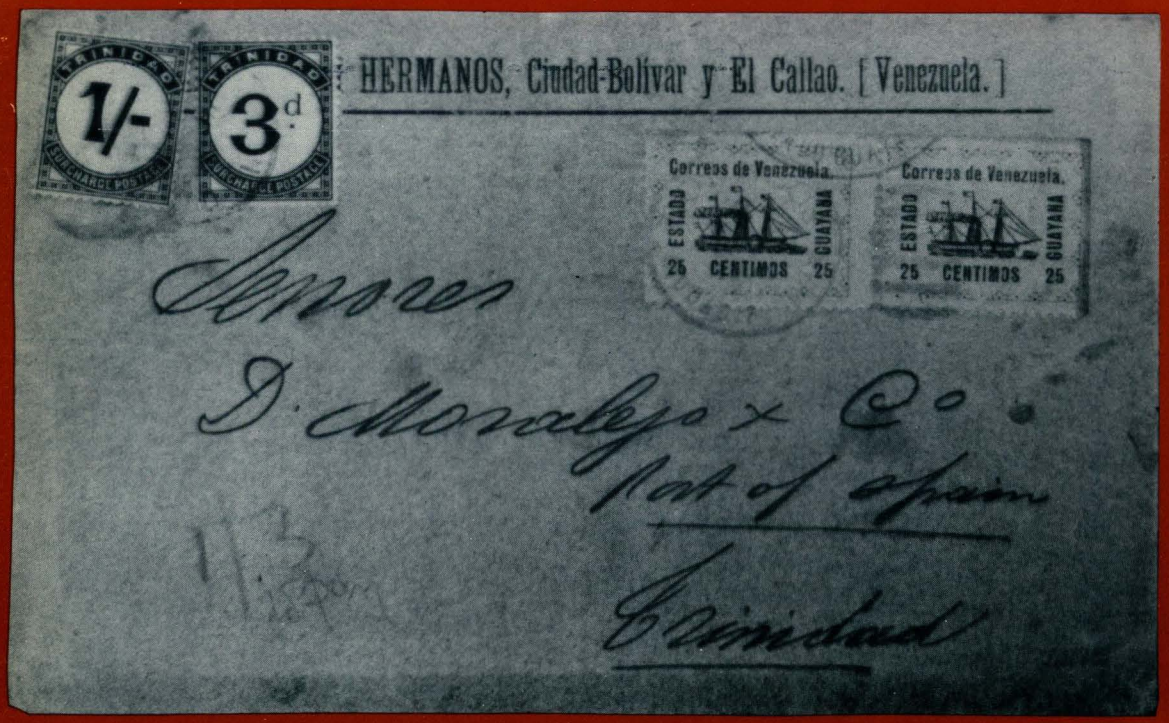
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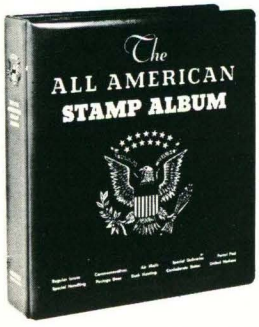
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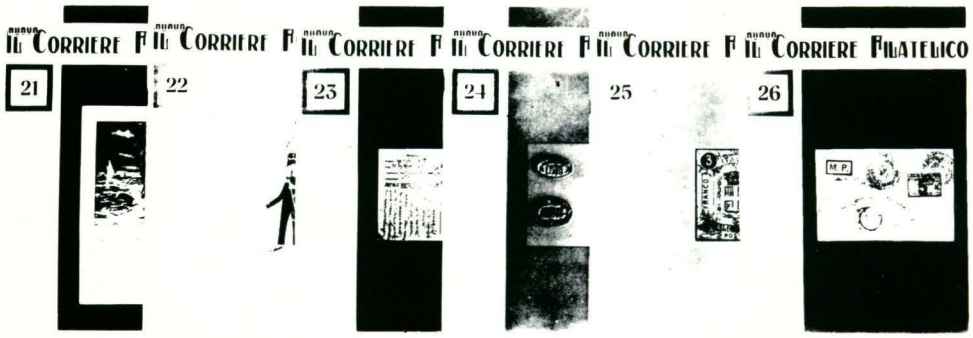


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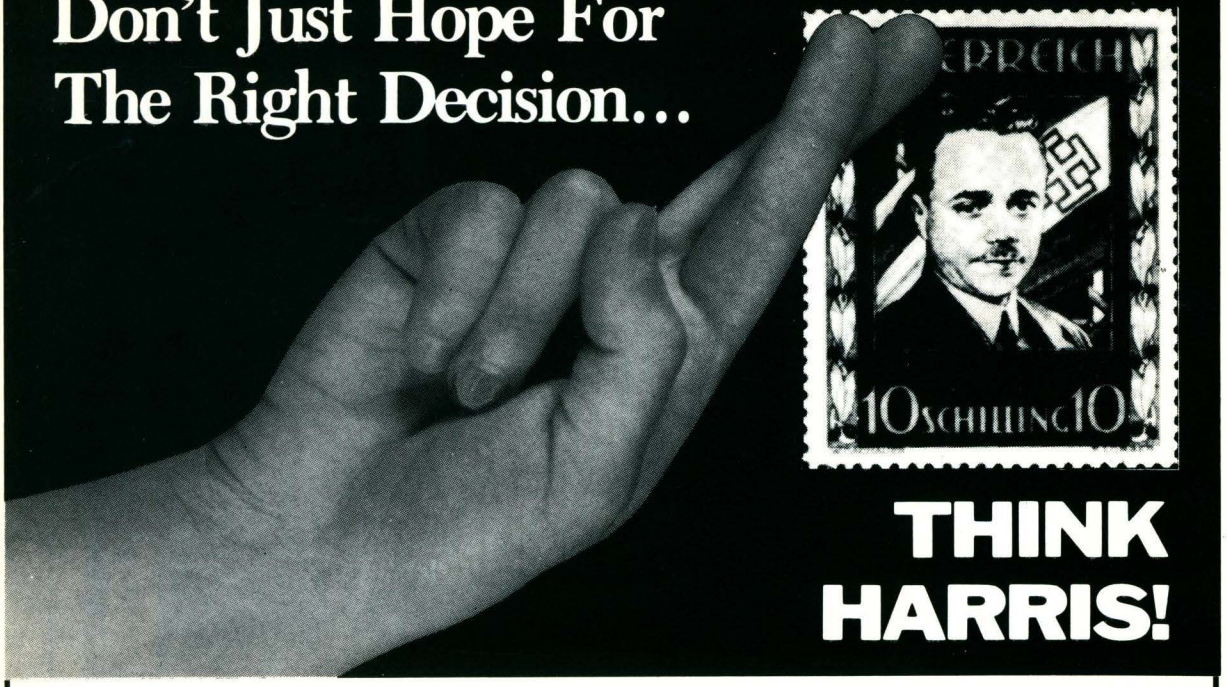
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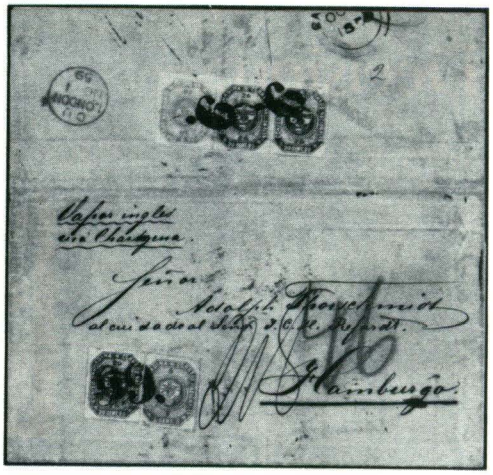
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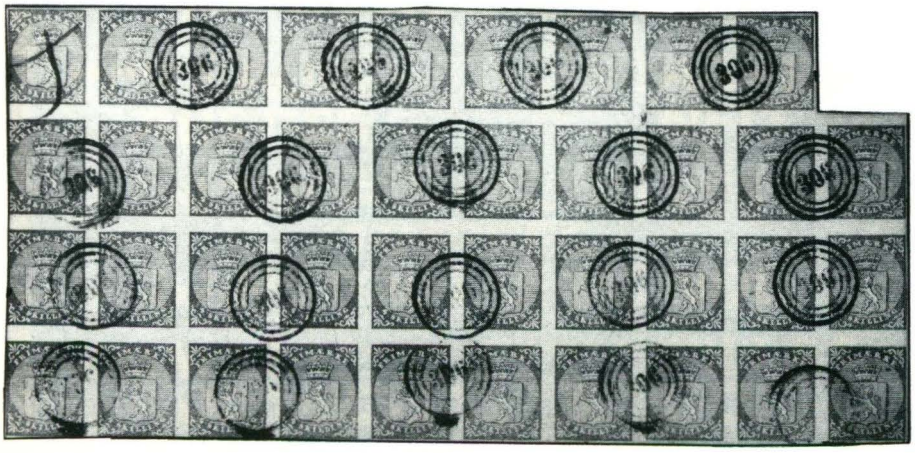
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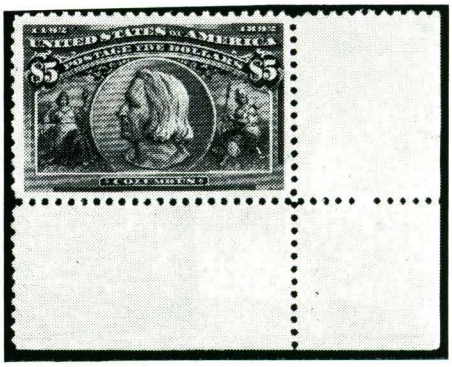
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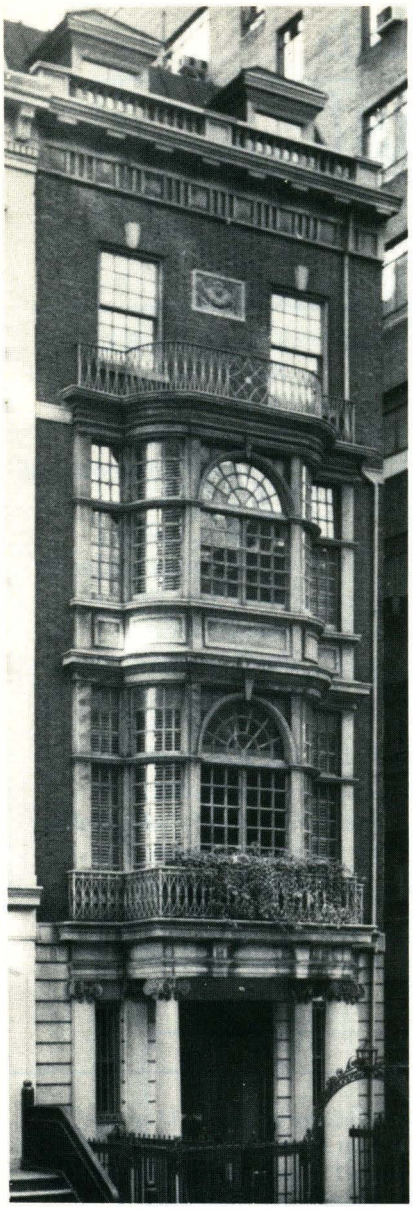
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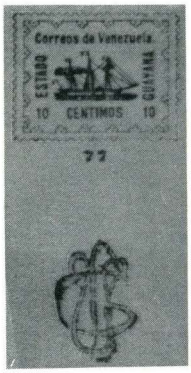
Quite a few publications exist in relation to these interesting stamps, for example, Scott Local Issues of Guayana, Nos. 1-20. We find them in American, English, French, German, and Spanish philatelic papers as early as 1903. Generally, they are limited to a close description of differences in printing, setting, color, paper, etc. General C. W. Wickersham wrote two articles in *Collectors Club Philatelist* (vol. XXX, no. 1 and vol. XXXI, no. 1) of both the "ship" stamps and the large Coat of Arms design. But there is little known (for obvious reasons) about date of issue, postal use, cancellations (including "reprints") which, as we shall see, should rather be considered as fakes.

