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COLLECTORS CLUB PHILATELIST

Vol. XV. OCTOBER, 1936. No. 4

Notes on the Postal Markings of the French Revolution

By Cabboll Chase.

IN this article I make no claims of originality or of special research. What I have written is brief and makes no pretense at completeness, as a full history of these markings would require a small book. As far as I know nothing on this subject has appeared in American philatelic literature. If I am wrong in this regard I would appreciate the reference.

Here let me state frankly that I am indebted for much of what I here write to a very remarkable book, the "Catalogue des Estampilles et Obliterations Postales de France et des Colonies Francaises." This book of some 634 pages appeared in 1929. It is still on sale by Yvert et Cie, 37 rue des Jacobins, Amiens, (Somme), France, at 40 francs, plus 4.80 francs foreign postage. There are no illustrations of stamps on account of the trouble with the United States customs. To anyone interested in French postmarks it is invaluable. It is of course in French, but it is so thoroughly illustrated that little or no knowledge of this language is necessary for its use. It might well serve as a model for a similar work on United States postal markings.

French postal marking go back a long way before the French revolution. Certain handstamped postmarks were used at the beginning of the 17th century —soon after 1600! At the outbreak of the revolution in 1789—the Bastille fell July 18th of that year—postal markings had long been fairly well standardized, and it is not remarkable that this terriffic uprising soon showed itself in postal history. The legislative body called the Convention, which first met on Sept. 20th, 1792, firmly established the revolution. It lost no time regarding the changing of existing royalist names as on the 9th of October of that year a decree stated—I give a translation—"The commune of Bar-le-Duc will carry the name in the future of Bar-sur-Ornin." Some names had undoubtedly been changed earlier but postmarks showing them are not known.

For convenience I shall consider the revolutionary markings under three headings:—

(1) Town postmarks showing the revolutionary names.

(2) The markings (almost always receiving postmarks) showing use of the revolutionary calendar.

(3) Other revolutionary markings such as army postmarks, frames, etc.

The town postmark in common use in 1789 was a straight line marking showing the name of the town only without any date or indication, except rarely, of the provence. France at that time was make up of provences, not yet having been divided into the present-day departments. If the postmark made no mention of the postage having been paid in advance, the letter was considered as having been sent postage collect. A tiny percentage only of all letters were sent postpaid, as, in those days, it was considered hardly polite to thus intimate that the addressee could not or would not wish to pay the postal charge! The few letters thus sent were always marked with the initials P. P. (port payé—postage paid) either as part of the town postmark or applied separately.

January 15th, 1790 the French provences were abolished and France was divided into 83 departments, each of which had a number following what was at their time their alphabetical order. These numbers were quickly added to the usual straight line postmarks, usually above the name of the town, though rarely after, before or under it. As was stated above, beginning in 1792 many town names having more or less royal signification were altered. Altogether several hundred changes were made, certain towns even altering their name more than once. A list of some 250 of these towns is found on pages 343 to 346 of the catalogue above mentioned; the list further indicating the seventy odd towns that have so far been found as having used the new name in a postmark. This list is far from complete as it gives, for example, 3, 4 & 13 towns respectively for the departments of the Seine, Seine et Marne and Seine et Oise, while a pamphlet, which I have before me, dealing with the changed names of these departments gives 28, 47 and 59 respectively for the three in question. It should be emphasized however that a large proportion of these towns had no postoffice at this period. Many of the changes were also made to get rid of names having a religious bearing, especially those having the name of saints. To show how common these saintly names are I might add that to-day there are no less than 177 offices in France having the name "St. Martin." Almost all however has a qualification added, such as "St. Martin-aux-Bois."

Certain of the new names are most odd, some frankly amusing and many badly chosen. At least one colonial city had its name changed—Port-au-Prince becoming Port-Republicain. I shall not try to give the complete list, but content myself by mentioning a few. The first column gives the old name, the second the revolutionary name, the third the department in which it is found, and the fourth column a few notes. All of these towns had postoffices.

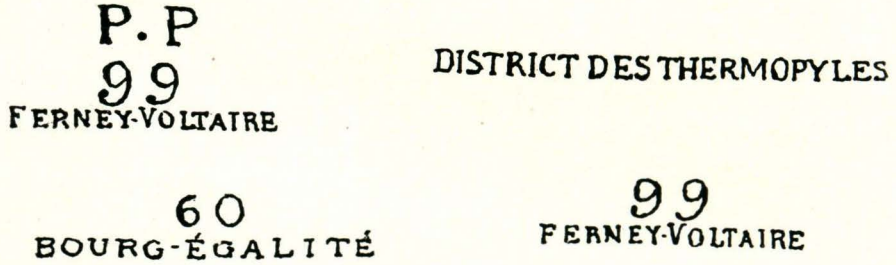


Figure 1.

Revolutionary Town Postmarks.

List

Old Name	Revolutionary Name	Department	Remarks
Fernay	Fernay-Voltaire	Léman	In honor of Voltaire
Château-Thierry	Egalité-sur-Marne	Aisne	No more châteaux
Montdauphin	Mont Lion	Hautes-Alpes	No more dauphins
Mussy-l'Evêgue	Mussy-sur-Seine	Aube	No more bishops
St. Amand	Libre-Val	Cher	No more saints
Arnay-le-Duc	Arnay-sur-Arroux	Côte-d'Or	No more dukes
Baume-les-Dames	Baume-les-Citoyennes	Doubs	A town noted for its convent where most of the nuns were noble
St. Malo	Port Malo	Ille et Vilaine	
St. Marcellin	District-des-Thermopyles	Isére	
St. Lô	Rocher de la Liberté	Manche	
Bar-le-Duc	Bar-sur-Ornain	Meuse	
St. Saulges	Marat-les-Forets	Nièvre	In honor of Marat
Bourg-la-Reine	Bourg-Egalité	Seine	No more queens
Mont-Louis	Mont de la Liberté	Pyrénées-Orient	No more Louis
Lyon	Ville Affranchie	Rhône	One of the few large cities to change its name
Dunkerque	Dune-Libre	Nord	No more churches
St. Germain-en-Laye	La Montagne-du-Bon-Air	Seine et Oise	
Fontenay-le-Comte	Fontenay-le-Peuple	Vendée	No more counts
Pont-St. Esprit	Pont-sur-Rhône	Gard	No more Holy Ghosts
Marquise	Beaupré	Pas-de-Calais	No more marchionesses
Le Montet-aux-Moines	Le Montet	Allier	No more monks
Brienon-L'Archevêque	Brienon-sur-Armancon	Yonne	No more archibishops
Nogent-le-Roi	Nogent-Roulebois	Eure-et-Loir	No more kings

Figure 1 gives a few of these surcharges. Those without the number of the department such as District-des-Thermopyles are extremely rare, and the port payés are also in the rarity class. One queer mistake is found in the list in the catalogue. Someone with a none too laudable sense of humor found a cover of the period from the town of Troarn (Calvados) with a poorly struck postmark. He neatly painted it in to read Boissonsoif (Drink Without Thirst!). Knowing that certain queer names existed the cataloguers accepted it as good and put it in their list; but it of course never existed and should be deleted.

These new names, or most of them, were kept in use until Napoleon was banished to Elba in April 1814, reappeared during the "hundred days"—March-June 1815, and again disappeared, except for a very few, some of which still exist. Seine-Port (Seine et Marne) changed from Saint Port is an example. It goes without saying that these revolutionary names in postmarks are keenly collected in France, and that many of them have a decided value.

We now come to the second group of revolutionary markings. No sooner had the new government established itself than it changed the calendar! But they went much further than our friends the Quakers. The year was divided into twelve months, each of thirty days, which left, at the end of the year, five (and in leap-year, 6) "complimentary" days. The year 1 began on Sept. 22, 1792, and this odd system lasted until December 1805—a bit over 13 years!

The twelve months had the following beautiful and descriptive names. I have tried, I do not know how happily, to translate them:

VENDEMIAIRE

Figure 2.

Paris Receiving Postmark Showing the Month of the Revolutionary Calendar.

Vendémiaire	The month of the wine—grapes.	Sept. 22-Oct. 21
Brumaire	The misty month.	Oct. 22-Nov. 20
Frimaire	The chilly month.	Nov. 21-Dec. 20
Nivôse	The month of snows.	Dec. 21-Jan. 19
Pluviôse	The rainy month.	Jan. 20-Feb. 18
Ventôse	The month of the winds.	Feb. 19-March 20
Germinal	The month of new life—Spring.	March 21-Apr. 19
Floréal	The month of flowers.	Apr. 20-May 19
Prairial	The month of green fields.	May 20-June 18
Messidor	The harvest month.	June 19-July 18
Thermidor	The month of heat.	July 19-Aug. 17
Fructidor	The month of the fruits.	Aug. 18-Sept. 16

The five "complimentary" days were Sept. 17 to 21 inclusive. The dates in the third column vary a little with the year. It is almost regrettable that these names could not have lived, even though, while they were very descriptive of the climate of France, they might not be so expressive for certain other countries.

GERM,XX
PRAL XVI

Used in Tarascon
Germinal 20th
Prairial 16th

3 Ther

Used in Nimes
3rd Thermidor

5 BRE
18 VOSE

Used in Nantes
5th Brumaire
18th Ventose

30 PRAIRIAL

Used in the Dead Letter Office in Paris

THERMIDOR
MESSIDOR

Used in Belfort & Tarascon

Termidor
Nivose

Used in Turin, Italy During the Occupation

Figure 3.

Various Receiving Postmarks Showing Use of the Revolutionary Calendar.

As has already been stated the sending postmarks of the period show no date, but beginning about 1781 certain towns—notably Paris—struck the date (day of the month only in a circle) on the date of arriving letters. This was before the adoption of the revolutionary calendar. As early as 1794, however, Paris began the use of a straight line receiving postmark which showed the name of the month only in revolutionary style. See *Figure 2.* A few other cities copied the idea sometimes adding the day date. *Figure 3* gives some examples.



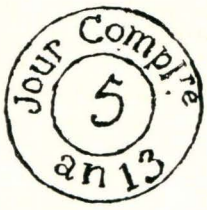
Figure 4.

Paris Receiving Postmark. 30th Thermidor. Year 12.

In September 1802 (Vendémiaire, year XI) began the use of a circular postmark in red shown in *Figure 4.* This showed the year, month and day, always applied to the back of letters as a receiving postmark. Its use continued for a little over three years. This type of postmark exists with "Jour Compl*re*" replacing the month. These latter postmarks with 1, 2, 3, 4 or 5 (indicating the extra day) are rare, but 6, which exists only for the year XI, is a tremendous rarity. Another rather similar type from Paris, but used only in the main post-office sorting division is shown in *Figure 5,* with its corresponding "extra day" postmark. Here again the 6th day exists only for the year XI. A very few other markings of this general type are known.



13th Brumaire, Year 14.



5th Complementary or Extra Day. Year 13.

Figure 5.

Receiving Postmarks—Sorting Division at Paris.

As for the miscellaneous types, I give certain typical examples, referring the reader to the Catalogue des Estampilles for further details.



Just Before the Revolution.



Revolutionary.

Figure 6.

"Port Payé" Markings of Paris.



Just Before the Revolution. 1793. 1797.

Figure 7.

Postmarks for Periodicals.

In 1788 a new type of Port Payé mark came into use at Paris. It is shown at the left in *Figure 6*. This being entirely too royal it was replaced in 1793 by the type shown at the right in *Figure 6*, the "bonnet Phrygien" or liberty cap replacing the fleur-de-lys. Another typical example is found in the postmarks applied to periodicals. *See Figure 7*. The postmark at the left came into use in 1779. In 1793 the crown and fleur-de-lys were removed, and in 1797 when a new handstamp became necessary the liberty cap was added, otherwise copying the previous type.

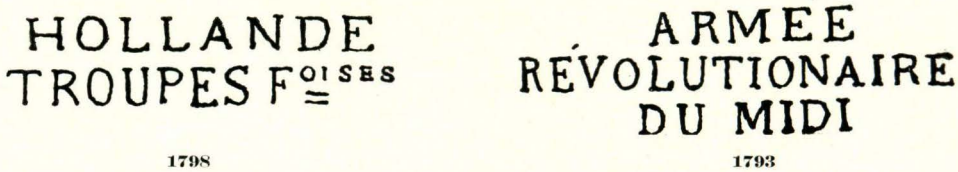


1799 1st Division

1800 1st Division



1797



1798

French Troupes (old spelling of Francaises—Francoises).

1793

Figure 8.

Revolutionary Army Postmarks.

Among the most interesting and keenly collected markings are those of the French armies. It is possible by a collection of these to trace quite accurately the many wars in which France was engaged from 1672 on. Before 1704 these markings are in manuscript, but from that date they are handstamped. From 1792 until Napoleon was banished to Elba and again during the "hundred days" a very large number of these postmarks were used, no less than 33 pages of the catalog being required to list them. I give, in *Figure 8,* a few typical examples. Most of them are rare, but certain of the comparatively common ones still sell at very modest prices, and what souvenirs they are of this thrilling epoch!

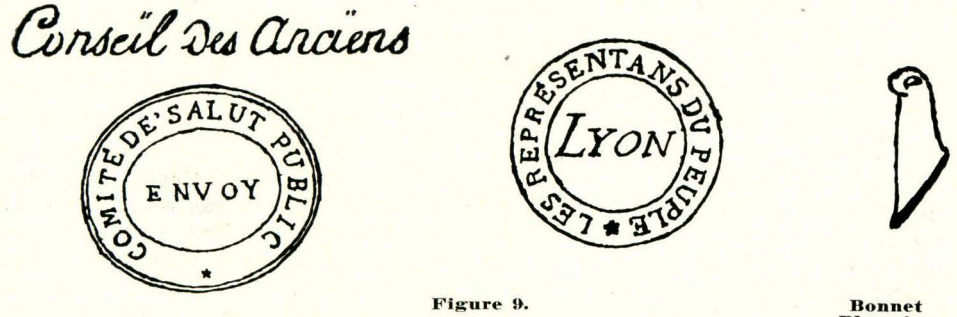


Figure 9.
Revolutionary Franks.

Bonnet Phrygien or Liberty Cap.

There is still one more category—what the French call marques de franchise and what we call franks. These are known as early as 1692 in manuscript, and from 1744 as handstamps. During the revolution a large number of such franks, certainly over a hundred different, are known to have been used. They are all handstamped—not printed or written. In *Figure 9* I give a few examples. Even the liberty cap served as a frank! The catalog gives a good list.

This brief resumé of the revolutionary postmarks of France gives, I hope, some idea of what they are like and what may be found. It is no wonder that French collectors in particular, are so keen in their regard. Any specialized French collection might well include a few such covers, with appropriate notes as to their meaning and historical interest.

Guatemala, Provisional 1898: UN CENTAVO 1898

On 12 Centavos Black/Carmine, Exhibition Stamp of 1897.

By J. G. FREIBURGHAUS.

GUATEMALA is still one of the few countries in which a serious collector may labor on almost virgin ground (in a philatelic sense) and attain the warm-hearted approval of the collectors of this country, which are rapidly increasing in number.

This encourages me to submit the following article dealing with the above provisional stamp of Guatemala, Stanley Gibbons No. 76 and Scott's No. 73. This surcharged stamp belongs to the set recess printed by the American Bank Note Co. of New York for the Central American Exhibition held in 1897 in Guatemala City. Very little is known about this provisional stamp. Only the *Kohl Handbuch* cites an article, published in 1898, by a collector named Eichlam, living at that time in Guatemala. This author made some inaccurate statements, which I caused to be corrected in the supplement to the *Kohl Handbuch.*

The surcharge was printed locally in December 1897, although bearing the year 1898, in violet ink in a form of 50 stamps in *5 vertical rows of 10 stamps each*, placed *twice* on the undivided sheet of 100 stamps, side by side, first on the left half, and then on the right half. This is contrary to what Eichlam stated, namely that the impression contained 5 *horizontal rows* of 10 stamps each, being placed horizontally on the mint sheet of 100 stamps, one printing *below* the other, leaving an irregular space between the two horizontal rows 5/6 of the sheet. This I have been able to disprove, owning an *entire mint sheet* of this surcharged value. The printing figures on this sheet *vertically twice*, the irregular space appearing between the *two vertical rows 5/6* as the surcharge was placed *sideways* from left to right on the sheet. For this purpose apparently the margins on left and top were taken off, whereas lower and right-side margins were left. I believe it is due to the fact that the stamp has a large oblong shape, that this unusual form of impression was chosen.

The imprint is clear and firm on the left half of the sheet, less so on the right half, the left being first to come under the press and the ink being fugitive. The distance between the surcharge measures vertically 14 m.m. and horizontally 18 m.m. and is very regular. The letters show mostly clear and even, but are sometimes mutilated, the lower curve of the 8 and 9 being missing or very faint owing to the dark color of the stamp itself. In my mint sheet and among the loose copies mint and used, I could find only two flaws worthy of notice. These are located on stamp *1* first vertical row, in which the letter V shows a clean break in the top third of the *right* upstroke and on stamp 5 also first vertical row, where the *left* upstroke of the letter V is mutilated. These two flaws show necessarily also on stamps 1 and 5 in the *6th* vertical row as proved by my mint sheet. I could trace these two flaws among my loose copies and we can therefore assume that they are constant through the entire impression of 200,000 stamps, of which 80,000 were sold over the Post Office counters, the remainder being purchased by a dealer in Hamburg, from whom, by the way, I had my sheet some years ago.

The stamp is rather common in mint state, less so obliterated, and quite scarce on cover. I have only a pair on cover and some copies cancelled with cork killers. Others exist with dated cancellation, but I am of the opinion, that those were made to order. I do not think that there are any fakes of this surcharge, as the fakers would have had to pay 12 centavos to obtain a value of one centavo only. This applies to the inverted surcharge also, which is very scarce and most likely exists only in mint state. Stanley Gibbons catalogs the stamp of 1897 at 3d and the surcharged one at 6d, Scott quotes 36c and 10c respectively. I have examined many of the surcharge B, large figures "1," measuring 7½ m.m., placed on left and right of the word "centavo." To my surprise I found that the forgers had made their work easy, for only the two *numerals* "1" are *faked*, not the surcharge itself. This latter was genuine on every specimen I have examined, only the 2 numerals being added, upright or inverted, in violet, red or black. This additional surcharge made the stamp more interesting and it was listed in all the leading catalogs at a good price. The status of this surcharge B has always been dubious, as also of its fellow, 1 centavo on 2 centavos of the same set of 1897. This latter is a pure fake and has been taken out of the 1936 edition of the catalog of Stanley Gibbons. On close examination of the surcharge one finds, in most cases, that the numerals "1" are placed over the cancellation, which gives it away at once.

To sum up, Scott's No. 73 with both normal and inverted surcharge, is the only genuine surcharge issued in December 1897. The additional figures "1" listed as No. 74 are all faked on genuine surcharged stamps of No. 73.

The United States Postage Stamps of the 20th Century

By MAX G. JOHL.

(Continued from page 178.)

THE practice of presenting sheets of imperforate stamps of each new issue to President Franklin D. Roosevelt and other officials, continued to be the subject of resolutions of protest passed by numerous Stamp Clubs in spite of the fact that the administration seemed to have paid scant attention to earlier pleas.

The growing resentment on the part of collectors against a practice which they believed was an unfair discrimination against all but the favored few, soon came to the attention of Westbrook Pegler, who wrote a daily column on events of current interest for the United Feature Syndicate.

Under date of January 17th, he wrote an article about the complaints of collectors which appeared in numerous papers throughout the country. Under Pegler's heading of "Fair Enough" the *World Telegram*, New York, ran the following:

"UNPERFORATED STAMP SHEET TURNS UP IN MARKET AT OUTLANDISH PRICE, EMBARRASSING MR. FARLEY.

Washington, D. C., Jan. 17.—Your correspondent is unhappy to have to report that Mr. James A. Farley, the old prizefiight commissioner, has got his tail caught in a crack again. That is to say, what's left of Mr. Farley's tail is caught. Although there isn't much left of it, to be sure, considering the wear and tear which it suffered during his long term as the chairman of the New York Prizefiight Commission. In those days some one was always slamming a door on Mr. Farley's tail, and it is now worn down to a short, fuzzy stump—just enough to get caught.

Mr. Farley's current embarrassment has to do with a lot of stamps which he took out of stock at the Post Office Department, where he is the head man of the New Deal administration.

It appears that when Mr. Farley became Postmaster General he did not know that there were some nine million nuts in the United States alone who make a vice and, in many cases, an important business of collecting curious stamps and that any little irregularity in a stamp may create a value entirely unrelated to its nominal price. Moreover, in his big, enthusiastic way Mr. Farley decided that one way to boom business in the Post Office Department was to sell more stamps. So he pushed some buttons and called in the staff artists of the Post Office Department and told them to tear in and draw him a lot of new stamps on the theory that the people were getting tired of the old ones.

Seventeen Special Issues Already.

Up to this time he has turned out seventeen special issues. There were ten, of various denominations, in the national park series. There was one for Admiral Byrd, intended as a complimentary plug for the Admiral's latest trip to the South Pole to get away from it all. And there was one for the town of Newburgh, N. Y., which is close to Mr. Farley's native Haverstraw, where he used to play first base on the ball club.

This one was supposed to commemorate the fact that George Washington once made his headquarters at Newburgh, although anybody who knows Mr. Farley will realize that he was only going out of his way to boost the little town of Newburgh. Mr. Farley is always doing favors for old friends, and any time an old friend of his opens a new saloon or pool hall he may, if he goes about it right, get Mr. Farley to kick out a special stamp entitled "Butch's Place, Grand Opening Memorial Issue," with perhaps the legend "Wines, Liquor and Cigars" or "Pool 2½ cents per cue" worked into the design.

Sent First Sheet to President.

But it turns out that Mr. Farley happened to hear that Mr. Roosevelt was one of those nine million American stamp collectors and thought it would be a nice thing to grab off one of the first sheets of each issue as it came from the press unperforated

and ungummed, write his name across it and send it over to the President for his collection, with the compliments of James A. Farley, a pal. This Mr. Farley did, and while he was at it he dealt in Mr. Louis McHenry Howe, the President's secretary.

And still while he was about it he decided to cut himself in, too, for a complete series, just as souvenirs for his loved ones. Moreover, because Mr. Ickes, the Secretary of the Interior, has jurisdiction over the parks, he sent Mr. Ickes souvenir sheets of the ten designs which comprise the parks issue. He did this with public ceremonies, and movies wired for sound in some cases, so there was no secret about it.

Meanwhile, however, Mr. Farley was beginning to learn something about the enthusiasm of the 9,000,000 stamp nuts, because every time a memorial issue was turned out the nuts would buy up from $30,000 to $40,000 worth of stamps. Some of them were used, and some were just put away in books, never to be canceled. But the $30,000 to $40,000 was just so much gravy for the Post Office Department, because the facilities for handling the mail have to be maintained, anyway. Mr. Farley was much cheered because seventeen times $30,000 to $40,000 was $510,000 to $680,000 almost clear profit.

Souvenir Sheets Turn Up in Market.

Then last week, out of Norfolk, Va., there came a little dispatch for the papers saying that one of those special souvenir sheets of the Mother's Day issue, unperforated and ungummed, had turned up in the philatelic market and was quoted at some outlandish price between $20,000 and $30,000. It develops that a sheet of stamps without perforations or glue on the back is a museum piece and worth big, coarse money.

This sheet was one which Mr. Farley says he sent to a friend of a friend just as a favor to his friend. There were just four such sheets on the Mother's Day issue withdrawn from the press run by Mr. Farley. One was for the President, one for Mr. Howe, one for himself and one for this friend of a friend. Of course, he paid their face value into the cash box, but he had, by his favoritism, handed over to Mr. Roosevelt, Mr. Howe, himself and this friend of a friend each stamps of an actual value of about $20,000.

So Mr. Roosevelt, Mr. Howe and Mr. Farley, each having an imperforate, ungummed sheet of all seventeen issues and there being few, if any, other such sheets in existence, each has $340,000 worth of stamps. And Mr. Ickes, with his ten sheets of the parks issue, would have $200,000 worth, although for some reason the parks issues seem to command less money. Four of these stamps in a group, showing the lack of perforation, recently sold for $200 in the philatelic market, or $50 each, indicating that few of the park issue were in circulation.

Guess Based on Dealer's Opinion.

These figures are a guess based, however, on the opinion of one of the foremost dealers. He was unable to anchor his estimate without knowing exactly how many sheets of each issue had been allowed to get out.

Mr. Farley vows, of course, that none of his stamps or the President's or Louis Howe's or Mr. Ickes' will ever reach the market. But they are their property, nevertheless, and even if they don't sell them their estates may.

As an old collector Mr. Roosevelt might have known the value of the stamps which Mr. Farley was sending him with his compliments. How would you go about bringing that up?"

The *Rocky Mountain News*, Denver, Colorado, ran the article under the heading "This Special Stamp Game to Get Jim Farley into Jam"—'Hon. Postmaster caters to philatelists with pretty new issues, but foot slips all of a sudden' ".

The appearance of this article caused several prominent citizens of Denver to raise their voices in protest against the practice started by Postmaster General Farley. The January 18, 1935 issue of the *Rocky Mountain News* in reporting these complaints said:

"FARLEY'S 'GIFTS' EMBATTLE DENVER STAMP COLLECTORS.

Denver stamp collectors rose up in wrath last night against Big Jim Farley.

Westbrook Pegler, whose column appears daily in The Rocky Mountain News, started the uprising when he told how Big Jim big-heartedly took several sheets of stamps without perforation or gum off the press and presented them to President Roosevelt, the latter's secretary, himself and a friend's friend.

