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COLLECTORS CLUB PHILATELIST

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*Inasmuch as the 1st quarterly edition goes back to the publication of the 1926 catalogue it will be somewhat larger than later editions.

COLLECTORS CLUB PHILATELIST

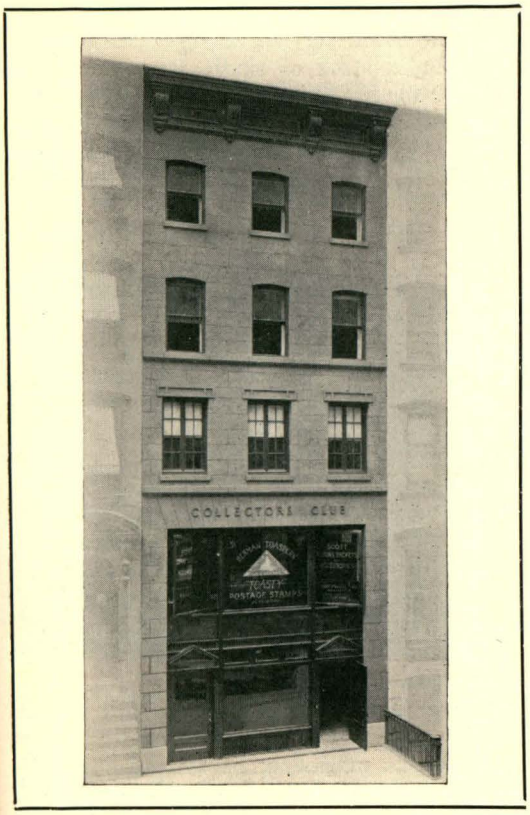
Vol. V OCTOBER 1926 No. 4

The Collectors Club Building

By H. L. LINDQUIST.

THE COLLECTORS CLUB is now located in its new home at 51 West 48th Street, New York City—a fact which not only marks an epoch in the history of the club but which is an achievement of significance to philately.

The acquisition of real property creates an atmosphere of permanency and stability and will undoubtedly instill a greater respect for our hobby in the minds of non-collectors. The mere announcement of our moving has already stimulated a favorable reaction and in a recent issue of the *"Winged Foot"*, the monthly journal of the *New York Athletic Club,* the statement was made that one of the most exclusive clubs in New York was devoted to collectors of stamps and had just acquired its own club house.



Collectors Club Building

The rooms devoted to the club activities are well laid out and attractively furnished and should very soon develop into the logical meeting place for both local and visiting members. The main meeting room, in which the regular meetings and the auctions will be held, takes up the entire front portion of the third floor and is equipped with special lighting arrangements for exhibition purposes. This room will comfortably seat as many people as are likely to attend any of our affairs and will be cleared of the folding chairs when not in use for a regular meeting or auction so as to present an attractive lounge for the members.

Directly above the main meeting room, on the fourth floor, is an equally large Reception Room around the walls of which are attractive built in book shelves. Here is housed the newly acquired Philatelic Library of Joseph S. Rich, all handsomely bound, and which is

detailed more fully elsewhere in this issue. This room is sure to be one of the most popular in the club house due to its cozy and comfortable atmosphere and attractive furnishings. In the rear of the fourth floor is located the secretary's office, which is also filled to the full with bookcases. On this floor is located an attractive ladies rest room where facilities are provided for freshening up when staying in the city.

On the fifth floor is located the main library room in which sectional bookcases are stacked to the ceiling and filled to capacity with philatelic publications. There is a storeroom for handbooks, unsorted publications, and other library material adjoining this main room and in the rear is a small Committee Room where special groups can congregate. This room is also well lined with bookcases. There are vaults opening from all of the large rooms in which to house the rarest books of the library and in the basement shelves are provided for the duplicate volumes and magazines that might be desired by other clubs or collectors.

Aside from the rooms devoted to the club activities, the dealers offices will prove a magnet for many collectors. On the third floor adjoining our main club room, will be found the dean of all our American Philatelic Auctioneers, J. C. Morgenthau. The entire second floor is taken up by the offices of Herman Toaspern, George B. Sloane and Marshall Hancock and it is especially interesting to note that these four firms, while all dealing in stamps, do not compete in any way. Mr. Toaspern occupies the front of the building having a magnificent large window decorated with stamps and lettering that will attract attention from the street. In addition to continuing his Specialized Auction Sales, he will carry a full line of the Scott packets and publications and a splendid stock of single stamps for both the specialist and the general collector. Mr. Sloane has a commodious reception room and a private office and will continue his popular auctions as his main activity. The office of Mr. Hancock adjoins this and he will continue his wholesale offers for dealers. A cordial invitation is extended all collectors to visit these dealers as well as the rooms of the Club.

The main floor will be rented as a store to a non-philatelic business and in the rear the janitor will have his quarters, so as to be available when required. A self-operating elevator is at the end of the main corridor and stops at all floors.

The campaign which has culminated in this important forward step started just five years ago when our dingy old quarters were at their dingiest.

Amid the dust and dirt which had accumulated from the neglect that necessarily followed our entry in the World War, Dr. J. Brace Chittenden saw possibilities for a rehabilitation—and he set to work to realize them. That the time was ripe for such action was apparent from the start. His very first reorganization meeting with Alfred F. Lichtenstein and Julius C. Morgenthau assured him of the necessary financial backing without which little could have been accomplished. Not only did this backing and cooperation insure the funds necessary to carry on the work but it created a confidence in the minds of everyone and success was assured.

During the first year or two of the campaign, Dr. Chittenden did some of his best work. Almost daily he would invite some "victim" to luncheon and then while they were under the influence of the Doctor's genial personality he would extract a promise for some needed equipment or cooperation.

The writer, fresh from Chicago, was one of the first victims to fall for the Doctor's blandishments. Under the impression that he was merely to lend a helping hand in the inauguration and management of this magazine, he started out hopefully to prepare dummies and solicit advertisements and articles for the first issue which appeared in January 1922. As soon as this was under way the Doctor gracefully and efficiently turned his attention to other needed developments leaving the magazine on our hands up to the present time.

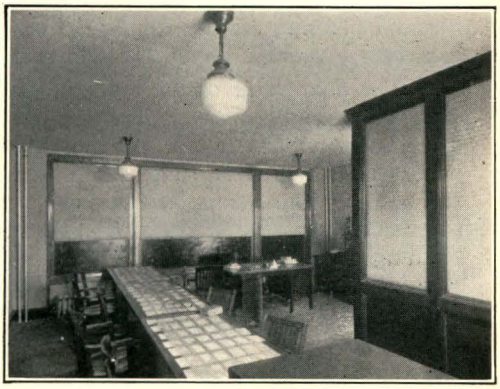
In the meantime he had garnered a typewriter and other needed office equipment from our former vice-president Emil M. Sperling, a complete equipment of

bookcases and other important articles of furniture from Abraham Hatfield, Jr., an addressograph from Theodore E. Steinway, and files, rugs, lamps, a clock, chairs, tables, pictures and other necessary articles from various other members. The club rooms began to take on a cheerful and inviting appearance.

The Doctor then turned his attention to what is destined to be his monumental labor in building up the *Collectors Club Library*. A splendid foundation had al-

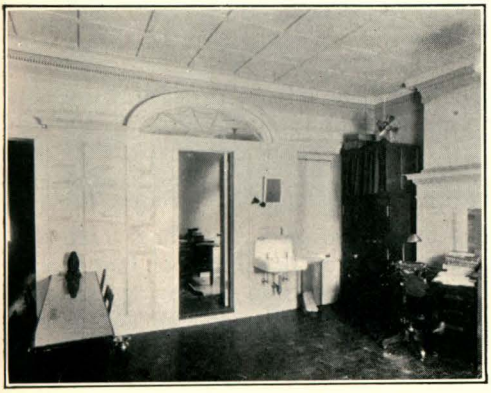


Office of J. C. Morgenthau



Office of Herman Toaspern

ready been laid through several years of painstaking effort by Joseph S. Rich, who had personally donated many of the outstanding works and catalogs to the club. Then the opportunity came to acquire the famous library of Victor Suppantschitsch and through the generosity of Theodore E. Steinway this addition at one stroke lifted the library into a class by itself. Hundreds of individual gifts have helped to fill in the gaps and round out one of the finest philatelic libraries in existence. The



Office of Marshall Hancock



Office of George B. Sloane

most recent acquisition of the Rich library is another wonderful step forward and this is to be followed by the splendid library of William R. Rickett's which is without question one of the best indexed working libraries in existence. The present *Collectors Club Building* is more or less built around this library which will continue to exist as a permanent monument to all those instrumental in its formation.

All of this time the club has been growing. With a start of less than 100 members in 1922 the club now has a membership of nearly 700—representing the outstanding collectors in International Philately. This growth will undoubtedly receive a new impetus and continue unabated until every important collector will

feel the necessity of associating himself with an organization of so much constructive value in stabilizing the hobby.

Such an organization must of necessity have a building or more or less permanency in which to house its library and fittingly entertain its members and guests. The present building while only partially fulfilling all of the requirements is a tremendous stride in the right direction—and will lead to bigger things. The fact that we have reached this enviable position is due largely to the generous and unwavering support of Alfred F. Lichtenstein. Without him we might still be dreaming and planning of the future. Now we can continue to dream of greater things but from a vantage point that will make it materially easier of accomplishment.

The floor plans of the building that were shown in our April issue have undergone some slight modifications but these only affect the front rooms on the first three floors which are ten feet shorter than shown on the plans. The accompanying photographs will give some slight idea of the appearance of the finished building and some of the rooms but we hope that each one of our readers, and particularly the members of the Club, will take advantage of the first opportunity to visit the building and make a personal inspection.

Joseph S. Rich Library

By Dr. J. Brace Chittenden

DURING its thirty years of existence the Collectors Club of New York has had many occasions to feel a deep and sincere gratitude for the personal work and devoted service of many of its members. To none however will those that follow us have occasion to recall with deeper and kindlier feeling than the name of Joseph Rich. He enjoyed the honor of being No. 1 on our list of members with J. M. Andreini, as no one living seems authorized to state exactly which one should have the precedence.

Mr. Rich in collaboration with John N. Luff afforded the first entertainment ever given at the Collectors Club, on our Opening Night in 1896. The subject under discussion was some facts concerning the Cantonel stamps of Switzerland, illustrated by Lantern Slides by Mr. Rich. Following H. E. Deats, Flemington, N. J., Mr. Rich served for many years as Librarian and most of the books in our old Library bear witness on their pages that they were gifts from him. He has served also as President of the Club and as a member of the Board of Governors, of which he is a member at the present time. On the occasion of moving into our new Home, Mr. Rich has crowned his very many valuable gifts of time and money by giving the *Collectors Club* his extremely valuable Library of Philatelic Literature. Thanks to the timely and prompt service of his son Stephen G. Rich, who expresses himself as greatly pleased by his father's action, the fifty cases of books were delivered to our new Club House three days after our taking possession and he devoted much time assisting the Librarian in their first arrangement.

It has been said of Mr. Rich at times by his friends that he is rather adverse to detail but no one can look at this Library and believe it. In most of the primary and well known Journals it of course duplicates our present collection but nevertheless because it is so magnificently and even richly bound it is safe to say that no one in the future will ever care to replace a book in the Library by another. In this respect it has saved the Club not less than $3,000.00 which it would certainly cost to bind our present copies in anything like this condition.

The Librarian has not of course had time to get the Library card cataloged but it is noticeable that all of the well known Journals in every language are present from their earliest date, including such rare volumes as Vol. I of the Philatelic Journal of India and the earlier volumes of the Scandinavian papers. The English and the French bound in this manner, are at once adaptable to the needs of the reader.

From the standpoint of the Librarian and the collector of the rare philatelic items, this Library is of peculiar value.

Mr. Rich for many years was the head of the Scott Stamp and Coin Co., and during this period must have carefully saved every catalog and price list and every postage stamp Album, that came into their possession.

From the Suppantschitsch Library we received a unique and valuable collection of similar items published specially on the Continent and elsewhere, but it is safe



The Reception Room containing the Rich Library
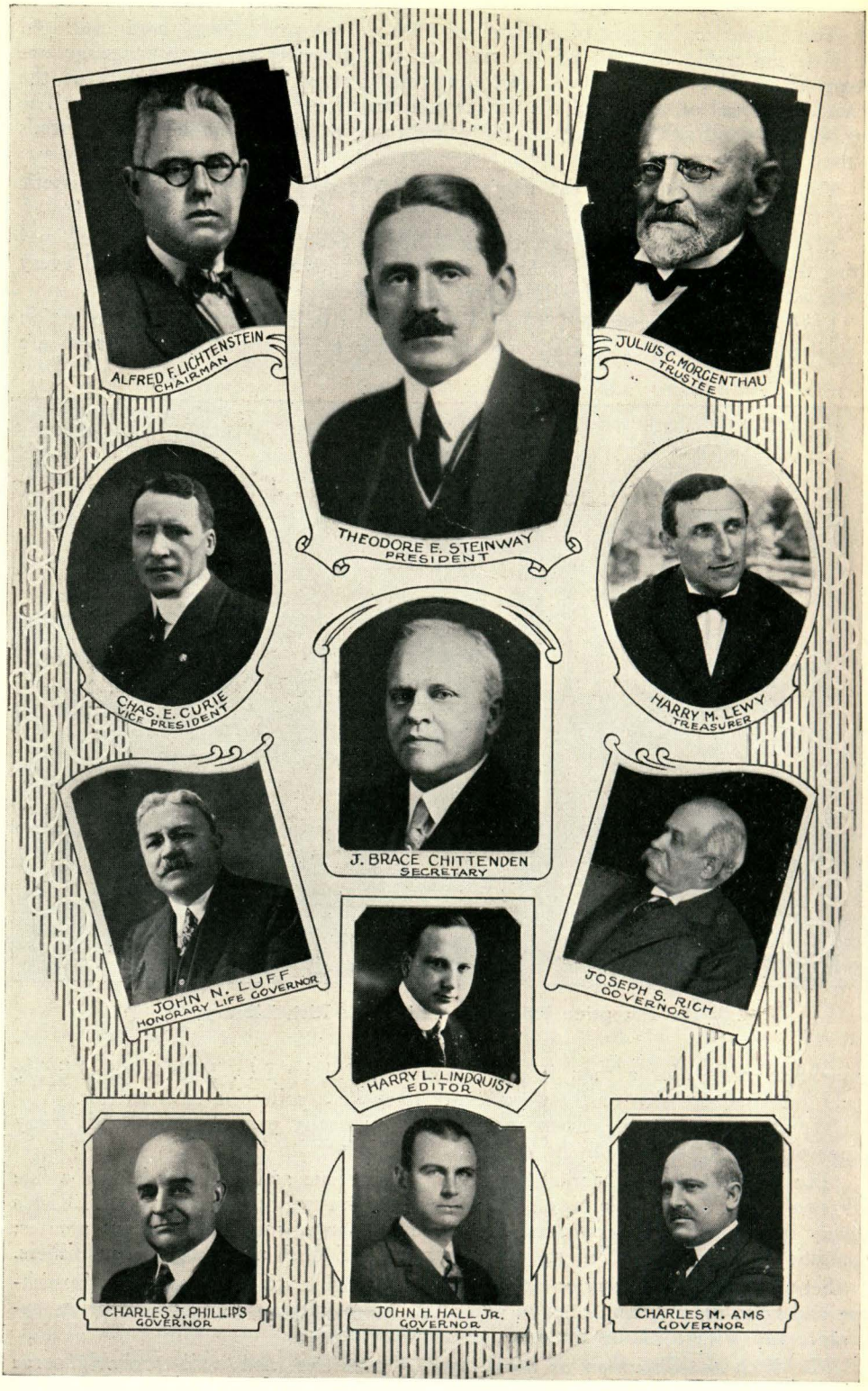
to say that except for a man in a position occupied by Mr. Rich, no-one living would have had occasion or the opportunity to make a collection such as this.

We may now properly boast of owning practically every catalog and every edition of every catalog from the beginning of Philately to 1910.

The Suppantschitsch Library contained as a unique and valuable feature a fine collection of the Stamp Albums of Europe, especially those of Germany. Mr. Rich's Library supplements this collection by a much larger number of stamp albums, illustrating this feature of Philately as ventured by English and American publishers.

Set up now in our reception room it adds the final touch to its necessary furnishings, and none of our members can enter this room without being proud of its appearance and with a kindly thought for our benefactor.

Mr. Rich is Chairman of the Library Committee and will probably serve actively from now on as one of our Librarians.



Board of Governors of the Collectors Club, 1926.
(Col. J. Philip Benkard missing)

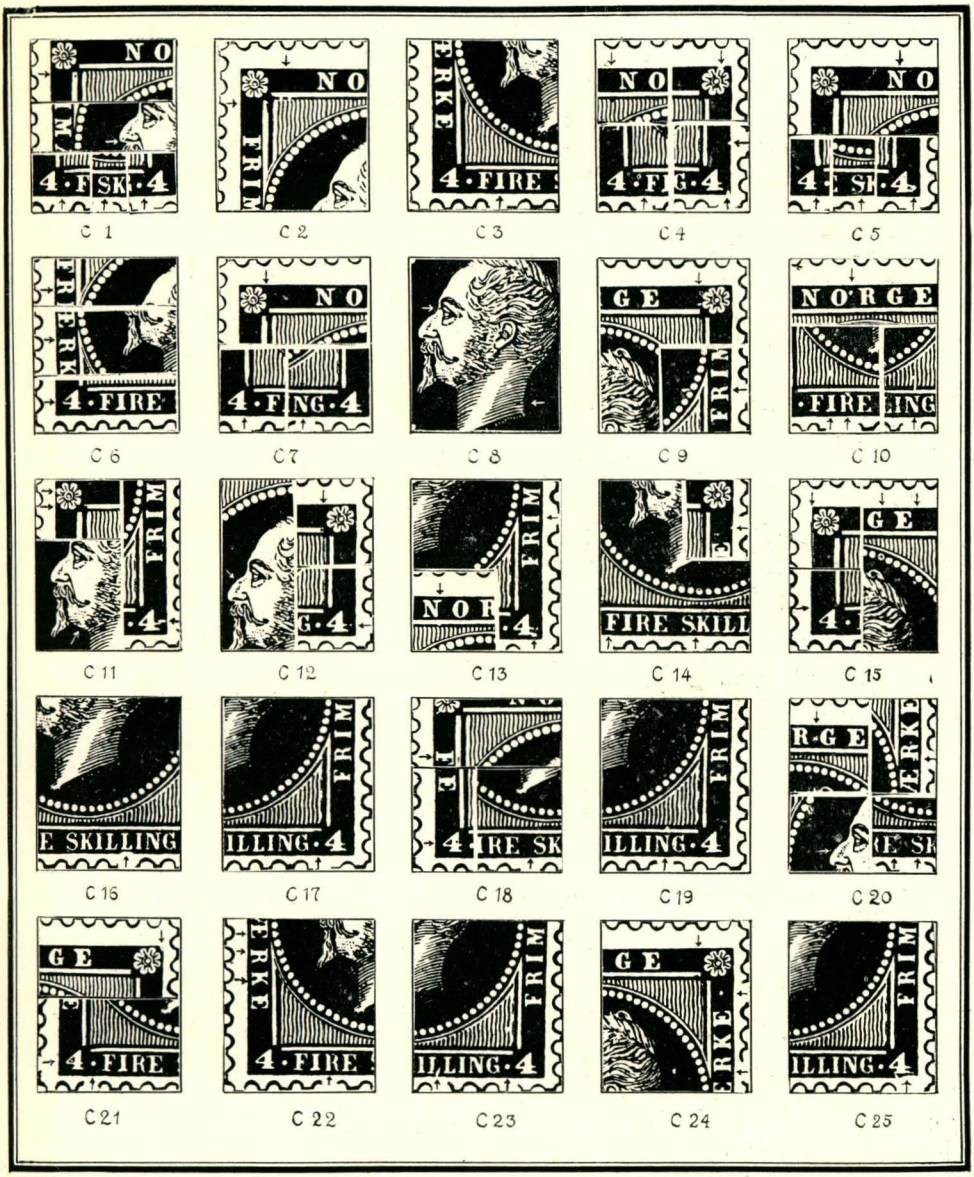
Norway

The Plating of 4 skilling Oscar 1—1856-1860

By Dr. Justus Anderssen, R.D.P., in Collaboration with J. Jellestad and Abr. Odfjell, F.R.P.S.L.

BLOCK C.

C1. Lower frameline narrow at the left and cut diagonally at the right end. The left frameline has a colored dot at the upper end. A colored dot at point of nose. Also a colored dot in S of SKILLING.



C2. The second and fourth white line in the N.W. spandrel joined to upper frameline.

C3. There is a colored dot in the pearl above I in FIRE.

C4. A dent in the cliché above the right rosette. Another dent on the right side between the lower right corner and FRIMÆRKE—also another on the bottom side of the lower right corner. The ninth white line in the N.W. spandrel short. Also the fourth white line in the S.W. spandrel above F in FIRE.

C5. The upper frameline is joined by hairlines with the white lines in the N.W. spandrel under N. in NORGE. S in SKILLING has a white dot on right. The left frameline lower part bent inwards. The right "4" has a white flaw by the corner.

C6. A white dot in front of the forehead in line with the first R in the left FRIMÆRKE. The second R has the foot line cut diagonal.

C7. The upper and the lower ends of the left frameline pointed. A colored dot in the S.E. spandrel above N in SKILLING.

C8. A colored line through the eyebrow. A colored dot between two shading lines at the lower part back of neck.

C9. A white flaw inside the pearl in line with R in the right FRIMÆRKE. LL in SKILLING joined. A white dot to the left of the right rosette.

C10. White dot between O and R in NORGE. On top of R in FIRE there is a white dot almost touching the lower frameline. In the S.E. spandrel the white line above N in SKILLING joins the lower frameline. In the S.W. spandrel the colored line above the I in FIRE is broken.

C11. A tiny line from the edge to the left rosette. Upper frameline pointed at the left end. A colored flaw in the whiskers. The horizontal bar line of the right "4" prolonged to the margin.

C12. A colored dot at the right end of the upper frameline. One of the shading dots on the nose very prominent. To the right of the right "4" there is a tiny dot.

C13. There is a white dot opposite the back of the neck in line with I in the right FRIMÆRKE. The foot of the right "4" is heavy, and has a tiny dot after the barline to the same "4". Under N in NORGE the frameline is joined to the white line in the N.W. spandrel.

C14. A cut in the edge on the right side above the E in FRIMÆRKE. S and K in SKILLING joined with a thin white line. There is a colored dot in the pearl above K in SKILLING. There are some irregularities in the white lines in the S.W. spandrel above F in FIRE.

C15. The edge on the left side with and below the rosette shows some uneveness—as a tiny vertical crack in the plate. A colored dot in the pearl below and to the right of G in NORGE. There is a white dot on the inside of the pearl in line with E in the right FRIMÆRKE. The left frameline pointed at the lower end.

C16. A dent in the edge under the second L in SKILLING.

C17. Lower frameline pointed at the right end.

C18. The pearl above and to the left of S in SKILLING irregular in shape. A tiny colored dot in the left frameline inside F in FRIMÆRKE. Another one in the left "4".

C19. A white dot on the lower frameline above N in SKILLING.

C20. A white flaw between R and G in NORGE. The white circle-line broken above E in FIRE. A double row of shading dots on the nose. There is a small white dot above the foot of the second R in the right FRIMÆRKE. S in SKILLING joined with the lower frameline with a tiny hairline.

C21. The N.E. corner is broken off. The lower frameline is slightly bent downwards at the left. The left "4" has a white dot.

C22. The pearl inside Æ in the left FRIMÆRKE is triangular. A colored line through the top of R in FIRE. A colored line touches the pearl inside the second R in the left FRIMÆRKE. A colored line breaks the circleline inside K in the left FRIMÆRKE.

C23. There is a flaw on the foot of the first L in SKILLING breaking the bottom edge of the stamp. The first and second white line in the S.E. spandrel joined. There is a dent in the forehead.

C24. A white dot at the back of the head in line with ÆR in the right FRIMÆRKE. A colored notch at the right end of the upper frameline. A white dot between the right rosette and the E in the right FRIMÆRKE.

C25. The lower edge under the right "4" dented. The foot of this figure is damaged in consequence.

BLOCK D.

D1. The lower part of second R in the left FRIMÆRKE is damaged by a flaw. The first white line in the S.W. spandrel joins the lower frameline.

D2. The first L in SKILLING joins the lower margin with a white line. To the right of the left rosette there is a cut in the upper edge. In the S.W. spandrel the white lines are joined in several places. Over the I of SKILLING a diagonal colored line joining the lower frameline to the circle.

D3. The lower frameline uneven above the LL. The white circleline is broken above the LL in SKILLING. A colored dot in the pearl above IN in SKILLING. The left frameline is rounded at top.

4. The white circleline broken inside FR in the right FRIMÆRKE. The top of the F in FIRE is prolonged. Two or three vertical lines are missing over S in SKILLING.

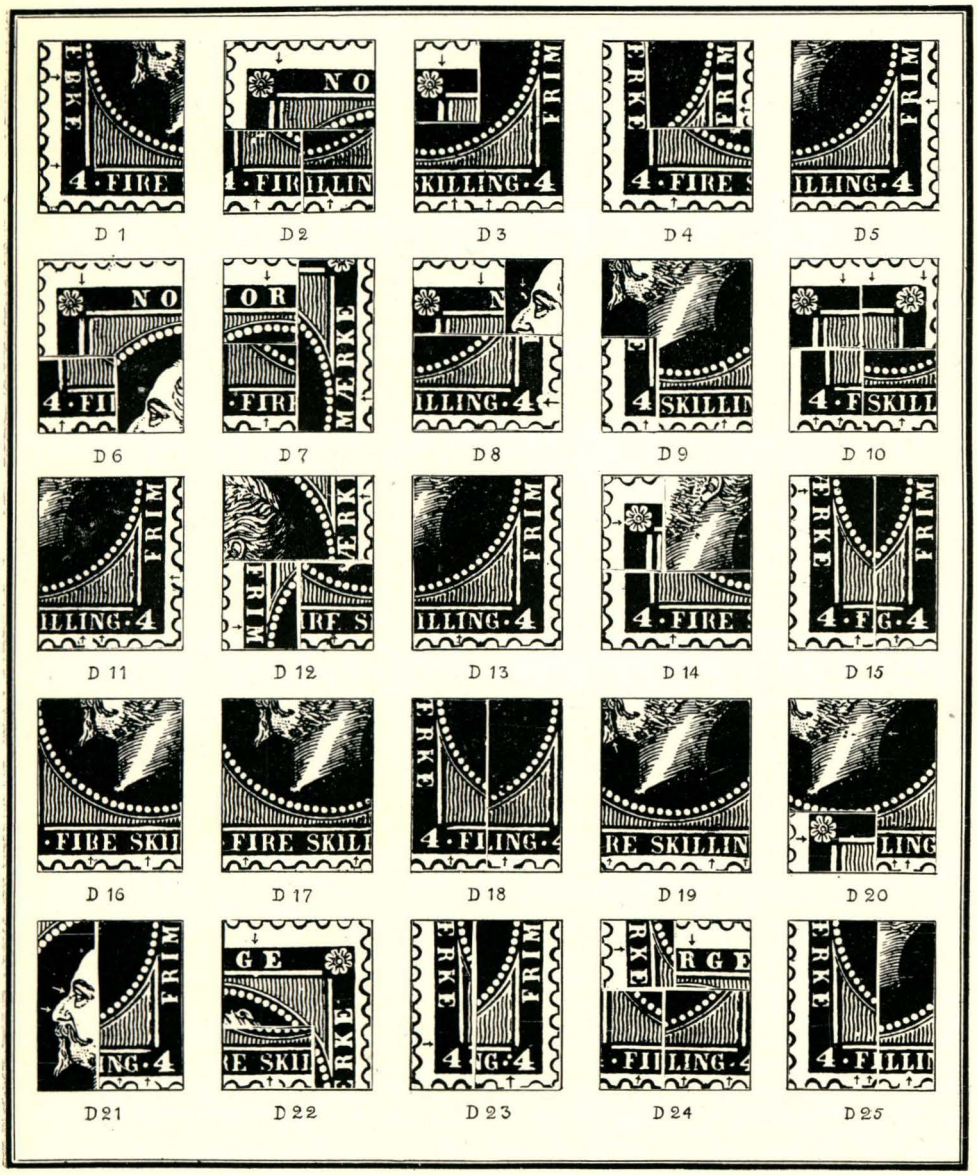
D5. A white flaw under the first R in the right FRIMÆRKE.