General Matos, taking advantage of the disastrous economic situation of the central government under the dictator General Castro, started a revolution, "La Libertadora." Its center was Ciudad Bolivar and most of the State of Guayana. Other places like Carupano, Guiria, Yrapa, Maturin and the District of Mariño were only temporarily in the hands of the revolutionary government. At the same time a sea blockade by British and German warships was in force in order to obtain payment from the Castro government of commercial debts. Ciudad Bolivar was under this blockade with short interruptions from May, 1902 until August, 1903. In times of revolutions it is very difficult to obtain dates for issues of stamps in territories held by the insurgents. So far the writer has not yet seen evidence where the stamps were printed, although it is generally assumed that they were printed in Port of Spain.



There are 12 possibilities of how these Guayana stamps can be found (this refers only to the genuine items): (a) normal stamps or originals as issued or printed (fig. 1); (b) with the initials of Antonio Sucre (fig. 2); (c) with the initials and the signature of Antonio Sucre (figs. 3 and 3a); (d) the blue control mark applied over 4 stamps (fig. 4 for the mark); (e) the blue control mark over 4 stamps and Sucre's signature (fig. 5); (f) the same plus Sucre's initials (this mark is generally very faint); (g) the blue control mark only with Sucre's initials; (h) with the blue control mark on one stamp; (i) with the blue control mark on one stamp and postal cancellations CORREOS CIUDAD BOLIVAR and date (pink) (fig. 6a); (j) with the blue control mark applied before the stamp was affixed on the cover and postal cancellation (fig. 6); (k) the blue control mark Fiscalia, the signature of Sucre, and the postal cancellation CORREOS CIUDAD BOLIVAR (seen only on single stamps of





the large type); and (l) the blue control mark Fiscalia, the signature of Sucre plus his initials, and with postal cancellation. (Also seen on single stamps not on covers. The date is generally March, 1903, when the stamps were not yet in use.)

These are possible combinations but only a few of them exist on all values.

There is no doubt that original genuine stamps as described under (a) are very rare. Wickersham makes a statement in this sense and he is absolutely right. More often we find used stamps with or without the blue control mark FISCALIA and with the pink dated postal cancellation. Very rare are these stamps on covers and here we should distinguish between philatelic and commercial covers. It is evident that the latter, with arrival postmark at destination, are very rare. We find covers with both sets on covers sent to Port of Spain. They are genuine, postally used covers, what we call philatelic covers (figs. 7 and 8).

In fig. 6 we see a cover which has postage due stamps of Trinidad. There are a few of such covers. Possibly the government of Trinidad was aware that the Guayana stamps were not issued by a legal government. But that makes these covers still more interesting. So far we have not seen a single cover with stamps that have the signature of Antonio Sucre. This refers to the 15 covers in the writer's collection and the over 20 covers sold by Sotheby Parke Bernet on March 29, 1978 in New York.

The writer has two sheets of paper with a decree of General Ramos C. Farreras signed also by the interim General Secretary I. F. Abundio Silva which has on the other side up to 6 complete sets of both issues on one sheet and the large sets on the other sheets, all signed by Sucre with the full name on the large stamps and only "Sucre" on the small ship stamps (fig. 5). This decree is dated Oct. 12, 1902 in Ciudad Bolivar and was published in the paper of the revolutionary Government *La Revolucion Libertadora* the following day. These stamps are sealed with the blue controlmark of the Fiscalia, in addition to the signatures.

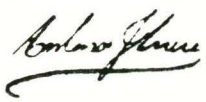
But this decree really refers only to the overprints of 5 and 10 stamps both postage and fiscal of the 1900 issue (Scott Nos. 142 and 143), although these stamps are not mentioned. Most important are articles 1, 2, and 4 which state that the stamps have to be signed by the Fiscal and that all correspondence has to have stamps, and article 4, which says that the fiscal stamps (*estampillas de instruccion*) have to be signed. The reason for this was that the post office was running out of stamps. Only 5 and 10 cts stamps were available.





Here is the story why. Shortly before the Revolution started in May 1902, a shipment of stamps and correspondence left Caracas for Ciudad Bolivar but got stuck in San Felix about 60 km distant from Ciudad Bolivar. By the end of August, 1902, San Felix was still in the hands of the central government of General Castro. But both the mail-bags and the stamps were shortly afterwards pillaged; only a small part of the mail and apparently the low denominations (generally only the 5 cts stamps) arrived finally in Ciudad Bolivar. These stamps were overprinted with a small seal BS 0.25, BS 0.50, BS 0.75, BS 1, BS 2, BS 3, and BS 5. In some cases the value was changed by ink-writing but all stamps had the signature of the Fiscal. His name was Tomas Carrasco and he was in office until January 1903. At that time he was replaced by Antonio Sucre. These overprints exist therefore with both signatures but are only genuine on large pieces or rather on cover. Besides the postal seal they have also the blue seal for control of the FISCALIA and were applied to the stamps on the cover. (Fig. 9 shows one of these covers with no overprint.) As printed matter (impresos) 5 cts was sufficient. It has the arrival mark of Port of Spain. It was sent by G. Wenzel of Ciudad Bolivar to the head office in Port of Spain. This name will appear again later on. The date is March 23, 1903, arrival Trinidad March 25. This date is very important as there exist especially the large Guayana stamps with and without the signature of Sucre with blueblack postal seals of Ciudad Bolivar before this date on single stamps. We found that both on the large Guayana stamps with nine and ten ornaments.







The face value of these overprinted stamps had to be reported to the tax collector as stated in article 3 of the mentioned decree. The stamps were overprinted or revalued from case to case. Only one catalogue of Massglia (published 1961 in Caracas) mentions these stamps. On covers these are very rare genuine postal documents. But the stock of the 5 and 10 cts stamps was dwindling. New stamps had to be printed. These were the Guayana issues. It is assumed that they



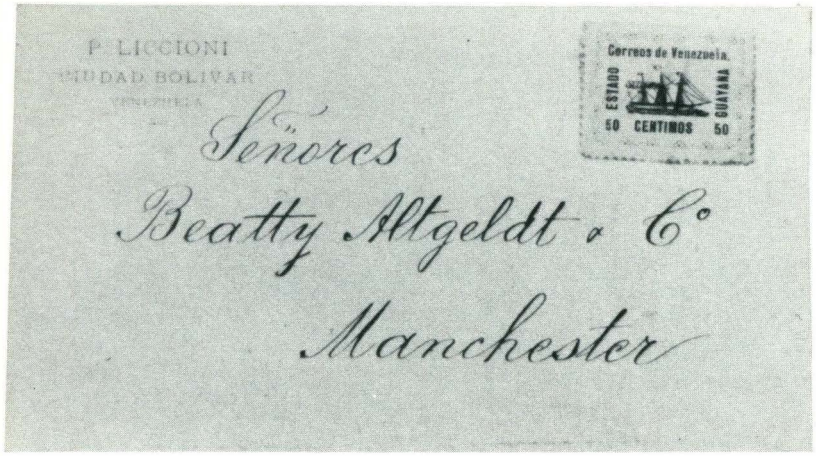
were printed in Port of Spain but so far we have not seen a decree of the Revolutionary Government. As the "reprints" or fakes were printed in Port of Spain it is very likely that the originals were also printed there.

The stamps arrived or were available by the end of April 1903. The first postal mark (on covers and single stamps) is of April 25, 1903. They must have been in a hurry as the first stamps or covers do not have the fiscal control mark. But this blue control mark was generally applied later on, either on the cover or on the four stamps. (In this case the exception confirms the rule.)

These stamps, both of the ship type as well as of the large coat of arms five value set, are found with pink cancellations of CORREOS CIUDAD BOLIVAR with 2 dates in April, in May and 2 in June 1903. By the end of July (the 21st), Ciudad Bolivar was again controlled by the central government.

The existence of these stamps became known in other parts of the philatelic world and there was a great demand for them. One of the suppliers was doubtless Sr. Antonio Sucre. In order to give them more



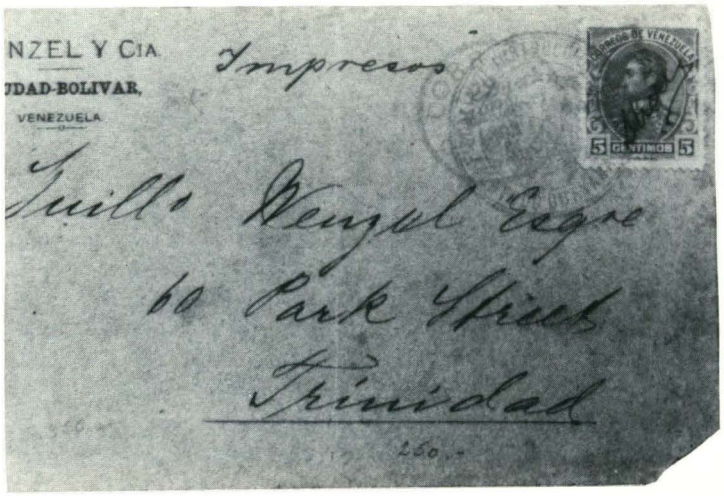


credibility, he signed the genuine stamps as related at the beginning of this article although there was no legal necessity for it. He took advantage of the general text of the decree of October 1902 which says, as we have seen, that the stamps (without specifying the nature of the stamps) must have the signature of the Fiscal and the blue seal of the Fiscalia. In October nobody yet thought of the April 1903 issue. There is no doubt these stamps with his signature are genuine stamps. But those stamps which have postal (generally back) cancellations dated March 1903 are more than dubious.

