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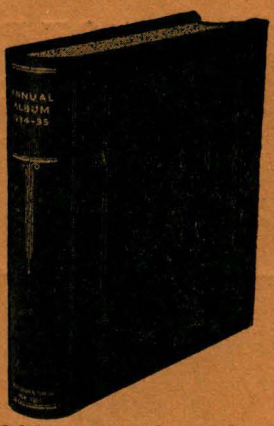
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Entered as second-class matter July 5th, 1927, at the Post Office at Federalsburg, Maryland, under the Act of March 3, 1879.

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COLLECTORS CLUB PHILATELIST

Vol. XV. JULY, 1936. No. 3.

Guatemala. The 5c Provisional of 1881

By J. G. Freiburghaus and Walter Lind.

THESE Provisionals are presumed to have been issued early in July 1881 but so little is known about their history that even the date is doubtful and the quantity printed is unknown. Dated copies are seldom met with as the date stamp was to be on the cover and the stamp obliterated with a numeral or cork killer. Covers are very scarce indeed. We have a pair of the 10c value with what looks like a proper cancellation dated 14th February 1881, so if this is all right it would appear that these stamps were issued earlier than has hitherto been assumed. The Post Office archives have been destroyed, but we are convinced that there must be some record of this issue somwhere, and it is to be hoped that the *Sociedad Filatelica de Guatemala* will take advantage of their unique facilities and make a diligent search for the Decree which must have been signed by the President or the Minister responsible before the stamps could be used legally. It is quite possible that there were two decrees as there are two printings of at least one of the values, and it would settle many doubts if they could be traced.

By decree of November 7th 1881 this provisional issue was withdrawn and facilities given to exchange these stamps for the new Queztal issue, but only to November 14th. Nothing is known as to the fate of the remainders, but whatever was left is sure to have got into the hands of dealers in due course.

We have been making a study of the 5c. surcharged on the ½ real "Indian Head", which is the easiest one to tackle as the original stamp itself contains sufficient constant flaws to make it possible to plate most of the sheet, only a dozen or so having no distinguishing marks whatever. We were fortunate enough to get a number of big blocks that enabled both of us to complete the first ten rows, leaving three rows which we have succeeded in plating from the distinguishing marks on the original stamp, with only 2 exceptions. It may be of interest to mention here that the sheets of the three lower values of the 1878 issue were made up in a most unusual manner, the first row consisted of only four stamps with two blanks on either side and the remaining twelve rows contained only eight stamps each, thus making a total of 100. The reason for this is not far to seek, the Peso is made up of eight reales, so that it simplifies stocktaking and selling when a row of say 2 real stamps makes two pesos and so on. There would be no object in using this make up for the one peso value, so this was printed in rows of ten in sheets of fifty. The surcharge is typeset

and printed locally in one operation. The type must have been loosely set up for it has shifted in some cases.

The late J. M. R. Albrecht read a paper on Guatemala before the R. P. S. London on May 28th, 1925, in which he mentioned that he had a complete sheet of the 5c. minus the last two stamps of the eleventh row, on which he found the following varieties:—

Stamp 29, Row 5, No. 1: Spaced between the "n" and "t" of cen tavos.
Stamp 72, Row 10, No. 4: Has two printers spaces accidentally placed so that they print, in some cases very faintly and occasionally they appear on No. 3.

As regards the two stamps that were missing on his sheet, Albrecht assumed from the fact that he had a pair in which the left copy must have showed the error "centavos", that the 7th stamp in row 11 was this error and that the 8th one must have been the "centavos" error that is mentioned in most catalogs. We have several pairs in which the right stamp in the error "cen", and from marks on the stamp it is quite clear that this is the 8th or last stamp of the row and that the 7th one is normal, so it would appear that the Albrecht pair must have been a forgery. The catalogs also include an error "centavos", but we are convinced that neither this nor the "een" error ever existed, but that forgeries or badly printed copies were the origin. We have copies of the 1c and 10c where the "e" looks like a "c" although it is without any doubt an "e".

In our reconstructed sheets we have found Albrecht's three varieties, and in addition the following:

Stamp 1, No. 1, Row 1: "avos" slightly dropped.
Stamp 6, No. 2, Row 2: Has a damaged letter "a," the tail loop being broken off.
Stamp 13, No. 1, Row 3: has a short "t."
Stamp 37, No. 1, Row 6: "centa vos" spaced between the "a" and "v" on one of our sheets but not on the other.
Stamp 45, No. 1, Row 7: The numeral is entirely missing on both our sheets, but we have a block of 52 and several single copies with the 5. Curiously enough it is sometimes placed above the "nt" and sometimes above the "ta," from which it would appear that the type was loose and shifted during printing, finally falling out altogether.

We were considerably puzzled by finding many copies of the same stamp with the numeral in a different position, the whole appearance was different and the ink did not look right, so we suspected they were forgeries until we came across this type in two pairs the origin of which was known to be above suspicion. This proved that there was a second setting "B" of which we have found many singles but only one block of four and a couple of pairs, but we have nevertheless been able to plate 64 copies in all from the flaws on the stamp. As will be seen from the illustration, there are distinct differences between setting A and B, the most prominent being shown in the illustration opposite.

In addition, the ink is quite different, in A it is all on the surface and is brighter than in B. In B it is duller and seems to be more oily, as it penetrates to the back where it shows clear and even but brownish in color. In A it can be seen from the back but it has not penetrated the paper and is black. This is very useful as the letters on all copies are not always exactly the same and some have for instance a nondescript "n", in such cases the ink will show which setting it belongs to. Sometimes the "a" has a shortened or broken tail loop and it is a common occurrence to find letters with breaks, especially the "n", "o" and "s", all these defects are of assistance in plating and often serve to settle doubts as to their position on the sheet.

Setting B has none of the varieties of setting A but has some entirely new ones, so far we have found the following:



Setting A.

"n" has a square cut serif and the loop joins the first upright at a sloping angle.

"t" The loop is large and thins gradually.

"a" Is not quite upright and the tail loop is more open.

Setting B.

The serif slopes outward and the loop joins the upright slightly higher up, whilst in the majority of cases the join is filled with ink.

The loop is narrower and thins more abruptly.

More upright and the tail loop less open.

Stamp 23, No. 3, Row 4: No stop after "centavos," but we have only seen one copy.
Stamp 43, No. 7, Row 6: Comma instead of stop after centavos.
Stamp 45, No. 1, Row 7: No stop after centavos.
Stamp 88, No. 4, Row 12: No stop after centavos.
Stamp 91, No. 7, Row 12: May have no stop after centavos.

We have several copies of this setting with double surcharge, some we feel confident are genuine but some we are still a bit doubtful about and shall not be sure of them until we find normal copies from the same position on the sheet. Some of them have the rare cancellation number 26 and some have what looks like a faked 26, which is rather curious. It is not known where the 26 cancellation stamp was used, but we are inclined to think that it may have been in

Peten or Santo Tomas, both of which are in the same zone as Coban which used 25 and Salamá which used 24. It looks therefore as if only one sheet had been printed double and that it was sent to a very out of the way post office.

It is interesting to note that the 20c. on 2 reales has none of the errors of setting A of the 5c but all those of setting B found on Nos. 43, 45 and 88. No. 91 is also without stop, so far we have not found this position of the 5c but feel sure that when one is found it will also have the stop missing. So it appears that the 20c. value has been adapted from setting B of the 5c by removing the 5 and substituting a 20. We have several copies of the former that we have been able to plate and which have the same characteristics as the corresponding 5c, though this is not always the case. We do not think there were two settings of the 20c and have no proof that there were two of the 1c. and 10c., but we are inclined to suspect that there were.

We have not been able to decide which of the two settings of the 5c. came first. As setting A contains the "ecn" error the same as the 1c and 10c values, and setting B has all the errors of the 20c value which is said to have been issued later, it looks as if a second printing of the 5c became necessary about the time when the 20c. was issued and that they were both printed at the same time. This seems to be the best explanation, but what puzzles us is that setting A is mostly found unused and also in big blocks and part sheets whilst B is mostly found used and in single copies. From this one would think that whatever remainders there were consisted of setting A in which case A would be the second printing. It is also possible that dealers laid in a stock when these stamps first appeared and that this stock was so big that many have survived to this day, and that this fact caused the quantity first printed to give out prematurely, thus making a second printing necessary. We have no dated copies of A, of B we have three with the following dates:

Totonicapam		September 1881
Rodeo	27	September 1881
?	1	November 1881

which again points to the probability of setting B having come out last.

The position of the numeral varies a great deal on all the values of this issue, as already mentioned at the time by Calman of New York, who found on the sheets he examined

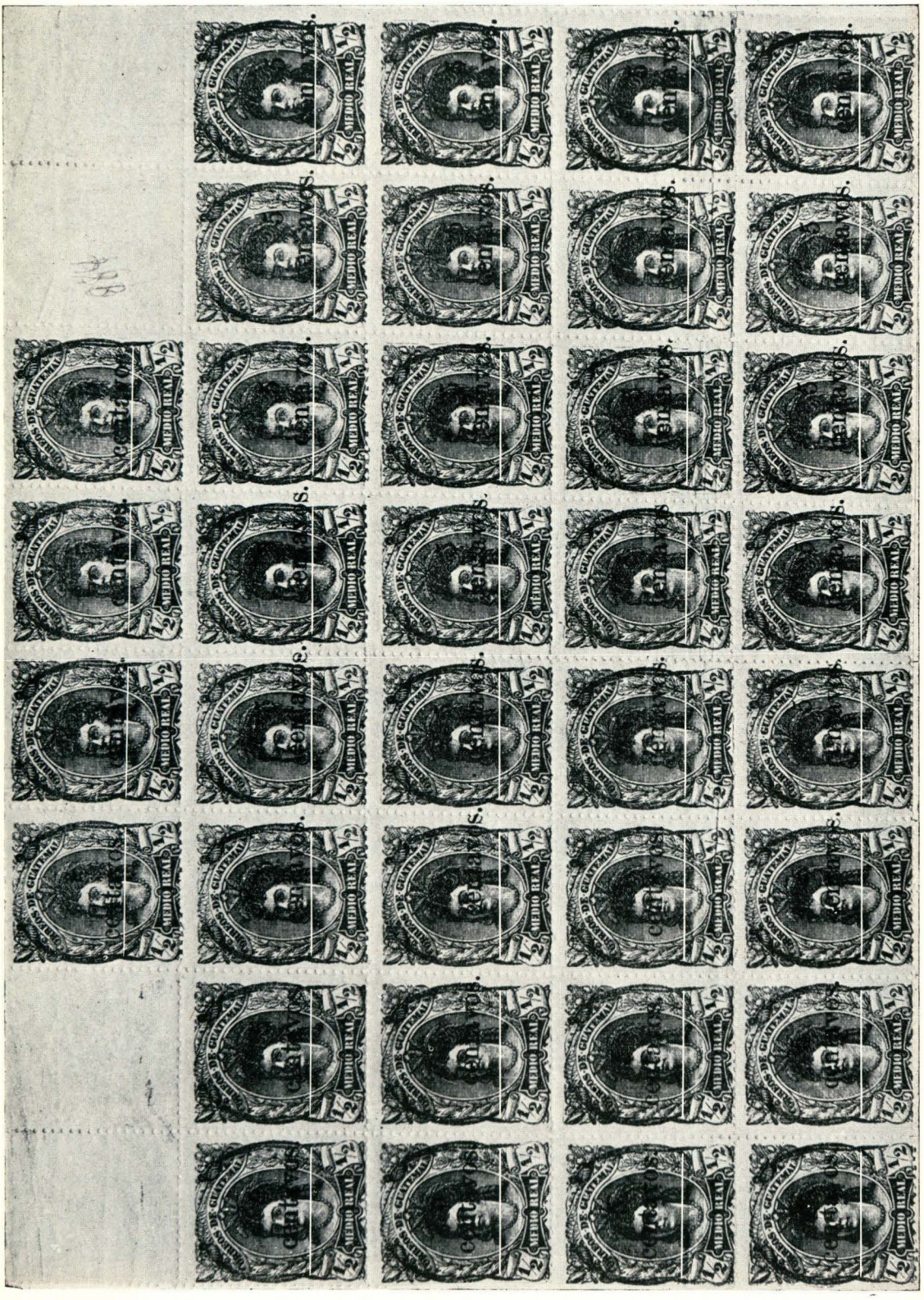
8	different	positions	of the	5c.
6	"	"	"	1c.
7	"	"	"	10c.
6	"	"	"	20c.

As numbers 37 and 45 are of special interest as mentioned above, we give their distinguishing marks which are quite easy to see:

37. The tail feather of the bird on the left is broken near the end.
45. There is a circular white dot in the crossing of the tail feathers of the bird on the right.

There are a number of different forgeries on the market but they are usually badly inked or have wrong measurements, so that they are not difficult to spot when compared with the genuine article. Sometimes the letters show differences and in one rather common forgery the downward stroke of the "5" which is always above the "a" of centavos, shows a distinct break.

We are still working on the other values of this issue but have not yet come to any definite conclusions. It would be of great assistance to be able to examine big blocks or sheets, and we would appeal to collectors or dealers who are in possession of any to sell or lend them to us.



Setting A.

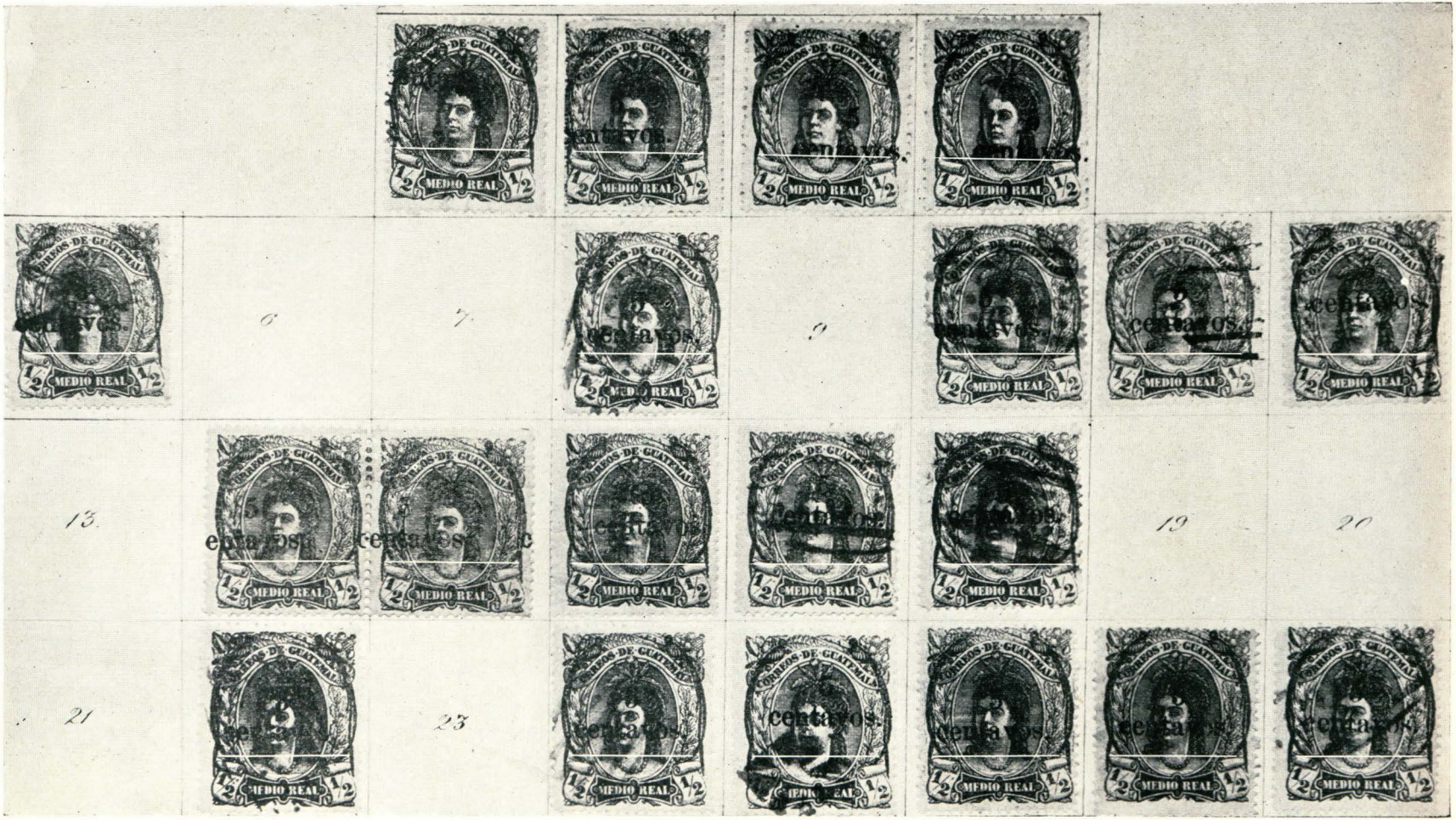


Setting A (Continued)
Errors: Stamps No. 45 with "5" omitted. No. 76 with inverted "S."

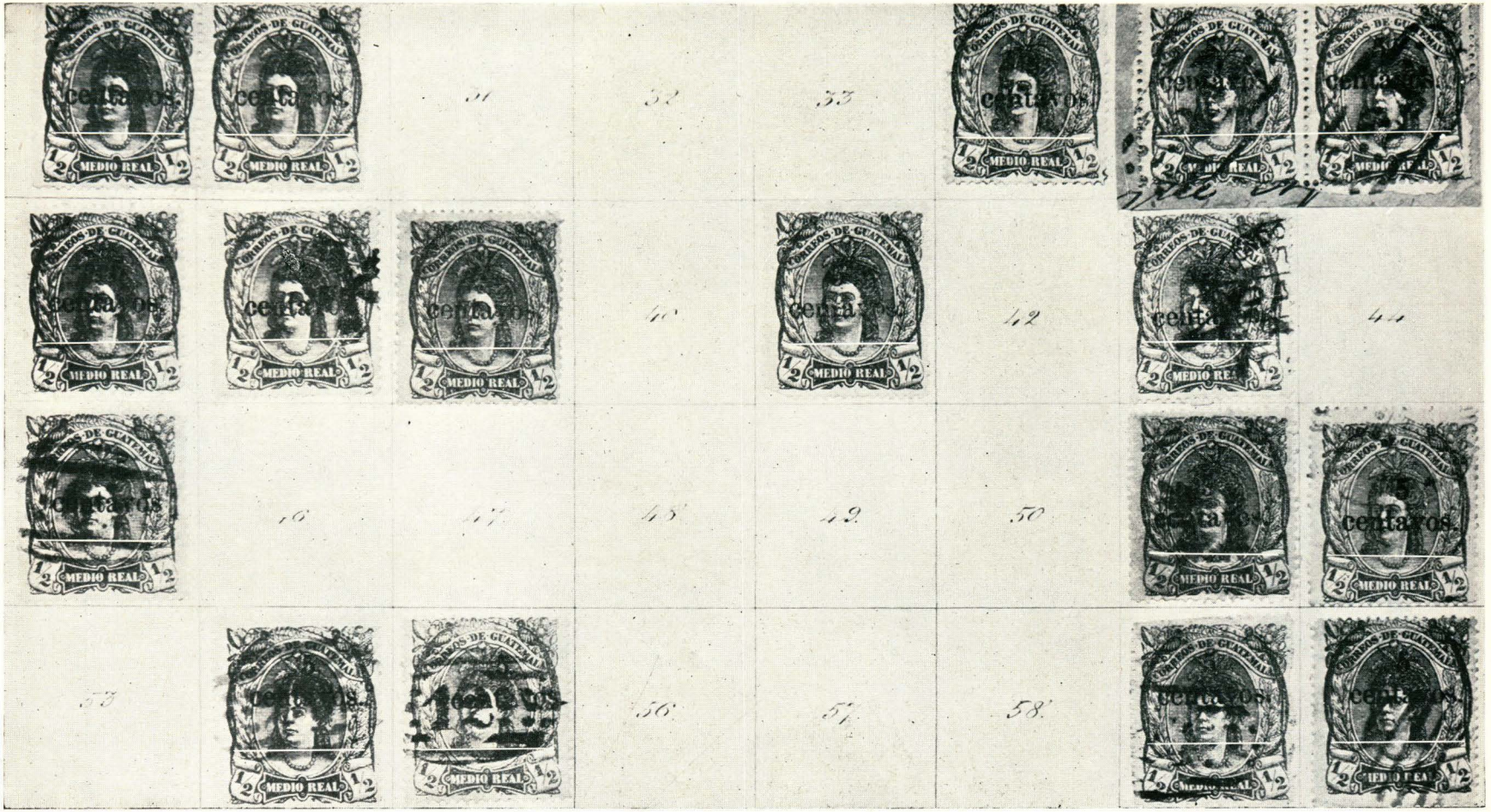


Setting A (Continued)

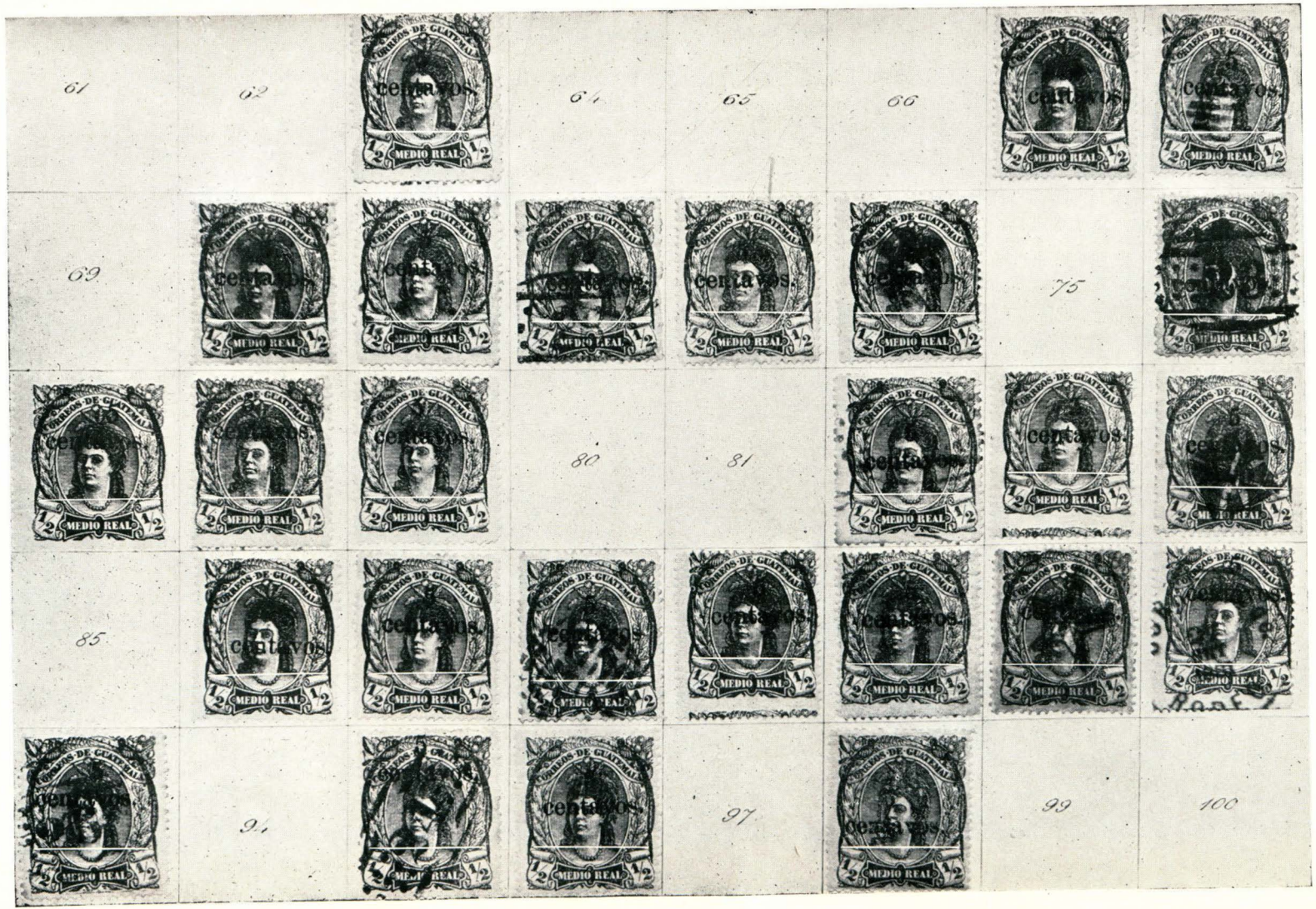
No. 84 Error "Ecentavos."



Setting B.
5 Centavos on ½ Real. Reconstruction of Sheet of 100.



No. 43, Comma for Stop. No. 45, No Stop.


61
62
64
65
66
69
75
80
81
85
91
97
99
100
CORREOS DE GUATEMALA
centavos.
MEDIO REAL

No. 88 No Stop.

Canadian Locals

By H. Warren K. Hale.

The Labrador Company, U. S. A.

"Explain a thing till all men doubt it."
Pope.

ALEXANDER POPE, in those few words, has fitly phrased the cause of failure of this ambitious hoax. Putting it more strictly, the explanations attempted impaired, rather than strengthened, the illusion; and in this way, contributed definitely to the failure.







It was in the year 1908 that three gaudy stamps were made ready and another adventure into the realm of phantom philately set forth. While the stamps have been characterized as essays, such description is merely euphemistic. Yet the term is appropriate enough, if we take the word in its literal sense. Essays, or ventures, of this sort have been comparatively rare in the twentieth century. The standing of the stamps of the Labrador Company was challenged without delay, once they were put before the dealers; further, the status of the Company itself was questioned. The explanations demanded of the defence were weak, and failed to impress the jury. To these unhappy explanations, then, may fairly be charged the almost immediate eclipse of this phantom company.

Contrary to the method of exploitation adopted for most of the other fictitious issues of Canada, the effort to market these stamps was made by approaches to reputable dealers, supplemented by inspired communications to philatelic publishers, particularly in France, and to the French press in Canada. The promoters do not seem to have made any effort to reach the consuming public directly. In other words, they were wholesalers, not retailers. As we shall see, dealers in Canada, the United States, England and France were approached.

The earliest written record of these stamps may be found in *L'Echo de la Timbrologie*, April 15th, 1908. The editor reprints there a circular letter received by him, presumably from Montreal, and undoubtedly sent to him by the promoters or at their instigation. For the benefit of future historians, I give the text in the original French, quoting it from *Le Collectionneur de Timbres-Poste*, Paris, May 1st, 1908, which paper also received a copy.

"J'ai l'avantage de vous envoyer, sous le couvert de la présente, la série des trois timbres neufs que la Cie Américaine 'The Labrador' vient de mettre en circulation pour l'affranchissement des lettres et colis postaux de provenance ou à destination du Labrador.

"Cette Compagnie a obtenu une charte des gouvernements de Terre-Neuve et du Canada, pour l'établissement de comptoirs, mines et autres industries à exploiter, mais à la condition d'assurer le service postal des diverses stations du Labrador pendant toute la saison de la navigation. Elle a la faculté d'émettre des timbres pour l'affranchissement des lettres et matières postales entre le Labrador, le Dominion du Canada et les Etats-Unis.

"A cet effet, la Compagnie vient de faire émettre des timbres-poste de 5 cents, de 25 cents et de 1 dollar, ce dernier ne devant servir qu'à l'affranchissement des objets recommandés et des colis postaux et ne pouvant être apposé que par les bureaux de poste de la Compagnie."

As quoted in *Le Collectionneur*, the letter shows no place of origin or date or signature. Now, this circular letter in French (and there is no record of its counterpart in English) must be taken as the first official announcement of the post; that is, in effect, as the prospectus of the new Labrador Company. It may be translated as follows:

I have the privilege of sending you, under cover of this letter, a set of three unused stamps which "The Labrador Company" has just put into circulation for the franking of letters and parcels to and from Labrador.

This Company has obtained a charter from the governments of Newfoundland and Canada for the establishment of trading-posts and for the exploitation of mines and other enterprises, but with the proviso that a postal service be maintained for various stations on the Labrador coast during the whole of the season of navigation. It has the right to issue stamps to frank letters and other mail matter between Labrador, the Dominion of Canada and the United States.

For this purpose, the Company has recently issued postage stamps of the denominations of five cents, twenty-five cents and one dollar. The latter stamp is for use only on registered mail and on parcel-post packages and must not be affixed except by agents of the Company at its post-offices.

L'Echo goes on to say, converted freely to English:

At the present writing, it seems to us that the Company has been formed principally for the exploitation of collectors. We advise that the acquisition of its products be made with the greatest circumspection. The stamps are hideous and printed in crude colors. The 5-cent represents a seal, the 25-cent an Eskimo, and the 1-dollar an unconvincing map.

Le Collectionneur comments to the effect that:

The prints that have been sent us are horrible examples of lithography, fabricated in colors that scream aloud. We would like to be informed regarding the charter of this Company; for it hardly seems probable that the stamps thus authorized can have franking power over Canadian territory, or that of the United States, unless accompanied by the usual stamps of those countries.