The sheet of "Mother's Day" stamps given to the friend's friend got into the hands of a dealer and now is quoted at about $30,000.

Judge Charles E. Sackmann, who is one of the angry philatelists, said: "The issuance of these complimentary sheets by Postmaster Farley is taking an unfair and unwarranted advantage of the American stamp collector.

"Equal Rights" Denied.

"It deprives the average citizen of the country 'equal rights' in that a few high government officials are allowed to obtain stamps that either should be available to everyone or to no one.

"These unfortunate occurrences are destroying faith and confidence in the post-office department by putting the collector at such an unfair disadvantage.

"The remedy would be to print up every stamp in imperforate form that Farley has given away in such condition. Such printings would give every citizen his 'equal rights.' "

Dr. H. A. Davis, honorary president of the Denver Stamp Club and secretary of the American Philatelic Society, asserted:

"Since this unfortunate occurrence has taken place the question now at hand is, how to correct it.

Fairfield Adds Protest.

"My answer to this problem," he said, "is to issue all stamps that Farley has given out in complimentary form in the same imperforate, ungummed condition and place them on sale at the philatelic agency in Washington so that every collector in the country can obtain them."

"The issuance of these unwarranted sheets by Farley was unfair to the entire philatelic fraternity," declared Senator Golding Fairchild, attorney and 1934 president of the Denver Stamp Club.

"Now that someone has broken faith and these stamps are on the market and cannot be obtained except at prices prohibitive to the majority of collectors, such a practice on the part of Farley was most unfortunate. The future issuance of such sheets should be stopped for the good of all."

Should Have Foreseen Abuses.

Robert E. More, local attorney and collector, added his protest, saying: "Any person connected with the postoffice in the capacity of postmaster general should have known, because of past history, that abuses of this sort would result, particularly at this time, since the hobby has become so commercialized.

"The remedy would be to issue similar imperforate sheets and make them available to every collector in the country, and to make an iron-clad postoffice rule that such irregular issues should never be released again."

Harold (Stamps) Johnson, stamp editor of The Rocky Mountain News, went on record several weeks ago as being opposed to the practice of Farley in issuing complimentary sheets and passing them out to his friends and himself."

On January 18, 1935, the *Westchester County (New York) Chapter 85 of the American Philatelic Society,* by a resolution formerly called upon President Franklin D. Roosevelt, as a fellow collector, to intervene on the matter of the presentation of imperforate sheets by Postmaster General Farley. This read:

"WESTCHESTER COUNTY CHAPTER No. 85, AMERICAN PHILATELIC SOCIETY.

"Whereas, This organization at its meeting on July 20, 1934, passed a resolution requesting the officers of the American Philatelic Society to call to the attention of the Post Office Department that the policy of issuing imperforate presentation sheets of stamps would cause confusion and be detrimental to the best interests of American philately, and

"Whereas, This practice has continued to the further detriment of collectors of United States stamps in that some of these imperforate stamps already have been offered for sale and there is nothing to prevent any or all of them being offered at some future time; therefore, be it

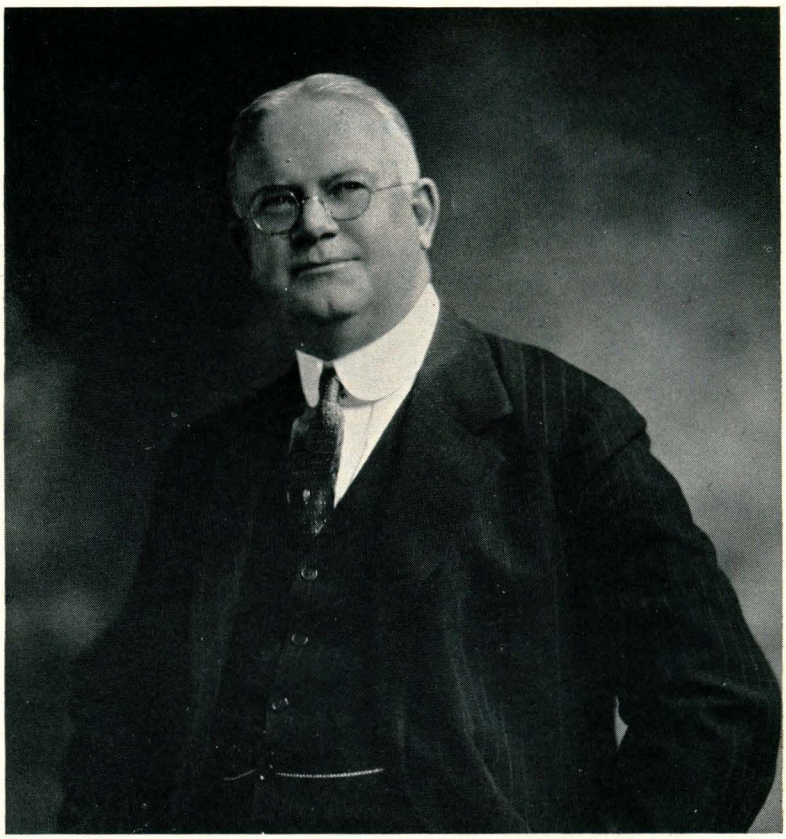
"Resolved, That we demand that the Post Office Department recall and deliver to the Bureau of Engraving and Printing for destruction all such irregular and contraband productions, and, be it further

"Resolved, That a copy of this resolution be forwarded to President Franklin D. Roosevelt, a fellow member of the American Philatelic Society, with the request that he personally intervene in this matter in the interests of collectors in general and for the preservation of the credit of philately in the United States."

The protest to their fellow collector, President Franklin D. Roosevelt and Postmaster General Farley, seeming to have been of no avail, the *Westchester*

County Chapter No. 85 A. P. S. instructed their president to present the facts to their Congressman, the Hon. Charles D. Millard, with the request that he endeavor to right the wrongs done collectors by appropriate Congressional action.

Congressman Millard, believing that the question at issue, was not whether collectors had been injured, but whether Mr. Farley or any official of the United States had used his official position to show favors and bestow valuable gifts upon a special group of people. He promised to bring up the question in the House of Representatives as soon as he had attained the full data.



Congressman Charles D. Millard of Westchester County, N. Y.

On January 25, 1935, Congressman Millard announced that he would introduce a resolution of inquiry into certain acts of the Postmaster General.

This news was reported by the Associated Press and appeared in papers throughout the country. The *New York Herald Tribune* carried these comments:

"FARLEY FACING HOUSE INQUIRY INTO STAMP 'GIFTS' TO FRIENDS.

By The Associated Press.

Washington, Jan. 25.—A Congresisonal investigation was proposed today to determine whether Postmaster General James A. Farley had given "half a million dollars' worth" of rare postage stamps to some of his philatelist friends, including the President and Mrs. Roosevelt and Harold L. Ickes, Secretary of the Interior.

Representative Charles D. Millard, Republican, of New York, said he would call the attention of the House on Monday to newspaper reports that stamps worth "half a million dollars" or more—to collectors—had been so distributed. He will, he added, seek House approval of a resolution which, in effect, would summon Farley before the House Postoffice Committee to explain.

Democratic leaders declined to comment publicly, but a high-ranking majority member of the Postoffice Committee remarked: "I hope the resolution will be adopted, because Farley shouldn't have done that."

The stamp collectors for months have envied Farley's friends. Millard asserted today that he understood that when a new stamp issue would come along the Postmaster General would get a full sheet before it had been perforated for tearing, pay the stamps' face value and give it to somebody, like the President.

As he understood it, these were not to be put on the public market and nobody was to make any money out of it. There was a public complaint, however, that he autographed one sheet of what philatelists call "imperforates" for "the friend of the friend." And the "friend of the friend" sold the stamps for a sum as yet undisclosed, but reported, in stamp-collecting circles, to be in the thousands of dollars.

Twenty-seven philatelic societies, Millard said, had protested the Postmaster General's action. To show the result of being a "friend" of Farley, Millard said, a full set of a series of ten special National Park stamps—not perforated—were given to Secretary Ickes. These, roughly, have a potential value of at least $60,000 to $100,000, the New Yorker said he was informed.

At the same time, he asserted, President Roosevelt has a full collection of the seventeen new stamps issued since the present Administration took office on March 4, 1933. These, he said, include issues for national parks, Maryland and Wisconsin anniversaries, Mother's Day, Rear Admiral Richard Evelyn Byrd, the explorer; the Graf Zeppelin, "peace," and new 16-cent and 6-cent airmail stamps.

One batch of stamps given to Ickes got into the hands of his subordinates. One valued his portion as worth $2,000, although he did not offer it for sale. Ickes conceded at a press conference that he had some of the stamps. When Farley was asked about that today, he replied: "If Ickes says he's got 'em, he has."

In addition to the President, Mrs. Roosevelt and Secretary Ickes, Millard said he understood some rare stamps also had been given to Louis Howe, one of the President's secretaries.

"I don't know whether all this is true," Millard said. "But I think we should find out."

He added that the resolution he will propose would require Farley to appear before the Postoffice Committee with "any requisitions and invoices drawn by the office of the Third Assistant Postmaster General on the Bureau of Engraving and Printing for imperforate stamps" issued since March 4, 1933."

The *New York Times* carried the news under the headings "Strikes at Farley over 'Stamp Gifts' Millard asks inquiry into report of presents with a value of '$500,000'. Protests by collector philatelists say rare specimens went to Roosevelts, Ickes and other friends of postal head".

The *Philadelphia (Pa.) Inquirer* ran the resolutions under these headings "Farley faces quiz on 'Stamp Gifts'. Congressional probe urged on distribution of "Firsts" to friends", while the *New York Sun's* captions were "Farley stamp acts assailed, Millard threatens to ask congressional inquiry".

The Associated Press release on January 27th, was reported in the following manner by the *New York Times*:

"ASKS HOUSE INQUIRY INTO FARLEY 'GIFTS'.

Millard Acts on Reports Postmaster General Gives Rare Stamps to His Friends.

Resolution Goes in Today.

New York Republican Asserts Philatelist Put a $500,000 Value on the Presents.

By The Associated Press.

Washington, Jan. 27.—An all-inclusive resolution directing a House committee to inquire into reports that Postmaster General Farley has given rare stamps to his philatelist friends—including the President—was drafted today by Representative Millard, Republican, of New York, for introduction tomorrow.

Under the resolution Mr. Farley would be summoned before the Postoffice Committee and asked to supply detailed information about special stamp issues, including their face value as well as their value to collectors.

Reports, Mr. Millard reiterated today, were that when a new series of commemorative stamps was printed Mr. Farley would get a full sheet of 200 stamps or so before the glue had been put on them or they had been perforated for tearing. These, then, would be autographed and given to Mr. Farley's friends, Mr. Millard asserted.

Estimating the value—to collectors—of stamps so distributed at "possibly half a million dollars," Mr. Millard said today:

"There are 9,000,000 stamp collectors in the country, I am informed. Last year they paid between $900,000 and $1,000,000 to the government for stamps that were not used. They should be protected."

He said that outside of petitions for an investigation sent him by stamp collectors he had no information whether the assertions that Mr. Farley had given these rare "imperforates" to the President and Mrs. Roosevelt, Secretary Ickes and Louis Howe of the President's secretariat, were true.

"It looks as though the Postmaster General just unwittingly made a mistake," Mr. Millard said. "The thing furthest from my mind is to accuse him of deliberate grafting.

"But if he did make a mistake we ought to know how, as well as how big a mistake it was."

House Democratic leaders were inclined to find no particular fault with the stamp situation, so it was generally assumed the resolution would get no place. One high-ranking Democrat member of the Postoffice Committee, however, remarked that "Farley shouldn't have done that." "

According to the *Congressional Record*, the Millard resolution was introduced as follows:

"Mr. Chairman, a practice has recently grown up that I feel should be brought to the attention of the Members of this House, and which I feel should perhaps be made the subject of an investigation by the members of the Committee on the Post Office and Post Roads, so that those responsible for it may be given an opportunity to defend themselves and to make an explanation.

During the present administration it has been the practice of the Postmaster General, when there were new issues of stamps, to requisition from the Bureau of Engraving and Printing the first few sheets printed, before they had been gummed and perforated, autograph them, and present them to a favored few of his friends. I am told that when the Mother's Day stamp was issued Mr. Farley autographed and presented the first full sheet of 200 subjects to Mrs. Roosevelt. Later he inscribed one of these imperforate sheets of stamps for the President, Colonel Howe, and one for his own children—Betty, Ann, and James Jr.

With the printing of the Wisconsin stamp which followed, sheets are said to have been autographed by the Postmaster General for the President, his secretary, Third Assistant Postmaster General, and this time one for each of Mr. Farley's three children.

When the National Park stamps were issued in July of last year the weekly Philatelic Gossip commented:

As usual, sheets were autographed for officials of the administration, including the President.

The first sheet having been presented to Mr. Secretary Ickes.

The American Philatelic Society feels that this "new deal in philately" is a discrimination against the rank and file of stamp collectors, because sheets of imperforate stamps are not made available to them for purchase, but are autographed and given to a favored few, and in most instances those few officials of the Government.

The president of the local chapter of the society in my own county informs me that he knows of collectors who have paid as high as $175 each for the imperforate stamps in pairs and in blocks. Two weeks ago, out of Norfolk, Va., there came a little dispatch for the papers saying that one of those special souvenir sheets of Mother's Day issue, unperforated and ungummed, had turned up in the philatelic market and was quoted at some outlandish price between $20,000 and $30,000. It develops that a sheet of imperforate and ungummed stamps is a museum piece and of great value. I am credibly informed that there are 9,000,000 stamp collectors in the United States who purchased stamps last year amounting to almost a million dollars. Any little irregularity in a stamp creates a value entirely unrelated to its nominal price. The Postmaster General has brought out a lot of new issues on the theory that the people are getting tired of the old ones. Up to the present time he has turned out 20 special issues. There were 10 of various denominations in the national parks series: 1 for the town of Newburgh, N. Y., 2 for the Chicago exposition, 1 for the N. R. A., 1 for Kosciusko, the Zeppelin flight stamp, the Byrd "Little America" stamp, the Maryland commemorative stamp, the Mother's Day issue, the Wisconsin Tercentenary stamp.

There has been considerable comment upon this practice in the press and a number of stamp clubs and chapters of the American Philatelic Society from Maine to California, including the Westchester County chapter, in my own home county, have passed several resolutions protesting it. In a resolution adopted January 18, 1935, the Westchester County Chapter No. 85, asked that the officers of the American Philatelic Society call to the attention of the Post Office Department the policy of issuing imperforate presentation sheets of stamps which they say causes confusion and is "detrimental to the best interests of American philately." The members believe that the "practice has continued to the further detriment of collectors of the United States' stamps, as some of those imperforate stamps have already been offered for sale and there is nothing to prevent any and all of them being offered at some future time." The resolution asks further that the Post Office Department recall and deliver to the Bureau of Engraving and Printing, for destruction, all such irregular and contraband productions. It was further resolved that a copy of the resolution be forwarded to President Roosevelt, a fellow member of the American Philatelic Society, with the request that he personally intervene in the matter in the interest of collectors in general and for the preservation of the credit of philately in the United States. This resolution was passed after it was absolutely authenticated several new stamps, including the Mother's Day and the National Parks stamps, had been issued before being perforated and had found their way into the hands of dealers. The members, in adopting the resolution, felt that such issuances and practices have a strong tendency to cast suspicion that favoritism is practiced by the head of an important department of our Federal Government, who, like Caesar's wife, should be above and beyond suspicion.

In a poll taken by the National Federation of Stamp Clubs it was found that the clubs are almost unanimously against the policy of giving out imperforate sheets of stamps to favored individuals.

One of our colleagues has received a letter from a constituent commenting on the practice of the Postmaster General to which I have referred. I want to read from his letter:

Mr. RANKIN. I think the gentleman from New York should give the name of the man writing the letter.

Mr. MILLARD. The name of the man is George R. M. Ewing, 52 Vanderbilt Avenue, New York City.

Mr. MILLARD (reading):

Postmaster General Farley is presenting entire sheets of new stamps to some of his friends, including the President. These sheets are not perforated nor are they cut apart into small panes of 50 to 100 as we buy them in the post office. Consequently they constitute an entirely different variety of stamps from the perforated stamps sold in the post offices. It is absolutely impossible for any private citizen to buy any of these imperforate stamps. Consequently anyone getting one of these sheets pays Farley the face value and gets a sheet of stamps that is worth thousands of dollars in the philatelic market.

As an example, several weeks ago I saw an unperforated sheet of Mother's Day stamps—200 stamps on the sheet (when cut into panes, we bought them in small panes of 50) and it bore the signature of Mr. Farley on one of the sheet margins. The sheet of stamps was sent to the Scott Stamp & Coin Co., 1 West Forty-seventh Street, New York City, for them to purchase and the owner asked $20,000 for the sheet. They cost 3 cents a stamp and he asked $100 a stamp from the dealers. The Scott Co. refused to buy the sheet and sent it back. They will not divulge the name of the owner to private individuals, but Hugh M. Clark (head of the Scott Co.) has twice requested the local postal authorities to send up an inspector to question him, and he will give the inspector the information. His invitation has been absolutely ignored to date.

Not only sheets of Mother's Day issue but of every issue brought out under Farley's supervision has been distributed, and some day these are coming on the market—if not by the present holders, then by their estates—and stamp collectors are going to be forced to absorb United States stamps that they never had the opportunity to acquire when they were current. Naturally they will be forced to pay through the nose—as they are being asked to do at the present time.

I, personally, have been offered blocks of the 4-cent national parks and the 8-cent national parks imperforate (and these can only come from the presentation sheets) at $250 per stamp, $500 for a pair of stamps, and $1,000 for a block of four. They were offered to me by a dealer, and he said they were offered to him from a source in Washington in exchange for United States stamps that the owner desired for his collection. I refused to buy and the dealer later told me that he declined the order as he couldn't place the stamps at that price—but, a few days later, he received the same identical want list from a dealer in Washington. In other words, the owner found a Washington dealer he could do business with.

So that you will not think that it is a case of "sour grapes" with me relative to these unperforated sheets, I want you to know that I own a pair of unperforated 2-cent national parks stamps that I bought from a dealer (Eugene Klein) in Philadelphia in September and paid him $250 for them. This was before I was aware of what was going on, and they were represented to me as having been found in a post office out west. If we succeed in getting the Department to issue these sheets unperforated, the value of my pair will drop from $250 to 4 cents; nevertheless I want to see it done.

In my boyhood days, like most of the rest of us, I collected stamps but have never done so very seriously, and while I agree with the collectors that there is unfair discrimination here, I feel that a much more serious situation has arisen whereby an official of the Federal Government can make unlimited presentations of gifts not purchaseable in the open market, but which have a value in that market of $20,000, or one even approximating that amount. From this it is quite obvious that the monetary value of Mr. Farley's gifts is tremendous.

I think my colleagues in the House will believe with me that the Postmaster General should be given an opportunity to make an explanation and I ask that this House authorize the Committee on the Post Office and Post Roads to call the Postmaster General and give him this opportunity, and that he place before the committee copies of all requisitions and invoices drawn by the office of the Third Assistant Postmaster General on the Bureau of Engraving and Printing by the Philatelic Agency or other sales agencies for imperforate stamps since March 4, 1933, or beginning with the Newburgh proclamation of peace commemorative stamp, and all correspondence connected therewith.

Following is copy of the resolution of inquiry which I have introduced today and which will be referred to the Committee on the Post Office and Post Roads:

Resolved, That the Postmaster General be, and he is hereby directed to furnish to the House of Representatives the following information:

1. Whether imperforate, incomplete, or specially marked stamps have, since January 1, 1933, been issued by the Bureau of Engraving and Printing at the request of or with the consent of the Post Office Department or any officer or employee of that Department.

2. Whether imperforate, incomplete, or specially marked stamps, since January 1, 1933, have been knowingly distributed by the Post Office Department, or any officer or employee of that Department, other than through the regular channels of the Post Office Department for sale to the public.

3. Whether any stamps of special issues, since January 1, 1933, have been distributed other than through the usual channels of the Post Office Department for sale to the public.

4. The name or names of officers or employees of the Post Office Department, if any, who have since January 1, 1933, authorized or consented to the distribution of imperforate, incomplete, or specially marked stamps or have distributed such stamps or any stamps other than through the regular channels of sale to the public, and the name or names of the person or persons to whom such distribution has been made and the price or prices, if any, paid by persons receiving such stamps.

This is a resolution which I placed on the desk this morning and which will be referred to the Committee on the Post Office and Post Roads. I think the rights of 9,000,000 stamp collectors should be protected, and therefore I am bringing this matter before the House at the present time.

Mr. FISH. Will the gentleman yield?

Mr. MILLARD. I yield to the gentleman from New York.

Mr. FISH. May I ask the gentleman if he has any information as to the accuracy of the statement that appeared in the public press as follows:

Mr. Roosevelt, Mr. Howe, and Mr. Farley each have received unperforated, ungummed sheets of all issues. There being few, if any, other such sheets in existence, each has received $340,000 worth of stamps.

Mr. FISH (reading):

Mr. Ickes, with his 10 sheets of the park issues would have $200,000 worth of stamps, although for some reason the park issue seemed to command less money.

Mr. MILLARD. I have not all of that information, but I do have information that the President has received all 20 and that Mr. Ickes has received 10. After the Philatelic Society investigated, they gave me the information and the proof that other people have received these stamps. How many I do not know. That is the idea of this inquiry I am suggesting.

Mr. RANKIN. Has this practice been indulged in by Postmasters General in the past?

Mr. MILLARD. I understand not.
Mr. RANKIN. Where did the gentleman get that information?
Mr. MILLARD. From the Post Office Department this morning.
Mr. RANKIN. From the Postmaster General?
Mr. MILLARD. Not from the Postmaster General, but from someone in the office there. I called up and wanted to know if this had been the practice and they said that never have they issued unperforated and ungummed stamps before this time.
Mr. RANKIN. If there has been anything done that should not have been done, I for one am more than willing to have it investigated.
Mr. BOILEAU. The gentleman has stated there was no raid on the Treasury, but if what the gentleman from New York has stated on the floor here is true someone certainly received something that they should not have received."

On January 28, 1935, Congressman Hamilton D. Fish of New York also introduced a resolution of inquiry which was also reported in the *Congressional Record* in this fashion:

Mr. FISH. Mr. Chairman, my colleague, the gentleman from New York [Mr. Millard] spoke about what Postmaster General Farley has been doing recently in reference to making presentations of sheets of imperforate stamps to certain public officials and probably to others. I am sure that Members on both sides want the facts, and that the American people back home will insist on having all of the facts. I am sure everybody wants to be fair to Mr. Farley and give him his day in court and an opportunity to come down to the Congress and give us the facts. He may have some adequate explanation, and he has a right to be heard. The charges which have been made today by my colleague [Mr. Millard] are very serious charges. It is not a question of petty graft. The charges involve hundreds of thousands of dollars. I am therefore introducing the following resolution:

Resolved, That the Postmaster General be, and he is hereby, directed to transmit to the House of Representatives the following information: The number of sheets of recent commemorative stamps in imperforate form issued since March 4, 1933, and presented to Government officials and all others; the names and addresses of all persons and corporations who have received imperforate stamps and the number of such stamps received by each individual or corporation; and a list of the names of all who were favored with sheets of imperforate stamps even though such sheets have been recalled.

Mr. ARNOLD. Will the gentleman yield?
Mr. FISH. For a very brief question.
Mr. ARNOLD. Has the gentleman made any effort to ascertain from the Post Office Department how many sheets of these stamps have been issued?
Mr. FISH. No. I know 20 commemorative stamps have been issued. I am a busy man, just like the gentleman, and I have to rely on the information that is handed to me, or that appears in the public press.
Mr. ARNOLD. If the gentleman would request this information from the Postmaster General he would receive all the information the Postmaster General could give him without the necessity of an investigation.
Mr. FISH. I hope the gentleman is not objecting to a resolution of this kind requesting information.
Mr. ARNOLD. The gentleman certainly should have requested the Postmaster General for this information before resorting to an investigation.
Mr. FISH. May I say to the gentleman that I do not care to be criticized by him as I am not asking for an investigation but merely for information from the Postmaster General. Mr. Farley has admitted that he has given these stamps to different people. I have seen the stamps, too. I saw them a long time ago. I happen to know something about the first stamp issue under this administration as it originated in my district. I have seen blocks of stamps which were given out months ago. I do not know just how many, and that is what I want to find out.
Mr. ARNOLD. Did the gentleman make any effort to find out from the Postmaster General how many of these stamps have been given out?
Mr. FISH. The Postmaster General has already admitted that in the public press.
Mr. ARNOLD. But I mean as to the number?
Mr. FISH. That is a matter for Congress, not for me, to find out and to get all the information available.
Mr. ARNOLD. The gentleman could get the information from the Postmaster General, if he wanted to.

Mr. FISH. There is no question about the fundamental fact that imperforate stamps have been given out, and they have been given out to a favored list. Of course, I do not know everybody Postmaster General Farley has given them to, but there is a favored list, including the President of the United States, Secretary Howe, and a number of others. Now, my recollection goes back to the last Congress. I remember about a certain preferred list in Wall Street when J. P. Morgan & Co. had a favored list of clients. The Democratic side denounced it as being perfidious, wicked, and vicious, and there were some Democrats on it, too. I remember that there was only one Member of Congress, and he was Senator McAdoo, of California. But that favored list is not half as bad as this, and I will explain why.

Mr. BOYLAN. Mr. Chairman, will the gentleman yield?

Mr. FISH. Yes.

Mr. BOYLAN. I wanted to ask the gentleman if he considers he is playing fair with his colleague from Westchester, who introduced a resolution this morning?