Whether Sucre was the only supplier in Ciudad Bolivar is not known. But we know that he had a serious competitor with the same family name, but *A. M.* Sucre, Consul of Ecuador in Port of Spain. In August 1903 he bought about 100,000 stamps of the Guayana issues (large and ship type) as well as those of Maturin, Mariño (ship type), and the fiscal stamps (Instruccion) from the printing shop of David Adamson in Port of Spain, paying $113.95 (Trinidad dollars). Are these the stamps considered so far as "reprints"?

In this particular case we have to consider them as fakes. We can assume that among this lot were the Coat of Arms issue with 10 ornaments. But this knowledge of his dealings is not new. Just this apparently German citizen living in Port of Spain, with business also in Ciudad Bolivar, Guillermo Wenzel, reported in *Illustriertes Briefmarkenjournal* 1907, pages 279ff, of the activity of the Consul of Ecuador in Port of Spain. His report is certainly true and he states that he was in Ciudad Bolivar during the time when these stamps were issued and used. As it looks, he was a philatelist, not a dealer. Some of the genuine covers are addressed to him in Port of Spain. He says that he reported in the Hamburg paper *Echo* on 13th November 1902 what was going on in Ciudad Bolivar. But he apparently did not know about the order of Mr. A. M. Sucre of Port of Spain nor of the invoice.

The cover referred to at the beginning of this article is illustrated and shown, so that the reader can identify Guillermo Wenzel who rectified in the mentioned article another publication, written in the



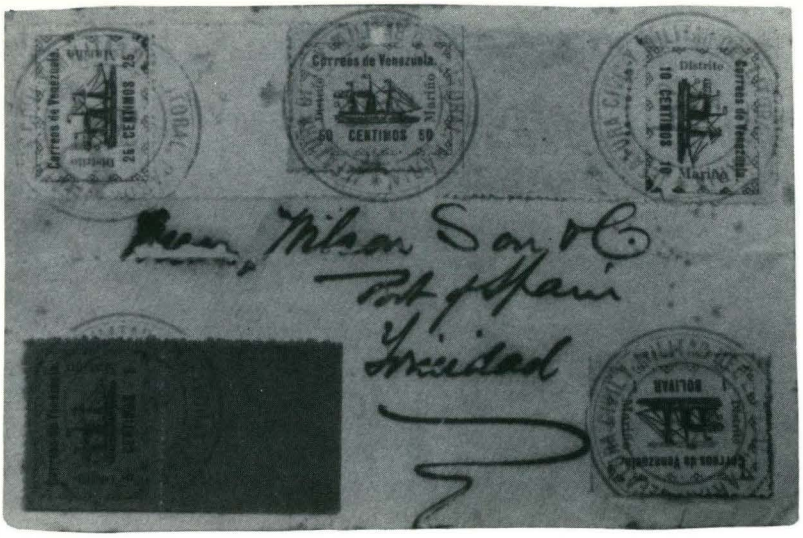
same paper by a Mr. R. Ruch, Strasbourg. Ruch published several articles and makes reference to other publications on this subject. We are trying to get copies of these papers in *Illustriertes Briefmarken Journal* and *Berliner Briefmarken Zeitschrift* of 1903 as well as others mentioned: IBJ, p. 262, 1903; Nr. 24, 1904; Nrs. 11 and 17, 1905; and Nrs. 3, 5 and 13, 1906; and BBZ, Nr. 29, 1907.

Ruch got his information third-hand from Caracas. There was no communication between Caracas and Ciudad Bolivar during the revolution. But Wenzel lived there and had first-hand, live information.

It must be mentioned that neither the stamps of Maturin, Distrito Mariño or the Fiscal stamps (with the sun a symbol) were ever put in use. We illustrate a cover with a blue cancellation (fig. 10) reading: JEVATURA CIVIL Y MILITAR DEL LITORAL PARIA. Although addressed to Port of Spain, it can be assumed that it did not pass through the post. On the peninsula of Paria are the places Guiria and Yrapa. The cancellations (half round) reading CORREOS YRAPA or CORREOS GUIRIA (fig. 11) may have existed but were not postally used. The forces of General Matos had only temporary control of Distrito Maturin, Distrito Mariño, or even Carupano. Guiria and Yrapa could practically only be reached by sea in these days.

Many catalogs which report or quote these stamps (Maturin Mariño or the Fiscal stamps (Instruccion) in used condition should reconsider the situation.

In case additional information on these issues is known it would be in the advantage of serious students of postal history that it be published.



Correspondence

From our ever astute friend, Robson Lowe, we have received comments about our article in the May, 1980 issue of the CCP, which we feel deserve publication. He writes: "The statement in the second paragraph on page 155 is quite correct but if he (Barnard) was the party who engraved the visiting card plate on the back of which he engraved the stamps, then he was a good letter engraver in script type. There are other examples of Barnard's work including the invitation to the Ball, which I remember seeing some years ago and I believe this plate is with the original plate. The last time I was in Mauritius someone called Adam showed me a collection of Barnard's work which included a number of paintings, drawings and engravings and while I would not put him in the top flight of artists by any means they were very acceptable as good standard work for a colonial engraver and artist."

We but add that our article and its description of Barnard's engraving talents—or lack of them—were based solely upon what he accomplished on the "Post Office" and "Post Paid" plates so we maintain that they are less than outstanding. We too, saw Barnard drawings and paintings in Mauritius, but there is quite a difference between ability to do work in these media and intaglio engraving.

Ernest A. Kehr

Some Notes on Rodgers' 1911 "Vin Fiz" Flight Across U.S.

Robert Schoendorf

In response to a questionaire circulated among prominent personalities at the end of 1911 by the "New York Times", the most important events of the year were stated to be the advance in aviation and Calbraith Rodgers' epic transcontinental flight.

With the meteoric rise in popularity of aeronautics and the greatly improved technology, the scene was set for the more utilitarian role that the airplane was destined to play in the future, although the euphoria of high prize money awarded at exhibitions and circuits persisted for a long time.

One of the most grueling tests for men and machine was Calbraith Rodgers' ocean-to-ocean flight for the $50,000 Hearst Prize in 1911. A novel idea—cleverly conceived and executed with every finesse even by today's Madison Avenue standards — was the plan to combine the flight simultaneously with a publicity campaign across the continent for the soft drink "VIN-FIZ", manufactured by a subsidiary of Armour & Co., Chicago. Without the financial assistance of the Vin Fiz Company which underwrote the costs for the special railroad train (which followed the aviator on the ground), the firm's representatives and the maintenance crew, the undertaking could have never been carried to its conclusion.

The elusive 25¢ airmail stamp, issued privately at that occasion and sold by Rodgers' wife Mabel in her capacity as postmistress, has always held the esteem of aerophilatelists. An excellent two-part article by Henry Goodkind in the "Collectors Club Philatelist" of 1969 contains a detailed listing of the seven pieces known franked with the 25¢ Vin Fiz stamps and the three unused copies. The purpose of this study is to supplement that earlier account with hitherto unpublished material and to clear up some misconceptions.

I am indebted to Dr. Richard A. Epstein who graciously supplied information based on his exhaustive research. In his quest for original background information he performed the arduous task of retracing the original 4,300-mile long flight path from Brooklyn to California, contacting and interviewing hundreds of surviving eyewitnesses.

What continues to be a puzzle is the circumstance that thus far no mail with the 25¢ stamp has been reported from stops along the



Calbraith Rodgers taking off from Sheepshead Bay Race Track, September 17, 1911.

flight route in New York State, Ohio, Indiana, Illinois or Missouri. Mr. Goodkind writes in the "Collectors Club Philatelist", page 346, that Rodgers' booklet "Story of My Flying" announcing the introduction and sale of the 25¢ Vin Fiz stamps was evidently printed before the flight began on September 17, 1911—which would mean that the stamps were available before the departure. This cannot be correct as the pamphlet includes the illustration of the plane wreck at Middletown which occurred on September 18; it also makes reference to the month of October. Had the stamps been available at the time of the take-off the thousands gathered at the Sheepshead Bay Race Track would have been eager to buy them and use them and it would have been reported in the newspapers. Whatever went on there, down to the last detail, could be read the next day in the local press. The date of the flight, September 17, was a Sunday and, as could be expected, the event attracted a large turnout. The following is from the "Brooklyn Eagle":

> Cal Rodgers got away safely yesterday on his cross country trip from Sheepshead Bay Race Track but it was only after the special police assisted by volunteers fought the crowd that overran the field and threatened for a time to keep the aviator on the ground. Rodgers was worried by the crowd for there were a lot of souvenir hunters who not only insisted on writing their name on the plane but tried to take pieces of it away, never taking into account that the

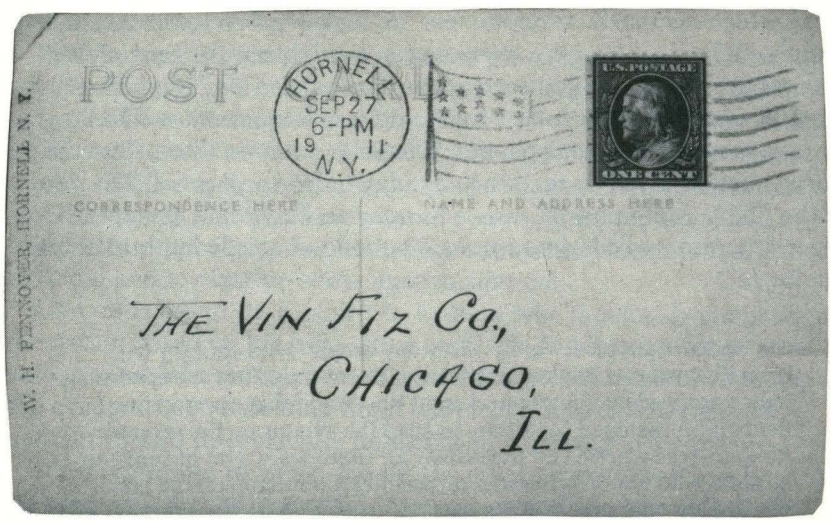
slightest derangement of the wires and bolts were likely to cause the death of the birdman.

