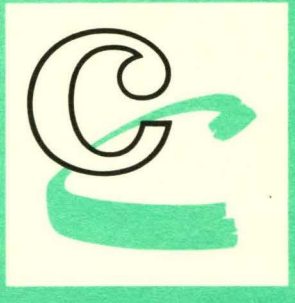
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PHILATELIST

Volume 59 Number 3
May 1980

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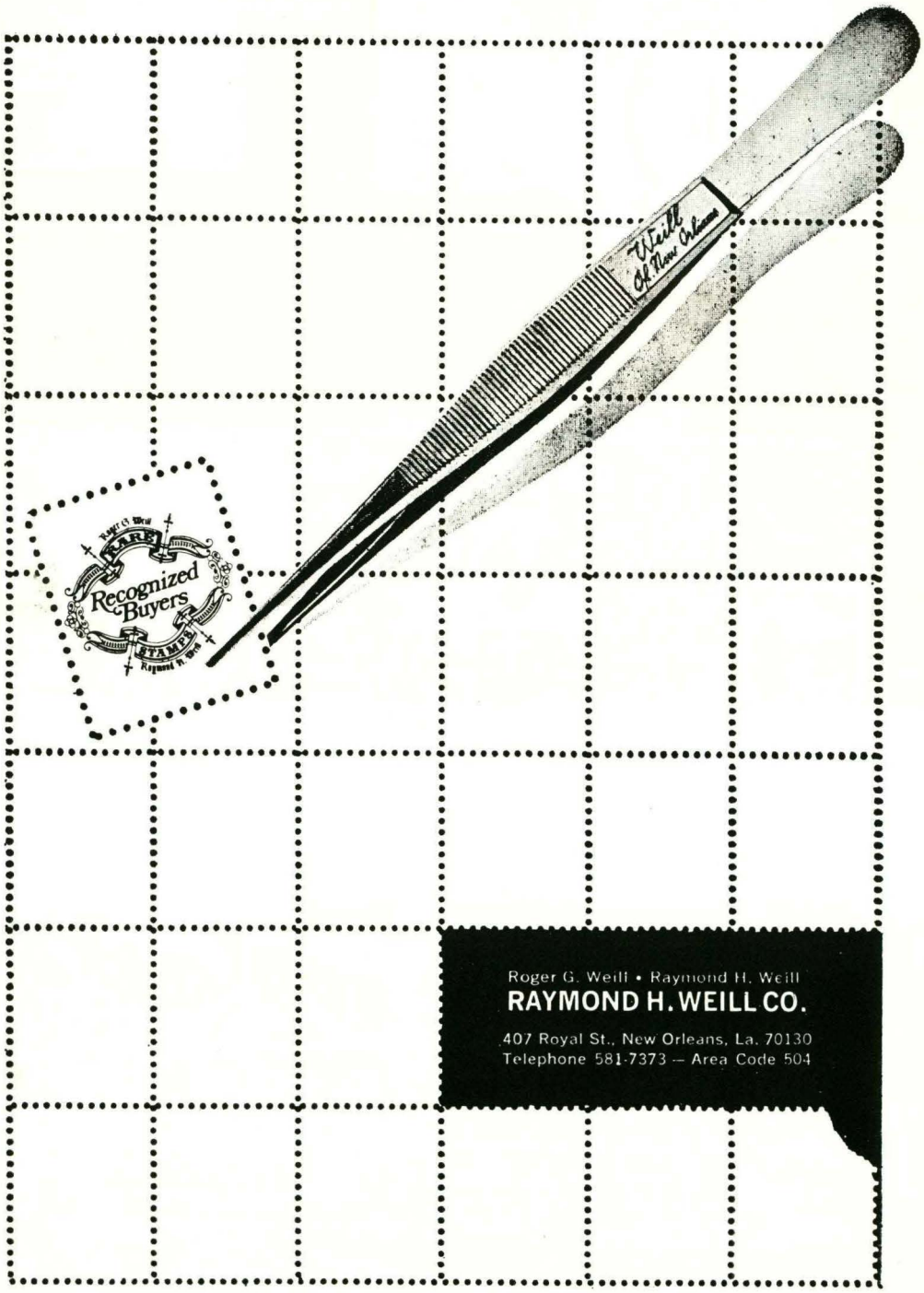
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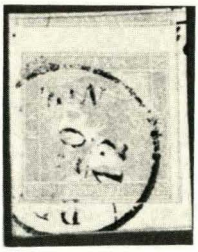


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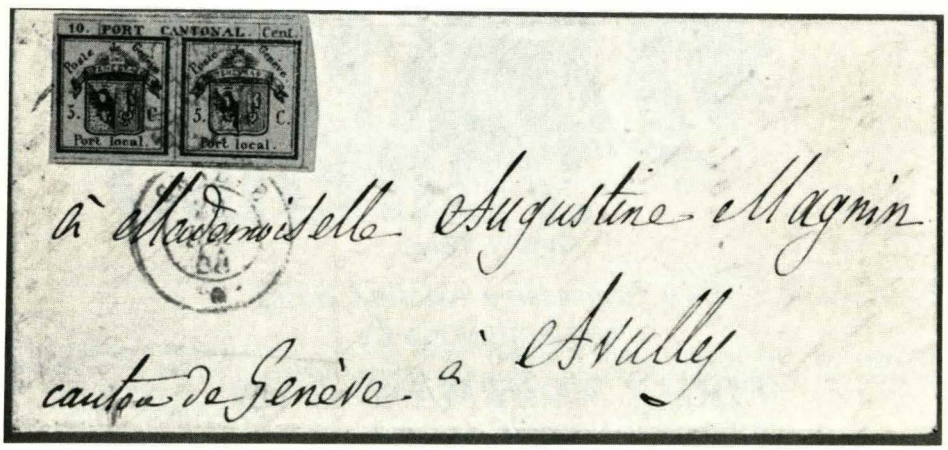
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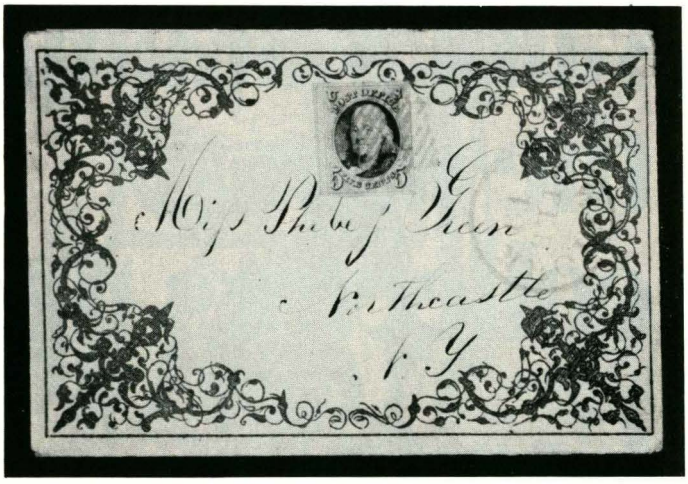
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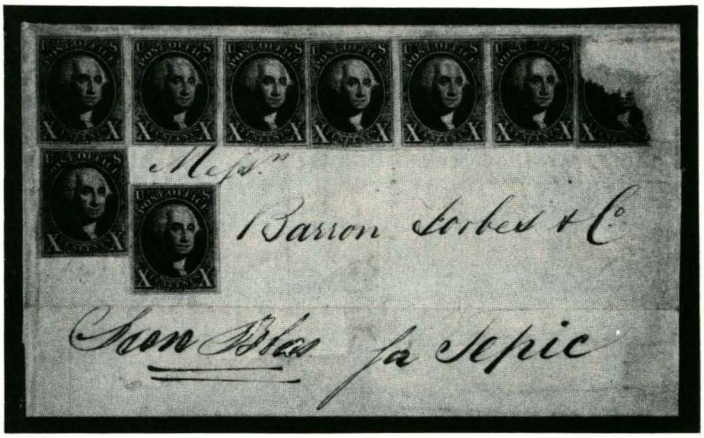




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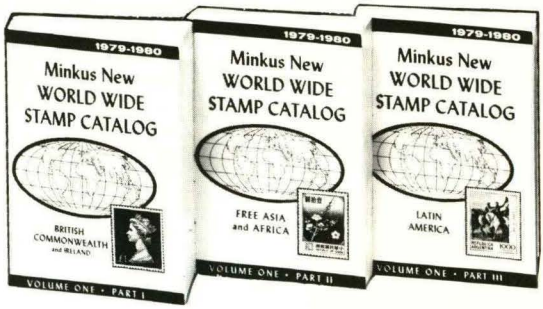
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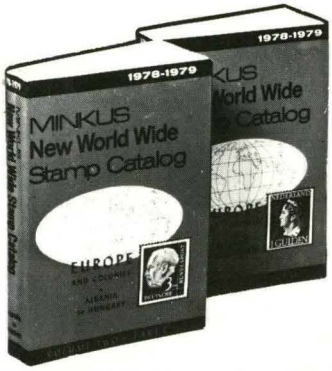
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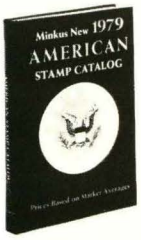
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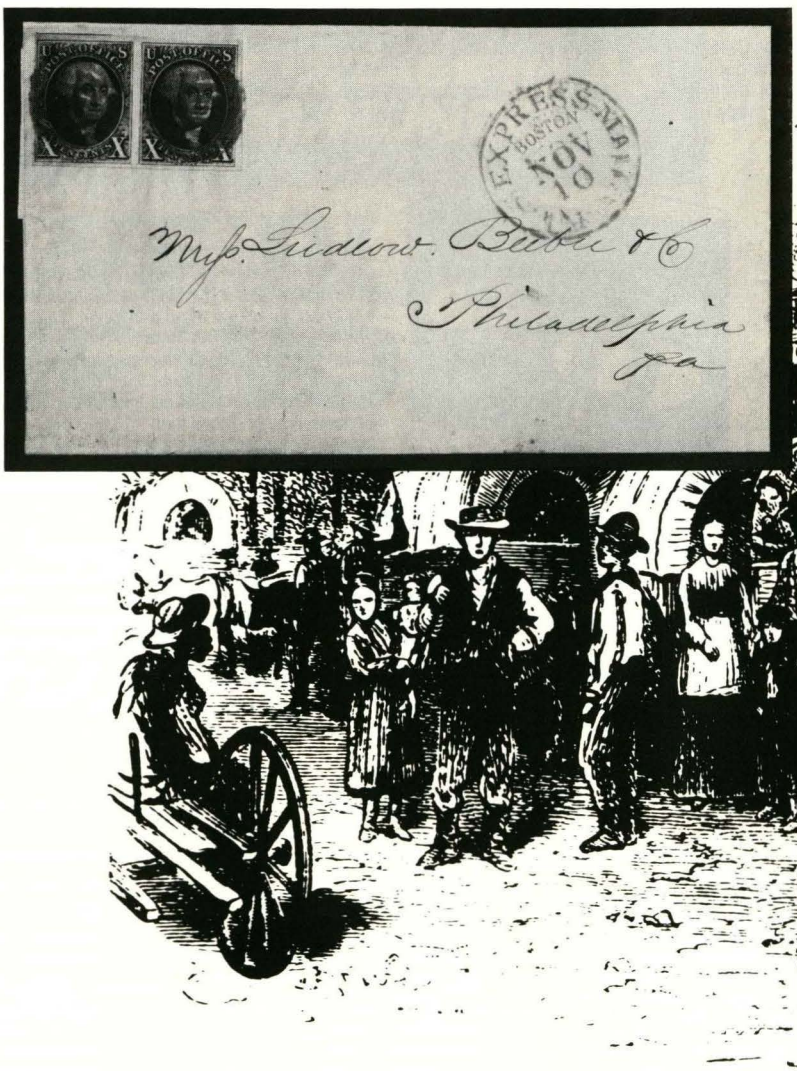
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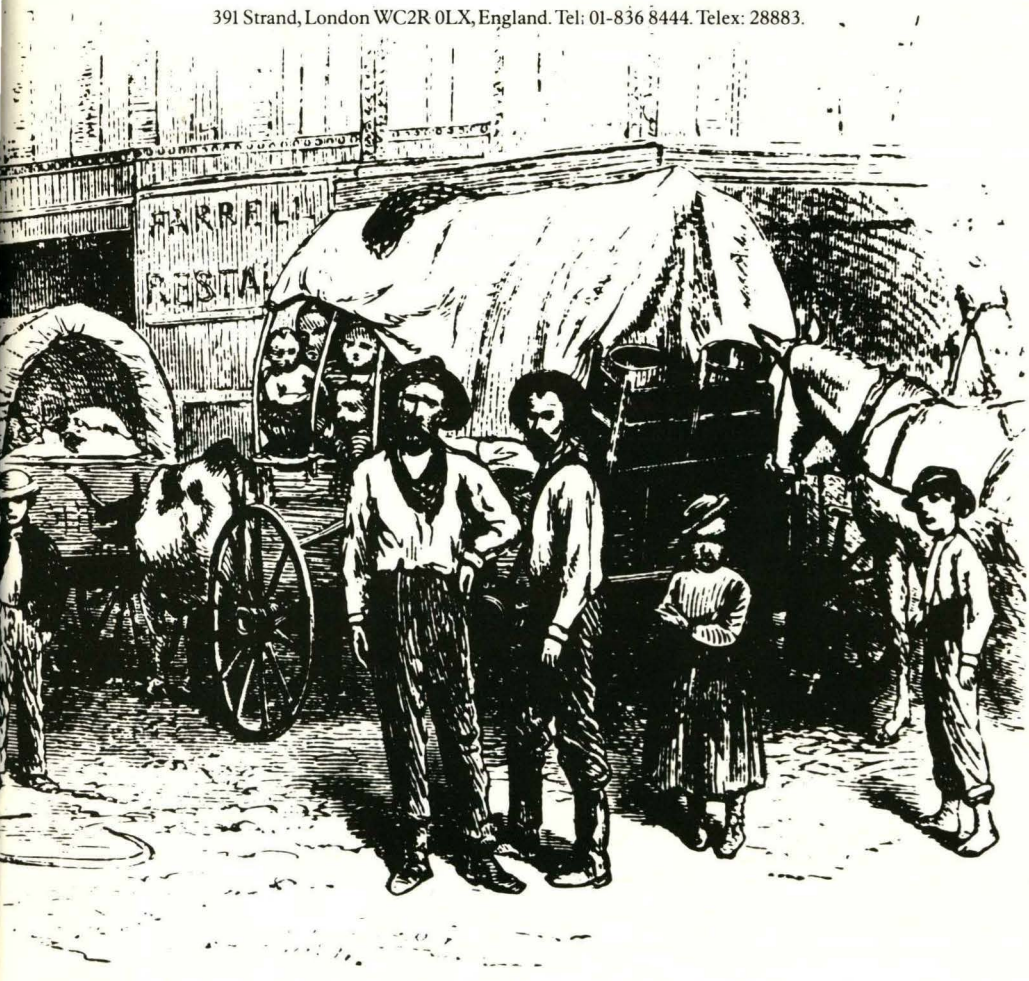
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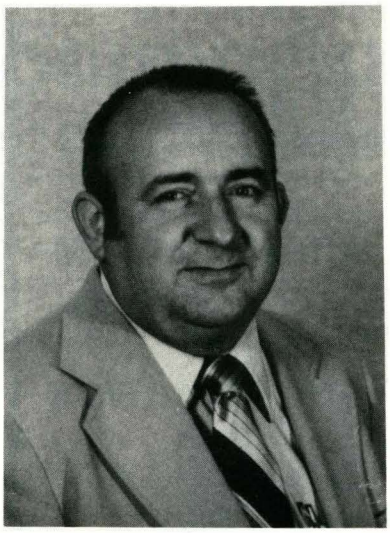
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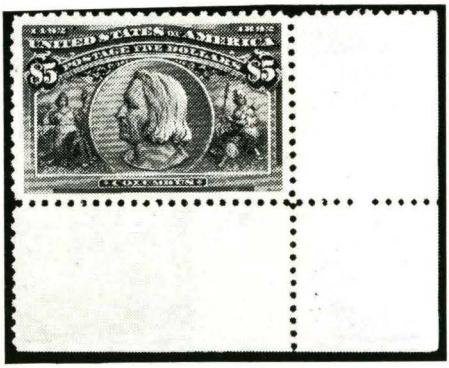
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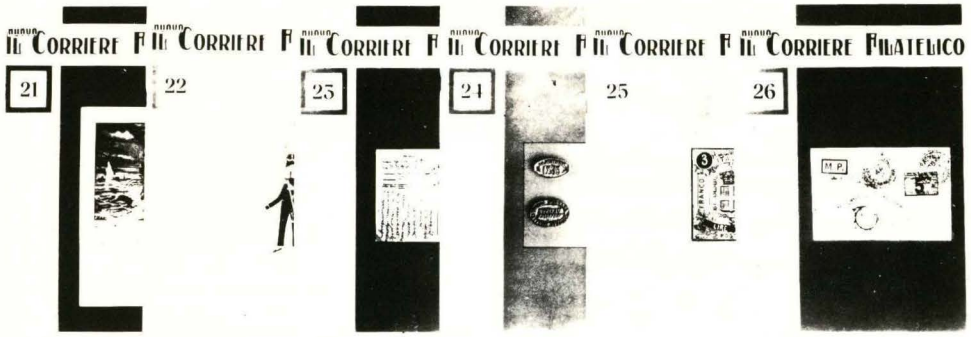