The first news chronicled in London came by way of Paris. Frank Phillips, in *Gibbons' Stamp Weekly*, in the issue of May 16th and again in that of August 1st, discussed the Labrador stamps and gave translations both of the circular letter and of a second letter sent to *explain* the circular letter. The latter was written to the editor of *Le Collectionneur* and was published by him July 1st, 1908. Phillips' translation reads:

"Montreal, 4 May, 1908.

"Dear Sir,

Replying to your letter of the 24th ult., I must tell you that the stamps you mention are the stamps of an American company which has obtained a concession for the establishment of a postal service on the Labrador coast, the company being under the surveillance of the Government of Newfoundland. Although unofficial, these stamps constitute a first issue for the Labrador district, and they are used on the mails. It is highly probably that, in a few years' time, the Government of the United States of America will take over this postal service, as a great deal of mining property in Labrador is controlled by American interests. These stamps would then become official [**sic**], and will certainly become very rare, as the company has only had 100,000 printed.

"I enclose an envelope bearing a Canadian obliterating stamp, and also a newspaper cutting relating to the stamps.

A. E. Clément."

The *"sic"*, of course, was inserted by Phillips. His comments were, to quote a portion:

"The funny part about the envelope referred to in the above letter, and which the author evidently takes to be a guarantee of the **bona fides** of the issue, is that it bears a 25c. Company stamp, **together with** a 2c. Canadian stamp, both bearing the Montreal obliteration. This almost goes to prove that the company owns neither a post office nor even an obliterating stamp!

"We hope that none of our readers will be tempted to buy this bogus rubbish."

The Canadian announcement came through the public press. On April 30th, 1908, *La Presse*, an old and well-established daily of Montreal, printed the following:

"Baie de la Trinité (Golfe St Laurent),
le 27 avril 1908.

"Je vous envoie ci-joint les trois timbres, qui viennent d'être mis à la disposition des gens des côtes du Labrador pour expédier les lettres directement du Labrador au Canada et aux Etats-Unis. Avant, les matières postales étaient obligées de passer par Terre-Neuve. Aujourd'hui grâce à la compagnie américaine nous pourrons avoir notre malle directement en affranchissement avec ces timbres.

"J'ai pensé vous faire plaisir et intéresser vos lecteurs en vous envoyant un modèle de ces timbres-poste nouveaux.

"Votre tout dèvoué,

Ch. Lavoie,
Officier de douane
en Golfe St Laurent."

A free version of this letter in English, together with the editor's heading and introduction, would read:

STAMPS FOR LABRADOR

We have received the following communication which we hasten to publish. It is interesting and, at the same time, an important piece of news:

Trinity Bay (Gulf of St. Lawrence),
27th April, 1908.

I send you herewith three stamps which have just been made available for the people of the Labrador coast in order that they may send letters directly from Labrador to Canada and the United States. Formerly, it was necessary for the mail to pass through Newfoundland. Now, thanks to the American company, we are able to have it transmitted directly by the use of these stamps.

I thought you might be pleased to receive samples of these new postage stamps and that they might be of interest to your readers.

Very truly yours,

Chas. Lavoie,
Customs Officer,
Gulf of St. Lawrence.

In the regular edition of the next day, and repeated on May 9th in the weekly edition, illustrations of the three stamps were given in *La Presse*, accompanied by the well-rehearsed "explanation" as cited in the Lavoie letter. Then followed, in French, an editorial note:

We are pleased to be able to publish to-day photographic reproductions of these stamps which were sent us by Mr. Charles Lavoie, Customs Officer of the Gulf of St. Lawrence.

In the United States, the Scott Company at New York received a letter from Labrador—perhaps. This is what their *Circular* of June 15th had to say about it:

"WONDERFUL(?) LABRADOR LABELS

"We have received a letter dated Port Manvers, Labrador, offering to sell us some wonderful Labrador stamps. These labels are a 5c value bearing a picture of a seal, a 10c with a figure of an Eskimo and a $1.00 with a map of Labrador.

The inscriptions include the value, the name 'LABRADOR' and, strange to say, 'U. S. A. POSTAGE'; in the case of the $1.00, 'U. S. A. POST OFFICE'. They are apparently cheaply lithographed, and, although the letter sent us bears the 5c Labrador stamp, it also bears a current 2c Canadian stamp, to pay the postage, and the postmark 'MONTREAL'. The writer ingenuously states that these stamps are not official. We should say not!"

In Boston, *Mekeel's Weekly* of July 4th, 1908, allowed one Mr. Howard to "explain" the issue, as will be seen from the transcription below:

"Canada.—Howard R. Howard sends us a clipping from a Montreal paper, the **Presse,** with the translation as follows:

[Here is given a translation of the second article published in **La Presse.** Then **Mekeel's** chronicler says:]

"Mr. Howard explains that, politically, the northeast coast of Labrador is under the control of the Government of Newfoundland.

"According to **Scott's Circular** these stamps are being offered to dealers, which arouses the suspicion that theyare intended more for sale to collectors than for actual use. The values thus far seen are 5c, 25c and $1.00. The first has a picture of a seal, the design being a curious plagiarism on the Newfoundland 5c of 1866 and 5c of 1880, including some of both. The 25c has a standing figure of an Esquimo, while the $1.00, which is larger than the others, has a map of the northeast coast of Labrador.

"The stamps have the values in both figures and words, the words 'Labrador' and 'Postage', the $1.00 having 'Post Office' instead of 'Postage'. The curious thing about these stamps ithat each has the 'U. S. A.' repeated twice on each stamp, and four times on the 25c stamp. What these letters mean on stamps of Labrador or Newfoundland it is difficult to understand. **Scott's Circular** says that a recent letter from Labrador had one of the 5c stamps duly cancelled, but it was also franked with one of the current 2c Canadian stamps, showing that whatever their local value may be, they have no franking power in the Postal Union."

On September 12th, 1908, *Mekeel's* published the following notice, as a sort of closing obituary:

"Thumbs Down.—The so-called Labrador stamps did not even make an impression on the stamp chroniclers, who saw through their empty pretentions at a glance. The day is past when anything new is accepted eagerly and it would take a much more clever imposition than these labels to pass muster to-day. The promoters of this issue may find that the United States government will not view with equanimity the use of the words 'U. S. A. Postage' on the specimens issued by an 'American company which claims to have obtained a charter from the governments of Canada and Newfoundland for the exploitation of the natural resources of Labrador.' "

About two years later, on August 6th, 1910, the editor of *Mekeel's* disinterred the remains—at the request of a searcher after truth. Information was asked about the pictorial designs. Illustrations of the stamps were published and attention briefly drawn to the caprice of the promoters who "very considerably increased the size of the label as the face value increased." This inquiry was no doubt prompted, indirectly, by the seizure of a large quantity of the stamps by the police during the previous month.

Except for a brief report of this seizure in the short-lived *Canadian-Philatelist* of Regina in its issue of July, 1910, no further notice was taken of the stamps in the philatelic press at the time. The eclipse of the Labrador Company was total, until years later.

That the Labrador Company ever existed as a corporate body has never been shown. That it ever had a charter from any government or that it was ever organized under the laws of any state of the Union has never been proved. That it ever had a grant or contract or concession from the Colony of Newfoundland or the Province of Quebec or the Dominion of Canada has never been established. There may have been a group of men, a company if you will, composed of Clément, Lavoie, Howard, *et al.,* banded together as in a partnership. But one must suspect that these names, or some of them, may easily have

been fictitious. Or, if real, that the personages were merely lay figures used for the purposes of the hoax. These persons may have been so used unconsciously, or they may have acted knowingly and according to instructions. Neither A. E. Clément nor Howard R. Howard are to be found in the Montreal city directories of 1908 or proximate years. Nevertheless, Mons. Clément, whether the name was real or assumed, appears to have been one of the important correspondents; while Customs Officer Charles Lavoie carried the senior ranking title, unimpressive as it was. Quite possibly his name and office were authentic. But the real managing director, the man behind the scenes, bore another and a different name from any yet mentioned. However, in the records, no executive officers of the Company have been designated by title or otherwise. No business letter-heads have been found or reported. In fact, none of the usual commercial activities of a going concern has been made public, as far as can be learned.

We have no real evidence that any of the stamps ever got to Labrador. Whitfield King in England had at one time two used copies (probably one 5-cent and one 25-cent), used along with Canadian stamps, with markings in three straight lines "RAMAH—POST-OFFICE—LABRADOR". It may be assumed, though not a certainty, that the covers bore also Canadian postmarks, probably those of Montreal. The Scott letter with a 5-cent Labrador, "dated" at Port Manvers, carried the Montreal postmark and, it may fairly be inferred, no other mark. Otherwise it would have been mentioned in the *Circular*. The 25-cent stamp on the cover received by *Le Collectionneur* had a Montreal obliteration and no mark indicative of Labradorian origin. These are the only used covers reported in the journals and all four could well have been posted originally at Montreal.

But other full covers no doubt exist. The writer has seen three used specimens of the stamps, on two pieces of covers, one with the dollar stamp and one with a 5-cent and a 25-cent used together. Both pieces were marked "HEBRON—LABRADOR" in two straight lines, tying on the stamps. No government stamps or postmarks were used, but the dollar stamp was also tied to the piece with a large "R" similar to, but not like, Jarrett's mark No. 1476, omitting the circle. A piece of cover has also been seen with a 5-cent Labrador, accompanied by a pair of 1-cent King-Edwards. This was cancelled with the regular Montreal combined postmark and obliterator, dated April 29, 1908, by which means all three stamps were tied to the piece. In this case, no mark suggestive of Labrador appeared. None of these three pieces of covers, perhaps wisely, showed the name of the addressee, or his address, or any part thereof. The first mentioned two pieces carried no acceptable evidence showing that either had ever been anywhere outside of Monteral and no evidence at all that they had passed through any government post-office. Ramah, Port Manvers and Hebron were settlements on the Labrador coast and they are still on the map.

In one respect, the propaganda of this exploit went further than that of others of its class. The promoters obtained three reading notices, without cost, in the non-technical press. Contrariwise, no paid advertisements of the stamps have been found in the philatelic journals or in other publications. The board of control would serve as a model of frugality. But aside from cost, an effort was evidently made to secure a distribution of the stamps, wholesale, without attracting too much attention to the source of supply. The adopted methods of approach have been shown in the foregoing quotations. Dealers in Montreal were approached personally. In other cities, in Canada and elsewhere, no doubt similar approaches were made by letter. Clippings of the Lavoie article in *La Presse* may have been generally used. As we have seen, both Clément and Howard made use of clippings.

During the last few years interest has been revived in these labels. It started in 1927, when the circumstances regarding the original promotion had

become obscured and the details recorded in the older literature had been lost. Only the distorted groundwork of the old tale remained.

In the weekly paper, *Philatelic Gossip*, published at Holton, Kansas, W. R. Patton, editor of the Canadian Department, contributed a series of communications and notes regarding "The Stamps of Labrador" during the year 1927. Fred Jarrett obtained copies of the stamps in 1926 and later read Patton's articles. He described and illustrated the labels in his *B. N. A.* book in 1929. Jarrett, I may say, made use of Patton's material without much comment, though he included the stamps, as essays, in his priced listing. Other dealers, in 1934 and since, have listed the items. The story evolved by Patton is curious enough to relate in substance. "Thanks for the laugh" was his pat introduction.

As the story opens, a business man of the United States dealt in products of Labrador. In order to facilitate business he approached the U. S. Government with the request that he be permitted to issue a set of stamps for mailing his products, or failing this the Government issue them. The Government, of course, absolutely refused to have anything to do with the matter. However, being a very determined sort of individual, he went ahead and got out a set of his own. The set comprised a 5c, 25c and $1.00. On the 5c the inset was a seal, gracefully reposing on a big block of ice. The 25c had an inset showing an Eskimo, with a club in the left hand and spear in the right. He was after the seal. The $1.00 inset was a green sea, showing Labrador and Newfoundland in pink, Canada in red.

Shortly after this set was issued our business man happened to be in Montreal, where they arrested him for being in possession of spurious stamps. It was impossible to convict him, as the judge considered the case a matter for the courts of the United States and Newfoundland only. He was therefore released on turning the stamps over to the judge. All the stamps were crossed by the judge with a heavy lead pencil and thrown into a waste-paper basket to be burnt. The policeman, who was instructed to burn them, happened to have been in court during the trial and, being rather curious in the matter, saved a few sets.

Patton supplemented this by saying that three of these same sets were in the hands of an eastern collector who had kindly forwrded them for the purpose of the article; and that evidently the sets were valuable as another collector had offered the first collector $100.00 for the three sets, which offer was rejected.

Then the editor of *Gossip* received a letter from the "Superintendent of the Post Office" at Honolulu, saying he had two of the stamps, which were from a lot captured by the Royal North West Mounted Police. The circumstances of their capture, as described to the Superintendent by Corporal D— of the — Infantry, Schofield Barracks, T. H., was: (the Corporal speaking)

"Some time after I was discharged from the Canadian Army, at the close of the War, I was attached to the R. N. W. M. P. While I was a sergeant, I was sent with others of the Force to investigate the killing of one of our members by an Esquimau in the Far North. The Sergeant killed was a buddy of mine and the killing was done because the Native preferred death to being brought for trial to Lower Canada. He had slain a fellow countryman and was to be tried for his life, and my buddy was bringing him out. Frequently the Esquimau begged my friend to kill him and once while they slept, the prisoner being chained to the Sergeant, the native awoke and thinking to make the Sergeant shoot him, he secured the gun of the Guard, and intending to wound him, put the pistol against the fleshy part of the Sergeant's leg. Just as he pulled the trigger the Sergeant turned over quickly, and the native shot him through the abdomen. The Sergeant died almost instantly, and the Esquimau placed the gun to his own head and fired.

"Another force went up to investigate and bring back the body of the dead Police. Getting the data, we started to return, and after a few days travel by dog sled, we saw that we were headed into a blizzard, and so started to detour. Two of us went on ahead through the unknown snows, sighted a house ahead just as the storm broke upon us.

"We knocked at the door of the shelter, knowing that according to the code of the Northwest it could not be refused. Our knock was responded to, and we entered

a cozy room. There spread on a bunk were great piles of stamps like these, and which two men were examining. When the others arrived we sensed something was wrong about these stamps, and asked to examine them. The examination convinced us that they were fakes and so we confiscated the lot of about $250,000 worth and carried them and the two men on to Toronto, where we turned them over to the Postal Inspector Division. We kept out a few for souvenirs, but did not tell anyone about that. I noticed the three denominations, had several of each, but gave them away at various times."

Several months later Patton quoted an item from the *Canadian Philatelist* of July, 1910, his attention having been drawn thereto by its former editor, Stephen Golder. It was a message from Montreal, dated July 13th, reading:

"Postage stamps to the face value of $400,000 were seized this morning by Federal Inspector Giroux. The stamps were of the value of 25c, 50c and $1.00, and were exhibited for sale at two second-hand stores on Chaig St. East. According to the dealers the stamps were in a valise which was bought at an auction sale, supposed to contain unclaimed goods, without knowing the contents.

"The stamps which bear the words 'U. S. A. Post Office, Labrador' do not seem to be genuine, but appear as sample imitations put on the stamp market and bought by young collectors. A communication was sent out and the U. S. Government will be notified of the seizure."

In September, 1927, Patton, who had continued to follow up the stories he had received, closed the affair as far as *Gossip* was concerned by the publication of the following letter from the Commissioner of the Mounted Police:

"Dear Sir: I have to acknowledge receipt of your letter of the 20th August regarding the 'Labrador Stamps'. The story told by Corporal D—— is untruthful as to facts and absurd as to statements. It is true that a non-commissioned officer, of this Force, Corporal Doak, was murdered by an Eskimo in April 1922, at Tree River, Coronation Gulf. Everything else in the story is inaccurate. The prisoner was not chained to the 'Sergeant', but was under open arrest. He killed him treacherously, and soon afterwards was arrested by other members of the detachment, no expedition being necessary to investigate the matter. You doubtless know enough of the geography of Canada to realize the impossibility of such statements as that after a few days travel from Coronation Gulf a house would be found in which counterfeiting operations were being conducted; or that a detachment travelling from the Western Arctic would proceed to Toronto; or that travellers would make a detour to escape a blizzard. Neither is it likely that a non-commissioned officer of this Force would retain possession of samples of a seizure which he had made.

"Further, as I have already informed you, the stamps were seized in Montreal, in July 1910; I can throw no further light upon their history.

"Yours faithfully,

Cortlandt Starnes,
Commissioner, R. C. M. P."

It is well within the recollection of philatelists in Montreal that the stamps were seized in that city. However, the police were not able to get the total supply. According to the evidence we have, which seems fairly conclusive, there was but one printing of the stamps; and that was executed in Montreal. This printing according to Clément was a run of less than 100,000 stamps; which statement was not true. According to Patton's letter to Jarrett it was very much larger and was worth, at face value, "nearly One Million Dollars, as", he said, "I have evidence that $675,000 were destroyed by the Government, probably more." Likewise a most inaccurate statement. Clément may have thought it politic at the time he made his assertion to minimize the size of the existing stock. Patton was doubtless deceived by the figures he was given which were originally derived, I would guess, from a report in one of the Montreal newspapers.

The order for the making of the stamps was placed with one of the oldest and most important lithographers in Montreal, a house that is still one of the leaders. The customer was a Dr. Raymond Villecourt, residing in St. Denis

Street, later moving to Laurier Avenue West. Though he was graduated in medicine at the University of Paris in 1888, he did not register, while in Montreal, with the College of Physicians and Surgeons. His activities there were devoted to the publication of a *Revue de Medicine Francaise, La Clinique,* until retirement. The Doctor stated that the stamps were for the use of the Newfoundland Government or that he was acting on behalf of that Government, or some intimation of similar effect. Such representation was later disproved to the satisfaction of the Montreal Lithographing Company, the contractor. But the labels were duly manufactured and deliveries billed to the customer (not to the Labrador Company) on March 31st and April 10th, 1908. There were printed 273,400 stamps of a face value of $89,420; distributed thus: 108,400 5-cent stamps, 108,000 25-cent stamps and 57,000 of the dollar value. The records show the stamps are not yet paid for. So if the job was "cheaply lithographed", the purchaser, for all that, got his money's worth. And it may be added that, as events transpired, the purchaser might have had the Lithographing Company's normal high grade of work for the same expenditure.

As a matter of fact the printing was not badly done. The designs were poorly drawn and the colors chosen were not artistically effective. Single specimens, especially of the dollar value, present an unattractive appearance. But the press-work was good, as was the perforating and the gumming. Registration was good for the two lower values but generally poor in the tricolored stamp. Viewed as a whole, however, the sheets give one a much better impression of the work than the singles. The only set of full sheets I have seen (the owner believes them to be unique at the present time) showed good centering, well above average, and clean, smooth, yellowish-white gum. In each of the three values, the sheet was composed of one hundred subjects, arranged ten by ten. In the large dollar value, the sheet measured 19½ by 15½ inches over all, an unwieldy size. There were no imprints, but in the middle of the margin on the two shorter sides of each sheet was a small Greek cross, a guide for registration. This cross was printed in the two or three colors of the stamps themselves, superimposed. There were no straight edges on the marginal stamps.

The seizure of the stamps took place more or less as described in the *Canadian Philatelist.* The stamps were not destroyed in Montreal nor was the entire lot obliterated by any one, least of all a judge. Neither did a waste-paper basket enter into the arrangements. The seized stamps, while not anything like $400,000 worth, did form, it may be, the greater part of the original supply, yet by no means all of it. The confiscated lot was sent to Ottawa, supposedly for destruction. But the Dominion authorities still have samples in their archives. Furthermore, an occasional stamp may still be found with lead pencil marks. The police were far-seeing enough to order the destruction of the plates and the erasure of the original designs from the lithographic stone. These designs are not now in existence. The offset plates for printing are not in the possession of the Lithographing Company and are believed by the present management to have been destroyed at the time it was so ordered, in 1910.

The following news item, written with more reportorial flare than the message to Golder, was published in the Montreal Daily Star on July 4th, 1910, having a two-column heading decorated with illustrations of the stamps:

"FORGED POSTAGE STAMPS

"If the quantity of stamps seized by the Dominion authorities in this city yesterday were worth their face value, then the seizure would have been for approximately one million dollars. As it is the stamps are valueless and it is doubtful, according to the authorities, if a case can be made against those persons having possession of the stamps.

"The stamps bear a map of Labrador, part of Hudson Bay and the Island of Newfoundland on their face. On the margin the word 'Labrador' is printed, and the words 'U. S. A. Post Office' complete the make-up. The stamps were purchased by T. Atrofsky, a second-hand dealer, from Fraser's auction warerooms about a month

ago and some of them were sold by Atrofsky to collectors. From stamp dealers the word has been received that the issue is valueless from a philatelic standpoint, and from a legal standpoint there is some doubt as to their infringement upon the Canadian Criminal Code, for the offence, if any, appears to be against the government of the United States. The stamps are not exactly counterfeits since they are very different from any issues extant.

"Colonel Sherwood, of the Dominion Police, at whose orders the seizure was made, will arrive in the city to-day and will investigate the matter to see if any prosecution will be made against those who handled the stamps. There is no doubt in the minds of the police that the stamps were made for some purpose other than sale as curiosities, as the expense in connection with the make-up of the three series was very large. The theory adopted is that it is another variety of the green goods game that failed to pan out.

"Inspector Giroux, of the Dominion Police, who has been working on the case, has discovered that the stamps were printed some time ago by the Montreal Lithographing Company. A doctor living on Laurier Avenue ordered them and they were shipped to a man by the name of Hiller, at St. Pierre Miquelon. The case, it appears, was never claimed, and in the ordinary course, it was sold by auction, with other unclaimed goods. The second-hand dealer, not knowing what the box contained, bought it for thirty cents."

The above report speaks for itself. It is probably accurate, in the essentials, except as to the quantity of stamps. Another second-hand dealer, M. Frank of 15 Craig Street East, was concerned in the affair, either as partner of Astrofsky (not Atrofsky) or as a subsequent purchaser. Frank reports that the successful bid for the lot was $3.50. Frank's son sold a few at 25 cents per dozen. He also sent samples to his brother in New York to secure an estimate of their commercial value. Sundry stamp dealers were interviewed. In some way this procedure resulted in a communication being sent to the Post Office Department at Washington. The Department in turn communicated with the authorities at Ottawa, who then instituted the proceedings leading to the seizure.

Allowing for the usual delay in selling unclaimed freight, the stamps must have been shipped to Hiller in the French colony of Saint-Pierre et Miquelon at least a year earlier, and probably soon after the issue was made. These islands lie conveniently close to the southern coast of Newfoundland. Their strategic advantages are thus seen to have been appreciated long before the days of bootlegging.

But this was not the last of the labels to be dumped on the market. There was a damaged remainder that had been subjected to wetting, perhaps by a sprinkler system. These damaged sheets had evidently been stuck together and had been salvaged by soaking, perhaps in hot water or by steaming, removing the gum and fading the colors. Many of this lot were stained, especially on the reverse. These salvaged stamps were principally of the dollar value, with some few 5-cent values and odd specimens of the 25-cent; possibly 17,000 in all, according to current estimates. Since the summer of 1934 a number of these have been distributed in the United States, as well as in Canada. The "Mounties" were still alert and while, this time, they did not seize the stamps, it was ordered that they could not be sold except as "labels".

Politically, as the Howard letter took pains to "explain", the Atlantic seaboard of the Labrador Peninsular, as far inland as the height of land, is a dependency of Newfoundland, the district of the Coastof Labrador. Vague as the map on the dollar stamp may be, it does, by its color scheme, show some such relationship between the Coast and the Island, both territories thereon being hatched in red, giving the pink effect which deceived the chroniclers. The District of Labrador, however, is now much larger than is outlined on the stamp, due to the recent decision of the Privy Council. This relationship, of course, was the reason why Britain's first-born colony, Newfoundland, had to be brought into the alignment.

I am indebted to various collectors and dealers in Montreal and Toronto for obliging information; also to the managing editors of the Montreal news-

papers and to Mr. Green, Secretary of the Lithographing Company. They all have helped to produce this long-winded tale about nothing very much.

Check List

THE LABRADOR COMPANY. Villecourt. Montreal.
Lithographed. Montreal Lithographing Company.
White wove paper. Perforated 12. Gummed.

1908		
Mar.-Apr.	5c.	black and green
	25c.	black and blue
	$1.	black, green and red

References

L'Echo de la Timbrologie, Paris; 1908, Apr. 15, XXII-367, p. 235.
L'Collectionneur de Timbres-Poste, Paris; 1908, May 1, No. 331, p. 145; July 1, No. 333, p. 210.
Gibbons' Stamp Weekly, London; 1908, May 16, VII-20, p. 317; Aug. 1, VIII-5, p. 77.
Scott Stamp and Coin Company, Circular, New York; 1908, June 15, No. 18 (unpaged).
Mekeel's Weekly Stamp News, Boston; 1908, July 4, XXII-27, p. 232; Sept. 12, XXII-37, p. 310; 1910, Aug. 6, XXIV-32, p. 271.
Canadian Philatelist, Regina; 1910, July, I-4.
Weekly Philatelic Gossip, Holton, Kans.; 1927, Feb. 5, XI-45, p. 1148; Mar. 19, XI-51, p. 1340; Apr. 2, XII-1, p. 36; June 25, XII-13, p. 391; Sept. 24, XII-26, p. 764.
La Presse, Montreal; 1908, Apr. 30, p. 3; May 1, p. 5; (ed. hebdo.) May 9, XXIV-28, p. 6.
The Gazette, Montreal; 1910, July 14, p. 3.
Montreal Daily Star, Montreal; 1910, July 14, p. 4.
Phantom Philately, Melville; London, 1923; pp. 131-132.
Stamps of British North America, Jarrett; Toronto, 1929; pp. 138-139.

Brief Reviews

STAMP COLLECTORS HAND BOOK, Kent B. Stiles, New York, N. Y. $.25.

A popular handbook setting forth the fundamentals of Philately in an interesting and understandable manner.

ZUMSTEIN KLEINER SPEZIAL-KATALOG UEBER DIE BRIEFMARKEN DER SCHWEIZ. Zumstein and Co., Berne. Price Frs. 2.25.

The Collectors Club is indebted to Zumstein and Co., for a copy of the eighth edition of their specialized Catalog on the stamps of Switzerland. It contains 273 pages with prices brought up to date and numerous illustrations. It includes also the stamps of Liechtenstein. Besides the regular stamps it also lists, Charity stamps, Airmail, Telegraph, Railroad and many others, and specialists in this country will find it a valuable addition to their library.

OTTO KORTE'S SPECIALIZED CATALOG OF GERMAN STAMPS. Otto Korte, New York, N. Y. 60 cents, 1936-37.

This book should do much to popularize the collection of German stamps. Both Scott and Michel catalog numbers are given in addition to Mr. Korte's own numbered system.

STAMP COLLECTING, C. J. Phillips. Publ. H. L. Lindquist, New York, N. Y.

This book covers every conceivable angle of collecting. Mr. Phillips has drawn upon his many years of experience as a stamp dealer and the book is one of the most interesting that we have read on stamp collecting. It should certainly be in the hands of every collector.

The Chinese Air Post 1920-1935

By James Starr, F. R. P. S. L., and Samuel J. Mills.
Drawings by James Starr. Photographs by George S. G. Cavendish.

REGULAR AIRMAIL ROUTES, INCLUDING TRIAL FLIGHTS.

ACCORDING to the *American Philatelist* for October, 1929, page 41, the airmail lines of China were taken over by the Robertson Aircraft Corporation of St. Louis, Missouri, U. S. A.

Writing to this company asking for a verification of the above statement, and further details, a letter was received referring inquiries to Aviation Exploration Inc., at Shanghai.

A letter to the latter company asking for particulars brought a reply on January 16, 1930, from the China Airways, Federal Inc., U. S. A., operators for China National Aviation Corporation, which stated:

"This Company is operating the airmail lines between Shanghai and Hankow, making a daily round trip over the Yangtse River of 1032 miles, using Loening amphibians with Hornet motors and American pilots."

"Later we expect to fly a line between Nanking and Peking and still another between Shanghai and Canton, which two latter routes have not yet been surveyed."

A time table and schedule of rates were enclosed with the letter.