D6. The left frameline is pointed at the bottom, and has also a colored dot at the top of this line. The lower frameline has a tiny colored dot at the left end.

D7. A dent in the edge above R in NORGE. The I and R in FIRE joined at top.

D8. A dent in the right edge outside 4. An apostrophe-like white flaw in front of the eye. The upper frameline uneven under N in NORGE. A white dot inside the pearls above LL in SKILLING.

D9. The pearl above the second L in SKILLING joined to the white circleline. A tiny colored dot in the foot of the left 4.



D10. The N.E. corner uneven. Upper frameline uneven at the right end. The lower frameline uneven at the left end. The foot of I in SKILLING cut off at the right. The foot of the left 4 cut off at left. In the N.W. spandrel the five first white line joined at the top. A colored dot in the 6th white line.

D11. In the S.E. spandrel there are some colored dots and streaks over the white lines. The top of the second I in SKILLING slants up to right. (See D13.)

D12. A white hairline is crossing the first colored line inside K in the right FRIMÆRKE. The white circleline broken inside M in the left FRIMÆRKE.

D13. The top of the second I in SKILLING is slanting more than on D11.

D14. A colored dot in the unshaded part of the neck—in line with the second R in the left FRIMÆRKE and I in the right FRIMÆRKE. There is a break in the left edge by the rosette. The white lines in the S.W. spandrel joined at bottom.

D15. The lower frameline slanting at the right end. The pearl inside Æ in the left FRIMÆRKE has a colored dot. There is a small bump on F in FIRE. The top of I in FIRE is prolonged and slopes downward.

D16. R in FIRE has a flaw—and looks like a B. K in SKILLING is closed at top and bottom where it also joins the I.

D17. The white lines in the S.W. spandrel are uneven—giving the impression that a diagonal line is crossing the spandrel. The lower frameline is uneven above the double L in SKILLING.

D18. The two pearls above IN in SKILLING are crippled. There is a white dot above them. The lower frameline pointed at the left end.

D19. A colored dot in the beard. A white oblong flaw at the back of the head in line with M in the right FRIMÆRKE. Several dents in the lower frameline above LL in SKILLING. The lower margin concave.

D20. A double dot in the unshaded part of the neck in line with R on the left and I on the right side. See D14. A white spike on the upper frameline—left end. In the S.E. spandrel the white lines are joined above LI and the white line is short above N in SKILLING.

D21. The lower frameline pointed at the right. N and G in SKILLING crossed by a diagonal hairline. The shading dots on the nose continue up to the eye. The nose is heavily shaded from nostril to eye.

D22. There is a spike under the upper frameline beneath G in NORGE. S in SKILLING has a tiny colored dot, and the foot is broken.

D23. The left frameline is pointed below. An extra white dot after SKILLING forming a slanting colon.

D24. A tiny colored dot in R in NORGE. K in the left FRIMÆRKE has the front part bent. A hairline crossing the second I in SKILLING—close by the foot. The period after SKILLING is only half its proper size. The white lines in the S.W. spandrel above I in FIRE are pointed.

D25. A dent in the edge under the second L in SKILLING. The 4th and the 7th colored lines in the S.W. spandrel are broken.

Some Unusual Confederate States Cancellations

By Edward S. Knapp

THIS is the fourth of a series of articles, and numbers are continued from the April *Collectors Club Philatelist.*

I am indebted to Messrs. J. W. Fox, George Walcott, Thomas H. Pratt and Dr. E. W. Floyd (of Manchester, England), who have assisted with material.

Further items have been promised me to photograph and I hope to be able to continue the series in the next number of this paper. I trust that any collector having any unusual cancellations on Confederate States stamps, especially designs or unusual arrangements (straight lines, etc.) will assist by letting me borrow them to photograph. Due credit will be given to senders and all material will be handled with the greatest possible care and returned within a few days of receipt, by registered mail, all postal charges being paid by me both ways.

Descriptions of marks numbered 1 to 35 have appeared in past issues of this

paper. All illustrations are as nearly actual size as we can get them and to make these accurate, we give dimensions.

No. 36—On a small locally printed 5c. We have, as yet, no record of where this was used. Color, Black.

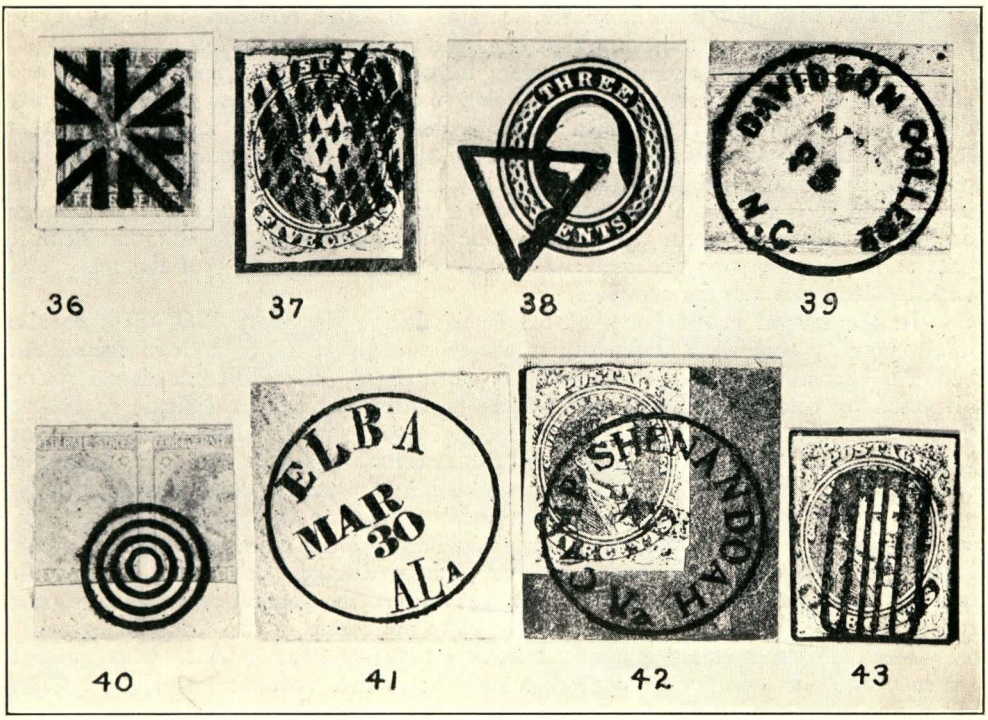
No. 37—Used in Canton, Miss., and familiarly known to Confederate States collectors as the "Canton Diamonds", from the fact that it is made up of a series of diamond-shaped blots. Color, Black. Have seen possibly a dozen examples, all on 5c. Green lithographs.

No. 38—Used in Canton, Miss. Seen occasionally on U. S. stamps prior to the war, this is rare on Confederates, only two examples having been noted. Color, Black. Length of side, 21mm.

No. 39—Davidson College, N. C., postmark. Several examples noted. Color, Black. Diameter, 32mm.

No. 40—Used in Natchitoches, La. Color, Black. Diameter of outer circle, 18mm.

Only a few towns in the Confederacy used concentric circles as "killers". We have noted, Selma, Ala., (Black), Charlottesville, Va., (Blue), Ivy Depot, Va., (Black), and Williamsburg, Va., (Black).



36 37 38 39

40 41 42 43

Covers with late issue stamps are sometimes found, without town cancellations and the stamps cancelled by concentric circles. We have examined enclosures of a considerable number of these and they are almost invariably written by soldiers from some army camp—they may be considered Army Cancellations and not from any particular town, as these armies were pretty continually on the move.

No. 41—Used in Elba, Ala., this town postmark shows a most unusual use of different sizes and styles of type. We have noted two copies and in both cases the surrounding circle appears to have been made with a pen rather than a cancelling machine. Color, Black. Diameter, 32mm.

No. 42—Camp Shenandoah, Va. This is the only postmark that we have seen on Confederate stamps, where the word "Camp" appears. We have never been able to find out where this camp was located, although its name gives us a general idea. We have noted five examples, on 5c. lithographs (both Blue and Green). Color, Bluish Black. Diameter, 31mm.

No. 43—Used in Marion, Va. Rectangular grid, with rounded corners. Color, Black. Dimensions, 13mm. by 24mm. We have seen only two examples, each on a 5c. Green.

I trust that anyone who can tell me more about any of these marks, will do so as I want to make the list as complete and accurate as I can. Address Edward S. Knapp, 158 East 64th St., New York City.

Notes on the Postal Issues of St. Lucia from 1860 to 1864

Including the postally used fiscal stamps up to the type of 1884. Together with a check list of the several shifts, scratches and plate varieties

By J. B. KREMER

THE stamps of St. Lucia because of their attractiveness and comparative rarity have always appealed to the general collector but judging from the fact that philatelic literature contains but little reference to them, it appears as though the specialist has kept his light well covered.

I prepared the following notes solely for my own pleasure and recreation and only when it was suggested to me that they might be of interest to the fraternity did I decide to make them public. This is done with the full knowledge that in so far as the observations with reference to the plates are concerned they are purely deductions, based principally upon my study of the material in my own collection and it is my hope that others, who may have a more extensive knowledge of these interesting stamps, will make public their findings to the end that definite data as to the plates may be had and that a complete Check List of the many and varied plate types may be compiled.

In the several postal issues of St. Lucia during the years 1860-1884, as also in the postally used fiscal stamps up to the type of 1884, the portrait of the Queen and the background of the engraving is unchanged, the different issues being identified by color, watermark, perforation or surcharge. It is difficult to believe that not more than two, or possibly three, plates were used during this period, but it would appear that such may have been the case for the reason that two prominent, constant plate differences, as well as numerous minor plate varieties, appear throughout the several issues. Indeed the appearance of the One Pence stamp of the 1860 issue would indicate that this stamp may have been printed from an individual plate, at best subsequently infrequently used or perhaps discarded entirely. The workmanship is inferior to that on the subsequent values, the general appearance is poor and particularly is the individuality of the plate noticeable in the "Side Lines".

The One Pence stamp is almost always without side lines,, which when present are so very faint that practically each stamp shows the "straight line elipse". The other two stamps of this issue, as well as all of the succeeding issues, are also as is the One Pence but thus occur much less frequently. Also the One Pence would appear almost always to have been printed from a "Soft" plate, while the Four Pence and the Six Pence have the appearance of having been printed occasionally only from a "'Soft" plate. These values infrequently have the smudged appearance of the One Pence and usually are clean cut and fine as though printed from a "Hard" plate. Thus very certainly there were two plates: first, a "Soft" plate and second, a "Hard" plate.

The printings from the "Soft" plate have the appearance such as, I imagine, would be caused were the stamps to have been printed from a soft copper or other unhardened plate. The engraved lines are not clean cut but appear as a solid back ground and, as has the lettering, the printings have a smudged, overinked appearance.

To the contrary the "Hard" (Hardened) plate printings have the appearance of a "Steel Engraving", the engraved lines being clean cut and not smudged but individual and fine.

The plate or plates used in printing the three values of the 1860 issue were engraved by Messrs. Perkins, Bacon & Co., and since the One Pence appears to have been almost invariably printed from a "Soft" plate, it may be fairly assumed that this value was the first to be printed and, no doubt, in large quantity. Then, to follow my deductions, after smaller quantities of the Four Pence and Six Pence had been printed, this plate being considered unsatisfactory was discarded and another plate of "Hard" or hardened metal was prepared, or, what appears to be more likely, this new plate—a Soft Plate—after having been used to print a few of the Four Pence and Six Pence values, was hardened.

This appears to have been logical and satisfactorily explains the infrequent appearance of these two values from a "Soft" plate and also the infrequent appearance of the One Pence from a "Hard" plate.

The 1863 and subsequent issues were printed by Messrs, De La Rue & Co. and because of continuing, constant plate varieties it would appear that a new plate was not immediately prepared by them but it is probable, judging from the appearance of the stamps, that the "new plate", referred to above as having been prepared by Messrs. Perkins, Bacon & Co., was taken over by Messrs. De La Rue & Co. for their own use. This theory appears to be correct because in the Four Pence stamp of 1860 is found what I have called "Shift Number 1", which is repeated in the issues of 1864 and, Fiscal, 1882, as well as "Scratch Number 1½", which is repeated in the issue of 1881 C. C. Also is found in the Four Pence and Six Pence the "Blunt" neck. At about this same time a new plate was undoubtedly prepared because in the Four Pence and Six Pence stamps of the 1863 issue the following plate varieties are found, each of which are repeated in the subsequent issues but which I have not seen in the previous issue:

One Pence, Scratch Number 5
Four Pence, Scratch Number 3
Four Pence, L U
Six Pence, L · U
Six Pence, Scratch Number 2
Six Pence, Scratch Number 5
Six Pence, Shift Number 4

While all of these examples, with one exception are from the "Hard" plate it is worthy of note that the Three Pence, fiscal, 1882, both the 14 and 12 Perforation, is always from the "Soft" plate; why, I do not understand unless it be that a reserve supply of stamps, in this dark blue shade, was printed from an early plate and for some reason never issued until the opportunity presented itself of using them as a surcharged fiscal. In the 1863 issue there are several slight shifts which have not been noted in subsequent issues. They are from a "Soft" plate, the stamps have the general appearance of the One Pence 1860 and while it may be that they were earlier printed from the first 1860 plate, I do not at the moment attempt to classify them, although they may be caused by an over-inked "Soft" plate. In the One Pence stamp the eye and nostril are double. This shift has what might be called a "slide up" appearance. In another example the eye is shifted in that it appears to have a well defined pupil. In the Six Pence stamp there is a shift to the left, noticeable particularly in the letters "I G L" and in the period under "T".

As further evidence that Messrs. De La Rue & Co. continued to use the engravings of Messrs. Perkins, Bacon & Co., there are two major plate varieties which first appear in the 1860 issue and which continue throughout the several issues under discussion. In what I call "Type One" the four frame lines are virtually of the same thickness, have the same general appearance and the outer line of the white oval, containing the inscription, appears to be a continuing and almost perfect elipse. In what I call "Type Two" the left side line is much finer, being sometimes broken and sometimes having only the semblance of a line. The result is that the center of this line, being the centre of the left semi-elipse, appears to be a straight line. As in Type One the upper and lower frame lines are uniform and the line of the right semi-elipse is heavier than is the left.

It might be assumed that these types were perhaps caused by the use of the "Soft" or "Hard" plate above mentioned, in that the appearance of the side lines might be the result of the "Soft" plate having taken more ink than the "Hard" plate. This, however, does not appear to be the correct explanation because the two types are present both in the "Soft" and "Hard" plate printings. Whatever the cause, the two types are readily identified, although in the case of the "Soft" plate they are not so easily classified because of the heavy, somewhat blurred appearance of the impression. As has been before stated, Messrs. De La Rue & Co. in addition to using the Perkins, Bacon & Co. plate, must have prepared a new plate, or perhaps two, one being "Soft" and one "Hard"; this because of the existence of many constant plate varieties which, except as previously enumerated, I have not seen in the previous issues. These plate varieties I number and list as follows:

SHIFTS



Showing Shifts as Numbered

SHIFT NUMBER ONE

In this variety the bottom frame line is double, the shift line being 1½ mm. above the normal line. The upper frame line is similarly repeated for approximately 3 mm. on the left side; the inner and outer lines of the white oval are partially duplicated; the letters "P G E" in postage and "C I A" in Lucia are shifted as is the inner line of the white oval—left side—and the left ornament. This shift I have noted:

1860 Four Pence Type 1 Hard Plate.

1864 One Pence Perf. 12½ Type 1 Hard Plate.

1864 Six Pence Perf. 12½ Type 1 Hard Plate.

1864 Shilling Perf. 12½ Type 1 Hard Plate. 1882 C A Three Pence Perf. 12 Type 1 Soft Plate Fiscal.

SHIFT NUMBER TWO

In this variety the upper frame line is duplicated by a shift line about 1 mm. below the true line. It is noted:

1864 Four Pence Perf. 14 Hard Plate.

NOTE.—This is practically the same as scratch No. 10½ and if it is a shift then scratch No. 11 may properly be called a shift.

SHIFT NUMBER THREE

In this variety a shift shows in the letters of "Postage" and in the bottom frame line. The upper frame line does not meet the left frame line.

1864 Six Pence Perf. 12½ Type 1 Hard Plate

SHIFT NUMBER FOUR

In this variety there is a slight shift wherein there is an extra ball on the lower portion of the left ornament. It is noticeable also in the letters of St. Lucia.

1863 Six Pence Type 1 Hard Plate. 1864 One Pence Perf. 12½ Type 1 Hard Plate (Twice).

SHIFT NUMBER FIVE

In this variety the lower frame line is duplicated, the shift line being 1 mm. above the true line. It appears in

1883-1884 C A Four Pence Type 1 Hard Plate (Twice).

SHIFT NUMBER SIX

In this variety the upper frame line is duplicated by a shift line, 1½ mm. below the

true line, extending from the "L" of Lucia to the center of the right frame line. The shift also shows in the right outer line of the oval and in the letters "S" of St. and "G" of Postage. It is noted:

1882 Three Pence Perf. 14 Type 1 Soft Plate Fiscal.

1883 One Penny Perf. 14 Type 1 Hard Plate Fiscal.

NOTE.—This latter is the surcharge type "IONE PENNY."

PLATE SCRATCHES

There are at least nineteen varieties of Plate Scratches which are described as follows:



Showing Plate Scratches as Numbered

SCRATCH NUMBER ONE

The most prominent and which may almost be termed a "Plate Crack" is a perpendicular line commencing at the top of "C" in Lucia, and apparently ending at the bottom of "A" in

Postage. It probably does not continue from top to bottom. There are also several additional scratches, being perpendicular lines 3 mm. to 6 mm. long, in the white oval and paralleling the left frame line. There is also a semblance of a scratch between the "T A" of Postage. This variety I have noted:

1864 Shilling Perf. 12½ Type 1 Hard Plate.
1881 C C 2½ Pence Type 1 Hard Plate (Twice).
1883 C A Shilling Type 1 Hard Plate.
1882 C A Three Pence Perf. 14 Type 1 Soft Plate Fiscal.

SCRATCH NUMBER ONE AND ONE-HALF

A scratch similar to NUMBER ONE but wherein the line appears only in the "C" of Lucia. It does not appear in the "A" of Postage nor are the additional scratches present. It is noted:

1860 Six Pence Type 1 Hard Plate.
1881 C C One Half Penny Type 1 Hard Plate.

SCRATCH NUMBER TWO

In the right of the white oval are two scratches,, radiating from and approximately paralleling the right frame line, one being 3½ mm. and one 3 mm. long. It appears:

1863 Six Pence Type 1 Soft Plate
1864 Six Pence Perf. 12½ Type 1 Hard Plate.
1864 Six Pence Perf 14 Type 1 Hard Plate.
1864 Shilling Perf. 14 Type 1 Hard Plate (Twice).
1881 C C 2½ Pence Type 1 Hard Plate.

SCRATCH NUMBER THREE

In the right of the white oval, being nearer the right frame line, is one scratch 6 mm. long paralleling the right frame line. This extends both above and below the ornament. It is noted:

1863 Four Pence Type 2 Hard Plate.
1864 One Pence Perf. 12½ Type 1 Hard Plate.
1864 Shilling Perf. 12½ Type 2 Soft Plate.
1864 Shilling Perf. 14 Type 2 Hard Plate.
1882 One Penny Perf. 14 Type 1 Hard Plate Fiscal.

SCRATCH NUMBER FOUR

A scratch 3 mm. long parallels the right frame line commencing just below the center ornament and extending up. It has the appearance of being slightly curved. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate.
1864 Six Pence Perf. 12½ Type 1 Hard Plate.
1864 One Pence Perf. 14 Type 1 Hard Plate (Twice).
1881 C C ½ Penny Type 1 Hard Plate.
1881 C C 2½ Pence Type 1 Hard Plate.
1883 C A One Penny Type 1 Hard Plate.
1883 C A Four Pence Perf. 14 Type 1 Hard Plate.
1883 C A Six Pence Type 1 Hard Plate.

SCRATCH NUMBER FIVE

A scratch 5 mm. long, extending from the lower ball, through and 2 mm. beyond the upper ball of the right ornament. It is noted:

1863 One Pence Type 2 Hard Plate.
1863 Six Pence Type 2 Hard Plate.
1864 Shilling Perf. 12½ Type 1 Hard Plate.
1864 Four Pence Perf. 14 Type 1 Hard Plate.
1864 Six Pence Perf. 14 Type 1 Hard Plate.
1864 Shilling Perf. 14 Type 2 Hard Plate.
1881 C C ½ Penny Type 1 Hard Plate.

SCRATCH NUMBER SIX

A horizontal scratch 2 mm. long connects the right center ornament and inner line of the right oval. This may be a crack. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate (Twice).
1883 C A Six Pence Type 1 Hard Plate.

SCRATCH NUMBER SEVEN

Four lines radiate from the center of the left ornament. The left frame line is broken. There is also a line 4 mm. long connecting the two outer balls of the right ornament. It is noted:

1864 One Pence Perf. 12½ Type 2 Hard Plate.
1864 Shilling Perf. 12½ Type 2 Hard Plate.

SCRATCH NUMBER EIGHT

A scratch 8 mm. long parallels the left frame line extending up from the lower ball of the left ornament. It is noted:

1864 One Pence Perf. 12½ Type 2 Soft Plate (Twice).
1864 Four Pence Perf. 14 Type 2 Soft Plate.
1883 C A One Penny Perf. 14 Type 1 Hard Plate Fiscal Revenue 15½ MM. Long.

SCRATCH NUMBER EIGHT AND ONE-HALF

A scratch 4 mm. long extends down from the center of the left ornament approximately paralleling the left frame line. It is noted:

1864 Shilling Perf. 12½ Type 2 Hard Plate.
1881 C C ½ Penny Type 1 Hard Plate.
1881 C C 2½ Pence Type 1 Hard Plate.
1883 C A Six Pence Type 2 Hard Plate.
1883 C A Shilling Type 1 Hard Plate.
1882 C A One Penny Perf. 14 Type 1 Hard Plate Fiscal.

In a block of four of the ½ Pence 1881 C C this scratch is immediately below scratch Number 11. It is identical in the Shilling and ½ Pence but varies a trifle in the 2½ Pence.

SCCRATCH NUMBER NINE

There are two perpendicular lines respectively 1½ mm. and 1 mm. long at the lower center of the left oval. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate. 1864 Six Pence Perf. 12½ Type 1 Hard Plate.
1864 One Pence Perf. 12½ Type 1 Soft Plate.

SCRATCH NUMBER TEN

In the top of the oval a scratch 9 mm. long parallels the top frame line, commencing at "T" in "St." and extending almost to the "I" in "Lucia". It is 2 mm. below the frame line. There is also a "dot" on the cheek. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate. Plate Fiscal.
1864 One Pence Perf. 14 Type 1 Hard Plate. 1883 C A One Penny Perf. 14 Type 1 Hard
1882 C A Three Pence Perf. 12 Type 1 Soft

SCRATCH NUMBER TEN AND ONE-HALF

This is similar to scratch number ten but extends almost completely across the stamp and is immediately to the left of and is a continuation of the upper scratch in number 11. It is noted:

1881 C C ½ Penny Type 1 Hard Plate (Twice)

SCRATCH NUMBER ELEVEN

Three horizontal lines extend through the letters "LUC" paralleling the top frame line. Scratch number ten and one-half is a continuation of the upper of these three lines. It is noted:

1864 One Pence Perf. 14 Type 1 Hard Plate. (Twice).
1881 C C ½ Penny Type 1 Hard Plate 1883 C A One Penny Type 1 Hard Plate.

SCRATCH NUMBER TWELVE

There are two perpendicular lines, 5 mm. and 3 mm. long, one commencing at and one just below the upper ball and extending below the lower ball of the right ornament. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate. 1883 C A One Penny Type 1 Hard Plate.
1881 C C 2½ Pence Type 1 Hard Plate.

SCRATCH NUMBER THIRTEEN

There is a slightly curved line 5 mm. long extending from the outside upper ball of the right ornament, up to the outer line of the oval. It is noted:

1864 Four Pence Perf. 12½ Type 1 Soft Plate. 1882 C A One Penny Perf. 12 Type 1 Hard
1864 Six Pence Perf. 14 Hard Plate. Plate Fiscal.

SCRATCH NUMBER FOURTEEN

A scratch 3 mm. long, commencing at the outside upper ball of the right ornament, extends down and passes through the lower ornament just inside the lower ball, while a second scratch 2 mm. long extends down from the lower ball. This is somewhat similar to Scratch Number 12. It is noted:

1864 Six Pence Perf. 14 Type 1 Hard Plate
1881 C C Shilling Perf. 14 in the Fiscal Error "SHILDING".

SCRATCH NUMBER FIFTEEN

Two scratches, each slightly curved, 6 mm. and 8 mm. long respectively, approximately parallel the right frame line, their center being at the center of the right ornament. It is noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate.

SCRATCH NUMBER SIXTEEN

A scratch 4½ mm. long extends from the lower outside ball of the left ornament through and beyond the upper ball. There is also a perpendicular crack, 4 mm. long in the center of the neck. It is noted:

1882 C A Three Pence Perf. 12 Type 1 Soft Plate Fiscal

VARIETIES

In addition to the Shift and Scratch varieties enumerated above, there are other even more constant Plate varieties which I call neither Scratch nor Shift, although the latter term may be the most appropriate. They are listed as follows:

VARIETY NUMBER ONE

The period under "T" in "St" is as an inverted comma, and is noted:

1864 One Pence Perf. 12½ Type 1 Soft Plate.
1864 One Pence Perf. 12½ Type 1 Hard Plate.
1864 One Shilling Perf. 12½ Type 1 Hard Plate.
1864 One Pence Perf. 14 Type 1 Hard Plate.
1864 Six Pence Perf. 14 Type 1 Hard Plate.
1864 Shilling Perf. 14 Type 1 Hard Plate.
1881 C C 2½ Pence Type 1 Soft Plate.
1883 C A One Penny Type 1 Hard Plate.
1883 C A Shilling Perf. 14 Type 1 Hard Plate.
1882 C A One Penny Perf. 14 Type 1 Hard Plate Fiscal.