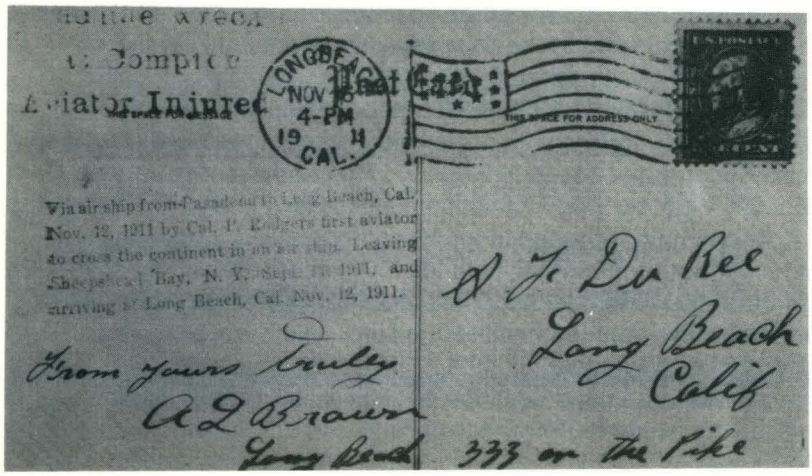
Likewise, the "New York Times" devoted a long column to the take-off, mentioned every incident such as the news that Miss Amelia Swift christened the aeroplane—a product of the Wright brothers—with a bottle of a new soft drink, that Mrs. J. B. Harris handed the pilot a four-leaf clover and that "several" letters were taken along. Actually there were only three letters: one from the mayor of New York to the mayor of Los Angeles, one to Admiral Thomas of the Pacific Squadron and one to the general in command of the Western Division. No mention was made that they had special markings or the 25¢ Vin Fiz stamps. These three pieces may be classified as the first transcontinental airmail.

The flight, as it progressed, was plagued with innumerable breakdowns requiring costly repairs and, faced with this dilemma, there was a growing urgency to raise more funds, especially when it became evident that the deadline of October 10 for the $50,000 Hearst Prize could not be met. A source of income was the sale of the special cards, the pennants, the pamphlet "Story of My Flying" and the 25¢ Vin Fiz stamp for the airmail service. Eyewitnesses reported that the rush to buy these stamps was not as lively as anticipated. The fee of 25¢ was regarded as high. On the other hand there was an unprecedented demand for the post cards.

It was a revelation to hear from Charles S. Wiggin (the airplane mechanic who married Rodgers' widow Mabel) during their stay in Connecticut that the idea of selling a stamp (instead of collecting a cash fee) came when Cal Rodgers saw the multicolored adhesive used on official mail from the Garden City Estates International Meet, Nassau Boulevard, held at about the same time. Dr. Epstein believes that the plan to print and sell a stamp originated with Calbraith's uncle Robert Rogers, a Kansas City attorney, who was an ardent philatelist,

Possibly flown post card postmarked at Hornell, N.Y.





Post card carried on last leg of Rodgers' flight, Pasadena to Long Beach.

while the party was laid up for four days in Huntington. The logical assumption is that both theories played a part in this decision.

Although Cal Rodgers started his flight one week before the Garden City Meet, he followed its progress. Dr. Epstein reported on Cal's displeasure when Postmaster General Hitchcock dubbed Earle Ovington the "First Transcontinental Aeromail Carrier". He had earlier petitioned Hitchcock for the title, but was refused. Hitchcock, living up to his reputation as a staunch supporter of aviation and airmail, made amends on October 10 by declaring Mabel Rodgers the "First Aerial Postmistress". Could this be construed as a quasi-official endorsement of the 25¢ Vin Fiz stamp used for the airmail?

Mr. Goodkind's listing includes two postcards without the 25¢ stamp, one postmarked Salamanca, N.Y. Sep. 25, 1911, the other Springfield, Ill. October 9, 1911, both written by C. S. Wiggin and confirmed by him as actually flown items. Both bear the rubber stamps "Rodgers Aerial Route" (straight line) and "1911/Aerial/Rodgers/Post/1911" (single circle). These two rubber stamps, also found on other mail, possess all earmarks of having been applied at a much later date and hence may be dismissed as being without validity.

Meanwhile, another postcard in the same category, but without the questionable rubber stamp, has come to light. It is postmarked Hornell, N.Y. Sep. 27, 1911 and addressed to the Vin Fiz Company, Chicago, Ill. The picture side shows a photo inscribed "Aviator Rodger the Vin Fiz Flyer landed at Canisteo, N.Y. 3.24 PM Sep 23, 1911". Except for the word of C. S. Wiggin there is no actual proof that such cards were flown. Mrs. C. P. Rodgers, the postmistress, in announcing the sale of the 25¢ stamp stated that all mail carried by plane would receive the rubber stamp "Carried by Rodgers Aeroplane Vin Fiz from...to...date". It must be pointed out, however, that thus far not a single piece of mail with this certification has turned up. Could this cast doubt on the status of the pieces bearing the 25¢ stamps as flown items?

On the other hand, there can be no doubt whatsoever that the mail from the last leg Pasadena to Long Beach was actually carried on Rodgers' plane. Flown pieces bear a five-line violet rubber stamp, reading: "Via airship from Pasadena to Long Beach, Cal. Nov. 12, 1911 by Cal Rodgers first aviator to cross the continent in an airship. Leaving Sheepshead Bay, N.Y. Sept. 17, 1911 and arriving at Long Beach, Cal. Nov. 12, 1911." Overcome again by misfortune, Rodgers had to bring down the plane in a forced landing near Compton causing a smash-up and breaking both legs. The mail received an additional three-line rubber stamp, "Machine wrecked/at Compton/Aviator injured", and was reforwarded to Long Beach where it was postmarked on November 16, 1911.

One postcard is known with the five-line violet rubber stamp but without postmark. The picture side shows Cal Rodgers with a companion. Whether this piece was also on the plane cannot be determined.

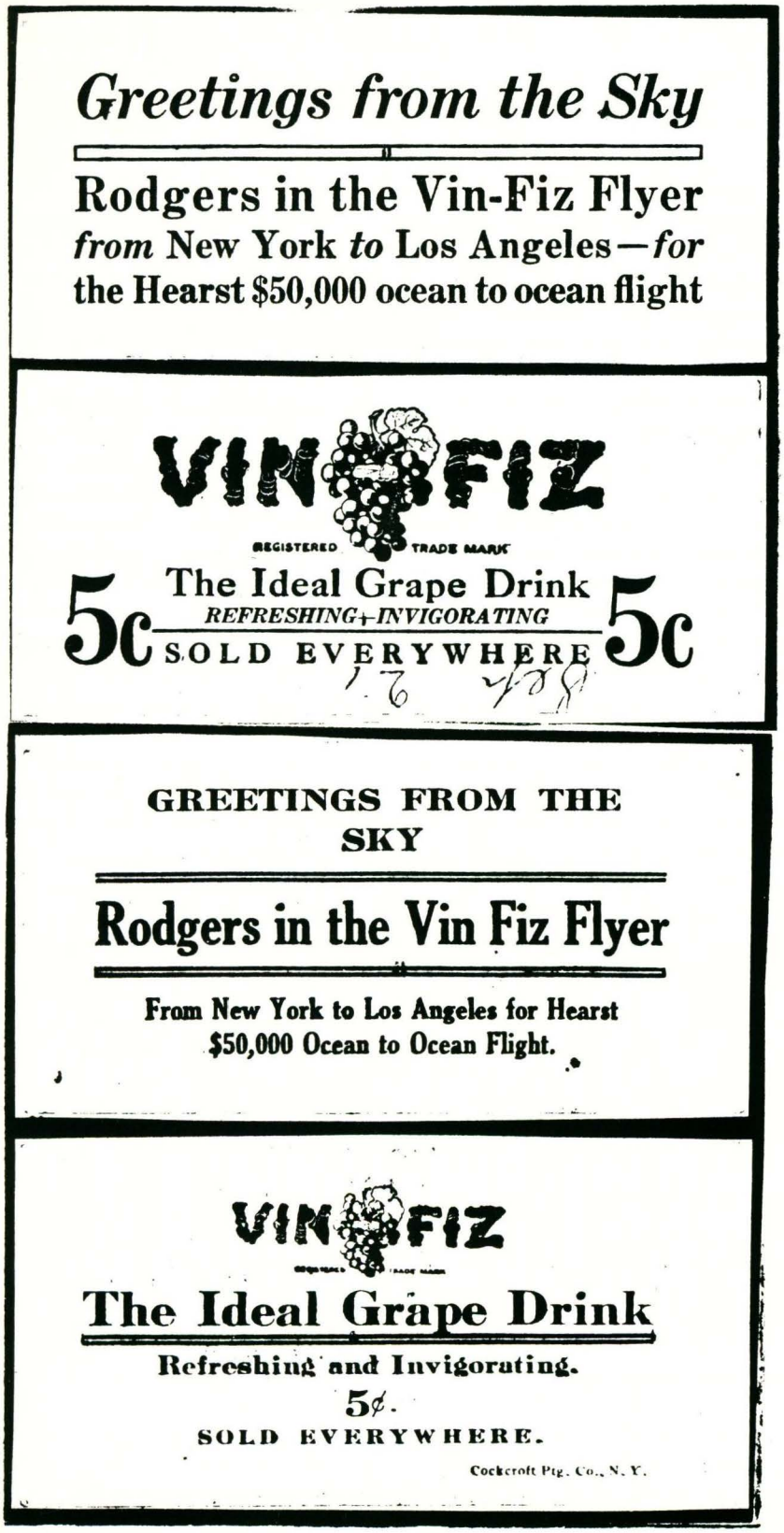


From the contemporary photo reproduced here it is apparent that the original quantity of mail carried on the last leg was small. It shows the postmaster holding a thin small mail pouch with lock marked: "Cal P. Rodgers/Aerial Mail Route/Pasadena to Long Beach/ Sheepshead Bay N.Y. Sep 17, 1911/to Long Beach Cal Mar 12 1911." (Note error of month "Mar" instead of "Nov.") According to a survey conducted recently, not more than five pieces of the Pasadena-Long Beach mail are in collectors' hands.

An intriguing relic of the Compton crash in this writer's collection is a small piece of spruce from the plane frame picked up at the scene of the accident by Ollie Burris of Compton, who marked on it: "Nov 12, 1911 Vin Fiz". It is not impossible that this piece made the entire transcontinental flight from the Atlantic to the Pacific coast.

A remarkable, unprecedented find of another flown item—unchronicled heretofore—is a small black and white leaflet originally picked up in the vicinity of Salamanca, N.Y. with the finder's notation of the date of Sep. 27, 1911. One side reads in four lines: Greetings from the Sky/Rodgers in the Vin-Fiz Flyer/from New York to Los Angeles—for/the Hearst $50,000 ocean to ocean flight. On the reverse in five lines: VIN (cluster of grapes) FIZ/Registered Trade Mark/ The Ideal Grape Drink/Refreshing-Invigorating/5¢ sold everywhere 5¢. On this side there is a penciled notation: Sep 27. (See illustration.) The large fancy print of the words "VIN" "FIZ" with the cluster of grapes is identical in design and size to the illustration in Rodgers' pamphlet "Story of My Flying", an indication that both were produced by the same printer. Of the many leaflets that must have been dropped it is the only example known.

