

BRITISH

GUIANA.

Official Organ
OF THE
Victory Philatelic Society.

6d.

Motto:—*Aut Optimum Aut Nihil.*

❖ The ❖
**British Guiana
Philatelist.**

EDITED BY W. A. HUSBANDS.

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THE

British Guiana Philatelist.



VOL. 2,

JULY, 1927.

No. 2.

CIVIL AVIATION IN BRITISH GUIANA.

GOVERNMENT SUBSIDY GRANTED.

AT the special session of the Combined Court held in the Court of Policy Hall on Thursday, the 14th of July, the following memorandum by the Directors of the Real Daylight Balata Estates, Ltd., with regard to a proposed Seaplane Company to be formed in British Guiana was laid on the table :—Early in 1924 Mr. E. E. Hodgkins of the Real Daylight Balata Estates, Ltd., approached the Government through Mr. Ball Greene and Mr. Popham Lobb as to internal communication by seaplane service to the balata fields.

After much negotiation it was agreed that if the Government should provide and install a wireless station at Apoteri, the Company would build to Government specification the wireless buildings in which to House the plant and machinery. This they did at a cost of some \$7,000 ; and the building and installation is in perfect condition and working well.

On their part the Real Daylight Company undertook to install at their entire cost and risk a perfectly suitable seaplane to work their concessions specially as to conveyance of urgent cases of sickness.

This was successfully carried out and on the initial flight the late Governor, Sir Graeme Thomson, and Lady Thomson were flown by Capt. G. N. Trace (pilot).

The Real Daylight Company and the other balata companies agreed to subsidise the wireless station for two years for £600 sterling, the Real Daylight Company paying £300 and the other companies £300 between them, and they have already paid the two full years subsidy, viz., £1,200 sterling.

It was also agreed that providing the seaplane installation proved perfectly successful, the Government should have the option of acquiring the whole outfit at net cost without any profit to those providing same.

In addition to the intended working of air communication to Apoteri (Rupuruni) it was more than all intended to demonstrate the incalculable value of seaplane aviation for every need of the colony's development. Without such aid, Forestry, Survey, Roads, Railways, and also efficient police and military control is utterly impossible, experience of which facts had been demonstrated in nearly every other colony.

After the perfectly successful installation, the company agreed to demonstrate to all the Government departments the value of the service to them and this was also carried out. Additionally, several journeys were made to the diamond fields carrying important members of that industry quite safely as desired.

The company are quite unable to meet the continued demand to fill the aviation requirements of the colony, as to do so a large plant including a second plane and spare engine is necessary. Mr. Hodgkins approached Mr. C. R. Fairey of the Fairey

(Continued on page 3).

THE British Guiana Philatelist.

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Edited by WALTER A. HUSBANDS.



MOTTO:

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JULY, 1927.

All communications to be addressed to
P.O. Box, 292.
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1/4 " ...8/- " "
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FOREWORD.

Much has happened since our last appearance. On account of the depressed state of things throughout the colony, we have been denied the support necessary for the producing of our paper, but as we said on a previous occasion it would be a day of sorrow to us, when we shall have to cease publication and therefore we are making an effort to continue at least half-yearly. Should the necessary support, however, be forthcoming, we shall consider it a boon to resume quarterly. Meanwhile we shall appear January and July.

Subscription to Journal only. Oversea or Local 1/- per annum.

Oversea Membership in the Victory Philatelic Society which includes the free and regular receipt of Journal... 4/- per annum.

All local particulars re Membership may be had on application to Hony. Secretary, V.P.S., P.O. Box, 292, Georgetown.

Letters of enquiry must contain return postage.

All remittances must be by Postal or Money Order payable to Victory Philatelic Society. Stamps not accepted.

MSS. and anything of Philatelic interest must be sent in not later than 15th of month preceding date of issue, and marked "Editorial" in top left hand corner.

The Editor does not hold himself responsible for the opinions of his correspondents.