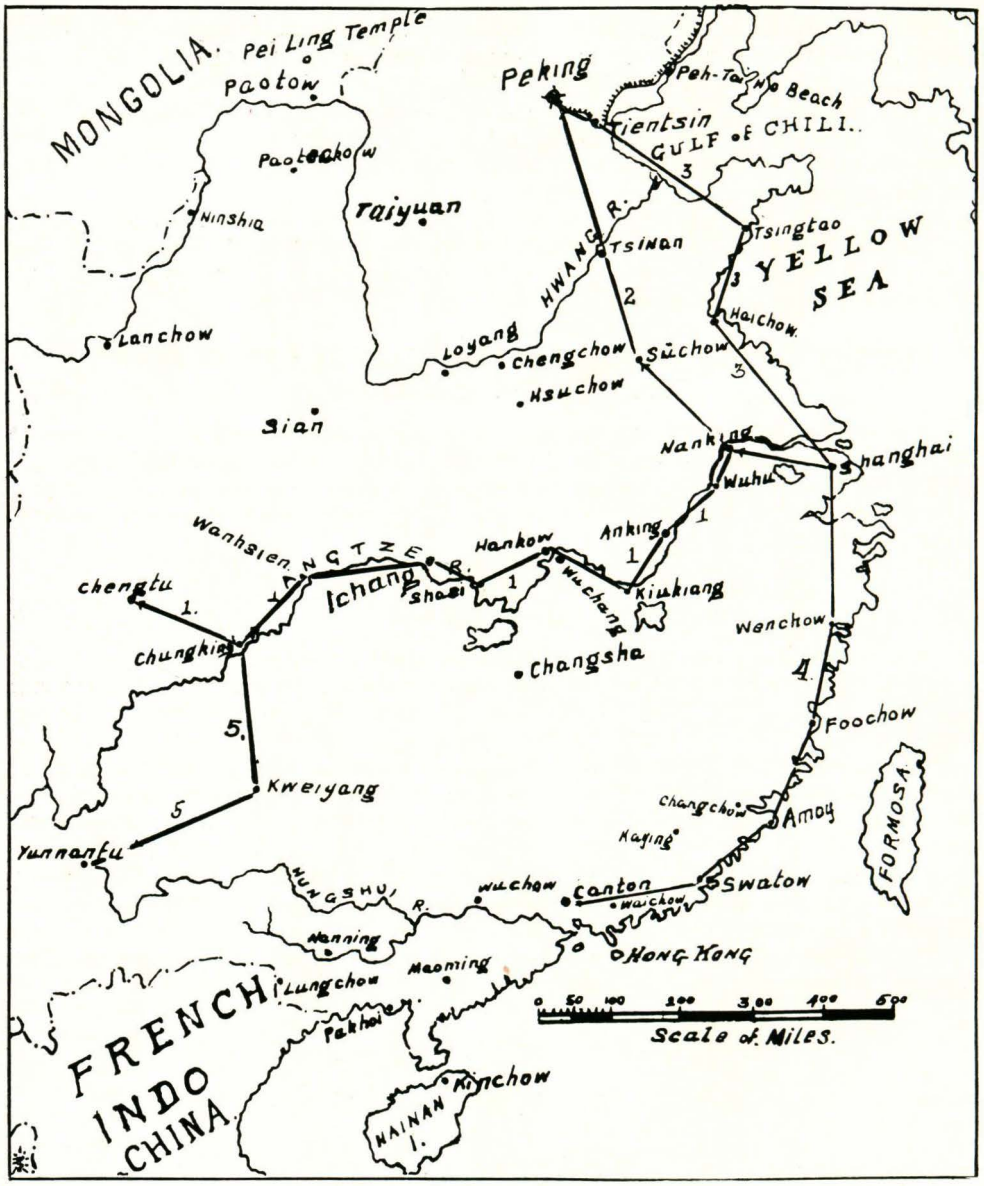
Sometime toward the end of 1930, or beginning of 1931, the terms of this contract proved unacceptable to the Chinese postal authorities and a new contract was made, but the routes actually operated, continued to be flown by the China National Aviation Corporation.

At this time also a second issue of Chinese air stamps took place. This new issue was caused by the change in the government of the Republic. The Nationalist party, having come into control, wished to indicate that fact on the airmail stamps.



Fig. 19. Second Issue Stamp.

According to L. S. Ruland, this issue was prepared and used for the first time on the flight from Shanghai to Nanking on July 7, 1929, and on the return flight on July 8, 1929. It was put on sale a few days earlier but the post-office had no official date of issue, each office placing the set on sale as it was received from the main office. Gibbons gives date of issue July 8, 1929, but we prefer Dr. Ruland's statement.



Map 2—China National Aviation Corporation Flights

Map Route Numbers			Chronological List Numbers
1	1929.	July 8, Shanghai-Nanking and return	16 & 17
	1929.	Oct. 21, Shanghai-Kiukiang-Hankow and return	23 & 24
	1929.	Oct. 22, Nanking-Kiukiang-Hankow	25
	1930.	Nov, 20, Nanking-Anking and return	27 & 28
	1930.	Dec. 23, Nanking-Wuhu and return	30 & 31
	1931.	March 31, Hankow-Shasi-Ichang and return	35 & 36
2	1931.	April 15, Nanking-Süchow-Peiping and return	37 & 38
1	1931.	Oct. 21, Ichang-Wanhsien-Chungking	45 & 46
3	1933.	Jan. 10 (12), Shanghai-Haichow-Tsingtao-Tientsin-Peiping	73 & 74
1	1933.	June 4, Chungking-Chengtu and return	81 & 82
4	1933.	Oct. 24, Shanghai-Canton and return	83 & 84
5	1935.	July 11, Chengtu-Chungking-Kweiyang-Yunnanfu	107 & 108

These stamps are printed on white wove unwatermarked paper. The sheet, bureau imprints, color, etc., are the same as those for the first issue. While the stamps have been redrawn, the chief difference between this issue and the first issue lies in the perpendicular fin of the rudder of the plane which, in the first issue, is shaded by a series of light and heavy lines forming 5 vertical bands representing the five colors of the Chinese flag prior to the advent of the Nationalist government.

In the second or reingraved issue, the shading is a series of diagonal lines forming a solid dark background upon which is a circle with a cogwheel rim representing the full sun. The emblem of the Nationalist Government is a full sun on a blue background which represents the sky.

CHINA NATIONAL AVIATION CORPORATION LINES
Shanghai-Chengtu Route.

The route covering the Yangtse Valley district was known, from its inception, as the Shanghai-Chengtu line, although over two years elapsed from the opening of the first section from Shanghai to Nanking to the opening of the final section from Chungking to Chengtu. The route was opened in several sections as follows.

1—Shanghai-Nanking Section, (14, 15, 16, 17) July 8, 1929.

According to a letter from the China National Aviation Corporation, dated Shanghai, April 8, 1933, the first trial flight between Shanghai and Nanking took place on June 27, 1929. The return flight to Shanghai was made on the same day.

The first regular flight from Shanghai to Nanking was started on July 8, 1929, and carried more than 2000 letters on the westbound trip. The first return flight was made on the same day and carried approximately over 1000 letters.

The plane used was a No. 1 six-passenger Stinson Detroiter Cabin plane. The names of the pilots were Henderson and Machle. The air distance was 162 miles and the flying time was 2½ hours.

For the first flight on this route a special chop was used. The one used at Shanghai is shown on the cut below.

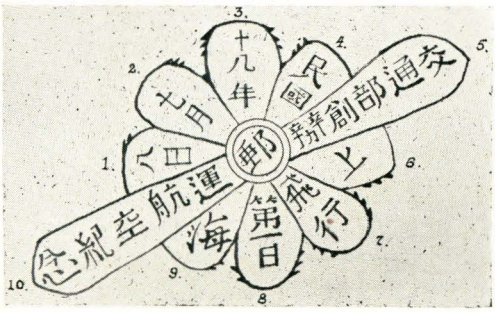


Fig. 20. Shanghai-Nanking Special Chop.

This chop was in black ink and was applied to cancel the airmail stamps, the regular postmark being used on the regular postage stamps. The postal rates were 4c regular postage and 15c airmail charge for the first unit.

The special chop for this service was in use for three days, viz., July 8, 9 and 10. Genuine first flight covers must be postmarked July 8 on both the special chop and the postmark.

For mail deposited at the regular post offices, this cachet was in black ink, but a special temporary post office was established at the aerodrome at Shanghai for mail arriving too late to be posted at the regular offices, and at this special office the chop was applied in red ink. We have one cover showing this red ink chop.

We are advised that at the Nanking flying field, another temporary post-office was established for this flight and at this office the cachet was applied in green ink. This information came to us in November, 1935, and, while we consider its source exceedingly reliable, we have never heard of a green cachet before, nor have we ever seen one.

The translation of the characters in the special chop is as follows:

On the propeller blade, reading from the right to the left: "Commemoration of Aerial Service Established by Bureau of Communications."

The character in the center is "Post."

The characters on the lobes are as follows:

4. Republic
3. 18th. year (1929)
2. 7th. month (July)
1. 8th. day
6. Shang } Shanghai
9. Hai }
8. First day
7. Flight

It is to be noted that on the chop used on the first flight mail from Nanking to Shanghai, the characters in the sixth and ninth lobes are "Nan" and "King" (Nanking) instead of "Shang" and "Hai" (Shanghai).

As the date lobes of the special chop were removable to provide for the change of date on the three days of use, inverted dates can be found in some of the chops. (See Fig. 20A.)



Fig. 20A. Inverted Date on Same.

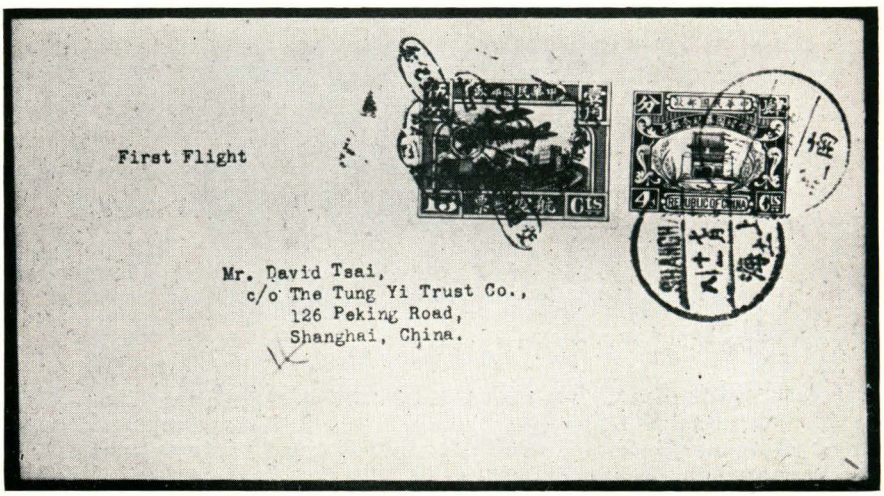


Fig. 21. Nanking-Shanghai First Flight Cover.

On December 9, 1930, the plane flying the Shanghai-Hankow route crashed at Shanghai shortly after leaving the water. The pilot, Mr. Baer, the Chinese co-pilot and one passenger were killed. We are advised that the cause of the accident was that a Chinese Military Officer insisted upon taking on the plane an excess amount of baggage. The overweighted plane was unable to rise quickly enough from the water and so failed to clear the mast of a junk that was in her path.

As the scheduled start of the plane was very early in the morning, the Company was able to substitute another plane for the one that was wrecked and the mail was rescued and taken to destination on the second plane. It reached Hankow at 6 P. M. on the same evening and is so backstamped.

2—Nanking-Hankow Section, (19 to 25, 27, 28, 30, 31) October 21, 1929.

According to a letter from the Postal Commissioner's office at Hankow, dated July 12, 1930, the service on this section of the route was inaugurated by a trial flight from Nanking to Hankow on October 9, 1929, and the return flight from Hankow to Nanking was made on October 10, 1929. On the westbound flight, one bag and one package of mail were carried from Nanking to Hankow and on the return flight two packages of mail, weighing 183 grams, were carried from Hankow for Nanking and Shanghai.

According to a letter from the China National Aviation Corporation, a trial flight was made from Shanghai over the entire route to Hankow on October 12, 1929 by H. G. Smith and Berger Johnson, flying a Keystone Loening amphibian plane and carrying six passengers. The plane left Lunghwa Airport, at Shanghai, at 7:30 A. M., arriving at Hankow at 2:35 P. M. on the same day. The return flight left Hankow at 10 A. M. on October 13, reached Nanking at 1:35 P. M., left Nanking at 3 P. M. and arrived at Shanghai at 5 P. M., all on the same day. Whether or not this plane carried mail is not stated.

According to both of the above letters, the first scheduled flight left Shanghai on October 21, 1929, at 8 A. M. The plane was said to be No. 2. The pilots were B. Johnson and J. F. Hayden. Three passengers were carried. The plane arrived at Nanking at 10 A. M. and left at 10:30, stopped at Kiukiang at 1.05 P. M., left at 1:20 and reached Hankow at 3 P. M. Mail of a net weight of 409 grams was carried from Shanghai, and it is stated that at Nanking, owing to the failure of the postal authorities to give sufficient notice, no mail was taken on for Hankow.

The first airmail actually carried from Nanking to Hankow was on the second day's flight, October 22 (letter from Postal Commissioner at Nanking, dated October 31, 1929).

From Hankow to Nanking and Shanghai, the first regular flight took place on October 21, leaving Hankow at 10 A. M., arriving at Kiukiang at 11:20 A. M., left Kiukiang at 11:35 A. M., arrived at Nanking 2:30 P. M., left at 3 P. M. and reached Shanghai at 5 P. M. This plane was No. 1 plane of the company and the pilots were E. M. Allison and S. T. Kaufman. The plane carried mail, but the amount is not known. The rate from Nanking to Hankow was 15c in airmail stamps, plus the regular postal rate of 4c for the first unit.

It is to be noted that covers from Hankow to points east and west are frequently found labelled "First Flight Wu-Han to Shanghai," etc. Hankow is on the north side of the Yangtse River and Wuchang is immediately across the river on the south bank, and the postal district is known as the Wu-Han District, the first syllables of both cities.

First flight covers are often found with the name of Wu-Han on them, which indicates that they originated at either of these points. This word is *never found on the postmarks,* the cancellations being either Hankow or Wuchang.

The flying time between Nanking and Hankow was four hours and forty-five minutes. The air distance is 354 miles.

On these early flights the only stop between Nanking and Hankow was at Kiukiang, but, beginning on November 20, 1930, the plane stopped at Anking in each direction. We have no information as to how much mail was carried from Nanking to Anking on the first flight, but, according to the postmaster at Anking, 16 articles were dispatched from Anking on the return first day flight.

On December 23, 1930, the plane stopped for the first time at Wuhu on both the east and westbound trips and, according to the postmaster at that city, there were received, on the first flight, 272 pieces of mail, and there were dispatched from Wuhu, on the first flight, 52 pieces. No details as to this mail are given, merely the gross amounts received and sent from Wuhu on the first day flight.

The Wuhu stop was discontinued on July 7, 1931, and, as far as is known, has not been resumed since, nor is there any information as to why it was discontinued. No special chops or covers were used on either the Anking or Wuhu first flights. On the covers we have, the west-bound mail from Nanking is postmarked December 22 and is backstamped Wuhu, December 23. The first east-bound flight from Wuhu is also postmarked December 22 and backstamped Nanking, December 23, the mail at both places having been deposited the day before the departure of the planes.

3—Hankow-Shasi-Ichang Section, ([35, 36]) March 31, 1931.

The first flight from Hankow to Ichang took place on March 31, 1931. No special chop was used. Mail at Hankow was postmarked March 29 and is backstamped at Ichang, March 31, 7 P. M. According to the Postmaster at Ichang (letter dated May 19, 1931) 860 articles were received on the first flight plane. The return flight from Ichang was made on April 1, mail being closed and postmarked Ichang, March 31, and is backstamped at Hankow, April 1, 11 A. M. The number of articles dispatched from Ichang by the first plane was 983. In neither case are any details of the mail given nor the amount for the various destinations along the line.

On the westbound flight the plane started from Shanghai on March 31, mail being postmarked March 30, stopping at the regular points between Shanghai and Hankow. Between Hankow and Ichang a stop was made at Shasi.

The air distance from Hankow to Ichang is 180 miles. The flying time is two hours and thirty minutes.

According to the *Chinese Philatelic Society Monthly*, Vol. 3, No. 6, the plane left Shanghai at 7 o'clock in the morning. The company's No. 4 plane was used, named "Hankow," and it was piloted by a German aviator. Mail carried from Shanghai to Ichang weighed 8 pounds, 1½ pounds of which was for Shasi. At Hankow it picked up 13 pounds of mail for Shasi and Ichang. The name of the plane used on the return flight was "Chungking."

According to the *Philatelic Journal of Shanghai*, Volume 3, No. 7, May 31, 1931, the following notice was published:

> "The postal authorities, with the approval of the Ministry of Communications, have withdrawn the issue of all airmail postage stamps, whose place is to be taken by especially made airmail envelopes. Ordinary postage stamps are to be affixed on these envelopes for the dispatch of mail by air."

These envelopes were actually placed on sale but the rest of the rule does not seem to have been enforced, or else it was cancelled, as the airmail stamps continued to be used as formerly and the envelopes do not seem to be actually required as letters subsequent to this date are found both in the special envelopes and ordinary ones.

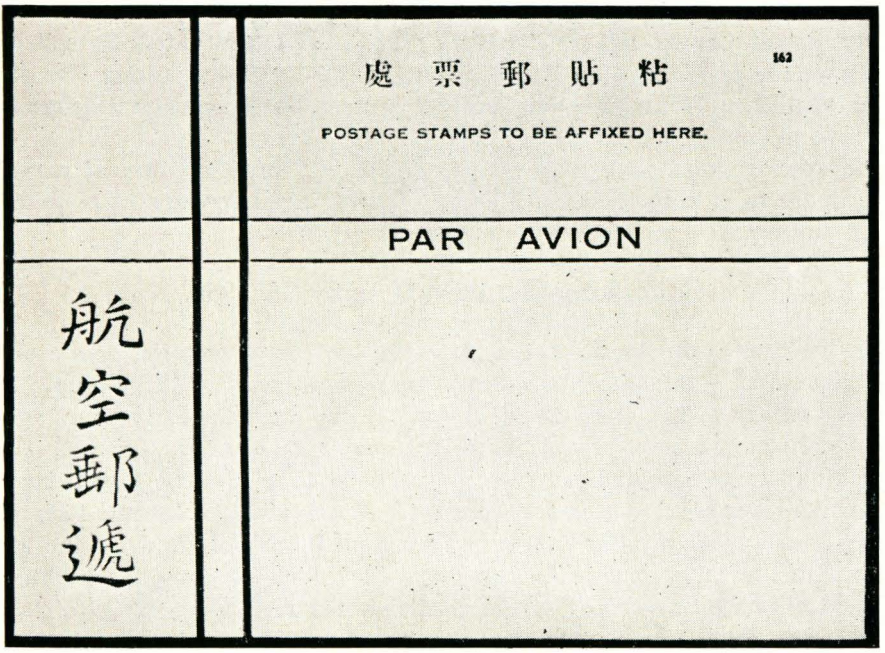


Fig. 22. Airmail Envelope.

4—Ichang-Wanhsien-Chungking Section, (43-46) October 21, 1931.

On October 11, 1931, a trial flight was made on this section, mail being postmarked Ichang, October 10, and backstamped Chungking, October 11. For this flight a Keystone Loening amphibian plane, No. 15, was used. It was flown by E. M. Allison and C. S. Vaughan. Three passengers were carried, W. L. Bond, I. K. Nieh, and John Tsiang. The plane left Hankow at 8 A. M., arriving at Chungking at 3 P. M. It stopped at Ichang and Wanhsien en route for refueling. The first return trial flight was made on October 14, 1931, according to the postmaster at Ichang in letter dated March 8, 1933.

The first regular flight from Ichang to Chungking started from Hankow on October 21, 1931. The plane left Hankow at 7:50 A. M., arrived at Shasi 9:20, left at 9:35, arrived at Ichang 10:20, left at 10:35, arrived at Wanhsien at 12:45 P. M., left at 1:00 P. M. and arrived at Chungking at 2:50 P. M. The same plane was used as on the trial flight, and the pilots were C. S. Vaughan and Lee. Two passengers were carried. Mail is postmarked Ichang, October 21, 10 A. M., and is backstamped Chungking, October 21, 4 P. M.

According to information supplied by the China National Aviation Corporation, the mail taken on at Hankow weighed 18,000 grams to which were added 174 grams at Shasi, 609 (84 articles) at Ichang and 419 at Wanhsien, a total of 19,202 grams.

On the return flight the same pilots and plane left Chungking, October 22, 1931, at 9 A. M. The plane reached Wanhsien at 10:50 A. M., left at 11:05, arrived at Ichang at 1:15 P. M. Mail is postmarked Chungking, October 21, noon, and is backstamped Ichang, October 22, 3 P. M. It left Ichang at 1:30, arrived at Shasi at 2:15, left at 2:20 and reached Hankow at 3:50 P. M. At Chungking 7206 grams of mail were taken aboard. At Wanhsien, 2601 grams were added. At Ichang 17,162 grams were taken on, and at Shasi 6516 grams,

a total weight of 33,485 grams. These figures do not agree with those of the Deputy Postal Commissioner at Ichang who, in a letter dated December 28, 1931, gave the mail taken on at Chungking as 73 articles weighing 625 grams, and at Wanhsien 13 articles weighing 125 grams, but he gives no information as to mail at subsequent points.

No special chops were used on this flight nor were any special envelopes issued as far as is known, the mail being in either ordinary envelopes or official airmail envelopes.

Chungking-Hankow, October 24, 1932.

D. Field and Macdonald list a through flight between these points on the above date and state that special envelopes were used with a blue "PAR AVION" cachet. They state the flight was accomplished in thirty hours against ten days ordinary transport and 250 covers were carried each way.

We do not understand why they should list these as first flights between these points because the return flight from Chungking to Ichang took place two days earlier, on the 22nd., and as far as we know the plane on the 22nd., flew straight on from Ichang to Hankow, and, after spending the night, proceeded to Shanghai, according to the regular schedule.

In other words, the Ichang-Chungking section was merely an extension of the line already established from Shanghai up to Ichang. Mr. Mills was residing in Nanking at that time and was interested in the development of the airmail service from a collector's point of view and had never heard of any such special flight, nor is there any mention of such a special flight in any of the letters which Mr. Mills received from the Postal Commissioner at Chungking or Ichang.

We are also rather of the opinion that the special envelope mentioned is merely the usual official airmail envelope issued by the post office.

On October 29, 1932, the third set of airmail stamps was issued at Peiping and placed on sale at other postoffices from time to time as the stocks at the different points were nearing exhaustion. The stamps are considerably smaller (43x24 mm.), but the general design is the same as those of the preceding sets, viz., a view of the Great Wall and surrounding country, with a plane in flight, which, in this set, is a monoplane.

Five values were issued at first, namely, 15c green, 30c scarlet, 45c purple, 60c blue and 90c olive green, and, in September, 1933, the 25c orange and 50c brown and $1 yellow-green values were added.

The values in English are seen at the lower left corner. The same values in Chinese long characters are in the lower right. Between these are the characters Chung, Hwa, Min, Kuo, Hang, K'ung, Yu, P'iao, meaning "Chinese Republic Aerial Postage Stamp."

The stamps are printed on white wove unwatermarked paper and are perforated 14. The sheet consists of 100 stamps, 10 rows of 10, without panes. Bureau imprint 45½x1¾ mm. and plate numbers 1¾ mm. high are over the 3rd. and 8th. and under the 93rd. and 98th. stamp. Right angle guide lines are in each margin, dividing the sheet into four equal parts, but the lines do not extend between the stamps. The earliest cover we have bearing this issue was flown from Nanking to Tihwa on November 15, 1932, and the issue is plentifully found on the Chungking-Chengtu flights.



Fig. 23. Third Issue Airmail Stamp.

5—Chungking-Chengtu Section, (78-81) June 4, 1933.

On June 1, 1933, a trial flight was made from Chungking to Chengtu, and the return flight was made on the same day. A Stinson land plane, piloted by Chief Pilot E. M. Allison and Co-pilot W. L. Bond, Operations' Manager, was used for this flight. The distance is 172 miles and the flying time one hour and forty-five minutes.

According to the Acting Postal Commissioner at Chungking, (letter dated June 27, 1933, No. 3061 General) a trial flight took place on May 31, the plane returning the same afternoon; but the Commissioner probably counts the day the mails were closed as the day of the flight. He states that mail was carried each way. The China National Aviation Corporation, says that 12 kilos of free mail was carried from Chungking to Chengtu and 10 kilos on the return flight.

The first regular flight from Chungking to Chengtu was scheduled to take place on June 1, but was delayed on account of inclement weather and the plane actually left on the 4th. The same plane was used as on the trial flight and was piloted by Chief Pilot E. M. Allison and Co-pilot Hall. The return flight was made on June 7.

The covers carried on the trial flight and the first regular flight on this section are very much mixed up, as many of the souvenir envelopes and other covers were sent to Chungking and Chengtu in order to catch the scheduled first flights each way. These seem to have reached the post offices somewhat in advance of the flying dates and, although labelled first flight covers, many of them, if not all, were actually carried on the trial flights. This applies to both east and westbound mail. In order to be sure on which flight the covers were actually carried, a study of the dates on the postmarks is essential as the labelling of the envelopes is entirely misleading.

We have one souvenir envelope postmarked at Shanghai on May 29, and Chungking, June 1, and backstamped Chengtu, June 1. This cover was evidently carried on the trial flight from Chungking to Chengtu in spite of its label. The first regular flight covers from Chengtu to Chungking are postmarked on various dates at Chengtu according to the time they were mailed, but they must be backstamped June 7 at Chungking to prove their authenticity as first regular flight covers.

For this flight a special postmark was used on both the airmail and the regular postage stamps as shown on the cut below. According to Church Chu, Chinese specialist in airmails in Shanghai, this was used on first day flights only, but while it may have been intended for first flights only, it was also applied to the covers which were carried on trial flights as above noted.



Fig. 24. Chungking-Chengtu Flight, Chungking Postmark.



Fig. 24A. Chungking-Chengtu Flight, Chengtu Postmark.

A special souvenir envelope was issued by the China National Aviation Corporation for use on the first flight from Chungking to Chengtu. Some of these were forwarded by regular mail to Chengtu and were used for the first return flight.



Fig. 24B. Chungking-Chengtu Cover.

This service continued for three or four trips and was then temporarily abandoned on account of the poor landing field at Chengtu, but it was reopened on November 11, 1933, and, as far as is known, has continued in operation ever since.

With the opening of this section, the proposed route from Shanghai to Chengtu was completed, opening up the entire Yangtse Valley to quick and regular airmail service. It will be of inestimable value to the population of that district, mail from Shanghai to Chengtu being delivered in from two or three

days, whereas, by the ordinary routes, it would require from two to four weeks, depending on the weather and the state of the water of the Yangtse River.

CHINA NATIONAL AVIATION CORPORATION'S LINES

Nanking-Peiping Route via Süchow, Tsinan and Tientsin ([33, 34, 37, 38]) April 15, 1931.

According to information supplied by the China National Aviation Corporation a trial flight between Nanking and Peiping was made on March 1, 1931. A Stinson airplane, "Tientsin," was used, piloted by K. I. Nieh and W. I. Chang, and carried two passengers. The plane left Nanking for Süchow where it spent the night and flew to Tsinan the next day, stopped there until March 5, on which day it left for Tientsin, where it spent the night, and arrived at Peiping on March 6.

The return trial flight from Peiping to Nanking was on March 12. The plane spent the night at Tsinan and flew to Nanking where it arrived on March 13.

According to the above authority, the first regular scheduled flight left Nanking at 8 A. M. on April 15, arrived at Süchow at 10 A. M., left Süchow at 10:10, arrived at Tsinan at 12, noon, where, after a ten-minute stop, it left for Peiping and arrived there at 3 P. M.

This information does not agree with that published in the *Chinese Philatelic Society's Monthly* of May, 1931 (Volume 3, No. 7) which states that the plane actually left Nanking April 15 at 9:30 A. M. and was scheduled to arrive at Peiping at 4:30 P. M. the same day, but owing to bad air conditions upon arrival at Tsinan, the plane was ordered to spend the night. The flight was resumed on the morning of the 16th. and terminated at Peiping at 9:40 that day.

It would seem that the *Monthly's* statement is correct as our covers are postmarked at Nanking on April 15 and are backstamped at Peiping on April 16.

On this flight the plane "Tsinan" was used and the pilots were W. I. Chang and Y. N. Wong. At Nanking 9144 grams of mail were placed on board; 565 at Süchow and 893 at Tsinan, a total of 10602 grams.