An equally rewarding experience happened to Dr. Epstein en route to the West when he had the good fortune to acquire from surviving eyewitnesses another type of dropped leaflet, which has been known to the writer for some time. This variety is on pink/orange paper and has the same text as the black and white leaflet described above, but the letter type is different and there are 5 and 6 lines respectively (in-



The two sides of black and white Vin Fiz leaflet (top) and pink/orange leaflet (bottom). Each leaflet actually measures about 4 inches across and 2 inches deep.

stead of 4 and 5). (See illustration.) Another distinguishing characteristic is that it has the imprint of the Cockgroft Printing Co., New York. Can we regard this as the long sought clue to the firm which printed the 25¢ Vin Fiz Stamps?

Although these "Greetings from the Sky" messages did not pass through the Post Office they are the only items (aside from the Pasadena-Long Beach mail) with undisputed evidence that they were actually aboard the Vin Fiz Flyer and dropped on the transcontinental flight, and as such they deserve a place in a collection of pioneers as a memento of a feat which will always remain one of the great milestones in the annals of aviation.

It is one of the fascinating aspects of our hobby that an alert collector has still the opportunity to make finds of this type, even many years after an event.

It is worth mentioning that Earle Ovington who carried the first official airmail for the Post Office on September 23, 1911 was also one of the contenders for the $50,000 Hearst Prize. He had announced that he would start the first week in October after the Garden City Estates Meet, but abandoned the project.

One man who contributed more than anybody else to the success of Rodgers' flight was Charles Taylor, chief of the ground crew, the same who designed the engine for the first Wright Brothers Flyer and assisted in making the plane operable. Mr. F. H. Wilde, an old AAMS member, who visited Taylor in the 1930's, found him living very primitively in a small shack in a desolate area of Salton Sea, Calif., 20 miles from the nearest habitation. He died in 1956, broke. It is one of the injustices of society and an undeserved stroke of fate to see a man reduced to poverty, getting so little recognition for his contribution to aviation.

Comments are welcome.

Mr. Henry Goodkind, late editor of the *Collectors Club Philatelist,* developed the story of the *Vin Fiz* in the *CCP* (volume 48, 1969). The contribution of Mr. Schoendorf, reprinted by permission from *The Airpost Journal* (January, 1980, pages 112-117 and 140), represents a response to Mr. Goodkind.

The 1922-1924 Issues of Monaco (continued)

M. H. Ludington

As shown in the last issue of *CCP*, all the Monaco 1922-1924 stamps were printed on sheets of paper which allowed wide sheet margins and, as was customary with French stamps, centering marks in the margins appear above stamp no. 3, left of stamp no. 11, right of stamp no. 15, and below stamp no. 23. These marks, engraved on the printing plates, appear as crosses with small "Xs" at their centers, the latter normally only partly visible owing to the puncture holes of the pins which held the paper in place. In addition, small guide lines, marks, or dots appear on most plates close to the frames of these same stamps, opposite the crosses. The marginal crosses vary both in size and in distance from the frames of the stamps on the different plates, and are thus a clear indication of the number of plates made for each denomination.

Table 1 records the measurements in millimeters of the different crosses known to me. In each case, column A is the distance from the frame of the stamp to the line of the cross parallel to it. Thus the horizontal lines are used for the top and bottom crosses and the vertical lines for the left and right. Column B gives the lengths of these same lines between the small tick marks, where these exist. Column C gives the lengths of the lines vertical to the frames of the stamps. Column D

Table 1

Denom. & Plate	Top			Bottom			Left			Right			D[4]
	A[1]	B[2]	C[3]	A[1]	B[2]	C[3]	A[1]	B[2]	C[3]	A[1]	B[2]	C[3]	
						Pictorials							
25c	16.00	10.00	9.50	16.00	10.00	9.75	16.75	9.50	10.00	16.50	9.75	10.50	S
30c	17.75	12.00	12.50	17.50	11.75*	12.00	17.00	12.00	11.50*	17.25	12.00*	12.00	S
40c	20.00	14.50	14.75	20.50	14.75	15.00	20.00	14.75	—	19.75	15.00	—	M
50c	12.5	4.00*	4.50*	12.50	4.50	4.00*	13.75	4.25	4.50*	15.75	4.00*	4.00*	None
60c	17.50	11.75	11.75	17.50	11.50	12.00	17.00	11.75	11.50	17.00	11.25	11.00	S
1f. 1	13.75	9.25	9.25	13.75	9.25	9.00	13.75	9.25	9.25	13.75	9.25	9.25	M
2	17.00	12.00	12.00	17.00	11.75	11.75	17.00	12.00	11.75	16.75	12.00	11.75	S
3	17.25	14.75	15.00	18.25	14.75	15.00	18.50	15.50	14.75	17.50	15.25	14.4	L
2f.	17.00	7.00*	7.25*	17.00	7.00*	7.25*	18.75	7.25	7.00	18.75	7.25	7.00	S
5f.	17.75	9.00	9.25	17.75	9.00	9.25*	17.50	9.25	9.00	17.25	9.25	9.00*	S
10f.	17.50	11.50	11.75*	17.50	11.50	11.75	17.00	11.75	11.00	12.00	11.75	11.75	S

* No "tick mark" at one or both ends of line. Sheet trimmed.
[1] Distance (in mm) from the frame of the stamp to the line of the cross parallel to it.
[2] Lengths (in mm) of the cross lines between the small tick marks (where present).
[3] Lengths (in mm) of the lines vertical to the frames of the stamps.
[4] Approximate (average) sizes of the "Xs" (Large, Medium, Small, or none).

gives the approximate average sizes of the "Xs", whether small, medium or large, or none.

Also in one margin are the customary French type of clamp holes, an arc-shaped hole between two diamond-shaped holes, from the clamp which held the sheet while it was drying. They are found toward one end or the other of one of the long sides of the paper, but their locations apparently depended on where the sheets were held when they were removed from the press and thus have no significance.

Descriptions of the Stamps

Only clearly identifiable shades are given, but in many cases there are numerous intermediate shades, precise descriptions of which are not possible. These are indicated by "[shades]".

Only prominent or important flaws and other varieties are listed. A few plates, or certain states of them, have flaws on every stamp, but many of these are minute and sometimes cannot be seen if the sheet is poorly printed. Thus no attempt has been made to list every variety. There are also many apparent flaws which are not constant but due to small pieces of dirt or ink spatters.

Throughout, the Thirkell Position Finder, made by Messrs. Stanley Gibbons Ltd., has been used to locate the varieties. Enlarged photographs of each design, with the Thirkell grid superimposed, will, it is hoped, be of assistance.

The list is arranged more by the designs than strictly by the values, so that the values of the original dies are given first.



25c Portrait of Prince Albert I in Yachting Uniform

Prince Albert, born 13 November 1848, succeeded to the throne on 10 September 1889 and died 26 June 1922. Throughout his life he had a keen interest in the sea and made many expeditions all over the world in his yacht which was fully equipped with a scientific laboratory. The Oceanographic Museum, shown on the 30c and 50c stamps, was built under his supervision to contain and display the many specimens and finds he brought back to Monaco. It also houses one of the great aquariums of the world.

This 25c stamp is the least interesting of the series. It was issued about three weeks after the death of Prince Albert and was replaced less than a year later by the 25c with the portrait of Prince Louis.

Three of the five horizontal rows have small varieties constant on all the stamps of the row ("strip die" flaws), but only six stamps in the sheet have their own varieties, all of them small. The three clearest are listed below.

25c Olive-brown, sepia (slight shades of each)

Varieties in horizontal rows ("strip die" flaws). All in or adjacent to "H. CHEFFER":

1st row, I4-5. Dot left of top initial "H".

2nd row, I6, I7. Small scratch below second "H". "R" weak.

4th row, I5. Small scratch below initial "H".

5th row, I7. Right leg of "R" short. (see No. 23, below).

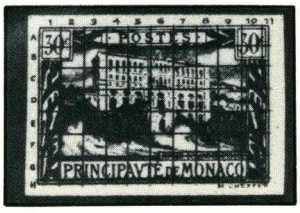
Major varieties on individual stamps. There are no guide marks on Nos. 3, 11, 15, or 23.

No. 13, I7. Right side of "R" weak, with right leg almost missing.

No. 22, I7. "ER" weak and right leg of "R" missing.

No. 23, I7. "R" completely missing except for top line.

50c and 30c Oceanographic Museum, Monaco, From the Sea



Built in 1910 by Prince Albert to house and display his vast collections of maritime specimens, both of natural history and of human endeavors, as well as laboratories for scientific studies, the museum is located on the edge of the cliffs facing south. In the basement is the superb aquarium.

The original die was of the 50c and only one plate of this value was made, in two minor states. The stamp was replaced in less than a year by the Prince Louis.

The 30c, in both colors, was also from only one plate, made from a duplicate "strip die", with the two very minor states in each color.

Varieties in horizontal rows on both values (roller flaws):

2nd row, Al. Small dot above frame.

2nd row, A5. Faint scratch below right side of "O", rarely visible on the 30c vermilion.

3rd row, F10. Large dot in color almost obliterating colorless triangle.

3rd row, G6. Dot below right side of "T".

4th row, G2. Small lump in lower left corner of loop of "P".

4th row, G6. Flaw joining right leg of "M" of "MUSÉE" to frame.

50c Blue, deep blue, ultramarine-blue (shades), cobalt blue (shades), grayish-blue (shades), and greenish-blue

Variety in horizontal row of 50c only (50c "strip die" flaw):

3rd row, B10-B11. Two small dots in the lower right corner of the value tablet (sometimes not visible on nos. 12 and/or 13).

Major varieties on individual stamps on the 50c only:

No. 3, A6. No guide mark on top frame.

No. 11, D1. No guide mark on left frame.

No. 15, D11. No guide mark on right frame.

No. 23, H6. No guide mark on bottom frame.

No. 7, G6. Double gash above "E" of "DE".
No. 10, A5. Scratch through "O" (late state).
No. 13, A5. Scratches between frames (late state).
No. 16, B10-11. Large flaw at bottom of value tablet.
No. 17, G1. Dot in white area left of top of "P".
No. 21, A10-11. Scratch in "O" and below "c" (late state).

30c Deep green, deep grayish green. Vermilion (many shades), scarlet-vermilion, orange-vermilion (slightly fluorescent), red-orange, orange-red, red, bright Indian red, bright red-scarlet (fluorescent), deep salmon (fluorescent)

A pure orange shade has been seen, but it appears to have been faked from the red-orange as the paper is unevenly tinted.