All business communications regarding Subscriptions, etc., to be addressed Hony. General Secretary. P.O. Box 292.

Georgetown, Demerara,
British Guiana.

EDITORIAL NOTES.

In consequence of insufficient support, we had to descend the ladder; however, our greatest glory is not in never falling but in rising every time we fall.

There is to be an International Aero Exhibition at Prague in the month of September, 1927.

The International Philatelic Exhibition of Monaco, will be held in the magnificent court of the Palace of Fine Arts at Monte Carlo from 18th to 26th February, 1928. under the patronage of Prince Louis II., of Monaco.

There is no truth in the rumour that St. Kitts-Nevis will issue a new set this year.

There is to be an International Philatelic Exhibition at Durban in July, 1928. This has been organised by the Philatelic Society of Natal.

(Continued on page 6).

Aviation Company, who agreed to build and supply a new plane (specially designed for local wants) and stating that if a company was started they would supply the plane for shares only, but requiring cash for the Rolls-Royce engines.

This was contingent on the Real Daylight Company agreeing to do the same with their unit, including hangar and slipway as now existing. This being fully agreed, the figures and facts as existing are now in the possession of the Government.

GOVERNMENT CO-OPERATION SUGGESTED.

Without Government co-operation and full support in its use, the whole intention is impossible of attainment.

The Government's help could be by a subsidy of £3,000 for a term of 5 years, and the flying rights for the colony for such term. This would of course in no way preclude any private person from possessing his own installation for private use only, but not for hire.

Another method of Government co-operation could be by way of guarantee of a stated number of flying hours (say 150 hours per annum) by which means the Government would get value for cash outlay instead of an out and out subsidy.

The Real Daylight are themselves willing to guarantee 50 hours flying for first year as a further earnest of their intention to fully back the new company.

The company's outfit would provide the colony's requirements for the following work:—

- (1) Air Survey and Map photography.
- (2) Mail facilities to Barbados and Trinidad or personal transit for those in need of same.
- (3) Medical and Health Officers' work in all districts.
- (4) Police supervision and military emergencies (the pilot and mechanic should be enrolled and granted commissions in local forces).
- (5) Forestry Survey.
- (6) Rail and Road Survey.
- (7) Work Department and Survey work.
- (8) The Lands and Mines Department, control of districts at very frequent intervals.
- (9) The Company should be associated with the West Indian Aviation Committee as now constituted by Sir Sefton Brancker who is personally known to Mr. Hodgkins.
- (10) The examination of Kaieteur as a landing place for tourists by air as a colony attraction to wealthy Americans and others.

It is impossible to imagine another such offer or chance as that now made by those whose object in making it is to push forward the colony's development by air service as well as to insure their own requirements on a safe basis.

FINANCE.

The whole of the figures and facts are disclosed in a separate statement, wherein the principal fact stands out that the offering parties are tendering that which will have cost them \$92,000 in cash for—

\$24,408 in cash.

and \$43,776 in shares in new company.

\$68,184

The whole of the experiences and immense work of the two years are also provided for *nothing*, together with the services of the pilot and mechanic who have solved all the initial pioneer troubles and difficulties, whereby no further expenses and loss of time is needed for immediate action and success.

EQUIPMENT.

The equipment of the new company would consist of:—

- (a) 2 Fairey III. type seaplane specially built in every detail of material and construction for tropical conditions. These machines are driven by Rolls-Royce engines "Eagle IX" type. Their very latest production.

These planes are also fitted with Marconi wireless telephones and Morse telegraphy, These are tuned into W. with Georgetown, Mackenzie, Kamakusa. and Apoteri stations, both for transmitting and receiving *en route* by air.

1 New 1 Square Rolls-Royce engine of abovenamed type.

(b) A large quantity of spares and stores for repairs of the planes, the engines, and the wireless installations. These include a pair of perfectly new mahogany floats (value £500).

1 set of *new* Wings.

It should be specially noted that all spares are "Standard" and of use in either machine.