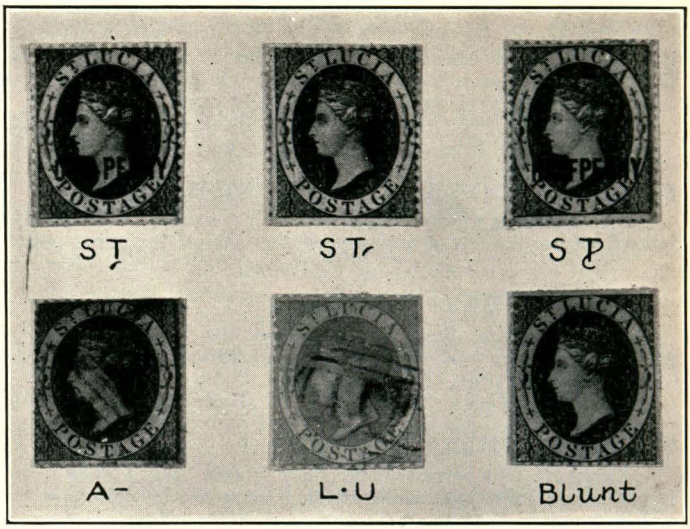
VARIETY NUMBER TWO

There is a dash to the right and above the period under "T" in "St", similar to an acute accent, but which scarcely touches the period. In this variety the bottom serif of "T" and "A" in Postage is shifted so that they appear to be double. It is noted:

1864 One Pence Perf. 14 Type 1 Hard Plate.
1864 Shilling Perf. 14 Type 1 Hard Plate.

The period under the "T" in "St" appears with a hair line curving over it at left. It is noted:

1864 One Pence Perf. 14 Type 1 Hard Plate. 1864 Shilling Perf. 14 Type 1 Hard Plate.



Showing Varieties as Numbered

VARIETY NUMBER THREE

The period under the "T" in "St" appears with a hair line curving over it at left. It is noted:

1864 Four Pence Perf. 14 Type 2 Hard Plate (Twice).
1881 C C ½ Penny Type 1 Hard Plate.
1883 C A ½ Penny Type 2 Hard Plate.
1883 C A One Penny Type 2 Hard Plate.
1882 One Penny Perf. 12 Type 2 Hard Plate Fiscal.
1883 One Penny Perf. 14 Type 1 Hard Plate Fiscal.

In a block this type appears twice, as in a Vertical Pair, the lower Stamp having the Left Frame Line broken and the upper Stamp being Type 2.

VARIETY NUMBER FOUR AND 4 A

The period under the "T" in "St" appears with a light line at left.

1883 C A One Half Penny Type 1 Hard Plate

and also with a heavier line to right.

1864 Shilling Perf. 14 Type 1 Hard Plate.

VARIETY NUMBER FIVE

One mm. to the right of the "A" in "Lucia" there is a Dot which is noted:

1864 Four Pence Perf. 12½ Type 1 Soft Plate.
1864 Six Pence Perf. 14 Type 1 Hard Plate.
1864 Shilling Perf. 14 Type 1 Hard Plate.

VARIETY NUMBER SIX

Between the letters "LU" of "Lucia" there is a Dot. This variety I have noted:

1863 Four Pence Type 2 Hard Plate.
1863 Six Pence Type 2 Hard Plate.
1864 One Pence Perf. 12½ Type 1 Soft Plate.
1864 Four Pence Perf. 12½ Type 2 Hard Plate.
1864 Shilling Perf. 14 Type 2 Hard Plate.
1884 Four Pence Perf. 12 Hard Plate.
1881 C C One Penny Perf. 14 Type 1 Hard Plate Fiscal.
1882 One Penny Perf. 12 Type 1 Hard Plate Fiscal.
1882 One Penny Perf. 14 Type 1 Hard Plate Fiscal (Twice).
1882 C A Four Pence Perf. 14 Type 1 Hard Plate Fiscal.

In the One Penny Fiscal of 1882 P. 12 as also in one copy of the One Penny Fiscal of 1882 P. 14 the DOT is colorless and two scratches extend from the lower ball of the right ornament. One ends just below the upper ball and one extends 1 mm. beyond it.

VARIETY NUMBER SEVEN

Normally the neck of the Medallion ends in a tapering point, while occasionally it ends abruptly, the point being blunt. I call this "BLUNT" and it is noted:

1860 Four Pence Type 1 Hard Plate.
1860 Six Pence Type 1 Hard Plate.
1863 Six Pence Type 1 Hard Plate (Twice).
1864 Shilling Perf. 12½ Type 1 Hard Plate.
1881 C C ½ Penny Perf. 14 Type 1 Hard Plate.
1883 C A ½ Penny Perf. 14 Type 1 Hard Plate.
1883 C A Four Pence Type 1 Hard Plate.
1883 C A One Penny Perf. 14 Type 1 Hard Plate Fiscal.

VARIETY NUMBER EIGHT

There is a dot on the neck of the Medallion which varies as to position so that it can hardly be said to be constant. It is mentioned simply as a matter of interest and in its varying position it has been noted:

1864 One Pence Perf. 12½ Type 1 Hard Plate.
1864 Six Pence Perf. 12½ Type 1 Hard Plate.
1864 One Pence Perf. 14 Type 1 Hard Plate.
1883 C A ½ Penny Type 1 Hard Plate.
1883 C A One Penny Type 1 Hard Plate.
1883 Six Pence Type 1 Hard Plate.
1883 C A Shilling Type 1 Hard Plate.

(This dot is 1 mm. in diameter and, in a pair, adjoins variety, "Scratch Number One".)

VARIETY NUMBER NINE

The Right Frame Line is broken and I have noted it:

1864 Six Pence Perf. 12½ Hard Plate.
1864 Shilling Perf. 12½ Hard Plate.
1882 C A Four Pence Perf. 14 Hard Plate Fiscal (Twice).

VARIETY NUMBER TEN

The lower right segment of the oval is double, caused apparently by underinking a Soft Plate.

1864 One Pence Perf. 12½ Soft Plate (Twice)

VARIETY NUMBER ELEVEN

Another minor variety which I have noted but which as yet I am not convinced is constant may be mentioned:

A dot in the "C" of "Lucia".

1882 C A One Penny Perf. 12 Hard Plate Fiscal.

There are two other differences in engraving but because of their very nature it is almost impossible to correctly classify them. I have certainly not been able to do so with any degree of success but as a matter of interest shall briefly refer to them.

The first I have called the "Drooping Mouth". From the Proofs and Essays which I have seen the mouth has a firm "happy" look, as it has in the majority of the stamps. Frequently, however, the line of the mouth has been engraved downwards and the effect is not so pleasing. Hence, the "Drooping Mouth".

The second has to do with the Nose which varies from Aquiline to Roman and this difference in type is usually caused by the shape and size of the nostril. This varies more perhaps than does the mouth and while I find myself unable to clearly describe it, I have no doubt that one with a training in engraving and an artistic eye could, had they sufficient interest, very clearly and correctly describe the several types of nose.

MY CONCLUSION IS:

First—That Messrs. Perkins, Bacon & Co. originally used a Soft plate, which was later strengthened and hardened or that a new plate was subsequently prepared by them,—probably the latter.

Second—That Messrs. De La Rue & Co. took over and used this latest plate.

Third—That Messrs. De La Rue & Co. prepared and used a new plate from which a few stamps of the 1863 issue were printed and which was generally used by them in printing the 1864 and subsequent issues.



Type I Type II

Guatemala. 1871 to 1894

By HARRY M. KONWISER.

IT is a recognized fact that few stamps become "popular" with specialists—budding or otherwise—until they have enjoyed a measure of publicity. Guatemala has yet to become popular. It is wide-open for the student and is a virgin field for the pioneer.

Very little has been written about the stamps of Guatemala, the following being the leading articles that have appeared. *"An Introduction to Guatemala"* by G. Herbert Dannatt, in *The Stamp Collectors Fortnightly,* 1925; *"The Early Stamps of Guatemala"* by W. J. C. Pope, in *The Stamp Lover,* 1911; *"Guatemala"* by W. Percy Barnsdall, in *Gibbons Stamp Weekly,* 1909. These articles have all been consulted in preparing this resume. *Le Timbre Poste,* 1875, is a mine of information on these stamps, but no reference to these articles is contained in this article owing to my unfamiliarity with French. J. M. Albrecht contributed an article on the 1886 Provisional Issue to *Gibbons Weekly* in 1910. Many of the facts have been checked up from a study of the Guatemala collection of H. L. Lindquist, Editor of *The Collectors Club Philatelist.*

Guatemala, during the 19th Century, issued about one hundred varieties of stamps and minus the error varieties, these now catalog at about $90 for the unused including two items priced at $12 and $15 each respectively. Used specimens of the same specimens total about the same. Many of these items are very reasonably priced. For instance the first stamp issued in 1871, is priced at 5c. unused and 40c. used; No. 2 is priced at 20c.; No. 3, 60c., and No. 4, 30c.

Surely here is a country free from high prices on their early stamps and incidently there is no Seebeckism. It is probable that the early Parisian printers sponsored some of the imperforates, and also sold some of the early stamps in Paris before they were officially delivered to the Guatemala Post Office, but taken as a whole they are both interesting and worthy of specialized effort.

Guatemala issued its first stamps in 1871, and they were engraved and printed by Hulot, at the French Government Printing Works. These are in sheets of 150, in fifteen rows of 10 stamps. The values are in centavos, 25 of which equalled 2 reales, and 100 centavos equalled one peso. They were issued January 1st, 1871, perforated 14 by 13½, in four values as follows:

1871 1c. bistre; dark bistre, Scott's No. 1.
(a) Imperforate.

Forgeries are distinguished by the noticeable difference in the size of the pictured sun and are lithographed, whilst the genuine are engraved. Forgeries are perf. 13.

This value was engraved on rather thick, yellowish white paper, no watermark. The probabilities are there are some perf. 14 in addition to the regular 14 x 13½.

G. Herbert Dannatt says: "The imperf. varieties listed by Gibbons are curious and it is doubtful if they ever were sold at the Post Office or used for legitimate postal purposes. This also applies to the 20c. error printed in blue instead of carmine". As Mr. Dannatt is one of the leading specialists on these stamps his opinion carries weight.

Imperforate color trials in blue of the 1c. are known.

1871 5c. brown; light brown. Scott's No. 2.
(a) Imperforate. (See above.)
(b) Tete beche, perforated and imperf.

1871 10c. deep blue; blue. Scott's No. 3.
(a) Ultramarine.
(b) Imperforate. (See above.)

1871 20c. pink; rose. Scott's No. 4.
(a) Imperforate.
(b) Printed blue in error. Scott's No. 4a. (See reference above.)
(c) Counterfeits are found in the size of the 1872 stamps.

When J. Rufino Barrios overthrew President Carrera, two new stamps were ordered. (This is Scott's 1872 issue.) In appearance they are somewhat like the

previous issue but the values are expressed in reales. The stamps are lithographed, perforated 11½ to 12 (Scott's giving the latter). Both of these stamps exist with the word "FACSIMILE" incorporated in the design under the shield and are said to be of German origin.

1872 4 reales, violet. (Shades.) Scott's No. 5.
(a) Imperforate vertically.
(b) Forgeries are plentiful.

This lithographed stamp is presumed to have been made in Guatemala in 1873 but no record has been discovered to show the size of the sheet, or to verify where they were printed. The Yvert-Tellier catalog does not mention imperforates either in this value or in the 1 peso.

1872 1 peso, orange, yellow. Scott's No. 6.



The usual Cancellations

Gibbons places this stamp as of 1873, but some students declare it was printed in Paris late in November 1872 confirming the Scott listing. Mr. Albrecht believes it was produced in Guatemala, so the question remains undecided.

All of the above stamps with the exception of the 1c. and the 10c. are extremely rare in blocks. The 4 reales and 1 peso seem to be unknown even in pairs or strips, and fine single copies are quite scarce. The first four stamps unused are plentiful and cheap, as many remainders reached the hands of stamp dealers. All of the stamps are very rare on covers. In recent auctions the 10c. brought over $25.00 while the 20c. brought $50.00.

On the 4 reales and 1 peso the common cancellation date appears to be 1876. Red numeral cancellations are extremely scarce. The black numeral cancellation is the most common.

THE 1875 ISSUE

The 1875 issue was required owing to a change to the decimal system of coinage. The decree announcing these stamps was made public April 19, 1875, and declared the previous emission would become obsolete and would be replaced bythe ¼, ½, 1 and 2 reales. The ¼ real was for local use. Nothing was said in the decree about the 4 reales and the 1 peso stamps of 1872, which may be construed to cast doubt on these issues. The 1c. of the 1871 had been declared obsolete in 1873.

The new stamps, on thick, yellowish white wove paper, were engraved and typographed by the Columbian Bank Note Company of Washington, in sheets of 100, in ten rows of 10 and were perforated 12. The forgeries are lithographed on thin paper very white wove, pin perforated 13.

The genuine stamps bear cancellations of either a very large black star, or an oblong postmark, which contains name and numerals. The counterfeits bear either seventeen oblique parallel lines, forming an oval, or a large square of square dots.

1875 1-4 real, black, Scott's No. 7.
(a) Imperforate.
(b) Forgeries known in sheets of five rows of 5.

1875 1-2 real, blue green; green. Scott's No. 8.
(a) Imperforate.
(b) Horiz. pair, imperf. between.
(c) Forgeries as above.

1875 1 real, blue. Scott's No. 9.
(a) Imperforate.
(b) Forgeries as above.
(c) The diagonal half used as ½ real with purple cancellation with star which is frequently seen is probably a fake.

1875 2 reales, dull red; red; venetian red, Scott's No. 10.
(a) Imperforate.
(b) Forgeries as above.
(c) Diagonal half used for 1 real, similar to 1 real.

THE 1878 ISSUE

The 1878 series, known as The Indian Girl type, was issued under the decree of January 10, 1878, and was engraved by Mouchon, at Paris, and printed on unwatermarked, rather thick white wove paper in sheets consisting of twelve horizontal rows of 8 stamps. The top row contained but four stamps in the centre of the row, the space at each side being blank. They are perforated 13½. Proofs exist and are sometimes offered as imperforates.

1878

1-2 real, yellow green. Scott's No. 11.
- (a) Imperforate.
- (b) Forgeries exist with perf. 12, they are lithographed and are often sold as reprints. These also come tete-beche.

1878

2 reales, carmine rose. Scott's No. 12.
- (a) Imperforate.
- (b) Forgeries as above.

1878

4 reales, violet. Scott's No. 13.
- (a) Imperforate.
- (b) Printed on both sides.
- (c) Forgeries as above.

1878

1 peso, yellow. Scott's No. 14.
- (a) Imperforate.
- (b) Imperf. horizontally.
- (c) Forgeries as above and some in red.
- (d) Some of these are found on paper watermarked "La Croix Freres" in double-lined capitals.

English stamp authorities in 1882 doubted the legitimacy of this issue because of the style of printing which was inferior to the previous stamps.

The only cancellations said to be legitimate are the large stars, the numeral cancellations and some towns mostly in black. The principal Postmark on the forgeries is "Guatemala 27 Mayo, 78" in a single-lined circle, rather small. Of the many Guatemala forgeries the 2 reales bisected is considered the most dangerous. Good used copies are scarce. The numerals on the stamps of Guatemala run from No. 1 upward, the highest number noted being "29". Very little is known about the towns from which these originated owing to the scarcity of covers but efforts are now being made to compile such a list.

THE 1879 ISSUE

The 1879 issue was the first of the popular Quetzal issues. These beautiful stamps were produced by the American Bank Note Company, late in 1879. They were printed in sheets of 100, in ten rows of 10, perforated 12.

1879

1-4 real, brown and green, Scott's No. 15. These are scarce in blocks, and used copies are uncommon.

1879

1 real, black and green. Scott's No. 16.
- (a) Known bi-sected diagonally used as 1-2 real. These are also scarce in blocks, and used copies are not common.

FIRST SURCHARGED STAMPS

The first of the surcharged stamps made their appearance in September, 1881, and were required for actual postal use as the Quetzal issue was not sufficient to meet the requirements and a new set which had been ordered was still undelivered. These type-set surcharged stamps offer a field for interesting research, and are quite scarce, though Scott quotes them at $3.55 used and $3.35 unused.

1881

1c. on 1-4 real, brown and green, 1879 issue. Scott's No. 17.
- (a) "ecntavo"
- (b) "ccntavo."
- (c) "eentavo."
- (d) " centavos."
- (e) letter "c" out of alignment.
- (f) surcharge inverted.

1881

5c. on 1/2 real, yellow green, 1878 issue. Scott's No. 18.
- (a) " ecntavo."
- (b) " centavos."
- (c) Surcharged "20" instead of "5" then resurcharged "5".
- (d) Double surcharge.
- (e) "avos" of "centavos" out of alignment.

(f) "cen tavos." (Spaced.)
(g) "centa vos." (Spaced.)
(h) "1c" instead of "5c."
(i) Surcharged double with variety "centavo."
(j) "ecntavos."
(k) Without period after "c" on faked stamps.
(l) Surcharged "20" without resurcharge to 5.

1881

10c. on 1 real, black and green, 1879 issue. Scott's No. 19.
(a) "s" of "centavos" missing.
(b) "centavos."
(c) "ecntavos".
(d) "centav os." (Spaced.)
(e) Forged surcharge, with large "S".

1881

20c. on 2 reales, carmine rose, 1878 issue. Scott's No. 20.
(a) Comma after "centavos."
(b) Imperforate vertically.
(c) No period.
(d) "t" out of alignment.
(e) "o" of "20" and "avos" of "centavos" missing, leaving "2c." as surcharge.

THE 1882 ISSUE

The 1882 issue was ordered by the decree of November 7, 1881. This issue was printed by the American Bank Note Company, as was the previous Quetzal issue. The frames vary for the different values. The remainders were sold to dealers. The inverted centre specimens are becoming difficult to locate, the 5c. being particularly rare. They are perforated 12.

1882

1c. Black and green. Scott's No. 21.
No inverted centres known.

1882

2c. brown and green. Scott's No. 22.
(a) Inverted centre.
(b) Bisected. Usually shown on pieces of cover cancelled with targets and stars, but their authenticity is questioned.

1882

5c. red and green. Scott's No. 23.
(a) Inverted centre.

1882

10c. gray, violet and green; lilac and green. Scott's No. 24.
No inverted centres are known.
(a) Bisects similar to the 2c.

1882

20c. yellow and green; orange and green. Scott's No. 25.
(a) Inverted centre.
(b) Bisects similar to the 2c.

The above stamps can be found with a very interesting group of cancellations, such as: purple, blue and black stars and town cancellations as well as targets, bars and fancy cork cancellations. Certain chemicals change the Quetzal from green to blue.

THE 1886 ISSUE

The February, 1886, series, known as the "Railway Stamp Surcharge series", is surcharged in black and many varieties exist. The remainders were sold to dealers. They are perforatd 12.

They were used until July 1st, 1886, to collect taxes on the coupons of the "Ferro Carril al Norte" (Northern Railway) and were all of the peso value, showing the head of President Paz, who held office from 1821 to 1845, being succeeded by Carrera.

The surcharges of the 25c., 50c. and 75c. were set up in four blocks of 50 stamps each (5 rows of 10) making 200 stamps to the sheet in two panes. The division between the panes was marked by arrows and the panes were severed and issued as sheets of 100 stamps to the Post Office.

The surcharges of the 100c. and 150c. were set up in blocks of 25 stamps in five rows of 5, and were also printed in sheets of 200 but issued in sheets of 100. The Post Office cut these down to panes of 25 before selling to the public. Bogus surcharges reading "Correos 2 Centavos, Guatemala" and also "Correos 5 Centavos, Guatemala" exist.

1886

25c. on 1p. vermilion. Scott's No. 26. Total issued, 300,000.
(a) "Centovos."
(b) " Centanos"
(c) "255" instead of "25".
(d) " Centvos."
(e) Inverted surcharge.
(f) "cen anos." (Error spaced.)
(g) "cen tavos." (Spaced.)
(h) No period after "25".
(i) Four lines inverted, also inverted links.
(j) " Corre cionales" (Spaced.)
(k) "s" of "nacionales" inverted.
(l) Capital "V" in "centavo", bottom line.
(m) Large "2" in lower left "25".
(n) Thin "2" in "25" last line.

1886

50c. on 1p. vermilion. Scott's No. 27. Total issued, 300,000.
(a) " centovos"
(b) " centanos"
(c) " carreos."
(d) Inverted surcharge.
(e) Double surcharge.
(f) "corre cionales." (Spaced.)
(g) "ales" of "nacionales" inverted.
(h) "S" of "nacionales" inverted.
(i) Four lines inverted, also links inverted.
(j) No period after "50c" in fourth line.
(k) "co" of "correos" out of alignment.
(l) Comma instead of period after right hand "50c."

1886

75c. on 1p. vermilion. Scott's No. 28. Total issued, 250,000.
(a) "centovos."
(b) "centanos."
(c) "Carreos."
(d) "75c", "50c" in second line of surcharge.
(e) Double surcharge.
(f) "ales" of "necionales" inverted.
(g) "s" of "nacionales" inverted.
(h) Figures on stamps read "75" "50" "75" "75".
(i) No period after $75c" in fourth line.
(j) Four lines inverted, also inverted links.

1886

100c. on 1p. vermilion. Scott's No. 29. Total issued, 100,000.
(a) "110c" and "a00c" instead of "100c."
(b) Guatemala in heavy type.
(c) Inverted surcharge.
(d) "00" and "100" "100c."
(e) Center ornament below Guatemala colorless, except small dot, also same solid color.
(f) Small "00" in "100."
(g) Double surcharge.

1886

150c. on 1p. vermilion. Scott's No. 30. Total issued, 100,000.
(a) "Guatemala."
(b) Inverted surcharge.
(c) Pair, one without surcharge.
(d) Double surcharge.
(e) Four figures "5" in italics.
(f) "g" in "Guatemala" inverted and double.
(g) Ornament inverted.

THE LITHOGRAPHED 1886 ISSUE

The American Bank Note Company produced the lithographed 1886 issue, which was issued on July 1st, 1886, as follows:

1c. dull blue; blue, Scott's No. 31. Total issued, 250,000.

2c. brown. Scott's No. 32. Total issued, 150,000.

3c. purple, violet. Scott's No. 33. Total issued, 500,000.

10c. red; mauve. Scott's No. 34. Total issued, 300,000.

20c. emerald green; green. Scott's No. 35. Total issued, 200,000.

25c. orange. Scott's No. 36. Total issued, 100,000.

50c. olive green. Scott's No. 37. Total issued, 100,000.

75c. rose; carmine rose; pink. Scott's No. 38. Total issued, 100,000.

100c. red brown; brown; deep brown. Scott's No. 39. Total issued, 100,000.

150c. dark blue; blue. Scott's No. 40. Total issued, 100,000.

200c. orange yellow; yellow. Scott's No. 41. Total issued, 100,000.

In this issue a wonderful cancellation collection can be made. To mention a few noticed: All sorts of fancy cork cancellations in black and colors; "Guatemala" in circle, stars, pin wheels, bars, targets, diamonds, numerals, sun bursts, besides the usual numerals and towns.

THE SURCHARGED 1886 STAMP

Scott's No. 42, 1886, was surcharged in November 1886, Scott's No. 32 being employed. 70,000 of these 2c. stamps were surcharged 1c. for legitimate requirements. These are type-set in five blocks of 20 stamps in two rows of 10.

Apparently these went on the press twice; first the words "Provisional — un centavo" being printed and then the "1886" date. One surcharge has a full period, the other none. Some of the surcharges, however, appear to have been done in one printing.

Some of the recognized varieties are as follows:

1886

1c. on 2c. brown, lithographed. Scott's No. 42. Perf. 12.
- (a) Inverted surcharge.
- (b) Double surcharge inverted.
- (c) Date punctuated. Also comes inverted.
- (d) Date inverted.
- (e) Date double.
- (f) Date omitted.
- (g) Date double, one inverted below "1".
- (h) Date triple, one inverted.
- (i) Broken figure "1".
- (j) "n" of "provisional" out of alignment.
- (k) Fakes have numeral omitted and some surcharged on the engraved stamps.

THE ENGRAVED 1887-94 ISSUE

The engraved stamps of 1887-94 can be readily distinguished from the similar 1886 issue as the impressions are sharper than the lithographed stamps. The 5c. has a larger numeral than the 1886 issue of this value. They can all be distinguished by the four upper background lines, which stand out clearly from the others, especially on the left side. The figures are wider on the 10c. stamp than on the lithographed 10c.

The 1c., 2c. and 3c. engraved stamps were received from the American Bank Note Company in 1887. The 6c. was received in 1894, the 10c. in 1892, the 20c. in 1893, and the 25c. in 1894. Blocks are quite scarce.

1c. blue; light blue. Scott's No. 43.

2c. yellow brown; brown. Scott's No. 44.
- (a) Vertical Half used as 1c.

5c. purple. Scott's No. 44b.

5c. violet; lilac. Scott's No. 45.

6c. lilac. Scott's No. 46.

10c. red. Scott's No. 47.

20c. green. Scott's No. 48.

25c. red orange. Scott's No. 49.

On the 1c blue of this issue are found Surcharges in black as follows: "Via Panama" in two lines and "Via Puerto Barrios" in three lines. In red: "Por Vapor City of Sidney", "Por Vapor San Jose", Por Vapor Newport", Por Vapor San Blas", and "Por Vapor City of Panama", all in three lines. These appear to be a form of pre-cancel as no other cancel shows on the stamps. They were apparently used on steamships to route the letters. These surcharges have been noted on only one other value, that of 2 centavo reading: "Via Puerto Barrios" in three lines in brown ink.

THE 1894 SURCHARGES

Various surcharged stamps made their appearance in 1894, all on the previous issues, surcharged in blue, blue-black, black or red, as follows:

1c. on 2c. yellow brown. Scott's No. 50.
- (a) " centav."
- (b) Double surcharge.
- (c) With thick and thin "1" in new value, surcharge 12mm.

2c. on 100c. red brown. April, 1894. Scott's No. 51. Blue surcharge, 14mm. Also 12mm.

6c. on 150c. dark blue. April, 1894. Scott's No. 52. Red surcharge 14mm. Also 12mm.

10c. on 75c. pink; carmine. Scott's No. 53. Blue surcharge, 14mm.

10c. on 200c. orange. Scott's No. 54. With the thin "1" in new value. Black surcharge, 14mm. Also 12mm. Also double surcharge.

10c. on 200c. Scott's 54. Blue and blue-black, surcharges 14mm.

REVENUE USED FOR POSTAGE

In 1872 we find imperforate revenue stamps used for postage, these having been listed by Scott up to 1904. Reference to them is also found in several of the foreign catalogs.

The stamps consist of four values, as follows:

Medio real, red.
Dos reales, yellow.
Quatro reales, blue.
Un peso, green.

These are found cancelled with "Correos de Guatemala" in double line circle enclosing the date and with star at right also with single line enclosing the same inscription with date. The numeral cancellations are also found on these stamps.

In 1882 perforated revenues were again used for postage and these were also listed by Scott up to 1904. The Lindquist collection shows the following:

Un Centavo, black.
Cinco Centavo, red.
Cinco pesos, blue.
Diez pesos, yellow.

The cancellations are the usual star and the rubber stamp cancellation in violet, reading: "Republica de Guatemala", between double circle and with date in centre. Mr. Lindquist has a block of four, un centavo, cancelled: "Correos Sn. Cristobal, Guat." in blue double lined circle, dated "May" in centre, the cancellation accompanied by a star.

(*Editor's Note*:—Mr. Konwiser has made no attempt at original research but hopes that by presenting such matter as has appeared in available form, it will stimulate specialists to make corrections and additions that will lead to further studies in these interesting and almost unexplored issues.)

The A. P. S. Convention



Waldorf Astoria Hotel

Shortly after this appears in print the Fortieth Annual Convention of the American Philatelic Society will be convened at the Waldorf Astoria Hotel, New York City. It is confidently expected that this convention will break all records for attendance owing to the outstanding attractions offered by New York City and Philadelphia at this time.

The International Exhibition at the Grand Central Palace will be the magnet that will attract many and every visitor to the Convention should plan to stay the entire week so as to adequately study the many wonderful exhibits that will be on display.

The entertainment that will be provided will permit a wide latitude of choice. Many will want to spend every available minute at the Exhibition, others who are not familiar with New York will want to visit the points of interest, still others will take the opportunity to talk and swap stamps. Enough entertainment has been provided to keep the delegates together as much as possible but not so much that there will be no time for personal preferences.

The ladies are particularly invited to visit the Convention and every facility will be placed at their disposal to enjoy their stay with us.

Every collector should plan by all means to attend this great gathering of stamp men and women which will unquestionably go down into philatelic history as one of the greatest of all time.