Varieties in horizontal rows on the 30c only (both colors), duplicate "strip die" flaws. The shapes of the figures of value differ noticeably from row to row:

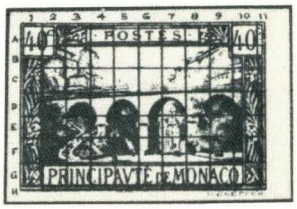
1st row, B1, B9-10. Both figures "3" end in larger balls than in other rows.
1st row, B9-10. Flaw on frame of value tablet below "3".
2nd row, B10. Flaw on frame of value tablet below left side of "O".
3rd row, A10-11. Double flaw above "c".
3rd row, B11. Smudge in the lower right corner of the value tablet.
5th row, AB1. The diagonal line of the "3" is longer and the bottom loop smaller than in other rows.
5th row, A10-11. Flaw, sometimes double, above "c".
5th row, B11. Small dot against outer frame.

Major varieties on individual stamps of the 30c only (both colors):
No. 3, A6. Guide mark on top frame.
No. 11, D1. Guide mark on left frame.
No. 15, D11. Guide mark on right frame.
No. 23, H6. Guide mark on bottom frame.

No. 2, GH2. Frame below "PR" weak.
No. 4, GH11. Vertical crack in plate 1.5mm right of frame, often smeared on green.
No. 5, BC1. Short vertical line 1.25mm left of frame (possibly part of No. 4 cracked plate).
No. 8, D11. Flaw on inside of frame.
No. 8, D10-11. Flaw in white marbling left of D11 flaw.
No. 8, E1. Short vertical scratch outside left frame.
No. 9, F11. Short vertical scratch outside right frame.
No. 10, C1, F1, G1. Short vertical scratches outside left frame.
No. 12, A11, B11, C11. Traces of short vertical scratches outside right frame (faint on vermilion).
No. 13, A1, B1. Short vertical scratches outside left frame.
No. 14, F7-8. Flaw above "E" of "OCÉAN . . ." in water.

No. 17, A11. Short vertical line northeast of corner.
No. 18, C1. Dot left of frame.
No. 19, A11. Right frame damaged.
No. 19, FG11. Vertical scratch outside right frame.
No. 24, H3-4. Dot outside frame below "C".
No. 24, G11. Short vertical scratch 1.5 mm right of frame.

40c Railway Viaduct and the Chapel of Ste. Dévote



Ste. Dévote, the patron saint of Monaco, was, according to the legends, a native of Corsica who was martyred under Diocletian about 304 AD. Her body was rescued by two Christians who placed it in a boat and set sail for Africa. But a storm drove them north to Monaco where the boat ran aground near where a chapel in her honor was later built.

The original die engraved by Henri Cheffer was clearly of another value which was never used, for the numerals differ slightly in each horizontal row, indicating that the printing plate was made from a modified "strip die". There was only one plate, which appears in two minor states.

40c Orange-brown (shades), chestnut (shades)

Varieties in horizontal rows (duplicate "strip die" flaws):
1st row. Bottom frame repaired (see flaws on individual stamps).
2nd row, H1-2. Blurred "spur" on frame.
2nd row, H10-11. Blurred strip along tops of "FFER" (weak on state i).
3rd row. G4. Flaw inside top of "C" (extensive on No. 15, see flaws on individual stamps).
5th row, A7. Small flaw above top right serif of "E".
5th row, A10. Short line extending to the left from the top of "4".
Major varieties on individual stamps:
No. 3, A6. Guide line with small flaw to its left.
No. 11, D1. Guide mark left of frame.
No. 15, D11. Guide mark right of frame.
No. 23, H6. Guide line extending down to marginal cross.

No. 1, F11. Dot 1mm right of frame.
No. 1, H2-11. Bottom frame thick, doubled H8-9.
No. 2, H2-11. Bottom frame thick, doubled H6-10.
No. 3, H2-11. Bottom frame thick, doubled H3-4, H6, H9.
No. 4, F11. Blurred dot right of frame.
No. 4, H2-11. Bottom frame thick, doubled H4-9.
No. 5, H5. Lump on frame.
No. 5, H2-11. Bottom frame thick, doubled H5-9.
No. 7, A10. Blurred extension to top of "4".
No. 8, A11, CD11. Vertical scratches right of frame.

No. 8, H11. Dot right of "R" of "CHEFFER". Smear southeast of dot (see No. 13).
No. 9, GH1. Vertical scratch outside left frame (State ii only).
No. 13, A11. Smear 1mm northeast of corner.
No. 14, H1. Lump on corner of frame.
No. 15, EFG1. Scratch left of frame (State ii only).
No. 15, G3-4. Large smear between "N" and "C" and inside "C".
No. 15, H1. Small dot left of corner.
No. 17, H1. Dot on outside of bottom frame.
No. 20, A1. Blurred scratch up from corner (State ii only).
No. 20, A7. Dot between "E" and "S".
No. 20, H1. Blurred scratch down from corner to No. 25 (State ii only).
No. 23, H1. Faint diagonal scratch down from corner.
No. 24, A1, B1. Two flaws 1mm left of frame (State ii only).
No. 24, BC1. Smear along frame (State ii only).
No. 24 BC11. Scratch right of frame (State ii only).
No. 25, AB1. Blurred scratch up to No. 20, and continued down as scratch through left side of "4" (State ii only).
No. 25, F1. Smudge in decorative panel.



2f, 60c, and 1f View of the Rock and City of Monaco From the Northwest

The Rock of Monaco juts out in a curve southeast and east into the Mediterranean and is about 800 meters long by 250 wide. The cliffs which surround it are up to 65 meters high, and until a road was built on the north side in 1714, the only access to the plateau on the top was by a narrow path. The present city walls date chiefly from the reconstruction carried out a few years after a destructive siege in 1507 by the Genoese.

The original die of this design was of the 2f value, and duplicate "strip dies" were made for the 60c and 1f.

Varieties in horizontal rows on all three values (roller flaws):

1st row, H8-9. Lower part of left leg of initial "H" missing.

2nd row, H10. Bottom bar of second "E" missing, except for serifs.*

2nd row, H11. Bottom of right leg of "R" missing.

4th row, A1. Prominent break in the top frame. This appears on the 60c State i, and the 1f Plates 1 and 3. It was retouched, more or less successfully, on the 2f, on which the repairs are clearly visible on Nos. 19 and 20, and on the 60c State ii and the 1f Plate 2.

4th row, H10. Bottom bar of second "E" missing, except for serifs.

* On the 1f this flaw appears only on Plate 3, State i. The bottom bar is complete on the 1f Plates 1, 2, and 3 State ii.

2f. Scarlet-red, scarlet, scarlet-vermilion, vermilion, dull vermilion, orange-vermilion. Shades of all exist

There is only one Plate, in one State, of the 2f.

Variety in horizontal row on the 2f only ("strip die" flaw):
4th row, G4. Small dot on the top of the vertical of the "P".
Major varieties on individual stamps:
No. 3, A6. Small guide line above frame.
No. 11, D1. Very faint guide mark left of frame.
No. 15, D11. Very faint guide mark right of frame.
No. 23, H6. Small guide line below frame.

No. 3, A11. Flaw outside right frame.
No. 3, B2. Small dot below large dot.
No. 4, AB1. Flaw above lower right serif of "2".
No. 6, C11. Two flaws c. 1mm right of right frame.
No. 7, AB2. Dot southeast of large dot.
No. 8, A10. Dot on top frame.
No. 9, A1. Lump on corner of frame.
No. 9, A11. Dot below right serif of "r" of "fr.".
No. 13, F1. Large dot between frame and ornamental panel.
No. 16-20, A1. Top frame repaired. Repair almost invisible on Nos. 17, 18, slightly thick on No. 16, bowed on No. 19, slightly bowed on No. 20.
No. 18, A1. Faint flaw just above top of figure "2".
Varieties in horizontal rows on the 60c and 1f only (duplicate "strip die" flaws).
1st row, A2, A11. The 2f die had a period after "fr." (as well as a large dot below). This was not removed on the top unit of the modified roller and so still appears after the "c" of the 60c and after the "fr" of the 1f on all stamps in the top rows of their printing plates.
2nd row, A2. Small flaw close to the right frame of the value tablet. On the 60c it is just northeast of the large dot and is sometimes faint. On the 1f it is in line with the large dot. On the 60c the frame itself, just above, has an indentation where the period after "2fr" was removed. On the 1f the frame has been retouched on the printing plates, except for No. 6 on plates 2 and 3.
3rd row, A2. The right frame of the value tablet again has an indentation, clear on the 60c, but not always visible on the 1f if heavily inked.
The frames of the value tablets in A2 in the 4th and 5th rows and in A11 in the 2nd, 3rd, 4th, and 5th rows have been carefully retouched and appear normal.

60c Gray, brownish gray, gray-black (slight shades of each).

There is only one plate, in two States.
Varieties in horizontal rows on the 60c only (duplicate "strip die" flaws). The shapes of the figures of value differ noticeably in each row:
2nd row, A9-10. Dot 0.75mm above frame.
2nd row, A11. Dot on right frame of value tablet near the top corner.
3rd row, H9-10. Dot between frames below "O".

5th row, A1. Dot on top frame of value tablet near the left corner.

Major varieties on individual stamps.

No. 3, B10. Small flaw inside "0" at bottom.

No. 4, DE1, H1. Faint vertical scratches left of frame. H1 scratch to No. 9.

Nos. 6, 7, A, D-H. Prominent "scratches" between the stamps (cracked plate?). Very heavy in State ii where it extends up to between Nos. 1 and 2.

No. 7, B1. Bottom of "6" weak. Break in "O".

No. 7, AB11. Flaws between frames.

No. 9, A1. Vertical scratch northwest of corner from No. 4.

No. 9, A3-4. Small dot left of large dot in "POSTES" panel.

No. 12, H4. Dot outside frame below "CI".

No. 12, G11, H10-11. Blurred scratches between and outside frames.

No. 13, G6. Smudge above "D" of "DE" (Late State ii only).

No. 16, B11. Right frame very weak or broken.

No. 17, GH8-9. Frame of panel weak below "A".

No. 18, D11. Dot outside right frame.

No. 22, A11. Right frame weak at corner.

No. 22, H11. Right leg of "R" almost completely missing.

No. 24, B1. Dot left of frame.

1f Black, gray-black on slightly greenish pale yellow (Plate 1 only). Black, gray-black, intense black on pale yellow or yellow (Plates 2 and 3)

Three Plates: Plate 1, States i-iv; Plate 2, States i, ii; Plate 3, States i, ii.

Varieties in horizontal rows on the 1f only, all Plates (duplicate "strip die" flaws). The shapes of the figures of value differ noticeably in each horizontal row:

1st row, A2-3. Faint horizontal scratch above the frame.

2nd row, AB1-2. Small dash below large dot.

2nd row, A10. Small dot northwest of top serif of "1".