(c) A good store of castrol "R" Wakefeld oil.

A good supply of aviation special gasoline in steel drums.

(d) A finely constructed slipway at La Penitence, entirely of greenheart reaching many feet below lowest low water line. This insures landing and going out at *any* tide.

(e) A finely constructed greenheart hangar, fitted with overhead gantry for engine repairs and changing. All necessary pumps for gasoline and soft water are fitted. Two rain water tanks for Radiator work. The lattice doors are on slide rails.

(f) A greenheart operating testing platform fitted with winch and steel cable for control of plane.

(g) 1 motor launch (new) for attendance in emergency.

(h) Both planes insured under Lloyd's policy.

COST OF EQUIPMENT.

		For Cash,	For Shares
Fairey's unit (new) (plane only) f.o.b. London ...	...\$17,688	..	\$17,688
Fairey's new "R.R." Engine as per quotation f.o.b. London	11,208	\$11,208	...
"R.D." ambulance plane ...	... 17,688	...	17,688
"R.D." "R.R." engine as now installed ...	... 3,600	3,600	...
"R.D." spare float's wings and all engine and plane and wireless spares. All these being interchangeable with new unit ...	... 9,600	9,600	...
"R.D." hangar stage and slipway ...	... 8,400	...	8,400
Capital cash outlay ...	... 68,184	24,408	43,776
Freight and insurance on new plane and engine ...	... 1,320	1,320	...
Enlargement of hangar for new plane ...	... 600	600	...
		\$70,104	\$26,328 \$43,776

YEARLY OVERHEAD CHARGES.

Salaries and Directors ...	... \$13,824
Petrol and Oil ...	... 7,200
	... 800
Stores and repairs ...	... 2,000
Insurances (2 planes, etc.) and sick fund ...	... 8,400
Depreciation (2 planes) ...	... 5,000
Wages at hangar ...	... 750
Rent of site Curtis, Campbell & Co. ...	... 750
	\$65,052 \$43,776
Share capital liable for dividends ...	... \$108,052

If these figures meet with approval we are saddled with a capital of (say) \$109,000.

Taking a desirable minimum of 10 per cent. we have to produce \$10,900 after paying all expenses.

These expenses we now extract from the schedule above, such being recurring overheads and not capital expenditure sums.

OVERHEADS.

Salaries and Directors	...	...	...	...	\$ 13,824
Petrol and Oil	...	...	...	...	8,000
Stores and Repairs	...	...	...	...	2,000
Insurances and Sick Fund	...	...	...	...	8,400
Wages at Hangar	...	...	...	...	750
Rent of Hangar Site	...	...	...	...	750
Depreciation 2 planes, 1st year	...	...	...	...	5,000
					\$ 38,724
Add minimum interest 10 per cent.	...	...	...	...	10,900
					\$ 49,624

500 flying hours to produce this would equal \$99 per hour with an average of 88 miles per hour, or \$1,125 per mile.

At 85 miles per hour cost is \$1,165 per mile.

The relative positions on the basis of the supplying companies "Fairey's and "R.D." are as follows:—

<i>Faireys' a/c.</i>				<i>Real Daylight.</i>	
Cash	Shares			Cash	Shares
\$11,208	\$17,688	...	...	\$13,200	\$26,088
\$28,896		...	...	\$39,288	
		together			
Cash				Shares	
\$24,408		...	...	\$43,776	
\$68,184 Shares and Cash as shown in Dollars.					

INITIAL CASH PROVISION.

Cash for purchase of units as specified	...	...	...	\$24,408
Cash for capital outlay	...	...	...	1,920
Cash for 12 months overhead	...	...	...	38,724
			Total	\$65,052
			or	
if only six months provided, then	...	...	...	\$45,690

The Colonial Secretary then moved the following motion:—

Be it Resolved,—That this Court approves of a sum of \$15,840 being placed on the estimates for a period of three years from the 1st January, 1928, by way of an annual subsidy to the British Guiana Air Transport Company, Limited, in return for the use of the Company's seaplane or seaplanes for, it is suggested, 160 hours each year, with a view to encouraging and promoting aviation in the Colony; the details of the terms of agreement to be approved by the Governor-in-Council.

