomed a greater variety of illustrated postal markings.

The loss of the "H.M.S. Lutine" in 1799 is described in full. But this is surely of no use to the postal historian since no salvaged mail is known. The only loss was gold. Not one word, however, is mentioned about the shipwreck of the Harwich Steamer "Berlin" on February 21, 1907 at the pier off Hoek van, Holland. Out of the 144 passengers and crew, only 15 persons were saved and a small amount of mail was salvaged. Three different types of rubber-stamps were applied to the salvaged mail, but only a few covers with such markings are known.

For postal historians and particularly for collectors of Anglo-Dutch mail, this booklet is very interesting, especially because it is written in English. *(Harry S. Heymans)*

The National Aeronautical Collections. Tenth Edition, 1965 by Paul E. Garber. 152 pages. Profusely illustrated with 16-page Index. Paper cover. Published by The Smithsonian Institution, Washington, D.C. Price $2.00.

This is a fine, detailed description of our National Air Museum in The Smithsonian Institution. Its author is the museum's Head Curator and Historian.

After a short foreword about the history of the museum, this book commences with brief references to man's first attempt to fly back in ancient times. It proceeds with a good digest of the history of aeronautics and accompanied by many illustrations of flying machines, their inventors and pilots. The illustrations are the best part of this book.

As an aero-philatelist of many years, this reviewer has read a number of books on aeronautics to gain a good historical background about the air post stamps he collects. This 1965 book is not as comprehensive nor as detailed as some of the others. Nevertheless, even with its shorter passages, it is still comprehensive and accurate.

Also, one must realize that since this is the history of our National Air Museum, most of the text is devoted to American aviation with fewer or sometimes no references to foreign achievements. For instance, in describing T. C. Lowe's military balloon observations during the Civil War, no mention is made of the presence of a young aeronaut sent here by Prussia to study Lowe's balloon flights. This was Count Ferdinand von Zeppelin, who later built and flew his airships based upon much he had seen and learned in the United States.

This omission is understandable, because in our National Air Museum, one looks for some memorabilia from Professor T. C. Lowe, which were well described. But Zeppelin's relics logically should be in a German museum and, therefore, outside of the scope of this book. There are, however, many factual, although short, references to a number of foreign aeronauts and their machines such as the Brazilian, Santos-Dumont; the German, Otto Lilienthal and the French, Bleriot.

There is one inconsequential slip in this book. This reviewer noticed it, because for years he has puzzled over the correct spelling of *air mail*. He has seen it spelt as one word (*airmail*), hyphenated (*air-mail*), or as two words (*air mail*), our preference, because this is the spelling on our stamps. On page 54, one finds both "air mail" and "air-mail." This is not the first time that this inconsistency was observed; "The New York Times" and "Life" magazine did the same a few years ago.

This book is recommended to any collector interested in aero-philately for helpful historical background material. The hundreds of illustrations alone make this a book well worth having. It is an excellent substitute for a visit to the museum in Washington, D.C. From personal experience, this reviewer spent a half-day there a few years ago; after reading this book, he realizes how much he missed. It is hoped to make another visit to the National Air Museum soon along with this book as a handy guide. *(H. M. G.)*

Scott's 1966 U.S. Specialized Catalogue. Scott Publications, 461 Eighth Ave., New York, N. Y. 10001. 676 Pages, illustrated. Price $5.00.

The 44th edition of this standard worklist of United States stamps carries a record 17,168 price changes. These are seen most readily in the Postmaster's Provisionals, unused 19th century issues, commemoratives up to 1932, plate number blocks and strips, first day covers up to 1924 especially air mails, on-

cover stamps and cancellations.

Besides the price increases, Scott's new U.S. Specialized has added 53 major-number listings of older stamps, 97 minor-number listings, and new illustrations of 39 Match and Medicine stamps.

This is the top reference book for all collectors of United States stamps.