According to the China National Aviation Corporation, the reverse flight from Peiping to Nanking was made on the same day, April 15, mail being closed and postmarked in Peiping on the 14th. The plane left Peiping at 6:30 A. M., arrived at Tsinan at 7:15, left at 7:25, arrived at Süchow 11:20, left at 11:30, and arrived at Nanking at 1:30 P. M. On this flight the plane "Tientsin" was used. The pilots were C. H. Ho and K. I. Nieh. At Peiping 7500 grams of airmail were placed on board for Nanking. According to Church Chu the plane did not leave Peiping until 6:40 A. M. It was planned to reach Nanking at 1:30 P. M. but, on account of the weather, the arrival at Nanking did not take place until 3:05 P. M. The plane landed at the Ming Ku Kung aviation field. He adds:

"Mail matter was taken to the Ch'iwangchieh Office, sub-office No. 1, and from there distributed to the other sub-offices where it was cancelled with the sub-office's cancellation of that day, the 15th. Registered mail, (with the exception of mail for the Ch'iwangchieh postoffice district, all of which bears the cancellation of the 15th.) delivered through the other sub-offices all bear the cancellation of the following day, the 16th. This is due to the fact that being registered mail there is much more handling necessary for this type of postal matter, so it was delayed and and was not delivered from the Ch'iwangchieh office to the other sub-offices until the 16th. and, consequently, the cancellations of the other sub-offices are all of the 16th. I have ordinary letters bearing cancellations of the sub-office No. 8 in Nanking bearing the cancellation of the 15th, 19 o'clock, viz., 7:00 P. M., and registered mail bearing the cancellation of the 16th. 11:00 A. M. Since registered airmail is more important than other types of mail and the fee for registered mail being an additional charge, why should registered airmail matter, as important as

it is, be delivered on the next day at 11:00A. M., sixteen hours later than the ordinary airmail? Express letters also must be especially recorded and must be delivered with as great speed as possible, even at night. The Ch'iwangchieh office, having received airmail on the 15th., that had to be sent to the other sub-offices for delivery, should have cancelled all the mail received, with the cancellation of the Ch'iwangchieh office, to show that it had been received there and also to show the hour at which this mail reached Nanking. Was the failure to do this due to a desire to save time or was it forgotten in the rush of business? This is a very difficult matter to explain. Mail received at the Peiping office for dispatching is all cancelled as of April 14th., for, because of the time element, the bags were sealed on the evening of the 14th. If mail bears the cancellation of the 15th., it is certainly not first flight airmail."

From Nanking mail was forwarded to Shanghai via the night train, reaching there the morning of the 16th., on which date it was cancelled in Shanghai The airmail fee was 15c per 1000 kilometers. Special souvenir envelopes for this flight were issued by the China National Aviation Corporation with a large square chop on the left side. Those from Nanking to Peiping were printed in blue and those from Peiping to Nanking in red. In both cases, there was a border of red and blue planes.



Fig. 25. Nanking-Peiping Flight, via Süchow, Cover.

The Chinese characters in the right and left borders of the envelope mean "China National Aviation Corporation," which title appears in English in the top row. The top line of the characters in the Nanking-Peiping chop means "To Commemorate the Opening of Aerial Postal Service." Those in the bottom line mean "Under Direction of the China National Aviation Corporation." The left side means "Via Süchow, Tsinan and Tientsin." The right side means "From Nanking to Peiping."

The characters in the chop of the Peiping-Nanking covers are the same with the exception of the right vertical column which reads "From Peiping to Nanking," and the left column which reads "Via Tientsin, Tsinan and Süchow."

In addition to the souvenir envelopes, souvenir postcards in green were issued. These carried the same chop on the left side of the vertical division line of the card, but, in this case, the chop and the Chinese characters on the card are printed in green ink.

As originally routed, planes were scheduled to stop at Tientsin and, in order to do that, they would have to pass over the French garrison at that point. Claiming a possible interference with their garrison wireless station by the

aviation wireless, the French opposed the erection of the aviation wireless station at Tientsin so that this stop was omitted on account of this objection and other difficulties. This route was abandoned on June 8, 1931.

Shanghai-Peiping Route, via Haichow, Tsingtao and Tientsin, (55, 57, 73, 74) January 10 (12), 1933.

To replace the above abandoned route, it was determined to operate a line from Shanghai to Peiping via the coast line, and, on May 10, 1932, a trial flight was made with a Keystone Loening plane, "Wuchang," piloted by E. M. Allison and W. L. Bond. The plane carried three passengers and left Lungwha Airport at Shanghai for Haichow on the seacoast, where it spent the night. The next day it left Haichow for Tsingtao where it spent two nights. Continuing, it left Tsingtao for Tientsin on the 13th., where it stayed two days. It left Tientsin for Shanghai on the 15th. and arrived in Shanghai on the same day.

The above information was supplied by the China National Aviation Corporation. Church Chu, however, in a letter dated June 23, 1933, says that there was no stop made between Shanghai and Tientsin on account of the interference of the Japanese who protested the building of an aerodrome at Tsingtao. This protest occasioned a six months' delay in the opening of the route which was not regularly opened until January 11, 1933.

The first regular flight on this route, according to the China National Aviation Corporation, occurred on January 10, 1933. The plane left Shanghai at 7 A. M., arrived at Haichow at 10 A. M., left at 10:15 A. M., reached Tsingtao at 11:35 A. M., left at 11:50 A. M., arrived at Tientsin at 3 P. M., left at 3:15 P. M., and reached Peiping at 4 P. M. Airplane No. 12 was used and the pilots were E. M. Allison and Yü. The plane carried 783 grams of mail.

Church Chu, however, says that bad weather delayed the starting of the plane until January 12 and it was forced to spend the night at Haichow. It proceeded on the 13th. to Tsingtao where bad weather again forced an overnight stop. The flight was resumed and Tientsin was reached on January 14.

Covers in our possession are postmarked January 11 and backstamped Tientsin January 14, 9 P. M. Church Chu's statement is verified by a letter from the District Deputy Commissioner at Tientsin, No. 9467 General, dated January 30, 1933, which states:

"The first plane, "Pengpu," carrying mail from Shanghai arrived in Tientsin on the 14th instant, and the first Tientsin mail by the above plane was dispatched on the following morning."

According to the China National Aviation Corporation, the return flight left Peiping at 7:40 A. M., January 15, reaching Tientsin at 8 A. M., left at 8:10 A. M. and arrived at Tsingtao at 10:50 A. M., left at 11:05 A. M., arrived at Haichow at 12:05 P. M., left at 12:20 P. M., and arrived in Shanghai at 2:45 P. M. The same plane was used and the pilots were E. M. Allison and K. I. Nieh. One passenger and 865 grams of mail were carried from Peiping. We have no covers carried on the return flight.

The cover from Shanghai to Tientsin above alluded to is franked by a 5c ordinary postage stamp and 30c airmail stamp, and another one carried a 6c ordinary stamp and 30c airmail.

Shanghai-Canton Route, (82, 83, 84) October 24, 1933.

The South China Morning Post, in its issue of September 8, 1933, states:

"I have interesting news for readers re the trial flight of the China National Aviation Corporation 'plane from Canton to Shanghai. The 'plane took off from

Canton on the 7th July and arrived on the 8th. Although no mail was carried officially I have news that a mail was carried which consisted of:—From Canton, 230 letters, from Amoy, 113 articles. I have seen one of the covers carried from Swatow and it is correctly cancelled and backstamped and is franked with the 30ct. 1929 airmail stamp. This is the first news I have had of this flight and that mail was carried, but the carrying of mail did not receive official sanction, so we must take it as a trial flight of an experimental nature and that the decision to carry some mail was made at the last minute."

According to Dr. F. P. Metcalf, of Lingnan University, Canton (*The American Philatelist*, June, 1934), a trial flight was made from Shanghai to Canton on August 14, 1933, but it did not carry any mail officially as the post-office refused to accept any. He says, however, that he has heard that a few covers were privately carried.

We are advised in regard to the above flight, described by Dr. Metcalf, that this plane left Shanghai on the date given, carrying a Mr. Bixby for Hongkong. On the 16th., it left Hongkong for Manila, on September 3rd., left Manila and returned to Hongkong. On September 4, it left Hongkong for Shanghai. As far as is known no mail was carried on this trip. It is assumed that Mr. Bixby was an official of the Company who had gone to Manila with the view of trying to arrange for connections with the China Clipper and the China National Aviation Company's service.

The regular service was started on October 24, 1933, in accordance with the following official notice:

POSTAL ADMINISTRATION

Notification No. 247

Inauguration of Shanghai-Canton air mail service, notifying.

The public is hereby notified that the Shanghai-Canton air line will be officially inaugurated on the 24th. October, 1933, the airplane leaving Shanghai on every Tuesday and Friday and reaching Canton the same days and leaving Canton on every Wednesday and Saturday and reaching Shanghai on every Thursday and Sunday.

Chen Yuan Kai
Postal Commissioner,
Su-Wan District

Su-Wan District Head Office,
Nanking, 18th. October, 1933.

While not so stated in the official flight, four regular stops were scheduled for this flight, viz.:

Wenchow (Yungkia);
Foochow (Minghow);
Amoy (Szeming); and
Swatow.

The total distance of the route is about 900 miles.

The service was started on a twice-a-week basis each way. Planes leave Shanghai on Tuesdays and Fridays and are due in Canton the evenings of the same days. They leave Canton on Wednesdays and Saturdays and are due in Shanghai the next days.

The first plane left Shanghai on October 24, 1933, and reached Canton at 6 P. M. the same afternoon. Our covers are postmarked Shanghai, October 24, and backstamped Canton, October 24, 6 P. M.

The first northbound plane left Canton on October 25 and, according to Dr. F. P. Metcalf, of Lingnan University, Canton, (*The American Philatelist*, June, 1934) stopped at Hongkong for an interview between the Chinese and the Hongkong officials with the view of extending the service to that city.

The plane was due to arrive in Shanghai on the 26th., but, on account of a very heavy storm, it was delayed at Amoy and did not arrive until the 27th. Our cover is postmarked Canton, October 24, and is backstamped Shanghai, October 27.

Special souvenir envelopes were used on the first flight and a special postmark.

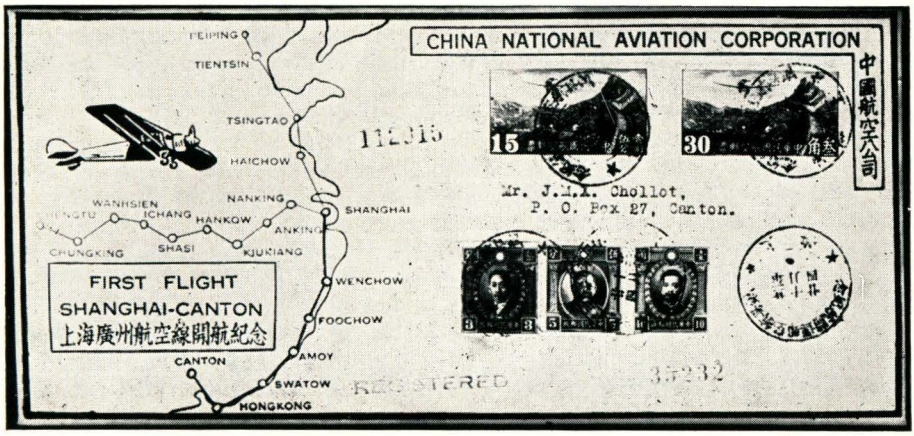


Fig. 26. Shanghai-Canton First Flight Cover.



Fig. 26A. Shanghai Special Postmark.



Fig. 26B. Canton Special Postmark.

Those from Shanghai to Canton have a red border around the edge with a right angle oblong in the upper right corner in blue ink, with "CHINA NATIONAL AVIATION CORPORATION" in English at the top and Chinese characters meaning the same in the vertical block, the letters being in red.

In the lower left corner is a blue oblong with a two-line blue chop

FIRST FLIGHT
Shanghai to Canton

and underneath it are Chinese characters, in red, meaning "Shanghai-Canton Aviation Line Opening Flight Commemoration." A special postmark was used

to cancel the stamps which is printed in Chinese characters and reads "Shanghai (Canton) Aerial Post Transportation Opening Flight Commemoration" at the top, and "Shanghai" at the bottom with the date in Chinese "October 24, 1933" in the center.

On the Canton-Shanghai flight, similar envelopes were used but the colors in both chops are reversed. At the left of the envelope is a blue airplane on the Shanghai-Canton cover with a map of the route from Shanghai to Canton in red, and the stops marked in blue. The coast line is in blue. On the return cover the colors are reversed. We have no further details of this flight, except a typewritten notification furnished us in May, 1934, by the Canadian Pacific Railway Company which states that passenger service on the Shanghai-Canton airline will leave Shanghai, Friday, November 24, and Canton, Saturday, November 25, and operate from each end on a bi-weekly service. Sikorsky machines will be used, two planes being in service, named "Canton" and "Foochow." Planes will carry six passengers and a pilot (European). Twenty-five pounds free baggage allowance.

According to a letter received from Mr. C. J. Spiker, American Consul-General at Canton, dated February 6, 1935, the service on this line was reduced from bi-weekly to a weekly run from November 25, 1933, to February, 1934, caused by a crack-up of one of its planes.

According to a letter received from Mr. L. C. Reynolds, American Vice-Consul at Tientsin, dated April 16, 1936, the details of this accident are as follows:

"On November 24, 1933, at 8:36 a. m., while attempting its first passenger-carrying flight between Shanghai-Wenchow-Foochow-Amoy-Swatow and Canton, a Sikorsky S-38 (two-motor amphibian), operated in the name of the China National Aviation Corporation, crashed on Middle Seeshan Island, in Hangchow Bay, about 60 miles south of Shanghai. George Rummill, pilot, and William Ehmer, co-pilot and radio operator, constituted the crew, while there were eight of us travelling as passengers. Lady Carlysle, niece of Sir Miles Lampson, then British Minister to China, was the most notable passenger. There were several pairs of broken ankles, one broken back, and I sustained a broken neck, broken finger, and a batch of spinach soup which had been contained in Lady Carlysle's thermos bottle! We were removed from the wreckage of the plane by friendly islanders who, I was told at the time, normally derived a livelihood from piratage, but who made a practice of not molesting persons in distress. At any rate it makes a nice story. After spending five hours on the island, we were loaded into a junk and sailed across the bay to Chapoo, on the Shanghai-Hangchow motor highway, arriving there about 8:00 o'clock the same evening. From Chapoo we were transported into Shanghai by ambulances which were sent out for us when our whereabouts were finally discovered. We arrived at the hospital in Shanghai at 3:30 in the morning of November 25th. I am told, but cannot verify it, that one bag of mail was stolen from the wreckage of the plane. Fog closing in on us during the flight was the cause of the accident."

In February, 1934, bi-weekly service was resumed, but one plane having disappeared altogether on April 10, 1934, all operations were postponed after that date.

According to the same letter, the details of the above accident are as follows:

"On April 10, 1934, at approximately 8:30 a. m. a second Sikorsky S-38, operated by the same company, over the same route, disappeared in Hangchow Bay at a point believed to be very near Seeshan Island. Robert H. Gast, pilot, James Frink, Co-pilot, and Ivan Carlson, radio technician of the company, comprised the crew, while only one passenger, a Japanese named T. Yuemura, was carried on the fatal flight. A bag of mail was discovered floating in the bay by fishermen in the vicinity of the southern promontory on the afternoon of April 11th. Later on small pieces of wreckage were found on the shore of the bay where they had apparently been washed up. Some months later Bob Gast's body, badly decomposed, was found floating in the southern end of the bay. It was believe that Bob got caught in fog and flew into the water while attempting to turn. Some mail and a small

number of parcels were lost in this wreck. The Shanghai-Canton line was suspended for several months after the second accident, but upon the arrival of two new planes, more properly equipped for bad weather flying, the service was resumed and has functioned safely and satisfactorily since."

On January 1, 1935, bi-weekly passenger and mail service was resumed, and as far as is known, it has continued on the latter basis ever since.

This line, at a later date, purchased two new twin-engine Douglas Dolphins, employing American pilots and Chinese co-pilots.

Chungking-Yunnanfu Route, (102, 103, 104, 107, 108) July 11, 1935.

According to a letter received from the China National Aviation Corporation, dated December 12, 1935, the first survey flight from Chungking to Kweiyang on this route took place on March 28, 1935, and the first regular flight between the above points took place on April 5. On this flight four passengers were carried and 33 pounds of mail. The first survey flight between Chungking and Yunnanfu was made on April 23 and the first regular flight on July 11, on which flight seven passengers and 390 pounds of mail were carried. The names of the pilots were Floyd E. Nelson and Donald Wong. The letter does not specify which flights were flown by them and presumably they did all the flying on the route.

Church Chu advises us that it was originally intended to open this line on July 1, 1935, but that the opening was postponed until July 5, and, as no planes were available on that date, the opening was again postponed and finally took place on July 11. It would therefore seem that Mr. Chu had no information in regard to the trial flights and the first regular flight to Kweiyang as given by the Aviation Corporation.

The plane left Chengtu on July 11, stopped at Chungking and left for Kweiyang where it arrived the same day and spent the night. Mr. Chu does not give the time of its leaving Chengtu nor how long it stopped at Chungking, but says that its spending the night at Kweiyang was due to the late hour of its arrival.

The plane left Kweiyang at 7 A. M. and arrived at Yunnanfu at 8:40 A. M. on July 12. On this trip about 300 pieces of mail were carried, including registered, express and parcel-post. Some of these were for transshipment to other cities, some were philatelic mail to be returned to the sender and the remainder was for local delivery. It will be noted that the Aviation Company states that 390 *pounds* of mail were carried on this flight and Mr. Chu gives the number as 300 *pieces*. It is not to be supposed that each piece of mail weighed 1.3 pounds, so we presume that the difference lay in the weight of the express and parcel post articles which Mr. Chu specifies were carried.

Mr. Chu states that mail matter from Shanghai, for delivery on this trip, was postmarked at dates ranging from June 19 to July 9, while mail from Hankow, Changsha, Kiukiang, Shasi and Chengtu, of which only a small quantity existed, "bore generally the same date of the postmark." We believe that Mr. Chu means that mail from these points was postmarked the actual date the plane came through those cities.

Mail from Chungking was postmarked at dates ranging from July 1 to July 10.

Upon the arrival of the plane as above stated, the mail was taken to the postoffice, checked and notice of its arrival published. At the same time the aviator advised the postal officials that, owing to his delay at Kweiyang on the southbound trip, he would be obliged to leave Yunnanfu at noon of that day. This left very little time for the return mail. In fact, for registered airmail the

postal officials had but ten minutes in which to handle it after giving out the notice to the public. Registered mail received after this was refused by the post office and therefore there were only five registered articles on record received for the return flight, which were all sent by the Customs staff. Mail was closed for the return flight at 10:20 A. M., sealed at 11:00 A. M., and immediately taken to the aerodrome. The following list shows mail matter which was received at Yunnanfu for the return trip:

Destination	Letter	Postcard	Weight in gms.
Pahsien (Chungking) . . .	176	7	1676.80
Shanghai	68	Nil	906.00
Nanking	2	Nil	12.50
Hankow	4	Nil	40.48
Changsha	1	Nil	6.00
Peiping	1	Nil	18.50
Kweiyang	8	Nil	60.00

One or two registered letters were taken on at other cities for the return flight, but none from Changsha.

A special cancelling chop was applied for first flight mail at Kweiyang and Chungking, and three were used at Yunnanfu. Of these latter three, two were intended to be used to backstamp incoming mail, one for the ordinary mail and the other for the registered articles. The third was to be used to postmark outgoing mail, but, owing to the very limited time given by the pilot, the first two were removed to the dispatching window and used to cancel outgoing mail together with the chop originally intended for that purpose. Consequently, mail from Yunnanfu on the first flight may be found bearing three different varieties of special chops.

When the mail was sealed and dispatched to the aerodrome, one of these chops was taken along by the post office clerk for emergency use there if needed. All the special chops were destroyed at 10:00 A. M. the following day.

In view of the extremely limited time given to handle mail as above alluded to, the postal clerks neglected to note whether the articles carried sufficient postage. This resulted in a certain amount of mail being carried with insufficient postage, and also that in many cases stamps affixed to the back of the envelope instead of the front were not cancelled, and, after all this trouble, the plane did not leave Yunnanfu until 1:20 P. M. instead of at noon.

No information is given as to the arrival of the plane at the various points on the return trip, but, presumably, it made short stops at Kweiyang and Chungking and reached Chengtu that night.

On the second flight over this route, we are advised that the plane reached Yunnanfu at 6:00 P. M. on July 18. On this flight 92 ordinary letters, 10 registered letters and 7 express letters were carried and delivered to the post office at 7:30 P. M. the same day. No commemorative covers were on sale at Yunnanfu on this occasion.

This route traverses a very mountainous region and the plane is obliged to fly at such an altitude that the pilot suffered from nasal hemorrhages during the trip.

We have as yet received no covers flown on this route but show below an illustration of the commemorative chop used at Kweiyang.

So far as known, this route completes the service of the China National Aviation Corporation up to the end of 1935, and we have no information of any intention on their part to open up new districts.

There was a rumor, about the beginning of 1934, that it was intended to extend the line from Chengtu to Lhassa in Thibet, but nothing seems to have developed along that line and, owing to the disturbed conditions in the western part of China, we doubt very much if the China National Aviation Corporation has any intention to undertake this extension in the immediate future. We be-



Fig. 27. Chungking-Yunnanfu Flight, Kweiyang Special Postmark.

lieve that they will prefer to consolidate and develop the territory they are already covering.

There will probably be an extension of the Southwestern Aviation Corporation from Nanning to Kweiyang, which would give a direct route from Chengtu and Chungking to Nanning, Pakhoi and Canton.

There has recently been published in the newspapers and magazine dealing with Asiatic affairs a well authenticated story to the effect that the Panchen Lama, who has now gone back to Lhassa from China, has entered into negotiations with an American looking to the establishinment of an airline from Lhassa and Thibetan points through to China, and we will not be at all surprised if this line were opened up in the comparatively near future. It would probably connect with the China National Aviation Corporation system at Chengtu.

Since the manuscript for the last route above was sent to the printer, we have received two covers carried on the Chungking-Yunnanfu route.

The first of these, from Chungking to Yunnanfu, is franked by a 30c Martyr issue stamp overprinted for use in Szechuan. It is postmarked Chungking, April 1, 1935. The cover is backstamped Yunnanfu, May 5, 1935, and we are advised by the sender of the cover that the plane was held up in Kweiyang on account of the fighting that was then going on between the Government Forces and the Red Armies.

General Chiang K'ai Shek had his headquarters in Chungking and used the plane to carry messages between that point and Kweiyang to the field forces. The cover is marked "Via First Airmail from Chungking to Yunnan," which, according to the information given in the letter from the China National Aviation Corporation, cannot be a fact.

The China National Aviation Corporation stated that the first survey flight from Chungking to Kweiyang took place on March 28, 1935, and the first regular flight on April 5; the first survey flight from Chungking to Yunnanfu on April 23 and the first regular flight on July 11.

None of these dates agree with the postmarks on this cover which, from information received, was undoubtedly flown on the date given. It would seem as though this letter was postmarked on April 1st. and went to Kweiyang on the first regular flight of April 5, that is, that the postmark was dated several days before the flight, as is quite customary. How the letter got from Kweiyang to Yunnanfu we cannot state, but our correspondent, who lives in Yunnanfu, states that the plane brought the letter there on the 5th., and it was the first plane that ever came into the town.

It would seem that the plane must have been dispatched to Yunnanfu after the fighting around Kweiyang was over. We cannot go back on the statement of our correspondent who ought to know what occurred, and, at the same time, according to the China National Aviation Corporation's letter, the first survey flight to Yunnanfu took place on April 23. However this may be, the letter

was undoubtedly carried by plane through to Yunnanfu, and it is also evident that it must be a trial flight and not the first flight of the regular service.

The backstamp cancellation on this letter is of a new type which we have not seen before. It consists of a circle divided in three parts by two parallel horizontal lines. The space between these two lines is again divided into three parts by two perpendicular lines a short distance from the arc of the circle. Above the top line is the name of the town in Chinese characters; below the bottom line, its name in English; within the oblong formed by the four lines is the date of the year, month and day in English; to the right of the right perpendicular line is the Chinese character for the sub-postoffice and to the left of the English date, in brackets, is the hour of receipt, in English.

The second cover is a first flight from Yunnanfu to Chungking. The letter is franked with a 25c airmail stamp of the third issue and a 5c reingraved Sun stamp with the Yunnanfu overprint. Both stamps are cancelled with the special postmark used in Yunnanfu for the first flight, as described in the article above.

The postmarks are a little too blurred to illustrate but they read "In Commemoration of the First Airmail Flight from Kunming (Yunnanfu) to Pahsien (Chungking)." The letter is backstamped with the same new type of postmark described above.

There are portions of two other postmarks on the back of the cover which are of the dotted line type but are too incomplete to read, except that one of them gives the date 7-13 and the other shows the hour, 8, and portions of the name Pahsien (Chungking).

On May 18th. we received from Church Chu two covers flown between Chungking and Yunnanfu. These are special souvenir covers issued by the China National Aviation Corporation. They measure approximately 9x4½ inches but it is impossible to adequately describe their design as they are exceedingly ornate and complex.

The cover from Chungking to Yunnanfu is franked by a block of four of 1c, a single 8c and 17c and a horizontal pair of ½c stamps, all of the Martyr issue overprinted for use in Szechuan. They are cancelled with the commemorative chop used for the inauguration of this route and are dated March 16, 1935. The letter is addressed to the China National Aviation Corporation at Kunming (Yunnanfu).

According to the information received with the cover, the plane left Chungking on March 26 and arrived at Kweiyang on March 31. When it reached Tsingchen (a town a short distance beyond Kweiyang), it was unable to proceed further owing to the military operations then in progress in that neighborhood which probably accounts for the length of time taken between Chungking and Kweiyang. It returned to Kweiyang and all mail matter was forwarded by the Tsingchen post office to Yunnanfu by courier. The letter is backstamped at Yunnanfu on June 9, 1935 at 5 P. M. This letter was evidently forwarded by the first trial flight to Kweiyang as given by the China National Aviation Corporation.

The other cover was posted at Yunnanfu and franked by a 13c and 17c stamp of the Martyr issue overprinted for use in Yunnan. The postmark is the Yunnanfu special chop already described and it is dated July 12, 1935, noon.

This cover is backstamped at Chungking with the dotted line postmark and is dated July 13, 1935, 8 (8 A. M.) and was evidently the first return flight from Yunnanfu to Chungking.

To be continued.

The United States Postage Stamps of the 20th Century

By Max G. Johl.

(Continued from page 108.)

THE resolution of the Westchester County Chapter at the American Philatelic Society Convention in August, 1934, had called attention to the "presentation sheet" practice and several other clubs promptly passed resolutions objecting to the continuation of the new custom of the Post Office Department.

An excellent stamp article in the October 27, 1934 issue of the *Saturday Evening Post*, under the title of "Slightly Off Center" discussed various errors and added the following comment about these made to order varieties:

> Completely imperforate sheets of stamps through error are almost unknown. In recent months, however, the collectors who specialize in United States stamps have grown uneasy in the thought that several unwarranted imperforate sorts may some day appear. The following preamble to a resolution adopted by the Westchester County chapter of the American Philatelic Society is self-explanatory:
>
> WHEREAS: It is the opinion of this association, from sources considered reliable, that in recent issues of new stamps several sheets were removed before being perforated and presented to various officials in Washington, D. C.
>
> The resolution registers disapproval of the alleged practice and asks that steps be taken "with a view to the issuance of all stamps in sheets duly perforated and gummed in the future." If such imperforate stamps should eventually make their way to the stamp-collectors' markets, they will be in demand for every specialized collection. Presumably, a very small and closely held supply would result in exorbitant prices.

The prediction made in this article soon became a reality for in the latter part of November 1934, a full 200 subject imperforate sheet of the Mother's Day stamp came on the philatelic market. According to the *New York American*, this sheet was "worth $30,000. to collectors." It was offered to a large New York dealer who believing it to have been irregularly issued, refused to make any effort to dispose of it. The sheet had been autographed by Postmaster General James A. Farley and dated May 18, 1934, although the first printing had actually taken place on April 13. This evidently was a sheet not mentioned among those presented to officials, as reported in the Post Office Department Press release.

The *National Federation of Stamp Clubs* in their Bulletin No. 2 dated November 27, 1934, called attention to the growing danger to Philately by the following question:

> "There has been considerable discussion at philatelic meetings and conventions as well as in the newspapers and the philatelic press concerning the imperforate sheets of stamps given to certain favored individuals by the post office department. At least one of these sheets consisting of four panes of 50 each of the Mother's Day stamp, ungummed was recently offered at a price said to be $20,000."
>
> Are you for or against this policy of the post office department?
>
> What action, if any, do you suggest sehould be taken?

On Dec. 11, 1934, the *Santa Monica Stamp Club* adopted the following resolution which was released to the general press:

> "WHEREAS, It has been absolutely authenticated that several new stamps, including Mother's Day, the 2c and 5c National Parks issue have been issued before being perforated and that they are now in the hands of dealers, and
>
> "WHEREAS, The issuance of such imperforate stamps for presentation or sale in the exclusive manner employed is contrary both to equal rights and privileges for

all and to the American principle of a square deal to each and every citizen of our land, and

"WHEREAS, The issuance of such imperforate stamps in the manner aforesaid mentioned has a strong tendency to cast the suspicion that favoritism is practiced by a department of our federal government that, like Caesar's wife, should be above and beyond suspicion; be it further

"RESOLVED, That this Society record its disapproval of the practice and request the consideration of the Postal Administration that the practice be discontinued in the future; and, be it further

"RESOLVED, That this Society requests that in fairness to all of the citizens of the United States, the Postal Administration forthwith issue a set of imperforate stamps of the denominations mentioned as a square deal to all; and, further be it

"RESOLVED, That a copy of these resolutions be sent to the philatelic press, the National stamp societies, the National Federation of Stamp Clubs, and to our delegation in Congress, requesting them to assist in this movement."