In doing so he said that the scheme had been considered by the Air Ministry, who recommended that it should be adopted. It might be said that the time had not come to ask for that money to put such a desirable scheme into operation. He did not think that the amount was a very large one for a Colony of the size and importance. At the same time if they did not agree to vote the money the chance which now offered itself, would be missed. All over the world there was development in the form of transportation. In this Colony they had a rich interior, and if they encouraged the Company to come in and operate, the Company would take steps to find proper lines in the interior by which the people from the city and elsewhere could get up to the interior, do their business and return perfectly safe. He felt that the service would have the effect of developing the interior.

At present there was no proper form of transportation from the interior. Having regard to the great possibilities which the service would open up, he would ask members to give the motion their support. He thought that the money would be well spent.

The Attorney General seconded the motion.

Mr. Evan Wong said he regretted that he had to oppose the motion. Owing to the economic condition of the Colony he did not think the expenditure would be justified.

Mr. Woolford said that he was going to ask Government not to insist on the terms of agreement being finally approved of by the Governor-in-Council. If the Court was asked to subsidise the movement, he felt that the Court should insist on the agreement or contract being laid on the table.

Mr. Webber said that he would commend to Government the motion before the House. He had taken great interest in the matter some time before, and he thought that the money would be well spent.

URGENTLY PROGRESSIVE MATTER.

He regarded it as being more urgently progressive than other matters. He thought that it was their business to find as much publicity for the Colony, as they could, and that was one way of inducing people to come to the Colony, who would not come because they could get no further than Georgetown. He was sure that the whole expenditure would not fall on Government. Some could be recouped, in the sending of Officers to the various districts.

Messrs. Humphrys, Seeram and Fredericks supported the motion which was carried.

[It is understood that the licence granted by the Air Ministry does not permit the "Faurey Nicholl" to carry mails, yet we note in the Company's memorandum the following:—"The Company's outfit would provide the Colony's requirements for the following work:—

(1)

(2) Mail facilities to Barbados and Trinidad or

We wonder whether the controlling bodies are going to enquire into this matter immediately, for it is strongly a question of the moment. If such a service is to be organised on a sound policy, the carriage of mails will be essential to the benefit of commerce, and it is hoped that the Postal Authorities will do the necessary, and endeavour to show the progress of the post in expediting mails thereby co-operating with other countries in the newest form of postal transit.—ED. B.G.P.]

EDITORIAL NOTES.

(Continued).

It is learnt that a South Atlantic airship service will be opened up on October 12th, 1928, and the Spanish Government has promised a 500,000 pesetas subsidy per journey. Other Governments have also intimated their willingness to co-operate.

Congratulations to the Executive Officers of the Jamaica Philatelic Society on their splendid exhibition success.

SALE OF STAMPS THROUGH CROWN AGENTS.

On a previous occasion, we voiced our opinion concerning the sales of Colonial Stamps in general through the Crown Agents, and are led to do so again from the

following which appears in the Philatelic Trader for the month of June: "London Agencies.—Readers abroad apparently do not understand that the various London Agencies, such as the Crown Agents and the various departments of the British Post Office, will only supply accredited members of the English stamp trade. They will not execute orders received by post from abroad, and such orders must either be sent to the colony direct, or to a London commission agent." We regret to state that this practice threatens to be scandalous as in many instances the stamps are sold in London before issued in the colony of origin and is totally unfair to Colonial collectors. Some Governments, in consequence of representations made by notable collectors, have checked this nonsense but the majority still permit the sale of their stamps through the Crown Agents. Further, we cannot justify to our conscience the reason why the small dealer with his £1 requisition should not be given the same facility as the dealer with his £100 requisition if these such sales are to continue.