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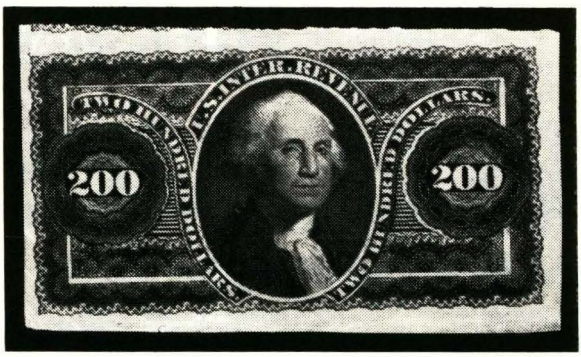
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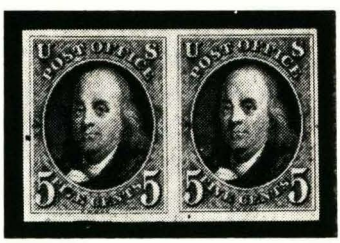




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Volume 59, Number 3 **May 1980**

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Editorial

POST OFFICE INCONSISTENCY

Twice since this year had barely begun, our Postal Service took incomprehensible actions that have drawn an unprecedented number of collectors' complaints because they seem so contradictory.

First came the sensational news that Washington had agreed to pay a royalty fee to heirs of a cynical entertainer for the privilege of honoring W. C. Fields by a special postage stamp. The inferred explanation suggested that it was cheaper to ante the demanded payment than to cancel release of a single stamp, supplies of which already had been produced.

Only a few weeks later, Postmaster General William Bolger announced the withdrawal, without previous notice, of all six stamps, two postal cards, a stamped envelope and an aerogramme that had been issued between Sept. 5th and Dec. 10th 1979, to publicize the Summer Olympics. The decision was supposed to reinforce President Jimmy Carter's displeasure with the Soviet Union's refusal to withdraw occupation forces from Afghanistan. Also taken off sale at 270 philatelic postoffice centers across the nation was an elaborate Olympics Stamp Album with a $7.50 price tag.

Whether anyone has legal rights to expect payment by the government for the use of copyrighted portraits or pictures as stamp designs is not at issue. Neither are the political motivations that prompt production or withdrawal of stamps. We strongly feel that collectors have a choice of buying or boycotting such items according to personal convictions or preferences. We are collectors and ought not dictate to postal administrations what should or should not be issued and put on sale.

What does disturb us is the blatant inconsistency of these two decisions—not to mention other policy contradictions of the immediate past. (Col. Charles Lindbergh could not be honored for his epochal solo flight to Paris because of a standard ruling that no person dead less than a decade could qualify. Yet, George Meany, the labor leader, had barely been buried before a stamp was approved for his Labor leadership and is scheduled for release only a couple of weeks before Election Day!)

St. Francis of Assisi and Father Junipero Serra were denied a place on stamps proposed by legions of petitioners who recognized these contributors to Peace and human goodwill because of the "Separation of State and Church" policies. Yet this was not applied to another clergyman whose popularity is high among black voters.

Even more worrysome is the fact that today's officials seem to have completely forgotten a previous president's courageous reply to the Barbary pirates when they demanded cash fees/from the government to permit traders to do business along the North African coast during sailing ship years.

How much or little Fields family attorneys demanded from the Postal Service (and cachet cover printers) makes no difference. Rather, it's a matter of national principle. Ought we to pay tribute just to avoid scrapping stamps because a relatively few dollars had been spent to design, produce and distribute them?

If this is a valid reason in the case of a single stamp, should it not also apply to 10 separate pieces of postal paper that had been on sale at more than 30,000 postoffices between Puerto Rico and Guam?

Or can Washington afford to waste

expended money just to bolster a White House decision to "punish" Moscow for military and political purposes, an action which a number of our European and other foreign neighbors declined to support?

Incidentally, nationwide stamp polls placed these Olympic items high on the "Least Popular," "Worst Design" and "Least Necessary" ballot classifications.)

No matter, as we stated, it's not questioning the Postal Service's decisions, but failing to understand the Paradox that prompted them.

(*E.A.K.*)

LETTER FROM "INDIA-80"

Harrison D. S. Haverbeck

It was good to be in India again, to be free of the confining airplane after twenty-two hours. For, even with the leg stretch stops at London and Rome, twenty-two hours is a long trip without real rest. It was good to be garlanded by old friends at the airport, to feel the warmth of the welcome and the vitality of the land. after the usual bureaucratic procedures and six hours of uninterrupted sleep we were ready to procede to our duties. We interrupted the routine the first day to observe the setting of the sun. Even in New Delhi the sun set brings out the beauty and the charm of India. The light gathers itself, paints for an instant the buildings and the landscape. Night falls, drawing a low, even haze across the face of the country, bringing out, keen and distinct, the smell of wood smoke and cattle and the scent of cakes cooked in the ashes. Sunset should never be overlooked. One of the most beautiful and stirring ceremonies that I have ever seen is "Beating the Retreat" as held on the parade ground at New Delhi. Just at sunset the hymn, "Abide with Me," is played by massed bands, echoed by chimes from the capitol building along the balustrades of which mounted members of the Camel Corps sit silhouetted.

India-80 was the first International Philatelic Exhibition held in Asia with the full sponsorship and participation of the Fédération Internationale de Philatélie, the United Nations of Philately. For it to be held in India was a great honor sincer for all intents and purposes, India is a relatively late comer into the field. Her first big exhibition was Dijupex, held in Bombay in 1957. Next came India's first international, "Indipex," held sixteen years later in 1978. This latter exhibition led to 2 surprisingly vigorous development of the hobby in the last seven years. Today, India is a major factor in international organized philately, possess a strong Congress and people with the time to give to the work which must be done to maintain that position.

The exhibition was held in the Hall of Nations at the Fragati Maiden in New Delhi. This building had been the setting for Indipex in 1973. In the opinion of this writer it is ideally suited to a philatelic exhibition. The lighting is good, and there is no worry about direct sunlight. The interior is spacious and airy. Security, furnished by the Army Postal Service, was excellent and attentive. A little more resting space with chairs, however, could have been provided without diminishing the space available for frames or the attractiveness of the arrangement. A major fault was the frames. The mounting used was an adhesive tape to hold the pages in position. The tape was peculiar. It either did not hold at all or it held so well that it was difficult to remove from the protective wrappings of the pages without damaging them. The use of peg board backing on the frames with the pages held by plastic strips would be a very welcome replacement. Such strips would be placed at top and bottom of the display pages to hold them in position.

Continued on page 185

PRODUCTION OF THE POST OFFICE MAURITIUS

by Ernest A. Kehr

A new theory about an old stamp. Ernest Kehr explodes some of the myths that cloud the printing and engraving of the "Post Office" stamps of Mauritius.

There are few if any of stampdom's great rarities that have come in for more editorial wordage than the two "Post Office" stamps which tiny Mauritius issued in 1847. Unfortunately, much of what has been written includes guesswork and fanciful conjecture. Only much later—relatively recently, as a matter of fact—have genuine students begun to sift through extant reports and documentation to separate fact from fiction.

One of the major questions concerns the engraving of the small copper plate by Joseph Osmond Barnard and his printing of orange and blue adhesives from it.

The island's second or "Post Paid" stamps had been seen and known by European collectors for several years before the first "Post Office" was discovered in Bordeaux, France, in 1865. It is not too surprising that such contemporaries as Moens and Brunel, among others, mistakenly considered the latter to be "errors." It is rather well established that this suggestion is in error, not the inscription. Lowe, Stocken, the Williams brothers and Ibbotson all have presented evidence to refute the "error" myth.

We would like to add more fuel to the lamp of enlightenment, basing conclusions upon the purely technical aspects of the engraving art and the abilities of those engaged in this precise process.

Virtually all of the tales about the "error" suggest, intimate or state that Barnard was a "half-blind," older man. Indeed, one periodical used an artist's concept which depicts him as a white-haired, bespectacled and wizened character hobbling along Port Louis' waterfront.

Research proves this to be absolutely false. official records show that Barnard arrived as a stowaway in 1838, at the age of 22, and subsequently opened a shop to offer his services as a "miniature painter, engraver and instructor of drawing and minature painting."

Such talents as this stripling had might have been quite adequate to supply the needs of businessmen, officials and socialites on the remote Indian Ocean island. But by no stretch of the imagination could he have been a fully trained or experienced engraver.

Even in those 19th century years, when the demand for engravers was enormous to provide illustrative material for periodicals, newpapers, books, etc., apprenticeship required a minimum of three to six years.

A beginner started by cutting simple lines into metal, then slowly advanced to the engraving of letters and numerals. The engraving of pictures was attempted after more long years of practice under skilled tutoring. Only after decades of patient work does a craftsman so learn to control his burin to give the microscopic lines and dots the exact depth and breadth essential to the creation of that three-dimensional

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Internationally known for his philatelic writing and for his accuracy, Ernest A. Kehr's articles have appeared in stamp journals and newspapers everywhere.

effect possible only through intaglio.

That Barnard never was even a good letter engraver is evidenced by the amateurish inscriptions of his postage stamps.* He either did not properly learn his craft as an apprentice in France, or he never had the talents nor time for practice in Mauritius.

This brings up the pertinent question: how did he make the "plate" for the "Post Office" pair? Barnard died in 1865, only a few weeks after the first of his stamps was discovered on letters to France. None of the information researched by later scholars could be verified or denied by the only man who had first-hand knowledge of the actual circumstances.

In earlier years, like so many other writers, we blindly repeated the fancied fallacy that "Post Office" had been engraved after Barnard saw that sign on the Port Louis mail center.

But once we learned something about intaglio engraving and what it takes to create a design in metal, we realized that those who originated and repeated the myth just didn't know much about the this art.

The very idea that one "engraved" a major part of TWO designs "during the day" and then was so stumped about a small inscription's wording that he wanted to ask Postmaster Stuart Brownrigg before returning to his shop and finishing the engraving, is as preposterous as it is improbable if not impossible.

We can't possibly know exactly how long it took Barnard to complete his work on the plate. But from knowledge of engraving it could not have been done in a day. Even if he put aside all his day-to-day work, it must have taken him a long time. Engraving is unlike shoe-repairing or tailoring. One works with burin and magnifier in short stretches so eyes will not become strained, or hands fatigued and shaky. (In modern years, Bickel, Ewert, Nicastro, Svingsbir—all of them top masters—demand MONTHS for the engraving of a single portrait design!)

That it took time is evidenced by the fact that Barnard submitted his estimate to Brownrigg in November 1846, but that the first 350 sets of the pair were delivered only in September, 1847—10 months later. Again, Barnard could not be asked; neither diary nor other record exist to answer the quesstion. One has to use deduction as a substitute for more conclusive evidence.

We do know two things for certain.

Barnard must have had training and some experience as an engraver, most likely having learned the basics as an apprentice in France before boarding the three-masted bark, "Acasta," for the trip to the island. But, as we already mentioned, he was not competent enough to copy the magnificent Heath design he had as a model for the first British colonial stamps.