No sooner had collectors gotten over the shock of the news of the imperforate Mother's Day sheet being on the market than they were again subjected to another blow at their pride in the high standard of ethics believed to exist among American stamp issuing authorities. Collectors had been officially informed by the Post Office Department that the special souvenir panes could not be obtained in units larger than single panes. In spite of this assurance, James Waldo Fawcett, in the *Washington Star*, December 30, 1934, announced the availability of larger units in the following manner:

"Local collectors received the metamorphic stock of their lines last week when it became known that special sheets of the 1-cent Yosemite and 3-cent Mount Ranier imperforate stamps are being circulated in Washington. These novelties are multiple panes, showing several blocks of 6 as they came from the press. To ordinary collectors only the regular "Complimentary" souvenir blocks with the Department inscription are available."

Commenting on this additional type of presentation sheet, not listed in press releases, Franklin R. Bruns in the *New York Sun*, January 5, 1935, said:

"SPECIAL SHEET STAMPS SOLD

Collectors Buy Protested Issues in Washington.

Federation Action Urged.

Adhesives Given Out as Complimentary Appear in Market.

According to the Washington Star, collectors in the nation's capital were rudely shocked last week when it became known that special sheets of the one-cent Omaha and three-cent Atlantic City issues were being circulated in that city in multiple panes of six, unseparated.

This is evidently another result of the practice whereby certain individuals have been honored with the presentation of imperforate sheets of regular commemorative issues. The multiple panes reported in the Star are said to be exactly as they came off the presses. Collectors were only notified of, and permitted to purchase, the single panes.

It is unfortunate that collectors throughout the nation are forced to note the practice of distributing "complimentary" sheets to certain officials, and the situation seems to demand action by the National Federation of Stamp Clubs, the American Philatelic Society and the Society of Philatelic Americans."

The agitation against the "Presentation sheets" first received National prominence through the action of the *Norfolk Philatelic Society* in presenting to the *Associated Press*, a copy of a letter of protest sent to President Roosevelt. The story was carried over the wires to every section of the country. The January 7, 1935 issue of the *Philadelphia Evening Bulletin* contained the following:

"FARLEY ACCUSED OF FAVORITISM

Norfolk Philatelists Say Valuable Specially Issued Stamps Were Not Issued to Public.

Sheet Worth $30,000.

Norfolk, Va., Jan. 7—(AP)—The Norfolk Philatelic Society, an organization composed of prominent Norfolk business and professional men who collect stamps,

today charged that Postmaster General Farley was distributing to certain persons entire sheets of recent commemorative stamps not available to the public which, as a result, "have assumed speculative worth 10,000 times greater than their original value."

The accusation was made in a letter to President Roosevelt.

The society urged the President to "take steps to immediately discontinue this species of favoritism."

The letter, signed by M. R. Snyder, president of the society, and Leon Wahrman, secretary, called the President's attention to what was described as the general unfairness of the situation to the American collector and appealed to him to return the Postoffice Department to "its old policy of offering all items to the general public except those retained by the postal museum."

Rumors to the effect that such stamps had been in existence had been heard for some time, it was said, but the matter first came to the attention of the local organization, when it was learned that a local stamp collector was in possession of a sheet of 200 unperforated Mother's Day stamps, which had a face value of only $6, but which, according to the story, he had insured for $20,000, and for which he had been offered $30,000 by a New York stamp company."

The *Philadelphia Inquirer* on January 8, 1935, commented on this news with this editorial:

"BATTLE OF THE POSTAGE STAMPS.

There is no peace for Jim Farley. Many of the brickbats aimed at the Administration have been coming in his direction. Just when there is a lull in the political attacks, the stamp collectors come to the front and charge the Postmaster General with distributing to certain persons entire sheets of recently issued commemorative stamps not available to the public. As a result, these stamps "have assumed specurative worth 10,000 times greater than their original value."

The Norfolk Philatelic Society makes this accusation direct to the President, probably on the assumption that as an enthusiastic stamp collector he will sympathize with their desire to stop "this species of favoritism." The chief complaint is over the Mother's Day stamp which have already given Mr. Farley a bit of a headache because of his alleged mutilation of Whistler's famous picture. It is easy to believe that it is not the intention of the Postmaster General to inflate the values of his new issues, nor to show favoritism. But he is in for a peck of trouble if he gets an army of serious-minded stamp collectors on his trail."

According to an *Associated Press* dispatch dated January 8, 1935, the letter of the *Norfolk Philatelic Society*, addressed to their fellow collector President Franklin Delano Roosevelt was answered by Postmaster General James A. Farley in the following manner:

" 'A MISTAKE,' SAYS FARLEY, OF STAMP COMPLAINT

Sheet Intended for Mrs. Roosevelt 'Got Away,' He Explains.

Washington, Jan. 8 (AP).—"It was all a mistake."

That was the explanation made today by Postmaster General James A. Farley in answer to complaints of the Norfolk, Va., Philatelic Society that he had distributed to friends sheets of stamps not available to the public.

He told reporters several sheets of commemorative stamps were purchased by him and his associates for gifts to friends. President Roosevelt, Mrs. Roosevelt, Harold L. Ickes, Secretary of the Internor, and Colonel Louis McHenry Howe, Presidential Secretary, received some.

"The worst part of it was," Mr. Farley said, "when that Mother's Day stamp came out. I think Mrs. Roosevelt got one of the sheets and another got loose. That's probably the one that is down in Norfolk. I autographed it myself. It was all a mistake. That's what caused all this embarrassment. All these sheets were bought and paid for." "

The *National Federation of Stamp Club's* Bulletin No. 2 dated November 27, 1934, had resulted in an almost unanimous vote, against the "Presentation sheets." The ideas suggested were forwarded to the Department in a letter from H. L. Lindquist which read in part:

"January 9, 1935.

Honorable James A. Farley
Postmaster General
Washington, D. C.

Dear Mr. Farley:

The National Federation of Stamp Clubs, now representing 30,000 of the leading stamp collectors of the country, has been organized for the purpose of discussing and voting on matters of interest to philatelists so that any requests or suggestions emanating from it will have the approval and backing of the entire group.

In the past, through lack of such organization, certain groups have advocated measures which have not been acceptable to other groups and this situation has resulted in considerable confusion.

The purpose of the National Federation of Stamp Clubs is to be helpful and not critical. We hope that it may be of some service to you and to the Post Office Department in solving questions of purely philatelic interest.

* * * * * *

(4) The Federation is emphatically opposed to the distribution of stamps in any form other than that available to the general public. By doing so it creates varieties of considerable financial value and so casts discredit on the hobby and jeopardizes its existence.

It is suggested that where sheets in perforate or part perforate condition have reached the public, either by accident or otherwise, that the Philatelic Agency place similar stamps on sale at face value in sufficient quantity to supply all demands. This would immediately quell any feeling that the stamps were issued for the purpose of exploitation. In Canada some years ago an imperforate sheet inadvertently reached the public and the Canadian Post Office Department placed similar stamps on sale, as is advocated.

The Federation desires to cooperate with the Post Office Department in every possible way and we hope that we may have the privilege of assisting to solve any questions of policy that may arise that are of interest to philately.

Our organization is growing so rapidly that we except to have a membership of at least 100,000 active collectors in the near future and this entire group as well as the 384 newspapers with stamp columns and the numerous radio stations with stamp talks will be glad to render every possible cooperation.

I hope you may be able to use our facilities to the advantage of the Post Office Department as well as to stamp collectors generally.

Sincerely yours,
H. L. LINDQUIST."

This was answered by the following letter:

"Post Office Department
Third Assistant Postmaster General
Washington

January 18, 1935.

Mr. H. L. Lindquist
STAMPS
100 Sixth Avenue
New York, N. Y.

My dear Sir:

The receipt is acknowledged of your letter under date of January 9 to the Postmaster General, with regard to postage stamp matters of interest to collectors, which has been referred to this office.

The information you furnish concerning the newly organized National Federation of Stamp Clubs, in which you give a general outline of the contemplated scope of its activities, has been noted with very much interest. As understood, you propose to have the new Agency act as a clearing house on matters of policy affecting the general welfare of the rank and file of stamp collectors. On a basis of such plans, the new Federation should prove very helpful in promoting the best interests of philately.

The assurance you give that it will be the purpose of the Federation to cooperate with the Department in every possible way is very gratifying, and we shall be pleased to give consideration to suggestions relating to stamp issues that may be offered, as representing the views of collectors as a whole, including those covered in your present letter as expressing the results of investigations to date.

Very truly yours,
CLINTON B. EILENBERGER,
Third Assistant Postmaster Gen."

Bulletin No. 4 dated January 10, 1935 reported the results of the questionnaire as follows:

"The results from Bulletin No. 2 are still coming in, but at the time this is written 200 clubs have expressed their opinions and the results will be published in an early issue of STAMPS.

The clubs are almost unanimous (one vote for) against the policy of giving out imperforate sheets of stamps to favored individuals.

The remedies suggested include strong protests by every philatelic organization including the introduction of a bill into Congress prohibiting the practice; an appeal to the public to arouse sentiment against it; that steps be taken to make such distribution unlawful; to remove violators from office; to publish the names of those responsible; to secure court orders prohibiting the practice, to declare the stamps illegal and to confiscate them; to have the Bureau print all such stamps that are in circulation in large quantities which will be available to any collector at face and thus destroy their present value; and to refuse recognition to the stamps by collectors, philatelic magazines and catalogs so that no market can be created for them."

Ralph A. Barry in the *New York Herald Tribune*, January 12, 1935, reviewed the complaint of collectors by saying:

" 'PRESENTATION STAMP' ISSUES GIVE COLLECTOR NEW PROBLEM

Ungummed Souvenirs Given to Friends by Farley Said to Command High Prices; Protests Call New Practice Granting of Special Privilege.

"It was a mistake," was the explanation made by Postmaster General James A. Farley in answer to a complaint of the Norfolk, Va., Philatelic Society that he had distributed to friends sheets of stamps not available to the public. The explanation was in regard to a letter from the society to President Roosevelt stating that they had learned that the Postmaster General was distributing to certain persons entire sheets of recent commemorative stamps not available to the public which, as a result, "have assumed a speculative value 10,000 times greater than their original value." The society urged President Roosevelt to take steps immediately to discontinue "this species of favoritism."

The Norfolk letter called the President's attention to what was described as the general unfairness of the situation to the American collectors and appealed to him to return the Postoffice Department to its old policy of offering all items to the general public except those retained by the postal museum.

The stamps complained of are what have come to be called by collectors "presentation sheets." These sheets are taken from the first run of the presses when a new issue of stamps is printed and without the gum being applied to the back or the sheets being passed through the perforating machines, are purchased and signed by the Postmaster General and presented as souvenirs to some of those attending the first-run ceremonies and to other government officials. Without the perforations, these stamps are classed as varieties by collectors, and as such, when known to exist, are necessary to a complete collection of stamps.

Practice Stated by Present Regime

The practice of making presentations of these special varieties originated with the present administration. Before this time the department had guarded zealously against knowingly issuing any special varieties and had taken great care to see that no stamps were issued except those available in the postoffices to the public generally. If collectors found errors or rare varieties in these, they were accidental and due entirely to an oversight on the part of the officials.

In the past, irresponsible officials of several foreign governments have issued stamps as they pleased to the eventual detriment of these countries' stamps in the eyes of collectors. But United States stamps, owing to the jealous care exercised by our postal officials, have always been above reproach the world over. It was with a feeling akin to dismay that collectors received the first reports that a small number of special varieties were now being created and being distributed to a few officials and their friends. It was realized that such a proceeding was not in the best interests of stamp collecting and that at some future date some of these special varieties were bound to find their way into the stamp market and command fancy prices from those who wished complete stamp collections.

Last July, when the fact had been established that these special varieties existed, the Westchester County Philatelic Society went on record with a resolution condemning the practice of making presentations of special sheets and calling upon the

postal officials to cease such presentations in the future. Several other stamp clubs passed similar resolutions, a recent one, by the Santa Monica (Calif.) Stamp Club, stating that "the issuance of such imperforate stamps for presentation . . . in the exclusive manner employed is contrary both to equal rights and privileges for all and to the American principle of a square deal to each and every citizen." This resolution also stated that the recent Mother's Day and certain of the National Parks stamps in imperforate form were in the hands of dealers, and called upon the Postal administration to "forthwith issue a set of imperforate stamps of the denominations mentioned as a square deal to all."

$30,000 Offer for Set Reported

The letter from the Norfolk Philatelic Society was prompted by the report that a collector in that locality had a sheet of 200 Mother's Day stamps which had a face value of $6 but which he had insured for $20,000 and for which he had been offered $30,000 by a New York stamp company. Some time ago a similar sheet of the Mother's Day stamp was in New York. It bore a signature, "James A. Farley, May 18, 1934," and, like the Norfolk sheet, was said to be insured for $20,000. The owner and dealer, however, could not come to terms. The first run of these stamps was on April 13, when a considerable ceremony was staged in Washington, with Mrs. Roosevelt representing the mothers of America.

Speaking of the Norfolk sheet, Mr. Farley, in reply to an inquiry by the Herald Tribune, said: "At the time of the Mother's Day stamp issuance, I purchased five sheets of the ungummed and imperforate stamps. These sheets went to the President, Mrs. Roosevelt, Secretary Ickes and Louis McHenry Howe, the President's secretary. Also I presented one to a friend of mine in Norfolk, Va., and that probably was a mistake."

Mr. Farley further clarified his position by explaining that he mistook a request from Norfolk for an autographed sheet of Mother's Day stamps to be from a personal friend, and in sending the sheet used an imperforate one on account of the holes in the perforated sheet catching the point of his pen. After signing the sheet he folded it, placed it in an envelope and mailed it to Norfolk.

Other press reports have credited the presentation of some of the recent stamps to First Assistant Postmaster General William W. Howe, Acting Second Assistant Postmaster General Jesse Donaldson, Third Assistant Postmaster General Clinton B. Eilenberger and Mr. Farley's three children, Betty, Ann and Jimmy, Jr. In addition to the Mother's Day stamps, other presentation stamps mentioned are the Maryland and Wisconsin Tercentenary issues, the 16-cent special delivery air mail and the complete set of National Parks stamps. Some of the Parks imperforates are known to be in the market at prices commensurate with that of the Mother's Day sheet."

(To be continued.)

Brief Reviews

HISTORY OF THE FREE FRANKING OF MAIL IN THE UNITED STATES. Edward Stern, 1936, Publ. H. L. Lindquist, New York, N. Y.

Readers of the **Collectors Club Philatelist** are quite familiar with the material of this book for the first three chapters appeared serially in this magazine.

There is much new matter added however, including franked envelopes of the President's Widows, Bank Checks made out by Presidents, Letters written by Presidents while in Office, Autographed photographs of Presidents, Badges, "Campaign and Memorial." The pages are fully illustrated. This is a book of Americana that should be in the possession of every collector.

PHILATELIC ALMANAC, 1936, compiled by Frank L. Wilson, Publ. H. L. Lindquist, New York, N. Y.

A handbook for stamp collectors containing information constantly required. The subjects covered include 1935 in Review, United States Postal Statistics, Philatelic Agencies of the World, Monetary Units and Systems of the World, Philatelic Departments in Newspapers, Broadcasts and Periodicals, Pronouncing Gazeteer of Philatelic Names, Glossary of Philatelic Terms, Dictionary of Postal Facts, List of Philatelic Clubs of the United States as well as most foreign countries, list of Philatelic Headquarters, Hotels and a vast amount of other data that will prove useful.

How Postage Stamps are Printed*

By James H. Baxter.

PRINTING, which may be defined as the art of impressing images or characters on paper or other material, not only embraces all the methods of obtaining inked impressions but also includes all types of relief or depressed impressions either with or without color (embossing). With the exception of several isolated cases, all adhesive postage stamps have been printed as inked designs, and it is impressions of this character that are treated in this article.

As adapted to the production of postage stamps, printing may be divided in three classes: (1) Intaglio Printing, (2) Planographic Printing and (3) Relief Printing or Typography. These three branches can further be subdivided into: (1) Etching, Line Engraving and Photogravure; (2) Lithography and Offset Printing; and (3) Surface Printing from type, line cuts or halftones.

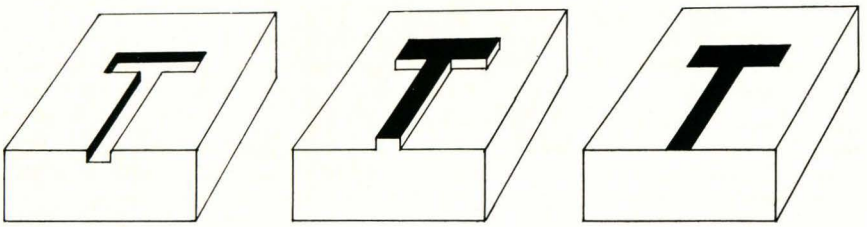


Diagram representing sections of the three types of printing plates. In an intaglio plate (left) the ink is carried in the depression below the surface, while the higher standing surface of a relief plate (center) is the part inked. In surface printing, however, the entire upper surface, including the design, lays in the same plane (right).

With certain reservations (which will not be discussed here due to the limited scope of this article), the particular category into which each postage stamp falls is dependent upon whether the inked design is (1) below the surface, (2) on the surface, or (3) above the surface of the printing plate, stone or form.

The operations through which postage stamps pass during their development are by no means limited to the operations enumerated here. In a treatise of this nature only general statements can be made and the reader must not assume that the printing of any specific stamp must conform to an established procedure.

Intaglio Printing

Intaglio printing, that branch of the graphic arts which includes all the various methods of reproduction in which the design is recessed into the surface of the printing plate or cylinder, is the most widely used method of producing postage stamps. It differs from other methods of reproduction in that the impression is obtained from the lines incised below the surface of the plate. In printing, the ink which is held in these depressions is imprinted upon the sheet of paper by means of a cylinder pressing the sheet upon the face of the printing plate. By this process it is possible to transfer considerable quantities of ink to the sheets of paper so that great variations in the tonal qualities of the design are made possible by the depth and width of the incised lines, dots or areas.

*Copyright, 1936, by James H. Baxter.

The various branches of intaglio printing used in producing postage stamps can be conveniently divided into three classes: Etching, in which the design is incised into the plate by chemical action; line engraving, in which the lines or dots, making up the design, are cut into the plate with a graver; and photogravure, in which the design is etched by chemicals through the medium of a grained plate or a cross-line screen.

Photogravure is seldom used in combination with other types of intaglio printing in producing postage stamps but etching is a constant companion of line engraving. Because of this, it is often difficult to distinguish the parts of the design that have been etched, the parts that have been slightly etched then hand-tooled, and the parts that have been entirely engraved by hand.

Intaglio Printing—Etching

Stamps printed from etched plates differ from those produced by the line engraving process. In etching the design is bitten into the metal with an etching fluid with the result that the fine, firm, clear lines that are characteristic of line engraving are entirely lacking. Usually a stamp that has been etched can be distinguished by the fact that the lines diminish or increase abruptly in contrast to the gradual tapering of engraved lines. This is not an infallible indication of an etching, however, as in engraved portraits the ends of lines indicating flesh tints are often squared-up to obtain the proper shading effects.

Comparatively, there are only a few line engraved stamps in which etching has not been employed in some part of the design to obtain an effect that could not readily be obtained with a graver. On the other hand, there are only a handful of stamps that have been printed from plates that were entirely etched. However, a knowledge of the principles of the etching process, as applied by engravers, will assist the reader to understand how etching can be used in connection with, or as a foundation for, line engraving.

To prepare the die, or plate, a mordant resist, or ground, composed principally of wax, pitch and asphaltum, is applied to the metal surface and permitted to dry. The ground is usually smoked, or colored, to make the finished lines visible by contrast. The design is then sketched on the die or is transferred by one of several methods. The die is then ready for the artist.

Equipped with an etching needle, or point, the sharp end of which is somewhat similar to a phonograph needle, the engraver proceeds to execute the design in reverse. Holding the tool in the same manner as he would hold a pencil or pen, he guides the needle with a steady and equal pressure over the surface of the die, carefully removing the ground and exposing the metal plate.

When the design has been completed the sides and the back of the die are painted with a resist and the plate is placed in a tray containing a suitable mordant. The etching fluid is "flowed" gently back and forth over the exposed metal surface until the fine lines of the design have been etched to the required depth. These lines are then painted with a resist to prevent further chemical action and the die is returned to the bath. This process is repeated until the blackest lines are fully etched and the etcher considers the design finished.

When only part of a design, such as a denomination tablet, is to be etched, a bank of wax forming a reservoir for the etching fluid is sometimes built around that part, making the use of a ground unnecessary.

When the design has been completely etched, the ground is removed. The die is then cleaned and is handled in the same manner as an engraved die.

Intaglio Printing—Line Engraving

Line engraving is not only the most beautiful method of reproduction, but, because certain characteristics of each engraver are reflected in his work, making a perfect duplication impossible, this process affords the best security against counterfeiting.

Engraved designs are composed entirely of lines and dots. All tones of color, ranging from white to black, are obtained by blending the width, depth and spacing of these incisions. Occasionally, this blending is so skilfully effected a monochrome stamp will appear to be printed in several colors. A fine example of an issue of this type is the seven-cent stamp of the Washington Bicentennial issue in which the outer frame appears to be printed in light grey ink, the panels to the right and the left of Washington's portrait appear to be printed in dark grey ink and the denomination tablets, at the bottom of the stamp, appear to be printed in jet black ink.

Both copper and steel plates have been employed in printing line engraved stamps, but as there is no practical method of hardening copper plates so that they will withstand the abrasive action of the wiping operations and the hammering of the presses, plates composed of the softer metal are seldom used today for this class of work.

The first step in the production of a line engraved postage stamp is the production of an appropriate model. Models have a two-fold duty to perform: they are prepared in advance to provide postal officials with an accurate impression of the appearance of a proposed stamp, and they are designed to provide the engraver with a working drawing.

Several methods have been employed in transferring the design from the model to the die but the principal methods are: by means of reverse pencil sketches, by means of tracings, and by means of photography. Many engravers prefer this latter method as it not only insures correct proportions of the design but, in the case of portraits, it emphasizes minute details and thus ensures a life-like portrayal of the original.

Stamp dies are composed of soft (decarbonized) steel. They average about three and a half inches square but often come in a wide range of sizes. Their thickness varies from about one-eighth to about three-fourths of an inch, the average being about one-quarter of an inch.

The die with the design transferred to its face, or, in the event the engraver is to transfers the outline of the design to the die with a point or graver, the die and the model are then placed in the hands of the engraver who is responsible for the ultimate artistic merit of the work.

Lines are cut into the die with the sharp point of a tempered steel graver, the opposite end of which is inserted in a wooden handle. As the cutting tool is pushed forward (away from the body of the engraver) by the pressure of the palm of the right hand on the handle, it is directed by the thumb and the forefinger which rest on each side of the blade near the point. Lines are incised in the die proportionately in depth and width to the amount of pressure applied on the handle, and the angle at which the graver is held in relation to the surface of the die. As the engraving proceeds, the die must be turned according to the paths and directions of the various lines.

As the tool cuts into the die it scoops out a small shaving of metal, leaving a "V"-shaped groove with minute ridges of metal, called burrs, on each side of the furrows. These are removed with a tool called a scraper.

Dots are incised into a die by means of an etching fluid, through the medium of cutting tools, or by utilizing both methods. In stipple engraving, the dots are first cut with an etching needle through a ground and then etched with chemicals. When the etching is completed the dots are finished with a stipple-graver, which differs from an ordinary graver in that its point is bent downward to enable the engraver to flick-out small pieces of metal to strengthen the etched dots.

When dots are cut directly into the die without an etching foundation, stipple gravers, engraving points, or ordinary engraving tools are used.

Stipple engraving is largely employed in portraits to depict flesh tints. The 1931 issue of Belgium, portraying King Albert, is a fine example of this type of engraving.

Alterations are made in an engraving by tapping the back of the die with a specially designed hammer until the recessed lines are forced up even with the higher standing surface of the die. After burnishing and polishing the die is ready for re-engraving. Sometimes it is more convenient to harden the die, to produce a relief die and to remove the objectionable lines (which stand in relief) by filing, scraping, grinding or cutting. After hardening, the roll is rocked-in a secondary soft steel die which is completed in the customary manner.

Not all engraving is done by hand. Some part of the design of almost every postage stamp is machine engraved. Such engraving is termed lathe work. On some stamps the lathe work simply consists of a few straight lines; while on others, such as the current due and special handling stamps of the United States, it forms almost the entire design.

A discussion of the mechanical devices employed by engravers is a subject in itself. It will suffice to state that the principle of most of these devices is simply this: if the die is held securely in position and a vertical graver is adjusted so as to pass over the surface of the die an engraved line will ensue. The type and shape of the cut depends entirely upon the movement of the graver.

Dies for stamps to be printed in two or more colors are engraved in the same manner as dies to be printed in a single color except that only the parts of the design to appear in any one color can be engraved in an individual die.

Impressions are taken at intervals as the die is being engraved to permit the craftsman to see how his work is progressing and to enable him to make any alterations he may deem necessary. These are known as die proofs.

When the proof of the completed soft die block has been approved the metal is hardened by restoring the carbon. After cleaning the die is ready for the transferring process.

A die is not employed directly in printing (die proofs excepted) but is used as a mold from which the design is transferred, through the medium of a transfer roll, to the printing plate from which the prints are actually taken. To transfer a design, the hardened die is placed upon the bed of a transfer press. A roll, or cylinder, of soft steel, securely locked in the carrier of the press, is then rocked back and forth over the die until the soft metal of the roll is forced into the incised lines of the design, reproducing the design in relief on the surface of the roll. This roll is subsequently hardened and is similarly rocked-in the printing plate the required number of times forming intaglio impressions which are exact duplications of the original engraved design.

The human element plays an important part in this phase of the engraving process as the operation of the transfer press is entirely manual; power driven presses being impractical. The operator must have a very delicate sense of touch and a keen sense of perception as neither the depth of the design nor the pressure applied to the roll are measured by mechanical devices. Although a transfer man cannot explain how or why he knows when a relief on a roll or an impression in a plate has reached its maximum depth, he can tell by the "feel" of the levers, by which the pressure on the roll is regulated, and the hand wheel, by which the transfer die is rocked, that the engraving is properly transferred.

If an impression in a plate is properly aligned but is weak or imperfectly transferred the bed-piece must be returned to the transfer press and the design must be re-entered. If the defect cannot be remedied by re-entering, the transfer must be effaced from the plate by tapping-up from behind and a new smooth surface must be prepared.

Re-entries can be detected only when the subsequent impressions do not coincide with the original; and fresh entries become discernible only when all the lines of the original impression have not been entirely removed.

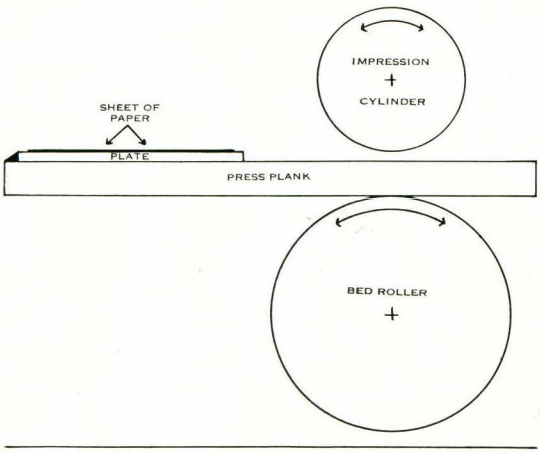
Another interesting variety is what is termed a broken relief. This variety, which is often progressive, is caused by a collapse of a part of a relief, resulting in the omission, or weakness, of that part in the printed design.

There are also numerous constant varieties traceable to impurities in the metal itself, to imperfections in the general structure of the plate, to non-uniformity in the manufacture of plain steels, or to the treatment the plate receives before, during or after the transferring operation.

Following a series of finishing operations, plates are usually hardened by the cyanide process. Some plates, however, are printed in the soft state but are given a protective coating of nickel, or chromium, which is electrolytically deposited. By "stripping" this facing at intervals and re-plating the life of a plate can be materially prolonged.

Finished plates are "proved" and if they meet the necessary requirements they are certified for printing.

Printing from intaglio plates, or plate printing, as this branch of line engraving is commonly termed, is a very exacting art. It is an operation that requires the services of skilled craftsmen as every detail of the art must be managed with skill and dexterity.