Mr. FISH. I am supporting it.

Mr. BOYLAN. The gentleman is now coming in with another resolution.

Mr. FISH. No; this is to help that resolution.

Mr. BOYLAN. And may I ask if this is 1 of the 20 issues raised by his distinguished leader or is this a new one?

Mr. FISH. This is the one hundred and first issue. This goes way beyond the original 20.

Mr. BOYLAN. The gentleman's leader issued a statement saying he had 20 issues.

Mr. FISH. Does the gentleman think the Republican Party is going to stand on just 20 issues? You give us an issue every day here.

Mr. BOYLAN. You have no issues and you are simply groping in the dark now.

Mr. FISH. I do not yield further. I have just presented two new issues for the Democrats and propose to leave them on your lap.

Mr. TABER. Is not this an issue that the Democrats have raised?

Mr. FISH. I admit that the Democrats have no issues and therefore I am giving them some. I gave you an issue on communism and now I am giving you an issue on these imperforate stamps.

Mr. MILLARD. If the gentleman will yield, I appreciate the help from the gentleman from New York very much.

Mr. FISH. Now, let us see the difference between this Wall Street preferred list and the preferred list of the Postmaster General.

The Morgan preferred list gave to those who were in preferred positions, their friends, stock at $20 and it was issued to the public at $30, an increase of 50 percent; but in the Postmaster General's preferred list the public have not a chance to buy and the increase is not 50 percent, but 100 times the cost, according to the Stamp Dealers Association.

The Newburgh Stamp Club, in my district, has entered a very vigorous protest against this deplorable procedure. When I say that the President of the United States has received 20 sheets of these imperforate stamps, I only say what I have seen in the press. I will not know definitely until I get this information from Mr. Farley. The value of these stamps, for which was paid a few dollars or a few hundred dollars, according to one of these stamp experts, has increased to $320,000. If this is so, of course, the President, when he finds out the facts, should return the stamps.

I am not vouching for the facts and I will not know them until they are presented here in open hearings. However, it is stated openly in the public press that President Roosevelt has received all 20 issues; Mr. Howe and members of the Cabinet have also received a number of these issues. Mr. Ickes received 10 of the issues at a profit of only $200,000 for the Secretary of the Interior. Of course, that is a mere detail. I apologize to the Democratic Party and to my friends on the Republican side for discussing any such small sum of money. I suppose we should not discuss anything under $1,000,000,000 these days.

Mr. CULKIN. Mr. Chairman, will the gentleman yield?

Mr. FISH. I yield.

Mr. CULKIN. Does the gentleman believe, in view of the fact the Postmaster General presented some of these stamps or one sheet of these stamps to honest Harold Ickes, the relation between these two gentlemen are now cordial?

Mr. FISH. Well, they are two pretty artful politicians and manipulators. I have never worried about the relations between these two gentlemen. Those matters are just temporary.

I disclaim any personal feeling. The gentleman from New York has introduced a position and has put it squarely up to the Democratic Party. Personally, I like Mr. Farley. I think he is a genial politician. He lives in my State and I want to see him given a chance to be heard before a committee of Congress. What are you going to do about it? Are you going to try to cover it up or are you going to give him a fair hearing before a committee of this House?

Mr. FISH. My time is drawing to a close. How in the name of goodness can you expect to have an efficient Post Office Department when the Postmaster General is never in Washington. The only time he ever comes to Washington is to give some of these imperforate sheets of stamps to some of his friends on the preferred list.

Mr. BLANTON. Mr. Chairman, I am afraid that our distinguished friend from New York [Mr. Fish] is degenerating.

When he was in Harvard and did the unusual thing there of graduating in 3 years, he had his head high up in the air; he was not playing mumble-peg down in the dirt.

When he was captain of his great Harvard football team and was their great right tackle, from all of their huddles he had his head up. His orders were: "Up!" He did not grovel i nthe dirt.

When he was a member of his general assembly for three terms, he was not groveling in the dirt. Head up!

When he went to France serving his flag and his country under, I will not say any easy conditions, obeying orders like a soldier, serving under difficulties—his head was up; he did valiant service for his country, had the Croix de Guerre conferred upon him for his distinguished service.

Since he has been in Congress he has not been groveling in the dirt until now. He has done wonderful work fighting the Communists of the country that have been seeking to undermine this Government and other governments.

What has come over him? Is he disintegrating; is he degenerating? He says that the Postmaster General bought the first few sheets of stamps of these special issues and possibly gave one or two to his children, possibly gave one to the President who presides in the White House, possibly gave one to some other Cabinet officers—stamps bought and paid for at the same price that other people paid for them, with money which went into the Treasury of the United States.

Mr. FISH. The gentleman does not want that to go in the Record, surely, when no individual could buy imperforated stamps except those on the favored list of the Postmaster General.

Mr. BLANTON. I am not talking about the exorbitant prices paid by stamp collectors; I am not talking about the $50 that one of my constituents paid here on Pennsylvania Avenue once for a seat in a window to see the President pass by; I am not talking about the $50 that two of my constituents once paid to conscienceless scalpers to see an Army-Navy football game; I am talking about the regular price of these stamps. And I am not upholding having them imperforated and unglued. They should have been made all alike. But there was no dishonesty.

Why, I can remember during the war—we men who served here in this House frequently saved some memento—when President Wilson once sent an important message here, it, as his messages always did, came under his seal. When that big envelope was opened and his message was taken out, I got the Speaker of this House to give me that envelope with the President's seal on it, and I have it in my scrapbook now. Some of these days it might be worth some money; but does the gentleman think I would sell it? Does the gentleman think that Postmaster General Farley would sell imperforate stamps that he kept because he was a part of the Government that issued it as a little memento of his service? Ah, my distinguished friend from New York, who has done valiant service for his Government, is now groveling in the dirt, playing mumble-peg.

Mr. FISH. I am sure the gentleman does not mean to guarantee that these imperforate stamps will always be held by their recipients as souvenirs.

Mr. BLANTON. I imagine that the gentleman could not buy them with all the money he has.

Mr. FISH. Can the gentleman say that they will not be sold by the estates of these gentlemen?

Mr. BLANTON. If I were one of the posterity, you could not buy them for any amount of money. It would be a memento handed down to grandchildren as a family heirloom.

Mr. FISH. Some of them are on sale now.

Mr. BLANTON. Oh, possibly a few of these stamps may have gotten out and perhaps may have been offered for sale, but I will guarantee that those the President, the Postmaster General, or any other Cabinet officer or their family may have you could not buy for money.

Mr. FISH. May I say to the gentleman from Texas that no Republican Postmaster ever gave away a lot of unperforated stamps to a favored list.

The introduction of the Millard resolution was prominently displayed by the various New York newspapers. The *Herald Tribune*, January 29, 1935, covered the news with these comments:

"INQUIRY ASKED INTO FARLEY'S GIFT OF STAMPS.

Millard Urges House to Act on Complaints of Philatelists' Organization.

Fish Backs Up Proposal.

Imperforates Offered on Market at High Prices.

From the Herald Tribune Bureau.

Washington, Jan. 28.—Representative Charles D. Millard, Republican, of New York, called upon the House of Representatives today to authorize the Committee on Post Offices and Post Roads to summon James A. Farley, Postmaster General, for an investigation of the allegations by numerous stamp collectors that he had given to President and Mrs. Roosevelt and other high governmental officials the first imperforate and ungummed sheets of seventeen special issues of stamps worth a "tremendous sum."

Others whom Mr. Millard asserted were the recipients of these rare stamps were Harold L. Ickes, Secretary of Interior; Louis M. Howe, the President's secretary; Betty Ann and James Jr., Mr. Farley's children, and the First and Third Assistant Postmasters General.

Mr. Millard's demand for an investigation and a resolution introduced by Representative Hamilton Fish, Republican, of New York, calling for a record of Mr. Farley's stamp gifts, were received with apparent indifference by the Democratic leaders. Representative James M. Mead, Democrat, of New York, chairman of the House Post Office Committee, said that he had found no evidence of illegality in Mr. Farley's action since he had paid for the stamps.

As an illustration of the value imperforate and ungummed stamps assume, Mr. Millard cited a sheet of the famous Whistler Mother's Day issue for which "some outlandish price between $20,000 and $30,000 was asked." Mr. Millard quoted a letter he had received from a philatelist who received offers of blocks of the 4-cent National Park and 8-cent National Park, imperforate at $250 a stamp.

Mr. Fish's resolution called upon Mr. Farley to send to the House of Representatives a complete record of the imperforate stamps he has given away. The resolution asked "the number of sheets of recent commemorative stamps in imperforate form issued since March 4, 1933, and presented to government officials and all others; the names and addresses of all government officials and all others; the names and addresses of all persons and corporations who have received imperforate stamps and the number of such stamps received by each individual or corporation, and a list of the names of all who were favored with sheets of imperforate stamps, even though such sheets have been recalled."

Mr. Farley has explained that the stamps were distributed with the understanding that they were not to be sold, but since some have already been sold and undoubtedly will be offered for sale eventually, even if by the heirs of the present owners, Mr. Millard claimed that the giving of stamps is detrimental to the best interests of American philately. Mr. Farley has autographed a number of the sheets which have been given away.

"The American Philatelic Society," said Mr. Millard, "feels that this 'new deal in philately' is a discrimination against the rank and file of stamp collectors because sheets of imperforate stamps are not made available to them for purchase but are autographed and given to a favored few, and in most instances those few, officials of the government.

"The president of the local chapter of the society in my own county informs me that he knows of collectors who have paid as high as $175 each for those imperforate stamps in pairs and in blocks. Two weeks ago out of Norfolk, Va., there came a little dispatch for the papers saying that one of those special souvenir sheets of the Mother's Day issue, unperforated and ungummed, had turned up in the philatelic market and was quoted at some outlandish price between $20,000 and $30,000. It develops that a sheet of stamps without perforations or glue on the back is a museum piece and worth big, coarse money.

"I am credibly informed that there are 9,000,000 stamp collectors in the United States who purchased stamps last year amounting to almost $1,000,000. Any little irregularity in a stamp creates a value entirely unrelated to its nominal price."

The *New York Sun*, in reporting the resolution of inquiry stated:

"FARLEY STAMP INQUIRY URGED.

Representative Millard Wants House to Investigate Gifts to Friends.

Washington, Jan. 28 (A. P.).—An investigation of reports that Postmaster-General Farley has given rare stamps worth a "tremendous" sum to a number of his friends, including President and Mrs. Roosevelt, was asked formally in the House today by Representative Millard, Republican, of New York.

Millard recounted that since the Roosevelt administration took office March 4, 1933, seventeen special commemorative stamps have been issued, "on the theory that the people were getting tired of the old ones."

Before the stamps were perforated for tearing, coated with gum or offered for public sale, he said, big sheets of them were given by the Postmaster-General to "a favored few of his friends," as well as to his children, Betty, Ann and James Jr.

Calls Action Unfair.

Millard said he agreed with complaints of stamp collectors that this was unfair discrimination, but that he felt "a much more serious situation has arisen whereby an official of the Federal Government can make unlimited presentations of gifts not purchasable in the open market, but which have a value in that market of $20,000."

"From this it is quite obvious that the monetary value of Mr. Farley's gifts is tremendous," he added.

The Republican Representative asked approval of a resolution requiring Farley to appear before the House Post Office Committee and explain.

Millard asserted that the first full sheet of 200 Mother's Day stamps was presented to Mrs. Roosevelt, and that other "imperforates," not put on the open market, went to the President, who is an ardent stamp collector, Louis M. Howe of the President's secretariat and Farley's children.

The President, Howe, Farley's children and the First and Third Assistant Postmasters-General, he said, received Wisconsin memorial stamps, and special national parks stamps went to Secretary Ickes.

Collectors Protest.

The Westchester county, New York, chapter of the American Philatelic Society, Millard said, feels "that such issuances and practices have a strong tendency to cast suspicion that favoritism is practiced by the head of an important department of our Federal Government who, like Caesar's wife, should be above and beyond suspicion."

Although Farley has explained that the special stamps were distributed with the understanding they were not to be sold Millard asserted some of them had appeared on the open market or been offered for sale.

Democratic leaders in the House have evidenced little concern over the stamp complaints and Millard's demand for an inquiry seemed likely to meet stiff opposition.

Calls for Records.

A resolution calling upon the Postmaster-General to send the House a complete record of the imperforate stamps he has presented was introduced "simultaneously" by Representative Fish, Republic, of New York.

It sought "the number of sheets of recent commemorative stamps in imperforate form issued since March 4, 1933, and presented to Government officials and all others; the names and addresses of all persons and corporations who have received imperforate stamps and the number of such stamps received by each individual or corporation, and a list of the names of all who were favored with sheets of imperforate stamps even though such sheets have been recalled."

The *New York American* considered the news of sufficient importance to place the story on the first page of the second section under large headlines. Their report stated:

"FARLEY STAMP GIFTS PUT UP TO CONGRESS.

Resolution That Asks Him to Explain.

$350,000 Set As Value.

'A Discrimination Against Other Collectors.'

Washington, Jan. 28.—Postmaster General Farley was flayed before the House today giving away special sheets of stamps worth, to collectors, thousands of dollars.

They cost Farley only a few dollars, but because they were special autographed sheets, not perforated, they command high prices in Philatelic circles, it was assented.

Rep. Millard (R.), of New York, read a letter from George R. M. Ewing, stamp collector of New York, declaring an imperforate sheet of the Mother's Day issue had been offered to a New York company for $20,000.

Farley gave this sheet to a friend, it is charged.

Millard, himself a stamp collector, is author of a resolution before the House Postoffice Committee demanding Farley name postoffice employees who had dis-

tributed imperforate stamps through irregular channels and to whom and what price the stamps were issued.

'Worth $350,000.'

The Westchester County, N. Y., Chapter of the Philatelic Society to which Millard belongs, has called upon President Roosevelt, a fellow philatelist, to intervene personally and "save the integrity of American philately," Millard declared.

Millard charged Farley had autographed imperforate sheets of seventeen different issues last year and gave them to the President, Mrs. Roosevelt, Colonel Howe, Secretary of Interior Ickes, his own three children and others.

These 17 sheets are estimated to have a total value of $350,000 per set, Millard said, adding, however, he was unable to confirm the accuracy of the estimate. He added:

"These stamps given to Administration favorites, are a discrimination against the nine million stamp collectors contributing a million dollars yearly to the Government through stamp purchase.

"They raise a serious suspicion against a cabinet member who, like Caesars wife, should be above suspicion."

The *Chicago Tribune* of January 29, 1935 reported the Millard resolution with these comments:

"QUIZ OF FARLEY STAMP "GIFTS" ASKED IN HOUSE.

Millard and Fish Join in Demand.

[Chicago Tribune Press Service.]

Washington, D. C., Jan. 28.—[Special.]—A congressional investigation of Postmaster General James ["Call Me Jim"] Farley's gift of valuable stamps to New Dealers with philatelic inclinations was demanded on the house floor today.

The practice of Farley, according to Representative Charles D. Millard [Rep., N. Y.], has been to take sheets of new stamps before perforation or gumming, autograph them, and send them to a favored few. Millard said the stamps had been given to the President, the Farley children, and Col. Louis McHenry Howe, the President's secretary.

Cites Value of Stamps.

The congressman pointed out that these imperforate stamps could not be purchased on the open market by collectors and that their value was enormous. He read from a philatelist's letter stating that an unperforated sheet of Mother's day stamps, 200 in number, bearing Farley's signature, had been offered for sale at $20,000.

Data from philatelic organizations criticizing the Farley practice were presented by Millard in support of his resolution that there should be a congressional investigation. A similar resolution was introduced by Representative Hamilton Fish Jr. [Rep., N. Y.].

"Farley has been giving out these stamps to a favored list, including the President," remarked Fish. "I can remember how the Democrats howled about Wall street's favored list.

"An honest Harold Ickes. Did he get a sheet? [Ickes has admitted that he had received some of the stamps.] Can it be that Ickes and Farley are on such friendly terms now?"

Rankin Issues Retort.

Representative John E. Rankin [Dem., Miss.] retorted by congratulating the congressman upon his "revival of righteousness."

"In this case a few stamp collectors are being gouged, if the gentleman's report is true," said Rankin, "but the former postmaster general gouged millions out of the taxpakers in the mail contracts."

This moved Representative Leo Allen [Rep., Ill.] to ask whether the rugs were still on the floor of Farley's office. He did not receive a definite reply."

On January 28, 1935, Westbrook Pegler's column again discussed the imperforate sheets of stamps, suggested that they be reprinted and made these comments:

"PERHAPS MR. FARLEY WILL REORT TO INFLATION OF STAMPS TO SOLVE AN EMBARRASSING PROBLEM.

James A. Farley might have to resort to inflation of the postage stamps to solve the embarrassing problem of the little gifts which he has been sending to President Roosevelt, Louis McHenry Howe, Harold L. Ickes and himself.

Realizing that the President was an old stamp collector, Mr. Farley, early in his reign as Postmaster General, established a pretty little custom of producing a freak sheet of stamps of each memorial issue for Mr. Roosevelt's private collection. While he was at it, he printed freak sheets for Mr. Howe, the President's secretary, and himself. He cut in Mr. Ickes for a similar sheet of each of the ten designs in the national parks series.

This is to take no account of any souvenir sheets of the routine commercial issues regarding which your correspondent, being not much of a reporter, failed to ask any questions.

Seventeen Issues in Two Years.

But there have been seventeen memorial issues in the two years since coronation day, whereas in the past it was customary to release only four such issues per year. Never before in this country was it customary to cause accidents to happen by official order and with malice aforethought, so to speak. If a sheet of stamps came off the press lacking perforations, without glue or with the ink smeared, the custom was to destroy it. This sort of irregularity is the distinguishing mark of the freak stamp. The outlandish values which are placed on freaks arise from the fact that ordinarily they reach the public only by accident. In fact, almost always the first press-run of a new design will produce misprints of one kind or another.

Now a Republican Congressman, Charles D. Millard, doubtless a destructive critic, is planning to call a Congressional investigation because it appears that Mr. Farley's gifts to Mr. Roosevelt, himself and others, considered as philatelic rarities, have the value of a fortune in each case. It is impossible to estimate the actual value without knowing all the factors. But a stamp expert in New York has expressed the belief, with reservations, that a whole sheet of the freaks of the Mother's Day issue, for example, would be worth from $50 to $200 per stamp. The value would be affected by the rarity and the stamp collectors' ability and willingness to pay.

The ability to pay has been seriously impaired by the Great American Panic and the ensuing Great American Recovery. The willingness to pay has abated considerably, too, in the multiplication of freaks by Mr. Farley's order.

Stamp Collector a Curious Sort of Creature.

The stamp collector, of whom there are 9,000,000 in this country, a figure based on the circulation of the collectors' magazines and the sucker lists of the dealers, is a curious piece of work. He belongs to the same general family as the bird's egg and souvenir spoon collector, and the man who flies a felt pennant in the rear window of his automobile signifying that he has just visited the Mammoth Cave.

One sheet of the Mother's Day freak which turned up in Norfolk, Va., for appraisal has been quoted at from $20,000 to $30,000 but no sale has been reported. If the minimum figure were adopted and applied to all seventeen freaks, Mr. Roosevelt, Mr. Howe and Mr. Farley each would have $340,000 worth of stamps. Mr. Ickes would have $200,000 worth. But, of course, if all these rarities were dumped into the market at once, each would damage the value of all the others.

This thought offers a graceful, though perhaps disappointing solution to the problem confronting Mr. Roosevelt and his administration. As a stamp collector, he seems quite likely to have known that the freaks which Mr. Farley was sending him were not ordinary, face value postage stamps. Mr. Farley, being no collector, did not know at first. But Mr. Farley is by no means pokey in the head, and it may be assumed that he very soon learned what sort of stamp collection he was storing away for himself, his heirs and assigns.

Inflation Might Be the Way Out.

It might be unseemly of Mr. Roosevelt and the three other collectors in the little circle to return or publicly destroy their sheets as this would convey just a faint suggestion that they had been caught in the orchard with a blouseful of apples. But Mr. Farley could easily equalize everything by inflation of the stamps, printing unlimited numbers of the same freaks and offering them to the public at face value. In that case, the only extraordinary value remaining in the Roosevelt-Howe-Farley-Ickes collection would lie in the autographs written large across the smooth, unperforated rows.

Postmasters General in other lands have been guilty of very unethical practices in recent years as the freak stamp mania spread and the opportunities increased to make a private profit without resort to crude larceny. Italian stamps are in low

repute, due to the mass production of museum pieces. Freaks of several South American republics are hardly worth their weight in waste paper, and a couple of little roadside countries in Europe turn out a memorial issue, each with its complement of freaks, every time the Postmaster General's baby needs a pair of shoes.

Being in the lath and plaster business and a prize fight commissioner when he went to the Post Office Department, Mr. Farley did not realize what a touchy and temperamental business he was trifling with when he began to grab off museum sheets on the basis of one for you and one for me and one for Uncle Louie.

He knows now, though."

The Millard resolution was a subject of editorial comment in several papers. The *Christian Science Monitor*, January 28, saying:

"Mr. Farley's Stamps: As though his green ink signatures hadn't caused him enough trouble, Postmaster General Farley has gotten himself into another colorful difficulty over new stamps.

A resolution formally calling for a congressional investigation was introduced into the House today by Representative Charles D. Millard (R.) of New York and a vote was demanded. Of course nothing much will come of it. Since Mr. Farley holds the strings to the federal job bag few Democratic congressmen—all of whom come up for re-election in 1936—would have the temerity to vote to hail him before an investigating committee.

But the congressional tempest—although in a teapot—does mean something. Mr. Farley's reputation has suffered severely in some quarters because of the use to which the Republicans have put his occasional blunders. The famous green-ink signature which nearly put the Roosevelt Administration on the Upton Sinclair bandwagon in California—incidentally the last place in the world it wanted to be—made "Jim" look a bit silly. The political opposition is likely to make much out of this second most colorful of his inadvertances.

It was probably all right when he gave nicely autographed first run sheets of new stamps to the President. But giving them to his political friends approaches the dealine of propriety. And when some of these same friends make up the sheets, and sell individual stamps actually worth a few cents for sometimes as much as $175 a stamp; well, it will seem to some people like altogether too much of a good thing."

The *Washington Star*, believing that the blame for the continuance of the practice of issuing imperforate stamps to President Franklin D. Roosevelt and other officials should not be placed entirely upon Postmaster General Farley, but upon knowing collectors in the administration, stated in its editorial columns on January 28th:

"MR. FARLEY'S STAMP TROUBLES.

Postmaster General James A. Farley is familiar with opposition of the ordinary political variety, but during the past few months a new and hitherto unknown army of foes has appeared on the horizon. The organized stamp collectors of the Nation, disillusioned over the "New Deal" in philately, have launched a campaign against certain policies and practices of his administration of the postal system, and a congressional inquiry has been demanded.

Time was, of course, when such a drive could have been laughed off with ease. But that was before the collectors were so numerous or so effectively banded together. Now they represent an important cross-section of the population of the country, include in their fellowship such notable individuals as Mr. Farley's chief—President Roosevelt was interested in stamps long before he ever considered being interested in politics—and have the power which accrues to numbers, enthusiasm, solidarity and wealth. Through the philatelic agencies and by direct purchase from regular post offices, they pay into the Government Treasury several millions of dollars each year for stamps which never are used, and Mr. Farley himself has said that Uncle Sam needs and wants that money.

The current trouble began when the Postmaster General initiated the custom of distributing unfinished sheets of newly-printed stamps to friends. Theoretically, there was no harm in the idea; actually it created what philatelists call a "variety" and collectors, naturally enough, charged favoritism in the circumstances. The market price of the novelties hit the sky. Such specimens as reached dealers commanded as much as a thousand times their face value. The supply was so limited and the issues' availability so restricted that only rich men could afford to buy. Rank and file collectors then prepared their protest.