NEW ISSUE CHRONICLE AND DISCOVERIES.

Canada.—Our correspondent informs that a new set will appear on July 1st. the one cent in orange colour to portray the head of Sir John A. Macdonald and the 20 cents to show five stages of mail transportation in Canada.

Dominica.—We have been shown the new 3/- and 5/- Scripts of this colony, each value on three distinct papers, viz., deep yellow, pale yellow, and lemon. A specialist would perhaps classify the pale yellow as nearer to buff or possibly find a fourth variety.

Jamaica.—There is a rumour that a new ½d. stamp bearing a portrait of His Majesty King George will soon supersede the present ½d. view of the Exhibition.

Leeward Islands.—3d. Reversion to old colour. Harry E. Huber writes in the "Phil. Magazine" that the 3d. on yellow script, plate 16, is announced for issue 1st July, 1927. It will be distributed by the Federal Postmaster (F. DeFreitas) from St. John's, Antigua, to all the Presidential Post Offices, so all may benefit from sales to collectors and dealers.

St. Kitts-Nevis.—We are semi-officially informed that the 6d. and 2/- stamps with script watermark are exhausted and the 2/6 with old watermark also exhausted.

Suriname.—This colony has issued a new set of the Jubilee type but a trifle smaller in size and dates 1898-1923 omitted. The values to hand are 10c., 12½c., 15c., 20c., 25c., 30c. and 35c. in carmine, orange, blue, slate, purple, green and sepia.

TOPICS OF THE TIMES.

One-Third Catalogue.—The tendency to try upon every conceivable occasion to obtain modern British Colonials at one-third catalogue seems to be forever increasing among a certain class of collectors. As is usually the case, it is found a hopeless task. Buying cheap and selling dear or the "get rich quick" system can only be practised upon the "boobies" of the hobby. Just fancy offering one-third S.G. prices for items like Leeward Island 2½d. orange and Turks and Caicos Island rare 1/- script and 2/- old C.A.

B.G. Philatelic Journal.—Our contemporary the "B.G.P.J." has suspended publication, we understand, owing to the demise of Mr. J. A. Rodway, F.L.S., late Editor and the inability to find a second *locum tenens*. Mr. A. D. Ferguson had been Editor since its inception.

Investment Season.—At this season of the year, collectors and dealers the world over are literally "hiding stock" in the hope of large increases in the new editions scheduled for appearance in September and October. The ever-increasing demand of modern colonials, brought about by the unexpected colour changes and sometimes designs resulting in a "here to-day and gone to-morrow" fashion has led stimulus to the hunt for the scarcer varieties which will ever be on the upward trend because of their small supplies and undoubted popularity. It is the hunt that lends enchantment to the cult and the present speculative element has a great deal to do with the general sensational "snatching."

HIS MAJESTY KING GEORGE V.

OF GREAT BRITAIN AND IRELAND, EMPEROR OF INDIA.

Patron of the Royal Philatelic Society, London; Sydney Philatelic Club; and the Philatelic Society of Sweden.

Born June 3rd, 1865; succeeded his father, Edward VII., May 6th, 1910; married July 6th, 1893, Princess Victoria Mary of Teck.

RESIDENCES:—Buckingham Palace; Windsor Castle; Balmoral, N.B.; York Cottage; Sandringham.

There are but few, who are acquainted with our Sovereign's keen interest in the world's greatest hobby, hence we are reproducing by special permission from "Who's Who in Philately" what must be considered the most complete résumé ever published.

A stamp collector since his early youth, responsibilities of accession have not robbed philately of its attractions for His Majesty King George V., who still maintains the liveliest interest in the hobby. While a midshipman in the West Indies and elsewhere, His Majesty embraced the opportunities of acquiring desirable specimens at ports of call, laying a strong foundation for the collection which has been steadily continued down to the present day. His

Majesty has been a member of the Royal Philatelic Society since 1893.