Formosan Stamps

By George Kingdon Parsons
(In collaboration with Alfred K. Chiu)

GEOGRAPHY

"THE island of Formosa lies off the east coast of China, opposite the Fukien province. It is separated from the mainland by the Formosa Channel, which varies in breadth from eighty to two hundred miles. On the northeast and southeast the island is washed by the waters of the Pacific Ocean. It is about two hundred and fifty miles from north to south and the average breadth is about fifty miles. It has an area of about fifteen thousand square miles, which is half the size of Scotland, or a trifle larger than the American States of Vermont and Connecticut taken together. Forest-clad mountain-ranges attaining the height of from seven thousand to fifteen thousand feet run through the centre from north to south, and from their bases extends a broad stretch of lowlands, plateau and ravines. This plain at the northern end is drained by three large streams which run into the Tamsui River. Precipitous cliffs from three thousand to six thousand feet high, clothed with vegetation except on the sea-face, with two large and many small plains, which are silted inlets, compose the eastern side of North Formosa. Formosa is under tropical conditions. It lies between 20° 58' and 25° 15' north latitude and 120° and 122° east longitude. The Tropic of Cancer runs through it not far from the center, so that only the south is really within the tropics".*



Figure I

HISTORY

According to Chinese historical records, the Emperor Yang of the Sui Dynasty (about 606 A. D.) sent an exploring party, under the leadership of a cavalry officer belonging to the Imperial Guard, named Shu Kwan, and the navigator Ho Man. The party reached the island, but could hold no communication with the inhabitants, as the language was different. They therefore captured one of the natives and returned home. About the year 611 A. D. a second expedition was despatched to the island, and the commander now, believing the occupants to be Malays, had provided himself with natives from different southern Malayan islands, so that at least one of them was able to make himself understood by the Formosans. The object of the expedition was to compel the natives, to whatever race they belonged, to recognize the Emperor and pay tribute as willing subjects. To this the natives would not agree. Consequently the Commander attacked them, burnt their villages, and then returned to the mainland with valuable booty. The first Europeans to visit Formosa were the Portuguese, who settled there in 1590. The Dutch landed in 1624, and two years later were followed by the Spaniards. The Dutch expelled the Spaniards in 1642, but they themselves were driven out by Koxinga (known in Chinese history as Cheng Chin-Kung), the famous Chinese general. Koxinga was

*(From G. L. MacKay: "From Far Formosa")

loyal to the Ming Dynasty, and when the Manchus from Manchuria invaded China and founded the Tsing Dynasty in 1644, Koxinga refused to submit to the usurper, the Tartar Emperor. Having failed by successive attempts to restore the lost empire of the Mings, Koxinga crossed the channel, drove the Dutch out of Formosa, and proclaimed himself first king of the island. His reign was brief and stormy, and in 1683 his successors were dethroned by the Chinese emperor and Formosa made a dependency of the Fukien province. In 1887 Formosa first became a separate province of the Chinese Empire. In 1894 war broke out between China and Japan, and at its close the island of Formosa was ceded to Japan by the peace treaty of Shimonoseki, April 18th, 1895. But the loyal Chinese-Formosans united in declaring that the island should never become a Japanese possession, and organized a Republic under the leadership of General Liu Yung-fu. The Japanese at once invaded Formosa, and subdued it after a brief period of hard fighting, thus bringing the island under their control.

"The aboriginal or Malayan name of the island was Pekan or Pekando. In 1430 the Chinese named it Ki-lung-shan ('Mountain of Kelung'), and the best port in the north still retains that name. Subsequently they called it Tai-wan ('Terraced Harbor'), and by that name it is known to all Chinese to this day. 'Formosa' is a Portuguese word, meaning 'beautiful', and was first applied to the settlement at Kelung in 1590." (MacKay: "From Far Formosa", p. 47.)

COMMERCE AND COMMUNICATION

The total annual trade of Formosa amounts to about 125 million Japanese yen. Forests, opium, salt, tobacco and camphor monopolies, yielding a large annual revenue are in the hands of the government. Gold, silver, copper, sulphur, coal, etc., are mined in quantities, and considerable petroleum is produced. Rice, sugar, and tea are the greatest staples. The Bank of Formosa is the chief bank.

Railway construction in Formosa was begun in 1887, when Liu Ming-chuan became the first Chinese governor of the island. In June, 1905, under the Japanese government, the whole line between Kelung in the north and Takow in the south—a total length of about 554 miles was completed. The journey now occupies fifteen hours and seven minutes, the train leaving Kelung at 6 a. m. and reaching Takow at 9:07 p. m. Besides the main railway there are several light hand-railways. These run between Tokatsu and Ujitsusho (11 miles), between Rokko and Shoka (7½ miles), between Takow and Hozan (6 miles), between Hihachisui and Rinkiho (3¼ miles), and Tainan and Anping. The steamship lines going to and from Formosa are the Nippon Yusen Kwaisha, the Osaka Shosen Kwaisha and the Douglas Steamship Co.

THE POSTAL SYSTEM

Before the first Chinese governor, Liu Ming-chuan's administration, there was no governmental postal service in the island. All mails were sent through the powerful Chinese letter hongs, which were privately organized transportation companies, doing business along the lines of such institutions as the American Express Company, but on a smaller scale. The word "hong" in Chinese means "a company"; but almost all of these letter hongs were partnerships, whose good-will depended upon their sound credit based upon unlimited liability and their excellent service. The letter hongs had been in existence in China since the twelfth century, and when Formosa came under the Chinese control they naturally established branches in many parts of the island. Because of their faithful service these letter hongs continued to exist alongside the official postal system as late as 1895, when the island was ceded to Japan.

In 1887 Formosa first became a separate province of China, and Liu Ming-chuan was appointed as its first governor. "In 1888 the Chinese Government in

Formosa inaugurated a Postal Service, resembling the Western system, for the transmission of mail matter, both private and official, to all parts of the island. Two sorts of stamps were provided, one for official mail matter, supplied free of charge, and one for sale to the public.

"The stamps are locally made of thin Chinese paper, very roughly printed, with blank spaces left for the date of issue, weight of letter, and name of office issuing the stamp, to be entered in writing. The stamps are issued to the different post offices from the Chief Post Office in Taipei, in small books containing 100 stamps with stubs. The stubs of the stamps disposed of, have to be returned to the Chief Post Office. Stamps are not sold previous to use, and are affixed only by the post office, which gives a receipt for every letter.

"The mails are carried by couriers on foot and despatched twice a day. The main roads are divided into stages of about 30 miles each. Letters are delivered from the stages by postmen." (From Reports of I. C. Customs Commissioners at Tainan and Tamsui, dated 1889 and 1891.)

The stamps of the first two issues for official use and of the issue for the use of the public were printed from wooden blocks with crude, double, or clear impressions, sometimes oily; on wove or vertically or horizontally laid thin Chinese paper usually white but sometimes yellowish or toned.

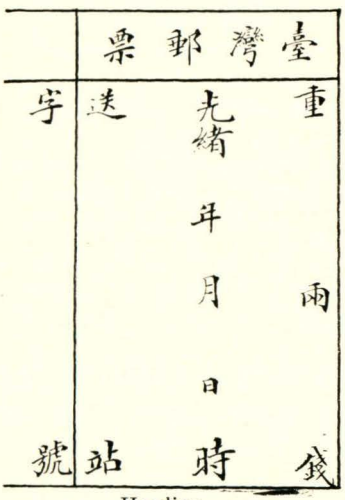
The earliest printings of the first issue were supplied to the different post offices from the Main Office in Taipei bound up singly in small books containing 100 stamps stitched either at the left-hand or the top margin.

Later printings of the first issue and the stamps of the second official issue were printed in sheets of five stamps arranged two, one, two, as illustrated in figure XVIII.

OFFICIAL versus COMMERCIAL STAMPS

I

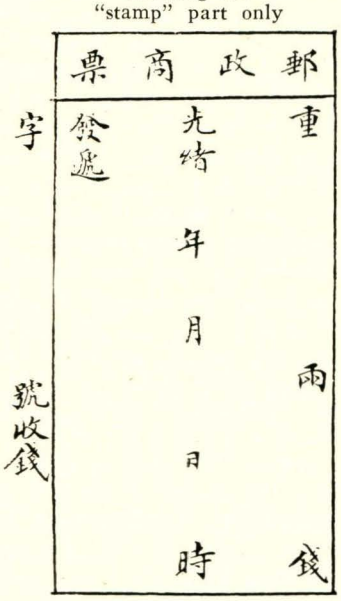
Official Stamp
1888-1895
showing the
"stamp" part only



Heading
Tai Wan Yu P'iao
(Formosa Postage Stamp)

II

Commercial Stamp
1888-1895
showing the
"stamp" part only



Heading
Yu Cheng Shang P'iao
(Postal Administration
Commercial Stamp)

Right (weight) column:
Chung — Liang — Ch'ien
(weight — Ounce — $^1/_{10}$ Oz.)

Center (date) column:
Kuang Hsu — Nien — Yueh — Jih — Shih
(Reign — Year — Month — Day — Hour)

Left (destination) column:
Sung ..... Chan
(Carry to ..... Station)

Margin (Serial No. column)
Tzu ..... Hao
(Character ..... Number)

Right (weight) column:
Chung — Liang — Ch'ien
(weight — Ounce — $^1/_{10}$ Oz.)

Center (date) column:
Kuang Hsu — Nien — Yueh — Jih — Shih
(Reign — Year — Month — Day — Hour)

Left (destination) column:
Fa ti .....
(Despatch & deliver to .....

Margin (Serial No. & Value Column)
Tzu ..... Hao, Shou Ch'ien.....
(Character ..... No., Received Money.....)
(Equivalent to denomination)

Various writers have confused the Official stamps, which were issued for the use of the Government only, with the Commercial stamps, which were sold to the public for general use. Thus, for instance, the writer in the *"Exchange and Mart"* for January 1911, says that the inscription on the Official stamp is "Public Postage Stamp", while that on the Commercial stamp is "Formosa Postage Stamp". To those who do not read Chinese this description of the two kinds of stamps would probably sound reasonable and appropriate, but a strict translation of the Chinese characters on the two stamps reveals that the top inscription on the Official stamp reads: "Tai Wan Yu P'iao", meaning "Formosa Postage Stamp", while the stamp issued for general use has the heading in the following four characters: "Yu Cheng Shang P'iao" which means "Postal Administration Commercial Stamp". The former inscription does not tell exactly whether the stamp is for official (government) use or not, while the latter fixes the use of the stamp rather closely as something for strictly commercial or general use by the public.

However, the Chinese character "Shang" has a wider meaning than the English word "Commercial". The character "Shang" has very often the connotation of being "private" in contrast to the word "official". For instance, government ownership of any industry is called "Kwong Ben" i. e. "Official Management", while private ownership is known as "Shan Ben" i. e. "Commercial Management". Therefore the character "Shang" on the stamps of the Commercial issue really means "private" in distinguishing them from those of the official issue, and these Commercial stamps were sold to the public for general private use, not being limited to the use of the merchants in the sense of being "strictly commercial".

Thus far we have traced how the stamps with the top inscription "Yu Cheng Shang P'iao (Postal Administration Commercial Stamp) were issued for the use of the general public. They might therefore be called "Public Postage Stamps" in the sense that they were sold to the public; they were also "official", because they were brought out by the Government Post Office. But for the stamps of the first type with the reading: "Formosa Postage Stamp", which have been identified by writers in the past as Official stamps, it still remains to be explained why they were called "Official" stamps, because the heading does not indicate whether they were issued for official use or to be sold to the public for general use. The inscription "Formosa Postage Stamp" could be printed on stamps for general use or upon those strictly for the use of the government in forwarding its official mails. Practically all the writers or collectors, (*) who have achieved some success in identifying the stamp of the first type as "Official" and that of the second type as "Commercial" or "Public", have failed to give any sound basis of distinction other than a mere translation of the top inscription, which, it must be evident by this time, tells very little about the nature of the stamp.

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*Mr. H. R. Oldfield is one of those who have made the distinction between the two types but without giving sufficient reason. See his article in the Philatelic Journal of Great Britain, April to June, 1924.

It is the futile attempt of the past writers in trying to find a basis of distinction between the two types of the old Formosan stamps *in the top inscription of the stamp alone* that has led me to re-examine the stamps of the two issues carefully and to look for a more scientific basis for distinguishing the two. This scientific basis of distinction is to be found in two small Chinese characters following right after the serial number in the same column. They are: "Shou Ch'ien", which means "Received Money". These two characters are printed on only the Commercial stamps, and they do not appear on the stamps of the Official issue. The reason why this is so done will be evident to any real philatelist. The Official stamps were issued for the use of the government in despatching its official matter and were *not for sale* to the public, therefore there is no need for the two characters: "Received Money" or any value or denomination. But the Commercial stamps were to be sold to the public, they therefore required some space with proper designation for filling in the value of the stamp. It will be seen that on the Commercial stamp in the serial number column after the two characters: "Shou Ch'ien" a little space is left vacant for filling in the amount of money received. This amount fixes the value of the stamp, and is written by hand every time the stamp is sold to be used by the purchaser. Modern stamps have the values printed on them, but the Chinese government in Formosa during those early days when it was beginning to institute a Postal Service for the first time thought it to be too much trouble to print many kinds of stamps with different values, and had consequently printed only one kind of stamp with the value column left vacant to be filled when the stamp was sold to the public. It had also wisely eliminated the two characters: "Shou Ch'ien" (Received Money) from the Official stamps, as they were never for sale. Here we see a basis for distinguishing the two kinds of stamps—Official and Commercial or General—that is scientific from the philatelic point of view, and at the same time convincing to the amateur collector.

Therefore the thing that makes the Official stamps "Official" does not lie in the top inscription "Tai Wan Yu P'iao" (Formosa Postage Stamp) as so many previous writers have maintained, but *in the absence of the "Shou Ch'ien - - - - -" (Received Money) space.* There are other physical characteristics, which distinguish the Official stamps from the Commercial stamps, and which we shall describe in detail in connection with each issue.

One characteristic common to both official and commercial stamps may be mentioned here, i. e. frequently on used stamps the date and weight columns are not filled in, because Chinese letters usually have the date prominently written on the back of the envelope, and data about weight can be safely left alone, when the letter is evidently within the minimum weight limit. On official letters the destination column of the stamp is very frequently left unfilled, because it is less likely to make a mistake in delivering official mail, and moreover, these "Yamen" letters always have their destinations written very plainly on the front of the envelopes.

OFFICIAL STAMPS 1888-1895

There are two issues of the Official Stamp, differing from each other only in the left portion or the "Counterfoil" part of the stamp.

The First Issue of Official Stamps was apparently printed from several different blocks or dies. The following shows at least three different engravings all of crude nature. I have in my collection at least three examples of other more refined engraving.

FIRST OFFICIAL ISSUE

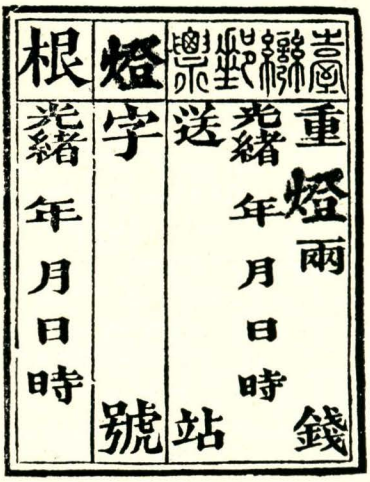


Figure IV

Right section of Stamp

Label: Top line reading from right to left. Four characters in ancient seal style corresponding to "Tai-Wan Yu P'iao", meaning "Formosa Postage Stamp".

Weight: Right column. Characters in modern Chinese style—"Chung" means "Weight"; "Liang" means "Chinese Ounce"; "Ch'ien" means $^1/_{10}$ of an ounce.

Date: Center column. "Kuang Hsü" is the name of the Reign "Nien" means "year"; "Yueh" means "month"; "Jih" means "Day"; "Shih" means "Hour".

Destination: Left column. "Sung" means "Send to....."; "Chan" means "Station or Post Stage."

Center section of Stamp

Control mark and Serial number: The red character, "Teng" is a control character used in numbering the stamp book. The second one, "Tzu", means "Character". "Teng Tzu" (meaning Teng character) together is used as a control mark; the red one varies with each new series, while the black one "Tzu" remains the same.

The blank space is left for filling in the number, while the last character "hao" means "No". Instead of saying "No. 161", the usual Chinese way of expressing numbers is "161st Number".

Left section of Stamp

Counterfoil: The first character in upper panel on the top "Ken" means "Counterfoil", denoting the stub of the stamp retained by the post office; the characters following are exactly the same as those in the center column of the right section of the stamp, denoting Reign, Year, Month, Day and Hour.

Paper, white wove Chinese paper. Size of impression, 47 x 62 mm. Nature of impression, clear black Chinese ink. Control character is also printed in weight column to prevent the filling in of any weight value, because official matter is carried free and weight is not to be filled in.

The stamp is unused and unnumbered.

Evidently printed from early engraved blocks.

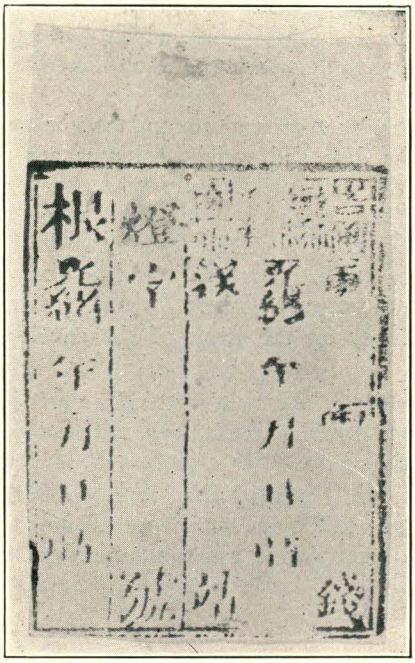


Figure V

Figure V

Paper, white wove. Size of impression, 47 x 62 mm. Nature of impression, blurred showing insufficient ink. Control character, "Teng" in red, printed only in serial No. column. Special characteristics, line under heading is too vague to be seen; punched for binding at top. 100 to a pad.

Figure VI

Paper, white wove. Size of impression, 47 x 62 mm. Nature of impression, blurred, yellowish colour is due to the spread of oil from the ink. The Chinese ink for printing is usually mixed with oil which shows itself on the printed paper after a time. Control character, "Teng" in red, printed in both serial and weight columns. Special characteristics, punched for binding at left margin.

Figure VII

Paper, white wove, the bottom layer of paper is cut off from envelope. Size of impression, the used "stamp" part measures 31 x 62 mm. Nature of impression, blurred. Control character, "Feng", double control. Serial number,

"Feng" Tzü No. 6964. Date, Kuang Hsü, 17th year, 2nd month, 27th day, 9-11 A. M. (1891). Cancelled copy of the Official stamp showing method of use. The stub has been

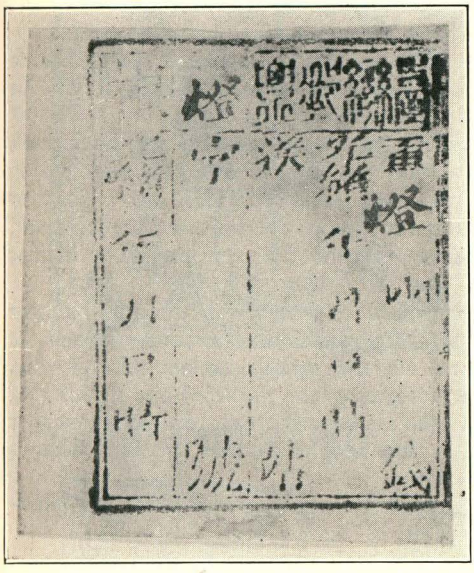


Figure VI

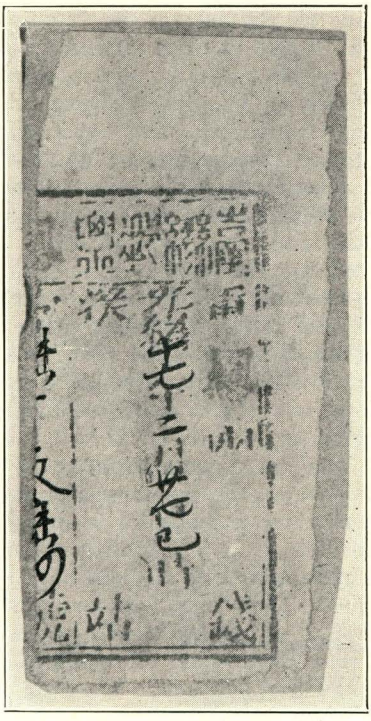


Figure VII

separated from the rest of the stamp by tearing through the middle of the serial No. column. The destination column is not always filled in, as happens in this case, because the address was probably written clearly on the envelope and the stamp is pasted right near the address part.

Figure VIII

Paper, white wove. Size of impression, used part measures 36 x 61 mm. Nature of impression, blurred. Control character, "Pei" very rare control. Serial number, "Pei" Tzü No. 1828. The stamp has been used, but the date, weight and destination columns are not filled in. The date, however, is written on the envelope.

It is Kuang Hsü, 15th year, 3rd month, 7th day, 5-7 A. M. (1889). The red seal printed over the top inscription is probably that of an official or of a department. It is so vague that it could not be read.

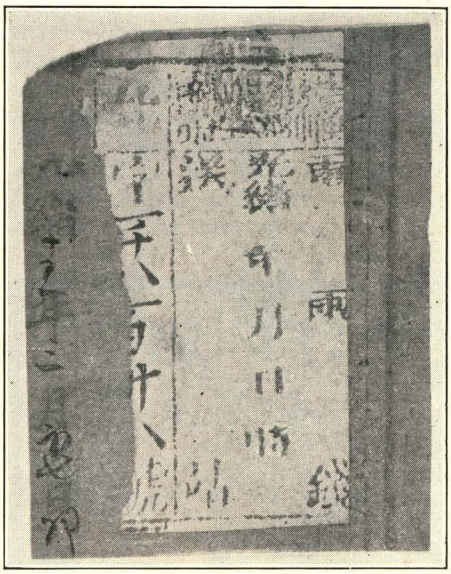


Figure VIII

OFFICIAL STAMPS 1888-1895

Second Issue

The stamps of the second official issue differ from those of the first issue in the left portion of the stamp, i. e. the "stub". The "stub" has been enlarged to

include all the data of the "stamp" part, except the heading. The heading of the "stub" is also in three ancient Chinese seal characters, unlike the stamp of the first issue, which has only one modern character "Ken" (Counterfoil) on the top of the "stub". The three Chinese characters are: "Yu P'iao Ken" meaning Postage Stamp Counterfoil. The top inscription of the "stamp" part, "Tai Wan Yu P'iao", (Formosa Postage Stamp) is the same as on the stamps of the first issue. In the second issue the two portions of the stamp have three identical columns of inscription—Weight, date and destination (Chinese characters to be read from top to bottom, and from right to left). These three columns of information, it will be noticed, are the same as those given on the stamps of the first issue.

The stamps of the second issue are printed on laid paper, vertical and horizontal, white and toned, sometimes thick, sometimes thin, but I have one rare example on thick toned wove paper. The stamps are impressed each separately on a sheet of paper, five to a page. Therefore the positions of the stamps on the sheet are irregular, and no two sheets are identical in the positions of the five stamps. The stamps measure approximately 57 x 65 mm.

The red control character is usually impressed on the weight (right) column as well as on the center serial number column, but sometimes it is not. When the control mark is single, it is invariably printed on the serial number column only. A red "chop" in four modern Chinese characters giving the name of the dispatching post office is usually stamped on the center of the stamp right over the serial number column. This "chop" is sometimes placed on the weight column, making what is known as a "double chop".

The Destination column is filled in by hand with characters in black ink whenever the stamp is used. The date is also filled in by hand writing.

I have examples indicating the use of several different dies or printing blocks.

In my collection three different control characters are found on stamps of the second issue, namely "Lo" "Miao" and "Ling," in eleven different printings.

Of the "Lo" series there are seven different printings and serial numbers range from 139 to 961 of which ninety separate numbers are represented.

Of the "Miao" series there aree three different printings and only one uncut sheet numbered from 206 to 210.

Of the "Ling" series there is but one printing on white horizontally laid paper. None of mine are numbered.

sheet numbered from 206 to 210, of the "Ling" series there is but one printing on white horozontally laid paper. None of mine are unnumbered.

The following three samples are of the "Lo" series.

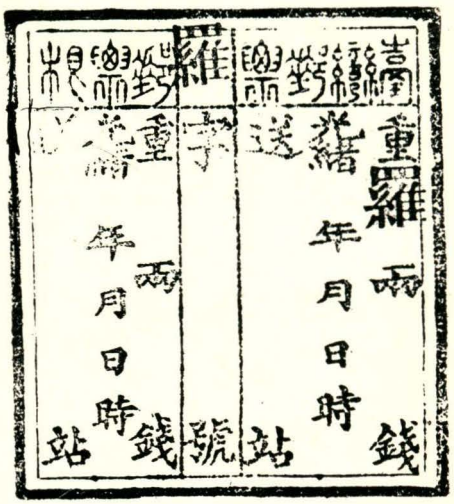


Figure IX



Figure X

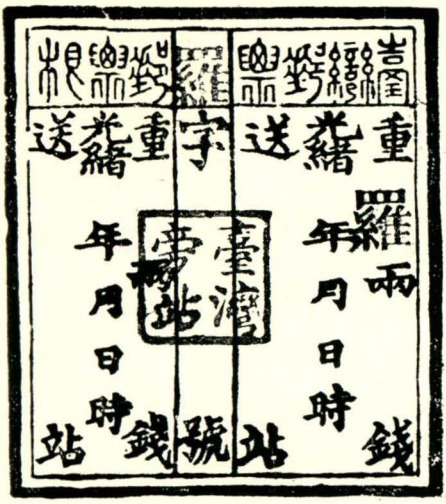


Figure XI

Figure IX

Paper: Toned, vertically laid.

Control character: Double "Lo" in serial No. and weight columns.

Figure X

Paper White, horizontally laid.

Control character: Double "Lo".

Figure XI

Paper: Thin, toned, vertically laid.

Control character: Double "Lo".

Red Chop: "Tai Wan Pon Chan" (Formosa Side Station) denotes the name of the dispatching office.

Among varieties creased paper, double impression, broken lines and other irregularities of printing occur.

USED STAMPS DATED

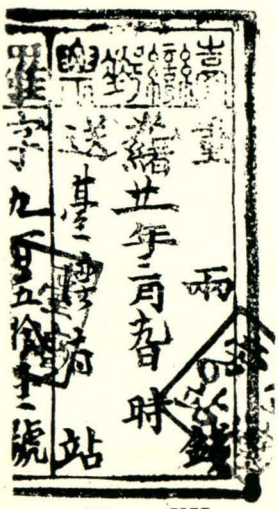


Figure XII

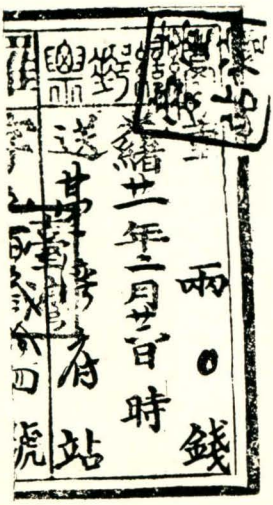


Figure XIII

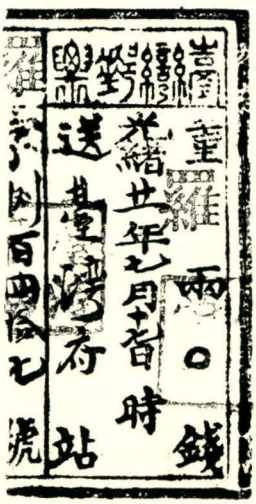


Figure XIV

Figure XII

Paper: White horizontally laid.

Control character: "Lo" in serial No. column.

Red Chop: "Tai Wan Pon Chan" (Formosa Side Station) is the name of the dispatching post office, and is printed in both the serial No. and weight columns.