After examining actual stamps and the "reimpressions," made in Paris after Colonel Colnaghi found, in 1912, the original 53x36mm copper plate, we have some very definite personal views about the engraving. First, with the aid of a 30X Meyrowitz magnifier, then verifying preliminary findings under high-power binocular microscopes at the Philatelic Foundation, we are convinced that the designs were made in several separate steps. (The sequence, we must emphasize, cannot be determined with positive accuracy.)

1. Barnard carefully ruled his metal (the back of a copper plate previously used to print visiting cards) so the one-penny design would be in the upper left corner with 5mm margins above and to the left. The two-pence was on the opposite top side, with similar margins at top and right, and a 30½mm "gutter" between the two.

2. The frames on all four sides of both designs then were ruled as guides for panels containing "POSTAGE," "MAURITIUS," "POST OFFICE and

*For instance, the top bars of "T" don't match in width or thickness; to "O" is lopsided; "FF" are not perpendicular; no "S" is the same, and many other obvious, conspicuous flaws prove that Barnard wasn't even a good letter engraver.



Figure 1. A one-penny showing the vertical cross-hatching and very poor lettering of the inscriptions.

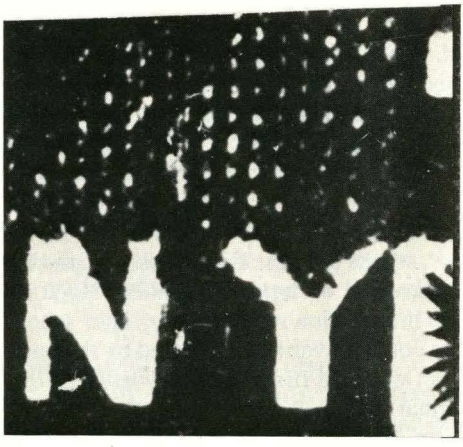


Figure 2. Enlargement to show the dots that form *vertical* cross-hatching.

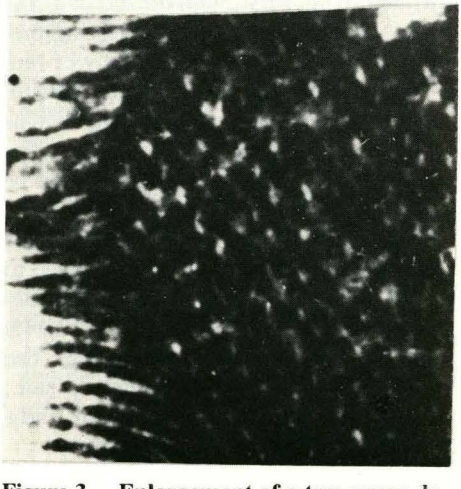


Figure 3. Enlargement of a two-pence detail showing the *diagonal* cross-hatching.

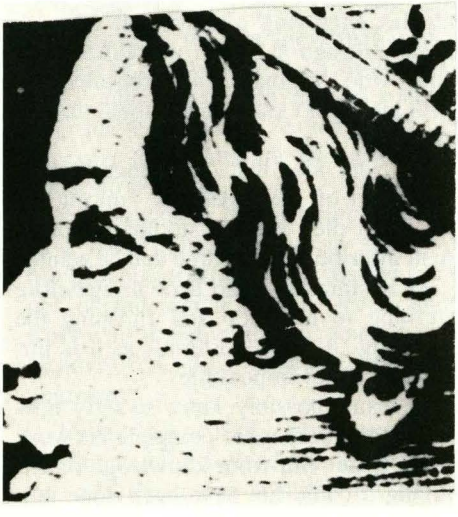


Figure 4. Enlargement of a portion of Victoria's portrait whose fuzzy lines indicated etching, with some lines engraved to strengthen the whole and give it an appearance of having been completely hand-cut with a burin.

All photographs by the author.

"ONE PENNY" or "TWO PENCE," plus the corner ornaments.

3. The Victoria vignette was produced by a technique often used when an engraver is not sufficiently qualified or production time is brief. The die (for all intents, we may call his "plate" a die) is given a coating of ground which is impervious to the acid which will be used later. Using a sharp steel point, the picture is drawn on this ground so the metal beneath becomes exposed. Acid then is poured onto the coated die, to bite into the drawn lines to produce an etching. Barnard subsequently used his burin to strengthen and sharpen much of the etched design to give it the appearance of having been completely engraved.

If we may venture a guess, we'd be inclined to suspect that he made the one-penny design first and the two-pence later. If we examine the former, we see that the cross-hatching of the background consists of vertical and horizontal lines; the latter has the background with diagonal lines.

It is a pretty well known fact that when a "solid" background is desired to set off a central object, an engraving stands a better chance of doing it when lines are diagonally incised. This was amply explained in 1938, when Edward M. Weeks made the die for the N.Y. World's Fair stamp of the following April 1. Vertical-horizontal cross-hatching did not hold the ink during printing of the purple background for the Trylon-and-Perisphere. When he changed it to diagonal lines, this problem was considerably eliminated. We can assume that Barnard encountered the same problem.

Now we come to the printing, for while all references say, "the stamps were printed one at a time," exactly what is meant? We should remember that there was only one design (of each value) on the plate so multiples could NOT have been made.

There are several ways in which the stamps could have been "printed one at a time:"

1. A piece of paper the same or almost the same size of the die was imprinted, then turned around and a second impression made in the opposite corner;

2. A piece of paper only slightly larger than the design, could have been imprinted;

3. There has been at least one suggestion that the one-penny was inked in orange and the two-pence in blue, then pulled at the same time.

Again drawing on knowledge of normal printing from engraved designs, we are inclined to entirely dismiss the latter two possibilities.

Printing an engraved design is somewhat complicated and requires utmost care in the doing. First, the plate is inked; all excess is wiped from the surface with a stiff wiping substance: until a paper was developed in recent decades, cheese cloth dipped into a glue and then allowed to dry was the commonest wiping material. Only then does the printer coat his hands with talc from a block of chalk, to remove the last traces of the inky scum from the die's surface, so polishing it that ink remains only in the incised lines.

Because a printer's hands cannot help but be severely soiled in these operations, he must exercise extreme care in pulling impressions, handling the paper only at the very edges where fingerprints will not much matter.

We checked a contemporary directory and failed to find listed in it any paper maker on the island, which meant stock had to be imported. Even though this probably made paper quite expensive, we doubt that Barnard would have printed on almost design-size pieces, which would have given him precious little, if any gripping room without soiling damage.

Unless some factual documentation is turned up so long after the "Post Office" treasurers were made under conditions that can be considered primitive at best, we must depend upon deduction and reasoning to make educated guesses. We hope that this commentary may help philatelists understand some of the stamps' production aspects so some of the oft-published fallacies and erroneous conclusions might at long last be removed from reference sources.

THE MYSTERY OF THE MISSING 500 U.S. OFFICIAL STAMPS OF 1873-79

by Serge A. Korff

An intriguing mystery is posed by the officially released figures for the numbers of the official stamps of 1873-79. This article is written for two reasons, first to set forth the basis of the mystery, and second in the hope that some expert well versed in this field may be able to bring out the reasons for a curious discrepancy in the numbers.

The background of the situation is as follows. It will be recalled that in 1873, as a result of the abuses of the franking privilege, the Congress authorized the administration to issue postage stamps for each Department of the Government. Some six years later this issue was terminated, and in due course the stamps remaining on hand were destroyed. Thus for six years Government mail was stamped rather than being franked. The stamps issued during this period are beautifully engraved, and since the entire issue comprises only 92 denominations altogether, constitute a series collectible in its entirety, and of considerable historic interest. Further, the high denomination stamps of the State Department stamps were not only handsome stamps, but were issued in $10 and $20 dollar values, the highest denominations used for any U.S. postage stamps thus far in history. The numbers issued were small, making the high denomination stamps scarce, much rarer than the famous Zeppelin air mail stamps today, and indeed not much less scarce than the famous 24¢ center invert air mail, which has recently sold at fantastic figures.

Specifically, the mystery may be summarized thus: 500 stamps are missing from the totals accounted for, for each denomination and Department, for the 61 stamps for which complete records exist. For certain stamps, such as the low values for certain Departments, of which millions were printed, this makes little difference in the totals that could have survived, but for the high value State Department stamps this difference of 500 in the totals could almost double the existing numbers.

The foremost writer on U.S. stamps, Luff*, quotes the official records of the stamps manufactured by the printer and delivered to the Stamp Agent of the U.S. Government, the totals being broken down by the year of manufacture. He then cites the numbers delivered by the Stamp Agent to the several Departments, and next cites the numbers destroyed after the issue became obsolete. By simple arithmetic, the number of stamps for each denomination and Department, manufactured and delivered to the Stamp Agent should equal the number delivered by the Stamp Agent to the Department, plus the number destroyed.

The figures for 61 of the 92 total varieties are available, and can be added up. These figures are listed in Table I.

Inspection of the table shows that, in each case (with two trivial exceptions), precisely 500 stamps, equivalent to five

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full sheets of all but the high value States, are missing. For these, since they were printed in sheets of ten, the number missing corresponds to 50 sheets. The trivial exceptions are the 1 cent Treasury, Scott 0-72, and the 12 cent Navy, Scott 0-41, for which the missing totals are 450 and 501 respectively. Since this error is small in the totals, and could have been due to a clerical or arithmetic error, we shall not discuss it further. The discrepancy is of importance only in those for which small numbers existed.

Two factors complicate a simple view of the matter. The first is that the totals were divided by the calendar year, whereas the Government accounting is on the fiscal year, June 30 to July 1st, basis. The second, much more serious, is the change of printers. The initial issue was printed by the Continental Bank Note Company, on thin, hard paper. However, in 1879 the contract to print the stamps went to the American Bank Note Company, which printed its issues on soft, porous paper. The present author measured the paper thicknesses with a micrometer, as no doubt have many other students of this issue, and finds that the soft paper is substantially thicker than the hard paper, thus making paper thickness a useful aid in identification.

Unfortunately the arithmetic still isn't simple, since all 92 stamps were initially printed on thin, hard paper. The current Scott catalog list 25 soft paper issues. Actually, here too we have discrepancies. First, Scott number 46, which comes between the 90 cent Navy and 1 cent Post Office, is missing. This may have been assigned to a 1 cent Post Office, printed with a head instead of a numeral, a change made to avoid confusion, but not a subject for this article. Second, both 0-104 and 0-105, which correspond to Soft Paper Interior 30¢ and 90¢ in older catalogs, are omitted. This too we will not discuss here. This leaves 92 total varieties, and 25 soft paper issues currently Scott-listed.

In the table we list 61 stamps for which the records are complete, and all of which show the missing 500. The simple explanation that all the stamps for which the records are not complete were of the soft paper variety, and that the discrepancy is due to the number printed & delivered not reported by the second or soft paper printers, does not quite fit, although the bulk of the ones for which we do not have records are indeed among the soft paper issues. Actually, it is the number printed that in most of these cases is too low, often far too low, since if the number delivered to the Department exceeds the number printed, we would have an impossible balance. To illustrate the problem, the printed hard paper totals for the 3 cent War is 1,230,000 but the number delivered to the Department was 5,393,137. Therefore quite evidently there were a lot of soft paper stamps printed, over and above the numbers reported for the original hard paper issue. We shall therefore confine ourselves to those 61, for which the records are complete and for all of which the additions show a missing 500. It is clear that there is plenty of room for 500 to have been subtracted from all the varieties.

Again we want to point out that the missing 500 were known to Luff*, and through his book to the entire world, and secondly that the missing 500 are of importance only for the high value stamps. Therefore I hope that if some expert knows the reasons for the missing 500, he will either write an article about it or communicate with the present author. Luff gives explanations which he himself says are unsatisfactory. Since at this point the subject is open for speculation, the present author wants to raise a suggestion, which may or may not be correct.

It will be recalled that some years ago catalogs carried a notation, for the high value State Department stamps, "manu-

script cancellation,'' at a substantially lower catalog value (see any early Scott catalog). I think that this was done to take account of the fact that quite a few stamps were manuscript cancelled, and given away. Some indeed retained the original gum. Usually a penline was drawn through the stamps, sometimes two lines, sometimes with a ruler and sometimes freehand. The original missing 500 may have been thus distributed. When the numbers given away (or even sold) were comparable to the numbers remaining, the market value would certainly have been diluted, a fact known to older appraisers. The ink used was sometimes red and sometimes black, and the red especially faded rapidly when exposed to strong light, as compared to the inks used in the stamp itself.

Other interesting questions are historical: who gave them, who received them, and by what authority. Some may have been thus cancelled when the Department used them and delivered them to the Post Office in settlement of their postage account. Presumably the missing 500 were given from the Stamp Agent office, for it would have been very complicated to give them after they had been distributed to their respective Departments.

It will further be recalled that there appears to have survived only one $2 stamp on cover. (See Luff's photo of it.) One wonders how many were thus used. Further, since in Europe, canceled stamps were often collected in preference to mint, it may be that smudge cancels were applied and the gum soaked off.

Further, as to the number existing, or surviving, we should note the numbers listed. Of the $2 stamps, only 4,480 were printed and 472 destroyed, so that only 4,008 could have been used by the Department. If the missing 500 are subtracted, it would leava a maximum of 3,508 that could ever have survived and possibly entered the market. For the $5, 10 and 20, the numbers are much smaller, thus subtracting those destroyed from those printed, 2,570 less 1,707, or 863 for the $5, and the same number for the $10 and $20. Thus if only 363 of each of these 3 denominations were delivered to the Department and 500 given away, the market would certainly have been dominated by the give-aways, making the ''genuine'' stamps, either used for postage or sold by the Department, much rarer than the ''manuscript cancelled'' give-aways.

It is my hope that someone may know what did happen, and enlighten us.

*John N. Luff, Postage Stamp of the United States, Published 1902, New York, by the Scott Stamp & Coin Co.