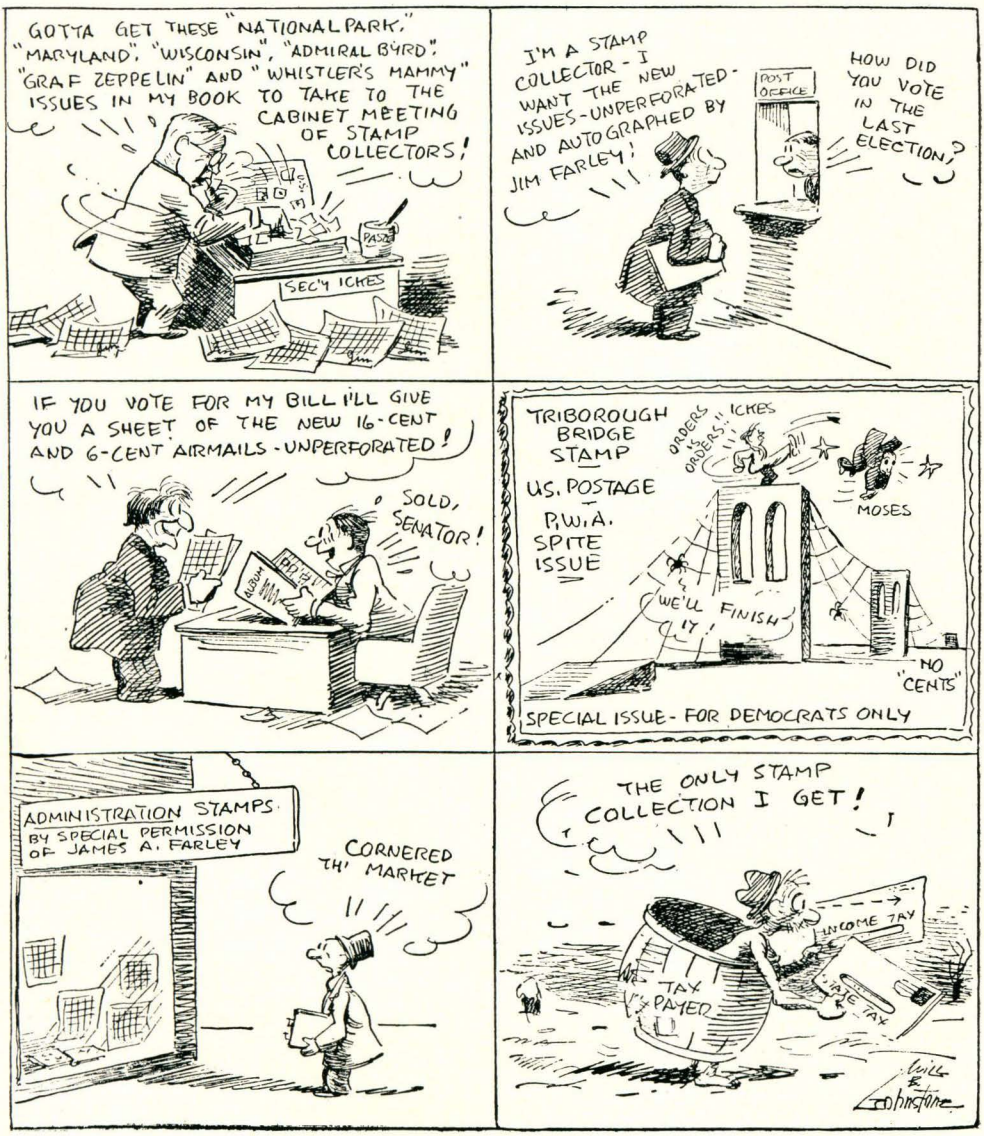
But Mr. Farley is not personally blamed. Rather, he is held to have been merely the victim of his own generosity. The present attack, it seems indicated, really is intended to discipline those of the Postmaster General's advisers who assured him that he need pay no attention to his philatelic critics. The proposed inquiry, it is

hoped, will bring the whole truth to light. Some correction, obviously, is needed if confidence and friendly relations between the Post Office Department and its collector patrons are to be re-established."

The subject of the Millard resolution was a basis of several cartoons. The *New York World Telegram*, in its "News Item Series" dedicated one to the "New Stamp Issue" (illustrated).

THE NEW STAMP ISSUE

NEWS ITEM:—"Postmaster Farley facing House inquiry into stamp 'gifts' to friends. Twenty-seven philatelic societies protest. Administration stamp collectors profit."



William B. Johnstone in the New York World Telegram.

By special permission.



Edwin Dobbs in the Baltimore Sun.

Congressional inquiry into facts of Postmaster General Farley was the subject of numerous "Letters to the Editor" and the following were those printed in one issue of the *New York Herald Tribune*:

"MR. FARLEY'S STAMP BONANZA.

To the New York Herald Tribune:

If it is true that Postmaster General Farley has, in his official capacity as an employee of the nation (which includes an estimated 3,000,000 stamp collectors), been making imperforate stamps, and as an official has sold them to Mr. Farley (an ordinary citizen), and if then citizen Farley has presented them to President Roosevelt and to Mrs. Roosevelt, to Mr. Ickes and to others, it was not only a wrong thing for Farley to do, but it was also wrong for the President and the others to accept them. The recipients unquestionably knew the value of these "gifts" and Farley had no moral right to make them, unless made for public sale at all post-offices. If the President got some of these imperforate stamps, he had no moral right to accept them, when they could not be obtained by all citizens.

Several years ago when the Prince of Wales was in Australia, the strikers on the railroads would not allow passenger trains to run for the public. But they offered to run a train for the Prince. He inquired: "Will the public be allowed to ride with me?" And when the answer was "No," he replied, "Then I will not ride." Some man, that Prince!

If Farley or the President or any others who may have received these "gifts" should say that they intend to keep them in their collections, nevertheless, if no more imperforate stamps of the same kind are issued, these can be sold for hugs sums.

There is nothing which sets the mass of our people against a public official as does his deliberately taking an unfair advantage over his fellow citizen and especially when his so doing nets him an actual or potential gain in money.

ORRIN S. GOOD.

Brooklyn, Jan. 29, 1935.

To the New York Herald Tribune:

There is one act in the "Farley stamp act" that seems to have missed fire with the public—that is the splendid hedge against inflation and all the New Deal dangers that these little sheets of imperforate stamps possess.

I read that the price quoted now is about $20,000 or $30,000 a sheet. Of course, this brings these "gifts" to a high value at present. But with the fear of inflation and other New Deal dangers ahead the possession of such a sum of money has an uncertain value—in the bank it may be devalued, in a stock it may be endangered by a long depression, in bonds by inflation, in real estate by taxation—but this sum tucked away in a sheet of stamps that are a collector's item and, therefore, sure in time to increase in value, is as real as the gold tucked away in the Treasury, and as a nest egg more easily handled that gold.

We, the "underprivileged"—those who have worked and saved and put our little all into securities or even real estate, with its dangers of taxation—read with a tinge of envy of the reported "gift" from Farley of the sets of stamps to President and Mrs. Roosevelt, Harold Ickes, Louis Howe, Betty and James Farley Jr. and the First and Third Assistant Postmasters General. What happened to the Second Assistant Postmaster General?

NEW YORKER.

New York, Jan. 29, 1935.

To the New York Herald Tribune:

The attacks on Mr. Postmaster General Farley should stop.

So far he has given away only about $1,000,000 worth of stamps. But this is a good beginning; the gift tax which Mr. Farley will pay into the United States Treasury on March 15 will be about $136,000.

This gift tax is on an ascending scale. If the people and the papers will only let Mr. Farley alone it may be possible very soon to do away with the income tax, the processing tax and the taxes on real estate. Let's hope that Mr. Farley will make stamp gifts amounting to $100,000,000,000 this year. Mr. Farley is our best hope for financing the New Deal. He is Mr. Morgenthau's best friend. With what interest will the Secretary of the Treasury wait for and scan Mr. Farley's tax return from now on! Maybe we can spend out way out of the depression after all.

More power to Mr. Farley and more stamps and more friends of friends!

Orange, N. J., Jan. 29, 1935. EX-TAXPAYER.

To the New York Herald Tribune:

The publication of income-tax returns is double-edged. Will Messrs. Farley, Ickes, Howe and Roosevelt show their capital gains in stamps on March 15?

FRANK T. COYLE.

New York, Jan. 29, 1935."

Because of the nature of the political control of the House of Representatives, it did not seem likely that either of the resolutions of inquiry would be acted upon. This is evidenced by the comments in the *New York Times:*

"HOUSE PIGEONHOLES FARLEY STAMP INQUIRY.

'What of It?' Is Democratic Reaction to Two Republican Moves for Investigation.

Washington, Jan. 28 (A. P.).—Two Republican resolutions for investigation into whether Postmaster General Farley had given rare stamps to his friends were introduced in the House today and promptly plumped into pigeon holes.

The general Democratic reaction—and the Democrats have unquestioned control of the House—was "what of it?" Chairman Mead of the House Postoffice Committee said he heard searched the statute books without finding anything that made Mr. Farley's actions unlawful, in view of the fact that the Postmaster General paid for the stamps.

The discussion was started by Representative Millard, Republican, of New York, who said he understood that stamps which had not been perforated for tearing or had the glue applied, had been given by Mr. Farley to the President and Mrs. Roosevelt, the three Farley children, to Secretary Ickes and others, including Louis McH. Howe of the White House secretariat. They were not put on the open market for everybody to buy, he asserted.

Mr. Ickes was asked during the day if he would return the stamps in the event that Mr. Farley should ask him to do so.

"We'll cross that bridge when we come to it," Mr. Ickes replied.

The Secretary said he had paid the face value for the stamps, that he had sold none and that he would not sell any "at any price."

The White House had no comment. The Postoffice was similarly silent in the absence from the city of Mr. Farley.

Representative Millard said the stamps were worth "big money," $500,000 or more, and he insisted that Mr. Farley's action was "unfair discrimination" against other philatelists.

Representative Rankin, Democrat, of Mississippi, took up the cudgels for Mr. Farley, asking why Republicans, who stood idly by when a Republican Postmaster General was awarding "unconscionable" air mail contracts, were perturbed about stamps.

Another Democratic leader, Chairman O'Connor of the Rules Committee, suggested that the resolution should be labeled "for the relief of distressed philatelists."

Representative Fish, Republican, of New York, who also introduced a resolution for an investigation, insisted, "This is not petty graft. It involves hundreds of thousands," he said."

Congressman Millard, having had long experience in the House of Representatives, had however, made his resolution one of "inquiry" instead of "investigation" and it could not be pigeon-holed. It would have to be reported back to the House one week later. This fact was reported in the *White Plains (N. Y.) Reporter*, January 30, 1935, as follows:

"STAMP INQUIRY MAY STICK YET.

No Easy Time for Democrats to Bury Millard's Proposal.

To their surprise, House Democrats found today that they could not pigeonhole at once a resolution by Representative Charles D. Millard of Westchester, to find out how many rare stamps Postmaster General Farley has sent to his philatelist friends, the Associated Press says in a Washington dispatch.

It wasn't that kind of a resolution.

Instead of proposing a broad investigation by the Postoffice Committee, it was rephrased by Representative Millard, at the last minute, to require simply that Farley supply the House with a list of any ungummed and uncut stamps delivered "other than through the usual channels," since January 1, 1933.

That made it a resolution of "inquiry" instead of "investigation." Under House rules a resolution of "inquiry" must be reported back to the House a week after its introduction.

Informed of the change, Chairman Mead, Democrat, New York, of the Postoffice Committee, to which the resolution was referred, asde: "Is that so?"

After a reconnoissance, he said the resolution of "inquiry" would be sent to the Postmaster General. The reply will be turned over to a subcommittee. The subcommittee's recommendation will be submitted to the full committee next Monday.

Two courses are open then. Either the information requested can be presented to the House, or the Postoffice Committee can recommend agaisnt the resolution and move to table it.

The inquiry was proposed by Representative Millard upon the complaint of philatelic societies that rare postage stamps which could not be obtained on the open market had been delivered by Farley to the President and Mrs. Roosevelt, Secretary Ickes, Louis Howe of the presidential secretariat, and others. Mead contends that Farley acted lawfully in view of the fact that he paid for the stamps.

The difference between the rare stamps and the usual ones was that the former had no glue on them and had not been perforated for tearing. Millard estimated the value of the stamps so distributed at a "tremendous" sum—possibly half a million dollars."

The Associated Press Despatch carried the news of the Millard Resolution of Inquiry into all sections of the country. The acts of the Postmaster General in giving ungummed and unperforated stamps to certain chosen few, was the subject of this poem, which appeared in the January 29, 1935 issue of the *Indianapolis Star:*

"LAST PAGE LYRIC.

By MARY E. BOSTWICK.

(Philatelists—stamp collectors to you—are ganging up on Postmaster General Farley—seems he sent sheets of rare stamps, minus perforations and minus glue, to favored friends.)

Oh, Mr. James A. Farley, what is it that you've done!
Sent postage stamps to all your friends, and meant it just in fun!
You sent them stamps, the papers say, with neither holes nor glue,
And if you ask me, I would say "A silly thing to do!"

Oh, Mr. James A. Farley, you'll be a nervous wreck!
The stamp collectors are all mad—you've got 'em on your neck!
Of all the fatal things to do, it's absolutely fatalest
To rouse the hidden cave-man in a gentle, calm philatelist.

Oh, Mr. James A. Farley, what were you thinking of?—
The stamp collectors all are mad, who once were like a dove!
(Except the stamp collectors, those clever, lucky scamps,
To whom you went to work and sent those precious, glueless stamps.)

Oh, Mr. James A. Farley, I say alas, alack!
You'd better get to work at once, and get those stamps all back!
Or else those mad philatelists, determined, tough and grim,
Will all descend on Washington—I thought I'd warn you, Jim!

Oh, Mr. James A. Farley, the thing I can not see
Is why, while sending stamps around, you didn't think of me!
So if you want to send me some, I hardly will refuse
A little book of 3-cent stamps, or even one of twos."

The *New York Times* in an editorial comment, believed that these "deliberately manufactured unperforates" would be of "no value," if stigmatized by collectors. Their suggestions were as follows:

"STAMPS WITHOUT HOLES.

Strangers to the mysteries of the stamp-collecting art will be puzzled by the charges against Postmaster General Farley. He is accused by indignant philatelists of giving away to his friends rare postage stamps worth half a million dollars. But how can stamps be truly "rare" if handled the way Mr. Farley is accused of doing; and how can they be worth half a million dollars?

It is charged that the Postmaster General would take a full sheet of unperforated stamps in a new issue and distribute them to his collector friends as souvenirs. Stamps without perforations are a great prize for collectors and that is why some people estimate that a set of ten unpierced National Park stamps presented to Secretary Ickes have a "potential value" of perhaps $100,000.

Yet the remedy would seem to be in the hands of the critics. All the stamp-collecting market has to do is to stigmatize the Farley gift stamps as not genuinely unperforated; morally, they are not. The real article fetches such high prices, presumably, because it is the result of accident and therefore exceedingly rare. When unperforates are manufactured deliberately and wholesale they lose their character. It is only necessary to note this fact in the stamp pedigree books and the Farley stamps are immediately deflated to their face value as postage."

From the point of view of collectors, the ideas suggested in the *New York Times* editorial, did not agree with the facts of the earlier made-to-order variety. This is indicated in a "Letter to the Editor" which said:

"ODD STAMPS VALUED BY COLLECTORS.

To the Editor of The New York Times:

There is considerable logic in the suggestion made by your paper that "Farley gift stamps are not genuinely unperforated." However, past history indicates that the stigmatizing of stamps as of doubtful legality does not destroy their value, especially after the possible purchasers have forgotten the history of the stamp in question. In a specialized collection there will be a need for these stamps, inasmuch as they do exist, and no collection can possibly be complete without them.

In 1901 the Third Assistant Postmaster General, under the impression that some inverted centres existed of the 4-cent value of the then current issue (Pan-American), requested that if others turned up they should be given to him and not destroyed. None turned up, and some were specially printed and sent to him.

The release of these stamps caused a great amount of protest, and President Theodore Roosevelt ordered the Assistant Attorney General to investigate the matter. For years these stamps have carried the catalogue notation, "This stamp with

inverted centre was not regularly issued." This example can be placed alongside the present situation disturbing stamp collectors, for the catalogue notation has in no way prevented the earlier stamp from finding a place in the foremost collections and a listing price of $1,200 which it has brought at auction sales.

The present ranking member of the House Committee on Postoffices and Post Roads, James M. Mead, has announced that he has searched the statute books without finding anything making Mr. Farley's act unlawful. If that is the case, there should be no hesitancy on the part of Mr. Farley in explaining why he made such valuable gifts to his friends. STAMP COLLECTOR.

Scarsdale, N. Y., Feb. 5, 1935."

The *New York Herald Tribune*, in an editorial in their issue of February 2, 1935, did not agree with their neighbor "*The Times*" and said:

"NO BLUSHES?

Probably no one, at this late date, expects the skin of Mr. James A. Farley to blush when its owner is caught using the government either for his own or for his party's ends. After what the Postmaster General has done in maneuvering elections with the aid of taxpayers' moneys, surprise would be justified only if he willingly allotted one postoffice or one appropriation for non-political reasons.

But the episode of the unperforated stamps—trifling in itself by New Deal standards, since each gift involved no more than twenty or thirty thousand dollars of government property—ought to make at least some impression upon the distinguished philatelist who happens to reside in the White House. For any stamp collector understands at a glance the utter impudence and immorality of these unique handouts.

It is conceivable that Mr. Farley did not appreciate at the outset the monetary value of what he was doing. Our neighbor, "The Times," still does not, apparently, for it has suggested that philatelists could get together and agree not to buy these unissued stamps, thereby depriving them of value. But the resolutions of the experts ought to end these nonsensical notions and awaken Mr. Farley to the enormity of what he has done. The collection of stamps is beyond any individual's or any association's control. The stamps that Mr. Farley has created and handed out to his family, friends and associates are already fetching the high prices which their rarity justifies.

According to the remarks made by Representative Millard, Mr. Farley presented the first full sheet of Mother's Day stamps to Mrs. Roosevelt, and other sheets of the same issue to the President, to Colonel Howe and to Mr. Farley's own children. Unperforated sheets of the Wisconsin stamp were similarly presented to the President, to his secretary, to the First and Third Assistant Postmasters General and, one each, to Mr. Farley's three children. The National Park sheets were handed out to similar beneficiaries, including "Honest Harold Ickes.

Mr. Farley has maintained a masterful silence while stamp collectors have raged at these gifts of government property. It was stated in his defense that the gifts were made with the understanding that the sheets were not to be sold. But already, according to Mr. Millard, they have come into the market, fetching as high as $175 for each individual stamp. At this rate each of the gift sheets would be worth $35,000—whenever its recipient cared to part with it. The philatelic societies insist that the sheets be recalled and destroyed. Such, indeed, seems to be the only fair and honest course. But thus far neither Mr. Farley nor Mr. Roosevelt has deigned to discuss the matter.

By all means, let time be granted for realization to spread of just how outrageous Mr. Farley has been in thus creating and giving away valuable government property. But blushes there must inevitably be—especially on the cheeks of the White House philatelist. And with the blushes there ought surely to be a peremptory order to Mr. Farley to return the loot. Whatever else the "abundant life" means, it ought not to include handouts of $50,000 and $60,000 worth of rare stamps to friends and family each time that the Postmaster General thinks up a new stamp."

(To be continued.)

MARK your calendar for the first and third Wednesdays of each month and attend the meetings of the *Collectors Club regularly.*

The Chinese Air Post 1920-1935

By JAMES STARR, F. R. P. S. L., AND SAMUEL J. MILLS.

Drawings by James Starr. Photographs by George S. G. Cavendish.

EURASIA AVIATION CORPORATION LINES.

Shanghai-Manchouli-Berlin Route, (40, 41)

May 31, 1931.

THE Eurasia Aviation Corporation was organized in January or early in February, 1931, and is a Chinese-German concern registered with the Chinese National Government, which owns 55% of the stock, private German capital owning the remaining 45%. Its purpose was primarily to transport mail by air from Shanghai, via Manchouli, to Berlin, from which point it was distributable to other European cities.

On May 25, 1931, the following official notice was published in Nanking:

POSTAL ADMINISTRATION

Notification No. 37

China—Europe Air Mail Service: Inauguration of Shanghai-Manchouli Section on 31st. May, 1931, notifying.

Notice is hereby given that the Shanghai-Manchouli section of the China-Europe Air Mail Service—via Nanking, Tsinan, Peiping and Linsi—will be inaugurated on the 31st. May, 1931, maintaining a twice weekly service in both directions:

> From Shanghai to Manchouli every Wednesday and Sunday, and from Manchouli to Shanghai every Sunday and Tuesday.

This service will be linked up at Irkutsk with the aerial services of the U. S. S. R. Postal Administration operating between Irkutsk and Moscow and from Moscow to any European country.

Conveyance over the section between Manchouli and Irkutsk will be effected by rail. The rates of postage on air correspondence (letters and postcards) chargeable on articles to be transmitted from Shanghai or Nanking or any intermediary office along the Shanghai-Manchouli air line, to any European country will be supplied on enquiry at any Post Office counter.

Air mails to Europe will close twice weekly on Saturdays and Tuesdays at Nanking Head and Sub-Offices at the following hours:

Nanking Head Office	10.45 p. m.
Chiwangchieh Sub-Office	10.30 p. m.
Lingyuan & Tashingkung Sub-Offices	6.00 p. m.
All other Sub-Offices	9.30 p. m.

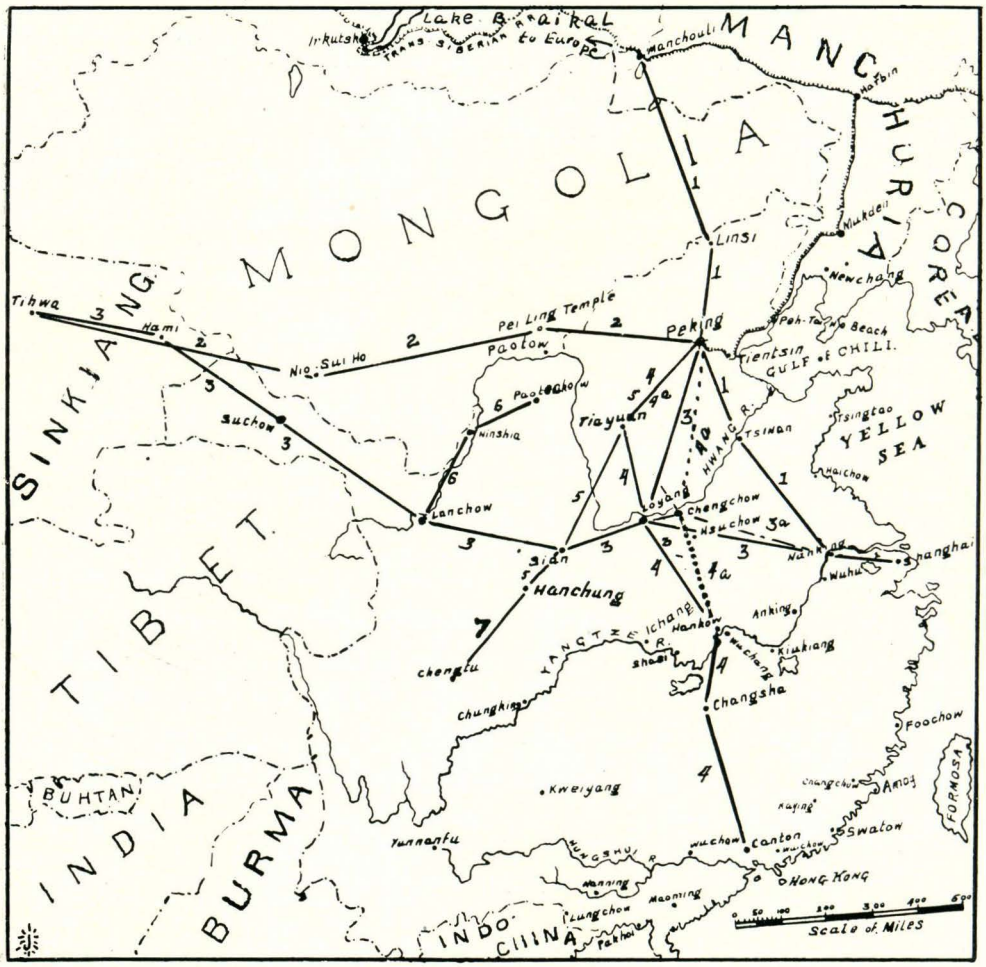
(signed) J. A. G.
J. A. Greenfield
Postal Commissioner
Su-Wan District

Su-Wan District Head Office,
Nanking, 25th. May, 1931.

According to a letter from Mr. T. P. Okada, Secretary, No. 53785—F. C. O. —dated Post Office, Shanghai, 25th May, 1931, the mail rates on this route were:

"In addition to ordinary international postage and registration fee (if registered), the rate of postage of an ordinary letter from Shanghai to Berlin by air mail will be as follows:

> Shanghai-Berlin = International postage—20 cents.
> Shanghai-Manchouli = A surtax of $0.60 per 20 grammes or fraction thereof.
> Irkutsk-Moscow = A surtax of $0.80 per 20 grammes or fraction thereof.
> Moscow-Berlin = A surtax of $0.60 per 20 grammes or fraction thereof."



Map 3—Eurasia Aviation Corporation Flights.

Map Route Numbers			Chronological List Numbers
1	1931.	May 31, Shanghai, Nanking, Tsinan, Peiping, Linsi, Manchouli	40
	1931.	June 1, Reverse of above	41
2	1931.	Dec. 20, Peiping, Pei Ling Temple, Nio-Sui-Ho, Tihwa	47
	1932.	Jan. 6, Reverse of above	48
3	1932.	April 1 & 7, Nanking-Loyang-Sian and reverse	51 & 53
	1932.	April 5 & 8, Peiping-Loyang and reverse	52 & 54
	1932.	May 18 & 19, Sian-Lanchow and reverse	59 & 60
	1932.	Nov. 13, Lanchow-Süchow and return trial flights	66 & 67
	1932.	Nov. 23, Lanchow(?)-Tchukuchak first trial flight	68A
	1932.	Dec. 15 & 21, Shanghai-Tihwa regular through flight & reverse	71, 72 & 77
4	1933.	May 10, Canton, Changsha, Hankow trial flight	75 & 76
5	1934.	March 13, Taiyuan-Sian trial flight	85
	1934.	March 16, Sian-Taiyuan-Peiping reverse trial flight	86
4	1934.	May 1, Canton, Changsha, Hankow, Loyang, Taiyuan, Peiping and reverse	89 & 90
4a	1934.	Nov. 16, Canton, Changsha, Hankow, Chengchow, Peiping and reverse (Route changed by substitution of Chengchow for Loyang and same change in Route 3)	89 & 90
6	1934.	June 20 & Nov. 1, Lanchow, Ningshia & Paotow trial and regular	91
7	1935.	Sep. 24 & 27, Sian, Hanchung & Chengtu trial & regular	111 & 112

As the China National Aviation Corporation already had the mail rights between Shanghai and Peiping, it was decided that all mail for delivery between these points should be carried by the planes of that company. At Peiping, mails originating between Shanghai and Peiping for delivery to Linsi or Manchouli, were transferred to the planes of the Eurasia Aviation Corporation.