Line Engraving

Diagrammatic view of a hand-roller press. This same principle is employed on four-plank (flat bed) power presses.

The basic principles of printing are: (1) to cover the entire upper surface of the intaglio plate with engraving ink; (2) to wipe away the surplus ink on the surface, leaving only the ink in the lines of the design; (3) to place a sheet of dampened paper (dry paper can be used on certain types of presses) on the plate; and (4) to run the paper and plate under an impression cylinder, transferring the ink to the paper in the operation.

All early line engraved emissions were printed exclusively on hand-roller presses but power (steam) presses were introduced in the late seventies but did not come into general use until after the turn of the century. Today, all line engraved stamps, with the possible exception of limited editions and emissions brought out for display purposes at philatelic exhibitions, etc., are the product of flat bed power or rotary (curved plate) power presses.

On hand-roller presses the inking, wiping and polishing operations are performed entirely by hand; the ink being worked-in the incised lines with an

ink roller, the plate then being wiped with a rumpled cloth, and finally the plate being polished with the bare hands.

On flat bed power presses, of which the four-plank plate press is typical, the plates are inked and wiped automatically; the only manual operations being the removal of a thin scum of ink with the bare hands, the registering of sheet of paper on the plate, and the removal of the sheet after printing.

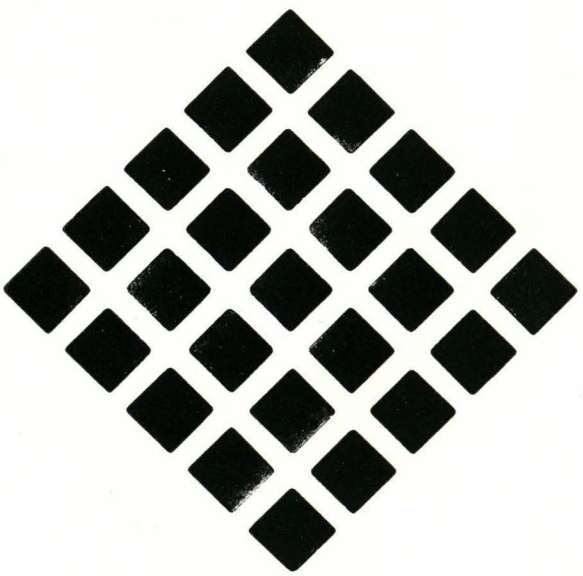
Rotary web (utilizing rolls of paper) presses, such as the Stickney used by the United States Bureau of Engraving and Printing and the Swedish government, are entirely automatic. The press dampens the paper, inks and wipes the curved plates (two plates are clamped around each impression cylinder), makes the impression, dries the ink, applies the gum, then dries it, and finally rolls the printed and gummed stamps in rolls ready for special perforating machines.

On rotary presses of the Hoe type, only the inking and wiping are automatic; the sheets being fed, one at a time, by hand. This press is so masive that the paper need not be dampened, the pressure being so great every fiber is pressed down to the very bottom of each engraved line drawing out the ink.

Engraved stamps are perforated on special machines. Perforators for sheets are equipped with a sight gauge for aligning the gutters; while rotary perforators for rotary stamps are equipped with visual guides of various types or with photo-electric cells which make adjustments automatically.

Intaglio Printing—Photogravure

Photogravure, or rotogravure as the rotary division of the art employed in printing postage stamps is commonly termed, is the only photo-mechanical method of reproduction in which full-tone photographs are produced by a color film of graduated thickness. This type of intaglio printing differs from all other forms of printing in that the ink is carried in cells which vary in depth



Section of a rotogravure screen (greatly enlarged). A print of the screen, arranged at a 45 degree angle, is made upon the sensitized sheet of carbon tissue immediately preceding the printing of the photographic positive of the stamp design on the same tissue.

according to the tone value of the original model. For instance, in deep shadows the ink cells are deeply etched into the printing cylinder so as to impart the desired degree of opacity; while in the highlights the cells are extremely shallow,

carrying a minute quantity of pigment. Tones of intermediate value are produced by cells proportionately varying in depth.

Although grained plates are sometimes used in rotogravure reproductions, a cross-line screen usually serves to reticulate the design. The screen also forms the fillets, or walls, of the ink cells, which are level with the periphery of the copper printing cylinder, and thus act as the support for a steel doctor-blade which, during printing, presses against the surface to remove all the ink except that retained in the ink cells.

Rotogravure was first applied to the printing of postage stamps in Germany in 1914 when the King Ludwig III series was printed for Bavaria. Since that time many beautiful specimens have been issued by the Italian, Roumanian, Egyptian, Greek and British governments, to name just a few of the countries that have utilized this printing procedure.

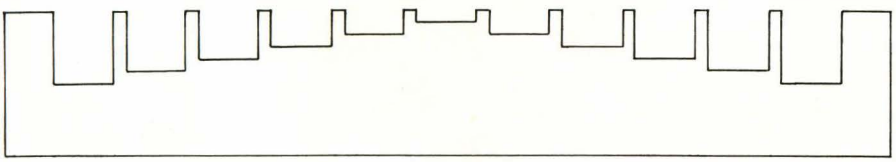
The first step in the process is to prepare a continuous tone photograph of the subject to appear as the central design of the stamp. (In the case of the Saint Elizabeth issue and the series of likenesses of famous men issued in 1932 by Hungary, there were no models. The full-tone photographs of the subjects were copied directly from paintings and portraits and were reduced to stamp size photographically. The white lettering was obtained by double printing (photographically) with a reverse negative).

A negative is then prepared and retouched and it is placed in a photocomposing machine which is adjusted so that the design is photographically transferred by contact to a glass positive the required number of times (usually 100 or 200).

In the meantime, a sheet of carbon tissue (paper coated with gelatine sensitized with bichromate of ammonia) is placed in contact with a photogravure screen and exposed to light. Since the glass screen consists of transparent lines with opaque interstices, a reticulated pattern appears on the carbon tissue. The screen is then removed, the multiple-subject positive is substituted, and the tissue is again exposed to light, which filters through the full-tone positive hardening the gelatine to a depth corresponding to density of the positive.

The carbon tissue is then moistened and placed with its face in contact with the copper printing cylinder.

The cylinder, with the adhering carbon tissue, is then placed in a tank of warm water. First, the paper will become loosened from the gelatine and then the jelly-like mass will dissolve until it reaches the limit of light penetration (the tissue was exposed from the underside as it lays on the plate). The mass is then permitted to dry, leaving a relief image of varying heights above the plate. The screen lines are represented by the highest portions of the gelatine; the highlights are next; followed by tone values of intermediate density; while the solids appear as a thin film of gelatine.



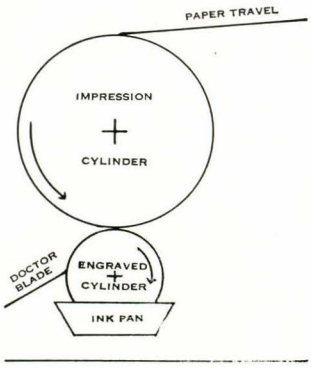
Rotogravure Plate

Cross section of a rotogravure plate. The upper surface represents the periphery of the plate across which the doctor blade rides and scrapes away all the ink except that in the cells below the surface. The deepest cells produce the solids; the shallowess, the highlights; while the other cells produce the tones of intermediate value.

A resist is applied to all the unprotected metal and the cylinder is placed in an etching bath containing perchloride of iron. This mordant attacks the gelatine and copper very gradually, eating away the jelly-like mass and bitting

into the plate in a uniform manner. Since the solid areas are represented by the thinest film of gelatine, the metal below such areas will be attacked first, followed by the middle tones, and, finally, the highlights. Obviously, the solids will be etched more deeply than the other tones, and the highlights the least.

In printing the copper cylinder revolves in an ink fountain, filling the cavities with pigment. The surplus ink is scraped from the cylinder with a steel doctor-blade which presses against the printing surface and the ink is transferred to the sheet or web as the paper passes between the plate and the impression cylinders.



Rotogravure Press

Diagrammatic view of a rotogravure press showing the manner in which the ink is scraped from the higher standing surface leaving pigment in the etched cells only.

Even though the design is protected by the network of cross lines, produced by the screen, and the ink, which forms a thin protective film and thus has a tendency to minimize the wearing and scratching of the cylinder, the delicate detail soon begins to vary after a few thousand sheets of stamps have been printed. The lines, or so-called fillets, are soon ground away by the doctor blade as it presses against the printing cylinder and the ink cells become shallower and shallower until it is impossible for the cylinder to carry enough ink to bring out the full tonal value of the design.

Furthermore, a postage stamp reproduced from a so-called full-tone portrait must have numbers, letters and border lines either in white or black line to complete the design. Since the entire stamp is broken up into ink cells by the photogravure screen these numbers, letters and border lines are obliterated more or less. The 25 centesimi stamp issued by Italy in 1929, in commemoration of the founding of Rome, is an interesting example of this. If you will examine the inscription, "Vittorio Emanuele III Re", you will see how the letters have deteriorated.

The most common blemish found in rotogravure stamps is caused by a scratched plate. Grit collecting between the printing cylinder and the doctor-blade is the usual cause of this variety, although carelessness in handling the plate is occasionally responsible.

Planographic Printing—Lithography

Lithography, the art of printing from stones or plates every part of the surface of which lays in the same plane, is based upon the principle that water and grease will not mix. The design is laid upon the stone in a greasy ink and in printing the plate is first dampened, thoroughly wetting the unprotected surface so that it will repel the ink. It is then rolled over with a greasy ink, which adheres to the design but is repelled by the dampened part of the stone.

Lithography has frequently been resorted to as a printing procedure for economic reasons and because of the comparatively short time required in preparing an issue for printing. But with regard to perfect and artistic execution and a guarantee against counterfeiting, it has never been very satisfactory.

Lithography may be conveniently divided into three groups; Ink or line, chalk or crayon and photographic. The first two types were the only methods applied for years but, since the advent of photography, the latter method is employed almost exclusively.

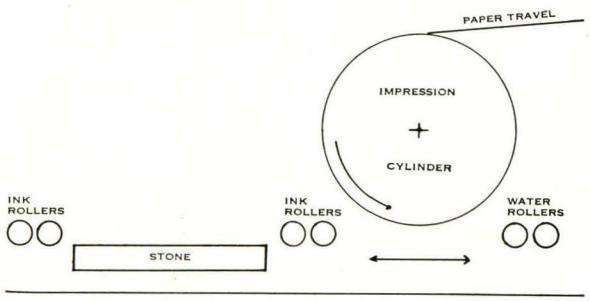
The finest work is always "engraved" into stone. With this procedure, the smooth flat surface of the lithographic stone is coated with a thin film of gum arabic and is permitted to dry. The engraver then scratches the design in reverse with a sharp pointed tool. The point of the instrument merely cuts through the film on the surface and exposes the stone beneath. Oil is then rubbed into the incised lines or areas, the stone is dampened and the design is inked with a roller. When the design is fixed the remaining film is removed and the stone is ready for the transferring operation.

Sometimes the artist makes a reverse drawing upon stone with ink, or with a wax or grease pencil or crayon, or makes a normal drawing upon a specially prepared paper, from which the design can be transferred to the printing stone by contact. Transfers can also be taken (in a greasy ink) from intaglio and relief plates.

When photography is applied, the negative is obtained in the usual manner and a photographic print is either made on a special transfer paper or directly on the stone or plate which has been sensitized. When used direct the negative must be reversed (turned).

The multiple-subject printing plates are produced by means of transfers. To obtain a transfer of a design the stone is dampened and inked as in preparing for an ordinary print, but the impression is made on a specially prepared gelatine coated transfer paper. When enough transfers to make-up the complete stone have been prepared, they are trimmed to size and are arranged and pasted on a layout sheet. This sheet is then placed face downward upon the large printing stone and the whole is run through a transfer press. The layout sheet is then moistened and is removed from the stone leaving the inked impressions, which when properly treated have the same properties as the original lithographic design.

Sometimes instead of employing individual transfers in building-up the layout sheet, transfers in blocks and strips may be used. Many interesting varieties have occurred as a result of producing such transfers from used stones thus perpetuating certain peculiarities and defects.



Lithographic Press

Diagrammatic view of a flat bed lithographic press. The stone moves horizontally beneath the printing roller, the impression being produced as the sheet of paper is carried between the cylinder and the inked stone.

Before printing a weak acid solution is used to give the exposed portion of the stone a slight etch. The stone is then cleaned and is given a thin coat of gum arabic, which fills the pores of the exposed area, thus "holding" the designs in position.

In printing the stone, which rests upon the bed of the lithographic press, is first dampened and then inked. The sheet of paper is placed on top, and the stone and paper is pulled under a scraper (a piece of wood with a rounded edge). The ink is transferred to the sheet as the scraper presses the paper against the stone. Power presses are equipped with a cylinder instead of a scraper. On such presses the result is the same but the impression is obtained by feeding the sheets to guides, the sheets being automatically carried around the impression cylinder, over the printing stone, and finally being delivered in a neat pile.

Planographic Printing—Offset

While more secrecy surrounds the steel engraving process than any other method of reproduction, offset printing seems to be the process about which the average stamp collector knows the least.

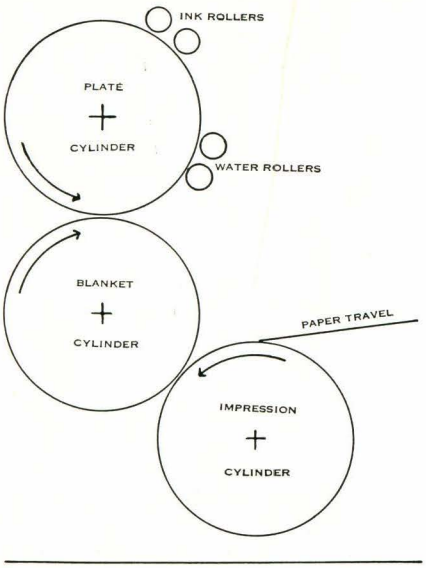
American collectors are specially interested in offset printing because United States stamps were produced by this process in 1918-20. Some collectors are under the impression that this is the only instance in which stamps were printed by offset methods. In this they are mistaken for many countries have issued stamps printed by the many variations of this process.

In the early stages of its development offset printing was very crude but today the process is perfected to such a degree that stamps printed in two and three colors, such as the Althing issue of Iceland, can be printed during a single passage of a sheet of paper through the printing press. This process is believed to be the "coming printing procedure" as a week rarely passes without several applications for offset patents being filed at the United States Patent Office.

Offset printing (wet plate) is merely an adaptation of the lithographic principle in which the image is transferred from the plate to a resilient rubber blanket and then to the sheet of paper. Since the action of the printing press is rotary, it is necessary to utilize a curved plate; therefore, a thin zinc plate, which can easily be curved to the periphery of the printing cylinder, is employed instead of the cumbersome stones used in direct lithography.

Fundamentally the press is simply three large cylinders, of the same diameter, arranged one on top of the other; the top and bottom rollers in contact with the roller in the middle. The zinc plate is wrapped around the top cylinder and it is dampened and inked automatically as the press is put in motion. The inked design is first transferred to the rubber blanket stretched around the middle cylinder and then offset to the sheet of paper as it passes between the blanket cylinder and the bottom (impression) cylinder.

The printing of postage stamps from multiple-subject plates was made practical by the invention of the photo-composing machine of which there are two types. In the first machine a photographic print of a design from a master negative is obtained on a sensitized glass plate. The machine automatically and accurately projects on the plate the required number of positive duplicates of the original. When developed, a large negative is produced by contact and a photographic print of this is made on the printing plate. The second type of machine, the negative printer, automatically steps-up and repeats the design on the sensitized printing plate. In this instance, however, the master negative is brought in direct contact with the printing plate and is exposed to artificial light. Features of both of these machines have been combined to obtained desired effects.



Offset

Diagrammatic view of an offset press. The inked design is first imprinted upon the middle cylinder then tranferred to the paper as it passes between the blanket and the impression cylinders.

Relief Printing—Typography

Relief printing, commonly termed typography, embraces all types of impressions obtained from printer's type, line engravings and halftone plates in one or more colors.

Provisional issues and overprints are usually printed direct from type but it is a common practice to print from the original set-up only when a comparatively small number of stamps are to be produced. When a sheet of stamps is composed of many subjects, or when a number of plates are needed so that several presses may be operated at the same time, the original set-up is often electrotyped or sterotyped and duplicate plates are used for printing.

Hand set type is usually employed for this type of work but machine composition is used to a great extent in the larger stamp printing plants.

Hand set type consists of individual characters which must be assembled (set), one character at a time, by hand; while machine set type is assembled mechanically and, with the exception of monotype which is cast in separate units, it is cast in a solid slug one line wide.

When the required number of lines are set, they are arranged in the proper order, being spaced with leads, slugs and furniture, in what is called a form. This form is then securely locked in a metal frame, called a chase. It is then ready for the printing press.

When a drawn design for a postage stamp is to be produced from an original line drawing (a drawing in which each line, dot are area has the same weight, the tone values being effected by the size and the spacing of the lines, dots or areas), a pencil sketch of the design is submitted for approval. When alterations have been made, the artist carefully applies a black ink or pigment with a pen or brush to this sketch or to a tracing. If a stamp is to be printed in two or more colors, color separation negatives are employed to separate each element from the original model. The design is then ready for photo engraving.

Photo-mechanical engraving (producing relief plates by photography) is

based on the principle that bichromated gelatine or albumen will become insoluble when exposed to light.

A photographic negative of the design is then produced, is reversed, and is placed over a sensitized plate in a printing frame as in making an ordinary photograph. After being exposed to a strong light the film on the metal plate is developed and the unexposed parts are washed away leaving the design on the surface. "Dragon's blood", an acid resisting powder, is then applied to the metal surface and the plate is heated so that this resinous powder will adhere to the design. The sides and back of the plate are then painted with a resist and the plate is placed in an etching bath in which the acid eats into the plate leaving the design, covered with the protective film, standing in relief.

Such a plate is called a line etching.

When the model consists of a full tone photograph or wash drawing, in which there is a gradual blending of color, ranging from white to black, it must be printed by the halftone process through the medium of a cross-line screen.

In this process the negative is produced in the same manner as in the line etching process; a glass cross-line screen is, however, placed in contact with the plate in the camera so that the negative is reticulated. Halftone plates are etched practically the same as line etchings.

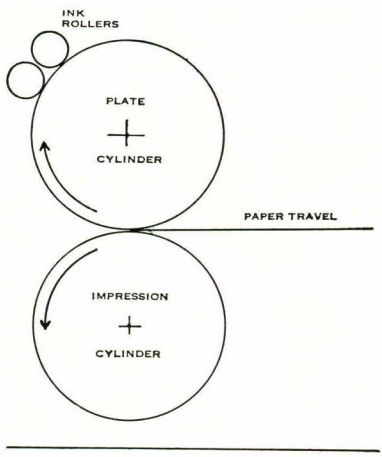
Multiple subject plates are made up of cliches of individual subjects duplicated by electrotyping or sterotyping.

In electrotyping an impression of the original plate is made in wax or soft sheet lead and an electrolytic plate, usually copper, is deposited on the mould by electrolysis.

In sterotyping an impression is made in plaster of paris or wood pulp and after the mould dries molten sterotype metal is poured upon the matrix in a specially constructed casting box, reproducing the original plate.

When the required number of cliches have been produced they are either assembled to form the printing plate, or are simply employed as a master plate from which large matrices for stereotyping or wax plates for electrotyping are obtained.

Individual cliches employed in printing stamps have also been in the form of wood cuts, steel engraving in relief, and steel engravings in intaglio. Obviously, dies of the last type would be reversed in regard to color, since the higher standing surface is the part inked in typography; i. e., if the original intaglio



Rotary (Relief)

Diagrammatic view of the rotary press (relief) principle.

design was in black line, the design would be colorless (white) and the background colored.

Three general types of presses have been used in printing typographed plates: platens, in which the paper is brought in contact with the entire form at the same time; cylinders, in which the form oscillates under a rotating cylinder upon which the sheet of paper is carried; and rotaries, which utilize the rotary principle—curved plates being clamped upon a printing cylinder which revolves in contact with an impression cylinder, the paper passing between the two cylinders to receive the impression.

While printing procedures are of great interest to the specialist; the "average collector" should endeavor to secure a fundamental knowledge of the various methods of reproduction, as an understanding of printing processes will not only add joy to the collecting of postage stamps, but it will also enable the collector to detect and to explain numerous inconsistencies that appear in almost every issue of adhesives.

Brief Reviews

BRITISH AIR MAILS, A Chronology, Francis J. Field, Sutton Coldfield, Eng. Price 3/6/ net.

Beautifully illustrated with pictures of the stamps and many of the airplanes, postmarks and maps. Indispensable to collectors of British airmails.

GRAND CATALOGUE SPECIAL ILLUSTRE DES TIMBRES DE BELGIQUE ET DU CONGO BELGE. Willy Balasse in collaboration with Andre de Cock, 1935.

This is a most important work on the stamps of Belgium and Belgian Congo, containing 410 pages which are fully illustrated. It is divided into seven parts. Parts one to three include Official Issues, Commemoratives, Airmail Tax stamps, Telegraph, Railroad, Belgian Occupation in Germany, etc., etc. Parts four to seven deal with the stamps of Belgian Congo 1886-1930. It is essential to every collector of this country.

DIE POSTSTEMPEL VON SERBIEN, E. Decoca, Publ. Die Postmarke, Wien.

Die Postmarke has just published its 14th booklet, which deals with the cancellations of Serbia, between 1840 and 1921. It describes the different types of cancellations used and the pages are well illustrated. Although the text is in German, it is easily understood.

EARLY BRITISH BALLOON POSTS. Dr. John Pringle, printed in Manchester, England.

The Collectors Club is indebted to the author for his very fine work on the Early British Balloon Posts, which is a record of the first attempt to carry mail by Balloon in Great Britain, and includes also a chapter on Dr. Barton and his Dirigible Airship. It is very well illustrated.

THE ANIMALS ON POSTAGE STAMPS. O. W. Barrett, Publ. S. S. & C. C., New York, N. Y.

A growing interest in the collecting of stamps according to the design will receive an added impetus through this book just issued by the Scott Stamp and Coin Company.

If it goes over as anticipated I understand it will lead to other similar books.

COMMEMORATIVE POSTAGE STAMPS OF THE UNITED STATES, R. A. Kimble, 1936 Revised Edition.

A new edition of this popular handbook brought up to the Michigan Centennial issue. Speaks well for the interest the book has aroused that it should require another edition.

ANO 1936 CATALOGO DE SELLOS CHILENOS. Victor Vargas, Santiago.

Printed in Spanish but of interest to the Chilean specialist as reflecting values in Chile.

Hamburg-American Packet Company

West India Line.

Notes by EUGENE KLEIN.

FROM material in my collection of the "Stamps of the Steamship Companies" I am enabled to add further information to that contained in the Michael Miller translation of Danish West Indies of the Kohl Handbook (*Collectors Club Philatelist*, July, 1935, pages 192 and 193).

Routes: The following letters with Hapag stamps are represented, which show the different routes:

From Venezuela: Puerto Cabello to Port of Spain, Trinidad 1875
La Guaira to St. Thomas 1877
Caracas, via La Guaira, to St. Thomas 1877
Rio Caribe, via La Guaira, to St. Thomas 1877
Puerto Cabello to St. Thomas 1877
Maracaibo, via Puerto Cabello, to St. Thomas 1877
From Curacao to St. Thomas 1877
From Dominican Republic: Samana to St. Thomas 1877
Santiago, via Puerto Plata, to St. Thomas 1877
From Haiti: Port au Prince to St. Thomas 1877
Aux Cayes, via Port au Prince, to St. Thomas 1877
Cap Haitien to St. Thomas 1877
Gonaives to St. Thomas 1879

Packet Steamers: According to mailing directions written on the letters the following ships were used in this service: Bavaria, Franconia, Lessing, Lotharingia, Rhenania and George W. Chase.

Hapag Agents used oval handstamps with which they frequently canceled the stamps, usually in blue, rarely in red. Following is a list of those which are more or less legible.

Venezuela: Biondi, Valentiner & Co., Agents, La Guayra.
Cesar Müller, Special Agent, La Guaira.
Danish West Indies: Captain H. Muller, Superintendent, St. Thomas.
Haiti: Tweedy, Peters & Cie, Agents, Port au Prince.
Stevers & Tippenhauer, Agents, Cap Haitien.
G. Keitel & Cie, Agents, Gonaives.
Dominican Republic: Ginebra Hermanos, Puerto Plata.
Trinidad: J. N. Harriman & Co., Agents, Port of Spain.

Other cancelations used, all in blue:

"P" in a circle at Puerto Cabello.
"P" in a square frame not connected at corners at Port au Prince.
St. Andrew's cross at Cape Haiti.
Four short parallel bars at Caracas.
A large blue anchor is known, probably used on board of one of the vessels.
Penstrokes, single or crossed in black and in violet ink, blue pencil cross and date in manuscript violet ink are usual.

Perforation: This is given, I believe, erroneously as 13. The unused stamps invariably gauge 12½ line perforation. The other measurement is probably due to shrinkage in used copies.

Sheets: The size of the sheet is given as 10x8. An incomplete sheet of 64 with straight edges at left, top and bottom in my collection indicates eight horizontal rows of eight stamps in each row. A strip of eight with straight edges at left, bottom and right proves a minimum of nine horizontal rows of eight, or a total of 72 stamps. As far as known, no complete sheet has been recorded.

Double embossing: A copy with strong double embossing is found on a cover used from Port au Prince to St. Thomas in 1877.

The Collectors Club Philatelist

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THE THIRD INTERNATIONAL PHILATELIC EXHIBITION

The Third International Philatelic Exhibition is now a matter of history. From May 9th to 17th, 1936, inclusive, the Grand Central Palace was the mecca of philatelists from all over the world, and the Exhibition was a tremendous success from every standpoint.

Nearly 50,000 people paid admission to the Show, and in this number are included the season tickets, which are counted as one admission, although most of the holders came in many, many times. It is certain that a count of the attendance would undoubtedly exceed 100,000, and this included the foremost collectors of the world.

Every activity that was undertaken was eminently successful. The Lecture Room was packed almost continuously, the U. S. Post Office Department established a new high for sales of a new issue; most of the dealers who had booths did a very substantial amount of business; the newspapers and radio stations gave the Show unprecedented publicity, and a number of very prominent guests were in attendance.

As is usual in an affair of this kind, the shortcomings are more apparent after the Show than they are before it. There is also a group who make no effort to assist before the Show but are quick to criticize if everything does not meet with their entire approval. As a consequence, the Directing Committee is particularly desirous, at this time, of compiling data on every just criticism, so that while everything is fresh in mind, we can consider them and establish a basis for our next international exhibition, which is scheduled for the United States in 1947, to celebrate the 100th anniversary of the introduction of postage stamps into this country.

We believe much constructive work can be done to re-arrange the classifications so that collections of similar rank will be in competition with each other. This is always one of the most difficult problems of any exhibition and if we start now to build our program we will have it in excellent shape long before it is required. In fact, classifications should become an international problem and after each show held in any country, the criticisms that develop should be carefully considered. This would then make it unnecessary for each Directing Committee to start from the bottom and build up. Of course, classifications must be re-arranged for each country in which an exhibition is held, but this would not affect the general classifications of the balance of the world, and one of the lessone we have learned from this show, I think, is that such an international classification is very desirable and necessary.

Some criticism developed owing to the fact that dealers were permitted to exhibit in competition collections that were for sale. This is another criticism that developed after the Show instead of before it, and the judges had to follow

the rules of the Exhibition and give such an exhibit the same consideration as one entered by a collector. There is a fine distinction here also in that many dealers have personal collections which are not for sale and the question remains as to whether they should be barred.

Another problem is in regard to the relative importance of various sections. For instance, the Airmail section has grown to such proportions that it deserves a separate grouping, possibly an entire set of awards from the lowest to the best in the show, for the one group alone. Either this, or the Airmail group should hold an entirely separate show. The same thing holds true for the Precancel group and other units which have a large independent following.

There are many other problems to be considered, and this article is written to encourage all of our readers to send in every possible criticism that occurs to them so that the entire matter can be worked out while it is still fresh in mind, and the foundation laid for even greater shows in the future.

THE PROGRAM FOR 1936-37

With the meeting of June 3rd, the program for the present season ended, although the clubrooms will be open daily throughout the summer, as usual, except for the period during which our secretary takes her vacation in August.

Clarence W. Brazer, Chairman of the Program Committee, (Chester, Pa.), will welcome suggestions from any of the members in connection with the program for the coming season, which will start early in September. It is our desire to make these meetings of as much general interest as is possible and any member who can suggest a type of exhibit that would be of interest is cordially invited to do so. In the past, the meetings devoted to competitions in various groups have proven the most popular and have enabled several collectors to show their most interesting pages. The policy of interchange of visits with other clubs will also be continued.