Sanabria, 1966, The World Airmail Catalogue. Nicolas Sanabria Co., Inc., Ridgefield, Conn., 06877. Price $15.00.

This is the most informative air mail catalogue in the world. It has been completely revised and updated. Illustrations are given of all face different stamps. Souvenir sheets are illustrated and priced. Stamps on covers are listed and priced. Quantities of stamps issued are given when known. Proofs, essays and specimens are listed, not as a separate group at the end of the catalogue, but under each country. These facts speak for themselves; be informed, know your air mail stamps with Sanabria as your guide.

1965-1966 Philatelic Societies Year Book. 172 pp. (4¾ x 7¼"). Index. Paper cover. Published by The British Philatelic Association, 446 Strand, London, W.C.2, England. Price 2/6 ($.35) postage paid.

This booklet is exclusively about organized philately in Great Britain. Many American philatelists, however, are interested in what is being done in Britsh stamp circles. For this reason, much information is available in this handy guidebook and directory. For instance, there is a lengthy list of the British philatelic societies and study circles. American stamp collectors should know about these because there may be a group devoted to one's specialty. This may not be known over here.

Many British professional philatelists are members of the British Philatelic Association. A six-page directory of the British dealers and auctioneers may prove helpful, because mention is made of each professional's specialty. There is more useful information in this booklet.

Harris Catalogue of Stamps of United States and Possessions, United Nations, and British North America, First 1966 Edition. Published by H. E. Harris and Co., Boston, Mass., 02117. 160 pages, paperbound. Available from the publisher, 75 Cents, postpaid.

The first 1966 edition of the Harris Catalogue reflects accurately the current market conditions. This edition contains more than 3,200 price changes, plus about 2,000 illustrations of the stamps of the United States and Possessions, United Nations and British North America.

The Harris Catalogue has become a reliable pricelist and reference guide for stamp collectors.

Catalogue Muller 1966. 296 pages, illustrated. Urs P. Kaufmann, Marken-Muller AG, Aeschenvorstadt 21, Basel, Switzerland. Price SwFrs 4.80 ($1.25)

This catalogue is confined entirely to Switzerland and Liechtenstein. The new 1966 edition is entirely rearranged and considerably enlarged. Important additions were rendered possible by the use of a new type face. The prices

for mint and used singles, blocks of four, as well as first day covers are now clearly arranged on the same page.

The customary detailed description of each issue has been enriched by the addition of the designer's, engraver's and printer's names for each stamp.

The price trend continues strong with marked increases in some of the twentieth century souvenir sheets and special issues. For the first time in its 35-year history not a single price reduction was made necessary.

The Library Committe reports the acquisition of the following:

Schweizerischer Luftpost-Katalog. Edited and published by Schweiz Aero-Philatelistenverein, Zurich, Switzerland. 225 pages. Illustrated. German text. Ring binder. Paper cover. Gift of Aero Philatelists, Inc.

The National Aeronautical Collections, Smithsonian Institution, National Air Museum. Tenth Edition 1965. Edited by Paul E. Garber. Published by The Smithsonian Institution, Washington, D.C. 168 pages. Illustrated. Paperbound. Gift of Aero Philatelists, Inc.

1966 Supplement to the Mosden Israel Catalogue. Edited by E. Mosden. Published by the Middle East Stamp Co., Inc., New York, N. Y. 100 pages. Illustrated. Paperbound. Courtesy of the publisher.

Philatelic Societies' Year Book 1965-1966. Published by the British Philatelic Association, London, England. 171 pages. Paperbound. Courtesy of the publisher.

Die Briefmarken von Serbien by Ing. Vladimir Fleck. Heft 23 der Schriftenreihe Neues Handbuch der Briefmarkenkunde, Frankfurt am Main. 1965 31 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

Jugoslawien (II). Heft 24 der Schriftenreihe Neues Handbuch der Briefmarkenkunde, Frankfurt am Main. 1965, 30 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

A Postal History of the Samoan Islands, Chapters XII-XIV, by Jack Hughes. Published by Philatelic Research Society, Oakland, California, 1965. Gift of the author.