Date: Kuang Hsü, 21st year, 3rd month, 19th day, hour not filled in.

Serial number: "Lo Tzü No. 951.

Figure XIII

Paper: same as above.

Control character: Single "Lo" in serial number column only.

Red Chop: same as above, but the one on the weight column is printed over the top inscription.

Destination: same as above.

Serial number: "Lo" Tzü No. 934.

Date: Kuang Hsü, 21st year, 2nd month, 26th day (1895).

Figure XIV

Paper: same as above.

Control character: double "Lo".

Red Chop: same as above.

Date: Kuang Hsü, 21st year, 7th month, 17th day (August 1895).

Destination: same as above.

Serial number: "Lo" Tzü No. 847.

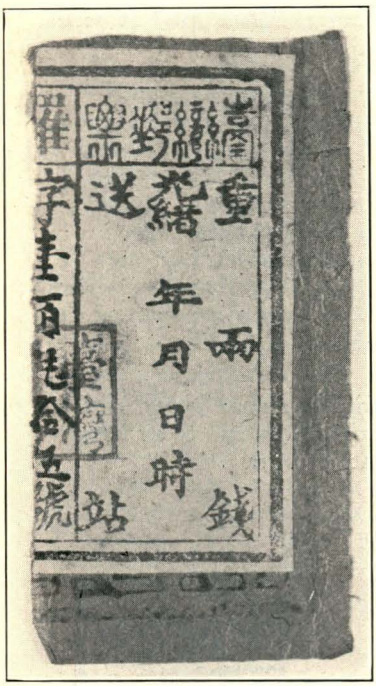


Figure XV



Figure XVI



Figure XVII

USED UNDATED

Figure XV

Toned paper, horizontally laid.
Control character is "Lo".
Serial number is "Lo" Tzü No. 165.
Red Chop appearing in half denotes the name of the dispatching station, which is Formosa Side Station.

Figure XVI

Toned paper, horizontally laid.
Control character is the same as on the stamp at left, but is printed also in weight col.
Red chop is the same as on the stamp at left.
Serial number is "Lo" Tzü No. 209.

Figure XVII

Toned paper, vertically laid.
Control character is the same as on the stamp in the centre.
Red chop is the same as on the other two stamps.
Serial number is "Lo" Tzü No. 302.

These three stamps have one characteristic in common, i. e. they are all used, but their destination, date and weight columns have not been filled in. As mentioned in the introduction, this omission is to be accounted for by the fact that on official mails, destinations and dates are written very clearly and prominently on the front and the back of envelopes. Information about weight is usually not called for. Therefore the Post Office clerk simply left these columns unfilled, in order to save time.

(To be continued)

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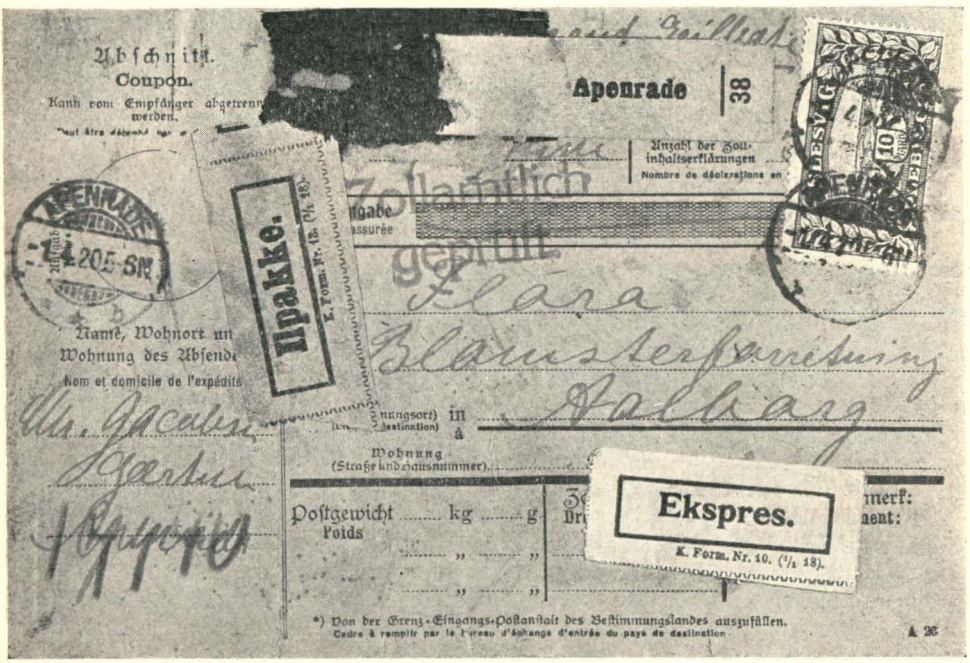
The Slesvig Plebiscite Stamps

An Interesting Historical Issue

By A. E. Pade

THANKS to President Woodrow Wilson it was prescribed in article 110 of the Versailles treaty of June 28, 1919, dealing with Slesvig, that a referendum was to be taken in the old Danish land, which for 56 years since the war between Denmark and Germany 1863-64 had been under Germany, in order to decide whether the people wanted to return to Denmark.

The administration of the district involved was to be placed in the hands of an *International Commission for Plebiscite Slesvig"* by the Allies until its fate had been decided. The actual date of the change of administration from Germany to the commission had been postponed several times from September 10th, 1919, until the order was finally received on January 10th, 1920.



"Address-card" belonging to a parcel sent special delivery from Apenrade April 1, 1920 with 10 Mark stamp (additional postage on back) of the first Plebiscite issue. The ordinary German forms were used.

The waiting time had given the International Commission ample time to make its preparations. Plebiscite stamps and postal cards had been printed by the Danish Post Office Department by order of the Commission and approved by the Universal Postal Union. However, it had not been possible to obtain distribution lists from the German postal authorities and new lists therefore had to be made based on available statistics with due consideration to an expected additional demand from stamp collectors.

On January 13th everything was ready and the French cruiser *"La Marseillaise"* was commissioned to carry the supplies necessary for the referendum from Copenhagen to the principal city in Slesvig (Flensburg), where the commission was to establish its headquarters.

Upon arrival in Flensburg it was found that the German postal authorities did not feel able to undertake the distribution of the Plebiscite stamps to the Post Offices, so the commission also attended to this. All Post Offices in the referendum district had to be supplied with stamps before January 25th and German stamps in the

possession of the people were exchanged for Plebiscite stamps until the end of the month. In order that the commission might be able to supervise the postal service a former German official was appointed postal director for Plebiscite Slesvig, and he had to make a report to the commission, accompanied by a statement of receipts and expenses, every two weeks. The director's salary was paid by the commission, but the entire postal service was run for the account of Germany. All the postal regulations of Germany were in force and the district was considered as German in its relation with foreign countries. Of the receipts Germany was to get the average normal amount while the actual balance went to the commission, which in reality meant Germany and Denmark as these two countries jointly had to pay the expenses of the commission.

The first set of stamps was issued in German currency (Mark and Pfennig). The stamps were made by the printers of the Danish postage stamps, the firm of H. H. Thiele in Copenhagen. The design by the Danish artist Carstens shows the Slesvig coat of arms on the Pfennig values while a Slesvig landscape is depicted on the Mark stamps.

There were 14 different denominations and the number printed of each value was as follows:

2½ Pfg.	4.523.800	20 Pfg.	4.419.500	1 Mark	929.550
5 Pfg.	4.756.500	25 Pfg.	1.742.300	2 Mark	811.200
7½ Pfg.	2.745.500	35 Pfg.	1.801.100	5 Mark	732.150
10 Pfg.	5.084.900	40 Pfg.	1.966.400	10 Mark	667.900
15 Pfg.	4.064.200	75 Pfg.	769.500		

The only varieties noticed, though both minor, are the 10 Pfg. stamp with a rose missing and the 40 Pfg. stamp with a broken L in Slesvig.

The stamps met with an eager demand from collectors and speculators, which accounts for the comparatively large numbers sold considering the small district and the fairly short life of the issue. They were cheap because at that time the depreciation of the Mark had already begun and most collectors bought one or more whole sets including the 10 Mark.

This issue was used until May 19th and during this period of less than 4 months a total of nearly 12 million Marks was sold. Of this amount about 1½ million was allotted to Germany in addition to an extra 10% of the balance amounting to about 1 million. The balance of about 9½ million Marks went into the accounts of the International Commission as explained earlier.

In the northern part of Slesvig nearest the old border line the population was still principally Danish, while the Germans were in the majority in the southern part. For the purpose of obtaining the fairest results from the referendum it was, therefore, decided to divide the district into two parts, the northern, 1st Zone; and the southern, 2nd Zone, and let each have its separate referendum. Thereby it would avoid the danger of a large percentage of one nationality, through a combined vote, forcing both sections by a small majority to belong to the other country.

The vote in the 1st Zone was taken February 10th, 1920, and its population voted itself back to Denmark with about 75% majority. The 2nd Zone voted on March 14th, and due to the many years under Germany and the fact that a large number of German Government officials and employees were located in Flensburg, the Danes received less than 25% of the votes and 2nd Zone consequently remained under Germany. After the vote the International Commission moved from Flensburg to Kollund in the 1st Zone awaiting the decision of the Allies in regard to the fixing of the final border line.

On May 5th, 1920 Danish troops took possession of the 1st Zone and on May 19th Denmark took over the postal service in its regained territory. On the same date a new set of the Plebiscite stamps was issued. The stamps were similar in design to the first set but were in the Danish currency, and with a blue-black surcharge "1 Zone"

As these stamps were in actual use less than a month, and in the small 1st Zone only, they are very good in genuinely used condition. The fact that they were in Danish currency also made it more expensive to buy complete sets, not to mention quantities, as the face value of the set is about $5.45 in American money.



"Address-card" belonging to a package of fresh flowers sent special delivery from Apenrade June 10, 1920 during 1st Zone period. Danish forms and label with Danish spelling Aabenraa were now used, but the German postmark Apenrade still had to be used for cancelling as new Danish ones were not ready. Note hand stamp Plebiscit Slesvig on top.



Insured cover mailed in 1st Zone June 4, 1920. Note the Danish post office label Tonder while the old German postmark Tondern was still used to cancel the stamps.

The 1st Zone set also consisted of 14 different values and the following numbers were printed (but not all used, as remainders were burned when the stamps were withdrawn from sale):

1 Öre	934.300	20 Öre	916.800	75 Öre	281.000
5 Öre	1.361.100	25 Öre	472.100	1 Kr.	184.100
7 Öre	824.200	35 Öre	278.400	2 Kr.	91.050
10 Öre	1.380.800	40 Öre	464.700	5 Kr.	89.300
15 Öre	1.383.700			10 Kr.	88.300

No important varieties are so far known of any of these stamps, not even an inverted or double surcharge, which speaks very favorably for the character of this whole Plebiscite issue.

On June 17th, 1920, the 1st Zone was officially returned to Denmark and from that date the ordinary Danish stamps were used. The 1st Zone stamps were, however, valid for postage until July 15th. After that date the stamps continued to be available for collectors at the Post Office in Aabenraa until September 30th, 1921. The remaining stock was later officially burned, but information in regard to the number of stamps destroyed in this way is unfortunately not available, and it is, therefore, impossible to say how many stamps are actually in existence.

THE C. I. S. SURCHARGES

The so-called C. I. S. or official stamps are the most interesting and by far the most valuable of the Slesvig Plebiscite stamps. They are listed but not priced in Scott's and little is known about them.

They were born in Copenhagen one dark evening in October, 1919, in the office of Mr. Bruce, Secretary General of the International Commission. Mr. Bruce, when talking postal matters over with a Danish postal official, M. O. Raeder, who served with the commission, asked "Don't you think the commission ought to have some official stamps for its own use?" Mr. Reader replied "Yes, but if you do that you will make something which will make stamp collectors mouths water". "All right," said the Secretary General, "but then we will not allow the stamps to be sold and we won't make money on them". A few days later the small quantity of official stamps considered necessary by Mr. Raeder was ready and approved by the commission.

The C. I. S. stamps were used during the entire time the International Commission was in charge in Slesvig. The first 8-10 days they were used in all of the administration offices, but this was discontinued and throughout the rest of the period their use was strictly limited to the mail of the Commissioners, the Secretary General and the latters office, and none were sold.

The stamps were made by surcharging the regular Mark and Pfennig Plebiscite issue with the letters C. I. S. in blueblack type, and the following quantities were made:

46 sheets at 100 or 4,600 copies of each of the Pfennig values.
46 sheets at 50 or 2,300 copies of each of the Mark values.

Even this small supply proved more than ample. According to information published in the *"Berliner Briefmarken-Zeitung"* Pag. 154/1924 the following number of stamps were used:

2½ Pfg.	209 copies	35 Pfg.	292 copies
5 Pfg.	402 copies	40 Pfg.	175 copies
7½ Pfg.	305 copies	75 Pfg.	98 copies
10 Pfg.	222 copies	1 Mark	46 copies
15 Pfg.	706 copies	2 Mark	22 copies
20 Pfg.	527 copies	10 Mark	17 copies
25 Pfg.	316 copies		

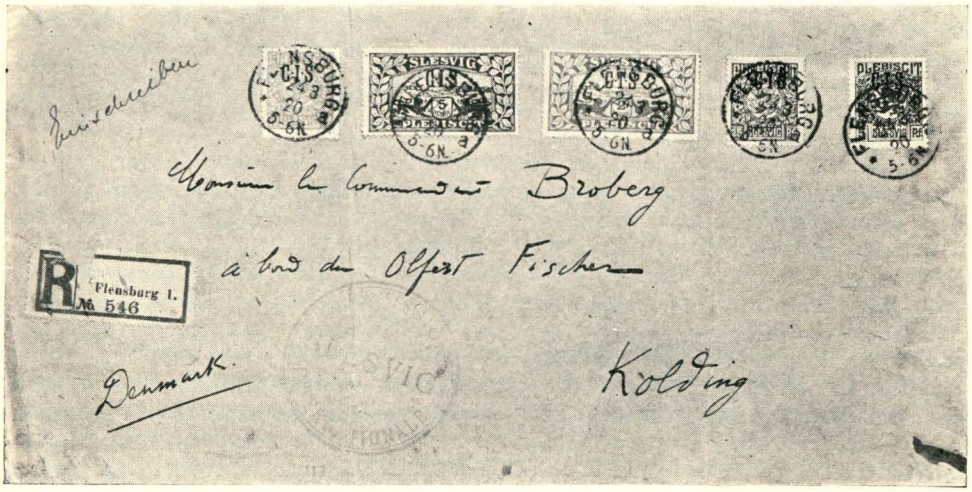
After I had written Mr. Raeder, who is now Postmaster in Sönderborg, one of the regained towns, and made him acquainted with these figures he wrote me that he considered them as purely guesswork, but he added that the guesses—not considering the missing figure for the 5 Mark stamp—might not be so far off if by "used" was understood actually used for postage by the commission.

In addition to the stamps actually used, however, a number of sets were given away.

When the International Commission ended its work and closed its offices on June 16th, 1920, there was a number of persons the Commissioners and the Secretary General wanted to remember with a souvenir, such as interpreters, doormen, messengers and others who had served under the commission. Also waiters in the Hotel Flensburger Hof who had waited on the Commissioners. All of these people were presented with a little folder containing a complete set of C. I. S. stamps pasted

on the inside page and cancelled to order. According to Mr. Reader about 200 sets were used for this purpose and naturally the biggest part of these soon found their way to collectors in Denmark and Germany. In addition to the folders a number of sets were presented to personal friends by the Commissioners, but these were also cancelled to order, mostly Flensburg February 10th, 1920, and mounted on the commission's envelopes.

A few sets are known to exist unused with original gum. These have probably escaped the same way as personal gifts to persons who were smart enough to insist on getting an unused set instead of one cancelled to order, and fortunate enough to have their wish granted, as positively none were sold. In this condition the C. I. S. stamps consequently are exceedingly rare.



C. I. S. stamps on official registered cover from the International Commission, mailed from Flensburg, March 24, 1920 to Commander Broberg on board the Danish battleship Olfert Fischer.

The large quantity of C. I. S. stamps which still remained was burned officially one evening in August 1920 in Kollund in Slesvig in the garden of Mr. Bruce under his personal supervision, but unfortunately no record was kept of the number destroyed. No one ever thought of such an unimportant little thing, says Mr. Raeder, they were only eager to see that every stamp was burned. All in all it seems that good care was taken that nobody would be able to gain personal advantage through these stamps and the small number of copies in existence was well distributed.

I consider the C. I. S. stamps a very interesting bona fide official issue and very good property. As to their present value it is of course hard to give exact figures as they don't change hands every day. As a matter of fact I have never seen any of them offered for sale in an American auction and I have watched pretty carefully for them in the catalogs. I know, however, that single used copies of the lower values have ranged from 20 to 30 Danish Kroner ($5.50-$8.00) while complete sets have sold from 300 to 400 Kroner ($80-$110) according to condition and whether in folders or on really used covers. The prices I have heard mentioned on a complete unused set are from 750 to 1,000 Kroner ($200-$270) with certificate of genuineness from the *Copenhagen Philatelist Club* attached.

Counterfeits of the C. I. S. stamps of course quickly made their appearance and some of them are hard to detect from the genuine. Great care should therefore be exercised especially in buying unused copies. The 1st Zone stamps were also counterfeited at the time. Some clever fellow simply bought a quantity of the cheap Mark and Pfennig issue, supplied the stamps with a home-made 1 Zone surcharge and sold them in Germany and elsewhere to collectors who didn't know that the real 1 Zone stamps were in Kroner and Öre denominations.

The International Exhibition

HERMAN TOASPERN, F. H. S. L.

"*IT is not New York's but the Nation's, it is American Philately on parade.*" —L. G. Quackenbush in 1913.

While many collectors remember the last *International Philatelic Exhibition* held in New York in 1913, there are so many converts to the hobby since then; so many lads now grown to manhood as well as those unable to attend the last exhibition, that some idea of the origin and purpose of the coming show may be desirable.

The idea of holding an *International Philatelic Exhibition* originated in Philadelphia, with a view to linking it to the *Sesqui-Centennial*. But there were many reasons for not holding it there. New York is the logical place for gatherings that are international in scope. Most of the leaders and collectors experienced in Exhibitions live near-by. It is an ideal place to entertain, it is centrally located, taking into consideration European visitors.

The stamp collector has been pictured as a harmless "nut" in the press for many years. The press gave great space to some millionaire who bought pictures, or a Shakespeare folio at a high price, yet the press considered the man who bought a rare stamp, a bit balmy. Men who considered themselves well informed, sniffed at "the kid's hobby." Europe, older and wiser, rightfully ranks stamp collectors with bibliophiles and art connoisseurs. Where stamp dealers abroad are able to make loans on a parity with art and rare book dealers, your average American banker would prefer almost anything else.

But the truth is that there is a great lure to the hobby. Annually our ranks are augmented by hundreds of men, succumbing again perhaps, to their boyhood hobby. A news story may have made a new convert, or they may have been interested through the collection of a friend. The instinct to collect lies deep in every man who was a real boy.

These men begin in a modest way; they meet others of equal standing in dealers' offices. They join a stamp club, become friendly with the members, and your casual collector becomes a rabid enthusiast. There is a gradual expansion the beginning of a cultivation of values, both monetary and otherwise. Your enthusiast delves into whys and wherefores—and then we have another specialist.

The lure of the game to the out-of-town man is just as great; or to the schoolboy dreaming of the day when he will own a three-cornered Cape. It appeals to the general collector trying to fill the spaces in his album and to the man searching for the hair-line variety.

The lure of the game is the hard-to-attain!

Its something just-around-the-corner!

Its the joy of the unexpected!

Philately is the only hobby where there is the appeal of the Seven Arts. It is a joyous hobby, because it makes for warm friendships, a competitive hobby that enables one to exhibit in competition, a friendly hobby, where the millionaire mixes with the clerk, and a studious hobby, where the dollar seldom outstrips the brain.

And always, just around the corner, is the rare "sleeper", the long sought variety, the "find", that long forgotten cache of rare stamps on covers, the joy of possession of a scarce stamp that is priceless to the owner.

Why the lure of Philately is like the sweetness of Life itself, the better side of men's nature, the getting away from the hum-drum into the land of imagination.

This entire issue would hardly suffice to tell the wonders of the Exhibition. Here is the wealth of the Philatelic World spread before you. Stamps that you had never expected to see, and only had a catalog picture of, before you, there inviting your attention. Whether the rare British Guiana, the magnificent woodblock error in a block of four on cover or the long sought for postmark, you will probably see it.

To the thinking collector and to the specialist I bring this thought. Take your catalog, mark off the exhibits that you particularly want to see, and then visit them first. Take along a pad and pencil, study the stamps, make notes and fill your head with new ideas. Instead of having to wait indefinitely for some collection that you want to see, you can see it at the Exhibition. There are no secrets that will not be divulged by close study.

The Exhibition will pay you big dividends in enjoyment. It will pay big dividends in information and in friendships. It is the one tremendous effort of a decade of American Philately, and you cannot afford to miss it.

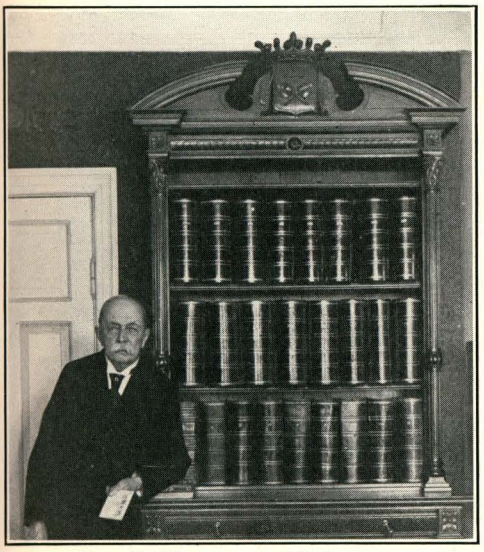
Business? That can get along without you. For once, forget business for a fortnight, and join with the poets who wrote: "Gather your rosebuds while ye may", and, "Eat, drink and be merry; for tomorrow you die".

The success of the Exhibition so far as the Committee, workers and exhibitors is concerned, is great. It needs but one thing—your attendance. We want crowds of people and New York will heartily welcome the visitor to the *International Exhibition.*

A Collection of Stamps on Cover at the Exhibition

By A. E. Pade

FEW collectors would have the courage to start a general collection of stamps on cover from all countries, but visitors at the Exhibition will have the opportunity to view part of such a collection, which has been laid out on a broad scale. The collection is that of General F. Hegerman-Lindencrone of Copenhagen, Denmark, and it may be of general interest to mention a few details of this splendid exhibit.



Gen. F. Hegerman-Lindencrone

The General is exhibiting 24 sheets and 4 albums with about 2,100 covers. The collection was started in 1902 and after nearly 25 years of effort now numbers over 10,000 covers from 280 different countries.

General Hegerman-Lindencrone will soon be 86 years old but is still as young and enthusiastic about collecting stamps as any schoolboy who had just started. His motto has been: "My own energy and others courtesy", and through numerous friends all over the world and good connections at home he has succeeded in gathering together his wonderfully representative collection of original envelopes.

The collection, part of which won a gold medal at the Paris exhibition last year, is arranged in 30 albums of the General's own design. The covers are not mounted but stuck in pockets in the albums like stamps in a stock book. Each album has 50 pages of carton paper and each page three pockets. The whole arrangement is most military in accurateness and order. Each cover has a consecutive number and each stamp on the cover has a tiny label with its catalog number, while duplicate stamps have no label but the number just printed on the envelope. This is to show which stamp or stamps the cover is representing. Further each cover has a label marked with the towns of departure and destination as well as the time consumed en route and post-

marks received while in transit so as to show the routing. On the back of the covers another label shows catalog number, year and latest catalog prices and when and from whom the cover was acquired.

The collection is naturally strongest in Denmark and its colonies and the other Scandinavian countries. Among the things which will be shown at the exhibition are Denmark with its colonies: Iceland, Greenland and Danish West Indies, with its former possessions, Schleswig and Holstein, complete. Also Norway, Sweden and Finland will be shown complete and in the case of Sweden including one of the gems of the collection of which the General is most proud, the 3, 4, 6 and 8 Skilling Banco of the first issue on the same cover.

There are of course special sections representing other European countries, British colonies, Red Cross stamps and flown Airmail covers, etc. A most interesting exhibit will be found in the number of covers with autographs of famous men and women. The General has an envelope with the handwriting of the late King Edward of England addressed to his Father-in-Law, the late King Christian 9th of Denmark, also called the Grandfather of Europe. Covers in the handwriting of the late King Frederick 8th of Denmark, the late King Oscar of Sweden, King Haakon of Norway and even King Feisal of Mesopotamia. The latter addressed to the King of Egypt and flown by Airmail from Bagdad. Envepoles from the world famous Danish writer of fairy tales, Hans Chr. Andersen, the arctic explorer Frithiof Nansen, the famous Norwegian composer Edvard Grieg and many others.

In spite of his age the General is still going strong, like a soldier trying to keep up with the army of new stamps coming forward every year. He has the satisfaction of knowing that his work will be cherished and continued when some day he falls on the great battlefield of life as both his son and his grandson are stamp collectors.



Obverse of Exhibition Medal Designed by Emil Fuchs.



Reverse of Exhibition Medal (Exact Size of Silver and Bronze Medals)

The "20 on the Forehead"

By Edward S. Knapp

I ILLUSTRATE here two vertical pairs of the 20c. Green, General Issue, Confederate States, and, in each pair, the upper stamp shows the variety *in the identically same place.* A third item has lately turned up, which is exact duplication of these two "20 on the Forehead" stamps. That it is not a "double print" is proven by the fact that the stamp below it shows no signs of a double printing.

I would say that it might be a "kiss" from the plate, caused by the printed sheet slipping from the workman's hand and falling back on the plate, in that way



getting a second impression, but the fact that there are THREE examples, showing the "20" in EXACTLY THE SAME PLACE, would make that *practically impossible.*

The two above possibilities being eliminated, I can see no other solution than that it was caused by the DIE being impressed at this place, by mistake, or accidentally, and that after a few sheets had been printed and it was noted that this position was imperfect, it was burnished out in some way, and a reentry made.

Full sheets of the 20c. Green, show no traces of the variety, nor have I been

able to locate its probable position in the plate. I make no pretence to any knowledge of printing, and must leave the solution of this very interesting little problem to someone better versed in the art than I, and I trust, when someone solves it, he will let us know the answer.

The pair illustrated at left is now in the collection of my friend, George Walcott, and it came from the Ferrary Collection; the pair at the right is in my own collection.

I would be delighted to hear from anyone who has an explanation of this variety. Address Edward S. Knapp, 158 East 64th St., New York City.

Danish Post Office Department to Establish a Philatelic Agency

Upon recommendation of a member of the *Collectors Club* and Fellow of the Hot Stove League, A. E. Pade, the Postmaster General of Denmark has decided to open a Philatelic Agency in Copenhagen along the lines of our Agency in Washington.

There has for some time been considerable criticism about the way new issues were put out in Denmark. A new stamp might be on sale at a small Post Office although it would not be available in Copenhagen due to the fact that the old issue had not been exhausted there. This made it difficult for stamp collectors and dealers to obtain supplies of the new issues as promptly as others who happened to live in the town where the new stamp first appeared. It sometimes takes months before a new issue is on sale at some post offices even in the larger cities.

For instance, the color of the current 20 Ore stamp was recently changed to red. The new stamp was first on sale in a few small towns but was not obtainable at the General Post Office in Copenhagen until much later on a day in March. The day following the placing of the stamp on sale the 75 year Jubilee issue of three different values, 10, 20 and 30 Ore, was placed on sale at all Post Offices and the previous stamps of these values were withdrawn all over the country until the sale of the Jubilee issue ceased on May 31st, thus preventing Copenhagen dealers from getting their supplies of the new 20 Ore stamp for almost 3 months, unless they had happened to go to their Post Office that one day.