2nd row, B1. Small dot left of base of "1".

3rd row, B10. Small vertical dash below large dot.

3rd row, G1. Approx. 0.75mm of left frame was apparently damaged on the "strip die" but was repaired in most cases on the printing plates. See the list of flaws on individual stamps for the details of the breakdowns of these repairs.

4th row, AB10. Small dot left of "1".

4th row, G3. Line of three small dots between bottoms of "N" and "C".

4th row, G5. Two dots between legs of "A".

5th row, B10. Dot and dash left of "1".

The guide marks close to the frames of Nos. 3, 11, 15 and 23 are often not visible or extremely weak owing to poor inking.

Plate 1	*Plate 2*	*Plate 3*
No. 3. Very faint dot or line.	Very faint dot.	None or faint line.
No. 11. Very faint dot.	None or very faint dot.	Dot or small mark.
No. 15. Dot.	3 dots and short diagonal line below.	Dot.
No. 23. Trace of dot close to frame.	Dot and line. Two small dots to right.	None or short line.



Fig. 3. 1f Plate 1, Nos 3 and 4. ***Top:*** *State ii. No. 3 shows five large flaws in the sky (in State i only the flaw nearest the tower appears). Slight smearing of frame above "POSTES". No. 4 shows heavy smearing of frame.* ***Bottom:*** *State iii. No. 3 shows the flaws removed and the top line of dots in the sky re-touched. The top frame is heavy but not smeared. No. 4 still shows heavy smearing of the frame.*
The smearing was very probably caused by foreign matter caught between the raised frame lines on the mold, which was removed before Plate 3 was made. The flaws were on the printing plate.

Major varieties on individual stamps. Plate 1, States i-iv.
No. 3, States i-iii. A2-6. Top frame heavily smeared.
No. 3, State iv. A2-6. Top frame heavy but not smeared.
No. 3, State i. C8. Large flaw in sky.
No. 3, State ii. B6-7, C8. Five large flaws in sky.
No. 3, States iii, iv. Flaws removed. C7: Dots in sky retouched.
No. 4, States i-iv. A2-7. Top frame heavily smeared.
No. 7, States i-iv. A1, B1. Three notches in left frame.
No. 8, States i-iii. C1-H1. Broker vertical scratch left of frame (see also No. 13).
No. 8, State iv. Scratch removed.
No. 9, States i-iv. B1. Left frame thin for 1.25mm.
No. 11-15, States i-iii. G1. Frame retouched.
Nos. 11, 15, State iv. G1. Nos. 11 and 15, frame weak. Nos. 12, 13, 14, frame almost broken through.
No. 13, States i-iii. C1-G1. Broken vertical scratch left of frame (see

also No. 8).

No. 13, State iv. Scratch removed.

No. 23, States i-iii. C11-H11. Broken vertical scratch right of frame.

No. 23, State iv. Scratch removed.

No. 24, State iv. D1. Frame damaged and thin.



Fig. 4. 1f Plate 2, State ii, Nos. 3 and 4. No. 3. The sky is normal but the frame is heavily smeared. No. 4. The frame is heavily smeared. See note below Fig. 3.



Fig. 5. 1f 4th horizontal row. ***Top:*** *Plate 1, Nos. 16 and 17. Frames broken above left value tablets. The breaks also appear on Plate 3.* ***Bottom:*** *Plate 2, Nos. 11, 12, 16 and 17. No. 11. Dot on horizon at right. Nos. 16, 17. Frames repaired above left value tablets.*

Major varieties on individual stamps. Plate 2, States 1 and 11.

No. 3, State i. A4. Top frame slightly thick, otherwise normal.

No. 3, State ii. A2-7. Top frame heavily smeared.

No. 3, States i, ii. C7. Dots in sky normal.

No. 4, State i. A4. Top frame slightly thick, otherwise normal.
No. 4, State ii. A2-7. Top frame heavily smeared.
No. 6, States i, ii. B11, GH11. Traces of vertical scratch right of frame (weak in State ii).
No. 7, States i, ii. AB1. Frame uneven (repaired).
No. 8, State i. E1-G1. Broken vertical scratches left of frame.
No. 8, State ii. Scratches removed.
No. 9, States i, ii. B1. Left frame thin for 1.25mm.
Nos. 11-15, States i, ii. G1. Frame retouched except on No. 12, broken.
No. 11, States i, ii. C8-9. Dot on horizon.
No. 16, States i, ii. A11. Short vertical scratch right of frame.
No. 17, States i, ii. H11. Scratch right of "R" (weaker in State ii) (see also No. 22).
No. 18, State i (early). A1-G1. Left frame thick and uneven.
No. 18, States i (late), ii. Left frame normal.
No. 22, States i, ii. A11. Heavy scratch extends right frame upwards 1mm (see also No. 17).
No. 22, States i, ii. B11-C11. Right frame thick.
No. 22, States i, ii. G11-H11. Vertical scratch right of frame.
No. 24, State ii. GH6-7. Bottom frame smeared.

Major varieties on individual stamps. Plate 3, States i and ii. Except for the scratch on Nos. 18 and 22, which occurs only in State ii, all the flaws appear in both States.

No. 3, A2-7. Top frame normal.
No. 3, C7. Dots in sky normal.
No. 4, A2-A7. Top frame normal.
No. 6, B11, GH11. No scratch.
No. 7, A1. Frame nearly or completely broken through.
No. 7, A1, B1. Three notches in left frame.
No. 9, B1. Left frame thin for 1.25mm.
No. 11-15, G1. Frame. Except for No. 12, on which the frame is always broken, the damage is quite variable, depending on the inking: No. 11 usually weak; No. 12 always broken; No. 13 weak to normal; No. 14 almost broken to normal; No. 15 small notch to normal.
No. 12, A11. Right frame weak for 1.5 mm.
No. 14, A11. Right frame weak for 2.5mm.
No. 17, A11. Right frame weak at corner for 0.75mm.
No. 18, H1. State ii only. Vertical scratch to No. 23.
No. 23, A1. State ii only. Vertical scratch from No. 18.
No. 24, D1. Left frame slightly weak for 0.75mm.

to be continued

Book Reviews

Victoria: The 5/–, 1867-1901 and the 1/–, 5/–, £1, £2, 1901-1912, by J.R.W. Purves. Available from the Hawthorn Press, 601 Little Bourke St., Melbourne 3000, Australia. A $10.00 (postage 45¢). 80 pages.

A portion of this work appeared in the 1956 Collectors Club Philatelist, but has been both updated and expanded by the author, who, regarded by many to have been the greatest expert on surface printed issues, considered these to be the most interesting of them in the world, "from any point of view." The clear exposition of the detective work and final deductions as to how these issues, particularly the earlier 5/–, evolved is worth the attention of philatelic writers everywhere who may attempt to describe complex technical studies or even wish to conduct them. He has outlined the process and thinking which have led to various conclusions about the makeup of early plates, which were unusual in any case. The work gives the student the ability to identify the printing and plate location of single stamps, and an appreciation of the nature of them with regard to other printings of the same design.

It is a pity that illustrations of the various types have not been included in this work as they would add so much to the descriptive text. Nevertheless, it is a tribute to the memory of this outstanding and prolific writer that this study is available to guide collectors who follow in the pursuit of this fascinating set of heretofore largely underappreciated and undervalued issues.

Robert P. Odenweller

The Early Cook Islands Post Office, by A. R. Burge. Available from The Hawthorn Press, 601 Little Bourke St., Melbourne 3000, Australia. (price unknown, believed to be A$10.00) 100 pages.

This book updates and corrects previous writings to be found in a number of major sources, combining them as a single source whole. Mr. Burge is most skillful in bringing historical accounts to life, as in the first portion of the book which recounts the growth of the postal service and government following a delightful account of the "diplomacy" that avoided the Islands becoming French. (The two Union Jacks were, after persuasion of Queen Makea, flown at the two largest islands, visited by a French warship which foreknowledge had predicted would annex the islands if such alignment were not made.)

The section on the issued stamps gives numbers printed and identifying characteristics of the plate positions and varieties to be found. Essays, proofs and forgeries are noted for reference. The section is concluded with the postal stationery. The completeness of this portion of the book leaves no aspect of the stamps untouched and is a fine example of how a treatment of a sequence of stamp issues may be cov-

ered completely yet concisely. The checklist which follows may easily be used as a specialized catalogue.

Cancellations used during the period 1892-1925 comprise the final part of the book. Rates in use and examples of early covers would have made a perfect ending but have here been omitted—perhaps a good subject for an article to complete this work? Highly recommended as a single source reference to any who would collect the stamps of Cook Islands to 1919.

Robert P. Odenweller

The Airmails of New Guinea, 1922-42, by Dan Hare. Available from The Hawthorn Press, 601 Little Bourke St., Melbourne 3000, Australia. (price unknown, believed to be A$10.00) 56 pages.

When gold was discovered in New Guinea in the early 1920's, the only practical way to reach the gold fields was an arduous trek through hostile country to the high areas where the gold was to be found. In reaching the 7,000 foot elevations, the prospectors consumed about half of the 50 pounds of load that they carried. It was no surprise, then, that air services could be developed to ease the access to the interior. Guinea Airways, born of this necessity in 1927, was an overnight success and the mining community soon became totally dependent on flown in supplies. Other air services quickly followed, stabilizing at four by 1933.

Airmail services operated on a very casual basis from the start, but regular airmail did not become established until 1932 and then reluctantly by the Australian General Post Office. This book outlines the development of the early air services and earliest flights, and gives lists of planes, pilots and special or first flights, all of which are helpful in pinpointing specific covers which may have been carried, until the services were abruptly terminated by the war in 1942. As a reference book for these uses it is most helpful. Omitted, however, are references to the stamps used during the period, or mention that the high value denominations were very legitimately used to carry gold on outbound flights as contrasted with other small countries which could not have justified such values. As such, the book has specific if limited appeal, but remains useful as a reference source in the areas mentioned.

Robert P. Odenweller

Queensland Postal Stationery, by P. Collas. Available from The Hawthorn Press, 601 Little Bourke St., Melbourne 3000, Australia. A$10.00. 51 pages.

As is true with a number of recently appearing monographs on subjects Australasian, the essential substance found in this volume appeared earlier in other sources, in this case in Philately From Austra-

lia, and was updated in the process of preparing this work as a separate book. Collectors of other areas of the world must envy the energy of John Gartner's Hawthorn Press in providing a veritable library of reference books on the many varied specialties to be found "down under", this being No. 29 of the series of monographs.