Postage Stamps Issued by the Vatican City State in Commemoration of the Fourth Centenary of the Opening of the Sacred Council of Trent (1545-1945). Published by the Government Offices, The Vatican City State. 14 pages. Illustrated. Paperbound. Gift of Mr. Nathaniel Litt.

Speciale Catalogus 1966 van de Postzegels van Nederland en Overzeese Rijksdelen. Nederlandsche Vereeniging van Postzegelhandelaren, 's-Gravenhage. 511 pages. Illustrated. Dutch text. Hard cover. Gift of Mr. Johannes de Kruif.

Topical Handbook No. 49. Compiled by John Henry Richter. American Topical Association, Milwaukee, Wisconsin. 1965. 38 pages. Paperbound. Courtesy of the publisher.

John F. Kennedy Stamps of the World by Gerhard Czesany and Jack H. Green. American Topical Association, Milwaukee, Wisconsin. 1965. 22 pages. Illustrated. Paperbound. Courtesy of the publisher.

United States Stamps, U.S. Possessions, British North America. 1966 Edition. H. E. Harris & Co., Boston Massachusetts. 153 pages. Illustrated. Paperbound. Courtesy of the publisher.

Thirty-First American Philatelic Congress Book, 1965. Edited by David C. Stump. Published by the American Philatelic Congress. 199 pages. Illustrated. Clothbound. Courtesy of the publisher.

The Postal Markings of Spain by Theo. Van Dam. Published by Fritz Billig, Jamaica, N. Y. 1965. 74 pages. Illustrated. Paperbound. Courtesy of the publisher.

Postage Stamps and Postal Stationery of the United Nations by Dr. Rudolf A. Metall. Published under the joint sponsorship of United Nations Philatelic Society, New York, and Club Philatelique International de Geneve. 248 pages. English and French text. Paperbound. Gift of Mrs. Rae D. Ehrenberg.

Standard Flag Cancel Encyclopedia. Second Edition. 1965. Edited and published by Frederick Langford, Pasadena, California. 80 pages. Illustrated. Ring binder. Paper cover. Gift of the author.

Afghanistan, Its Twentieth Century Postal Issues by Frank E. Patterson, III. Handbook No. 18 published under the auspices of the Theodore E. Steinway Memorial Publication Fund. The Collectors Club, New York, N. Y. 208 pages. Illustrated. Hard cover.

United States. The 5c Beacon Air Mail Stamp of 1928 by Henry M. Goodkind. Handbook No. 19 published under the auspices of the Theodore E. Steinway Memorial Publication Fund. The Collectors Club, New York, N. Y. 61 pages. Illustrated. Paperbound.

Topical Digest No. 1. Second Edition. 1965. American Topical Association, Milwaukee, Wisconsin. 47 pages. Illustrated. Paperbound. Courtesy of the publisher.

Catalogue of Postage Stamps of Japan 1966. Edited and published by All Japan Philatelic Federation, Osaka, Japan. 155 pages. Illustrated. Japanese text. Hard cover. Courtesy of the publisher.

Doctor of Millions, The rise and fall of stamp king, Dr Paul Singer by Seamus Brady. Published by Anvil Books, Tralee, Ireland. 176 pages. Paperbound. Courtesy of Stamp Collecting Ltd., London, England.

Gifts were received also from:

Messrs. Robert Huggins, William Liberman, Philip Silver, Sol Whitman and Henry M. Goodkind.

Purchased by the Library:

John Lister Catalogue of Queen Elizabeth II Postage Stamps 1966. John Lister Limited, London, England. 212 pages. Illustrated. Paperbound.

A Guide to the Postage Stamps of the Rhodesias & Nyasaland 1888-1963. Edited and published by Mashonaland Philatelic Society, Salisbury, Southern Rhodesia. 1965. 149 pages. Illustrated. Ring binder. Hard cover.

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