IN THIS ISSUE

Three winners of Plaques of Honor at the *Third International Philatelic Exhibition* are represented in this issue. Walter Lind, who won a special award for his splendid collection of Guatemala, has an article on the 5c Provisional of 1881 of that country, written in conjunction with J. G. Freiburghaus; James Starr, who won a special award for his collection of China, has a continuation of his exhaustive article on the Chinese Air Posts, 1920-1935, which was prepared in conjunction with Samuel J. Mills; and Max G. Johl, the third prize winner, has his usual article on the 20th Century Postage Stamps of the United States.

In addition to these three articles, we particularly call attention to the splendid article by James H. Baxter. Mr. Baxter has made a thorough study of printing processes and this article is from an exhaustive book on the subject which he has prepared. The illustrations plainly show how the various types of printing are performed. There is also a splendid article on the Labrador Company U. S. A., which is another of H. Warren K. Hale's interesting series on Canadian Locals.

These articles were not particularly selected because the authors won prizes, but are an indication of the usual high caliber of contributions appearing in this publication.

The Story of the Third International Philatelic Exhibition as Told by the Press Releases

By H. L. LINDQUIST.

FEW Shows of any kind have received as much Publicity as did the Third International Philatelic Exhibition held at Grand Central Palace in New York City from May 9th to 17th, 1936, inclusive. 500 Newspapers throughout the United States, most of which have stamp columns, ran practically every word of the 64 press releases that were sent out; the Universal Service sent out two extensive releases to their entire list of 1000 newspapers, the Associated Press, the International News, and practically all of the other news syndicates carried regular stories on the show; the National Broadcasting Company carried several programs over their entire network; WINS carried a daily story on the air, WHN and WIPS carried weekly stories, and practically 130 other independent stations carried one or more broadcasts. In addition to that posters were on display throughout the country; in New York large displays were carried in many of the Hotel Lobbies and in Store Windows; the Independent Subway Line carried a large poster during the period of the show; our leading Museums had special exhibits tying up with the Show, the Public Schools permitted pupils to attend the Show with their teachers during school hours; and practically every other means of publicity was employed.

The Press Releases started with a preliminary story on March 22, 1935 which gave the main facts together with the list of officers and this was followed on May 1 with a letter accompanying the first edition of the Prospectus. No further release was sent out until August 10, 1935, at which time suggestions for changes in the Classifications were solicited and announcements made that the first edition of 50,000 poster stamps was exhausted and that a second edition had been ordered.

This was followed by the release of October 5, 1935 as follows:

Second Prospectus of the International Philatelic Exhibition Now Ready

Collectors throughout the world have sent in suggestions in connection with the rules and regulations that will govern the judging of the exhibits at the big International Exhibition to be held at the Grand Central Palace in New York from May 9th to 17th, 1936.

All of these sggestions have been given careful consideration by the committee in charge, and as a result the Second Prospectus, which is now ready for distribution, contains many important changes. Copies can be had from Admiral Frederic R. Harris, Secretary, 27 William St., New York City.

The Jury will consist of outstanding philatelists from all over the world. Those who have so far accepted the invitation to act are as follows:

A. G. Argyropoulos, Greece
Dr. Carroll Chase, France
Dr. Emilio Diena, Italy
Robert S. Emerson, United States
Agathon Faberge, Finland
L. B. Gatchell, United States
Benjamin Goodfellow, England
T. Charlton Henry, United States
A. F. Basset Hull, New South Wales
H. H. Hurst, Natal
Jose Kloke, Brazil
Alfred F. Lichtenstein, United States
A. Philipp Mendoza, Mexico
Dr. Takaharu Mitsuit, Japan
Dr. Edward Mosely, Transvaal
Dr. Herbert Munk, Germany
Abraham Odfjell, Norway
R. F. A. Riesco, England
Dr. Mario de Sanctis, Brazil
Theodore E. Steinway, United States
Nils Strandell, Sweden
Alfred Weinberger, Czechoslovakia
Sir Nicholas Waterhouse, England
Sir John Wilson, Bart., England

The regional vice-presidents of the Association for Stamp Exhibitions, under whose auspices the Show will be held, are actively engaged in securing the best representative collections from their sections. Saul Newbury of Chicago, who just returned from an extensive trip that covered both South America and Europe, brings back word that interest is intense in all sections and that practically every important collector he met is planning to send his collection and possibly be present in person also.

For release on November 2, 1935 the papers were sent a mat showing the design of the Poster Stamp prepared by the American Bank Note Co. together with a set of the stamps in the four colors in which they were issued: red, blue, green and brown; and on November 12 a letter was sent to every philatelic club in the country inviting their cooperation.

The release of January 11, 1936 carried with it a mat showing the design of the medal and read as follows:

Mahonri Young, Noted Sculptor, Prepares Medal Design For 1936 International Philatelic Exhibition

One of the most important decisions that the Committee in charge of the International Philatelic Exhibition was called upon to make was that of selecting a suitable design for the medals. They were very fortunate in securing the services of Mahonri MacIntosh Young, grandson of Brigham Young, and a man who spent much of his early life in the west. There he became imbued with the traditions of our western country and particularly with the stirring stories of the early pioneering days.

Mr. Young's work is on display at the Metropolitan Museum of Art in New York as well as the Museum of Natural History and other important exhibits both in this country and in Europe.

The design which he submitted depicts a Pony Express rider riding at full speed toward the right. A rising sun in the lower left sends out rays which are so shaded as to add motion and speed to the design. Above, in raised letters, appears the inscription "International Philatelic Exhibition, New York, 1936" while below, on a raised surface, but with the lettering indented, is a space for the name of the winner of the award together with the name of the subject which won the award.

On Jan. 19 the complete publicity committee was appointed and following is the release of January 25, 1936:

Floor Plans for 1936 International Philatelic Exhibition Have Been Completed and Contracts Are Being Let

The plans for the big Philatelic Exhibition to be held at the Grand Central Palace in New York City from May 9th to 17th, inclusive, have speeded up considerably since the first of the year.

The Committee in charge are now holding meetings two or three times a week and the floor plans have had to be revised several times to make room for new exhibits.

For instance, the Post Office Department and the Philatelic Agency will require 12 sales windows to handle the contemplated crowds and the various other special departments are in proportion.

Contracts are now being let for the frames and booths. The frames are of a special design that has been developed by Arthur E. Owen, the engineer on the Committee, and space has been provided for 3216 of them. When you remember that there were only one-third this number in the 1926 show, the scope of this present exhibition can be better realized.

There will be 114 booths for dealers, and these are going very rapidly. The fee for a booth is $200, but to secure choice of location the dealer must bid at an auction to be held on February 17th. At this time all those who have reserved booths will be invited to visit Grand Central Palace either in person or by proxy. The privilege of first, second, third, etc., will be auctioned off. Those who do not care to pay the extra premium need not do so but they will of course have to be satisfied with the spaces that are assigned to them.

A uniform gray color-scheme has been selected.

The releases of Feb. 1 and Feb. 8 were devoted to reports of progress and on Feb. 15 the first release of the Committee of Honor was made as follows:

TEN FOREIGN GOVERNMENTS WILL EXHIBIT AT INTERNATIONAL PHILATELIC EXHIBITION

Many Prominent Men on Committee of Honor

At the International Philatelic Exhibition to be held at the Grand Central Palace, New York City, from May 9th to 17th, inclusive, there will be a large number of exhibits by the Governments of the World.

At the present time, the following Governments have definitely agreed to exhibit: United States, Great Britain, Canada, Austria, Belgium, Czechoslovakia, Estonia, Liechtenstein, San Marino and Switzerland.

It is expected that many others will take advantage of the opportunity to participate in this International Show.

In addition to the official Government Display of the United States, the Bureau of Engraving & Printing will have a demonstration of stamp printing and the Post Office Department will have a separate section for the sale of special stamps.

The Honorary Patron of the Show is the Hon. Franklin D. Roosevelt, who is an active stamp collector himself, and up to the present time the following prominent men have agreed to serve on the Committee of Honor:

The Hon. Henry Morgenthau, Jr., Secretary of the Treasury of the United States; The Honorable Harold L. Ickes, Secretary of the Interior of the United States; William W. Howes, First Assistant Postmaster General of the United States, and Clinton B. Eilenberger, the Third Assistant Postmaster General, and Smith W. Perdum, the Fourth Assistant Postmaster General. Dr. C. G. Abbot, President of the National Museum; Sr. Dr. Don Felipe A. Espil, Argentine Ambassador; Sr. Don Manuel Trucco, Chilean Ambassador; Signor Augusto Russo, Italian Ambassador; Otto Wadsted, Minister of Denmark; Demetrios Sicilianos, Minister of Greece; Eero Jarnefeldt, Minister of Finland; W. Munthe de Morgenstierne, Minister of Norway; Marc Peter, Minister of Switzerland; Charles A. Davila, Minister of Roumania; W. Bostroem, Minister of Sweden; The Hon. Herbert S. Lehman, Governor of the State of New York, and The Hon. M. William Bray, Lieutenant Governor of N. Y.; The Hon. Fiorello La Guardia, Mayor of the City of New York; Timothy J. Sullivan, Acting President of the Board of Aldermen, George J. Ryan, President of the Board of Education, Albert S. Goldman, Postmaster of the City of New York, Samuel Levy, President of the Borough of Manhattan, James J. Lyons, President of the Borough of the Bronx and Joseph A. Palma, President of the Borough of Richmond. Fred B. Robinson, President of the City College of New York; George Blumenthal, President of the Metropolitan Museum of Art; James J. Hoey, Collector of the Port of New York; The Hon. Victor Nef, Consul General of Switzerland; The Hon. Martin Kastengren, Consul General of Sweden; and Dr. Robert Paganini of Switzerland (Dean of Air Mail Collectors).

A meeting composed of the Local Representatives of all of the philatelic organizations of the Metropolitan District has been called by the National Federation of Stamp Clubs, Inc., to meet at the Collectors Club, 30 East 42nd St., New York, N. Y., on Monday evening, February 17th, 1936, at 8 P. M. This meeting will be addressed by Representatives of the International Philatelic Exhibition as well as of the Baltisea Exhibition to be held in Brooklyn.

The release of Feb. 22 was devoted to a description of the exhibit of the American Bank Note Co. and that of Feb. 29th to a description of the motion picture sent over by the G. P. O. of Great Britain entitled "The King's Stamp."

The release of Feb. 19 read in part as follows:

Dealers Bid For Booths at International Philatelic Exhibition

The allotment of booths in connection with the International Philatelic Exhibition to be held at the Grand Central Palace, New York City, from May 9th to 17th, took place at the Palace on Tuesday morning, February 18th, at 11 A. M.

The entire first floor was taken by about 45 dealers, and nearly $3000 was paid in excess premiums for the privilege of selecting in rotation. The privilege of making first choice was secured by the Scott Stamp & Coin Co. by their bid of $325, while second choice was allotted to Nicolas Sanabria for the highest premium paid, $500. Others to pay substantial premius for their choice of space included Y. Souren, H. E. Harris, C. J. Phillips, Economist Stamp Co., Emil Bruechig, and C. I. Crowell. Those who did not bid for choice of space were allotted positions, and after all allottments had been taken care of, very few booths remained to be sold. The last-minute rush which developed took practically all remaining booths.

A cable has been received from France advising that the French Government will participate in the show. This now makes 12 governments that have definitely agreed to exhibit.

Word has been received from Edwin Muller, representing the Exhibition in Vienna, that at least 20 people will be sailing from Vienna for the show.

The following are additions to the Committee of Honor: The Hon. Louis McHenry Howe, Secretary to the President of the United States; Mr. Courtland Nicoll, President of the Museum of the City of New York; Harvey N. Davis, President of the Stevens Institute of Technology; The Hon. Wm. Wallace White, Consul General of Paraguay; J. Richling, Minister of Uruguay; John Pelenyi, Minister of Hungary. Harllee Branch, Second Assistant Postmaster; The Hon. Meyer C. Ellenstein, Mayor of Newark, N. J.; The Hon. Dr. Hans Borchers, German Consul General, the Hon. George Bech, Danish Consul General, and the Hon. Karl F. Altio, Finnish Consul General; A. W. Hall, Director of the Bureau of Engraving & Printing; Herr Hans Luther, German Ambassador; Sr. Dr. Don Francisco Castillo Najera, Mexican Ambassador; The Hon. George de Ghika, Hungarian Consul General; Count Charles H. M. de Ferry de Fontnouvelle, French Consul General; The Hon. Radoye Yankovitch, Consul General of Yugoslavia; Comm. Gaetano Vecchiotti, Italian Consul General; Sir Gerald Campbell, K.C.M.G., British Consul General; The Hon. Pedro Rafael Rincones, Consul General of Venezuela; The Hon. Harold G. Hoffman, Governor of the State of New Jersey; Harry Woodburn Chase, Chancellor of New York University; The Hon. Dr. Sylvester Gruszka, Consul General of Poland; The Hon. Nicholas G. Tserepis, Consul General of Greece; Sr. Capt. Colon Eloy Alfaro, Minister from Ecuador; Royal S. Copeland, United States Senator, and Edgar L. Prochnik, Minister from Austria.

The release of Mar. 7th dealt with the Social Activities scheduled during the exhibition and continued:

Since our last report, Finland and Denmark have advised that they will send official Government Displays to the Exhibition.

The following notables have also been added to the Committee of Honor: Jkr. H. M. van Haersma de With, Netherland Minister; Douglas S. Cole, Canadian Government Trade Commissioner at New York; the Hon. W. P. Montyn, Consul General of the Netherlands; The Hon. James A. Farley, Postmaster General of the United States; Raymond V. Ingersoll, President of the Borough of Brooklyn; The Hon. Chas. B. Vincent, Consul General of the Republic of Haiti, and The Hon. F. Pardo de Zela, Consul General of Peru.

The date for closing entries for the Exhibition has been extended from March 9th, as originally advised, to March 23rd.

Release of March 14th:

A Continuous Program of Lectures and Moving Pictures Will Be Provided During The International Philatelic Exhibition

A lecture hall has been provided on the first floor of the Grand Central Palace and during the International Philatelic Exhibition, which will be held there from May 9th to 17th, inclusive, there will be an almost continuous program of lectures by important philatelists, and moving pictures on philatelic subjects.

On the opening day, Saturday, May 9th, the members of the Association for Stamp Exhibitions, Inc., which is sponsoring the show, will gather in this room at 11 o'clock, prior to a preview of the Exhibition.

Part of the formal opening ceremonies at 2 o'clock will also take place in this room and many notable guests will be present.

Sunday, May 10th, will inaugurate the first showing of the moving picture prepared by the General Post Office Department of Great Britain, as well as others prepared by the United States Government and the American Bank Note Company.

The topic of the day will be "Religion as Shown on Stamps" with Burnes Solomon the Chairman of the day. General talks will be given at 2 p. m., 4 p. m., and 9 p. m. each day.

Monday, May 11th, which is designated as "International Day," will be turned over to the notable visitors, including Sir John Wilson, president of the Royal Philatelic Society of London; Dr. Emilio Diena of Rome; Edwin Muller of Vienna, and Frank Godden, the Commissioner-general from Great Britain. The general topic of the day will be "Around the World with Postage Stamps."

On Tuesday, May 12th, which is designated as "Exhibitors Day," many of the prominent visitors will be introduced and will give talks on their particular specialties.

On Wednesday, May 13, "Dealers Day," the talks will be by prominent dealers, many of whom will have come from overseas.

Thursday, May 14th, will be one of the big days of the Exhibition, for this is designated as "Airmail Day," and will be attended by some of the prominent air-mail pilots, who will address the gathering.

On either this day or one of the previous days it is also expected that Dr. Hugo Eckener, commander of the Graf Zeppelin, who will be over on his first trip with the new Zeppelin, will be a guest of honor, with his entire crew. The Air Mail Society will be holding its convention in New York at this time and will have active charge of this day.

Friday, May 15th, "Philatelic Organization Day," there will be addresses by President Eugene Klein of the American Philatelic Society, Dr. F. M. Coppock, president of the Society of Philatelic Americans, and presidents and officials of all of our other leading philatelic organizations.

Saturday, May 16th, is "National Junior Day," with Dr. Elias Silberstein in active charge. Capt. Tim Healy, the idol of the juniors of the country, will give several talks on this day, as will Frank Wilson, who has been active in junior work for many years.

All through the week these talks will be interspersed with interesting moving pictures, several of them supplied by foreign governments to show the relation of postage stamps to the scenic beauties and history of the countries involved.

Ernest Kehr will be in active charge of the lecture room for the entire week, assisted by special chairmen for each day.

Vittorio LoBianco of Rome has been appointed by the Italian Postal Administration to prepare an exhibit and to represent the Italian Government at the Exhibition.

The Hon. Rafael de la Colina, Consul General of Mexico, has been added to the Committee of Honor.

Release of March 21st:

Committee in Charge of Third International Philatelic Exhibition Endeavoring to Secure Special Pane of Stamps

For several years past it has been customary for the countries in which international philatelic shows are held to recognize the events with special stamps or special panes of stamps. In 1926, when the second International Show was held in New York, the U. S. Post Office Department recognized the event by preparing a special sheet of 25 of the White Plains stamp, which was just about to be issued.

This precedent led to several panes being issued for smaller national events and this in turn aroused a storm of protest from collectors. As a consequence, the National Federation of Stamp Clubs, Inc., took a poll of the stamp clubs and stamp collectors of the country as to their wishes in this respect. The vote was overwhelmingly against these special issues for local or national events, but at the same time they agreed that it was desirable to have such panes for international philatelic exhibitions which are only held in any one country about once in ten years.

With this thought in mind, the Committee decided that it would be best to use some stamp that was going to be issued anyway, so as not to create a special variety except in the form of a pane. The first idea that met with approval was to select four different designs of the same value and print them in a block of four, fully gummed and perforated, so that as a block they were distinct, but once separated they were ordinary varieties. It was thought that stamps like the Texas, the San Diego, the Michigan and one other of approximately the same color could be grouped together in this way. However, when the matter was presented to the Post Office Department, it was learned that even though they were all purple and to the eye looked to be the same, distinctly different inks had to be used owing to the different style of engraving. We would therefore defeat our own purposes by creating four separate color varieties.

The suggestion was then made that the 16c airmail, being a new stamp and bi-colored, would make a suitable souvenir, particularly as the two colors could be used to make an attractive border. Collectors generally, however, when approached on the subject, seemed to think that a face value of 64c was too high considering that the stamps could not be used for ordinary postage.

Other suggestions that have been received include one from the War Mothers urging the use of the Mothers Day stamp, as the Exhibition will be in progress during Mothers Day; another from the Long Island Tercentenary Committee to use a stamp to celebrate their event if it is approved by the Post Office Department; and several to use any of the new series of Army and Navy Heroes that have

been announced, and especially one of West Point if it is included and is of low face value.

Nothing has been definitely decided at the present time, however, and due announcement will be made when a decision is reached.

Norway is the fifteenth government to advise that it would have an official exhibit at the Show.

From this point on the releases were sent out in quick succession and too numerous to mention in detail. Suggested copy for use in other publications was sent out and with the third Prospectus the announcement was made that reduced fares would be available on all railroad lines.

George U. Harvey, President of the Borough of Queens, and John H. Finley, President of the American Geographical Society, were added to the Committee of Honor, and Jean Lipp of Switzerland cabled his acceptance as a member of the Jury.

On April 4 the release gave a list of the cooperating Museums with a brief account of their exhibits and on April 11 announcement was made of the cooperation of the New York School Board. On April 18 the release dealt with some of the outstanding collections that would be on display with the announcement that Andre de Laboulaye, Ambassador of France to the U. S., has been added to the Committee of Honor and that Gustave M. Mosler had been added to the Jury was made. The April 18 release also contained the information that the pane of stamps agreed upon for the exhibition would consist of four designs in an imperforate pane—which was the first suggestion made by the Committee well over a year previous.

On Apr. 16 lists of the famous foreign guests that were arriving was released; on the 22nd the fact that Gordon B. Enders representing the Grand Lama of Tibet would speak in the Lecture Room was announced and on the 25th the stamps which would be displayed in the Court of Honor was made known. On the 27th the special display of stamps at the New York Public Library was announced and on Apr. 28 the following was released:

Postmaster General James A. Farley to Officially Open the International Philatelic Exhibition

James A. Farley, Postmaster General of the United States, has definitely agreed to open the International Philatelic Exhibition at Grand Central Palace, at 9 o'clock Saturday morning, May 9th.

His opening address will culminate in the formal opening of the Show by the pressing of a button in Washington by the President.

Many prominent officials will be present at the opening ceremonies, which will inaugurate nine days of the biggest stamp show that has ever been held.

At 1 o'clock of the afternoon of the opening day, a flock of carrier pigeons carrying invitations to the International Philatelic Exhibition, will be released at Rockefeller Plaza. These pigeons belong to the United States Army and will be brought from Fort Monmouth, N. J., through the courtesy of Col. Cowan in command of the Fort, and Major Wehr of the Signal Corps. The invitations will be addressed to the President and Vice-President of the United States, the members of the Cabinet, to the governors of all the States, the Chief of Staff of the United States Army, and other prominent officials.

The release of the pigeons was arranged by the Museum of Science and Industry, 30 Rockefeller Plaza, who are using this means to announce the opening of their special exhibit of "Communication by Means other than Mail," which they have prepared in compliment to the Stamp Show.

On Sunday morning at 10 o'clock, a breakfast for the philatelic writers attending the Exhibition will be held in the Silver Grill at the Lexington Hotel, at 48th St. & Lexington Ave. All writers on philatelic subjects for the newspapers and for the philatelic press, are invited to attend.

On Apr. 28 an announcement was also sent out advising that the opening hour had been changed to 9:30 owing to the heavy demand for the special panes and a list of the exhibits of the American Bank Note Co. was given. The an-

nouncement was also made that Charles H. Johnson, Grand Secretary of the Grand Lodge of Free and Accepted Masons, had been added to the Committee of Honor.

During this period several releases sent to various groups dealt with the posters sent out by the Committee and on April 28th a call was sent out to the members of the *National Federation of Stamp Clubs, Inc.* to meet at the Grand Central Palace on May 1st for volunteer work in connection with the installation of the exhibits. This meeting was attended by nearly 300 members of the Federated Clubs.

Several releases were sent out on April 29th. One announced that Amelia Earhart would be present at the Banquet of the Exhibition; also that Vittoria LoBianco had arrived with the official Italian Exhibit. On the same date the following release was also sent out:

Social Program in Connection With the International Philatelic Exhibition Practically Completed

In connection with the Third International Philatelic Exhibition, which will be held at the Grand Central Palace in New York from May 9th ao 17th, inclusive, a number of interesting social events have been scheduled.

On Monday, May 11th, all ladies attending the Exhibition will meet in the Blue Room of the McAlpin Hotel and will then be taken on a personally conducted tour of the shopping district of Fifth Avenue. Stops will be made at Ovington's, at Lord & Taylors, and other stores, and end at the New York Public Library, where a special philatelic display has been arranged.

The delegates will be taken to the offices of the New York Herald Tribune, where Mrs. Ogden Reid will receive them.

Both the men and the women will join in an Open House at the Collectors Club, 30 East 42nd St., from 6 until 9.

On Tuesday, arrangements have been made to take 500 of the visiting guests on an inspection tour of the S. S. "Normandie." This will be followed by a sightseeing trip through the downtown district.

On Wednesday, May 13th, another sightseeing trip will be taken through uptown New York, which will include an inspection of the Metropolitan Museum of Art, under competent guides.

On Thursday a similar trip will be taken to the Museum of Natural History and the Planetarium.

There are many other events scheduled for the duration of the Show, and persons attending should make reservations early as the number that can be taken on some of the trips is limited.

Release of May 1:

Dr. Eckener of the Airship Hindenburg to be at International Philatelic Exhibition on Sunday, May 10th

Definite word has been received that the Airship Hindenburg will arrive at Lakehurst late Saturday night or early Sunday morning.

As soon as practicable, Dr. Eckener will come to New York, and expects to visit the International Philatelic Exhibition at Grand Central Palace early in the afternoon on Sunday, May 10th.

Following his visit to the Exhibition, he will be escorted to the Waldorf-Astoria where a special banquet is being given in his honor.

Stamp collectors have followed the trips of Dr. Eckener in his various Zeppelin ships with considerable interest. Between one million and two million dollars has been spent by collectors in special stamps and first day covers for these flights and it is fitting that one of his first visits on his arrival in the United States should be (1) a philatelic exhibition, where he will meet so many of his loyal supporters.

Many Important Officials to Attend Opening Ceremonies at International Philatelic Exhibition

In addition to James A. Farley, Postmaster General of the United States, who will deliver the opening address at the opening ceremonies of the International Philatelic Exhibition at Grand Central Palace at 9 o'clock, Saturday, May 9th, acceptances have also been received from the following: Mr. North, Deputy Third

Assistant Postmaster General; Albert Goldman, Postmaster of New York; Mr. M. W. Bray, Lieutenant Governor of New York; Timothy J. Sullivan, President of the Board of Aldermen; Marc Peter, Minister of Switzerland; Rolf A. Christensen, Consul General of Norway; Sir Gerald Campbell, British Consul General, and Victor Nef, Consul General of Switzerland.

Many other prominent officials are expected, and of course all the leading lights in the philatelic world will be there.

Release of May 5:

National Broadcasting Company Cooperating Closely With International Philatelic Exhibition

The National Broadcasting Company is giving unusual cooperation to the International Philatelic Exhibition to be held at the Grand Central Palace, New York, from May 9th to 17th, inclusive.

In advance of the Show, on Thursday, May 7th, at 3:15 o'clock, a group of the foreign delegates will broadcast over the entire Blue Network. This group will be headed by Sir John Wilson, Bart., President of the Royal Philatelic Society of London, and Dr. Emilio Diena of Rome. Both of these gentlemen are on the International Jury and will be active throughout the Show. There will be others of the foreign delegates speaking at the same hour.

On Saturday, May 9th, at 1:30 P. M., the opening ceremonies will be broadcast over the Red Network of N. B. C. At this time, James A. Farley, Postmaster General of the United States, will give the opening speech, although the Show itself will have been opened at 9 o'clock in the morning, due to a change of plan made necessary by the tremendous demand for the special souvenir panes that will be sold at the Philatelic Agency established at the Grand Central Palace.

On Monday, May 11th, at 4 o'clock, Mrs. Theodore E. Steinway will speak over the Red Network on the Women's Radio Review, and on Friday, May 15th, at 9 P. M., the speaking at the Banquet held at the Hotel Astor will be broadcast over the entire Blue Network.

The National Broadcasting Company is also cooperating in other ways. They are loaning the Exhibition the transmissions which were used on the Stratosphere Flights, which were sponsored by the National Broadcasting Company. They also have a splendid display of stamps in the lobby at the R. C. A. Building, and the N. B. C. Stamp Club has a frame of stamps at the Exhibition.

Another release on May 5:

Mother's Day to be Celebrated at International Philatelic Exhibition

As Sunday, May 10th, will be Mother's Day, it is fitting that this be dedicated to the mothers of the country at the Third International Philatelic Exhibition.

Miss Anna Jarvis, Founder of Mother's Day, will be present in ahe Lecture Hall on this day and will give a talk on Mother's Day and "Mother Stamps."

The American Bank Note Company will have a very interesting exhibit at the Show. There will be a man working on a transfer press, and an engraver at work during certain hours of the Exhibition.

These men will be on the job all day on Saturday, May 9th; from 2 to 6 on Sunday, May 10th; from 7 to 10 on Tuesday, May 12th; all day on Thursday, May 14th; and 2 to 10 on Saturday, May 16th.

On Wednesday night, when the dealers attending the Exhibition are having a stag meeting at Zucca's Restaurant, the women are organizing a "Philatelic Widows Night" at the French Casino.

Release of May 8:

Official Catalog of the International Philatelic Exhibition Shows Over Nine Hundred Individual Entries

A 260-page catalog is necessary to list all of the exhibits entered in the Third International Philatelic Exhibition which is now being held at the Grand Central Palace and will continue through Sunday, May 17th.

The catalog contains a complete list of all of the exhibitors, with a brief description of their exhibit, and as these include the most important collections of the world it will be a permanent handbook that every collector will want to possess for his library.

In the front of the book there is a 16-page insert of photographs, showing all of the members of the International Jury, the Regional Vice-Presidents of the Association for Stamp Exhibitions, Inc., which is conducting the Show, pictures of the foreign representatives, and a group picture of the Directing Committee.

The book sells for 50c, which includes a complete set of the poster stamps furnished by the American Bank Note Company in four colors.

Release of May 11:

First Day Sale of Stamps at International Philatelic Exhibition Sets New Exhibition Record

Such was the announcement of the Publicity Committee of the Exhibition to newspaper men today.

"First Day Sales are a common phenomenon in Stamp Collecting circles but nothing to equal the present excitement about a new issue has ever been equalled before. Twelve windows in the Post Office section on the main floor of the Exhibition have been doing a rush business since nine o'clock Saturday morning under the direction of Robert E. Fellers, superintendent of the Department of Stamps of the Post Office Department."