Mails originating at any point between Shanghai and Manchouli for delivery abroad were carried to Manchouli by planes of the Eurasia Aviation Corporation.

At Manchouli all mail was transferred to the Trans-Siberian Railroad which carried it to Irkutsk at which point the mail was either continued to Berlin by train or was flown to Moscow by the Russian Air Post and there transferred to the German Air Post and flown to Berlin, depending upon the amount of postage paid by the sender.

Mail originating in Europe was flown from Berlin to Moscow by the German Air Post and thence to Irkutsk by the Russian Air Post and thence to Manchouli by rail. At Manchouli it was supposed to catch the Eurasia Aviation Corporation plane but very frequently, as the Eurasia Aviation Corporation service operated but twice a week, the train arrived too late to make connections and, in consequence, although the air postage was paid, the letters were forwarded by rail, as is evidenced by the following letter from the postmaster at Manchouli:

POST OFFICE
Lupin (Manchouli) 2nd. Jan., 1932.

No. 357,
General

Samuel J. Mills, Esquire,
University of Nanking,
4 Ping Tsang Hsiang,
Nanking

Dear Sir:

Your letter of 15th December, 1931:

The first closed air mail from Berlin dated 16.6.31 was received at Lupin (Manchouli) on 25th. June, 1931, and reforwarded from Lupin by train on the same day. The Eurasia air mail flight was twice weekly, leaving Lupin on Sundays and Tuesdays, while the Trans-Siberian Express train arrives from Moscow on Sundays, Tuesdays and Thursdays. Consequently mails intended for air transmission by Eurasia received by the Thursday train were all reforwarded by mail in order to avoid delay.

Yours faithfully,
(signed), Song
First Class Postmaster.

According to a letter received from the Eurasia Aviation Corporation, dated May 4, 1933, from their Shanghai office, trial flights between Shanghai and Manchouli were made in March 1931. Two planes were used, Junkers W-33 and Eurasia Aviation Corporation's Nos. 1 and 2, which were piloted by Messrs. Lutz and Rathje. Forty kilos of mail were carried and eight passengers. The discrepancy between the number of planes and their numbers is to be noted and it is a little uncertain whether this was one trial flight or several.

This information does not agree with that supplied by Mr. Church Chu who states that trial flights were made on April 19 and 26 and on May 5 and 10. On the first two of these, no air mail fee was charged, presumably it was charged on the latter flights.

The first two dates are confirmed by Mr. Macdonald who states that the planes arrived at Manchouli on April 20 and 27 respectively. Mail was carried on both flights for which no airmail fee was charged. He does not, however, mention the trial flights of May 5 and 10.

The April dates are further confirmed by a letter from the Eurasia Aviation Corporation to Mr. Chollot, No. 1236, dated Shanghai, May 31, 1934, but received by him June 6, 1935. No mention of the May flights is made in this letter.

A letter from the Eurasia Aviation Corporation, dated May 18, 1931, states that on the flight between Shanghai and Manchouli on April 19 when free mail was carried, about 70 kilograms of mail and 25 kilograms of printed matter were taken each time.

This information would appear to be borne out by covers in our possession which were franked by a 3 cents postage stamp and the same stamp with the 1 cent surcharge in red. These are cancelled Shanghai, April 25, 1931, and back-stamped Manchouli, April 27. The cover bears a chop with two characters at the top as shown below:



Fig. 28. Shanghai-Manchouli Trial Flight Cover.

which reads at the top "Eurasia" and the two bottom columns "Aviation Trial Flight Exempt Expense Mail Article."

Another cover in our possession is franked with a 15 cents airmail stamp and a 7 cents and 13 cents postage stamp and is addressed to Berlin. The cover is marked "First Airmail Flight Nanking to Berlin" but it is evidently a first trial flight cover as the stamps are cancelled with the usual postmark and are dated April 10, 1931, 8 P. M. The Manchouli postmark (also on the front of the cover) is dated April 20. The airmail stamp was not required, and the other stamps make the normal postal rate to Berlin. There is no postal backstamp on the cover but there is a cachet reading "American Embassy Received April 30, 1931, Berlin, Germany."

From Manchouli to Berlin this letter must have travelled by rail.

We have no covers of the May trial flights, nor have we ever seen any.

According to the letter of the Eurasia Aviation Corporation mentioned above, the first regular flight on this line took place on July 1, 1931, and the same pilots and planes were used and carried 300 kilograms of mail and no passengers. This is evidently a typist's error as far as the date is concerned. According to Mr. Church Chu, who is confirmed by covers and postal notifications, mail for the first regular flight was received at Shanghai on May 28 and closed on the 30th. in the evening. It was all postmarked May 31 and was taken early that morning to Hungjao Air Field from where it was flown at 5 A. M. in a Junkers plane F-13 for Peiping. There were approximately 38 kilograms of mail, of which the larger part, mostly registered, was for foreign countries (Chinese Philatelic Society Monthly Vol. 3, No. 8-9, Page 1). The aviators were Germans. The plane left Nanking at 7:30 A. M. with four more kilograms of mail which were all transferred to the plane W-33 at Peiping. The plane left

Peiping at 3 P. M., reached Linsi at 6:30 P. M. May 31, where it spent the night. No mail was taken on at Linsi (Letter of the Postal Commissioner at Tientsin dated July 14, 1931). On June 1 it left Linsi at 6 A. M. and arrived at Manchouli at noon of the same day. This mail was all cancelled at Manchouli, June 1st, and covers for Berlin carried on this flight are backstamped June 11 at Berlin.

First flight mail from Nanking and Tsinan addressed to Manchouli bears the cancellation of the dispatching offices of May 31 and is cancelled at Manchouli, June 4, because this mail was carried to Peiping by the China National Aviation Corporation's plane and, missing connections with the Eurasia Aviation Corporation's plane, remained in Peiping for three days and was then picked up by the second flight of the Eurasia Aviation Corporation. It was taken to Linsi where it spent the night and arrived at Manchouli on June 4 and is cancelled as of that date.

According to Mr. Church Chu (Chinese Philatelic Society Monthly, Vol. 3, No. 8-9, page 3) the mail carried on this flight was:

"To Great Britain: Registered letters 135, weight 1670 grammes.
Ordinary letters 182, post cards 4, total weight 1440 grammes.
France: Registered letters 131, weight 1440 grammes.
Ordinary letters 40, weight 6140 grammes (?).
Germany: Registered letters 662, weight 8019 grammes.
Ordinary letters 247, post cards 15, total weight 2860 grammes.
Holland: Registered letters 35, weight 408 grammes.
Ordinary letters 10, post card 1, total weight 100 grammes.
Austria-Hungary: Registered letters 54, weight 590 grammes.
Ordinary letters 11, post cards 10, total weight 125 grammes.
Switzerland: Registered letters 26, weight 366 grammes.
Ordinary letters 125, weight 1203 grammes.

All the above were entirely carried by mail-planes. In addition to these, there were some sent to Manchouli by air for transmission by the Siberian train, and they are as follows:

Registered letters 334, weight 3995 grammes.
Ordinary letters & post cards 6, total weight 1280 grammes.
Domestic registered letters, 4 bags, weighing 3780 grammes.
Domestic ordinary letters, 1 bag, weighing 120 grammes.
Registered letters, 1 bag, weighing 250 grammes for the Lin-si Station, Jehol, making a total of some 30,000 grammes or 30 kilos of mail matter sent by air from Shanghai."

It will be noted that this total weight of 30 kilos does not agree with that of 38 kilos given by the same author in the same publication in another article on page 1. This may be due to an error of printing. Also the weight of the 40 letters to France seems excessive as is evidenced by the question mark after it in the original article.

South-going mail, received at Manchouli, for the first flight south, had the commemorative chop of June 1. Mails were closed that evening and left Manchouli on the W-33 at 9 A. M. of June 2, arriving at Peiping, via Linsi, at 7:15 P. M. June 2.

Mail from abroad arriving on this plane was held in Peiping for the night of June 2, and at 4 A. M. on the 3rd. was forwarded direct to Shanghai on the F-13, arriving at 2:30 P. M. It is all cancelled Shanghai, June 3. Domestic mail, originating at Manchouli for Tsinan, Nanking and Shanghai, was taken to the Peiping post office, and there being no flight on the 3rd., was forwarded on the China National Aviation Corporation's plane on the 4th. to Tsinan and Nanking. At Nanking it caught the night train for Shanghai arriving at 6:50 A. M. June 5 and is all cancelled there as of that date.

We quote below the translation of a letter received from the German Post Office in regard to the service from Berlin:

POSTAMT 2
Postcheckkonto Berlin Nr. 14210
Reichsbankgirokonto
—VIII—
(Bitte in ber Antwort Nr. u.
Gegenstand anzugeben.

Berlin C, den 29. Oktober 1931
Konigftr. 61/62
Fernsprecher: E 1 Berolina 0010

Mr. Maynard Andrus
Berlin W 10,
Bendlerstrasse 39,
Embassy of the U. S. A.,
Berlin

Re. Your letter of the 26th.
Through the arranging of an airmail line Mandschuli-Shanghai, there was a temporary airmail service during this last year to China via Moskow-Irkutsk. However, the distance between Irkutsk and Manschuli was covered by the railway. The first flight over this route took place from Berlin on June 16, the last flight on July 14.

For the Postoffice:
(signature, not readable)

The Eurasia Aviation Corporation prepared 3000 special envelopes for first flight use. These are printed in 4 colors with an embossed colorless seal. They were sold at 5 cents Mex.



Fig. 29. Shanghai-England First Flight Special Cover.

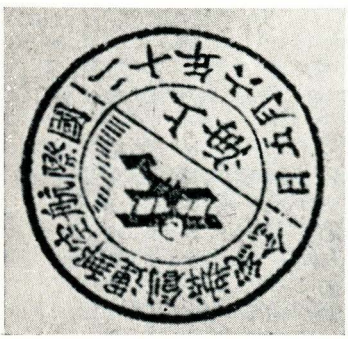


Fig. 29B.
Special Backstamp used at Shanghai on cover from Manchouli.



Fig. 29A.
Shanghai Special Postmark.



Fig. 29C.
Special Postmark used at Manchouli.

The special postmarks used at intermediate points are the same as that used at Shanghai except for the town names and dates.

One thousand envelopes were sold at Shanghai and 2000 distributed among postoffices en route, of which 350 were sold at Nanking. How many of these were postally used and how many kept as souvenirs is not known.

There were two printings of 1500 each, slightly different in color, caused by the demand exhausting the first lot some days before the flight took place. It was intended that the colorless seal be placed on the back of the envelope but, by error, it was put on the face. Upon discovery of this error, the printer was ordered to correct it and place an additional seal on the back of those originally done. The printer, however, only corrected a few copies and there are therefore 3 varieties of this envelope.

a—seal on both sides (rarities)
b—one seal on back
c—one seal on the face (the most common)

The Director General of Posts had prepared 16 commemorative chops of copper. Of these, the Shanghai, Nanking and Peiping offices had four each. Tientsin had one, although there was no air mail station there at that time. The chop was at the City postoffice, which accepted some mail and did cancel it with this chop. Mr. Chollot states he has seen a Tientsin-Peiping and has a Tientsin-Shanghai cover, cancelled with the commemorative chop June 4th and back-stamped Shanghai, June 7th. Tsinan, Linsi and Manchouli had one each. Airmail received at sub-offices was sent to the main office where it was cancelled with one of the above special chops. These chops were in use for seven days, May 31 to June 6 inclusive. At Manchouli, however, the return chop was used from June 1st. and at Linsi from June 6th. Chops were prepared for registered, express and ordinary mail and parcel post. They differ slightly in the number of lines on them and in the type of the date. The top lines of the chop reads "To Commemorate the Inauguration of International Airmail Service." Below the plane is the name of the sending office and at the bottom is the date. The Chinese characters on the special envelopes mean the same thing as the top of the chop but are in seal form.

According to a letter dated 12th. March, 1936, from Major Elbridge Colby, U. S. A., who received it from the Eurasia Aviation Corporation's Shanghai Office, through the American Consulate-General in Shanghai, the Peiping-Manchouli Section of this route was cancelled on July 2, 1931 and the whole route cancelled on November 1 of the same year. This is confirmed in the above mentioned letter of the Company to Mr. Chollot.

Trial Flight Peiping-Tihwa and Return, ([47, 48])
December 20, 1931.

Tihwa, also known as Urumtsi or Urumchi, is the capital of Sinkiang Province, situated in the northwest portion of that province about 1450 miles almost directly west from Peiping.

A trial flight was made from Peiping on the morning of December 20, 1931, in the Eurasia Company's Junker plane W-33. After making a very short stop at Pei-ling Temple, in Sui-yuan, it continued to Nio-sui-ho (We use the name given in our original information in regard to this flight. The place seems to be variously known also as Jao Sui Ho, Ro Sui Ho, Zho Sui Ho and Jehshuihotze), its scheduled destination for that night. The plane did not reach its destination that night on account of darkness and the pilots were unable to attract the attention of anyone, although they fired several shots into the air. They were obliged to spend the night in a deserted city, sleeping in their plane. The flight was resumed the next morning when a camel caravan was sighted whose leader directed them to the Company's gasoline station in Nio-sui-ho, which was reached during the morning.

The plane spent the rest of the day and the following night there, and presumably arrived at Tihwa on the afternoon of the 22nd., but the mail is not postmarked at Tihwa until the 24th.

The above information was furnished partly by the Eurasia Aviation Company in a letter dated March 4, 1933, from Shanghai, and is taken also in part from the China Journal of February, 1932, Vol. 16, No. 2.

It has been suggested that December 23 of that year was a Sunday, but this is not the case, and the more probable explanation is that the mail was held up by the Military Censor and not delivered to the postoffice until the 24th.

On January 8, 1932, the same plane started on its return trip early in the morning, and the first stop was made at Nio-sui-ho where it stayed for one night and started for Peiping in the morning, arriving there the same afternoon, viz., January 9th.

The outbound mail weighed 2800 grammes and consisted of three covers and one registered cover from Tientsin, and 56 ordinary letters, 28 postcards and five newspapers from Peiping. The return mail weighed 8200 grammes and consisted of 95 registered letters and a number of ordinary articles (details not reported).

The covers we have for this flight are the usual official airmail envelopes bearing ordinary post stamps which are postmarked Peiping, December 19th., and backstamped Tihwa, December 24th. These covers were sent back to Peiping by the same plane on its return trip and, for the return trip, are postmarked Tihwa, January 7th., and backstamped Peiping, January 9th., the discrepancy between the dates of the cancellation and the official dates of the flight being probably due to the fact that the mails were closed the night before the plane flew.

The covers bear in the upper left corner Chinese characters reading "Please Return This Letter by the Northwest Trial Flight Plane."

There are indications that there were several trial flights on this line but the above is the only one of which we have any record and the route was never established as far as we have heard.

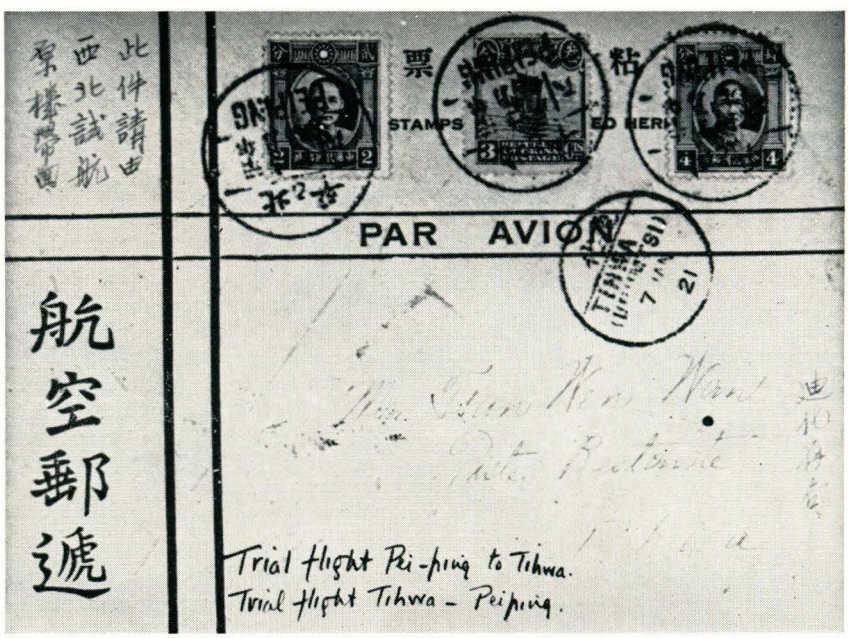


Fig. 30. Trial Flight Cover Peiping-Tihwa and Return.

Shanghai-Tihwa Route.

Nanking-Loyang-Sian Section, ([51, 53])

April 1st, 1932.

The Eurasia Aviation Corporation had been considering the opening up of a route between Nanking and Tihwa, with a possible further extension to Europe, as an alternative to the Shanghai-Manchouli Trans-Siberian Route. While this was under consideration the Japanese made their attack on Shanghai, destroying the Chapei section and the world-famous Commercial Press Building. They also at one time threatened Nanking which caused the Government temporarily to move the capital to Loyang. This combination of circumstances caused the first link of the route to be opened on April 1, 1932, between Nanking, Loyang and Sian.

Loyang, whose ancient name was Honanfu, is situated in the northwest corner of Honan Province about 420 miles northwest of Nanking and the same distance southwest of Peiping. It was not a very important city at this time, but it is a very ancient one. In B. C. 781, the Emperor Yŭ Wang, of the Chou Dynasty, made it his official headquarters and it again became the capital of China about the beginning of the Christian era under the Han Dynasty.

Sian, or Sianfu, meaning "Western Peace" is the capital of Shensi Province and is about 580 miles northwest of Nanking and about 195 miles west by south of Loyang. It is also known as Changan (Everlasting Peace) in the postal service.

According to the Postal Commissioner at Sian, in a letter dated July 2, 1932, a trial flight from Nanking to Sian was flown on March 22, 1932, and the first return flight from Sian to Nanking was flown on March 24. We have no information other than the above in regard to this flight and have never seen or heard of any covers that were carried. The Eurasia Aviation Corporation gives the date of this flight (letter to Mr. Chollot) as March 15th., but gives no date for the reverse flight.

The first regular flight from Nanking to Loyang and Sian was made on April 1, 1932. No special chops seem to have been used. Covers are franked with 4 cents ordinary post stamps and 15 cents airmail stamps which are cancelled Nanking, March 31, 1932, and are backstamped April 1. The flying time between Nanking and Loyang is 4½ hours and between Loyang and Sian is 2 hours, or 6½ hours between Nanking and Sian.

According to the Postal Commissioner above quoted, the date of the first regular return flight from Sian to Nanking was April 1, but, according to the covers in our possession, this first flight from Sian to Nanking was not made until April 7, letters being postmarked Sian, April 6, and backstamped Nanking, April 7, and also Nanking, April 8, the first postmark indicating the date of the plane's arrival and the second, the date of the distribution of the mail from sub-stations in the city.

While the first return flight from Sian to Nanking appears to have been made on April 7th., as above stated, the first return from Loyang to Nanking seems to have been made independently of the Sian-Nanking return flight and took place on April 5th.

Covers in our possession are postmarked Sian, April 5, 10 o'clock, and are backstamped Nanking, April 5, and Nanking, April 6, being respectively the date of the arrival of the plane and the date of distribution of mail from sub-stations. Letters are franked with 4 cents postage stamp and 15 cents airmail stamp.

Peiping-Loyang Branch Route, ([52, 54])

April 5, 1932.

In connection with the Nanking-Sian Route, the route from Peiping to Loyang was established. According to the Postal Commissioner, at Peiping, in letter No. 12553 Gen., dated July 15, 1932, the first plane from Peiping to Loyang left on April 5, 1932 and carried 22 registered letters, 3 express packages and 24 pieces of ordinary mail matter, with a total weight of 330 grammes. The first flight from Loyang to Peiping took place on April 8 and carried 6 express letters, 9 registered letters and a number of ordinary articles, the total weight being 550 grammes.

The only cover we have of this flight is an express letter which was franked with 24 cents ordinary postage and 30 cents air postage, and is postmarked Peiping, April 4, 8 P. M. and is backstamped Loyang, April 5. All registered mail carried from Peiping on this flight is postmarked April 4.

Owing to the suspension of the Nanking-Peiping Route, via Sŭchow and Tsinan, on June 8, 1931, this route became the only direct airmail line from Shanghai to Peiping.

The Peiping-Loyang Route was, at this time, a branch line of the Eurasia Aviation Corporation. Later on, the Peiping-Loyang section was extended to Hankow.

On May 1, 1934, the Canton-Peiping through route was opened, and, according to list of flights furnished to Mr. Chollot by the Eurasia Aviation Corporation, the Peiping-Loyang route was cancelled on October 16, 1934. It had become a part of the through route.

Sian-Lanchow Section, ([56, 58, 59, 60])

May 18, 1932.

Sian (Sianfu), or Changan, the capital of Shensi Province, was located in the previous section.

Lanchow is the capital of Kansu Province and is about 310 miles northwest of Sian and 720 miles southwest of Peiping. Its name in the Post Office Department is Kaolan.

According to the Acting Postal Commissioner at Lanchow, letter dated June 30, 1932 (No. 2504 Gen.), a trial flight between these points took place on May 13, 1932. As it was not known exactly what date the trial flight would take place, mail was left at the post-office and cancelled several days before the flight, which accounts for the discrepancy in the date.

The first return trial flight from Lanchow to Sian took place on May 17, according to the previously mentioned letter No. 2504. We have a cover that was intended to be flown on the first return flight. This carries 6 cents in ordinary postage and a 15 cent airmail stamp. These are cancelled Lanchow, May 16, but the letter is backstamped Sian, May 19, showing that it was carried on the first regular return flight.

The first regular flight from Sian to Lanchow was made on May 18, when, according to the Postal Commissioner above quoted, a weekly service each way was inaugurated. Planes left Nanking for Lanchow, via Loyang and Sian, on Wednesdays, and returned from Lanchow to Nanking on Thursdays.

The above information is confirmed by Postal Notification No. 155 from the Su-Wan District Head Office, Nanking, dated May 19, 1932.

There seems to be some confusion in regard to the return flight covers that we have seen. Those in our possession (we have a number) carry 6 cents ordinary postage and a 15 cents airmail stamp and were flown from Lanchow to Sian. The stamps are all postmarked Lanchow, May 16, but are backstamped

at Sian, May 19. As the plane could not possibly have taken more than one day to fly from Lanchow to Sian, it is our opinion that these covers were mailed on or before May 16 and, as they were not expressly marked for the trial flight, they were held at the post office until the first regular return flight took place on May 19.

Lanchow-Tihwa Section, ([61, 63])

On August 18, 1932, an effort was made to open this section to regular traffic, but owing to accidents to two planes, the proposition was abandoned temporarily and it was decided that the next section of the through route should be from Lanchow to Sűchow. The abortive efforts just al'uded to will be treated under the final section of the line. They are noted here to preserve the chronological sequence.

Lanchow-Süchow Section, ([66, 67])

November 13, 1932.

Sűchow (Kiuchuan) is situated just inside the Great Wall in the "neck" of Kansu Province, 380 miles northwest of Lanchow and 590 miles southeast of Tihwa. According to the Postal Commissioner at Lanchow (Letter No. 2510 Gen. dated December 20, 1932), a trial flight from Lanchow to Sűchow, carrying mails, left Lanchow on November 13, 1932, and arrived at Sűchow on the 15th. It returned to Lanchow on the 17th.

It was inconceivable to us why a plane should take three days to fly from Lanchow to Sűchow, so we wrote to the Postal Commissioner at Lanchow calling attention to these dates and asking for verification. We received his reply dated March 2, 1933 (Letter No. 2514 Gen.) in which he stated the dates as given in the first above letter were correct, and we can only accept his statements of the facts as correct, as we have no cover carried on this flight, and that, for some reason, the plane actually did leave on the 13th. and did not arrive until the 15th., or else, that the mail was c'osed on the 13th., but that it was not actually flown until the morning of the 15th., arriving at Sűchow the same day.

On the return trial flight, which also carried mail, letters are postmarked November 13. The mail reached Lanchow on the 17th., and was backstamped there as of that date. We have not been able to find the exact date on which the trial flight plane left Sűchow, but it was probably on the morning of the 17th., the mails being closed sometime before, and kept waiting.

We have no information or covers covering the inauguration of the regular flights from Lanchow to Sűchow and return, other than the statement in letter No. 2510 Gen., that the Shanghai-Tihwa airmail line was formally inaugurated on the 15th. of December, 1932, as will be described further on.

Lanchow-Tihwa Section, ([61, 63, 68, 69])

August 18, 1932.

An endeavor to complete the line from Lanchow to Tihwa resulted in a trial flight from Lanchow on August 18, 1932, letters carrying 9 cents regular postage and 30 cents airmail.

According to the Postal Commissioner at Lanchow (Letter No. 2514 Gen.) "For certain reasons, the airplane was wrecked on leaving the aerodrome. Another aeroplane again left Lanchow on the 26th August, 1932, for the west, making a second trial flight to Tihwa, but was damaged at Pingfan (Yungteng), 210 li (70 miles) west of Lanchow, through forced landing."

The mail was forwarded by courier to Tihwa and did not arrive there until October 30, the distance being 970 miles in an airline. These two crashes caused the temporary suspension of this route as prevously related.

It was originally presumed that the mail which reached Tihwa on October 30 was that carried after the crash of the first plane mentioned, but in the light of letter No. 2514, it would seem that after the first crash the mail was held for the second plane and was forwarded, after the second crash, from Pingfan.