The distribution and sale of the recent series of 7 Ore provisionals also caused much comment and criticism in stamp circles and even in the daily press, as some of the scarce values were not for sale even at large Post Offices in Copenhagen or were snapped up by speculators who had advance tips from Post Office Officials. A Copenhagen daily, "Extrabladet," charged Postmaster Magius, a member of high standing of the *Copenhagen Philatelist Club,* with having bought the supply of the scarce values of his own office and distributing them to friends and dealers. Mr. Magius was ordered to sue the newspaper by the Postmaster General, and several prominent dealers and members of the *Copenhagen Club* testified during the trial. Mr. Magius was acquitted.

A. E. Pade, who is of Danish birth, wrote at length to the Danish Postmaster General complaining of these conditions and the letter was forwarded through and with the recommendation of the *Copenhagen Philatelist Club.* In his letter Mr. Pade explained the successful work of the Philatelic Agency in Washington and gave statistical information (showing the big increase in sales since the start of the agency) furnished by Third Assistant Postmaster General R. S. Regar for that purpose.

In his reply the Danish Postmaster General advised that the suggestion would be followed and carried out this fall. The office will be located in the information bureau of the General Post Office in Copenhagen. All current stamps and entires will be carried in stock and stamp collectors and dealers will be permitted to send in orders for expected new issues in advance.

The Danish Postmaster General, Mr. Mondrup, has previously gone on record as being friendly towards stamp collectors, when he issued an order to Postmasters to comply with the wishes of stamp collectors as far as possible in regard to supplying stamps in good condition, blocks, etc. Now Mr. Mondrup has gone one step further and has fully recognized the hobby.

Incidentally it may be mentioned here, that the Danish Postmaster General has also promised that the stamp issuing activities of Denmark, which of late have threatened to endanger the good name of Denmark in Philately, will soon be curbed. Danish Exchange is now practically at par thereby making unnecessary the many changes of color and the provisionals which have been required during the past few years owing to the frequent changes in rates.

The present cipher type will remain for the low values up to 12 Ore and a new type will be issued for the middle values, probably up to 50 Ore, while the present bicolored series with the head of King Christian X will be retained for the higher values.

Franks of the Western Express Companies (concluded)

By Dr. Victor M. Berthold.

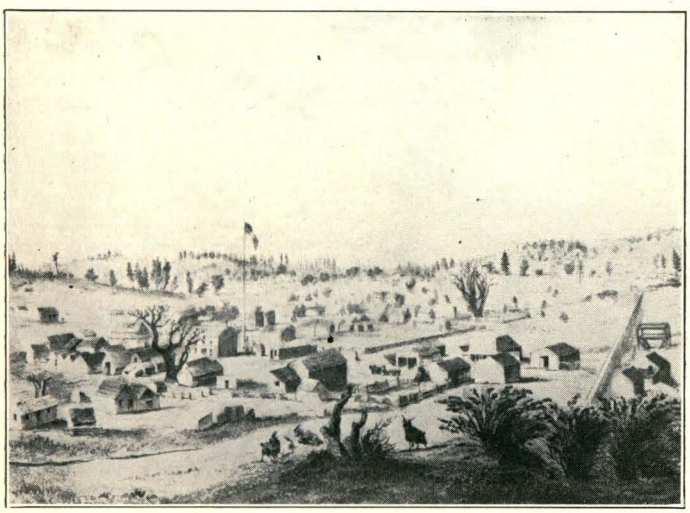
(Copyrighted by the Author, 1926)

In June, 1851, Scharmann had returned to Negro Bar where the work of changing the course of the river had been resumed by a new group of miners. The manuscript contains no further entries until July 2, 1851, when the following record is made:

> "I have not made any entry for a long time because, although there has never been a lack of noteworthy happenings, still there was never anything pleasant to write about. You hear of nothing but murders or thefts, which are of daily occurrence. The legislative power has adopted execution by hanging, and it was put into execution immediately; thus in the last two weeks 12 horse-thieves have been hanged."

On the 15th of July the new canal was again completed, but on August first it met the same disastrous fate as the first attempt. Consequently, on August 9th the hapless company met, farewells were said, and each one went sorrowfully on his way to begin anew the chase after the elusive and fickle goddess of golden treasures.

> "Today a death-like silence broods over our Negro Bar, for all the industrious miners have left the place. I, too, am going tomorrow."



SPRINGFIELD, Tuolumne County, Calif., May 1853

On September first we find Scharmann and his two sons at Devil's Gap, situated but a short distance from the Middle Fork of the American River. Here they decided to sell their camp utensils and remaining stock. Due to the rainy season and the terrific heat, the travellers were prostrated by intermittent fever, and were forced to abandon work. Although not fully recovered, Scharmann decided to leave California, seeing that his enterprise was a failure. Having made the necessary preparations for the homeward journey, he set out for San Francisco, and arrived there on October 30, 1851. He remained in San Francisco nearly a month before he was successful in obtaining passage for New York.

On December 20, 1851, after a journey of 42 days, the steamer docked at San Juan del Sur, on the Pacific side of Nicaragua. From that city Scharmann proceeded, partly by land on mule-back, and partly by canoe through Lake Nicaragua, to San Juan del Norte, on the eastern coast of Nicaragua on the Gulf of Mexico. Engaging passage on one of the Vanderbilt steamers, the family travelled via Havana to New Orleans, and at last returned to New York, their golden dreams having turned out to be leaden realities.

We will now go back to the Woodson contract of July 1, 1850, the first attempt to establish the Central or Northern route from Independence to Great Salt Lake.

At this point I will advert briefly to the result of the historical researches made by H. Chorpenning McGee, a member of the California Historical Survey Commission in 1897. From reliable documentary evidence it appears that, as early as April 25, 1851, the United States had also contracted with George Chorpenning and Absalom Woodward, to have the mail carried once each month, between Salt Lake City and Sacramento, the contractors agreeing to make the 910-mile journey in not more than 30 days, and receiving for their service $14,000 per year. As originally laid out, the route was through Placerville, crossing the Sierras at Carson Canyon, thence to the Carson and Humboldt rivers, and around the northern end of Great Salt Lake. It is reported that it sometimes took the stage an entire day to progress two miles through the snow drifts. Before the end of the first year Woodward was killed by the Indians near Great Salt Lake. Winter proved that this route was impracticable, and Chorpenning changed it so that the mails from Salt Lake went to San Pedro and then to San Francisco via a Panama mail steamer.



TIMBUCTOO, Yuba County, Calif., 1855-1856

While I do not doubt that the Postmaster-General had made a contract with Chorpenning, it is strange that all those, who have written of this period, fail to mention this fact. On the other hand, we know that in 1851 the Government contracted with W. F. McGraw to carry the mail between Sacramento and Salt Lake City, one trip each way monthly, also that by assignment the Woodward contract was taken up by Kimball & Company, a Mormon firm.

The inability of the Postal Department to furnish an adequate mail service for California during these early years is evidenced by the Annual Report of the Postmaster-General, (James Campbell), issued December 1, 1853. This document also contains the first official reference that I have seen concerning the existence and operation of the Western Express Companies. The pertinent paragraphs are:

> "Our local mail service on the Pacific is strongly marked by two peculiarities, especially in California—very high prices and great difficulties in giving the people the mail facilities which they require.
>
> "These mail prices, however, are not out of scale with those of labor, living, and commodities generally in that region of the country. For a single letter of half an ounce, the Post Office receives 6 cents when prepaid, and 10 cents for an unpaid; and for each pound of printed matter about 5 cents a pound, the cost to the Department for transportation across the Isthmus alone being 22 cents a pound. The necessary consequence is that the cost of mail service in California greatly exceeds the revenue it yields.
>
> "And notwithstanding the fact that the Government incurs a heavy refunded expenditure in supplying the citizens of that State with its letters, newspapers, and other mail matter, the citizen himself employs other facilities for the conveyance of his letters and pays therefore at a rate from 20 to 40 fold greater than Government charges for similar service. The facilities referred to are the expresses.

"The Government has not been able to keep pace in its organized mail arrangements with the movements of the miner. His settlement is suddenly made and rapidly extended long before the mail contractor and postmaster can be provided. The expressmen are at hand, and the wants of the miner are immediate. His orders are all sent by them to the Central Post Office, to which, not knowing where his eventual location will be in the gold region, he has directed his letters to be addressed.

"The postmaster has favored the expressmen in the prompt delivery of his letters and has received in return a compensation much larger per letter than any commission ever allowed him by the Government. The "Express Charge" is $1.00 per letter, $2.00, etc., rising in some instances to $5.00 according to distance. Once recommended, the habit of the miner of relying on the expresses is continued long after the Post Office and the mail route have reached the neighborhood."

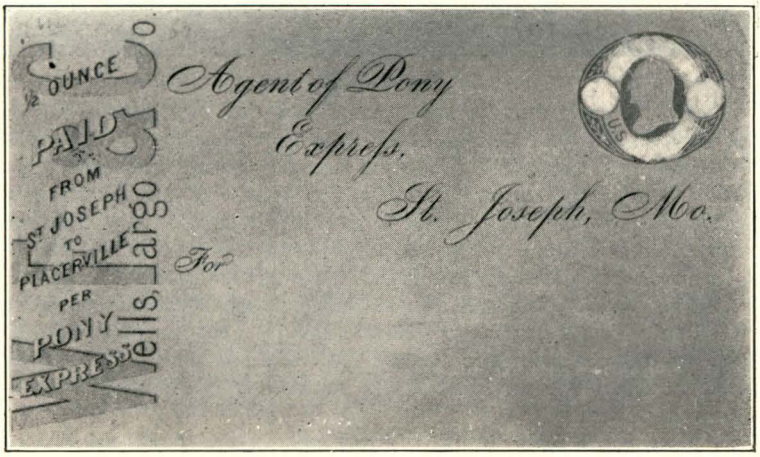
The last paragraph is, indeed, a splendid official tribute to the efficiency of the pioneers of the Western Express Companies, which performed a task which the Postmaster-General of the United States frankly admitted his Department was unable to do. As a matter of fact, these pioneers not unfrequently discovered the trails over which, later on, the stage-coaches transported the United States mail.

From 1853 to 1858 the Postmaster-General of the United States devoted their efforts principally to the improvement of the steamship routes for the transportation of the mail between the Atlantic and Pacific coasts, and between New York and New Orleans. A noticeable improvement in the Pacific mail service occurred during January, 1855, due to the completion of the Panama Railroad across the Isthmus. On the 29th of that month, the mail was carried across the Isthmus by train for the first time, a distance of 48 miles.

A decided improvement in the transportation of the mail over the Central route was brought about in 1858 by a new contract between the Postmaster-General and John M. Hockaday of Missouri, to run a weekly mail, express, and freight from St. Joseph to Salt Lake City. Later on this route was combined with the already existing one between Sacramento and Salt Lake City, owned by Major Chorpenning. Thereafter, Chorpenning operated the entire route of 2,000 miles by through-stages, run weekly between St. Joseph and Sacramento. The first through-mail from Placerville arrived at St. Joseph on Sept. 4, 1858, and the first west-bound mail from St. Joseph reached Placerville on July 19, 1859.

For the moment we will take leave of the Chorpenning line, so as to center our attention on the State of Colorado, which up to 1859 had no stage lines. As soon as gold had been discovered in the Pike's Peak region, there set in a great stampede

WELLS, FARGO & CO. PONY EXPRESS ON SPECIAL ENVELOPE MADE EXPRESSLY FOR THIS PURPOSE BY GEO. W. NESBITT



of people for Western Kansas (now Colorado) gold-diggings. Private enterprise quickly grasping the commercial possibilities of the situation, there was organized by John S. Jones and William H. Russell. a new express company, originally called

Overland Stage Company or by the name of the route, the "LEAVENWORTH & PIKE'S PEAK EXPRESS CO.", this name was used conjointly with the more specific term, "JONES & RUSSELL'S PIKE'S PEAK EXPRESS COMPANY", operating between Leavenworth and Denver.

En passant, I may add that the Frank of the Jones & Russell's Pike's Peak Express Company is one of the choicest pieces in a collection of Western Franks.

At the time the new company was formed, William H. Russell was a member of the great freighting firm of Russell, Majors & Waddell, but Alexander Majors, the senior partner, had refused to join the combination. His refusal, however, did not deter Jones and Russell from going ahead and assuming heavy financial obligations, payable within 90 days. While Jones and Russell were confident that they could successfully handle the situation, the result of a few months of actual operation contradicted their expectations. Consequently, when the notes became due, they were unable to meet them and were obliged to dispose of their interests in the new company, certainly prior to May, 1859. The liabilities of the concern were taken over by the great mariners of the plains, Messrs. Russell, Majors & Waddell, who, after obtaining a charter from the Kansas Legislature in 1860, reorganized the business under the name of the "CENTRAL OVERLAND CALIFORNIA AND PIKE'S PEAK EXPRESS COMPANY." The latter in turn organized the Overland Pony Express.



PONY EXPRESS FRANK OF THE OVERLAND MAIL CO. 1861

Having followed the development of the Central or Northern route, it must not be assumed that the United States Government had overlooked the advantages of establishing likewise a Southern artery for the transportation of the mail. This route followed the Santa Fé trail, and is known as the Southern or Butterfield route. Indeed, as early as May, 1849, a monthly overland stage had been in operation between Independence (Missouri) and Santa Fé (New Mexico) a distance of 850 miles, which trip was accomplished in about two weeks.

In 1854 Congress had also authorized monthly mail transportation from Neosho (Missouri) to Albuquerque (New Mexico). but in 1855 had changed the starting point to Independence and Kansas City (Mo.), thence via Albuquerque to Stockton (Cal.). Although the contractors received a government subsidy of $80,000, this enterprise failed.

Three years later, in 1857, the Postmaster-General entered into a contract with J. E. Birch, for conveying the mail by stage from San Antonio (Texas) to San Diego (Cal.).

Speaking of the 1857 contract, F. R· Bechdolt writes in the *"Saturday Evening Post"* of January 17, 1920:

"Save for a few brief stretches in Texas and Arizona, there was no wagon road. El Paso and Tucson were the only towns between the terminals. A few far-flung military outposts, whose troops of dragoons were having a hard time of it to hold their own against the Comanches and Apaches, afforded the only semblance of protection from the Indians."

During the first few months of this contract horsemen carried the mail sacks through the wilderness of dark mountains and flaming deserts. Thereafter the company began to prepare some kind of a road for stage-coaches. For this purpose, during the latter part of November, large herds of stock were driven from Jaeger's Ferry (now Yuma) to Maricopa Wells. The latter point had been selected for a relay station because of water, and the presence of the friendly Pima and Maricopa Indians, who kept the Apaches at a distance. The first stage for the East over the Southern Route left San Diego in December, 1857, with but six passengers. Throughout the entire trip a hostler rode behind the stage, herding a relay team. The driver kept his 6 horses to their utmost for two hours, and then stock and wearied passengers were given a two-hour rest, after which the fresh team was hooked up and the journey resumed. In this manner they made about 50 miles a day.

At Fort Davis (Texas) they found the garrison which they had expected to supply them with provisions, according to orders from Washington, short of food, and they subsisted for the next five days on what barley they felt justified in taking away from the horses. They arrived at Camp Lancaster just after the departure of the Comanche war party, who had stolen all the stock, and they were obliged to go 200 miles farther before they could get a relay. But these incidents, and a delay or two because of swollen rivers, were accounted only small mishaps. They came through with their scalps and the mail sacks—only ten days behind the schedule.

As the Birch line had proved the practicability of the Southern route, Congress in 1857 passed an Act, Section eleven of which reads as follows:

"That the Postmaster-General be, and is hereby authorized, to contract for the conveyance of the entire mail from such point on the Mississippi River as the contractor may select, to San Francisco, in the State of California, for six years, at a cost not exceeding $300,000 per annum for semi-monthly, $450,000 for weekly, or $600,000 for semi-weekly service."

By Section 13 the time in which to accomplish the trip was not to exceed 25 days. Proposals of bidders were ordered to be sent to Contract Office of the Post Office Department up to 3 p. m. of June 30, 1857. In pursuance of this advertisement the Postmaster-General received nine bids.

On July 2, 1857, the Postmaster-General accepted the offer submitted by the Overland Mail Company, whose Board of Directors consisted of William G. Fargo, John Butterfield, Wm. B. Dinsmore, and five other well-known business men, who pledged themselves to furnish mail transportation from St. Louis (Mo.) by Springfield, and from Memphis (Tenn.) by Little Rock (Ark.), connecting at a common point at, or east of Albuquerque (N. M.), thence west to, and along the military road to Colorado River; thence up the valley of the Mahahoc River, to and through the Tejon Passes of the Sierra Nevada; thence along the best route to San Francisco, at a remuneration of $450,000 for weekly, and of $600,000 for semi-weekly service. In accepting the bid the Postmaster-General ordered a change of route, namely:

From St. Louis (Mo.) and from Memphis (Tenn.), converging at Little Rock (Ark.), thence via Preston (Texas) to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence on the new road opened and built under the direction of the Secretary of the Interior, to Fort Yuma (Cal.); thence through the best passes and along the best valleys to San Francisco.

A third, and final change was the substitution of Preston (Texas) for the junction point.

With this understanding, the Postmaster-General and the representatives of the Overland Mail Company, attached their signatures to the contract on September 16, 1857. The details of the contract are contained in the Annual Report of the Post-

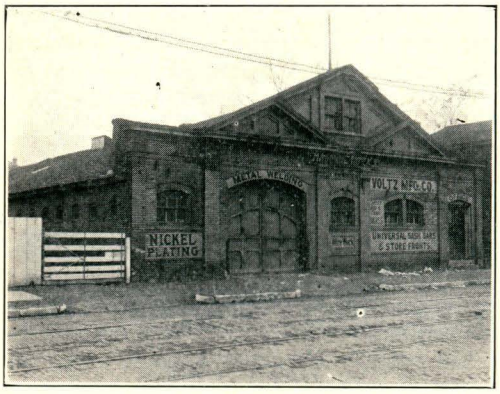
master-General, A. V. Brown, December 1, 1857. The length of the Southern route, St. Louis to San Francisco, was 2,729 miles, and the service was started on September 15, 1858.

I am glad to tell you that we possess a brief account of the pioneer trip made by Bailey, as special agent of the Post Office Department. His report is as follows:

> "I left New York July 6, 1858, in the steamer 'Moses Taylor' and arrived at Aspinwall (Colon) on the morning of the 14th. Crossed the Isthmus the same day, and left Panama on the 15th in the steamer 'Sonora.'
>
> "We touched at Acapulco on the 21st, again at Manzanilla, and arrived at San Francisco on the morning of the 29th, making the trip in about 23 days.
>
> "I then returned by the Overland Route, taking passage in the first stage, that of September 15, 1858, sent across the Pacific to the Mississippi, via Fort Yuma and Franklin. The stage with the mails started from the Plaza at San Francisco, at precisely ten minutes past midnight of the 14th of September, 1858, and arrived at Tipton, the present terminus of the Pacific Railroad, at five minutes past nine on the morning of the 9th of October. Thence the mails were transported by the Pacific Railroad to St. Louis, arriving there the same day at 45 minutes past 8 p. m.
>
> "The entire distance between the two termini was accomplished in 24 days, 20 hours and 35 minutes. Deducting two hours and nine minutes for the difference in time between San Francisco and St. Louis, leaves 24 days, 18 hours and 26 minutes as the actual time consumed."

Referring to the Bailey report, the Postmaster-General writes:

> "It is an important document, not less instructive at the present time than it may be interesting and curious to those who, in after times, may be desirous to know by what energy, skill and perseverance the vast wilderness was first penetrated by the mail stages of the United States, and the two great oceans united by the longest and most important land route ever established in any country."



OLD PONY EXPRESS STATION ST. JOSEPH, MO.

On the 10th of October the first westbound coach drove into San Francisco, where its arrival was duly celebrated the next day. At the beginning of the service the relay stations on the plains were insufficiently equipped, so that in some places there was a distance of 65 miles between them. When this trouble had been remedied, the run was completed in 20 days.

It is to the undying glory of this enterprise that, in spite of runaways, bad roads, floods, sandstorms, battles, and holdups, the Butterfield Overland Mail, during its entire existence, was late only three times. As a rule, the east and west-bound stages made the distance in 21 days, and there was quite a long interval during 1859 when the two mails, that had started on the same date from the two terminals, met each other exactly at the half-way point. Apparently thus the Wells-Butterfield interests had won the struggle, and the supremacy for transcontinental mail transportation.

In 1861 the Overland Mail Company bought out the George Chorpenning line, west of the Central Route from Salt Lake City to Sacramento, and gave up, as will appear presently, its Southern Route. Until 1866 that company continued to operate the Central Route in conjunction with the Overland Stage Line, also known as the Ben Holladay Line, to the east of Salt Lake.

And now we approach one of the most glorious achievements of private enterprise in the United States, which became a decisive factor in the preservation of the Union after the outbreak of the Civil War. As the storm-clouds of civic discontent gathered on the horizon, we find in Washington two men upon whom we will now focus our attention, namely, William H. Russell and Senator

William Gwin, of California; one a most astute politician, the other endowed with a genius for frontier transportation.

The failure of the Leavenworth & Pike's Peak Express Company, under circumstances over which Russell had no control. was a lucky event for the United States. After the failure of the firm the equipment had been added to that of the Platte route. There were also rumors that the Overland Mail Company was in financial straits and that in case of failure its equipment might be added to that of the Salt Lake-Placerville, or Central system. I am thoroughly in agreement with C. E. Mulford who, in his publication "The Pony Express", writes:

> "It was easy for a man of Russell's experience to environ the horseback couriers East and West, chopping days from the established schedules. Here was something which would appeal strongly to every man whose business concerned both the East and West from the Missouri River to Sacramento, and which would prove of tremendous value to an harassed Government in time of peril."

Convinced of the feasibility of such a stupendous undertaking, and full of enthusiasm to realize such a daring project, Russell conferred with Senator Gwin and obtained from him the promise to back Russell before his partners, Messrs. Majors and Waddell. Immediately thereafter, Russell rushed to Fort Leavenworth to get a final decision which was much hastened by Russell's assurance that if this fast, then unheard of mail transportation between the East and the West had been proved, Senator Gwin, on his part, would overcome all opposition in Washington and obtain for the firm the contract for carrying the United States mail. This promise broke down the opposition of Russell's partners and immediately, with the characteristic energy of that firm, they moved to put the daring scheme into operation. Their first step was an application to the Kansas Legislature for a charter for rapid trans-continental transportation of mail, express, etc. The charter was given to the new corporation, which adopted the now famous name of the "CENTRAL OVERLAND CALIFORNIA & PIKE'S PEAK EXPRESS COMPANY". After they had completed all the necessary details there then stretched from the Missouri River to Sacramento a string of Express Stations, about 25 miles apart, which distance later on was decreased to 20 miles.

When everything was ready for the monumental event—rapid trans-continental transportation—the New Yorker Herald of March 26, 1860, startled its readers with the announcement, set in bold type:

"TO SAN FRANCISCO IN EIGHT DAYS BY THE CENTRAL OVER LAND CALIFORNIA & PIKE'S PEAK EXPRESS COMPANY"

and below this:

> "The first courier of the Pony Express will leave the Missouri River on Tuesday, April 3rd, at 3 p. m., and will run regularly thereafter, carrying a letter mail only. The point of departure on the Missouri River will be in telegraph communication with the East and will be announced in due time."

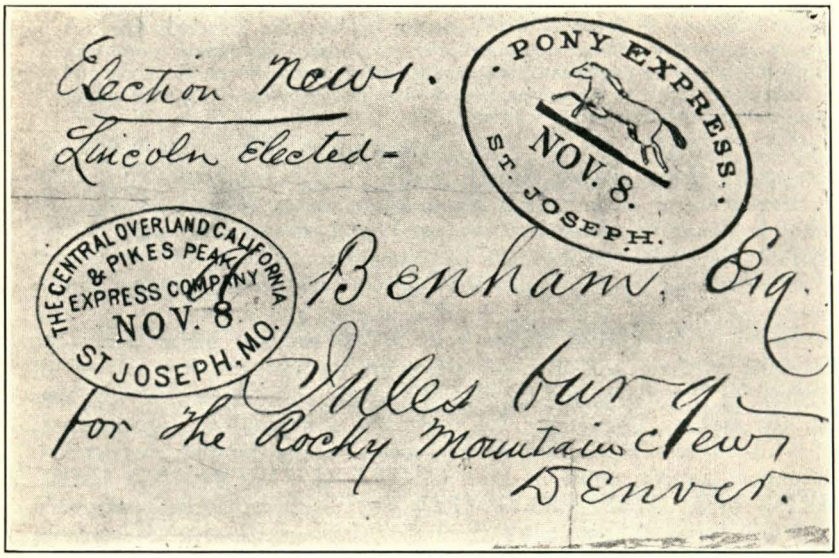
I shall not enter into the details of the Pony Express but will limit myself to the recording of a few historical data. These are in chronogical order:

> Nov. 9, 1860.—Lincoln's election was carried by Pony Express from St. Joseph to Denver (665 miles) in two days and twenty hours. The entire distance from St. Joseph to Sacramento was covered in six days.
>
> Dec., 1860.—Buchanan's last message to Congress was received in Sacramento from Washington in eight and a half days.
>
> March, 1861.—Lincoln's Inaugural Address passed over the route in seven days and seventeen hours.
>
> April 12, 1861.—The news of the attack on Fort Sumter was carried from St. Joseph to San Francisco in eight days and fourteen hours.

In regard to the transmission of Lincoln's Inaugural Address I present a few lines from an article published a good many years ago in the *"Pacific Monthly"* of Portland, Oregon. The writer is W. J. Cates, who, after his eventful career as a Pony Express rider, retired and lived in Denver City.

"I remember" (says Cates, who was stationed at St. Joseph) "when the Superintendent rushed out where I was standing by my horse, ready for the start. He was white with excitement. 'Ride as fast as you can, young man,' he said, as he locked the pouch, 'because President Lincoln's Inaugural Message is in here.'

"It was a cold, gloomy day in March, and the going was none too good, but I never made such good time, nor quicker changes at the relay station. The horses, too, seemed to know that unusual exertions were called for, and I broke all my own records that day, and every rider along the line to the Coast must have done as well, for that trip was never equalled for speed."



HISTORICALLY FAMOUS ENVELOPE CARRYING NEWS OF LINCOLN'S ELECTION 1860

The first Pony Express courier left St. Joseph on April 3, 1860. The mail reached Sacramento on April 13th, the run having been accomplished in one hour less than ten days and was received at San Francisco on April 14, 1860, at 12.38 a. m. The first east-bound mail also arrived at St. Joseph on April 13th, although it had left Sacramento one day later than the west-bound mail had left St. Joseph.

On the map there is clearly depicted the route along the trans-continental road over which the Pony Express riders carried the mail.

After crossing the Missouri River, out of St. Joseph, the official route of the west-bound Pony Express ran at first west and south, through Kansas to Kennekuk; then northwest, across the Kickapoo Indian reservation, to Granada, Log Cabin, Seneca, Ash Point, Guittards, Marysville, and Hollenberg. Here the valley of the Little Blue River was followed, still in a north-west direction. The trail crossed into Nebraska near Rock Creek and pushed on through Big Sandy and Liberty Farm, to Thirty-two-mile Creek. From thence it passed over the prairie divide to the Platte River, the valley of which was followed to Fort Kearney. This route had already been made famous by the Mormons when they journeyed to Utah in 1847. It had also been followed by many of the California gold-seekers in 1848-49, and by Gen. Albert Sidney Johnston and his army when they marched west from Fort Leavenworth to suppress the "Mormon War" of 1857-58.