On several occasions His Majesty has been pleased to accept presentation of stamps from his loyal subjects. On the occasion of his marriage, the Philatelic Society, London, presented him with a rare selection; on his tour of the Empire in 1907 presentations were made by the Maharajah of Kashmir, the philatelists of Malta and Sydney, and by the Commonwealth of Australia. The Canadian Government has, on two occasions, presented His Majesty with albums containing special issues of the Dominion. The Maharajah of Nepal presented a collection of the stamps of that country, on the occasion of His Majesty's visit to the Coronation Durbar in 1911.

The Royal collection is confined to the Postal Issues of Great Britain, the British Dominions and Egypt, and it contains some exceedingly rare specimens. Chief among these, in popular esteem, are the 1d. and 2d. "Post Office" Mauritius, the latter an unused copy—the finest known—acquired at auction in January, 1904, and the former a used copy obtained shortly afterwards from the collection of the Earl of Kintore. In the other issues of the stamps of this country, specimens are shown, used and unused, from the earliest to the latest states of the plate, notably three fine 2d. unused, one with the error "Pence" and an unused block of five, containing the same error, purchased in 1910. All other issues are practically complete, including specimens from the *imprimatur* sheets.

The collection of British stamps includes such unique items as the original pencil-sketch of the famous "Mulready" envelope, Rowland Hill's rough water-colour sketches for the first 1d. and 2d. postage stamps; specimens cut from the *imprimatur* sheets of all issues, many essays and trial impressions of the Edwardian stamps, including a proof in black of the unissued £5 value, specimens of the 2d. Tyrian plum, and many other unique items of great interest.

More recent additions to this portion of the Royal collection include the only known copy of the 5s. Telegraph stamp, plate 3, watermarked Cross, perforated 12½; several unique Private Telegraph stamps, and a number of rare specimens from the collection of the late Earl of Crawford. There is also an unique collection of war stamps issued under British military authority between 1914-18, including all the chief rarities.

Hong Kong, Mauritius, Trinidad, and the Edwardian portion of the British were exhibited by his Majesty at the International Philatelic Exhibition, London, 1906; the latter were also shown at the Walthamstow Exhibition, 1910.

In 1897, as Duke of York, his Royal Highness opened the exhibition of the Philatelic Society, London, at the Institute of Painters in Water Colours, Piccadilly.

On September 27th, 1915, His Majesty inspected a portion of the Roebuck collection of British stamps, when paying an informal visit to Leeds University.

In the same month a gem from the Royal collection of the Stamps of Great Britain, the rare 9d. "straw" plate 5 was presented by His Majesty to the National Philatelic War Funds auction.

For fourteen years prior to his accession to the Throne His Majesty was President of the Royal Philatelic Society, whose meetings he attended on more than one occasion, notably on March 4th, 1904, when he read a paper in person upon Edwardian issues. King George has been instrumental in placing much official information at the disposal of collectors, thereby greatly facilitating the study of stamp production and postal history.

In May, 1921, His Majesty gave gracious consent to the inscribing of his name at the head of the roll of distinguished Philatelists instituted by the Philatelic Congress of Great Britain.

The King was an exhibitor at, and a visitor to, a private display of rare stamps held by the fellows and members at the Royal Philatelic Society's Rooms on June 1st and 2nd, 1922. No portion of His Majesty's collections has been exhibited in public since that date, but members of the Royal Philatelic Society were invited to a private view at Buckingham Palace on the occasion of the International Philatelic Exhibition held in London during May, 1923. Of recent years His Majesty has provided the display at the first Autumn meeting of the Royal Philatelic Society, and in 1924 granted permission for the Society to use the Royal Arms on its stationery and publications. Recent acquisitions include some of the gems from the Ferrary collection.

The curator of His Majesty's philatelic collections is Mr. Edward Denny Bacon, C.V.O. (q.v.).

What is the difference between a two cents stamp of 1906 and a ten cents of 1922. Eight cents—C. C. May, 1923.