TABLE 1

Denomination	No. Printed Del. to S.A.	No. Destroyed	No. Del. by S.A. to Dept.	Balance
		Agriculture		
1 cent	245,500	149,585	95,415	500
2 cents	285,800	55,150	230,150	500
6 cents	221,500	101,000	120,000	500
10 cents	180,700	184,935	95,265	500
12 cents	143,500	91,735	51,265	500
15 cents	141,900	87,350	54,050	500
24 cents	173,400	112,635	60,265	500
30 cents	173,300	90,535	82,265	500

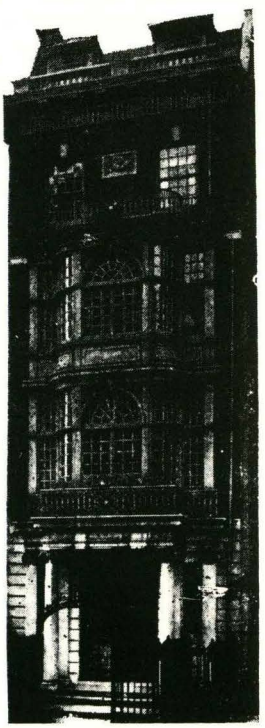
		Executive		
1 cent	10,800	3,500	6,800	500
2 cents	11,500	1,900	9,100	500
6 cents	10,700	4,700	5,500	500
10 cents	10,600	4,950	5,150	500
		Interior		
30 cents	187,500	48,700	138,300	500
90 cents	85,400	20,523	64,377	500
		Justice		
12 cents	44,800	17,500	26,800	500
15 cents	33,500	20,200	12,800	500
24 cents	20,500	13,600	6,400	500
30 cents	22,200	13,100	8,600	500
90 cents	10,000	6,300	3,200	500
		Navy		
1 cent	528,500	421,200	106,800	500
2 cents	583,000	381,150	201,350	500
3 cents	1,036,000	454,800	580,700	500
6 cents	590,600	355,300	234,800	500
7 cents	293,400	276,900	16,000	500
10 cents	323,000	267,290	55,210	500
12 cents	298,000	236,199	61,300	500
15 cents	254,000	216,000	37,500	500
24 cents	246,300	219,800	26,000	500
30 cents	247,400	217,300	29,600	500
90 cents	245,600	233,830	11,270	500
		Post Office		
1 cent	4,003,500	2,888,750	1,114,250	500
6 cents	2,867,000	559,700	3,306,800	500
10 cents	327,200	144,250	182,450	500
12 cents	620,500	321,220	298,780	500
15 cents	256,500	146,715	109,285	500
24 cents	348,000	259,875	87,625	500
30 cents	342,800	209,045	133,255	500
90 cents	320,300	254,600	65,200	500
		State		
1 cent	45,800	13,500	31,800	500
2 cents	46,300	4,000	41,800	500
3 cents	121,600	11,900	109,200	500
7 cents	45,800	7,500	37,800	500
12 cents	45,600	24,300	20,800	500
15 cents	45,600	22,300	22,800	500
24 cents	45,800	31,500	13,800	500
30 cents	45,300	24,700	20,100	500
90 cents	42,400	35,257	6,643	500
2 Dollars	4,480	472	3,508	500
5 Dollars	2,570	1,703	363	500
10 Dollars	2,630	1,767	363	500
20 Dollars	2,640	1,777	363	500

		Treasury		
1 cent	4,193,400	1,292,950	2,900,000	450
2 cents	4,193,500	1,921,500	2,484,500	500
7 cents	421,700	201,200	220,000	500
12 cents	1,227,500	444,000	783,000	500
15 cents	1,273,900	610,400	663,000	500
24 cents	380,000	279,500	100,000	500
		War		
7 cents	218,000	161,772	55,728	500
15 cents	395,000	108,540	285,960	500
24 cents	305,100	103,675	200,925	500
90 cents	216,400	167,728	48,172	500

Table 1. Government-released figures of totals of the Official stamps of 1873-79, showing totals manufactured, delivered, and destroyed, after Luff*

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



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SWEDEN
THE SKILLING BANCO ISSUE

by Lauson H. Stone and Thomas Bjaringer

Continued from page 119, Vol. 59, No. 2, March, 1980

There is much interest in studying the usage of the Skilling Banco stamps, and one aspect of such a study involves the cancellations used on the stamps. One hundred and seventy-two post offices were to be found in Sweden during the period of the Skilling Banco issue, and three different types of postmarks were mainly in use. The so-called circular postmark, which had been introduced in 1830 is still the predominant type being used to this day. The so-called "Arch" postmark, with the numerals for the year being curved around the inside of the circle, instead of being horizontal, was in use 1830 to 1860. The rectangular postmark was issued in different sizes depending on how many letters were in the town name. This type of postmark was in use from 1835 to the beginning of the 1880s. Postmark collecting has always been very popular in Sweden, especially during recent years in which a veritable renaissance has taken place.

A collection of cancellations on the Skilling Banco stamps would include, in addition to scarce town-cancellations and the different types of cancellations used, such items as the Stockholm receiving cancellation, the star cancellation intended only for use on local letters within Stockholm, other postal markings such as those used for postage due, and foreign cancellations.

Another phase of any study of the usage of the Skilling Banco stamps would involve the examination of complete letters and envelopes. The importance of collecting covers for philatelists has greatly increased in the last few years. One wonders, perhaps, why they have aroused such interest. We think that two factors especially have played an important part. Firstly, the number of collectors has increased, and since many have become alarmed by repaired and forged stamps, they have begun to collect covers which give a greater assurance against defects. Secondly, more and more collectors have realized that an occasional letter placed in a collection will brighten up an otherwise dull album page, especially where all the letter's varied cancellations, not only of the country being collected, but also those applied during transit, have been preserved. Also, the interest in postal history and postal rates and routes has done much to arouse interest in collecting covers.

Until 1860, the sender of a letter in Sweden could choose whether to send a letter with stamps or without stamps. During the Skilling Banco period only 21% of all letters sent abroad were



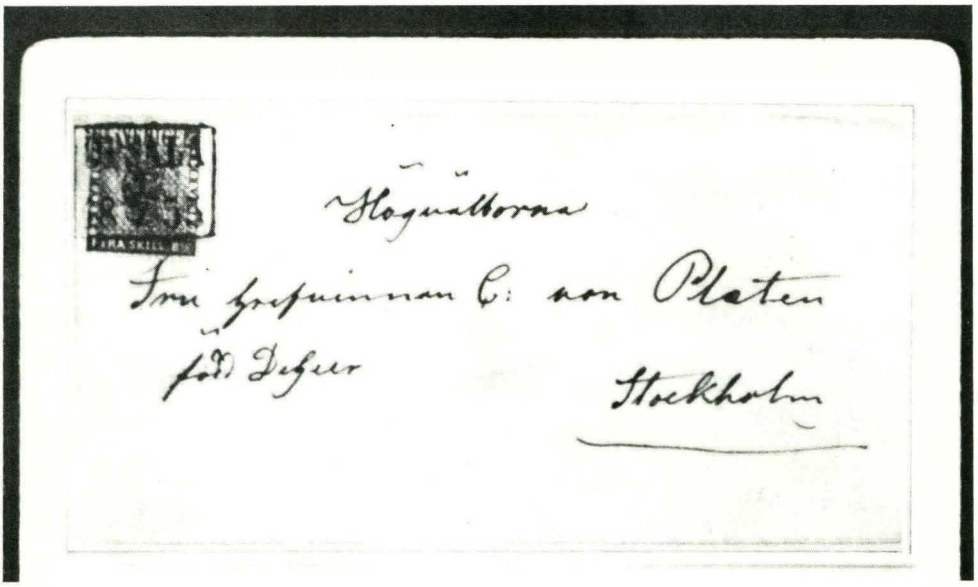
Foreign cancellations: Danish Numeral 3, Lubeck. Norwegian grid cancellation.

franked with stamps, 33% were paid by cash in advance, and 46% were sent unpaid with the postage being collected upon arrival. One reason why letters were sent unpaid was that they were more certain to reach the addressee, since each country's post office was anxious to forward the letter in order to get its part of the postage rate.

The total number of postal items handled during the Skilling Banco period exceeded 17 million, of which 956,000 were sent abroad. Of these, only about 200,000 had Skilling Banco stamps. 45% of the total were sent to the nearby countries of Denmark, Norway, Finland and Russia. The mail to the last mentioned two countries was mostly sent across the Aland Sea. If hindered by ice, it could be sent either via Prussia or Haparanda. A total of 527,000 postal articles were sent to countries other than the above-mentioned nearby countries. These fall into two groups, the larger consisting of those sent via Denmark, Lubeck or Hamburg, or which left Gothenburg (Goteborg) by boat. The smaller group consisted of those sent via Stettin or Stralsund. Letters to Stettin were sent by mail boat from Stockholm via Kalmar. There was only one weekly sailing in each direction, with the result that on certain days it was quicker to send the letter by land to Halsingborg (Helsingborg) and then via Denmark. There was also boat traffic between Ystad and Stalsund with a few trips per week. These trips were made only from the end of April until the end of October. During the winter months the post to European countries was directed via Denmark or Gothenburg.

Inland letters with Skilling Banco stamps are dominated by those with a single 4 Skilling stamp. More than 90% of Skilling Banco letters preserved are probably of this kind. There are less than 300 Skilling Banco letters to foreign countries which we have seen or about which we have obtained reliable information. About 150 of these were sent to Norway, Denmark, Finland and Russia. We have found altogether about 60 letters with 3 Skilling stamps, of which 10 were used on letters within Sweden. Few letters to the U.S.A. exist, but we must bear in mind that the really important emigration to the U.S.A. did not occur until the 1880s. In the 1850s, only a few thousand Swedes crossed the Atlantic.

St. Barthelemy, one of the island group of the lower Antilles in the West Indies, was a Swedish colony during almost a



First Day Cover with 4 Skilling Banco used on Inland Postage.

century—1784 to 1878. No Swedish post office ever existed on the island. Letters to and from the colony were collected in a parcel and sent by sailing ship via the islands of St. Christopher or St. Kitts, where a commissioner was responsible for forwarding official letters. In all, only one Skilling Banco letter addressed to St. Barthelemy is known. This letter was sent in 1857 and is franked with two 3 Sk. and two 24 Sk. stamps. The letter is sent to a Swedish officer on board the Swedish ship "Lagerbjelke."

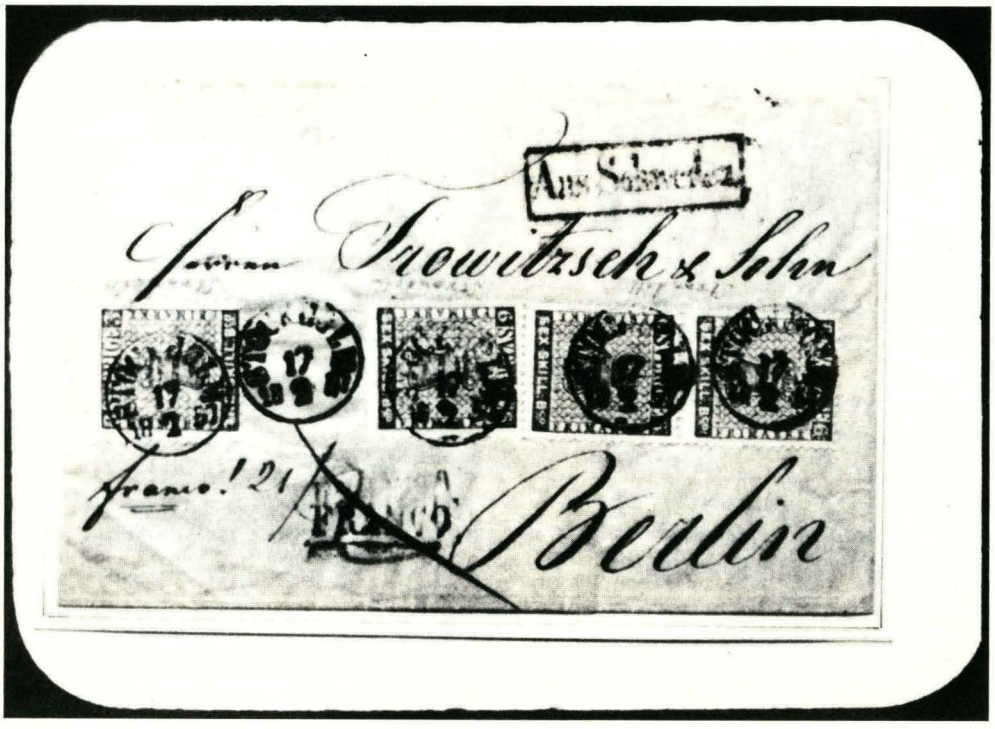
It is, of course, possible that correspondence belonging to business houses or family archives may become available and that this would enlarge the picture of surviving Skilling Banco letters to foreign countries. If, however, no great unexpected discoveries are made, we doubt that the figure of 400 Skilling Banco letters sent abroad from Sweden will ever be substantially exceeded.

The basic rate for letters with Sweden during the Skilling Banco era was 4 Skilling. If the letter weighed more than 1¼ lod (the then unit of weight used in Sweden—equal to 16.6 grams or approximately ½ ounce) an additional 4 Skilling was required for each additional lod up to eight lod, and for each additional 4 lod thereafter up to 48 lod. Registered letters required a supplementary fee of 12 Skilling. Insured letters required the insurance fee to be paid in cash.

As a result of these rates, most internal letters have only one 4 Skilling stamp. Overweight letters could be paid for with additional 4 Skilling stamps or with 8 Skilling stamps or various combinations of both. A few instances are known where triple rate letters were paid with four copies of the 3 Skilling. Registered letters were usually paid with four 4 Sk. or two 8 Sk. One registered letter has three 3 Sk. plus two 4 Sk., a total of 17 Skilling, being an overpayment of 1 Skilling.

The normal letter rate to *Norway* was 8 Skilling Banco, usually paid with one 8 Skilling stamp, with additional postage required for extra weight. If the destination of the letter was within 20 Swedish miles of the place of mailing, the rate was only 4 Skilling Banco. Letters evidencing this so-called "Near Postage" are scarce.

To *Denmark* the rate was 12 Skilling Banco, usually paid with two of the 6 Skilling stamps, though other combinations are known. There was also a "Near Postage" rate of 6 Skilling Banco.



Cover to Berlin with 21 Skilling Banco Postage.

To *Finland,* which was then part of Russia, the rate for a letter was 20 Skilling Banco, usually paid with two 8 Skilling plus one 4 Skilling, or sometimes two 6 Skilling plus one 8 Skilling. One instance is known of the latter combination with also a 4 Skilling stamp, thought to have been added for dispatch by a faster route. Letters could also be sent to Finland for half the regular rate, i.e., 10 Skilling Banco, but this only paid the postage to the border, and the recipient had to pay the rest of the rate in cash upon receipt of the letter. These letters were marked "Franco Gransen" and the postage was usually paid with one 6 Sk. plus one 4 Sk., although covers are known with two 3 Sk. and one 4 Skilling. Postage rates to St. Petersburg via Finland were the same.