"Mr. Fellers reported today that sales at the time of last accounting exceeded 651,000 panes or 2,604,000 individual stamps. The total amount of money paid by collectors for the Philatelic souvenirs of this distinctive occasion already has exceeded $78,000. One customer alone purchased 21,000 panes of four stamps each.

The Special Souvenir sheets have gone all over the world and it is a tribute to the efficiency of the Postal Service that President Roosevelt received his copies at four o'clock Saturday afternoon. They had been mailed to him at 9:00 A. M."

Release of May 11:

Dr. Hugo Eckener, famous builder of airships, navigator of the skies and friend of stamp collectors, was the principal guest of honor at the Third International Philatelic Exhibition, Grand Central Palace, here yesterday. He came to "the world's great stamp show" by special invitation, was escorted through the galleries to the accompaniment of storms of applause, and addressed a cheering audience which packed the exposition lecture hall to hear his message.

"I owe a debt of gratitude to the stamp collectors of all countries," Dr. Eckener declared. "Their patronage has helped to pay the expenses of the various world-tours of the Zeppelin ships. The philatelic public has made a most important contribution to the development of lighter-than-air transport."

The distinguished visitor was welcomed by a committee including Alfred F. Lichtenstein, president of the exhibition; Laurence B. Mason, president of the Collectors Club; Arthur E. Owen, Hugh M. Clark, Harry L. Lindquist, Michael L. Eidsness, Jr., Edwin E. Elkins, A. Eugene Michel and John Steinway.

A breakfast of philatelic writers was another feature of the day's program at the exhibition. Ralph A. Barry, stamp editor, New York Herald Tribune, was toastmaster, and the speakers included: Fred J. Melville, "international dean of philatelic journalists"; Eugene Klein, president, and William C. Stone, past president, American Philatelic Society; Prescott H. Thorp, editor, Scott's Monthly Stamp Journal; Kent B. Stiles, editor, Stamp Collectors Digest; Franklin R. Bruns, stamp editor, New York Sun; Delf Norona, postal historian; Max G. Johl, philatelic historian; Eliot Perry, Harry M. Konwiser and Stephen G. Rich; Mrs. Eveleen W. Severn, president, Mekeel's Weekly Stamp News; Albert F. Kunze, Washington correspondent, Weekly Philatelic Gossip; Elias Silverstein, Seymour Dunbar, Winthrop Boggs, James Waldo Fawcett, Mr. Lindquist, Mr. Eidsness, Mr. Mason and Mr. Clark.

Others present included: Cecil Betron, stamp editor, Detroit News; Don Grieve, stamp editor, Cleveland Plain Dealer; Justin L. Bacharach, stamp editor, New York American; Michael Miller, stamp editor, Baltimore American; David H. Davenport, Washington correspondent, Mekeel's; Mr. and Mrs. Frederick R. Rice, Western Stamp Collector and Linn's Weekly; Philip Cimms Warren, vice president, American Philatelic Society; Gerard Ten Eyck Beeckman, founder of the C. C. C. stamp clubs; Frank L. Wilson, and many equally well-known contributors to the philatelic press.

The assembly unanimously voted to send telegraphic greeting to John N. Luff, "national dean of philatelic writers."

Release of May 13:

Herbert C. Hoover Visits the International Stamp Show

This morning at nine o'clock Herbert C. Hoover made a special visit to the International Stamp Exhibition now in progress at the Grand Central Palace, New York City, which will remain open until Sunday evening, May 17th.

Mr. Hoover was met at the Waldorf Astoria Hotel by a Committee representing the International Stamp Show consisting of Alfred F. Lichtenstein, president of the exhibition, Eugene Klein, president of the American Philatelic Society, and Michael L. Eidsness, Jr., former superintendent of the Stamp Division in Washington, now acting as a Washington news correspondent. The invitation to attend the show was extended by Mr. Klein as Mr. Hoover is a member of the American Philatelic Society.

The party walked down Park Avenue to the Park Avenue entrance of the Grand Central Palace where they were met by a delegation of the officials and judges.

Mr. Hoover had expressed a desire to inspect the stamps and was taken first to the Court of Honor where many of the world's greatest rarities are grouped in an appropriate place.

He also expressed a desire to inspect the collection of presidential franks formed by Edward Stern, which includes an envelope franked by him while President. Mr. Hoover expressed great interest in this collection and several others which he had the pleasure to inspect. He was officially greeted in the name of the Dealers of the Association by Hugh M. Clark of the Scott Stamp any Coin Co.

Release of May 16:

Post Office Sales at International Stamp Exhibition Continues to Break All Records

Robert E. Fellers in charge of the Post Office Department located at the International Philatelic Show now in progress at Grand Central Palace announced yesterday that sales for the day were in excess of $40,000, bringing the total for the first seven days of the show to $170,000. Due to this tremendous demand it is almost certain that many of the varieties that have been on sale at the Philatelic Agency in Washington will soon be exhausted. If this should happen without warning there is every indication that same of the stamps will soar in price as did the fifty-cent Zeppelin.

Theodore E. Steinway acted as toastmaster at the banquet held at the Hotel Astor last night, and introduced Sir John Wilson, president of the Royal Philatelic Society of London, who spoke for all the foreign visitors, Clinton B. Eilenberger, Third Assistant Postmaster General, who represented the U. S. Government, and Laurence B. Mason, president of the Collectors Club, who spoke for the collectors of the United States. A number of other prominent visitors and guests were introduced to the assembly.

President Franklin D. Roosevelt sent the following telegram to Alfred F. Lichtenstein, president of the Exhibition: "I am deeply sorry that I cannot get to New York to see the great stamp show before it closes. My congratulations on its success and on the great interest which it has aroused among the army of stamp collectors throughout the country."

Mr. Lichtenstein then announced the principal awards, which were presented to the winners by Amelia Earhart.

Release of May 18th:

International Philatelic Exhibition Sets New Records

A quick survey at the close of the Third International Philatelic Exhibition, held at the Grand Central Palace, New York, N. Y., from May 9th to 17th, inclusive, showed that all records for a stamp show had been broken.

It was estimated that nearly 100,000 collectors had entered the Show during its duration, and the receipts at the box office were many times that of any previous show.

Each morning, thousands of children from the New York Public Schools came to the Exhibition, in charge of teachers, as the Board of Education permitted them to do this, due to the educational and recreational advantages of stamp collecting. Large delegations came from all surrounding cities, and without exception they all expressed themselves as tremendously impressed.

The extent of the Show can best be realized by the fact that one would have to walk six miles in order to see all of the frames. The frames contained about 60,000 sheets of stamps, with between two and a half million and three million stamps mounted upon them. Two of the most popular exhibits at the Show were the press of the Bureau of Engraving & Printing, and the transfer press and engraver of the American Bank Note Company.

During the entire period of the Show, the 15 windows of the branch post office, which was set up in the building, had long lines of buyers before them. Well over one million of the small souvenir panes were sold, as well as an additional million of other commemorative stamps. The total receipts were approximately $250,000,

which more than triples the record of $75,000 set at the Show in Rockefeller Center. So great was the sale of the general commemoratives that it is almost certain that some of them will very soon be withdrawn from sale at the Philatelic Agency.

Dealers in practically all cases reported themselves as extremely well satisfied with the volume of business that was done. The only dealers who apparently did not do a large business were those that handled only cheap sets. This was well exemplified by one dealer who had on display sets valued at 10c to $1.00 and found that they were moving slowly. He then changed his display to stamps selling at $30.00 and up and disposed of practically all that he had in short order.

It is very doubtful if a Show on such a large scale will ever again be attempted, but plans are already under way for other shows devoted to specialized groups.

The above releases tell the story in some detail although it must be understood that many of the longer stories and the lists of awards are necessarily omitted on account of space.

The committee responsible for most of the work included Ralph A. Barry of the *Herald Tribune*, Franklin R. Bruns of *The Sun*, Justin Bacharach of the American, Ernest A. Kehr of the *World-Telegram*, Elias Silberstein in charge of Junior activities, John Steinway as general assistant, and the writer as Chairman. The committee was also indebted to James Waldo Fawcett of the *Washington Star* for much constructive help and to many others who gave of their time whenever requested. To all of these workers we extend our best thanks for a job well done and one which tells its own story.



Grand Central Palace, New York, N. Y.

Where Third International Philatelic Exhibition Was Held.

A Variety in the 1c Vancouver Island

By James A. Bull.

WHEN a British Possession issued in all only some eighteen stamps and these all from four dies, when these stamps were in use only eleven years and ended their usefulness sixty-five years ago, it is hard to believe that any variety, however minute, could have escaped the keen eyes of many careful students.

However, in checking over a small lot of British Columbia & Vancouver Island purchased abroad last summer I noted a very pronounced flaw in a perforated copy of the 10 cent Vancouver Island (Scott No. 6), which I had never before noted although I had inspected a great many copies of this stamp over the preceding ten years. But curiously enough, I had a short time previous, noted a similar distortion in a photographed imperforate offered by Messrs. Harmer Rooke & Co., Inc. in one of their auction sales, which at the time I had assumed was an inaccuracy in the photographing.

I then wrote to see if I could trace this imperforate copy but was informed it had been sold to a cash customer whose name had not been recorded. Messrs. Harmer Rooke & Co. were kind enough to send me the original photograph as the next best thing.





I am therefore able to reproduce herewith enlarged photographs of both stamps. Inspection of these would indicate that this is a persistent plate flaw occuring in both the perforate and the imperforate varieties. It will be noted as a decided break on the left side of the circle framing the head of Queen Victoria and a distortion of the frame lines to the left of the circle.

We wish to call to our members' attention that the Collectors Club will be officially closed during the month of August, so that mail addressed during that time will be held in abeyance until after that period.

THE COLLECTORS CLUB

30 East 42nd Street - - New York City

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1459 T. P. Sargent, Redlands, Calif.
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1470 C. H. Evans, East Orange, N. J.
1471 C. H. Copestake, Schnectady, N. Y.
1472 Jean Lipp, St. Gall, Switzerland.
1473 Geo. W. Angers, Springfield, Mass.
1474 Delf Norona, Moundsville, W. Va.
1475 Dr. Edward Mosley, Johannesburg, S. Africa.
1476 W. C. Henry, Boston, Mass.
1477 Theodore Champion, Paris, France.
1478 F. G. Wilson, Tulsa, Oklahoma.
1479 Olaf Nagel, Chicago, Ill.
1480 Woodrow Maloney, Reading, Pa.
1481 Thos. F. Whitbread, West Cummington, Mass.
1482 G. P. Raymond, New York City.
1483 Mrs. C. E. Nickles, Washington, D. C.
1484 Walter J. Conrath, Albion, Pa.
1485 Richard J. Van Deusen, San Juan, Porto Rico.
1486 Elmer R. Long, Harrisburg, Pa.
1487 Daniel J. Schoonmaker, Bethel, Conn.
1488 Harold C. Smith, Chicago, Ill.
1489 Philip S. Warren, Washington, D. C.
1490 Sidney A. Hessel, Woodmere, L. I.
1491 Philip W. Burtner, Reading, Pa.
1492 Frank J. Kovarik, Chicago, Ill.

Members Deceased.

Charles Chapin
Mayo Dudley
Col. E. H. R. Green

Corrections in Membership List

Rosen, Hon. Theodore, Philadelphia, Pa.
Philipp Mendoza, A., Mexico, D. F. Mex.

TELEGRAMS TO ENGLAND

The Private Secretary
Buckingham Palace, London

The members of **The Collectors Club** desire to tender to his Majesty their profound condolences on the death of His Majesty King Geo. V, the premier Philatelist of the British Empire.

LAURENCE B. MASON,
President.

ROYAL PHILATELIC SOCIETY
41 Devonshire Place
London

The members of **The Collectors Club** express to the Royal Philatelic Society their profound sorrow at the great loss they and the world have sustained.

LAURENCE B. MASON,
President.

ANSWERS TO ABOVE TELEGRAMS

BRITISH EMBASSEY,
Washington, D. C.

February 18th, 1936.

Dear Sir,

I have received through His Majesty's Principal Secretary of State for Foreign Affairs the telegrams on behalf of **The Collectors Club** which you were good

enough to address to the Private Secretary to the King on the occasion of the death of His Majesty King George, and in accordance with my instructions I beg to convey to you His Majesty's sincere thanks for your expressions of sympathy.

Yours sincerely,
(signed) R. C. LINDSAY.

Mr. Laurence B. Mason,
Collectors Club,
30 East 42nd Street,
New York City.

THE ROYAL PHILATELIC SOCIETY, LONDON

41 Devonshire Place,
London, W. 1, 24th January 1936.

Laurence B. Mason, Esq.,
104 Cranford Avenue,
Cranford, N. J.,
U. S. A.

Dear Mr. Mason,

The very kind cable from **The Collectors Club** tendering their expression of sympathy to this Society, was received here yesterday.

We greatly appreciate the kindly thought evidenced by this cable, and with so many Members in common, the true sincerity of your message is very patent.

Yours sincerely,
(signed) JOHN WILSON,
President.

THE UNITED STATES STAMP CATALOG, Ed. Hugh M. Clark, Publ., Scott Stamp & Coin Co., New York—$2.50.

Although called a catalog by the publishers, this is more a handbook on United States stamps, including as it does descriptions and prices on all government and private postage and revenue stamps of the United States and Possessions. The present edition has been rewritten, containing 277 pages which are illustrated, and the items repriced with the cooperation of many well known authorities. New sections on encased postage stamps, hunting license stamps, local handstamped covers and telegraph stamps have been added. In many instances new cuts have been used, particularly in connection with the plate and die varieties on the early issues. With the revisions and new material added the book has been increased 100 pages over the former edition.

R. A. BARRY.

PONY EXPRESS, Edward S. Knapp, Publ. S. S. & C. C., New York, N. Y.

A booklet of 27 pages divided into three parts with many illustrations. Collectors of these items should have a copy in their library.

Accessions to the Library

Gelegenheits und Werbestempel, 1936, Publ. Die Postmarke. Gift of Die Postmarke.

Bureau Specialist, volume 6, bound. Gift of G. R. M. Ewing.

British Airmails, by F. J. Field. Gift of F. J. Field.

Map Stamps of the New World, J. H. D. Reynolds. Gift of J. H. D. Reynolds.

U. S. Historical Album, J. H. D. Reynolds. Gift of J. H. D. Reynolds.

U. S. Guide Lines, J. H. D. Reynolds. Gift of J. H. D. Reynolds.

Commemorative Stamps of the United States, R. A. Kimble. Publ. Grosset & Dunlap. Gift of Publisher.

1936 Chile Catalog, V. Vargas. Gift of V. Vargas.

Korte's Specialized German Catalog, 1936-37. Gift of O. Korte.

Stamp Collecting, C. J. Phillips. Publ. H. L. Lindquist. Gift of C. J. Phillips.

Stamp Collectors Handbook, Kent B. Stiles. Gift of K. B. Stiles.

Several of Kohl Handbook Sections. Gift of T. E. Steinway.

Grand Catalog des Timbres de Belge et du Congo Belge, 1935, W. Balasse. Gift of W. Balasse.

Several issues of The Stamp Collector & Philatelic Journal of America. Gift of S. Brownstein.

Early British Balloon Posts, John Pringle, M. D. Gift of John Pringle.

Eine geschichtliche Darstellung des Danziger Postwesens vom 15ten Jahrhundert bis auf d. heutigen Tag. Gift of J. Goldberger.

Plattenrekonstruktionen d. belgischen Eisenbahnmarken, Ausgabe 1902-1914, Erna Grosche. Gift of E. Grosche.

General Catalog of U. S. Postmarks, 1st Ed. Gift of Delf Norona.

Cyclopedia of U. S. Postmarks & Postal History, Vol. 2. Gift of Delf Norona.

History of the Free Franking, E. Stern. Gift of E. Stern.

Philatelist Frauds, Fakes & Fakers. Gift of H. Toaspern.

U. S. Specialized Stamp Catalog, 1936 Exhibition Ed. Gift of S. S. & C. C.

Philatelic Almanac, H. L. Lindquist. Gift of Publisher.

Die Poststempel of Serbien, 1936, E. Decoca. Gift of Die Postmarke.

Pat Paragraphs. Several missing numbers. Gift of Elliot Perry.

Evenings at the Collectors Club

AFGHANISTAN SHOWN ON APRIL 1st.

On this evening the Club enjoyed an unusually interesting lecture illustrated with a highly specialized collection of Afghanistan 19th Century issues by **Winthrop S. Boggs.** The collection is ranked among the best in this country and includes all of the issues on the various printings and papers unused, used and on covers with a number of the varieties reconstructed in their original plate positions. As Mr. Boggs fluently recounted the history, uses and reasons for each issue, one got the impression the collecting of Afghanistan was much simpler than a glance at the catalog would indicate, but on mature reflection this reporter has come to the conclusion that Mr. Boggs' way of describing the collection only made it look easy. To get together such a collection as he showed and know the intimate details as he described them, required a large amount of plain hard work.

R. A. BARRY.

EXHIBIT OF ESSAYS AND PROOFS OF ANY COUNTRY, APRIL 15th.

The program for this evening calls for an Exhibit of Essays and Proofs of Any Country, by Club Members, limited to 60 pages each.

Clarence W. Brazer exhibited 60 pages of U. S. Bank Note Company Issues, Proofs and Essays that were not to be included in his ten frames at the International Exhibition. They included in particular various states of the 1c die as it existed in 1870-1873 and 1882, the original die being re-engraved.

He also exhibited top plate number strips of the 1870 issue complete, on each of which are to be found the plate number position dots in the top of the vignette oval. The 12c is listed in the catalog but the others are recent discoveries as to location in L9 and R2 occurring only once in 100 stamps.

Morton D. Joyce exhibited U. S. Revenue Proofs on cardboard and India paper, including a number of the rarities of the First, Second, Third and Proprietary Issues, very neatly mounted, each proof being framed with ink lines. The collection also included most of the known shades.

Max Johl exhibited 20th Century U. S. Small Die Proofs of most of the known essays including the rare Louisiana Purchase and Jamestown sets. He also exhibited Small Die Proof and the original drawing for the 2c Lincoln and the original Essay Drawing for a round Alaska-Yukon which looked as though it was intended for an envelope stamp. Also exhibited 4 models, three of which were round and one rectangular with the head of Seward as issued. He exhibited also the original drawing for the vignette of the Hudson-Fulton as well as the drawing for the frame. Among the large die proofs in Mr. Johl's collection are the 3c Victory, the 1c Pilgrim on unfinished background as well as the frame without the vignette that was used for the entire set and the 1903 2c Shield design and the 1911 1c and 2c.

He also showed the original drawing for the 1c Walloon.

In the Small Dies he exhibited the probably unique set of Parcel Post Essays in the corresponding colors of the stamps.

There may have been others but your chronicler had to leave after seeing these three exhibits.

COMPETITION HELD ON MAY 20th.

The evening was devoted to a members' competition of any countries of their own selection.

Hans Lagerloef received first award for a showing of the stamps of Buenos Aires, Cordova and Corrientes, the three Argentine cities which issued stamps while enjoying semi-independence from the Central Government.

In the Buenos Aires group was included all issues from 1858 through 1862 in proofs, shades, unused and used copies, on covers with many of the varieties in pairs, strips and blocks.

Of the two Cordova stamps Mr. Lagerloef showed a single copy of the rare 10-cent, block and two singles, a strip of four and a corner block of four of the 5-cent blue.

The Corrientes included a profusion of all issues unused, used and on covers.

Sidney Lake was awarded second place for a specialized collection of Netherland postage dues from 1870 through 1912 including proofs, and each issue worked out in shades, cancellations, types and plate flaws.

The third award went to **Stephen G. Rich** for an interesting collection of Belgian stamps which he had made to learn the purposes and uses of the roller bar cancellation. The collection showed this cancellation to be of two types, (1) two parallel straight lines with zig-zag straight lines between and (2) two parallel straight lines with a sinuous wavy line between. The first type was primar-

ily intended for cancelling stamps when attached to postal savings cards and its occurrence on postmarked stamps showed that it was also used on mail where the original cancellation was considered insufficient or which had escaped cancellation altogether, this last accounting for its occasional appearance on stamps other than Belgian. The second type which generally occurs on stamps which also show the first type was used to finally cancel postal savings cards when these were redeemed.

The judges were J. M. Bartels, H. R. Stannard and R. A. Barry.

R. A. BARRY.

The meeting of May 6, 1936 was postponed so that members could work at the International Philatelic Exhibition.

The meeting of May 20, 1936 was devoted to a competition of Proofs and Essays.

UNITED STATES 20th CENTURY POSTAL ISSUE.

On the evening of June 3rd a competition was held by Club members limited to 24 pages each. Five members submitted exhibitions as follows:

R. A. Barry showed collection of issues 1917-30. All in superb centering, starting with the coil stamp showing shades, type 2 with plate number, booklet panes of the 1c, 2c and 3c, the 5c error and fine copy of #519. The "Shaughi" overprints, both government and local in splendid condition. The offset issue was shown with number of varieties of shades, double prints and with wide margins, and imperforate blocks. The 7c Victory stamp was shown in a number of shades including the "red violet," also "coil waste" block with and without top or bottom perforations.

S. G. Rich showed current coil stamps starting with 1923 coils, some with plate numbers, mostly all precancelled in all values. His exhibition was designed to show all sort of conditions these stamps could be obtained in, excessive poor perforation, faulty coloring, paste up pair and end of roll stamps for both sidewise and endwise rolls. He also showed samples of rejected coil and dummy stamps used for demonstration purposes.

A. W. Bingham showed stamps beginning with the 1901 issues in great profusion of varieties of shades both perforated and imperforated including the 1901 one cent invert, 1908-9 issue in imperforate blocks with 2 and 3 mm. spacing and the coil stamps with strips showing both 2 and 3 mm. spacing. Louisiana Purchase, Jamestown, Yukon and Hudson-Fulton were shown in wonderful blocks. Lincoln Memorial on blue paper with 2 and 3 mm. spacing. Pan Pacific blocks perforated 10 and 11. Blocks of the orange and black and carmine and black $2.00 stamp with the green and black $5.00 stamp. Offset printing was shown in blocks of the 1c, 2c and 3c with block of double print of the 3c. The 1922 issue 11c was shown in 6 blocks of different shades. #595 was shown in block of four, Huguenot-Walloon in block, the 5c with broken circle.

J. B. Helme showed sheets from his collection of 1901-1907 issues. In the Pan American issue there were large and small die proofs of the 1c, 2c, 5c and 8c, with plate proof, specimen sets, essays of the 1c and 2c and the inverted centers of the 1c, 2c and 4c. Plate number blocks of the first plates used and shades of the 2c shown in reconstructed sheets. In his Louisiana Purchase issue were shown large and small die proof specimen sets of blocks 1c, 2c and 3c. Block of four of all values and a reconstructed pane of both right and left half of sheet showing all arrow positions. This was the most complete and outstanding exhibit of the evening.

Max G. Johl exhibited his U. S. Airmails and gave his usual interesting and descriptive talk of his material. 24c 1918 issue had a first flight cover and a reconstructed sheet with top block of 12. Blocks of the 24c, 16c and 6c were shown with varieties and double transfers. In the 1926 issue a block of 6 of the 10c was signed by P. M. Gen. and Asst. P. M. G. 1930-31-32 issues were shown in blocks and variety of samples and reasons given for the change in values. The Graf Zeppelins were shown in all values, the 50c 1933 issue was illustrated with picture of rejected designs, blocks of four and several covers, all the later issues were shown with a profusion of rejected designs, blocks, shades and covers.

The judges of the evening were: Geo. R. M. Ewing, Arthur W. Deas and Geo. H. Fay, who gave 1st award to James B. Helme, 2nd award to Arthur W. Bingham and 3rd award to Max G. Johl.

ARTHUR W. DEAS, Secretary.

UNITED STATES GUIDE LINES, J. H. D. Reynolds, Flint, Mich.

Prices blocks of nine in all positions.

Colonel Edward H. R. Green

By Charles J. Phillips.

Col. E. H. R. Green was born on August 22, 1868, at the Langham Hotel, Portland Place, London, where his mother, the famous Hetty Green, was on the only foreign tour she ever took. His mother's home was in Bellows Falls, Vt., and Col. Green was educated there and in New York.

He passed on at the Lake Placid Club on June 8th, 1936, after an illness of six weeks, leaving a wife but no children.

His general biography and that of his mother, has been published extensively in the Press. It is sufficient to say that he was the wealthiest stamp collector we have had in the United States. When his mother died, he and his sister inherited one hundred million dollars and I am told that he may have died worth three hundred millions.

My personal acquaintance with Col. Green dated from 1925. I was then Vice-Chairman of the 1926 International Exhibition Committee, acting as Chairman in the absence of Alfred Lichtenstein. In this capacity I wrote to Col. Green and he spent several afternoons in my office. I asked him what he would prefer to exhibit and he told me that he had a great liking for "Inverted Centers" having about 360 in his collection, which he wished to make up to 500 before the Exhibition. After doing this however, the Colonel did not show them, but entered four other collections.

On another visit Col. Green was discussing the final disposal of his collections and as near as I can recollect he said to me, "My stamps will never come on the market, I have made final disposal of them in my Will."

In 1927 when Col. Green was spending an afternoon with me he brought up the subject of getting the **Collectors Club** to start a "Register" with photographs of all rare stamps. I said that this would entail considerable expense for apparatus and clerical work. Col. Green said he might help but soon after this his interest in stamps ceased and he turned to other hobbies.

As soon as Col. Green tired of one hobby he took up another.

He built a huge greenhouse in Dallas, Texas, to study roses.

In 1919 he built a large house on his estate at South Dartmouth, Mass. There he worked at radio. He was one of the first to believe in television and transmitted photographs by radio. He built a great broadcasting station at South Dartmouth.

At Round Hill, Dartmouth, he built the finest and most completely appointed private airport in the country.

He had no children but he and his wife began to make educating children another hobby. He adopted several French girls, orphans of the World War. These he took into his home and sent them to college. At one time he had as many as fifteen wards.

After his interest in stamps slackened he began to collect Gold Coins of the World and I am informed that he spent some three million dollars on these.

He formed a very fine Library of some 25,000 volumes, specializing in first editions of noted authors.

One curious hobby he had was to collect errors in U. S. Currency Notes.

I think Col. Green's last hobby was the collecting of large and very valuable Diamonds, Emeralds and Rubies. In this group he had many of the most famous stones that have been on the market in recent years.

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By Stanley B. Ashbrook, F.R.P.S.L., A.P.S. 2497

• • •

This comprehensive monograph of 87 pages is beautifully printed on coated stock and fully illustrated. Contains the complete history of the stamp, with a graphic account of U. S. history during the period the stamp was in use. The stamp design, die, various types, shifted transfers and plate varieties are all illustrated and described. Contains postal cancellations of the period, postal rates and other pertinent data. This book will be helpful in classifying such stamps that may be offered to collectors or dealers and may result in some important finds.

• • •

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He has had an unequaled opportunity to participate in the making of philatelic history and added to this he has a remarkable memory and the happy faculty of sifting out the humorous and interesting incidents which he tells simply yet effectively.

The result of all of these years of active experience is contained in his new book *"Stamp Collecting—the King of Hobbies and the Hobby of Kings,"* a book of absorbing interest as well as one of historical value as a contemporary account of the growth of philately.

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I have just received your check in full payment for my stock of Mint British Colonies, and I wish to thank you for sending it so promptly.

You may be interested to know that when I decided to liquidate this stock I carefully considered, in the light of my twenty year's experience in the stamp business, the various methods of disposing of it. The usual methods of selling at auction, or placing the stamps with a dealer on a commission basis, were too uncertain to be satisfactory. Advertising the stock, and selling it in small lots would amount to re-entering the stamp business from which I retired several years ago.

I therefore sent the stamps, which I valued at approximately $10,000, to you people, naming the price at which I would sell. Knowing you both by reputation and experience, I was sure that I could count on you for a square deal -- and I was not disappointed. You paid my price promptly, courteously and in full. In spite of the size of the transaction, there was no chiseling or delay of any kind.

Knowing the stamp market as I do, I feel sure that I could not have obtained a better price elsewhere, nor could I have been better satisfied in the whole transaction. Let me say, as an old time stamp dealer, that I admire the way you do business, and I shall be glad to recommend you to anyone who has stamps to sell.

With every good wish, I remain

Sincerely yours,

Maxwell Krause

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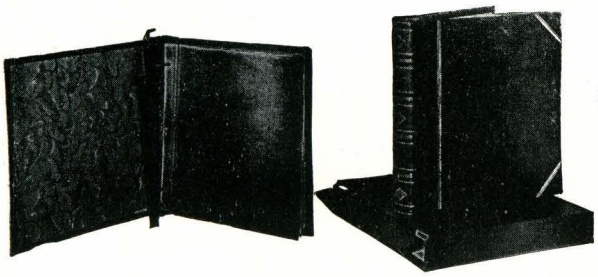
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