THE INVENTOR OF THE GUMMED STAMP.

The inventor of the gummed postage stamp was a Scotsman, Mr. James Chalmers, of Dundee, who, in 1834, suggested the adoption of the practical system of affixing adhesive squares of paper to envelopes. Mr. Chalmers was ridiculed, and, among others, medical men predicted that the constant licking of gum would be prejudicial to the health of the nation. It was not until 1841 that the plan of Mr. Chalmers received the serious attention of the Post Office authorities.

SEAPLANE SERVICE.

Much anxiety is evinced in commercial, as well as in other circles in a position to appreciate the promised seaplane service to the interior. That the time is ripe for such a service is the consensus of popular opinion, but whether mails will be carried on the routes to be traversed is purely a matter for Government. Of course, we see no reason why the authorities should not go out of their way to make such a service a public benefit. The birth and growth of civil aviation has been so phenomenal in its strides that it has left us with our mouths agape. The Colony has been in the background all the time—probably the times have been too stirring—and if the proposed service finds root, it would be a medium of advertisement, therefore it is to be hoped that the innovation would be regarded in the light of a progressive step and be marked by a special stamp or series of stamps or at least a distinguishing cancellation.

WANTED! A NEW SET OF POSTAGE STAMPS.

We are all hoping, though not over sanguine, that ere long, we shall be given a new set of postage stamps that we may be proud of and at the same time of assistance to the colony as an advertising medium. The present stereotyped design is of no use to us other than for franking letters. We trust, too, that we may once more have penny postage or even a tolerably penny ha' penny.

U. S. LIBERTY BELL 2c.—1926.

By H. E. HUBER.

On April 20, 1926, announcement was made that Postmaster General, Harry S. New, had approved the design for a special 2c. stamp to be issued in connection with the Sesqui-Centennial International Exposition, to be held in Philadelphia, Pa., from June 1 to December 1, 1926, in commemoration of the 150th anniversary of the adoption of the Declaration of Independence.

Delay on the part of the Publicity Committee of the Sesqui-Centennial Exhibition Association in conferring with the Post Office Department, on the subject of special stamps, made it impossible for the Bureau to prepare designs for more than one denomination. Suggestions had been made to the Committee that the old State House (Independence Hall), the Signing of the Declaration of Independence, and the Liberty Bell be used as subjects for a series of three denominations, 1c., 2c. and 5c., and although it had been announced, unofficially, that if only one stamp were issued, it would bear a representation of the Independence Hall, the final decision was in favour of the Liberty Bell.

The May Supplement of the United States Official Postal Guide describes the stamp as follows:—

"NEW COMMEMORATION STAMP FOR SESQUI-CENTENNIAL EXPOSITION.

"Postmasters and postal employees are notified of the issuance of a new 2 cent postage stamp in connection with the Sesqui-Centennial Exposition to be held in Philadelphia, Pa., this year, commemorating the anniversary of American independence.

"The new stamp is a horizontal rectangle of the same size as the present special delivery stamps, 1-44/100 by 84/100 inches. It is printed in red ink of the same shade as the current 2 cent stamp of the regular issue. The central design of the stamp is the Liberty Bell which swings from the tops of four flat ornamental columns that rest on the lower panel. The words "Sesquicentennial Exposition" appear across the top of the stamp in straight white letters, with a ruled shadow background. Under these in a flat arch appear the words "United States Postage." This arch is supported at either end by a curved scroll, extending out of circular panels at either lower corner. Within these circular panels appears the numeral "2." Across the bottom of the

stamp are the words "Two Cents" within a horizontal panel. In either upper corner under the words "Sesquicentennial Exposition" appear the dates "1776-1926." All the letters on the stamp are white faced Roman.

"The new Sesqui-Centennial stamp was first placed on sale on May 10, 1926, at the post offices at Philadelphia, Pa., Boston, Mass., and Washington, D.C., and for the benefit of collectors and stamp dealers, it was also placed on sale the same date in the Philatelic Agency, Division of Stamps, Post Office Dept.