Letters to Finland and Russia sometimes involved additional amounts of half the regular rates. Thus, letters are known with a rate of 30 Ore, perhaps for additional weight, one of which has the unusual combination of two 3 Skilling Banco and one 24 Skilling. Finland and Russia were the only countries to which such half rates were used. One extremely rare cover is known used after July 1, 1858, with one 24 Skilling plus one 24 Ore stamp. A mixed franking of this type involving the Skilling Banco stamps is practically unique.

Letters with 3 Sk. stamps are perhaps the most sought after items in Swedish philately. Many of these letters were addressed to the North German States. In 1852, a postal convention was concluded with Prussia, by which a direct postal service by mail-steamer could sail once a week in each direction between Stockholm and Stettin. In 1855, this took the mail-steamers "Nordstjerman" and "Nagler" about 48 hours. The ships sailed from Stockholm every Tuesday and in Stettin the mail was forwarded by railway. In addition to this service, mail was also sent by private ships.

As regards postage rates to Germany during the Skilling Banco period, it is interesting to note that four different rates obtained, namely, 15, 18, 21, and 24



Cover to Nice with 29 Skilling Banco Postage.

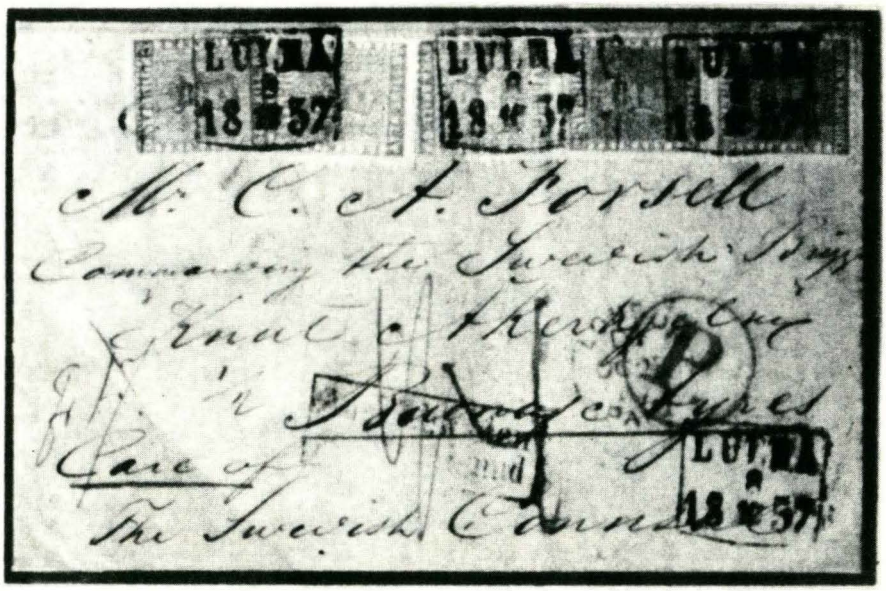
Skilling Banco. The 15 Sk. rate was only valid as far as Hamburg (via Denmark or Lubeck) and Lubeck (via Denmark or by direct steamship). The 18 Sk. postage rate was valid for some parts of Hanover, Mecklenburg-Schwerin and Mecklenburg-Strelitz; Oldenburg and Prussia were all franked with 21 Sk. For all other parts of Germany, the postage rate was 24 Skilling Banco.

About ten years ago an interesting correspondence to Holland came on the market. There were altogether some 100 covers written by the Crown Princess, later Queen Louisa of Sweden, who was born in Holland. In 1850, she married the Crown Prince of Sweden, who in 1860 became King Karl XV. This correspondence was addressed to the Queen's governess, Mlle V. Wauthier, at that time working at the Dutch Court. These "Queen's Letters" cover the period from 1853 to 1871 and include some twenty Sk. Bco. letters franked with 6 and 24 Sk. Bco. stamps. Three covers are franked with two 6 and two 24 Sk. Bco. stamps, making the 60 Sk. Bco. double rate, and one cover has three of each stamp in payment of the 90 Sk. Bco. triple rate.

The rate to France was 24 Skilling Banco. Double rate letters were frequent, since France only allowed approximately half the weight allowed by Sweden in single rate letters. Thus, letters to France usually had one or two 24 Sk. stamps.

A few letters to Austria are known with a rate of 24 Sk. One letter with the same rate to Spain is also known. To Italy there are a few covers. A letter to Nice (then a part of Italy), probably unique, had a rate of 29 Sk., made up of one 3 Sk., three 6 Sk. and one 8 Sk. A few other letters, including letters to Rome, had 31 Sk.—one each of the 3, 4, and 24 Sk. There was also a rate of 34 Sk. of which only one example is known.

Mail to England was sent by ship from Gothenburg to Grimsby. During the winter, the mail was sent over the continent via Denmark and Hamburg. The rate was 36 Sk., normally paid with two 6 and one 24 Sk. Covers with four 3 and one 24 Sk. are known. There is also one cover in the Postal Museum with six 6 Sk. stamps.



Skilling Banco Cover to Argentina.

The only known Skilling Banco cover to South America was sent from Lulea on October 8, 1857 to Argentina via Stralsund and London. It is addressed to Captain C. A. Forsell on the ship "Knut Akerskjelin" and franked with the 4 Sk. (eleventh delivery) 6 Sk., 8 Sk., and a pair of the 24 Sk., totalling altogether 66 Sk. Bco. for the single rate. In this connection, consider that a worker's salary at that time was 3 to 9 Sk. an hour!

To Australia there is a letter franked with two 6 Sk. and five 24 Sk. for a double rate total of 132 Sk. This letter was sent via Stralsund, Southampton and Trieste.

Only one Skilling Banco letter is known to Africa. This cover was sent in 1857 to a Swedish ship in care of the Swedish consul in Algiers and is franked with two 24 Sk. stamps.

It is hoped that further information concerning the Skilling Banco covers will come to light in the years to come—especially insofar as the letters to foreign countries are concerned—so that a more complete picture of the usage of the Skilling Banco stamps will be available.

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THE POSTAL HISTORY OF NEW BRUNSWICK

By E. Eugene Fricks

Continued from page 224, Vol. 58, No. 4, July 1979

Delaware and Raritan Can

The War of 1812 ruined the turnpikes as booming demands for farm supplies and manufactured goods brought vastly increased traffic. New Jersey had opposed entry in the war, due as much to the influence of commercial ties to Britain as to the abscence of "war hawks." Although the war was centered to the south, the British Navy effectively blockaded coastal traffic. It soon became apparent that a canal across New Jersey was needed to bypass the vulnerable coastal route around Cape May.

James Neilson, Floyd S. Bailey, and John H. Simpson secured a charter in 1824 from the Legislature for a cross-state canal. However, the necessity of securing Pennsylvania's approval before June 1826 to use Delaware River water for a feeder canal proved an insurmountable obstacle. Neilson tried again in 1830 successfully, and formed the Delaware and Raritan Canal Company. Its charter stipulated that all stock must be sold within one year. On April 6, 1830, Robert Stockton purchased 4800 shares and was made president, Neilson became treasurer. A survey that year showed the company was undercapitalized and that costs had doubled. Panic took over in 1831, foreclosing American capital opportunities. Stockton, undaunted, travelled to Europe, obtaining the aid of wealthy investors.

An epidemic of cholera broke among the Irish canal laborers in 1832 but, nevertheless, construction pressed ahead. Two years later, on June 25, 1834, Governor Vroom opened the canal. Its major traffic was anthracite coal headed north to New York and lumber and stone headed south. Its locks were larger, and soon the D&R took away the bulk of the Lehigh coal trade from the more northerly Morris Canal.

There is no indication that the canal was used as a regular postal route. One cover, however, has been reported (Fig. 16) (67) in the *Stamp Specialist*. No origin point is given, nor is the current whereabouts of the cover known. Figure 20 shows the route of the canal.

By the time the marking shown in Figure 21 was in use, William Meyer was postmaster and the post office was now located on Church Street above Neilson. The letter illustrates one abuse of the franking system. While it is addressed to a postmaster, the message pertains to a private financial arrangement having nothing to do with posts. A 51×2½mm red straight line marking is also known used in 1832. It is unique. (68)

The Railroad

On the same day the Canal Company was chartered, the Legislature also granted a charter to John Stevens for the Camden and Amboy (C&A) Railroad. While it took a full year to market the Canal Company stock, that of the C&A



15. The 29 mm black marking at the end of its period of usage.

sold out in 10 minutes. While the canal consumed almost $2 million in its construction, the railroad cost $275,000 to build. The canal was at an obvious disadvantage from its very inception.

Robert Stockton shrewdly persuaded the Stevens brothers to join the railroad with the Canal Company to protect their joint interests. The "Marriage Act" was passed by the Legislature on February 15, 1831. (69) The State then enacted legislation giving itself a franchise fee of $30,000 per year plus a percentage of freight and passenger fees collected by the Joint Companies. The revenue from this act paid most of the expenses of state government for many years, resulting in practically no state taxation until the Civil War. (70) The Legislature also included a prohibition against the building of competitive transport routes across the waist of New Jersey for 30 years.

Although Stockton had returned to the US Navy where he was an officer, it did not prevent him from seeking British financial support so the joint companies could purchase controlling shares in the Delaware Bridge Company, and the Philadelphia and Trenton Railroad. That railroad had planned to circumvent the monopoly by building a track along the already existing turnpike. The joint companies, to protect themselves, purchased the turnpike. Only then was the Philadelphia and Trenton allowed to build its line along the canal to Kingston (1839), then by Monmouth Junction to New Brunswick (1840). In 1835, the New Jersey Railroad was completed between Jersey City and New Brunswick and on January 2, 1836, a new locomotive called the "New Brunswick" pulled thirteen bedecked cars from Newark at a speed of 15 miles per hour.

As commerce grew in volume, so too grew the need for fresh news, especially between New York and New Orleans. Merchants found that current market information permitted them to better control the flow of goods and cut costs. Such

information allowed them to buy and sell with less need for long-term financing. They pressed for faster mail service and got it. Service was steadily improved after reforms in the postal system during the Jackson administration. (71) An express mail was announced on October 22, 1836, a "proposal from the Railroad Company for carrying the great mail as well as the express mail (will be) considered as well." (72) Express service between New York and Philadelphia cost no more than the regular service but traveled in a separate mail bag. (73)

such as Chicago siphoned off this trade from the traditional east-west transportation routes. (76) Grain could be shipped via Chicago, the Great Lakes, and Erie Canal in cooler climates so spoilage was reduced. Transportation charges were lower on these routes than on eastern railroads, making it economically advantageous to use them. By the end of the Civil War, midwestern grain was so much cheaper that Jersey production could not compete. By the end of the nineteenth century, wheat was no longer grown in New Jersey. (77)



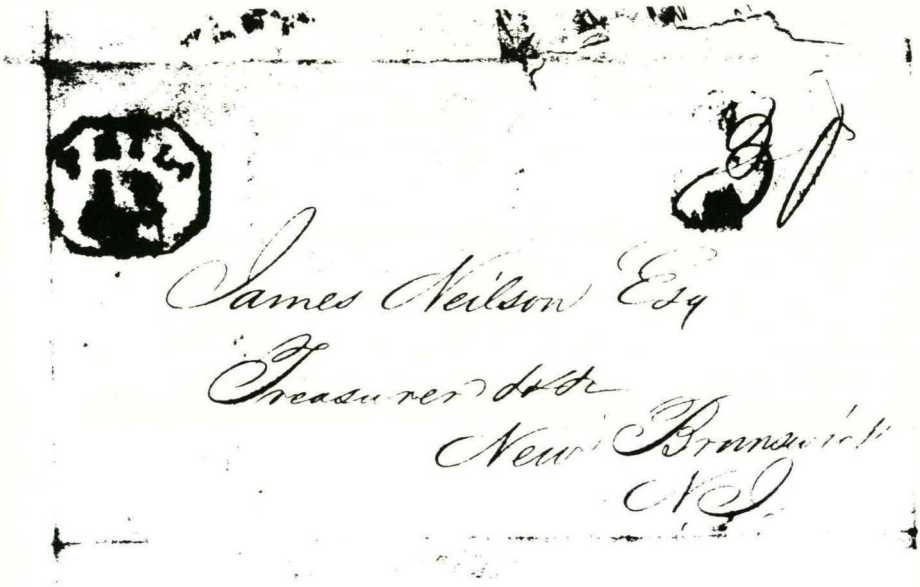
16. "Canal Service" to New Brunswick. The 9 rate could be an inverted 6 (the 1816 rate for a single letter not over 30 miles). (The Stamp Specialist)

Robert Stockton had contracted to carry this portion of the mail, a contract that was soon assigned to his C&A Railroad. In the meantime a steamboat ferry connected New York with South Amboy until the rail connection at New Brunswick was completed. (74) Markings used on this route are illustrated in the Towle-Meyer work. (75) Even so, such direct connection greatly affected the produce trade and consequently New Brunswick's economic development as the city's shipping center was bypassed. The C&A was something less than a model railroad; fares were high, and accidents were frequent.

A complex interplay of economic, geographical, and environmental factors contributed to this situation. With the western expansion of population and the extension of the railroads, large areas were opened to grain production. New centers

The C&A lacked connections to the railroads headed west prior to 1870. Yet during this period of great railroad consolidation and increasing managerial effectiveness, such problems were overcome by competitors as the New York Central. (78)

The C&A monopoly was ended in 1868 when the Reading Railroad, completed in 1876, took the Pennsylvania coal trade. Asabel Welsh effected the consolidation of the C&A with the New Jersey Railroad in 1867 to gain its track from New Brunswick to the Hudson River with its ferry rights. The combine became the infamous Associated Companies and then the United Companies, which controlled New Jersey government to its advantage for decades. Acquisition of the Hudson terminal properties so reduced dividends that Welsh was replaced and a 999 year lease on all properties was



17. A quadruple rate from the Bank of the United States, October 18, 1834. Mr. Neilson had imported 16,783 sovereigns.



18. A letter from Princeton to New Brunswick dealing with Canal Company business. This letter could have gone by canal, if such service existed. There is no evidence that it did so.