For about three hundred miles out of Fort Kearney, the trail followed the prairies; for two-thirds of this distance it clung to the south bank of the Platte, passing through Plum Creek and Midway. At Cottonwood Springs the junction of the North and South branches of the Platte was reached. From here the course moved steadily westward, through Fremont's Springs, O'Fallon's Bluffs, Alkali, Beauvais Ranch and Diamond Springs to Julesburg, on the South fork of the Platte.

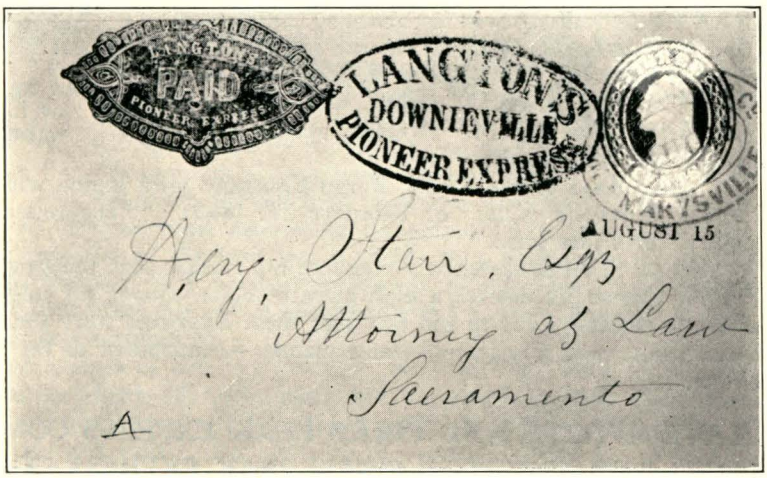
Here the stream was forded and the rider then followed the course of Lodge Pole Creek in a northwesterly direction to Thirty Mile Ridge. Thence he journeyed to Mud Springs, Court-House Rock, Chimney Rock, and Scott's Bluffs to Fort Laramie.

From this point he passed through foot-hills to the base of the Rockies, then over the mountains through South Pass and to Fort Bridger. Then to Salt Lake City, Camp Floyd, Ruby Valley, Mountain Wells, across the Humboldt River in Nevada to Bisbys', Carson City, and to Placerville, California. Thence to Folsom and Sacramento. Here the mail was taken by a fast steamer down the Sacramento River to San Francisco.

In the spring of 1861 the Government ordered the Butterfield line to transfer its entire rolling stock to the west end of the Central Route. In this transfer the Butterfield line was merged with the Central Overland California & Pike's Peak Express Company, which already included the Leavenworth & Pike's Peak Express Company, under the management of Gen. Bela M. Hughes. The two combined lines were then known to the Government as the "Central Overland California Route". After a few months of operation there came another change of proprietorship, due to the fact that on a mortgage foreclosure the outfit of the Central Overland California & Pike's Peak Express Company, between the Missouri and Salt Lake City, had passed into the hands of Benjamin Holladay, at a public auction, held March 21, 1862 for $100,000.

Ben Holladay, who has just been mentioned, was known in his day as the Napoleon of the Plains. Starting as a small storekeeper in a Missouri village, he rose rapidly to prominence until at the time when the mail came to the Northern route, he owned several large steamship lines and various big freighting interests. Early in 1862 Holladay reorganized the management of the Central Overland California routes, and having also acquired the Central Overland Pony Express route from St. Joseph to Salt Lake City, he adopted for the new enterprise the name of the "Overland Stage Line", which connected at Salt Lake City with the "Overland Mail Co". A ten year charter to Holladay's O. S. L. had been granted by the territorial legislature of Colorado, Aug. 1, 1862.

FRANK OF LANGTON'S PIONEER EXPRESS 1856



Glen D. Bradley, in his "Story of the Pony Express", while commenting upon the formation of the Overland Stage Line, writes:

> "This seems to have been what today is technically known as a holding company, for until the expiration of the old Butterfield contract in 1863, he allowed the business east of Salt Lake City to be carried on by the old Central Overland California & Pike's Peak Express Co. However, west of Salt Lake, the new Overland Stage Line Co. allowed or sublet the through traffic to a vigorous subsidiary, the 'Pioneer Stage Line,' which was owned by Charles and Louis McLane, who afterward became the president of the Wells, Fargo Express Company."

Very fortunately, Holladay obtained a new mail contract for the Central Route which he now controlled. Under this contract Holladay bound himself to supply a six day letter mail service between the Missouri River and Placerville, also a way mail to and from Denver and Salt Lake City at a cost to the Government of $1,000,000 a year for the three years beginning July 1, 1861. At the expiration of this period he was to receive $840,000 for his services.

The annual report of the Postmaster-General for the year 1864 refers to Holladay as follows:

> "The contract for service on the route from the Mississippi River via Salt Lake to Placerville (Cal.), under Act of March 2, 1861, expiring on June 30th last (1864), an arrangement was made with the same parties for continuing the service on the same terms to September 30, 1864.
>
> "Under an advertisement dated March 22, 1864, inviting proposals for service from Atchison (Kan.) or St. Joseph (Mo.) to Folsom City (Cal.), John H. Heistand was the lowest bidder, but as his bid was subsequently withdrawn, contracts have been made with Ben Holladay of New York for the service between Atchison or St. Joseph, and Salt Lake City, at $365,000, and with Wm. B. Dinsmore, President of the Overland Mail Co., also of New York, from Salt Lake City to Folsom City, at $385,000. These parties are believed to be able to fulfill their obligations.
>
> "The contracts are from October 1, 1864, to September 30, 1868. The trips are to be made in 16 days for eight months of the year, and in 20 days during the remaining four months; to convey through letter mails only, mail matter prepaid at letter rates, and all local or way mails."

Holladay continued the transportation of the overland mail for several years. However, as during 1864 the Indian tribes had united against the United States Government for the first time, and had destroyed for 400 miles all outposts, their ruthless depredations crippled Holladay's financial resources and he decided to sell his interests. This resolution was hastened by the fact that the Government had long delayed the settlement of his well founded claims for re-imbursement, and that the Union Pacific Railway was fast reaching completion. To avoid further losses, Holladay, in the fall of 1866, sold his route from Salt Lake City to St. Joseph to the Wells, Fargo Company which, in reality, was the old Wells-Butterfield coterie revived. Holladay retained, however, his Montana and Northern lines.



ONE OF EARLIEST FRANK'S OF LANGTON & BROS. YUBA RIVER EXPRESS

I take leave of the Wells, Fargo Company with a line which I found in the *"Rocky Mountain News"* of February 29, 1860: "They rounded the chaos of a mighty world into form."

I hope that this sketch will convince my readers that the Franks of the Western Express Companies deserve a high place of honor among all collectors and students of U. S. philately, due to the fact that these Expresses were the forerunners of the Government mail service, and—in a manner—contributed to the preservation of the Union.

LEAVENWORTH AND PIKE'S PEAK EXPRESS COMPANY JONES AND RUSSELL'S PIKE'S PEAK EXPRESS COMPANY

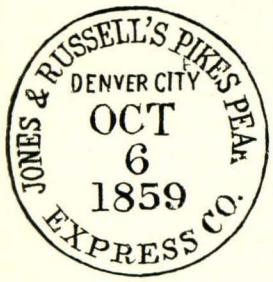
(All historical data relating to the Jones & Russell's Pike's Peak Express Company are taken from a memorial entitled "Reminiscences of General William Larimer", published privately by his son-in-law Wm. Larimer Mellon, in 1918. General Larimer was one of the founders of Denver, November 17, 1858.)

In 1850 or eight years prior to the discovery of placer gold by William Green Russell on a stream called Cherry Creek, which emptied into the Platte River near the base of the mountains, the first subsidized overland mail route west of the Missouri River had been established by the United States Postal Department from In-

dependence (Mo.) to Salt Lake City and Santa Fé. (See Note 1.) This trans-Mississippi mail service of the fifties was very unreliable, and the time required to cover the distance was 30 days. This route, though in operation from Nov. 1850 to 1858 was an unsuccessful enterprise.

The western mail facilities were still unchanged when the so-called Pike's Peakers started in 1858 their settlement on the bank of Cherry Creek—Auraria and Denver. These originally separate settlements were founded by two prominent parties of Western home-seekers, the "Georgia" and the "Lawrence" party. The former reached Cherry Creek on June 24, 1858, led by William Green Russell and J. Oliver Russell. The second, including the people from Leavenworth, was so named because it originally consisted of a membership of seven from the city of Lawrence, Kansas. This party arrived at Cherry Creek in August, 1858. Quite a number of the Russell party located at the mouth of Cherry Creek and named the town to be created "Auraria" in memory of their home town in Georgia. On the other hand, the Leavenworth people, led by General Larimer, moved across the Creek and there founded the city of Denver on November 17, 1858. Both of these settlements grew rapidly, but for a time they remained, so to speak, an oasis in the American wilderness. Indeed up to 1858 there was a distance of 200 miles of wilderness between the settlers in Pike's Peak country and the nearest post office, Fort Laramie on the North Platte. Whatever means of communication existed were accidental and hazardous.

The first attempt to establish connection between the Pike's Peakers and the East was made by Jim Saunders (see Notes 2 and 3), a trader, who had lived in the country many years before the discovery of gold. It was the Saunders Express that for the first time carried mail between Denver and Fort Laramie. The express started on November 23, 1858, and returned to Denver on January 8, 1859.



As the Saunders Express proved to be a complete failure, and as the stream of people pouring in to Colorado assumed constantly larger proportions*, the necessity of creating better means of communication between the newly discovered gold regions and the East became apparent. Shrewdly foreseeing the financial benefits that would result from a fast stage-coach line between the Missouri and the gold regions of Colorado, Messrs. John S. Jones and William H. Russell, while residing in Washington, D. C., during the winter of 1858-59, decided to run a first class stage-coach express from Leavenworth to Denver. Both Jones and Russell were associated with the firm of Russell, Majors & Waddell in transportation business on the plains. The decision to make Denver the western terminal of the new line was due to a deal between General William Larimer and William H. Russell, who through the donation of one original share in Denver City, was made one of the members of the Town Company. Thereafter the name of Auraria disappeared.

From the *"Reminiscences of General Larimer"* we learn that work on the new stage line was started on March 28, 1859, when Mr. Sargent (who later resided for many years in Denver) left Leavenworth with a number of men for the purpose of locating express stations and distributing stock up the Smoky Hill route. The new

Note 1. The postal route was established to Santa Fé in 1847 (U. S. Statutes at Large, IX: 194.). Service was not begun on the route until 1850.

Note 2. Saunders was a native of Pennsylvania and was with the Indians on the North Platte when the gold excitement occurred.

Note 3. From *"Rocky Mountain News"*, May 7, 1859: "Occasionally an Express is sent for what mail matter may be at Fort Laramie, but it is attended with heavy cost and long delay... Three days ago, the Laramie mail came in, bringing 1,500 letters and a good number of papers which were delivered to their proper owners upon payment of 50 cents for each letter and 10 cents for each paper. This is a heavy tax, yet we are glad to get them at any price."

* General William Larimer estimated that from 70 to 80,000 people during 1859 left from points on the Missouri River for the new gold country.

line was not only to provide transportation of mail, but also of express and passengers between Leavenworth and Denver.

Beverly D. Williams was appointed Superintendent of the new stage company, while Dr. Fox was named General Agent in charge of the Express business, and Martin Fields was Manager of the Post Office branch of the business. Mr. Sargent was General Road Master, and he with several assistants had charge of all the stock. William H. H. Larimer, son of General Larimer, was employed as an assistant by Martin Fields, and he thus had the honor of handing out the first mail that came to Denver, at the rate of 25 cents for a letter and 10 cents for a newspaper.

At the time the Stage-coach Company was organized, Alexander Majors, one of the principal stockholders of the firm of "Russell, Majors & Waddell" had not been willing to join the new company. For this reason Messrs. Jones and Russell were obliged to shoulder the entire financing of the new concern, being convinced that the returns from the business would enable them to meet their liabilities when due. The result, however, proved that they had miscalculated the earning power of the new enterprise, which very soon passed into other hands.

When the necessary details had been completed and Sargent had returned to Denver, the Jones & Russell company started its coaches, carrying mail, express, and passengers. On March 28, 1859, the first coach left Leavenworth and arrived at Denver on May 7th, and reached Leavenworth again on its trip on May 20th. The *"Tribune"* of May 21, 1859, states:

> "Leavenworth, K.T. Friday, May 20, 1859: The first Overland Express from Denver City arrived here this morning, having been ten days out. It brings $700 in shot and scale gold; and four passengers. . . . . The express route is 625 miles in length and has been pronounced to possess superior facilities, as is evidenced by those of the first trip."

The exact date of the organization of the new company is uncertain. It was first spoken of as the *"Overland Stage Company"*, but the route name became the *"Leavenworth & Pike's Peak Express,"* which title was used conjointly with that of *"Jones & Russell's Pike's Peak Express Company."* This fact is evidenced by the route inscription written in ink on some of the earliest extant letters (Oct. 6, 1859) sent out from Denver. Simultaneous with the term *"Leavenworth & Pike's Peak Express"* the frank impressed on these letters reads *"Jones & Russell's Pike's Peak Express Company."* We find the same title used in news articles published by the *"Rocky Mountain News"* of June 11, 1859, the *"Leavenworth Times"* of July 2, 1859, and the *"Chicago Press-Tribune"* of January 10, 1860. (See Notes 4, 5, 6.)

An interesting description of the stage-coaches is given by General Larimer in his Reminiscences:

> "The coaches in this service were large, strongly built vehicles, known as Concord Coaches. Each one cost about $800 and was especially fitted for the heavy work required of it. Nine passengers could be accommodated with ease inside of each. They were softly cushioned and in winter were warm and comfortable. They were altogether the finest stages ever run in the West. Each coach was drawn by four fine, strong, Kentucky mules, which were changed every twelve to twenty miles. The drivers were well paid, intelligent, experienced, reliable and fearless. An accident was a rarity. The stage fare

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Note 4. The *"Rocky Mountain News"* of June 11, 1859, states: "Mr. Williams, of Jones and Russell's Express, informs us that he has made an entire change in the location of the mail route. The company having purchased the stock and route of the Salt Lake & California Mail (which leaves St. Joe every Saturday) will now move their whole force to the Platte route by way of Fort Kearney, to the South Platte crossing, from whence one line will continue up the North Platte to Laramie and the South pass, the other following the South Platte to Denver.

Note 5. From an extra issue of the *"Leavenworth Times"* of July 2, 1859, (evidently written by one of the editors who was then in the mountains): "We cannot close without a casual word of thanks to Jones and Russell, for their kindness in the delivery of our important dispatches, all of which bear the imprint: "Leavenworth and Pike's Peak and U. S. Express." Forward with dispatch."

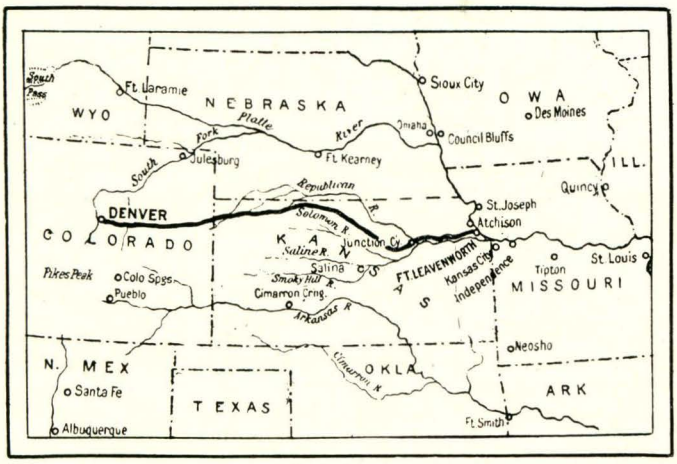
Note 6. From the *"Chicago Press-Tribune"* of January 10, 1860: "Mountain City, Dec. 26, 1859. There is one thing I wish to call your attention to, and the attention of Members of Congress particularly, and that is to give us mail once a week. All the letters we get by "Jones & Russell's Express" cost, at Denver, 25 cents each and 25 cents more from Denver up here, in addition to the 3-cent stamp put on in the East, and the same amount from here East, so that it costs $1.06 for a letter from the East and its reply."

between the Missouri River and Denver was at first $150 but later $100 each way. There were said to be 52 coaches running on the Leavenworth-Denver line."

"Martin Fields, the first Postmaster of Denver, was succeeded by Judge Amos Steck, who remained in charge of the Mail Department of the Express Company until the federal government established its own mail service."

As stated before, the Jones & Russell Company was forced to liquidate after a few months of operation. The business was purchased, probably in May, 1860, by John S. Jones and the firm of "Russell, Majors & Waddell", who after obtaining a charter from the legislature of Kansas, reorganized the company under the name of the *"Central Overland California & Pike's Peak Express Company"*, placing Judge Amos Steck in charge of the Denver City end.

William H. Russell died in the spring of 1871 at the home of his son in Palmyra, Marion County, and his partner, W. B. Waddell, died at Lexington (Mo.), in September of the same year. Colonel Alexander Majors, who later on established the first Pony Express line on the plains from Sacramento to St. Joseph, was still alive in 1889, at the age of 75 years, residing then in Kansas City.



The *"Central Overland California & Pike's Peak Express Company"* had purchased in May, 1859, from Messrs. Hockaday and Liggett the contract for mail transportation from Missouri to Salt Lake City, paying a bonus of $50,000 for the Utah mail contract, and an additional $94,000 for the equipment and supplies upon the line. Due to the obligations imposed by this contract to carry the Utah mail over the Platte route, the new contractors decided that it would be profitable to transfer their express line (Denver-Leavenworth) from the Republican to the Platte route, so that the two lines might be operated jointly. This transfer was effected in June, and by August the stage-coaches were running semi-weekly on a seven day schedule, as is stated in the *"Rocky Mountain News"* of August 20 and 27, 1859. The schedule was maintained during the summer, but it was changed in September, and during the winter months to a weekly schedule.

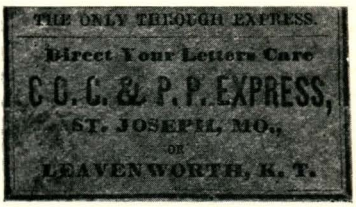
The Romance of the Western Frank

THE organization and operation of the pioneer Western Express Companies is one of the most inspiring chapters in American history. Nearly all survivors of that period are now gone, and scarcely any records of their activities are available to the historian who desires to piece together the story and preserve it in accurate and permanent form for posterity as a page of the history of the United States, so far unwritten.

Philately owes a debt of gratitude to Dr. Victor M. Berthold for the immense amount of painstaking labor, extending over many years, in his endeavor to verify each minute detail in the story of the Western Franks which is now appearing in

this magazine. He is presenting a vivid and accurate account of the stirring period that will live long in the records of our history and our hobby.

To give the reader some slight conception of the years of research necessary to set forth the facts that are presented in these articles, we will trace the origin of the data contained in the final chapter of this instalment, dealing with the "JONES AND RUSSELL'S PIKE'S PEAK EXPRESS COMPANY," familiarly known in the early days as the "Leavenworth & Pike's Peak Express Company." This story constitutes a real philatelic romance.



The label photographed from the cover in question

In 1896 H. B. Phillips, of San Francisco, conducted a department of Western Franks and Locals in "Philatelic Facts and Fallacies," a prominent magazine of that period. In the February issue he published a brief account of the "Jones & Russell's Pike's Peak Express Company," the information for which he had obtained from Norman L. Patterson, then living in Colorado.

This was the first reference to this company in any philatelic record, and it lay buried for many years. In 1916 Mr. P. M. Wolsieffer sold some items to Mr. H. C. Needham, among these an envelope bearing the Frank of the "Central Overland & California Pike's Peak Express Company," which had attached to it a pink label reading as above.

Mr Wolsieffer contended that this label was used as a Local, and thereupon letters were exchanged between Needham and Wolsieffer, who also wrote to Norman L. Patterson, from whom Wolsieffer had obtained the envelope. Mr. Patterson in turn had taken this rare Frank from the correspondence of his father Col. J. B. Patterson, who in 1859 was editing a newspaper in Denver.

Two years later Mr. Patterson discovered some additional data that verified the cover, and this new information was passed on to Mr. Needham by Wolsieffer, and the chapter was again closed for several years.

In 1924 Dr. Berthold, due to his studies in connection with the Jones & Russell's Pike's Peak Express Company, predecessor of the C. O. & C. P. P. Express Co., entered upon this particular scene. While consulting with Mr. Needham in regard to these Express Companies, the latter fortunately recalled his old correspondence. Still more fortunately Mr. Needham had preserved the letter, and thus Dr. Berthold was enabled to get in direct touch with Norman L. Patterson, who was then residing in Chicago. Mr. Patterson, a thorough student of the history of Colorado, proved himself to be a most genial and willing co-operator.

Next, through Mr. Patterson's courtesy, Dr. Berthold was placed in touch with L. R. Hafen, the historian of the Colorado Historical Society, and through correspondence with the latter Dr. Berthold learned of a privately printed family history "Reminiscences of General William Larimer and his Son, Wm. H. H. Larimer," published in Pittsburgh in 1918, by Wm. Larimer Mellon, the grandson of Gen. Larimer. This narative contained a full and authoritative account of the origin and operation of the Jones & Russell's Pike's Peak Express Company, as well as other important data.

From these various sources, and in this round-about way, the scattered threads were gathered together, and we now present the complete and authentic story of the Jones & Russell's Pike's Peak Express Company and the Central Overland & California Pike's Peak Express Company, just 30 years after the first mention in a philatelic magazine.

It is indeed fortunate for philately that there exist a few men of the type of Dr. Berthold, who carefully and methodically search out and compile the data for these interesting stories and present them in this permanent form.

H. L. L.

The Krone Values of Norway

By Elias Rasmussen

SINCE 1918, Norway has had no change in its high value stamps and it may, therefore, be of interest to consider more closely these interesting stamps of an interesting country.

It is neither the first nor the latest of these Krone values that have received the most attention of the average collector, but there is no doubt but what every one of the 16 stamps deserve our interest.

The first emission of the high values of Norway came in 1878 when the values of 1, 1½ and 2 Kroner were issued with the likeness of King Oscar II. The colors of the stamps were green for the 1 Krone, ultramarine and blue for the 1½ Krone and rose and maroon for the 2 Krone.

The stamps saw a long service as they were used until the break of the union with Sweden in 1905, twenty-seven years in all. They present a full view of King Oscar and being the only pictorial stamps in use and of high value, many were saved. These facts account for the low prices at which the stamps are quoted, although a comparatively small quantity were issued as follows.

700,000 of the 1 Krone 215,000 of the 1½ Krone
275,000 of the 2 Krone

The remainders were burned by the government on Feb. 20th, 1916, after having been on sale from Nov. 1913 to Dec. 1914, in Kristiania, at face value. Very few were sold as the used stamps, at the time, could be purchased so much lower than their face value, the number reported being from 1500 to 1700 of each of the 3 values.

The effect of long usage on the price of a stamp is very apparent when you compare the 12 ore pale green of 1887, of which nearly 200,000 were issued, but used only a short time, mainly to Sweden and then so plentifully that few were saved, so that it is now one of Norway's highest priced stamps.

Some may smile, when I say, that the 1½ and 2 Kr. unused of this issue are worth several times catalog quotations, for surprisingly few are encountered. In blocks they are mighty scarce. Cancellations are also not plentiful in this issue. You can find quantities of Bergen, Kristiania, Stavanger and other large cities, but try to secure the smaller towns. From an investment point of view I believe the Krone values of Norway have surprising possibilities.

If minor details interest you, there is enough to keep you busy and happy for years. The values of these stamps were engraved individually on the original transfers, making 6 varieties for each value. Those interested can find material on this issue in Henrick Dethloff's article: "The Norwegian Krone Stamps," published in *Nordisk Filatelistisk Tidsskrift* (page 170, 1897) where their production and type varieties are discussed. Also in the new book on Norway published September, 1924, for the *International Stamp Exhibition* held in Kristiania.

The second issue of Norway Krone stamps created more interest. When Norway separated from Sweden in 1905 they were still using the stamps with the picture of King Oscar II. on the Krone values. Hurriedly some provisionals were produced. On June 24, 1905, the 1, 1½ and 2 Krone Provisionals consisting of the 2 skilling orange of 1867 surcharged in green for the 1 Krone, blue for the 1½ Kr., and red for the 2 Krone, appeared. These stamps vary in shade from yellow orange to brown orange. The overprints also vary slightly in color. The 2 Krone has been found with inverted surcharge, but is an extreme rarity. It is also of interest to know that these were the first stamps of Norway to be counterfeited. A photo-

grapher was fined in 1907 for having made counterfeit overprints. Following numbers of these stamps were printed.

1	Krone with green overprint	139,300
1½	Krone with blue overprint	68,400
2	Krone with red overprint	67,300

When you consider the short time during which these stamps were in use, and the general bad centering of the old skilling stamps it is no wonder that they are hard to get in fine condition, and are well worth full catalog for used copies. Blocks are very scarce. Many fine cancellation varieties can be found, one that I especially treasure is a cover with a 2 Kr. cancelled "Green Harbour, Spitsbergen."

The third issue of the Krone values was the emission of Aug. 10, 1907, containing the likeness of King Haakon VII., the former Prince Carl of Denmark. The usual 3 values were issued: 1 Krone, green, 1½ Krone, ultramarine and 2 Krone, rose. The stamps were printed on thick unwatermarked paper by Wilhelm Scheel & Co., Kristiania; perf. 14¼x13¼. The numbers printed were as follows: (very near the same as the provisionals):

1	Krone, green	138,300
1½	Krone, blue	65,600
2	Krone, rose	62,800

On account of the general dissatisfaction with the appearance of the stamps, new dies were made, and the second issue of the King Haakon series known as Die B. Scott Nos. 79, 80 and 81 were issued as follows:

1	Krone, green, issued Dec. 23, 1909	51,200
1½	Krone, blue, issued April 14, 1910	22,300
2	Krone, rose, issued March 16, 1909	273,600

The perforation was the same as in the previous issue (14¼x13¼) and the paper was watermarked with posthorn. The size of the impression is 17x21¼ mm., being slightly larger than the die A. Other differences may be noticed in the minor details of the design. The shading of the King's forehead consisted of parallel lines in die A, but in the re-engraved die B it is formed by small dots, somewhat improving the appearance. The dragon ornaments are also different. The background is lined on both dies A and B.

The 1 Kr. and 1½ Kr. values were printed by Fabretius and Sons and the 2 Kr. value by the Mallings Printing Co., Kristiania. Another design with a front view of King Haakon was submitted by Messrs. Bradbury, Wilkinson & Co. Ltd., but was not accepted.

Of this second issue of the King Haakon series the 1½ Krone is naturally the rarest with only 22,300 stamps issued. Scott prices this stamp at $5.00. A big Belgium firm wanted 75 fr. for a poorly centered copy some months ago! There is no doubt but that the stamp has a bright future. It is rapidly becoming Norway's rarest stamp. It is estimated that about 16,000 of these stamps were used and at least 30–40% of them are lost to philatelists. In singles the unused are the rarest. In blocks the used are extremely rare.

The 1 Krone value is priced at $1.00 used and $1.75 unused. Think of it, a stamp with an issue the same as our $2.00 Omaha and priced at $1.00! In blocks, we dare say, it is far more rare than the Omaha, and even in singles, we believe, the same is the case. One of Norway's great collectors, the man who translated the monumental work of Justus Anderssen and Henrik Dethloff (*Norges Fremarker 1855–1914*) into German, wrote me in December, 1924, that he had just been able to add two blocks to his collection. They had been unobtainable until then. The reason for the scarcity of this stamp is because it was used so plentifully and for such a short time that a great quantity was lost. It should be at least $10.00 right now. It can not be kept down. In the famous collection of P. Mossin, Kristiania, Norway is a strip of three containing the only known damaged plate variety. He also has 60 cancellation varieties, one from each of the postoffices that received it.

In 1911 the design of the Krone values was again altered. The general desing remained the same but the dragon ornaments are entirely different. There is also

a slight difference in the letters, the die C being a trifle heavier throughout. The most noticeable difference is the background which is lined in Dies A and B and solid in Die C.