"As soon after May 10 as production will permit, the Department will send an initial supply of the new stamps to all direct and central accounting post offices *without requisition*. Postmasters will therefore please refrain from submitting requisitions until after their initial order is received."

The Bell pictured on the stamp is not a reproduction of the Liberty Bell itself, as it stands to-day in the corridor of Independence Hall, 5th and Chestnut Streets, Philadelphia, but rather of the gigantic Bell erected at the South Broad Street entrance to the Exposition. This bell weighs 42 tons and is suspended from supports 70ft. high, with a road clearance of 20ft. 6 inches. When lighted at night with 20,000 one hundred watt lamps, its appearance is truly marvellous.

The stamp was recess printed from line engraved plates, in carmine, by the Bureau of Engraving and Printing, Washington, D. C., in sheets of 200 (10 horizontal by 20 vertical), with a margin at the top, bottom and two sides, in which the plate number appears over (or under) the 3rd and 8th vertical rows, and in the side margins (placed vertically, reading up at the left and down at the right) opposite the 5th and 15th horizontal rows.

Between the 5th and 6th vertical rows, and the 10th and 11th horizontal rows, guide lines in colour divide the 200 subjects into four panes of 50 stamps each (5x 10), and knives passing along these guide lines, while the sheets are being perforated 11, cut the 200 stamp sheet into four Post Office sheets of 50 stamps each. The stamps of each pane bordering on the guide lines (14 in each Post Office sheet of 50) are not perforated at their outer edges. These Post Office sheets of 50 have margins only at the top and one side (upper right and upper left panes from the 200 stamp sheet), or at the bottom and one side (lower left and lower right panes).

The design of the stamp is a horizontal rectangle, measuring 37 x 22 m.m., and pictured within an arched opening (with a curved scroll at each side) is the Liberty Bell, swung from the tops of four ornamental columns, surmounted by eagles. Conforming to the opening is "United States Postage," above which, in a straight line, is "Sesquicentennial Exposition" and the dates, in the corners, "1776" and "1926" at the left and right respectively. Circles in the lower corners contain the numeral "2," and across the foot is "Two Cents." All lettering and numerals are colourless. The vignette was engraved by John Eissler, and the lettering by E. M. Hall employees of the Bureau of Engraving and Printing.

Sixty plates of 200 were made to manufacture the millions of these stamps which were printed, viz., 18540 to 47, 18552 to 83, 18634 to 41, 18646 to 53 and 18664 to 67.

Of this stamp, 300,000 (6,000 Post Office sheets of 50 each) were ordered by the Canal Zone Director of Posts, C. H. Calhoun, to be overprinted at Washington, for use in the Canal Zone, and received on the Isthmus during the latter part of June. Sale was authorised as of July 4th., but on account of the double holiday (Sunday the 4th and Monday the 5th) during which time all Post Offices were closed, it is doubtful if many sales were made until the Post Offices opened for business on the morning of Tuesday, July 6th. However, the Post Office at Balboa seems to have sold the stamps on Sunday, July 4th, and covers with these stamps attached are known with the Balboa cancellation of that date.

The overprint "CANAL ZONE" is in black, in two horizontal lines of seriffed caps, 2 mm. high, the words measuring 11½ and 9 mm., respectively in the same type as used for the general issue stamps, sharp "A," except that the vertical spacing of the two words is 5 mm. instead of varying between 8 to 9½ mm.

May 10, 1926.—Sesqui-Centennial commemorative stamp. Line engraved and recess printed by the Bureau of Engraving & Printing, Washington, D.C. Perforated 11, unwatermarked. 2c, carmine, (Liberty Bell).

July 4, 1926.—Same, overprinted by the Bureau at Washington, D. C., "CANAL ZONE," horizontally in 2 lines (in black). 2c. carmine (Liberty Bell).

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