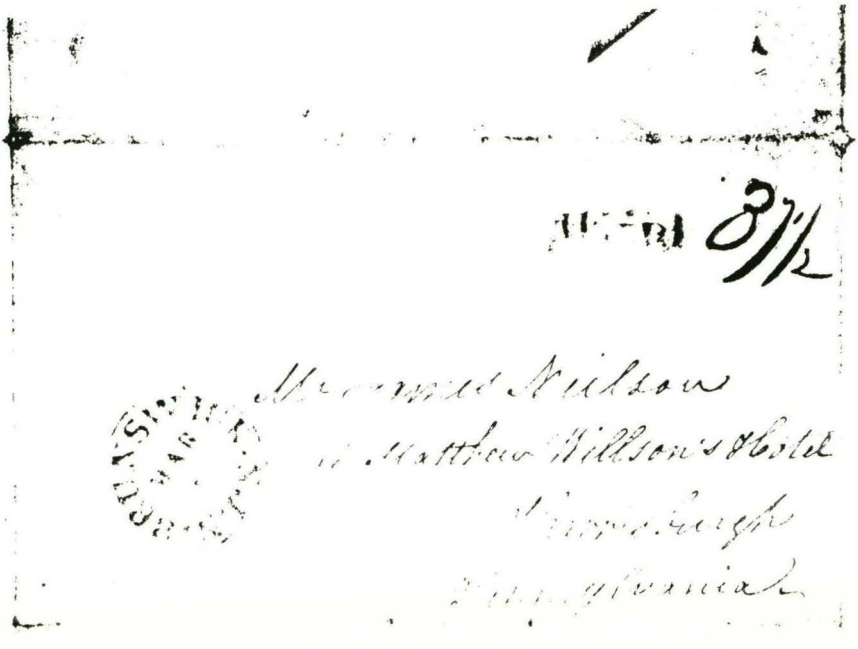
accepted from the Pennsylvania Railroad. While the C&A gained the all important through connections to the west, New Brunswick became even less significant. Reduced rail rates took ever increasing quantities of freight from the canal, further affecting the city's economy.

Manufacturing

The tanneries, sawmills, gristmills, and distilleries using the Raritan Valley's raw materials which had been the 'industrial' mainstay of the local economy were subordinated to more substantial manufacturing as the United States began to recover from the Panic of 1816. John Van Nuis began to assemble coaches and carriages in 1810. By 1820, his products were so well-known that they were in general use throughout the South, and his business had become so large that coach makers throughout Connecticut, New York, and New Jersey made carriages to be sold under his name and warranty. (80)

In 1839, 16-year-old Horace Day established a shop in Dennis street to make rubberized carriage cloth and shoes. With the appearance of the Goodyear vulcanization process in 1844, Day claimed the right to use it as an unpatented English invention. Goodyear sued for patent infringement in 1850, eventually retaining Daniel Webster. Day was only persuaded to desist in 1859 for a settlement of $371,000, a sum greater than Goodyear had realized on his patent. In 1858, Day erected a large manufacturing complex for his New Jersey Rubber Shoe Company (Fig. 22), selling it to Goodyear in 1860. The last structure of this complex was demolished in the 1960s for a new highway.

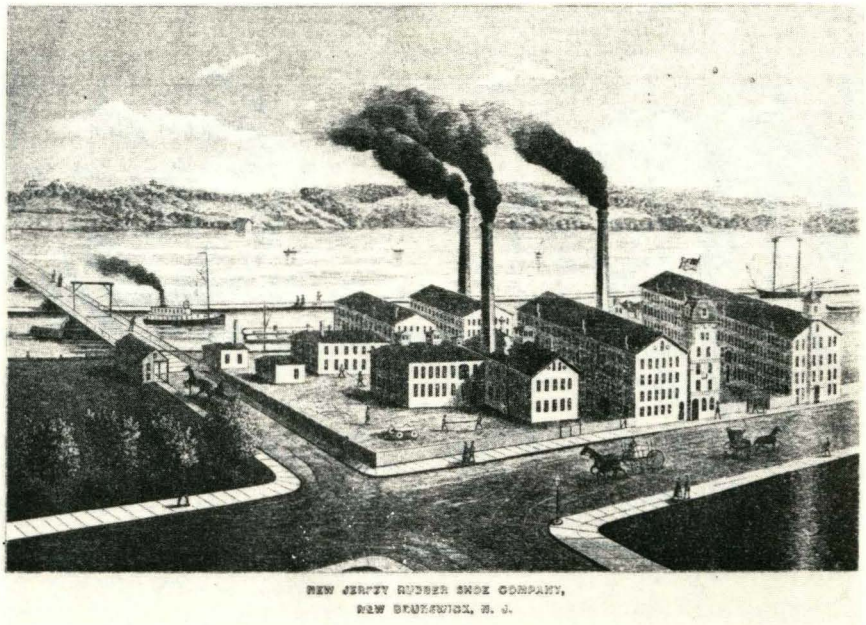
Christopher Meyre is, perhaps, of greater interest both for the development of manufacturing in New Brunswick and for the growth of the process rubber industry in the United States. Originally employed by Day, Meyer was responsible for the invention of most of the machinery and processes used for rubber shoes. After a falling out with Day in 1840, Meyer engaged in a number of partnerships to make rubberized cloth. His first big venture was the fabrication of pontoons for Army bridges for the Mexi-



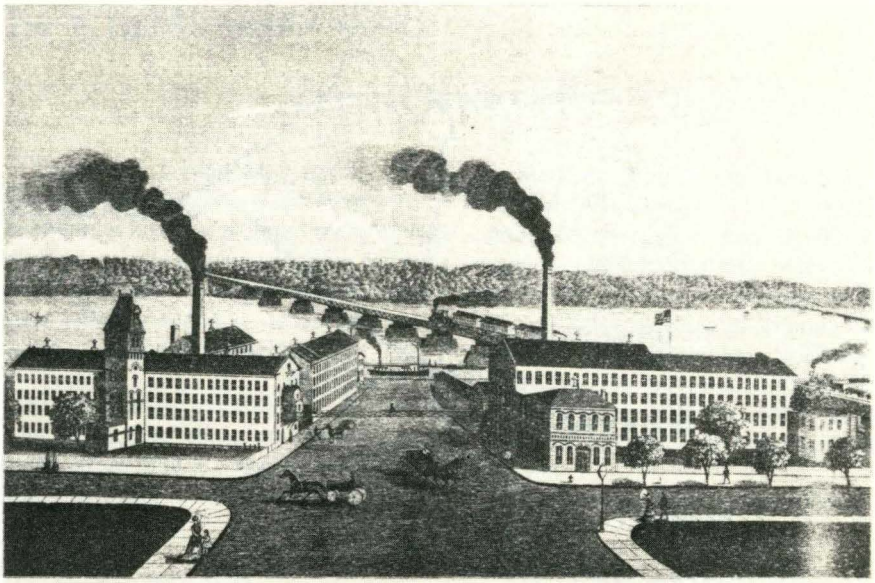
19. N. BRUNSWICK, N.J. Mar 1 (1828). PAID. This letter shows the double rate for 150 to 400 miles.



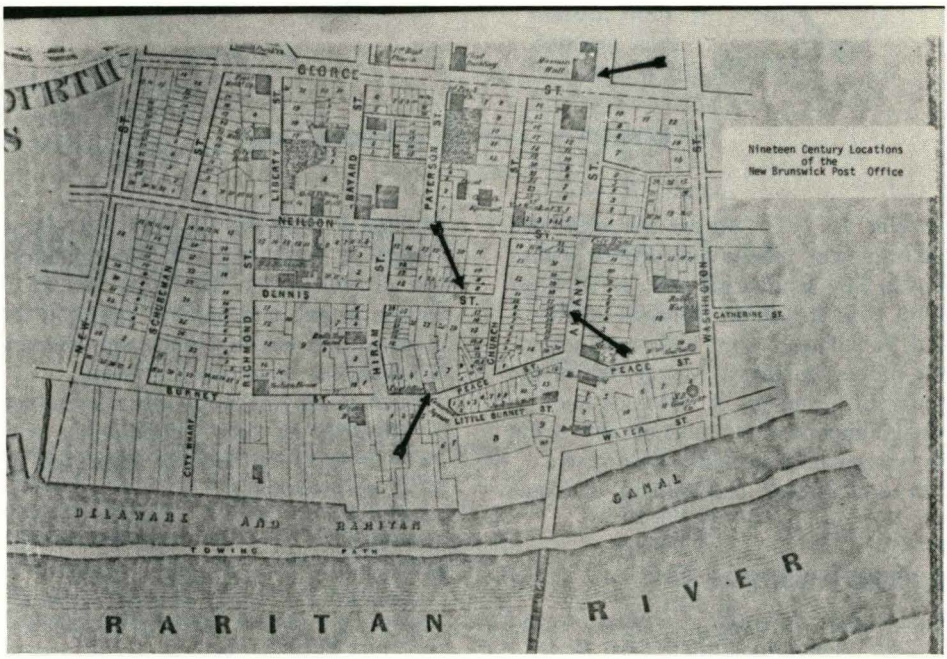
21. NEW BRUNSWICK—N.J. AUG 17 (1831). The red date circle is 28mm in diameter. (Photograph by Donald F. Gilliam).



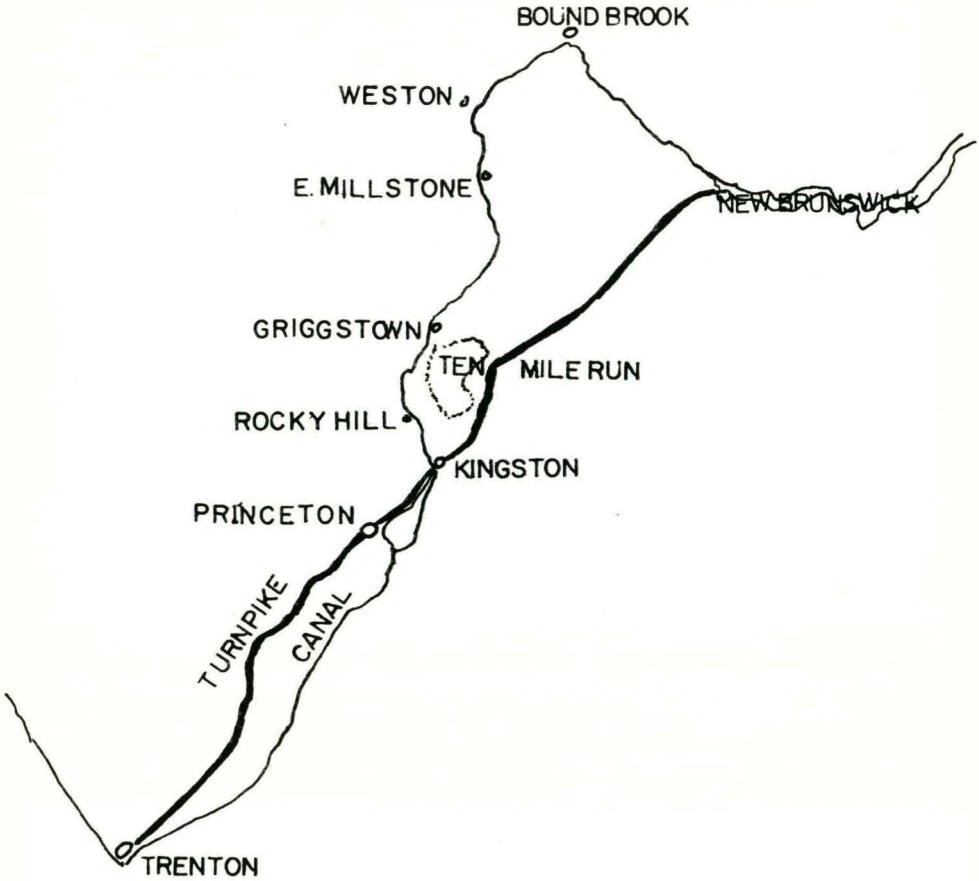
22. New Jersey Rubber Shoe Company Works at the foot of Albany street.



23. Norfolk and New Brunswick Hosiery Company on Water Street above the railroad bridge.



24. Nineteenth Century Locations of the New Brunswick Post Office.



20. Route of the Delaware & Raritan Canal.

can War. By 1853, Meyer and John Ford had organized the Novelty Rubber Company in New Brunswick and, in 1854, the North British Rubber Company in Scotland. In addition to his nationally important rubber business, Meyer sat on the boards of a number of railroads and national companies, the most notable being the American Bank Note Company.

In 1844, John P. Hardenberg, and later William R. Janeway, constructed a large facility in Water street for the manufacture of wall paper. The wide variety of colors, prints, and patterns required the invention of new machines and substantial labor for hand block printing.

Such employment opportunities helped to increase the city's population from 4433 in 1830, to 5866 in 1840, and in 1850, to over 8000.

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The Clubhouse

CAPITAL FUND UPDATE

This is the annual May update of the Capital Fund. In it, we list those of our members who have pledged the purchase of shares, those who have paid in full for a share previously pledged and those who have either pledged or achieved a share purchase higher than heretofore.

It is extremely gratifying to us that the lists in each of these categories are so much larger than in prior years. We don't know why this should be, but are grateful fo the happening. It may be due partially to the February 4th letter which announced the installation of the bronze plaque scheduled for later in the year. Or, it may be due to a heightened awareness of the Club's financial problems. Certainly, your co-chairmen have not been lax in informing the members of the difficulties of keeping up with the every increasing costs of operation and the concomitant deficits.