Still another trial flight from Lanchow to Tihwa was made on November 18, 1932, according to letter No. 2510 Gen. from the Postal Commissioner at Lanchow, and this plane reached Tihwa on the 25th.

According to the letter of the Eurasia Aviation Corporation to Mr. Chollot, previously quoted, this trial flight was made on November 21. This seem to us a more likely date in view of the fact that the plane arrived at Tihwa on the 25th.

The reverse flight from Tihwa to Lanchow was made on December 1, 1932, and arrived at Lanchow the same day. According to the Postal Commissioner above mentioned (Letter No. 2510) the plane carried several kilograms of mail matter each way.

Our covers for this return flight are franked with a 4 cents and 5 cents junk stamp, surcharged with the usual Sinkiang overprint, and are postmarked Tihwa, November 29, and backstamped Lanchow, December 1st. All mail on these trial flights was carried free of airmail charge, and, although some covers do appear with airmail stamps, they were not necessary.

We again have no information as to the opening of a regular line between Lanchow and Tihwa, nor have we seen any covers carried on such a flight. It is possible that the regular opening of the line between Lanchow, Sűchow and Tihwa was not made until the through route from Shanghai to Tihwa was opened.

First Trial Flight to Tchukuchak, ([68A])

November 23, 1932.

In the list of flights furnished by the Eurasia Aviation Corporation to Mr. Chollot, the above flight is given with no further information about it. It probably started from Lanchow, but may have started from some point further east. No information is given as to the return flight or whether or not any mail was carried.

Tchukuchak (not shown on our map) is approximately 225 miles northwest of Tihwa in Outer Mongolia and was originally intended to be the western terminus of the line.

Trial Flight Tihwa-Nanking, ([69])

November 27, 1932.

Letter No. 602 of the Eurasia Aviation Corporation, dated March 23, 1935, to Mr. Chollot states that the plane left Tihwa on November 27, 1932 and arrived at Lanchow on December 1. It would seem as if this is the same flight that the Postal Commissioner at Lanchow says was made on December 1. On the other hand, we cannot understand why it should take five days for the flight. It might be that it was the return flight of the plane that went to Tchukuchak on November 23rd. and that the flight stated to have been made on December 1 was made by another plane. The whole matter is very confused. We have been unable to straighten it out and can only give such facts as we have been able to obtain with the idea of putting them on record, and with the hope that future students, nearer to the spot, may sometime be able to untangle the snarl.

Mr. Chollot has one cover postmarked Tihwa, November 27, 1932, Lanchow, December 1, and Peiping December 2, and another postmarked Tihwa, November

27, 1932 and backstamped Peiping December 2nd. Our cover is postmarked Tihwa, November 27, 1932 and is backstamped at Nanking, December 2.

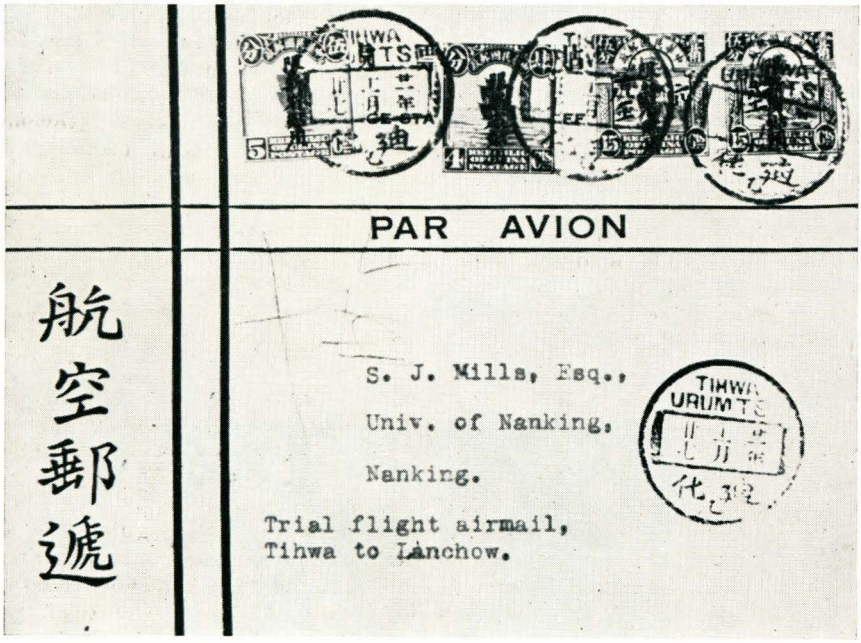


Fig. 31. Trial Flight Cover Tihwa-Nanking with pair 15 Cent Provisionals.

This cover is of peculiar interest as it is franked with a 4 cents and a 5 cents junk stamp with the regular Sinkiang overprint, and, in addition, with a horizontal pair of 15 cents stamps of the Reaper type also with the Sinkiang overprint. On the latter there is an additional overprint in red of the two characters "Hang"-"K'ung," meaning "aerial." This is the first time these provisionals were seen by us.



Fig. 32.

From the best information obtainable, there were no airmail stamps in Tihwa at this time and the postmaster was authorized to overprint a limited number of the 15 cents and 30 cents Sinkiang issues (Scott's Nos. 1142 and 1114) as Provisional Airmails. The 15 cent rate was to Lanchow and the 30 cent rate to points beyond. These overprinted stamps were not used on all of the mail carried on this flight and mail with ordinary stamps is much more common.

We have given the date of this flight as of November 27, 1932, because of the facts above stated. However, we exceedingly doubt whether the plane actually flew on that date, as we have seen other covers that were dated on the 28th. We are inclined to believe that the plane actually flew on the 28th. or 29th., as the covers are backstamped at Nanking and Peiping on December 2nd.

We have endeavored to get more information in regard to the exact date of the flight but have been unable to do so.

Dr. C. W. Luh, of Peiping, an ardent phi'atelst, states that he has seen at least one hundred stamps of the 15 cents and 30 cents denominations, both on and off cover, and the dates of the cancellations vary. There are several sub-

offices in Tihwa. For Office B the only cancellation he has seen is in Chinese and is of November 27th. The cancellation for Office C is dated with Arabic numerals, and most of these stamps bear the date of November 28th. He also has seen some dated on the 26th. This would be easily explained by the fact that the cancellation may have been applied on the letter some days before the flight.

He concludes that the first flight took place on November 28th., and says that collectors around Peiping all take it for granted that the plane took off on the 28th. All information as to the dates of flights from Tihwa east is very vague and uncertain and we have been unable to get any official information in regard to it, other than that given above.

At a later date the air rate having been increased to 20 cents and the double rate to 40 cents, the postmaster was authorized to overprint the 5 cents and 10 cents (Scott's Nos. 1137 and 1140) to be used with the other overprints to make up the increased rates. The latter Provisionals are said to have been issued on June 6, 1933, and have been seen on covers that were postmarked Tihwa, June 20 and 22.



Fig. 33.

Sinkiang Provisionals.

These provisionals were understood to have been issued in extremely small quantities and were exceedingly difficult to obtain, and, as all mail connections with Tihwa were interrupted in the fall of 1933, it was impossible to secure any definite information.

Dr. Lloyd S. Ruland, however, obtained sets of the second lot before the interruption. Nine of these sets were cancelled to order with the presumed date of issue, June 6, 1933. The rest, 40 sets, were in larger blocks with cancellation June 7 or July 13, 1933, on the sheet margin.

In January 1935, having received information that the number of stamps was very much greater than anyone had been led to suppose, the authors communicated with the Shanghai Philatelic Society, who forwarded to us a copy of the following letter which the Society had received from the Post Office Department:

MINISTRY OF COMMUNICATIONS

No. 3627
General

Directorate General of Posts,
Shanghai
17th December, 1934.

Dear Madam,

I am directed to acknowledge receipt of your letter dated the 1st instant, and, in reply, to inform you that, according to data available here, the number of Sinkiang provisional air-mail stamps sold is as follows:

5-cent	3209
10-cent	5050
15-cent	790
30-cent	750

The Sinkiang Postal Commissioner has been instructed to cease selling these stamps as regular issues have already been supplied to that district.

Yours faithfully,

/s/ Tsu Mong-au
First Secretary
B/O Director General of Posts.

CERTIFIED TO BE A TRUE COPY
SHANGHAI PHILATELIC SOCIETY

(signed). A. Viola Smith
Hon. Secretary.

To
Madam A. Viola Smith
Honorary Secretary,
Shanghai Philatelic Society
SHANGHAI

In spite of the official nature of this communication, it seems impossible to believe that such quantities ever were issued, as the stamps were, without question, of the utmost scarcity and most difficult to obtain.

Collectors in China and in the Western countries have been endeavoring to secure copies ever since they were first listed in Scott's and other catalogues but with very little success, and it would seem that the quantities secured by Dr. Ruland, above mentioned, were the largest that ever came out of China.

It is impossible to conceive that the airmail from Tihwa, for the limited period during which it was operated, could have possibly used up the numbers of copies said to have been sold, and, if such quantities actually were sold, the vast majority of them must still be in hiding or have disappeared.

On the other hand, with the efforts made to obtain copies of this issue it is hard to believe that some of the enthusiastic Chinese collectors should not have been able to contact the Tihwa postoffice and purchase the stamps supposedly on hand there.

It is hardly necessary to state that these provisionals will be most easy to counterfeit and the greatest care should be exercised in purchasing them. In the authors' opinion, stamps on covers bearing the early dates are much more desirable than unused specimens. In the spring of 1936 quite a number of covers franked with the provisionals and also used stamps on parts of covers came on the market. They are postmarked with various dates and, in the absence of any information as to the dates of flights made from Tihwa, it is impossible to check the authenticity of the cancellations. Most of the copies we have seen or heard of came from a firm of Chinese merchants in Tientsin which is said to have correspondents, or a branch, in Tihwa.

We are fortunate to possess two covers carrying these Provisional Airmail stamps. The first is a letter from Tihwa to Nanking, carrying a 4 cents and 5 cents ordinary Sinkiang stamp and a horizontal pair of the 15 cents Reaper type with both overprints (See figure 31). These are postmarked Tihwa, November 27, 1932, and are backstamped at Nanking on December 2, 1932. This letter was addressed to one of the authors.

The other cover was secured from a very reliable source at a later date and is addressed entirely in Chinese to some man in Tientsin. It carries a pair

of ½ cent and a single 6 cents ordinary Sinkiang postage stamp and a 30 cents with the double overprint. These stamps are cancelled Tihwa, November 28th, 1932, and the cover is backstamped Tientsin, December 3, 1932. The letter evidently was flown from Tihwa either to Nanking or Shanghai and then forwarded by rail in the former case, or by plane in the latter, to Tientsin. It would therefore seem that the plane actually left Tihwa on the 28th. or 29th. and not on the 27th. as usually supposed.

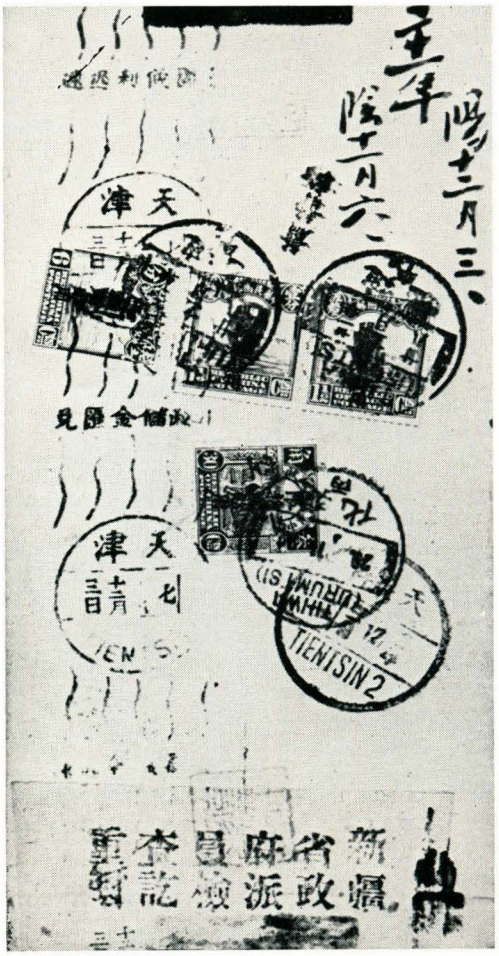


Fig. 34. Cover with 30 Cent Provisional.

We have a third cover addressed in Chinese franked with a 90 cents 2nd issue airmail stamp and one each of Scott's Nos. 1767, 1792, 1900 and 1901, (the latter two being the 5 cents and 10 cents airmail provisionals). The stamps are cancelled Tihwa, July 20, 1933, and the cover is backstamped with two Peiping postmarks, one dated July 21 and the other July 22. There is a third back stamp reading Mengtsz, August 7, 1933, 5 P. M.

Mengtsz is a town far south on the border of Indo China, and why this letter should have been flown to Peiping and then forwarded instead of going by air to Shanghai and then south is an enigma.

Its previous owner was under the impression that it was a direct flight from Tihwa to Peiping, but had no proof that such a flight had been made. We are of the opinion that it was flown to Loyang and thence to Peiping.

Peiping-Tihwa, (65)

October 24, 1932.

According to Mr. Macdonald a test flight was made between Peiping and Tihwa on October 24, 1932, mail arriving at destination on November 22, 1932, and he states that he believes that if this is not a "crash" cover, trouble was experienced by the plane.

We insert this flight on the authority of Mr. Macdonald, but we ourselves have never heard of it before nor have any of the aviation officials or postmasters with whom we have corresponded ever mentioned such a test flight. The silence of these officials does not mitigate aganst Mr. Macdonald's statement, as usually they only answer direct questions.

In connection with the above and with the cover last mentioned, we would say that there appears to be a persistent rumor that one or more direct flights were made from Tihwa to Peiping not over Route 3 as shown on the map. We have been unable, as yet, to obtain any official information that would confirm or disprove this rumor.

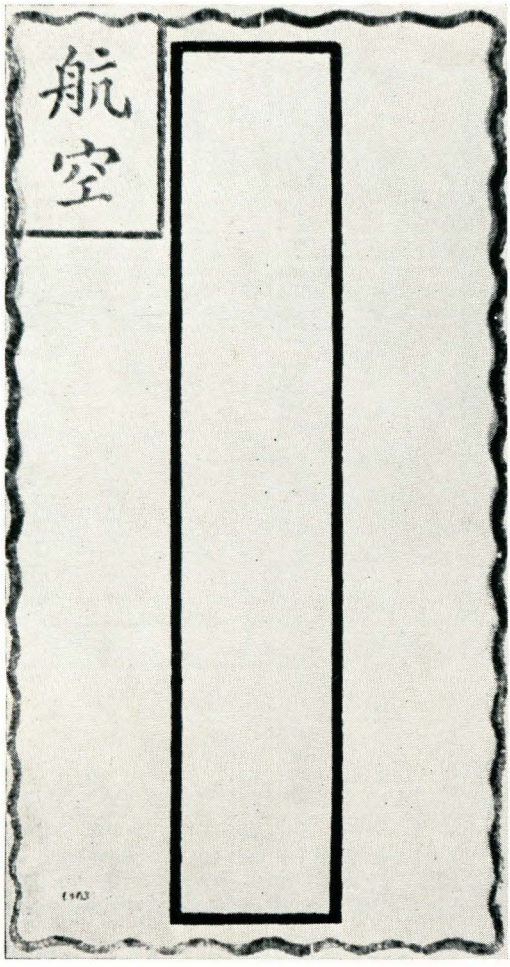


Fig. 35. Second Issue Airmail Envelope.

Sometime in 1933 a new type of airmail envelope seems to have been issued. This is shown in the cut above. The waving border and the characters in the upper left corner and the lines to the right and bottom are all in yellow-green. The oblong in the center is in scarlet. The on'y used copy in our possession carries stamps postmarked December 22, 1933, and is from Canton. Most of those we have seen, however, carried mail from Tihwa.

Shanghai-Tihwa Through Route, ([71, 72, 77])

December 15, 1932.

According to the Postal Commissioner at Lanchow, in letter No. 2510, dated December 20, 1932, "The through Shanghai-Lanchow-Tihwa airmail line was formally inaugurated on December 15, 1932, temporarily maintaining once-two-weeks air service each way; the plane arrived at Lanchow from Shanghai on the 16th., and left for Tihwa on the 17th. The plane on its return flight will leave Tihwa on the 20th December, 1932."

Our covers for the first flight from Shanghai to Tihwa, which are registered, carry 19 cents ordinary postage stamps, and a 15 cents and 45 cents airmail stamp of the second issue. These are postmarked December 14, 1932, the night before the plane flew, and are backstamped Tihwa, December 19.

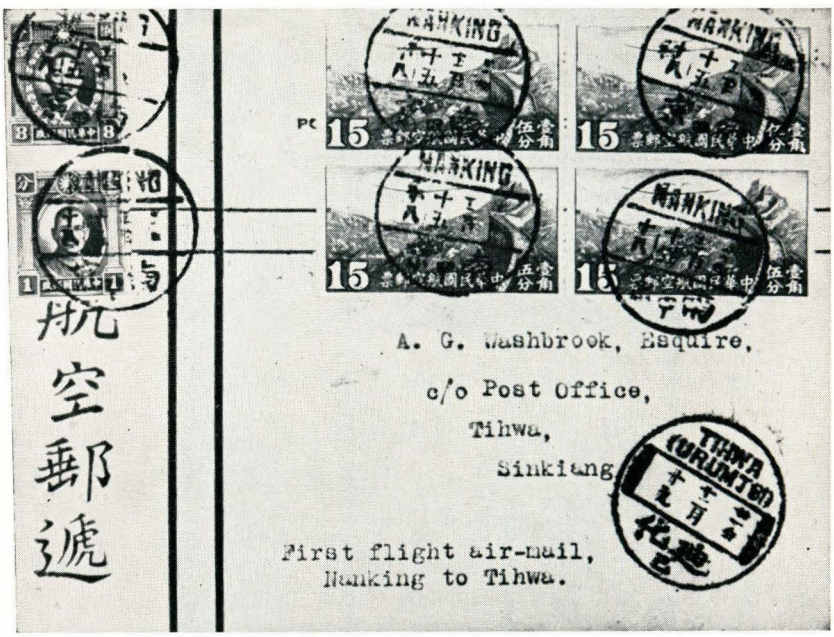


Fig. 36. First Regular Flight Nanking-Tihwa.

The first regular return flight from Tihwa to Shanghai took place on December 21, 1932. Our covers, which are registered, carry the same rate of postage, viz., 19 cents regular postage and the same airmails. They are postmarked Tihwa, December 20, 1932, and backstamped Shanghai, January 2, 1933.

According to a letter received from the Eurasia Aviation Corporation at Shanghai, dated April 12, 1934, operations on this route beyond Lanchow were suspended on September 22, 1933, owing to poltical disturbances, and as far as is known, they have not yet been resumed.

While strictly not a Chinese airmail flight, it is interesting to note here that it was the hope of the Eurasia Aviation Corporation to establish a through mail

line from Shanghai, via Tihwa, to Berlin. This was to replace the Trans-Siberian Route. In pursuance of this idea, Captains Polte and Utz, left Berlin on May 31, 1933 with two W-34 Junkers planes, and flew the first flight across the center of Asia, via Tihwa, from Berlin to Shanghai in 11 days.

Taking off from Berlin on May 31, they landed in Moscow on June 1st. After resting there for a few hours, they flew to Kasan, arriving on June 2. At Kasan they refuelled and arrived at Omsk on June 3 and at Sergiopol, the last Russian stop, on June 4. After a short stop they flew to Tchukuchak, in Outer Mongolia, reaching there the same day and spent the night. They arrived at Tihwa on the 5th., and at Sűchow on the 6th., where they spent a day and a night resting. From Sűchow, they flew to Lanchow the next day, from which point Captain Utz returned to Sűchow with Mr. Hwang Mo Sung, Head of the Pacification Committee, while Captain Polte proceeded on the 8th. and stopped at Nanking. He reached Shanghai on the 10th.

Another through flight from Berlin was made on September 4th. by Captain Gerstenkorn with a similar plane. He arrived at Shanghai on September 9th., making a six-day flight from Berlin to Shanghai.

As of possible interest to our readers, though with very little philatelic reason, we also note the delivery of another German plane for use on the Eurasia Aviation Corporation's lines, quoting from a letter of Dr. F. Altenburg (German Consul General at Canton):

"The German Junker plane "Daban" type J. U. 52, which left Germany on August 29th, 1934, arrived in Canton on Wednesday, September 5th., and left for Shanghai the next morning. It made brief stops in Athens, Cairo, Bagdad, thence to Canton via Rangoon, Bangkok and Hanoi.

"The plane has accommodation for 20 passengers and carried a crew of 4 persons. They were Baron Von Gablentz, Chief Pilot and Managing Director of the Deutsche Lufthansa; Capt. Untucht, the well-known expert and inventor of catapult flying to South America; wireless operator Kirckhoff and mechanic Hensgen."

No mention is made of any mail being carried.

We feel that although this article is the story of the Chinese Air Post, it would not be complete unless mention of the above history-making flights was made, particularly as the pilots were engaged in delivering the planes they flew to the Eurasia Aviation Corporation for use on its lines.

Canton-Peiping Route via Changsha-Hankow-Loyang and Taiyuan.

In order to open up central China from north to south, the Eurasia Aviation Corporation undertook to establish a service from Canton to Peiping as above noted. This was also opened up in section S.

Trial Flight Canton-Hankow via Changsha, ([75], [76])

May 10, 1933.

This route was advertised by the following postal notification:

Notification 1196 POST OFFICE Airmail Notice

The public is hereby informed that a mail-carrying airplane of the Eurasia Aviation Corporation will depart for Changsha and Hankow tomorrow morning, the 10th. of May, 1933, at 8 A. M. on a trial flight.

Ordinary letters and postcards for transmission by this plane will be accepted up until 10 P. M. today at the Canton Head Office, West Bund.

The airmail fee for letters and postcards is $0.50 in addition to ordinary postage per unit of 20 grammes.

E. Nordstrom
Postal Commissioner
for Kwangtung

POST OFFICE
Canton, 9th. of May, 1933.

In accordance with the above postal notification, the plane left Canton as stated and carried mail for Changsha and Hankow. Covers for both points carried a special chop as shown in the cut below:



Fig. 37. Special Chop Trial Flight.

The Chinese characters read substantially the same as those in Englsh.

The covers for both points are postmarked Canton, May 10, 1933, 7 o'clock, Covers for Changsha are backstamped May 10, 6 o'clock P. M., and those for Hankow are backstamped 8 o'clock P. M. the same day.

The plane did not stop at Changsha, the mail for that point being "dropped" from the plane over the aviation field where it was picked up by the local aviation officials and transferred to the post office in Changsha, as per letter of the Acting Commissioner of the Changsha Post office to Mr. J. M. X. Chollot, dated November 29, 1933, which reads as follows:

"I am in receipt of your letter of the 20th. instant anent one bag of mail carried by a plane of the Eurasia Aviation Corporation on May 10, 1933, and, in reply, to confirm that it was dropped from the plane and then handed over to this office by the local aviation Bureau."

This flight is of particular interest since it is the first "dropped" mail in the history of the Chinese Air Service. According to Mr. Macdonald the amount of mail carried on this flight was 32 covers from Canton to Changsha and 123 covers from Canton to Hankow, a total of 155 covers. Our cover to Hankow is franked with 10 cents ordinary postage and three 15 cents second issued airmail stamps. That to Changsha is franked with 25 cents ordinary postage and two 15 cents second issue airmails.

Peiping-Taiyuan-Sian Route, (84A, 85, 88)

March 1 & 13, 1934.

According to Mr. Macdonald a line was run from Peiping to Sian in March, 1934. The information he gives is entirely new to us and we take the liberty of quoting from his booklet, "Airpost and Airmails of China 1920-1934" as follows:

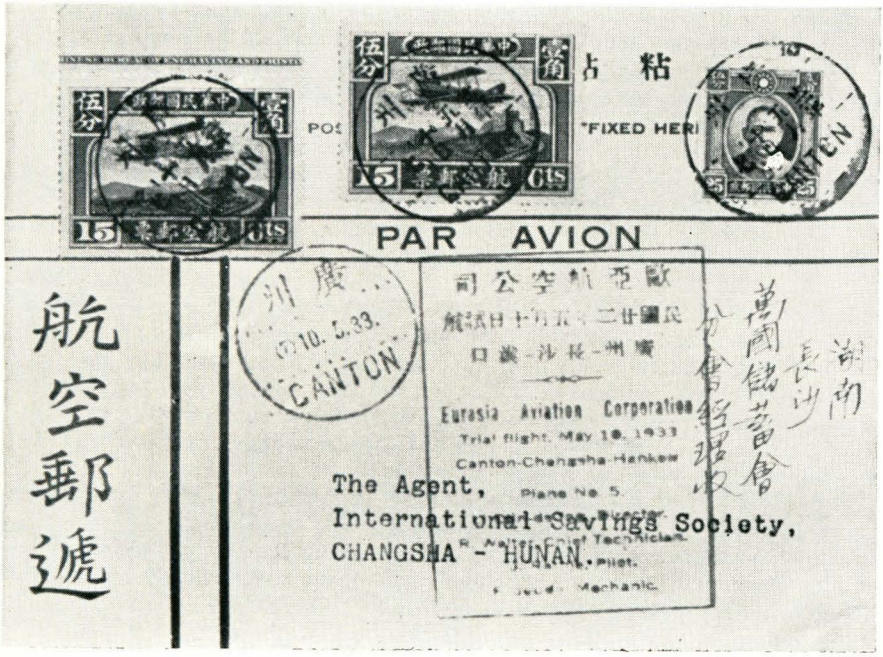


Fig. 38. Canton-Changsha Dropped Mail.