The work is divided into two parts, the first from 1880-97 and the second from 1898-1912. Post cards, envelopes, wrappers and letter cards of each era are covered in a straightforward style that goes beyond the catalogues. Although not illustrated, the author quickly points to the well illustrated Higgins and Gage Priced Catalogue of Postal Stationery of the World which must be viewed as a companion piece to this work, if for no reason other than the illustrations. Pictorial cards and their varieties are listed along with helpful hints on how to identify such rarities as the 1908 cards commemorating the visit of the American Fleet. The expanded descriptive information, numbers printed by year and other "inside" tips make this an essential book for anyone interested in Queensland postal stationery.

Robert P. Odenweller

Dissertation Bibliography, various years. Published by University Microfilms International a Xerox Corporation, 300 North Zeeb Road, Ann Arbor, Michigan 48106 (Telephone (800) 521-3044) and 18 Bedford Row, London WC1R 4EV, England (Telephone (01) 242-9485). Complimentary to libraries and educational institutions.

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John D. Dowd

Publications Received

"Pioneer Air Post Flights of the World 1830-1935" by Dr. Max Kronstein. Pub. by the American Air Mail Society 1978. 310 p. ill. hardbd. Gift of American Air Mail Society, and available from the Society.

"The De La Rue Punch Book" by Alan Huggins. Pub. 1980 as a PJGB Monograph. 16 p. ill. pamphlet. Gift of the publishers—Robson Lowe Ltd., London.

"Free French Censorship in the Levant" by David M. Zimmerman, Jr. Pub. by the author 1980. 50 plus XXXV p. softbd. Gift of the author. Available from Dann Mayo, 5443 Paseo, Kansas City, Mo. 64110. Price: $6.00

"The Postal History of the AEF, 1917-1923" edited by Theo Van Dam. Pub. 1980 by the American Philatelic Society, 242 p. ill. hardbd. Gift of the editor. Available from the APS, P.O. Box 800, State College, Pa. 16801. Price: $25.00, for members of the APS: $20.00.

"Der Retourbrief in Frankreich" by Karl Kurt Wolter. Pub. 1977 by Verlag der Arge Frankreich im Bund Deutscher Philatelisten, Frankfurt/M, Germany. Gift of the publishers.

"The Falkland Islands—Printings of the Pictorial Issue of 1938-1949" by C. E. Glass. Pub. 1979 by Robson Lowe Ltd., London. 20 p. ill. softbd. Gift of the publisher.

"Indian Field Post Offices 1903-1904" by Robson Lowe. Pub. by Robson Lowe Ltd. London 1980. 12 p. ill. softbd. Gift of the publishers.

"The Gee-Ma Forgeries" by Robson Lowe. Pub. 1980 by Robson Lowe Ltd., London. 12 p. ill. softbd. Gift of the publisher.

All Robson Lowe publications listed above available from H.J.M.R. Co., P.O. Box 6638, Hollywood, Fla. 33201.

"The De La Rue Key Plates" by Robson Lowe. Pub. 1979 by Robson Lowe Ltd., London. 36 p. ill. softbd. Gift of the publisher. Available from H.J.M.R. Co., P.O. Box 6638, Hollywood, Fla. 33201. Price $7.00

Scott 1981 Standard Postage Stamp Catalogue. Vols. 1 (U.S., U.N., British Commonwealth) and 2 (Countries of the World A-F). Pub. 1980 by Scott Publishing Co. New York, N.Y. Vol. 1: 761 plus p. Vol 2: 974 plus p. softbd. Gift of the publishers.

Stanley Gibbons Stamp Catalogue, 1981 ed. part 1: British Commonwealth. Pub. 1980 by Stanley Gibbons Publications Ltd., London. 1073 p. hardbd. Gift of the publishers. Available from Harry Edelman, Inc. 111-37 Lefferts Blvd. South Ozone Park, N.Y. 11420, or Scott-Edelman, 631 South Palm Street, Unit C, La Habra, Cal. 90631.

Stanley Gibbons Stamp Catalogue 1980 ed. in parts. Parts 3 (Balkans)

and 8 (Italy and Switzerland). 409 and 249 p. respectively. Softbd. Gift of the publishers. Available from U.S. distributors as listed above.

"Notes on 19th Century U.S. Postal History" by Stanley B. Ashbrook. Reprint in photocopy of the 1951 work by Wonderlin's, P.O. Box 1243, Bloomington, Ill. 61701. Two hardcover vols. with 658 p. total plus illustrations. Gift of pubs. Available from them at above address. Price: $175.00 ppd.

"American Stampless Cover Catalog," 3rd ed., edited by Benjamin Wishnietsky. 1978—Pub. by David G. Phillips Pub. Co., North Miami, Fla. 33161. 280 p. ill. hardbd. Gift of David L. Jarrett.

"Simpson's U.S. Postal Markings 1851-61" 2nd ed. by Thomas J. Alexander. 1979—Pub. by U.S. Philatelic Classics Society, Columbus, Ohio. 434 p. ill. hardbd. Gift of David L. Jarrett.

"Postal Markings" by Harry M. Konwiser. Reprint of his series of columns in Stamp Magazine from 1933 to 1954. Foreword by D. L. Jarrett. 1980—Pub. by Quarterman Publications, Lawrence, Mass. 01843. 762 p. ill. hardbd. Gift of David L. Jarrett.

"Collected Postal History Notes of Ontario County, N.Y. State" by Emma G. Koberg. 1978—Pub. by Empire State Postal History Society. 95 p. ill. softbd. Gift of David L. Jarrett.

"Reproductions from Famous Collections" Series I: The Art of J.A.C. Harrison No. 3: Impressions of Royalty. 1978—Pub. by The British Library, London. Portfolio with six enlarged reproductions. Gift of the British Library. Price: £ 3 from British Library, Philatelic Sec., Great Russell St., London WC1B 1544, England.

"Sverige Katalogen 1980-81" Specialized catalog of Sweden's stamps and stationery. No author. 1980—Published by Sveriges Filatelist-Foerbund, 360 p. ill. softbd. Gift of the publishers and available from them, address: Birger Jarlsgatan 18 Bd, 11434 Stockholm, Sweden.

"150 Ans d'Historie Postale des Anciennes Colonies Francaises (1700-1860)" by Maurice Jamet. With the cooperation and an Introduction by Mme. M. Jamet. 1980—Pub. by Mme. Maurice Jamet, Paris, 294 p. ill. softbd. Gift of Mme. Maurice Jamet. Available from her at 10, rue d'Alger, 75001 Paris, France. Price: fFrs 230.00.

"Literature Nachrichten 66/1977" by Robert Hoehn. (Bibliography of philatelic literature published in 1977) 1979—Pub. by Bundesstelle Literatur im BDPh, Leverkusen, West Germany. 288 p. softbd. Gift of publishers; available from Robert Hoehn, Gronauer Str. 30, 5000 Cologne 80, West Germany. Price: DM 15.00.

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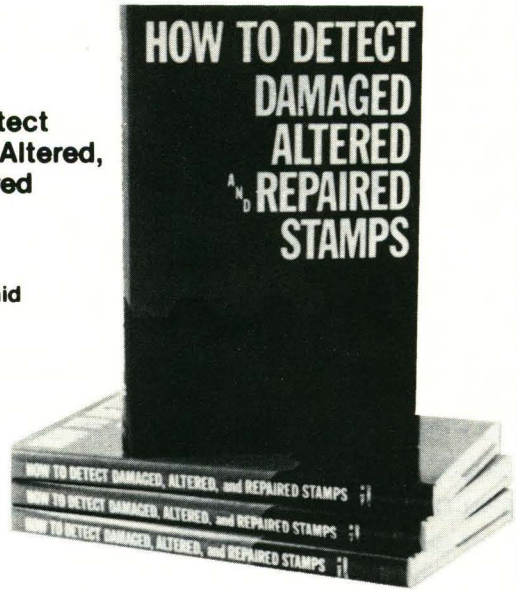
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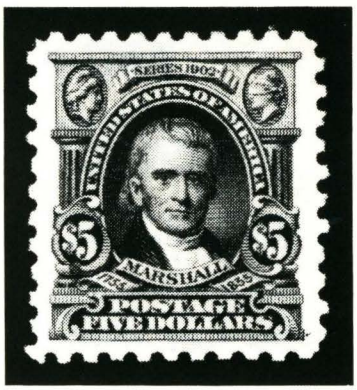
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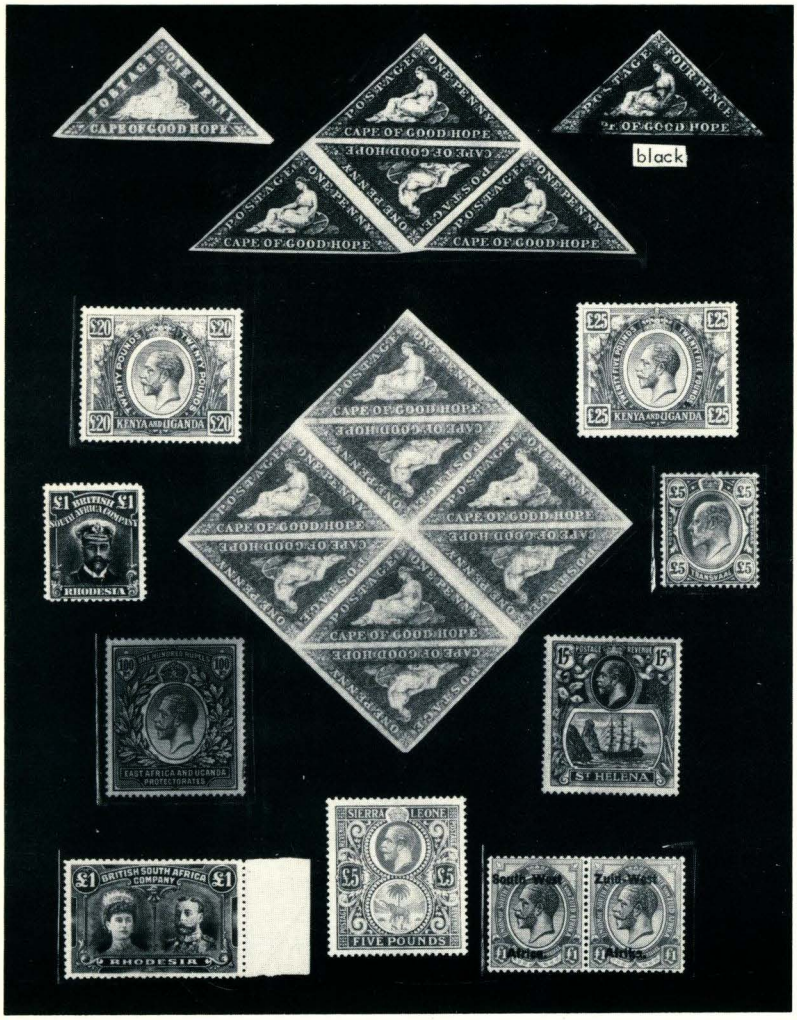
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