In any event, here are the updated lists:

PATRON

Assoc. for Stamp Exhibitions	(A)

BENEFACTOR

August, Samuel	(A)
Gordon, Richard	(A)
Scott Publishing Co.	(A)
Taussig, Richard S.	(A)

SPONSOR

Hunziket, Hans F.	(A)
Larkin, Mark D.	(A)
Owens, Mary Ann	(P)

DONOR

Byne, Richard H.	(P)
Eisenberg, Bernard	(P)
Verner, Jaroslav J.	(A)

CONTRIBUTOR

Bull, Robert Lee	(A)
Cryer, J.C.M.	(A)
Davies, Paul L.	(A)
Dean, L. Wallace, III	(P)
Ewell, Albert H., Jr.	(A)
Hallinan, James W.	(P)
Howes, Alfred S.	(A)
Martin, Marc W.	(A)
Rendon, Alex	(A)
Roscher, William L.	(A)
Royce, Leonard D.	(P)
Serebrakian, S.	(A)
Sheriff, L.S.	(A)
Snitow, Raymond	(A)
Torrey, Gordon H.	(P)
Ward, Charles Seabury	(P)
Wilkinson, William A.	(A)
Zimmerman, David M., Jr.	(P)

CHANGE IN CATEGORY

	From	*To*	
August, Leo and Samuel	BENEFACTOR	PATRON	(A)
Berner, Beatrice M.	CONTRIBUTOR	DONOR	(A)
Boker, John R., Jr.	BENEFACTOR	PATRON	(A)
Buser, Edward	CONTRIBUTOR	DONOR	(P)
Davenport, Leslie A.	CONTRIBUTOR	BENEFACTOR	(A)
Drake, Henry H.	DONOR	SPONSOR	(A)
Griswold, Erwin N.	DONOR	SPONSOR	(A)
Griswold, Erwin N.	SPONSOR	BENEFACTOR	(A)
Hertsch, Max	CONTRIBUTOR	DONOR	(A)
Huff, Clayton	DONOR	SPONSOR	(A)
Ichida, Dr. Soichi	DONOR	SPONSOR	(P)

Markovits, Robert L.	CONTRIBUTOR	SPONSOR	(P)
Saebacher, Ira	DONOR	SPONSOR	(A)
Stollnitz, Henry S.	CONTRIBUTOR	DONOR	(P)
von Hungen, Heinz, M.D.	SPONSOR	BENEFACTOR	(P)
Walske, Carl	CONTRIBUTOR	DONOR	(A)

PLEDGED CATEGORY ACHIEVED

Ascher, Alan	SPONSOR	Miller, William H., Jr.	DONOR
Coulter, Elliott H.	SPONSOR	Priester, Dudley B.	DONOR
Gandara, Raul	CONTRIBUTOR	Rubio L., Dr. Boris	CONTRIBUTOR
Hazelton, Bruce W.	CONTRIBUTOR	Stannard, Herbert R.	CONTRIBUTOR
Ichida, Dr. Soichi	DONOR	Stollnitz, Henry S.	CONTRIBUTOR
Joffe, Boris B.	BENEFACTOR	Twigg-Smith, T.	BENEFACTOR
Jordan, Richard B.	CONTRIBUTOR	Zimmerman, Al	CONTRIBUTOR
Mayer, Bernard D., Jr.	DONOR		

As noted in our February 4, 1980 letter, the bronze plaque listing those members who have achieved fully-paid shares will be installed later in the year, probably during November. All aditional changes in category may be achieved by payments prior to August 1, 1980, when the contract for construction and installation will be placed.

In the meantime, we express our sincere thanks to all who have helped in this important endeavor. Our task has been made easier because of your generous giving.

(John R. Boker, Jr., Philip Silver)

(A) = Achieved (P) = Pledged

THE LIBRARY: Publications Received.

"Stamps Magazine." Bound Volumes 185 through 188. 1978-1979. H.L. Lindquist Publications, New York, N.Y. Gift of the publisher.

"Stamps. A Collector's Guide" by Bill Hornadge. 2nd edition. 176 pages. Published 1980 by Review Publications Pty. Ltd., 1 Sterling Street, Dubbo, N.S.W., Australia 2830. Price $4.50 Gift of the publisher.

"Catalogo de Sellos y Enteros postales de Chile." 2nd edition, 86 pages. Published 1980 by Ediciones Selchi, Santiago, Chile. Price not indicated. Gift of the publisher.

"Danish West Indies Mails 1754-1917" Vol. 1 Postal History. By Robert G. Stone. Illustrated. No pagination. Hardbound. Published by Scandinavian Printing and Publishing Co., Washington, D.C. Price: $36.85. Available from Scandinavian Philatelic Literature Service, P.O. Box 175, Ben Franklin Sta., Washington, D.C. 20044.

"Air Mail and First Day Cover List No. 10." Completely revised. By Milton T. Mauck. 1929-1930. 138 pages, illustrated. Gift of Sidney Schwartz.

"Stamps of Ireland" Specialized Catalogue" by David MacDonnell. 1980 ed. 125 pages. Published by David MacDonnell and David Feldman Ltd., 102 Leinster Road, Dublin 6, Ireland. No price. Gift of the publisher.

"A Checklist of Telecommunications on Postage Stamps" by W.T. Glover. 84 pages loose leaf. Published 1978 by National Philatelic Society, 1 Whitehall Place, London SW1A 2HE, England. Price: $4.80 incl. surface postage. Gift of the publisher.

"Hong Kong Stamp Centenary Exhibition" published 1962. Not paginated, Gift of Morton Dean Joyce.

"The Compleat Philatelist" by Herman Herst Jr. The Washington Press 1979 114 pages. Gift of Morton Dean Joyce

"Flag Cancel Encyclopedia" by Frederick Langford. Published by the author 1976. Price $20.00 119 pages. Hardcover. Gift of Morton Dean Joyce.

"Histoire et Catalogue des Marques Postales des Departments Francais Conquis sous la Revolution et l' Empire 1792-1815" Preface and fasc.5 (Hollande) by Carroll Chase. XVI and 63 pages. Numbered copy. No publication date. Gift of the France and Colonies Philatelic Society.

"Patent Medicine Tax Stamps" by Henry W. Holcombe. 604 pages. Hardbound. Ill. Reprint 1979 by Quarterman Publications, 5 South Union Street, Lawrence, Mass. Price: $50.00. Gift of publishers.

Individual copies of periodicals, catalogs, etc. were donated by Robt. E. Stone and the France & Colonies Philatelic Society.

1980 PROGRAM AND CALENDAR OF EVENTS

May 7	*JUNIOR NIGHT AT THE COLLECTORS CLUB* — Miss Rebecca Fisk, Moderator
May 21	*INDIA 1775–1875* —D.N. Jatia, Calcutta, India
June 4	*PERSIA* —Samade Khorchide, Paris, France
June 11	*ANNUAL AWARD DINNER*
	SUMMER RECESS
Sept 17	*U.S. 10¢ 1869 ISSUE* —Michael M. Laurence, Chicago, Ill.
Oct 1	*THE 5¢ NEW YORK POSTMASTER'S PROVISIONAL* —Philip T. Wall, Greensboro, N.C.
Oct 15	*PERU* —Enrique Martin de Bustamante, Madrid, Spain
Nov 5	*AN AFRICAN SAFARI* —Richard S. Wilson (Egypt), Bedford, NY; Ernest E. Franks (Lagos), Clementon, N.J: William P. Latzko (Stellaland), North Bergen, N.J.
Nov. 19	*FOUR FACES OF CUBA* —Dr. Roberto M. Rosende, Yonkers, N.Y.; Peter A. Robertson, Brooklyn, N.Y.; Fernando J. Iglesias, Union City, NJ; Ignacio Prats, Alturas de Torrimar Guaynabo, Puerto Rico
Dec 3	*LOOKING AT THE ITALIAN RISORGIMENTO THROUGH PHILATELIC EYES* —Dr. Enzo Diena, Rome, Italy

Book Reviews

Simpson's U.S. Postal Markings 1851-61 by Thomas J. Alexander. Simulated leather buckram binding. 448 pages 8½x11″ includes 2,672 full size tracings of markings, 364 halftones of covers and 2 maps on heavy stock paper. Checks payable to USPCS from Richard B. Graham, 1245 W. 5th Ave., Columbus, Ohio 43212. $27.50 post paid.

This extensively revised 2nd edition of Tracy Simpson's *U.S. Postal Markings* has been put out under the aegis of the U.S. Philatelic Classics Society. It is a credit to their, and Mr. Alexander's, efforts and probably represents the best buy in philatelic literature that will be available in 1980. Anyone at all interested in this period of U.S. philately needs this work as a reference and should order it immediately from the Classics Society.

Mr. Alexander was joined in the editing by several other scholars. The late Art Bond did a small section on handstamp manufacturers, while Charles Starnes edited the section on transatlantic mails, Susan McDonald handled the mails to and from British North America, Dave Beals worked on military mail and Richard Graham edited the section on the Civil War markings. Each is known for the quality of his or her scholarship.

The work only covers a decade. It breaks down the markings into town markings and cancelling devices, including obliterators. There are special sections on transportation—route agents, railroads, waterways, steamboats, ships, steam markings, and western mails including expresses. In addition there are sections on drop letters, circulars, auxiliary markings, forwarders, advertising markings, locals and even first day covers of the period. The relevant 1855 postal laws and regulations are included.

In addition to a substantial expansion in the number of markings (compared with the original Simpson work), a major improvement was the incorporation of many of the markings known on stampless covers of the period that might also be found on stamps. A major exception to this policy was the handstamp 3c ratemarkings where only those known on adhesive stamps are reported—a very minute proportion. For example, in New York State alone there are over 145 different styles of 3c marking—any one of which might be found on an 1851-61 issue—and only a handful of these are shown.

A second major improvement is the presentation of the markings in their actual size rather than the small sized items in the original Simpson. A third improvement is the beginning of an attempt to record colors of the markings. There is also an attempt to present a more accurate rarity index than that used by Mr. Simpson. This latter will always be controversial as rarity calculations differ depending upon who is speaking.

Having pointed out just a few of its good features, it is incumbant to note some of the shortcomings. This work is still just a beginning on the adequate recording of the postal markings of the period and probably only covers no more than half of the recorded types.

To illustrate: There are 38 listings in this work for New York State straightline, oval or fancy town markings. Omitted just from the straightline and arc varieties are the following: Albany, Bedford, Buffalo arc, Brooks Grove, E. Painted Post, Enfield Center, Fordham, Glen Haven, Gouveneur, Green Point, Griffins Mills, Jordanville, Lee Center, Manor Kill, Masonville, Lisbon Center, Morrisonville, Morristown, New Sweden, N. Manlius, Oaks Corners, Oriskany Falls, Ortonville, Pulaski, Sandy Creek, Sloatsburg in three varieties, Seneca Falls, Stapleton, Warwick's arc, Williamsburgh and the Yaphank arc. Now these are among the best researched markings—circles are far less well researched.

Another section where the omissions are readily obvious is the analysis of year-dated postmarks. The authors report that prior to 1856 year dates are "very unusu-

al'' and note just a few. However, taking New York State towns as an example, the record omits the 1851 Cortland Village, 1852 Ogdensburgh, the 1853 Troy and the 1854 Havanna and Hempstead strikes. Also omitted are later year-dates. In New York City, year-dated circles are known for 1856, 1857, 1858, 1859, and 1860 in addition to those shown.

Other towns where year-dates are omitted for just New York State examples include: Albany, Addison, Bath, Buffalo, Etna, Ft. Schuyler, Fredonia, Fulton, Geneseo, Lyons, Norwich, Oswego, Rochester, Roundout, Sarasota Springs, Suspension Bridge and Syracuse. There are undoubtedly others from New York and similar omissions from most other states are probable.

The problem of omissions runs throughout the book. In the 1c rate marking section, five towns are listed from New York; however, Albany, Troy and West Troy are omitted. In the PAID/1c(ts) handstamps, four listings are reported anywhere in the United States. However, in New York, Buffalo, Oswego and Auburn are omitted with the latter town having the PAID/1c variety suggested by the handling of the editor here.

Although there has been a very commendable effort to *begin* to list colors of markings, the data is yet sparse and the third edition—when it comes—will have to make a massive effort to improve the data in this area. Even well-known and recorded markings such as the 33mm Lake Champlain steamboat circle is not shown in the known red, black and blue colors.

Another area that will require work is the improvement of the tracings. Far too many are partial strikes when full strikes are available.

Inevitably, some errors of fact and some controversial materials creep into a work of this caliber. Factually, it is incorrect to state as the section editor did here, ''the small New York and Boston Express Mail markings are only on the railroad list'' when the New York express mail marking is known as a route agent marking on the steamboats.

Somewhat controversial is the analysis of ''way'' markings and the discussion of ''steamboat.'' In the latter case, the handstamp can be found on transatlantic letters from London into New York. In both cases, Henry Meyer, the leading authority cited, was reevaluating his opinions as private correspondence just before his death shows.

Some have criticized this work because markings sometimes show through the page. This is probably unfair, as heavy paper stock was used to reduce this to a minimum. Further, the types of shortcomings cited above spring chiefly from Mr. Alexander's effort to make this work more complete and authoritative. Despite the distance it still has to go before being truly *U.S. Postal Markings 1851-61*, it is still lightyears ahead of the old first edition put out by Tracy Simpson. For this, collectors owe Tom Alexander many thanks.

(Calvet M. Hahn)

The Congress Book 1979, 45th American Philatelic Congress. 188 pages, buckram bound, illustrated. Published by the American Philatelic Congress. Co-edited by Edward C. Jackson and Hubert C. Skinner. Available from Thomas E. Elnen, P.O. Box 34, Skokie, Ill. 60076 for $10.00 postpaid.

The 1979 Congress Book is about 77% of the size of the 1976 edition and is the smallest Congress Book published during the past decade. The contents consists of nine papers that are offered as ''original philatelic papers presented by invitation.'' Several are pseudoreprints from other sources while others are basically catalogues. The book is fleshed out with heavy padding of outsized photos.

Opening the volume is a 52-page article by William K. McDaniel on the *Three Cent Issue of 1851-57: Condensed Plating Information (Revised).* While having this work in this form is undoubtedly useful, it might be noted that the Classics

Society was only able to locate a handful of platers of this issue—the audience for which this would be most useful. Further, there are 38 full page drawings showing plate varieties—data that could have been presented equally as effectively in 10 pages with no loss of detail. Much of the material has previously been published in "Chronicle" and rearranged for this Congress Book.

A 21-page article by C.M. Nielsen on *Philippine Internal Revenue Stamps Used as Emergency Currency* follows. This is basically a numismatic article. Nielsen, however, writes well and enlivens the philatelic story with an appropriate historical framework.

In the next article, Alvin Kantor discusses the background of a June 13, 1775, letter from General Joseph Warren that is *directionally marked* "Constitutional Post." This free franked lgtter has not been reported previously in philatelic circles. While no other cover is known with such a marking, the article is marred by several undocumented statements about Goddard's provisional post that are not supported by the published works of other students, or, indeed, by Mr. Kantor's previous work. For example, he now claims this letter is "the one and only vestige" of Goddard's post. Yet, students know of contemporary newspaper accounts, laws and other documents, as well as covers that appear to have been carried by the Goddard post, for example, one addressed to the secret Sons of Liberty. Even Mr. Kantor (in ter Braake's *Posted Letter,* pgs. H19-20) has earlier acknowledged letters with postal markings "characteristic for the short period of Goddard's Constitutional Post" as he put it.