"1934 (March 13th) Taiyuan-Sian. A plane left Peiping for Sian on a trial flight preparatory to opening the regular service, and mail was carried on the above stage of about 30 covers in all. Covers bear ordinary postal cancellations of departure and arrival, Taiyuan 13th March 1934-Sian 13th March, 1934.

"1934 (March 16th) Sian-Taiyuan. Return of above flight, Sian 16th March 1934. Taiyuan—16th March, 1934.

"1934 (March 16th) Taiyuan-Peiping. Same flight Taiyuan—16th March, 1934. Peiping—16th March, 1934.

"1934 (March 16th) Sian-Peiping. Same flight. Sian—16th March, 1934. Peiping—16th March, 1934.

"I have seen letters from all the Postmasters concerned certifying that mail was carried on these flights and as far as I can ascertain only about 30 covers were carried on each of the above stages."

Prior to May, 1936, the foregoing was the entire information we had received regarding this new route.

In May, 1936, we received the following covers, but no other information.

PEIPING-SIAN (84A). This is labeled in writing "First Air Mail Peiping-Sian." It carries a blue "PAR AVION" label and is franked with a third issue 50 cents air mail stamp and a 5 cents postage stamp. These are cancelled Peiping, February 26, 1934, noon. The cover is backstamped Loyang, March 1, 2 P. M. and Sian, March 3, 3 P. M., and is addressed to Rev. C. J. Anderson, Sian.

We have no information in regard to this cover. It cannot belong to the above mentioned series of flights given by Mr. Macdonald as the dates do not agree. It might be an earlier trial flight or possibly it was flown over Route 4 to Loyang then transferred over Route 3 to Sian, prior to the trial flights over the direct route.

We have also received the following covers:

TAIYUAN TO SIAN (85) marked "Trial Flight and First Flight Peiping-Sian Air Mail." It is franked with a third issue 25 cents air mail stamp and 7 cents in ordinary postage, which are postmarked Taiyuan, March 13, 1934, 9 A. M. and backstamped Sian, March 13, 1934, 6 P. M.

SIAN TO TAIYUAN (86) marked "First Flight Sian-Peiping Air Mail," franked with a third issue 25 cents air stamp and two half-cent and a 2 cents and 3 cents postage stamp. These are cancelled Sian, March 16, 1934, 6 A. M. and backstamped Taiyuan, March 16, 1934, 2 P. M.

SIAN TO PEIPING (86) marked "First Air Mail Sian-Peiping," franked with the same air stamp and a 5 cents postage stamp, cancelled as the above, and backstamped Peiping, March 16, 1934, 5 P. M. Another Sian to Peiping cover carries the same stamps, cancellations and backstamp.

TAIYUAN TO PEIPING (86). Same marking and stamps but cancelled Taiyuan, March 16, 1934, 10 A. M. with the same Peiping backstamp.

A letter from the District Deputy Commissioner at Peiping Post office, dated May 1, 1934, to Davlis Stamp Company at Hongkong, acknowledges receipt of covers sent there to be mailed on this flight and states "I am directed to inform you that there was no Peiping-Sian official trial and the covers in question were then forwarded today by the first official flight of the Peiping-Taiyuan-Canton air mail, impressed with the special commemoration chop. You will receive them direct from the Postal Commissioners at Sian and Taiyuan, according to your previous arrangement."

Evidently the covers he alludes to were none of those above listed, since they went on the first through Peiping-Canton flight, to be described later.

He goes on to say in the next paragraph, "The 35 covers received from Sian and Taiyuan through the Trial Flight plane are enclosed herewith."

From his letter there would seem to have been no trial flight from Peiping to Sian but that there was a trial flight from Sian to Peiping, which seems odd, to say the least.

The Postal Commissioner at Yangku (Taiyuan) in Letter No. 8195 General, dated March 19, 1934, (also to Davlis Stamp Company) acknowledges receipt of 30 covers sent to be flown on this route and says "said covers were sent to Sian and Peiping per First Flight which took place on the 13th. and 16th. instant respectively."

The Postal Commissioner's Office at Sian in Letter No. 326 General, dated March 14, 1934, (to Davlis Stamp Company) acknowledges receipt of 15 air covers sent from Taiyuan and says "The direct service, it is said, will be inaugurated on the 16th. instant."

Pending the arrival of more certain authentic information the reader must form his own conclusions from the above.

Our opinion is that cover 84A was flown from Peiping to Loyang after February 26, (its mailing date) probably on March 1, on the Peiping-Nanking Route. At Loyang it was transferred to the Shanghai-Sian plane and delivered at Sian, March 3rd.

We think a trial plane was sent from Peiping to Sian on March 13, but (as Mr. Macdonald says) it only carried mail between Taiyuan and Sian. In the absence of any time-table we believe this route ran from Peiping to Sian, via Taiyuan, and that it did not go through Loyang, and, finally, that the regular run began at Sian on March 16. Subsequent information, however, may prove our conclusions are wrong.

A letter from the Davlis Stamp Company of Hongkong to Mr. Chollot, dated April 30, 1935, states that it was the original intention to have *two* separate services to connect Canton and Peiping. The first was to run from Canton to Sian and included a stop at Sing Yang. The second service was between Sian and Peiping, via Taiyuan, and he then mentions the trial flights of March 13, 1934 and March 16, 1934, already noted.

He goes on to state that the experience gained determined the authorities to have one service only and in consequence the Canton-Changsha-Hankow-Loyang-Taiyuan-Peiping route was selected.

As the latest Eurasia Aviation Corporation time-table we have (November 5-December 31, 1935) *does not* list the Peiping-Taiyuan-Sian route at all, and

does list the Sian-Hanchung-Chengtu line as a separate unit, we infer that the Peiping-Taiyuan-Sian route was cancelled on or after November 16, 1934, on which date the junction of the north and south line with the east and west line was changed from Loyang to Chengchow.

Of this inference we, as yet, have been unable to obtain any official information.

Canton-Peiping Route via Changsha, Hankow, Loyang and Taiyuan, (89, 90)

May 1, 1934.

The Canton-Hankow service was extended to Peiping, via Loyang and Taiyuan, per Postal Notfication No. 1272, as follows:

POSTAL NOTICE

NOTIFICATION NO. 1272

CANTON PEIPING AIR MAIL LINE

Notice is hereby given that a direct air mail line connecting Canton with Peiping, via Changsha, Hankow, Loyang and Yang Ku (Taiyuan) will be formally inaugurated on 1st May, 1934, by the Eurasia Aviation Corporation, and a twice weekly service each way will be maintained, viz. from Canton to Peiping and vice versa on Tuesdays and Thursdays.

This line which will replace the existing Peiping-Loyang line, will connect with the Shanghai-Tihwa line of the Eurasia Aviation Corporation and the Shanghai-Chengtu, Shanghai-Peiping, and Shanghai-Canton lines of the Chinese National Aviation Corp.—Mails for places on and in transit through this line may be accepted for air transmission. The rates of air postage may be obtained on inquiry at the Post office.

Air Mails for transmission over this line will be closed on Mondays and Wednesdays as follows:

At Canton Head Office
Ordinary mail up to 8.30 P. M.
Registered mail up to 8.00 P. M.

At Shameen sub-office
Ordinary mail up to—6.00 P. M.
Registered mail up to 5.30 P. M.

At all other sub-offices
Ordinary mail up to 5 P. M.
Registered mail up to 4.30 P. M.

Post Office
Canton, 30th April 1934,

E. Nordstrom
Postal Commissioner
for Kwangtung

The cover in our possession is registered and carries 90 cents airmail stamps of the 3rd issue.



Fig. 39A. Canton Special Postmark.

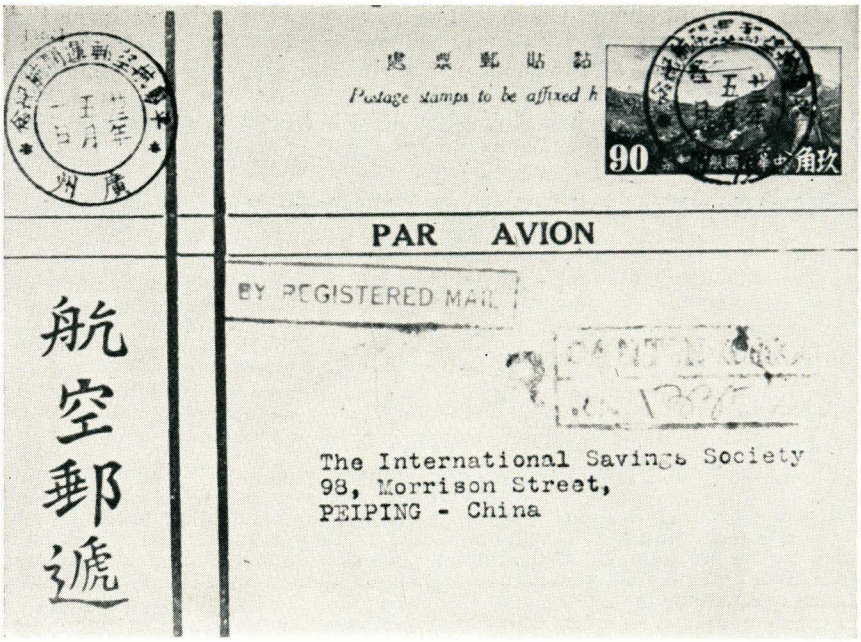


Fig. 39. 1st Regular Flight Canton-Peiping.

It is cancelled Canton, May 1, 1934, and backstamped Peiping, May 2, 1934, 3 P. M., the plane arriving at 2:15 on that date. The special cachet reads "Commemorating the Opening of the Peiping-Canton Aerial Service." On this flight the plane carried four officials of the Eurasia Aviation Corporation and a quantity of mail, the amount not stated.

The first flight from Peiping to Canton took place the same day, viz. May 1st., and also carried mail with a special cachet. Our cover for this flight is registered and bears a 13 cents ordinary post stamp and one each of the 30 cents and 45 cents airmail stamps of the second issue, which are cancelled by a special chop of the same design, and dated May 1, 1934. There is also a second postmark dated Peiping, April 30. This is probably the date the letter was actually handed in at the post office for the flight, a day ahead of the scheduled date. It is backstamped Canton, May 2, 1934, 6 P. M. Evidently the mail was closed on April 30th., and was flown on the 1st. It is stated that the Company's No. 1 plane was used on the return flight and was piloted by a German flyer, Mr. Kaoester. We have no further details as to these flights.



Fig. 40A.

Peiping Special Postmark

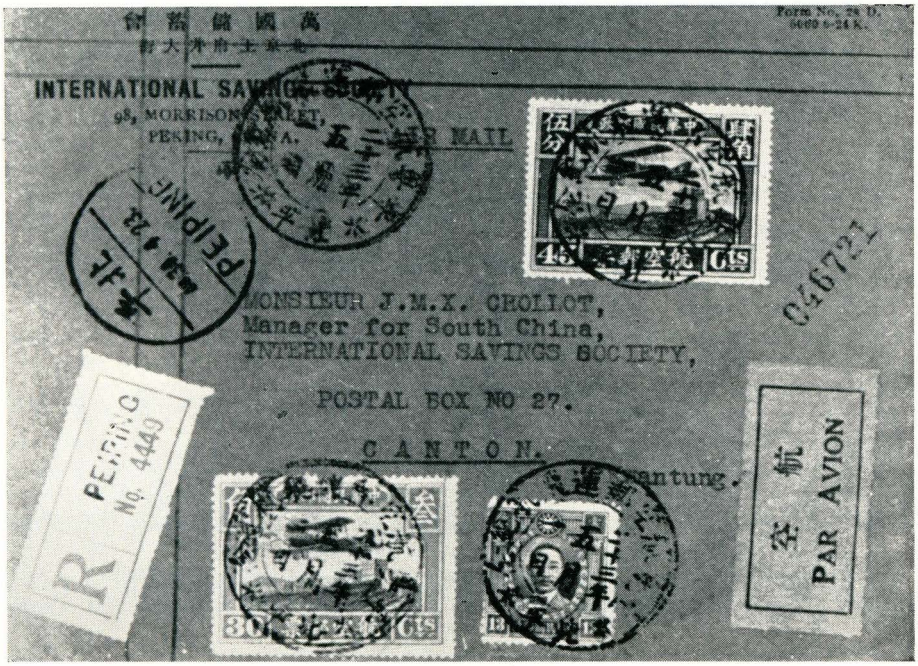


Fig. 40. 1st Regular Flight Peiping-Canton.

According to Dr. C. W. Luh, of Yenching University, the routing of this line was changed on November 16, 1934, the planes crossing at Chengchow instead of at Loyang.

According to the time-table of this route received in the fall of 1935, planes leave Canton at 10:30 in the morning, arrive at Changsha at 1:50, leave at 2:10, arrive at Hankow at 3:50, where they spend the night. They leave at 8:45 in the morning, reach Chengchow at 11:45, and after a thirty-five minute stop, arrive at Peiping at 4:10.

It is to be noted that no stop is listed at Taiyuan in spite of the official postal notification re the opening of the line.

In the absence of any official information it is our opinion that the Taiyuan stop was omitted when the intersection of the Canton-Peiping line with the Shanghai-Tihwa line was changed from Loyang to Chengchow. See also remarks at the end of the Peiping-Taiyuan-Sian route.

Returning, planes leave Peiping at 7:50 A. M., arrive at Chengchow at 11:40, leave at one o'clock, reach Hankow at four o'clock and spend the night there. They leave Hankow the following morning at 8:00 o'clock, arrive at Changsha at 9:40, leave at 10:00 and arrive at Canton at 1:20 P. M.

We are advised under date of August, 1935, that "the line is at present suspended owing to floods." We believe this suspension was only temporary as the Eurasia time-table effective November 5, 1935, lists the line as in operation.

In the list of flights sent to Mr. Chollot by the Eurasia Aviation Corporation, the following is given:

Peiping—Canton Line:
First trial to Hankow 21/4/1934
First trial to Canton 24/4/1934.

We have no other information in regard to these but assume they were a second series of trial flights made before the opening of the Canton-Peiping

through line, the first trials being those of May 10th, 1933. We note them here as a matter of record as reported by the Eurasia Aviation Corporation. We have not listed these in Appendix A as it is not clear to us from what points the flights started.

Lanchow-Ninshia-Paotow Route, ([91])

June 20 & November 1, 1934.

According to the Eurasia Aviation Corporation's time-table, effective September 25 to December 31, 1935, there is a scheduled route from Lanchow, via Ninshia, to Paotow. Major Colby advises us that the first trial flight to Ninshia took place on May 15, 1934; the first trial flight to Paotow on October 21, 1934, and that the first regular flight to Ninshia was on June 20, 1934, and that to Paotow was on November 1st., 1934.

We have no other information in regard to this route except that given by the time-table which states that planes leave Lanchow on Wednesdays and Saturdays at 8 A. M., arrive at Ninshia at 10 A. M., stop for twenty minutes and are due at Paotow at 12:30 P. M. Returning, they leave Paotow on Tuesdays and Fridays at noon, reach Ninshia at 2 P. M., stop twenty minutes and are due at Lanchow at 4:20 P. M.

We have never seen or heard of any covers carried on this line, but assume that it is a regular air mail route, even if no mail was carried on the trial flights.

Sian-Chengtu route via Hanchung, ([111, 112])

September 27, 1935.

On September 27, 1935, the Peiping-Taiyuan-Sian route was apparently extended to Chengtu. This line is listed in the time-table of September 25, 1935, as the Sian-Chengtu Line, and, oddly enough, nothing is said of its being an extension, nor is the Peiping-Sian Route shown at all.

The first trial flight was made from Sian to Chengtu on September 24, 1935, and the first regular flight on September 27th. A Junker J. U. 52 tri-motored plane was used.

No hour for the plane's departure from Sian on the trial flight has been sent us, but we are advised that it arrived at Chengtu at 11 A. M., and carried about 2 kilograms of mail. We have no information as to this mail nor have we seen any covers. No information in regard to the return flight was sent us. It may be that the plane stayed at Chengtu until the 27th., and started the regular service from that point, as our informant says the plane left Chengtu for Sian on the first regular flight at 7 A. M., September 27, 1935, and carried mail as follows:

"(a) Letters 820 grams in net weight
929 " " gross weight
(b) P. M. 500 " " net weight
510 " " gross weight."

This, at present, is our total information on this route except that Postal Notification No. 1508, Canton, March 27, 1936, says:

"According to information received from the Eurasia Aviation Corporation, the Sian to Kunming (via Chengtu) Air Mail Line will be formally inaugurated on the 1st April, 1936.

(signed) F. A. Nixon
Director of Posts for Kwangtung."

Kunming is the post office name for Yunnanfu.

(To be continued.)

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THE PROGRAM FOR 1936-1937

Clarence W. Brazer, the Chairman of our Entertainment Committee, had the program for the coming season well under way before he was injured in an automobile accident. Charles J. Phillips, who held this position for some years, carried on, and the resulting program is a credit to both gentlemen.

The season opens this year on September 16th with a competition of general collections, limited to 60 pages. It is followed on October 7th with a visit and exhibition by members of the *Philadelphia Chapter of the A. P. S.* There are three exchange visits scheduled in this year's program, which include a visit and exhibition of the members of the *Fort Orange Stamp Club* of Albany, N. Y., on January 20, 1937, and a visit and exhibition of the members of the *Worcester (Mass.) Philatelic Society, on* May 19th.

Our return visits are scheduled for December 9th to Philadelphia, March 23rd to Worcester, Mass., and May 18th to Albany, N. Y. These trips have proven very much worthwhile, and every member who can do so is urged to attend them.

The program is well balanced between competition and individual exhibitions. On October 21st there is a competition of Pony Express stamps, on and off cover; on November 4th, a competition of U. S. commemorative stamps; on February 3rd, a competition of Subject Collections as shown on Stamps (such as Music, Masonic, etc.); on April 7th, a competition of Air Mail Stamps of the World, and on May 5th a competition of 19th Century U. S. Stamps.

These are interspersed with exhibitions, which include the Stamps of the West Indies 1900 to 1930 by James B. Helme on November 18th; Match and Medicine Stamps on Original Covers by Henry W. Holcombe on December 2nd; United States Stamps, by Henry S. Redfield, on December 16th; Historical Covers, by R. E. Townsend, at the annual meeting on January 6th; Selections from a Chinese Collection by James Starr on February 17th; the Brazil Dom Pedro Stamps & Proofs by Dr. Clarence W. Hennan of Chicago on March 3rd; Confederate States Provisionals and General Issues by Col. C. W. Wickersham on March 17th; United States One Cent Stamps of 1851-1860 by Harry L. Jefferys on April 21st; an exhibition by dealers who are members of the Club, of special collections that they have for sale, on June 2nd. This latter is an experiment that several of the members have urged and should prove quite interesting.

These are all very much worth attending and we hope that every one will mark up his calendar now so as not to miss a single one of them. Certainly, attendance at the *Collectors Club* twice a month should be a treat and a privilege to every member. Visitors are always welcome, both men and women, so feel free to bring them at any time.

MARKING REPAIRED STAMPS

During the past few years, the traffic in repaired stamps has grown to gigantic proportions. Many dealers, especially in Europe, are said to be devotting their entire time to repairing stamps and have become so expert that their work, in many cases, practically defies detection. They were quick to avail themselves of the quartz lamp and do their repairing under the lamp so that it cannot be detected with it. In fact, so expert has some of this work become that today repaired stamps are far more dangerous than forgeries.

The entire subject has received considerable consideration, and particularly in Germany, where the dealers are organized under government supervision and have the power to set up uniform rules and see that they are enforced.

In Germany they have now decreed that every repairer, or dealer having stamps repaired, must attach his name or initials in the center of the stamps and add a number from 1 to 5, in a circle, to denote the degree of the repair. For instance, a (1) would indicate that a very slight repair had been made, while a (5) would indicate that some rather extensive repairs had been made.

The question of marking repaired stamps has been discussed in philatelic circles in the United States on various occasions.

The *American Philatelic Society* has brought the matter up for action at their conventions, but such effort has always been blocked by parties who apparently do not want to see the traffic stopped.

It seems reasonable that the time must come when repaired stamps should be indelibly marked so that they would be sold as such. There can be no legitimate objection to traffic in repaired stamps providing they are bought and sold as such. Many a rarity would thus be saved to philately, and if purchased as a repaired stamp and sold as such there would be no loss to anyone.

Now that Germany has taken the lead, the time seems ripe for united international action.

1937 INTERNATIONAL EXHIBITION TO BE HELD IN PARIS

The *Exposition Philatelique Internationale,* which will be officially known as PEXIP, will be held in Paris in 1937. The exact date has not as yet been set, but it will probably be the latter part of June.

The plans are well advanced to make this an outstanding affair, and two rather elaborate prospectuses have already been issued. These contain a list of the Committee of Honor, which include all of the leading dignitaries in France, together with the Commissioners for the various countries. For the United States, Alfred F. Lichtenstein and H. L. Lindquist have been designated as Commissioners, and Eugene Klein has been designated on the Patrons Committee, and Hans Lagerloef, Catherine Manning, Roscoe B. Martin, Laurence B. Mason, Charles J. Phillips and Theodore E. Steinway are on the General Committee.

Exhibition frames are available at the following rates: 1 frame, fr. 10; 2 frames, fr. 25; 3 frames, fr. 40; 4 frames, fr. 60; 5 frames, fr. 80; 6 frames, fr. 100, and all over 6 frames at fr. 20 each. Each frame holds 15 regular size sheets.

In the classifications, the stamps of France and Colonies, of course, are stressed, but adequate provision has been made for all other exhibits. In the section devoted to United States stamps there are five groups, which provide for general collections, including revenues, telegraphs, etc., specialized collections, including reconstructed plates, cancellations, proofs and essays, and entires.

The support of American collectors and dealers is solicited by the directors of PEXIP and data will be gladly sent to anyone interested by addressing the editor.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club**, who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear. Furthermore we want to know whether or not this work appeals to our members. Letters pertaining to this subject should be addressed to Alfred F. Lichtenstein, P. O. Box 994, City Hall Station, New York City.

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Baden: Supplement

Translated by STEPHEN G. RICH.

(Illustrations of these Baden Postmarks will be found in our issue of October, 1934.)

Introduction

ON MAY 1, 1851, at the same time as the issue of the first postage stamps, the adhesion of Baden to the German-Austrian Postal Union went into effect. According to the arrangements of this Union the rates for single letters, up to one "customs loth" in weight, between the states of this Postal Union were:—Distances up to ten miles, 3 kreuzer; up to 20 miles, 6 kr.; and over 20 miles, 9 kr. Printed matter sent in wrappers was subject to a rate of 1 kr. without regard to distance. The postal rates within the country were at once set at the same figures by the Baden Postal Administration. These internal rates were left to the decision of the individual members of the Union. Unfranked letters were subjected in addition to the regular postage rate to a special rate. This was 3 kr. for letters within Baden and 9 kr. for letters to members of the Union. Up to October 1, 1862, an additional delivery charge had to be paid by the sender and could be paid by a 1 kr. stamp. In this case the 1 kr. stamp was to be affixed on the back of the cover; but this requirement was often not noticed.

For letters within Baden the higher rate for distances over 20 miles was abolished on October 1, 1858. On May 1, 1859, the rate for letters traveling up to 3 kilometers was reduced to 1 kr.; this last rate was again raised on October 1, 1862 when the rate for all letters of single weight within Baden was set at 3 kr. On July 1, 1864, the Baden Postal Administration introduced the reduced rate of 1 kr. for letters within one post office.

After the German-Austrian Postal Union was dissolved, Baden made on November 23, 1867, a postal agreement with the North German Postal District under which the rate for single letters thruout the entire area of the District was set at 3 kr., exactly as previously for mail within Baden only, without regard to distance. For heavier letters and foreign letters the unit rate of 7 kr. was then introduced.

For letters to foreign countries not members of the District (states of Germany not yet adhering thereto) the use of stamps was not allowed according to Section 21 of the Baden Postal Regulation of May 1, 1851. At first, accordingly, the stamps on letters to German states not members of the Postal Union were cancelled by plain red pen strokes and thus declared invalid. The same process was applied for letters to Switzerland, France, and England, by an additional order of April 1855. In January 1856 invalid payment was first

figured on exchanges of mail with Switzerland and from about 1867 on for exchanges with England, the Scandinavian and Italian states, etc. The Postal Treaty with France of October 14, 1856, specified that all inapplicable frankings should be pen-crossed and considered invalid. The arrangement of November 23, 1867, which has been mentioned, provided the unit foreign rate of 7 kr. for letters to Switzerland, Belgium, and to the United States via Prussia.

Cancellations

(See A. E. Glasewald, *Die Abstempelungen der Marken von Baden.* Goessnitz S.-A., 1898 and articles in *Deutscher Briefmarken Zeitung* 1892, pages 43ff, 59ff, 76ff.) Altho from the start the cancelling of the stamps in Baden was officially ordered in a very simple manner, the Baden cancellations form so varied a field for collecting and research that it is necessary to limit ourselves in discussing them. In particular cases matters are not even now entirely clear. We limit ourselves to explaining the main facts, the main differentiations, and a few exceptional cases of rare cancellations and the like.