United States "Ship Mail" by Gerald Neufeld is one of the better offerings in this year's Congress Book even though the photographic reproduction is extremely poor. While correcting some errors, Mr. Neufeld has committed some others. For example, it is not true that from 1799 to 1861 the rate was 6c. Letters with a 9c rate are known. Too, he failed to illustrate the 4c rate of 1792-99 and students could challenge his assertion that the retaliatory rate covers were handled under the ship rate regulations. There also seem to be some unusual rates in the 1808 period and circa 1818-20 that are not covered. It is regretable, but not seriously damaging to Mr. Neufeld's thesis, that he did not examine the full run of PL&R's from the colonial period onward as there are differences. He has, I believe, misread the remarks about mail between U.S. ports, even on non-contract ships, being charged regular rates. This only applied along post roads as on inland rivers. There, ship letters do get charged the regular rate.

J.M. Kinabrew, Jr. gives us a catalog of *Ficticious* (sic) *Corner Cards on Specimen Envelopes,* in 14 pages, and illustrates a large number of the fictitious items. While certainly a useful addition to the literature on postal stationery, this article again raises the question of whether the Congress Book should include catalogs or whether the APC should not at irregular intervals publish a catalog of catalogs. It might be a commercial venture.

Dipping again into the siege of Paris in 1870, Ernst Cohn gives us data on *Roseleur's Balloon Mail in the Siege of Paris.* This is well written and researched as Mr. Cohn's articles usually are, however, this reviewer, at least, wonders why this data was not included in his recent definitive book on this mail, or, if it was, what it is doing here.

The next offering is *The Genesis of a New Adhesive Postmaster Provisional* by Daniel Gilbert. This too, appeared in large part previously in *Linn's* and the *Confederate Philatelist.* One wonders who "invited" Mr. Gilbert to redo this "original" philatelic paper and if they knew of the previous publication of the vast bulk of it. It is, nevertheless, an interesting story well told.

Lowell Cooper reports his philatelic musings in *Some Notes Concerning Paper and Paper Mesh with Focus Upon the Bank Notes.* This is a provocative article

about a disputed subject. With more severe editing and some rework it could have been a piece of major philatelic significance in U.S. postal history as well as in expertizing the differences between the Continental and National issues. Robert Odenweller, whose work appears to be unfamiliar to Mr. Cooper, has also focused upon mesh as an expertizing technique in his work in the *Collectors Club Philatelist*. It would have been nice if all the work on the subject had been meshed together to give us rules of thumb, at least, for some still annoying philatelic separation problems.

The final offering is Richard Green's *Austrian Christmas Philately*, an 18-page catalog of special Christmas cancels found in Austria and 13 pages of descriptive material about them. This catalog is excellent for the topical collector, but its publication here again poses the problem of whether the Congress Book should combine catalog publication with original research papers. My vote would be no, for there is sufficient original research work to be done. It should not be necessary for the Congress Book to dilute its efforts into catalog publication.

(Calvet M. Hahn)

A Handbook on Gwalior Postal History and Stamps (1837-1950), by Prof. V.K. Gupta. 218 pages incl. bibliography and index. Illustrated, incl. two maps. Published by Prof. V.K. Gupta, 2558, Swaraj Street, Kali Maszid, Bazar Sitaram, Delhi-110006, India. Deluxe leather bound, $50.00. Full cloth bound, $25.00 postpaid.

As is usually the case, the occurrence of an International Philatelic Exhibition in India brings out a few useful philatelic studies. This volume is interesting to us, as it is our recollection that there have been no previous handbooks on the postal services of any of the so-called Convention States. That is, those states that operated their own postal systems under a treaty or convention with the Imperial Government and used the Imperial stamps overprinted with the State name.

Gwalior was the largest State in Central India, with a few scattered enclaves in the Rajputana. Its territories were extended in several detached blocks between latitude 22° 5′ and 26° 52′ north, longitude 74° 2′ and 79° 12′ east. It had a total area of 68,368 square kilometers and was one of the largest and most important of the Feudatory and Princely States.

This is an original research volume, especially written for use by the philatelist and postal historian. Since it is based on National Archives records there is much other material contained in it. It provides the information necessary for the planning of a traditional study of the stamps and also for a specialised postal history of Gwalior and the Central Indian area. It reveals, among many other interesting facts, that in 1853 The Maharaja Scindia allowed the post to lapse in return for being granted free franking power. This action led directly to the establishment of the Brahmini Dawk in neighboring Mewar State by a private contractor, Jadu Ram Gaur, serving Barnagar, Barodia, Jawad, Khargone, Mandsaur, Neemuch, Shajapur and Ujjain. It was tolerated by the Gwalior Durbar. This volume also shows that the village school teacher usually was put in charge of the post office and was given an extra allowance for this duty.

The author of this fascinating volume is currently a lecturer in the Faculty of Law, University of Delhi. He has written widely on Law, Economics, History and Sociology. He is well educated in Hindi and English. However, English is obviously a second language for him. While it is meticulously correct, as is his scholarship, there is a tendency to stiffness and a somewhat pendandantic style to it.

The manufacture of the book is excellent. The printing, the plates, maps and paper are the highest quality. We only wish that more philatelic works were as carefully executed.

All things considered, we are very pleased with this volume and do not hesitate to recommend it to our readers for inclusion in a general library. For a col-

lector of Indian Convention States it is a necessity.

(H.D.S.H.)

The Ross Smith Air Stamp by Nelson Eustis. 72 pages, illustrated. Available from the publisher, The Hawthron Press, 601 Little Bourke St., Melbourne 3000 Australia. A $10.00 (postage 45¢)

Comparisons are inevitable when in the span of ten years a reviewer is asked to consider two books on the same subject. In this case, however, I feel that it is more appropriate to limit my remarks to the current volume on that most popular non-postage airmail stamp, the Ross Smith vignette. From beginning to end this is a very pleasing book from the pen of a well known airmail specialist and author from "down under."

The history and coverage of the flight that led to the production of these stamps is pleasantly concise, readable and well balanced. Illustrations are both adequate and well chosen. The official list of the 364 flown covers with the (later) attached vignettes and the itineraries of the various participants in the attempts at the first England to Australia air flight are presented as a necessary source of information for collectors of these early airmail covers.

It is sledom that a limited subject such as this receives as concise and well researched a coverage as offered here. The bibliography is extensive and the author has obviously gone to the original source wherever possible to make the history of this issue more interesting. I would recommend this book without qualification to anyone seeking a single source of information on the Ross Smith stamp.

(Robert P. Odenweller)

DIE CHURSAECHSISCHEN POST-MEILENSAEULEN (The Mile Pillars of the Electroate of Saxony) by Christian Springer. Cologne 1979. Published by the author. 48 pages. Price: DM 9.80. Available from Christian Springer, Joestr. 4, D-5000 Cologne 41, West Germany.

Most of our readers will be familiar with the mile-stones erected on British and U.S. roads of yesteryear. However, they may not have heard of the various types of stone pillars put up along the roads in the territories of the Elector of Saxony during the 1720's. This well printd booklet offers a splendid introduction to the history and purpose of these unique stone slabs. At the same time it acquaints you with their inventor, Adam Friedrich Zuerner, whose accomplishments included the first accurate measurement and survey of his country's post roads with the help of instruments invented by him and copied in many states, and the publication of the Atlas of Saxony in 1742, one of the most skillful products of cartography of that period.

To his clear and concise text, Mr. Springer has added a series of documents and maps from Zuerner's time as well as contemporary pictures. All are well reproduced. This booklet can be enjoyed by all postal history buffs, even if their knowledge of the German Language is limited.

(W.E.)

Victoria: The Travelling Post Offices and their Markings 1865-1912 by J.R.W. Purves. 66 pages, illustrated. Available from the publisher, The Hawthorn Press, 601 Little Bourke Street, Melbourne 3000, Australia. A $10.00 (postage 45¢).

It was difficult to read this, one of the last monographs by Australia's greatest philatelist and author, knowing that there will be no more. All the usual touches that made Bill Purves' works special are there: The directions to the reader as sub chapter headings "Chapter II" (which is a 'must' for the collector)," and the italic emphasis of important points; the careful explanation of the problems and the techniques that will solve them. He presents the work as the state of the art and not the final answer as too many lesser authors are tempted to do. Problems for future researchers are outlined with suggestions toward reaching these goals. He gives

earliest and latest known dates of postmarks knowing that these will be updated and records broken by his very act of publishing them.

This work is actually on the order of a second edition, albeit updated extensively from the 1955 original. Some of the problems outlined in the earlier work have been moved toward resolution by that volume and most of the interim findings have been reported in *Philately From Australia*. Nevertheless it is always desirable to have a single updated source of information, carefully blended together in the Purves style.

Illustrations of the various markings and maps of the routes—essential to the understanding of the system—could have been more effectively presented for those who do not live in Victoria yet may wish to form a collection of these markings. Nevertheless it is books like this that start new specialists on a treasure hunt through boxes of covers of the middle issues looking for the more elusive marks such as an "Up Train 14." Recommended to the specialist and to those looking for a new area to collect at reasonable cost.

(Robert P. Odenweller)

LETTER (Cont'd.)

The success of any International Philatelic Exhibition lies in the quality of the judging. It must be fair and honest and without political overtones. There are certain basic requirements such as broad philatelic knowledge and a lack of personal bias which should distinguish any jury member, which recalls a very well-known philatelic figure of earlier days, without whose presence one did not have an International who stated plainly that such and such a country could not qualify for a gold regardless of what it showed). For overseas Judges it is necessary to rely on the federation of each country to see that members recommended have these qualifications. The host country must be careful that their jury members measure up to these standards. I am pleased to report that India met these requirements in every way. The Indian members of the Jury were all highly knowledgeable philatelists. In every case where opinions differed slightly there was a careful analysis of the exhibits bearing in mind the basic criterion of what is shown against what is known to exist.

The social side of an International Exhibition is equally important as the philatelic. It is a place to renew old friendships and to make new ones and the host country goes to gret lengths to see that their guesta are lavishly entertained. At "India-80" there was a decided oversupply of hospitality at the beginning of the show. Further the opening took place one day earlier than the National Holiday of India. The first three days of an Exhibition are the busiest ones for the members of the Jury. The task of viewing all of the entries must be done then so that ample time may be given to the major decions on the large awards. In the case of "India-80" this time had to be stretched because of the holiday ceremonies. There were, undoubtedly, other considerations that caused this conflict of interest. This is said not in a carping spirit. I for one was most impressed by those ceremonies as well as the Presidential reception and felt a sense of undeserved honor at being invited to them. The receptions, dinners, teas and entertainments were most lavish and most pleasant. I was most impressed by the Phlatelic Congress of India Dinner given by Messers G. B. Pai and d. N. Jatia at Mr. Pai's residence.

It is my wholehearted opinion that Indian Philately acquitted itself proudly. the pleasantness, the hospitality, the consideration shown the guests far outweigh any minor criticisms that may have been expressed. As for me, I had come home, my second home, my philatelic home.

PHILATELIC HANDBOOKS

Published by The Theodore E. Steinway Memorial Publication Fund

UNITED STATES

United States, The Ten Cents Stamps of 1855-59 — M. I. Neinken, 1960 ..... $10.00 ☐

The Pony Express — M. C. Nathan and W. S. Boggs, 1962 ..... Sold out

United States, The 5c Beacon Air Mail Stamp of 1928 — H. M. Goodkind, 1965 ..... $ 2.00 ☐

CONFEDERATE STATES

Civil War Prisons and Their Covers — E. Antrim, 1962 ..... $10.00 ☐

OVERSEAS

Afghanistan, Its 20th Century Postal Issues — F. E. Patterson, III, 1965 ..... $10.00 ☐

Corrientes, The Issues of 1856-59 — L. Stich, 1957 ..... Sold out

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Honduras, The Black Air Mail — I. I. Green, 1962 ..... $ 1.00 ☐

Philatelic Handbook for Korea, 1884-1905 — Korea Stamp Society ..... $10.00 ☐

Manchoukuo — H. K. Zirkle, 1964 ..... $10.00 ☐

The New Hebrides, Postal Stamps and Their History — N. Hals and P. Collas, 1968 ..... $10.00 ☐

New Zealand, 1898-1899, Great Barrier Island Pigeon Post Stamps — J. R. Walker, H. L. Chisholm and H. M. Goodkind, 1969 ..... $ 5.00 ☐

A Postal History of Spain — T. Van Dam, 1973 ..... $12.00 ☐

Postage Stamps of Lithuania — Lithuania Philatelic Societies of New York and Toronto, 1979 ..... $14.50 ☐

COLLECTORS CLUB

The Collectors Club Philatelist, Cumulative Index to Volumes 1 to 50, 1922-1971 — E. C. Wilkens and J. D. Dowd. 1972 ..... $10.00 ☐

Reprint of the First Scott Catalog, 1868 — 21 pages ..... $ 2.00 ☐

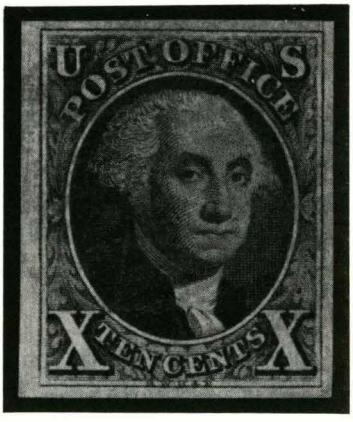
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(Kelantan) — 1937, Set to $5 used. SG 40/54 (rare) $475
Bhutan - 1962, Anti-Malaria Essay for an unaccepted design
for a 33ch stamp in black and yellow $250
1962, 3, 5, 15, 70ch and 1-30 in imp. pairs $200
Bushire — 1915, Set complete, SG 1-14. Unused $900
1915, (Spr) 3ch, SG17. Small stains. Used $400
Indian States (Bhopal) 1944, 2as, imperf pair, Used SG 348A $50
1944, 4as, imperf pair, Used SG 349A $55
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