The regulations provided that the stamps of the numeral issues should be cancelled by the dispatching offices exclusively with special numeral cancellations. This continued even as late as the first issue in the Arms type including number 13, 3 kr. rose perforated, as the dominant procedure. When and in what way a cancellation by means of town marks was officially permitted is unknown. The fact that even as late as June 1863 the two newly established offices at Gailingen and Gottmadingen received numeral cancellations 113 and 117, while a list published by Glasewald giving the Baden post offices at the end of 1865 includes many to which no numeral cancellation has been assigned, may give us a clue. In fact, on the later issues of stamps numeral and town marks are used alongside each other in the widest variety. Only very gradually were cancellations limited to town marks. The last issue of Baden stamps, 1868, appears to show only the numeral cancellation 175.

The numeral cancellations were issued to post offices as contrasted to mere postal agencies. As a rule these marks had five concentric circles. The numbers up to 163 were assigned to the various offices in alphabetical order. Those from 164 to 177 belong to offices established after May 1, 1851, and were assigned in the order of establishment of these offices. Some of these later-established offices arose from converting postal agencies to actual offices; and the reverse also happened. A large number of offices were reduced to postal agencies on May 1, 1859; the numeral cancellations thus retired were reassigned in part to newly created post offices. As a result some of the numeral cancellations were shifted from one office to another during use and post offices established after May 1, 1851, used numeral cancellations lower than 164.

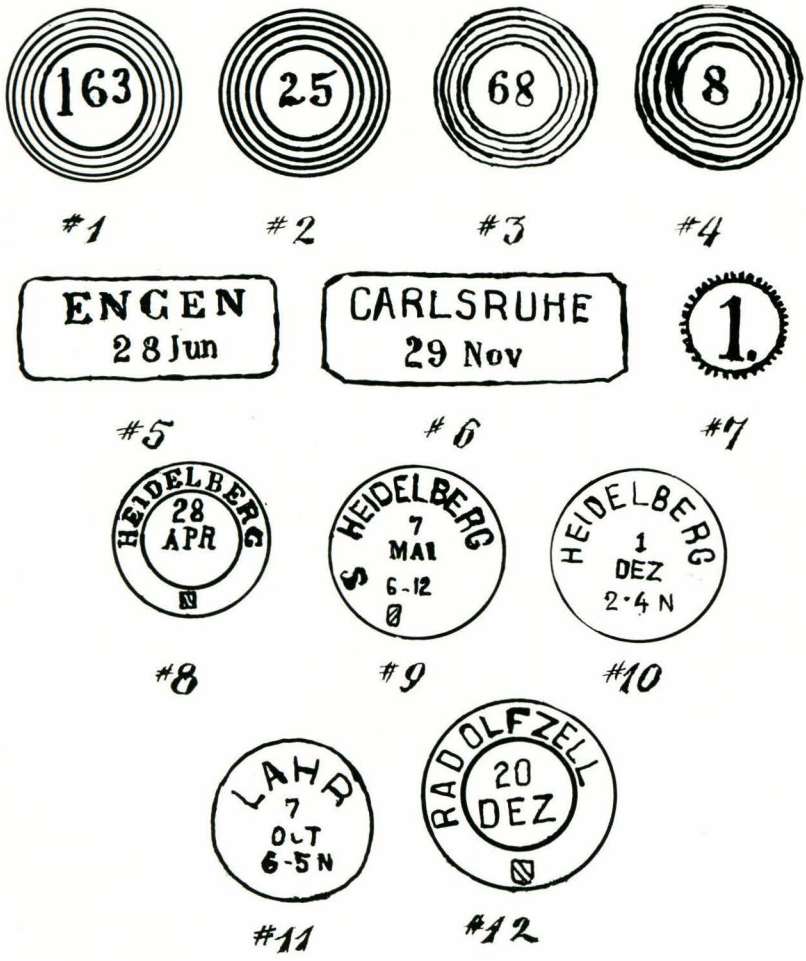
Among the numeral cancellations there are a few varying in style, in manner of application, and a few whose rarity deserves notice.

Cancellations in abnormal style exist for numbers 24, 87, 164, 165, 177. Number 167 and perhaps also 165 exist only in abnormal style. Numbers 24, 87, and 164 also exist in the usual 5-circle style. (Very scarce for 164.) The variety in numbers 24 and 87 consists mainly in the fact that the numerals are larger and the outermost circle is scalloped. Like the ordinary cancellations for numbers 24 and 87, these belong to the large offices Carlsruhe and Mannheim. These abnormal ones first showed up early in 1859 and are known on all stamps of the second numeral issue except the 3 kr. green, which was replaced by the blue one during 1858.

Numeral postmark number 164 shows five widely varying types as well as the ordinary five-circle type which is the scarcest of all. Four of the others show a larger or smaller 164 within a single circle. These four are separated by the varying size or height of the numerals and the circle. These are called types 1, 2, 3, and 4. Types 1 and 2, small, appear on stamps of the first issue

and the larger types 3 and 4 only on the Arms type stamps. Since the cancellation number 164 was assigned to the Traveling Post Offices it is thought that the various types belong to various railway routes or services in opposite directions on the same route. A still smaller cancellation 164 was in use with one circle surrounded by a scalloped border. This one was the last to be put into use, beginning at the end of 1859.

Number 165 resembles in style the first type of the single circle 164 cancellations. The place of use is not yet fully established. Number 177 resembles in size the single circle cancellations of 164 and 165 but also has the scalloped border mentioned for other numerals. It was used at the city post office in



Types of Baden Cancellations.

No. 1 Appears on No. 2, 1851-1863. Zell i.w.
No. 2 Appears on No. 7, 1853-1857. Constanz.
No. 3 Appears on No. 6 and No. 9, 1853-1861. Kehl.
No. 4 Appears on No. 13, 1861-1864. Baden (city).
No. 5 Appears on No. 19, 1864-1868.
No. 6 Appears on No. 22, 1864-1868.
No. 7 The famous Rural Box Cogwheel Cancellation.
No. 8 Appears on No. 23, 1864-1868.
No. 9 Appears on No. 28, 1868-1871.
No. 10 Appears on No. 28, 1868-1871.
No. 11 Appears on No. 23, 1864-1868.
No. 12 Appears on No. 19, 1864-1868.

Carlsruhe, apparently put into use at the end of 1856. It is found on the 3 kr green stamp.

Coming to varieties in use or application, the numeral cancellations number 164 are unusual to the extent that they were used by Railway Post Offices, and this use gave rise to the four varieties or types of the single circle mark. The use of the single circle cancellation 165 is not completely explained even up to now. We only know that this number was assigned to the post office at Rittersbach, established July 1, 1853 and discontinued May 1, 1859.

Coming to the question of rarity we must distinguish three separate groups. These are: Absolute rarity, rarity of particular numerals on particular issues or varieties, and rarity of a particular numeral cancellation used with a particular town mark.

(1) "Absolutely rare" are those numeral marks which were either little used during their life or whose actual periods of use were relatively short. The first group consists of offices doing little business, or one of alternative numeral cancellations of which one was little used, such as 5-circles number 164 which has been mentioned. The second case is that of post offices that were either established late or discontinued early or both without the numeral being assigned to another office. (Such numeral cancellations are 9, 51, 65, 158, 165, 166, 167, 168, 169, 172, and 176. Among these must be specially mentioned 165 Rittersbach, 168 Dertingen, 169 Werbach, and 172 Weiterdingen, which were established from 1853 to 1855 with new numbers but had reverted to postal agencies by May 1, 1859 without their cancellers being assigned to other offices.) But we must notice that the conversion of a post office to a mere agency usually took place only because little business was done. Those offices that lost their numbers early were mostly those doing very little postal business before that happened. The scarcity of cancellation 165 has already been mentioned.

(2) The rarity of particular number cancellations on particular issues or varieties is usually related to the date of conversion of the particular agencies to post offices or vice versa. For example, a cancellation number issued to an office in June 1857 must be rare on the green 3 kr. stamp number 6 which had been replaced in May 1857 by the blue 3 kr. stamp number 8.

(3) The rarity of particular numbers in connection with particular offices is explained by the fact, already mentioned, that in a large number of cases the numerals of offices reduced to agencies were assigned to newly established post offices. The most obvious of such cases are: Stadel which turned in its numeral 134 on May 1, 1853, to be assigned to Brennet on April 1, 1856; and Stollhofen which turned over its cancellation 140 to Lichtenau on January 1, 1854.

For color of cancellation, black was prescribed from the start thru the ruling body of the German-Austrian Postal Union. As a result of a subsequent revision the states of the Postal Union were allowed to cancel in other colors also after July 1, 1852. On June 16, 1856, the Baden Postal Administration added a regulation that all cancelling must be done in black only. This regulation was by no means strictly enforced and in the case of certain town cancellations a blue color is the regular thing. The use of red ink is mainly explained by its being prescribed for cancelling of foreign mail and registered letters. A use of blue ink for cancelling was according to the wording of a general order in Baden published June 16, 1856, not officially recognized; in spite of that more than 50 numeral cancellations are known in blue and only 32 in red as well as in black.

But in general blue cancellations are scarcer than red, which latter originated mainly at larger offices with much foreign and registered mail. (For example, Rastatt, number 115, is quite plentiful).

Besides blue cancellations there are also mixed colors between blue and green and proper green numeral cancellations. There are also combinations of several colors, such as pairs on which the same numeral is in red on one

stamp but black on the other; or stamps with one numeral cancellation in red and another in blue arising from superfluous cancelling by a transit office, etc. The degree of rarity of colored numeral cancellations is not judged by the number only, but also to a very large degree by the stamp on which it is found—for example, always scarce on numbers 5 and 8.

Among the town marks which may be found in general use as early as the introduction of stamps, the oldest are the two-line straight line types without border; upper line town name, lower line date or time. The single line straight line cancellations served even thus early only in a supplementary way for cancelling stamps and in general were already found as railroad marks, routing marks, fee marks, and so forth. Two-line straight line marks with a border usually rounded or bevelled at the corners originated at a somewhat later date. These are found in part as cancellations on stamps of the German Empire as well. The town mark form chosen later was usually the double circle and this still later was replaced by the single circle.

All these styles of postmarks were in use at one time where town marks were in regular use. Therefore, in general none of these types may be considered a rare postmark. Only on the numeral stamps may we consider cancelling with town marks as a rarity. Relatively the most plentiful is that from Kehl, especially on the 1 kr. stamp number 5.

The situation is quite different with such town marks as were used only in isolated cases as early as the introduction of the first stamps, and special office marks such as those of frontier post offices, which were used for cancelling stamps only accidentally, by mistake, or in a supplementary manner. The single-line straight line marks which have been mentioned belong to the first group and are entitled to higher prices when used as cancellations. We do not count among these the single-line parcel cancellations of Neustadt in blue or black and of Bretten, since they have a scalloped border. Their rarity depends upon the issue or denomination of stamps on which they are found. For similar reasons the so-called Railroad Route Marks are scarce. These have the inscription "E. B." with month and day and on a lower line the information such as "Curs III" with or without an indication of route, within a square bevelled at the corners. Since the traveling post offices on the railroads had already received particular cancelling stamps with numbers in May 1851, the R. P. O. marks occur only exceptionally during the period of numeral cancelling. Later the shape and inscription were made more like those of the ordinary town marks. Thus in the period when town cancellations were generally used for cancelling they do not appear to have been used. These same stamps come exceptionally with the railroad route cancellations and the single circle numeral cancellation 164. Finally the cancellation with the big oval mark "BAD: STATION bei RHEINFELDEN," on the Swiss border must be noted as a special rarity. It was replaced by a single circle mark about the middle of the '60's.

The special cancellations which have been mentioned are always rare because they could be used for this purpose only accidentally or by mistake. We mention some of them. BADEN or Carlsruhe within a sidewise oval; upright oval—circle broken at the top by the word BADEN; upright oval mark "SCHWEIZ od. FRANKREICH über BADEN;" Charge postmarks, and others.

Cancellations used in direct contradiction to the purpose for which they were made are the following when used to cancel stamps; "B. 3 K." within a single circle with a star above and below the 3; "B. 6 K." within a single upright rectangle; "B. 9 K." within a hexagon. These marks belong to the Postal Exchange Office with France maintained by the Baden Postal Service and were for the purpose of marking for the French Postal Service the amount that the Baden Service should receive on the accounts for forwarding unfranked mail to the French border. In a few cases known to us up to now we find the

3 kr. due mark on a 3 kr. stamp, the 6 kr. due mark on a 6 kr. stamp and the 9 kr. due mark on a 9 kr. stamp. These cancellations were not used as an expedient but directly as a misunderstanding of the regulations which have been mentioned. In this group there is also a fourth mark of the exchange office of Baden: "B. S. P.". This mark was to be placed upon such pieces of mail going to France as were carried within Baden as free official mail and on which no carriage was to be charged for the account of the Baden Administration. Altho this cancellation, B(ade) S(ervice) P(ublic), is not yet known as a cancellation on stamps of Baden, it is very likely to turn up. Bavarian numeral issue stamps with the similar cancellation B.(aviere) S. P. exist and this cancellation in Bavaria has been either unexplained or incorrectly explained up to now.

The so-called "cog wheel cancellation" of Baden must not be confused with the numeral cancellations of the various post offices which usually have 5 circles. The cog wheel marks show a single or double number with or without a period within a small broken circle resembling teeth on a gear wheel. These are the cancellations of the rural offices. Thru the rural service they belong to the reception of letters thru rural boxes via postal agencies. Each post office had a definite number of receiving boxes assigned to it with cog wheel marks arranged in order from one up. The highest cog wheel number known up to now is 50 but not all numbers between 1 and 50 are known. Cog wheel marks are usually in black and those in blue are real rarities. The cog wheel types are used not only alone as cancellations but in combination with the circle type and others.

On January 1, 1864 the Postal Agencies were provided with town marks—single sidewise ovals with the name of the superior post office at the top, in the middle of the abbreviated term "Postablage" and below the name of the particular agency. After January 1864 the Postal Agencies used these town marks for cancelling stamps. They exist as great rarities on stamps Nos. 4 and 5 of the numeral issue. The cancellation of mail taken directly from the various rural boxes and that brought in from the rural service directly or past on from one rural carrier to another took place by means of the cog wheel marks belonging to the rural boxes. Thus cancellation with these is even found on the first issues of the German Empire. Lately we have seen a three pfennig stamp of the German Empire, number 31, cancelled within the Griesheim district with the cog wheel type.

Pen cancellations in the form of a cross on stamps of Baden do not signify any supplementary cancellation but merely signify that the particular stamps were not recognized as valid for postage. This has been mentioned earlier.

Like the stamps of other postal administrations, the stamps of Baden come with foreign cancellations such as Wurtemberg and Switzerland. In a reverse way, stamps of Wurtemberg, Bavaria, Thurn and Taxis, etc., are found with the circular numeral cancellations of Baden. As usual, fancy prices are paid for such items, altho in most cases an obviously and entirely superfluous cancellation has been applied.

The Numeral Issue of Stamps

Out of a find, large portions of panes of the first printing of the 3 kr., 6 kr., and 9 kr., stamps numbers 2a, 3a, and 4a, have appeared within the stamp trade in recent years. Genuine mint copies of this group were very scarce up to that time. What were found were two or three mint corner blocks or edge blocks of the 3 kr. and 6 kr. with sheet margins, and a margin block and one or two large blocks of the 9 kr. old rose. These were cut from larger pieces because the value of the remaining portions was less. Since these blocks went without further separation into the possession of large collectors, partly in the United States, the price for genuine mint singles is hardly likely to decline.

Error, 9 kr. green: Of the two genuine covers of this error the one from the Ferrari collection, used at Eppenheim, cancellation number 41, brought 120000 francs in the 8th Ferrari auction. Genuine errors off cover are not known. The two which have circulated in the trade in recent years as this error, one from the Ferrari collection and the other from the Duveen collection, have both been seen by us and are counterfeits. Because of the rarity of this item no catalog price can be set. Our previous description of the color as "green" is to be replaced by *light blue green*. Likewise the error on the letter of the R. P. M. from Orschweier, cancellation 106, like the Ferrari cover has quite conspicuously the color and the very clear print of number 3a. This is a point which the counterfeiter of the Duveen item knew but which that of the bad Ferrari item overlooked. Errors in a yellow-green color do not exist.

Further copies of the so-called Tete-Beche 1 kr. black on white, were found by the stamp firm of Kopp & Dietenberger in Freiburg in January 1923. This find consisted of a pair together on cover, from above the gutter, along with a green 3 kr. stamp, used at Freiburg with cancellation number 43. This piece has changed owner many times since then just as did the strip of three from the Schwarz collection, and was lately offered at £1000 in *Stamp Collecting*. The conspicuous crooked position of the stamp on the right of the gutter relative to that on the left and also the difference in vertical position substantiates anew the correctness of the theory of Kroetz. According to him this Tete-Beche within the plate occurred because for economy the printers reassembled the plate for a new size of paper instead of preparing the second impression from the same plate. Recently a third Tete-Beche piece is reported to have turned up in Switzerland. The width of the gutter is 11½mm and not as incorrectly given in this handbook 1½mm.

The Loeffler collection contains the 6 kr. stamp number 11 in the yellow-orange color b on a letter from Mannheim cancelled November 2, 1861. Letter and color are absolutely free of tampering so that color b was issued not later than the end of October 1861.

After number 16c in this handbook insert numbers 14 to 16 instead of 13 to 15.

Varieties of the 1862-64 issue: Two additional copies of the 9 kr. stamp number 20 printed on both sides exist apparently in addition to the one we have mentioned from the Breitfuss collection. The imperforate 3 kr. stamp number 18 known up to now only with the cancellation of Stockach in Dec. has been seen tho not by us in an auction on cover, bright colored cancelled at Carlsruhe in August. The alleged imperforate 30 kr. stamp which was in an auction in Hamburg is a complete forgery.

Offsets on Backs of Stamps

Since the main portion of the handbook was published we have seen a great number of offsets on the backs of Baden stamps and on the greatest variety of these stamps. To explain all these a basal source of errors must have existed, such as overlooking of a step in the printing process on the part of Hasper's printing office. In our opinion we are not dealing so much with piling of freshly printing sheets of stamps, not yet dry, on each other as with some defect at the beginning or the end of a day's work in printing. We have seen offsets on the back of stamps numbers 8, 10, 17, 19, and 24. We have seen double offsets on the back of number 20; and we know of offsets on the back of number 5 (single) and number 25 (double). We note as remarkable that on a vertical pair of number 17 both offsets on the back show a white line thru the center of the value but nothing of this sort on the front of either specimen.

National Philatelic Week

THE idea of having an annual *National Philatelic Week* originated with *Louis Castelli* of Chicago, and was put into effect for the first time last year. Even though the machinery to handle the affair was inadequate, some substantial results were secured, and as a result a permanent organization is now behind the proposition, to make it of real importance.

The plan is sponsored by the *National Federation of Stamp Clubs, Inc.,* which has endorsed the project, and by the *Central Federation of Stamp Clubs of Chicago,* of which *Mrs. Alice C. Westphal* has charge of the publicity.

The week this year will be celebrated from November 16th to 21st, inclusive, and it is hoped that every district in the United States will arrange for regional meetings and see to it that the various clubs have special entertainment, that stamp displays are put in all public buildings and in local stores, and that the idea is pushed to the ultimate extent.

In Chicago they are planning a large opening night celebration on Monday, the 16th of November, and will have a combined meeting of all the clubs in Chicago and vicinity, to cooperate with special entertainment on every night of the week, culminating in a Mardi Gras Banquet on Saturday, November 21st.

A *National Philatelic Week* sticker designed by a well-known Chicago artist, together with attractive posters containing the same design, are now available. It is a plan well worth the support of every collector and dealer.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of the **Collectors Club Philatelist,** published Quarterly at Federalsburg, Maryland, for October 1, 1936.

State of New York, County of New York, SS:

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared H. L. Lindquist, who, having been duly sworn according to law, deposes and says that he is the Editor of the Collectors Club Philatelist, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Collectors Club, 30 East 42nd St., New York City.
Editor, H. L. Lindquist, 30 East 42nd St., New York City.
Managing Editor, None. Business Managers, None.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent. or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, Company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Collectors Club, 30 East 42nd St., New York City. President, L. B. Mason, 30 East 42nd St., New York City. Vice President, A. E. Owen, 30 East 42nd St., New York City. Secretary, A. W. Deas, 30 East 42nd St., New York City. Treasurer, G. R. M. Ewing, 30 East 42nd St., New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state). None.

H. L. LINDQUIST, Editor.

Sworn to and subscribed before me this 16th day of September, 1936.

E. J. GLIDDEN, Notary Public.

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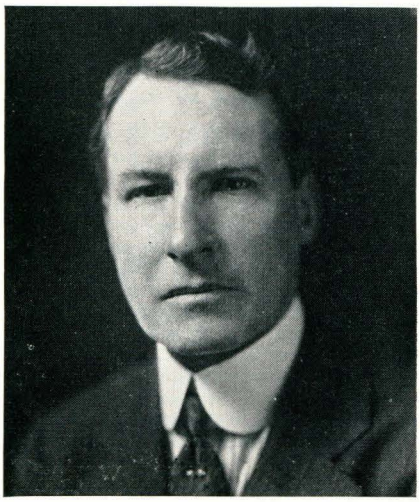
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Correction in Membership List.

Ramsden, Chas. T., Santiago, Cuba.

Members Deceased.

Charles Curie
J. W. Schaefer
J. W. Andrews



Charles Curie

DEATH OF CHARLES CURIE

Philately has lost another of its staunchest supporters in the death of Charles Curie, who passed away Wednesday night, July 15th, 1936. Mr. Curie had been stricken over a year ago and his death had been expected for some time.

Mr. Curie had been an active worker in the **Collectors Club** for some years, having served in the capacity of president, vice president, secretary, and member of the Board of Trustees.

He had one of the finest general collections in the country and this received the Grand prize at the **National Stamp Exhibition** held in Rockefeller Center in February, 1934. Mr. Curie was interested in many organizations, particularly military organizations, and had been identified in military circles for the great-

er part of his life, and served in France during the World War in charge of a motor unit. He was a member of the law firm of Curie, Lane & Wallace at 21 West St., New York, N. Y., but had not actively practiced for some years. He was a graduate of the New York Law School.

He was born in Paterson, N. J., on March 4, 1872, and was a direct descendant of Benajah Lockwood, who served with the troops of Rhode Island in the American Revolution. His paternal grandfather, Frederick Curie, was born in France and was an early settler of Paterson.

On May 3, 1911, he married Miss Etta Duffy of New York. They had two sons, Charles Jr. and Frederick D. Curie, and a daughter, Miss Ann Gordon Curie, who was introduced to society in December, 1934, at a ball given at the Waldorf-Astoria.

His stamp collection will no doubt be sold at auction.

DEATH OF J. W. ANDREWS

In the sudden death of J. W. Andrews of Westfield, N. J., philately has lost one of its most promising philatelic students.

Mr. Andrews had collected actively for the past fifteen years, specializing in the stamps of the United States and Guatemala. During the past three or four years he had concentrated on the U. S. issues and was particularly interested in color research. It was Mr. Andrews, in connection with B. K. Ford, also of Westfield, who contacted the Massachusetts Institute of Technology with a view to establishing a Fellowship for the study of Color as applied to postage stamps. He had some very active plans along this line and was just about to leave on a vacation which would include another call on M. I. T. with a view to further discussing the color problem.

J. W. Andrews was born in Chicago in 1899 and graduated from the Kansas Agricultural College in 1920. He then went to the Illinois University, from which he graduated in 1924. Upon his graduation he became connected with the Western Electric Company at Chicago and while in their employ he developed some important processes in their research laboratories. He was an important executive with the Western Electric Company at their New Jersey plant at the time of his death, and his scientific training was being used to good advantage in his philatelic work. He was a member of the **Alpha Pi Sigma** Fraternity and his philatelic connections included the **Collectors Club** of New York, the **Union County Philatelic Society,** of which he was president, the **Bell Telephone Laboratories Club,** and several other organizations. He frequently gave talks on the hobby before these organizations and had planned a very active season. He had a severe and unexpected heart attack just a few days prior to his death and passed away on Saturday, July 11, 1936. He is survived by his widow and two children. He was a real leader among the new group of scientist-collectors and his passing will be a severe blow to them.

ACCESSIONS TO THE LIBRARY.

Priced Catalog of J. C. Morgenthau's Auction Sale, May, 1936. Gift of J. C. Morgenthau Co.

Miscellaneous lot of Philatelic Literature. Gift of F. Greeley.

Colombia Airpost, F. Kessler, de Luxe Edition. Gift of F. Kessler.

THOMAS ALLEN CHANGES ADDRESS.

The well known stamp dealer Thomas Allen of London, who has been represented in our columns since the magazine was founded, has recently changed his address and mail should hereafter be sent to: Frinton-on-Sea, Essex, England.

BRIEFMARKEN - KATALOG, ZUMSTEIN, 1937, 20th Ed., Zumstein and Co., Bern, Marktgasse 50. Price Fr. 3.75.

The 1937 Edition of the Europe Catalog has just been published by Zumstein and Co., containing 596 pages with numerous illustrations. The prices have been brought up to date.

A very important feature is the inclusion of a Dictionary from German terms into a dozen other languages which makes it possible for collectors of almost any country to follow the text in a most understanding manner. Collectors of Europe will find this catalog a valuable addition to their library.

THE MITCHELL-HOOVER OFFICIAL CATALOG OF UNITED STATES BUREAU PRECANCELS, Publ. S. G. Rich, Verona, N. J., price 75 cents.

This is the seventeenth Edition of the Bureau Print Catalog dated August 1936, spiral binding and containing 72 pages. Throughout the book can be found memorandum columns for the facility of collectors. Besides the other valuable information for precancel collectors, the prices in this catalog are the net prices at which fine copies are regularly obtainable in the market. As usual it is edited by Dr. W. I. Mitchell.

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