Only the 1 Krone and 1½ Krone values were issued at first, as a big supply of the previous issue was still on hand of the issue of 273,000 of 2 Krone die B. W Nichols states in the *Philatelic Magazine* for July 5th, 1916, that the 2 Krone Die C, was not in use at that date. But according to R. Falck it has been in use for one year in 1915, but only at the Bergen post office. This city must have had a greater need for this value and thus caused this remarkable situation of one post office, using a stamp for a whole year before it was issued elsewhere.

Of the Die C issue, 250,000 stamps were printed by Kriste & Seeberth, and 524,000 stamps printed by Chr. H. Knudsen of the 1½ Krone value, 139,000 were printed by Chr. H. Knudsen. The same plates were used by both printers.

On Oct. 9, 1918, the highest value stamp of Norway the 5 Krone value was issued, the emission being 1,032,900. Of these 27,000 were used in 1918 and 57,900 in 1919. The stamp is identical with the other Krone values of the present series of 1911, printed in deep violet and perf. 14¼x13¼.

This stamp is rather scarce in blocks. One reason that all Norway blocks are rare on cover and none too plentiful otherwise is that Norway has a law prohibiting the use of anything but singles on registered mail. The reason for this is that the Government noticed that mail thieves often cut under the stamps when blocks were used and removed the money in the letters.

TYPE ARRANGEMENT OF THE KING OSCAR II. KRONE VALUES

A. Odfjell and Mr. Jellestad have done much constructive work on the Krone values of 1878 and the following arrangement of the types of the various values have been submitted by them.

Kr. 1.00

D	D	E	C	E	B	B	A	D	F
F	B	D	B	B	C	D	B	F	C
A	D	C	A	D	E	E	F	B	A
A	C	C	A	C	D	E	A	B	C
C	D	C	F	A	F	B	F	C	D
C	D	D	F	A	A	F	A	A	C
F	B	E	B	E	A	B	E	D	B
F	B	E	B	E	A	B	E	D	B
E	B	F	B	B	E	D	F	C	A
B	E	A	F	E	C	B	E	E	A
A	D	B	F	A	F	D	C	E	D

Type A appears 18 times
" B " 19 "
" C " 16 "
" D " 17 "
" E " 15 "
" F " 15 "
100

Kr. 1.50

A	B	C	A	E	D	D	A	D	A
D	E	D	E	B	E	D	F	F	C
A	B	C	F	A	D	B	D	A	B
F	B	E	E	F	F	B	F	F	A
B	B	E	F	F	E	D	A	A	E
B	C	E	E	E	C	C	E	B	B
D	A	B	C	E	A	E	F	C	E
C	E	B	E	F	B	D	A	D	A
D	F	B	C	A	F	C	C	E	F
D	A	A	A	C	F	B	D	B	D

Type A appears 18 times
" B " 18 "
" C " 13 "
" D " 16 "
" E " 19 "
" F " 16 "
"
100

Kr. 2.00

D	C	B	A	C	B	E	C	B	E
A	A	E	C	A	A	B	C	B	D
C	A	D	D	E	D	D	B	D	B
A	C	E	A	F	E	C	B	E	F
F	E	C	D	B	C	F	F	D	C
F	B	A	B	F	D	B	C	C	F
C	B	B	F	F	E	F	D	E	D
A	C	F	A	A	C	F	F	A	C
A	D	E	D	E	F	F	D	F	D
A	A	B	F	D	B	D	F	F	E

Type A appears 16 times
" B " 16 "
" C " 17 "
" D " 18 "
" E " 13 "
" F " 20 "
100

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FROM THE EDITOR'S VIEWPOINT

With this issue of the *Collectors Club Philatelist* we complete our fifth volume and wish to thank the many friends who have contributed to its columns during this period or who have spurred us on to increased efforts by their expressions of appreciation * * * The philatelic press has been especially kind to us during this entire period and *Charles E. Severn* in particular has always shown a friendly interest through the columns of *Mekeel's Weekly Stamp News* * * * We would like to mention by name the many others who have helped by word or deed to brighten the editorial path but space in this special *Exhibition and Convention Number* will not permit it * * *

To the many collectors who will see this magazine for the first time owing to the *extra circulation* that is being given it, a *cordial welcome* is extended to become one of our select group of *regular readers,* if the contents interest them * * * While we are publishing primarily in the interests of the *advanced specialist* an effort is always made to insert enough general articles that will appeal to *every collector* to make its perusal worth while * * * The *subscription price* is $2.00 per year and all members of the *Collectors Club* receive it without additional charge * * * There are some particularly good articles in this issue but we will let them speak for themselves * * *

Pending the publication of the *Collectors Club Handbook* on the *Stamps of Canada* we advise our readers to order the new book on *B. N. A.* just being published by *Fred Jarrett,* Box 214, G. P. O., Toronto. * * * The Mss. for this book was awarded a gold medal at the *Montreal Exhibition* last year, consists of 300 pages in limp leather binding and sells for $2.50 * * * *The North American Philatelic Year Book* consisting of 172 pages and containing many important contributions in addition to a *Who's Who* is announced by the *Year Book Pub. Co.,* 137 Gillard Avenue, Toronto, at 75c. * * * The *new catalogs* will appear earlier this season on account of the *Exhibition* and contain some splendid improvements * * * *Scott's* will still further increase the usefulness of their illustrations of *watermarks* by inserting the numbers in the text * * * *Gibbon's* announce the revision of several important countries including *Denmark* * * * *The Stamp Trade Protection Association* through its secretary *W. Houtzamer,* 34 Southampton St., Strand, W. C. 2, is warning philatelists of recent dangerous overprints on *Persian Stamps* mostly of the 1909 issues * * * The expert committee will pass on any of these stamps submitted to them without charge * * * Our *next issue* will contain some timely articles on the *Exhibition* and a profusely illustrated monograph on the stamps of *Heligoland* by *Herman Toaspern* * * * This latter article will explain methods for determining *reprints* and *forged postmarks* and will be invaluable to collectors and dealers alike * * * And so we gird on the armor for the sixth volume which starts with the *January 1927* issue.

Collectors Club Philatelist—Philatelic Literature Supplement

VOLUME II. OCTOBER, 1926. No. 4—(W. No. 8).

Review No. 8—Quarter Ending October, 1926.

BACON (*E. D.*): SUPPLEMENT TO THE CATALOGUE OF THE PHILATELIC LIBRARY OF THE EARL OF CRAWFORD, K. T. PUBLISHED 1911. By E. D. Bacon, C.V.O., Past Pres. of the Royal Phil. Soc., London, and of the Phil. Literature Society, London; The Phil. Literature Soc. 1926. 136—(1) pp., 14⅝ x 9¾ in., paper cover, 200 copies published.

In 1910, Mr. Bacon completed the compilation of ((The) Catalogue of the P. Library of the Earl of Crawford and after a certain number were printed for use by the Earl under the title of: The Catalogue of the Philatelic Library of the Earl of Crawford, K. T., the manuscript was given to the Phil. Lit. Soc. for a further publication of 200 copies, one of which was sent to each member and the remainder were offered for sale at $10.50 per copy. By this generous gift of the Earl, philately has one of the most important publications it possesses, and which could not have been compiled by the society on account of the great expense. Besides this wonderful catalogue the late Earl also willed his library (the largest in the world) to the British Museum for the use of collectors for all time. The supplement is printed on the same lines as the original work, two columns to a page and each numbered, beginning with 7 and ending with 136, and is divided into three parts: Part I. SEPARATE WORKS, columns 7 to 78; Part II. PERIODICALS, 79 to 130; APPENDIX A.: LIST OF PHILATELIC JOURNALS ARRANGED UNDER THE COUNTRIES OF ISSUE IN CHRONOLOGICAL ORDER, 131 to 136. The original catalogue contained all Separate works to the end of 1908 and the supp. contains only corrections and additions to this date; Periodicals ended with 1906, and the supp. contains corrections and additions to 1906 and also a listing of all the periodicals catalogued in the original work carried down to the end or to date (if still published) where possible. Librarians of societies, advanced collectors and students (writers) this work is indispensible. From the Preface: "The library was continued down to the late Earl's death in 1913 and contains most of the works published to the end of 1912 and the Museum authorities have added others since that date." (Therefore the library contains separate works 1909-1913 and some later which are not included in this supplement).

HARRIS (*Albert H.*) & *BAKER* (*L. A. J.*): (The) STANDARD INDEX TO PHILATELIC LITERATURE. Compiled by Albert H. Harris and L. A. J. Baker. Together with the prices which the publications referred to can be supplied by Harris Publications Ltd. To be completed in ten or more bi-monthly parts. 1926. London: Harris Publications Ltd., Windsor House, 46 Victoria St., London, S.W.1. PART I. Bibliography, and A to British Empire, pp. 5 to 24, 10 x 7½ in., paper cover; PART II. British Guiana to French Colonies, pp. 25 to 44. Subscription price: One Guinea; Interleaved edition 1-11-6.

Philately at last is waking up to the importance of "Philatelic Indexes" as demonstrated by the publication of this work and also that published last year "The Philatelic Index", compiled by a Committee of the Phil. Congress of Great Britain. Messrs. Harris & Baker's index is however compiled on different lines than any so far attempted, for it prices the book or periodical in which the references are found, this of course in time will be out of date but will always be of value as showing the value of each at time of publication. Also this index lists SEPARATE WORKS which no index of the past (except my two indexes: "Am. P. Soc." and "P. Lit. Bib.") have attempted to do; this to my mind has been a bad mistake. For the Special Catalogues and Handbooks are founded upon all that has been written before publication on the subject treated, and therefore are the natural authorities to be consulted. On page 5 is "Publisher's Foreword; 6 List of Journals indexed with abbreviations; 7 to 10 "BIBLIOGRAPHY"; 11 to 44 (parts 1 & 2) Abyssinia to French Colonies, all references being arranged under Subject-Headings" which is the only way for ready reference. For example: "AUSTRALIA": (General); 1907; Arrangement; Colour; Financial; Fiscals; Forgeries; Miscellanea; Officials; Perforations; Postal; History; Postmarks;

Proofs; Reprints; Telegraphs; Used Abroad; Varieties; Watermarks. (Under the heading (General) the first two items are "Castle Collection" and "Tapling Coll." these should be under heading "Collections", the next two items "Notes on the Stamps" & "Issues of" under "Stamps of"; Miscellanea: (1) "Half-Hours with A. S." under "Stamps of", (2) "Postmarked vs. Unused" under "Used vs. Unused, (3) "Notes on Mount Brown's Cat" under "Catalogues", (4) Phil. Researches in Aust." under "Postal History", (5) "Popular Stamps" under "Stamps of", (6) "Early Records of Philately in under "Stamps of" (the heading "Misceellanea" is not wanted in an index); 1907: should be placed after "Watermarks". To sum up then: the first item under each country (General) and heading Miscellanea contain references which seem to me to be misplaced and should be under subject-headings of which they treat. This index however is of the greatest value and comes as boon to all who have libraries, writers and all those who love philately for philately's sake. The price of the work is very reasonable for the cost of publication is very great..

MacGUFFIN: STAMPS AS AN INVESTMENT. By R. D. MacGuffin. Pub. by R. D. MacGuffin. Narbereth, Pa. 155—5 (blank) pp., 7½ x 5 in., bound cloth, price, $1.50.

The financial side of philately is of course its greatest asset and according to some collectors (not philatelists) it's only asset. Other hobbies there are that have a financial asset: Coins, Books, Oil Paintings, etc., etc., but think of the great expense in acquiring a collection of any of these of any extent. A collector of stamps can start today and in comparative short time have a collection which may be quite valuable before he realizes it (if directed along the right lines). Many issues of new stamps if purchased complete at time of issue contain one or more values which are restricted as to number issued and become scarce and in a short time are worth more than the original cost of the entire set, thousands of instances of this could be quoted. If a collector in 1883 had acquired complete sets of British Colonial stamps Wmkd. Crown and C. A. (Queen's Head) he would have expended about $700.00, what are these worth now? Several hundred dollars. The contents of the work under review is as follows: Chapter I: Make a Law of Nature Do the Work; II: How Can Money Be Made to Breed, p. 11; III: Supply and Demand, 20; IV: Analysis of the Performance of European Stamps, 26; V: Past Performances of South American Stamps, 59; VI: Central American Stamps, 69; VII: North American Stamps, 73; VIII: The Stamps of Asia, 83; IX: Stamps of Africa, 89; X: Colonials, 91; XI: 19th Century Stamps Compared With 20th Century Stamps, 110; XII: New Europe, 122; XIII: When Do Stamps Mature? 126; XIV: Condition, 128; XV: Regarding the Depreciation of the Dollar, 134; XVI: Discounts from Catalogue, 142; XVII: Finale, 151. A very valuable book for any library.

MELVILLE (*Fred. J.*): (The) Mystery of the Shilling Green. The Great British Stamp Forgery. How the Post Office was defrauded of many thousand of pounds in 1872-1873, and how the counterfeit was discovered by Charles Nissen in 1898. By Fred J. Melville. London: Charles Nissen & Co., Ltd., 63 High Holborn, W. C. 1. 19—(1) pp. and 6 plates of Forgeries, showing various corner lettering, 4 pp. adv., 7⅜ x 5 in., paper cover, price 2/- nett.

Here is the story of one of the cleverest frauds ever perpetrated on any government through its stamps. During the early days of telegraphy in Great Britain the service was in the hands of private concerns. In Jan., 1870 the Post Office Department assumed control by purchase. From the start until 1876, the fee payable was one shilling and the 1/- green embossed stamp was used, struck upon the prescribed forms of the ordinary postage stamp affixed to unstamped forms. When this event took place Plate 4 of the 1/- stamp was in use, but on Feb. 20th, 1871, Plate 5 was brought into use and continued until Sept. 30th, 1872, 55,495 sheets of 240 stamps each being printed; or 13,318,800 stamps. Plate 6 went to press March 20th, 1872, and continued until Oct. 15th, 1872, 35,000 sheets or 8,400,000 stamps being printed. Both plates were printed on paper with the watermark "spray of rose". The forgeries are all of plates 5 and 6, some with correct corner letters in pair, others with the corner letters never meant to go in pair. All he forgeries so far found were used on telegraph forms forwarded from the Stock Exchange Telegraph Office, London, E. C., where thousands of shilling stamps were used daily, and the evidence points to complicity between a clerk employed at this office with the forger or gang of forgers. Where pairs are found, one is always genuine, never two forgeries together and are of course unwatermarked. The reason this fraud was not discovered until 1898 is easily explained: "After the Despatch of the telegrams, the forms are filed for a period, in case of errors or questions arising relating to the messages, and then they are stored away for years before being destroyed." At periodical intervals vast quantities of old forms are sent away for destruction. These periodicals holocausts are in the charge of officials and are supposed to be complete. It happens frequently

however, that there are large leakages. The high value stamps used on the forms have a market in the collecting world, and some of the parties charged with the destruction have saved and marketed large quantities, as is shown by the many high values of British stamps with telegraph cancellations in collections. It is known that such leakages occuring prior to 1898 contained many of the forgeries of the 1s. green, but they passed undetected, and were sold by dealers as genuine. It was not until the large leakage of 1898, which fortunately came under the observation of the shrewdest young philatelist of his time, Mr. Charles Nissen, that the counterfeits were recognized and exposed. Another similar leakage in 1910 added fresh evidence of the extensive use of the forgeries. — The contents: I: The Mystery, p. 3; II: The Shilling Telegram, p. 5; III: The Run of the Shilling Green, 6; IV: The Travels of a Telegraph Form, 7; V: A Long-Sustained Scheme; VI: The Genuine Shilling Green, 12; VII: The Counterfeit Plate, 5, 14; VIII: The Counterfeit Plate, 6, 16; IX: A Muse of the Mystery, 18.

HAENE (*A. de*): ETUDE SUR LES FAUX TIMBRES D'EUROPE. A. de Haene, Editeur: Delmarcelle Forian, 12, Avenue Felicien Rops, Namur-Belgique. 1926. 369—(1)—4 (Table de Matieres)—(2) pp., 9⅛ x 6 in., bound cloth, price 10/6.

No general handbook on Forgeries has been published since Mr. R. B. Earee's "ALBUM WEEDS", Third Edition, Part I, 1905; Part II, 1907, published by Stanley Gibbons Ltd., London, now out of print and scarce. To be sure there are many fine articles to be found in the periodical literature both English and Foreign concerning forgeries on which will be founded in the future a great handbook. My "A. P. S. Index" gives several pages of these under Forgeries and also under each country as well.—When I heard of this book by Mr. Haene, I had visions of another Earee's on the stamps of Europe brought down to date, but this book now before me, while of great use is disappointing for it tells of the forgeries and other details concerning them, but the vital thing in a book of this sort is wanting: "How To Detect" as the differences from the original are not given in many instances. There are however enlargements of certain stamps under some countries that point out the differences which are excellent and where given are all that can be desired, see Austria, Belgium, Bergedorf, Bosnia, Bremen, Spain, Finland, Hamburg, Hungary, Italy, Luxemburg, Monaco, Oldenburg, Pas-Bas (Holland), Saxony, Thurn & Taxis. — Contents: Part I: A. General, p. 5; B. Classification, 10; C. Protection of the Philatelist, 17. Part II: The Principal Forgeries of the Countries of Europe, who are given in alphabetical order in French, 36 to 364; Addendum, 365-369. A book well worth the price and of much value to any library.

The Chinese "Bandit Post"

By Carl Crow

ON May 6, 1923, the North bound Blue Express train on the Tientsin-Pukow line was derailed and captured by bandits a few miles South of the station of Lincheng, and a number of foreign and Chinese passengers were captured and taken away by the bandits to be held for ransom. After about a week or ten days of wandering over the hills the bandits and their captives reached the bandit stronghold of Paotzeku, a mountain about 18 miles from the mining town of Tsaochwang, which is connected with Lincheng by a branch railway. The captives numbered about one hundred Chinese and twenty foreigners and they were held in the bandit camp until June 13, when the last captives were released.

Soon after the bandit outrage I went to Lincheng to see if I could get in contact with the captives and I remained there and at Tsaochwang as the representative of the American Red Cross and the American Chamber of Commerce. It was my duty to get food, clothing and other necessities to the foreign captives and later I took on the work of caring for the Chinese captives as well. By an arrangement with the bandit chiefs I sent daily supplies to Paotseku by means of carrying coolies from Tsaochwang.

In addition to the daily train of supplies we ran a daily messenger service, by means of relays, between Tsaochwang and the bandit camp, carrying letters and small parcels. This service was practically uninterrupted during the entire month.

At first this service carried only a few letters a day but as friends from Shanghai and elsewhere began writing to the captives and as they began replying to all the letters they received, we were soon handling from 50 to 100 letters a day each way. Some one nicknamed this service the "Bandit Post" and in my supply car which also served as an office we constructed a rough post box on which was painted the sign "Bandit Post". As we had to take care of an increasing quantity of mail and parcels we had regular mail bags made up, which could be locked with a pad lock. We kept one key at Tsaochwang and the other was sent to one of the captives who opened the mail bags at Paotzeku and saw that the mail was distributed.

The daily or nightly arrival of the mail from the bandit camp was the biggest event of the twenty-four hours at Tsaochwang for it brought us news from the captives. So the "Bandit Post" attracted a great deal of attention and visitors to Tsaochwang were always especially interested to see that we carried on a daily post service through the bandit lines, I may say that the bandits themselves often used our post office.

One afternoon McCann, my assistant, and myself, were killing time wandering around the little village of Tsaochwang when we ran on to an antiquated printing office. I don't remember whether it was McCann or myself who suggested that we had everything a post office needed except stamps and we at once arranged for the printer to print up a few hundred. Our idea was to have some of the 5c. and some of the 10c. variety but the printer inadvertently put a zero after the 5, so the stamps were 10 and 50 cts., although according to the Chinese text they were 5 and 10 cts. I am not sure but I think we printed up 300 of each kind at a cost of $2.

These were all sent to Paotzeku with a supposedly humorous letter to the captives telling them that we had been carrying mail free long enough and that hereafter all letters would have to be stamped. In other words the whole thing was only a joke, designed to while away a tedious afternoon.

The captives began pasting these stamps on their letters which were sent down to us to be mailed. We affixed the usual Chinese post office stamps and forwarded the letters so that a few days afterward letters began arriving in Shanghai bearing the "Bandit Stamps". One newspaper in Shanghai immediately assumed that the bandits had issued the stamps and published a long editorial article on the "impudence and effrontery" of the bandits. About the same time people in Tsaochwang began receiving telegrams and letters from collectors and dealers offering to buy any quantity of the stamps and at most any price. Then an official of the Chinese post office department arrived from Tsinan to investigate the matter and finally an order was issued that no letters bearing these stamps should be accepted at the Chinese post office, even if the letters bore the requisite stamps of legitimate issue. In the meantime I believe a few collectors did get envelopes bearing the "Bandit" stamps postmarked at Tsaochwang and later got the receiving stamp put on at Shanghai but I am quite certain that the "Bandit" stamp never carried a letter through the Chinese post office.

McCann and I immediately gave the newspaper men at Tsaochwang the true story of the origin of the stamps but that only seemed to increase their popularity. Every day we received letters from collectors containing money with which to purchase the stamps. We had a few hundred more printed up to fill this demand and used the money sent us to pay the postage on letters the captives sent down from Paotzeku for us to mail. Altogether there were about 500 of each variety printed. A dealer wanted me to get several thousand printed up for him, but I saw no need to destroy the small value the stamps possessed by flooding the market with them, and no one ever discovered the obscure little printing office where the originals were produced. I have since seen dozens of counterfeits. The stamps, by the way, were not made from wood cuts, but the design was drawn on a lithograph stone. I designed the 10c. variety and to McCann is due the credit for the other one.

Perhaps what I have said may cause some collectors to place a lower value on the specimens they have, for it was never a postage stamp in the true sense of the word, but only an interesting souvenir of a postal service which was maintained between a bandit camp and the outside world.

THE COLLECTORS CLUB.

51 West 48th Street . . New York City

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New Members

Since the July issue of 1926, the following gentlemen were elected members of the Club:

716 Henry A. Perkins, Hartford, Conn.
717 L. G. Barrett, West Roxbury, Mass.
719 Samuel Tanenbaum, New York City.
720 Philip M. Weiss, Cincinnati, O.
721 Malcolm H. Ganser, Norristown, Pa.
722 A. W. Draves, Milwaukee, Wisc.
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728 W. R. Parker, Stockton, Calif.
730 Marshall H. Hancock, New York City.
731 Geo. K. Parsons, New York City.
732 Miss Helen Nason, Paris, France.

Candidates for Membership

The following gentlemen are candidates for membership:

729 J. J. Hilborn, Chicago, Ill.
Proposed by M. H. Hancock.
Seconded by H. Toaspern.

733 Roscoe B. Martin, Forestville, N. Y.
Proposed by H. Toaspern.
Seconded by G. B. Sloane.

734 Chas. Herbt. Greenwood, London, Eng.
Proposed by C. J. Phillips.
Seconded by Edw. Stern.

735 William West, Philadelphia, Pa.
Proposed by T. C. Henry.
Seconded by C. J. Phillips.

736 Max Kathe, Breslau, Germany.
Proposed by Dr. H. Munk.

737 Dr. E. A. Bilhuber, Saranac Lake, N. Y.
Proposed by P. H. Bilhuber.
Seconded by T. E. Steinway.

P. O. Department Helps Boy Collector

The Post Office Department performs many functions with which many of our readers may not be familiar. Recently one of the "outside men" of the department, usually engaged in running down complaints regarding mail matters, spent considerable time and effort to locate "an officer of the New York Philatelic Society" because the Postmaster at New York City had received a letter from a 12-year old boy in South Africa.

In this letter, the boy requested that his letter be turned over to a member of the New York Philatelic Society because he was desirous of exchanging stamps with someone in the U. S.

The postal department, in this instance, located the meeting place of the New York Philatelic Society, where the inspector was given the name and address of the nearest officer of the organization, whom he visited in order to secure a promise that someone would correspond with the boy.

One can easily visualize the pleasure of the boy collector when he receives a reply from a stamp collector in New York City and assurance from the Post Office Department that his letter had been carefully considered in proper manner.

Score for Uncle Sam and Philately.

H. M. KONWISER.

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T. ALLEN

"Craigard" Blake Hall Rd., Wanstead, London, E.II., England

To Connoisseurs and Discriminating Collectors

Do you know I hold one of the finest stocks of RARE British COLONIALS? I pay particular attention to condition and only stamps in the finest possible state will be found in my books. Prices are very reasonable. You will find in many of the most important collections, stamps that have passed through my hands. Ask your philatelic friend what he thinks of Allen's approval selections.

Below are a FEW of many rare items in stock. If there is nothing mentioned that interests you, please don't hesitate to write, as I am sure to have something you need.

If you are a General Collector or a Specialist, you should get in touch with me.

I stock all periods—19th and 20th Century. Let me have your Want List.

Approval selections of rarities. All numbers are taken from Scott's 1926 catalogue.

BARBADOS—1852, White paper. ½d Yellow Green. **Mint BLOCK of 6. No. 5a.**
1873, 5sh Mint. Absolutely the finest centered copy obtainable. Rich deep colour. **No. 43. A gem.**
1892, ½d on 4d. Double surcharge, red and black. Superb used. **No. 69c.**

BECHUANALAND—1887, £5 Mint. **No. 22.**
1889, ½d Double surcharge, one vertical. Mint. **No. 29b.**

BECHUANALAND PROTECTORATE—1888-89, 10sh Mint. **No. 58.**

BRITISH CENTRAL AFRICA—1891, £10 Mint. **No. 14.**
1896, £25 Mint. **No. 42.**
1897, £10 **POSTALLY** Used. **No. 52.**
1897, **"One PNNEY" error.** The centre stamp of a mint block of 9. **No. 53a.**
1903-4, £10 Unused. **No. 69.**

BRITISH EAST AFRICA—1890, ½a, 1a & 4as. Used on Registered entire. **Nos. 1, 2 & 3.**
1898, 50 Rs. Mint. **No. 109.**

BRITISH GUIANA—1850, 8c Green. A superb used cut to shape copy. **No. 4.**
1852, 1c. **An immaculate used copy.** Exceptionally large margins on all sides. **No. 6.**
1860, 4s Mint. **No. 12.**
1856, 4c Superb used. **No. 14.**
1898-99, 2c on 10c. Inverted Surcharge. Unused. **No. 153b.**
2c on 15c. Inverted Surcharge. Unused. **No. 154c.**
1877, Official, 1c. Superb used PAIR, IMPERFORATE BETWEEN. No. 306. A rare and uncatalogued Item.

BRUNEI—1906, 1c Black Surcharge. Superb Used. **No. 1a.**

CANADA—1858, **6d Brilliant MINT copy. A gem. No. 13.**
1899, 2(c) on ⅔ of 3c. **DOUBLE SURCHARGE. Used on entire original.** Uncatalogued and very rare.

CAPE OF GOOD HOPE—1855-58, 1sh Yellow green. Mint. **No. 6.**
1861, 1d **Superb Used PAIR** on small piece of original. **No. 7.**
1863-64, 1d Red. **Mint BLOCK OF 12. No. 12.**
1sh Emerald. **Mint PAIR. No. 15.**
1882-83, 5sh Orange. **Mint. No. 38.**

MAFEKING—1900, 1sh on 4d. **Double Surcharge, one inverted.** Used. **No. 172a.**

CAYMAN ISL.—1907-8, 2½d on 4d. Mint. **No. 20.**
1907-8, 1d on 4d. Mint. **No. 20c.**
1d on 4d. **INVERTED SURCHARGE.** Mint. **No. 20cd.**

CEYLON—1857, 4d **Superb Used. No. 5.**
1857, 6d Unused. **No. 6a.**
1861, 4d Mint. **No. 19.**
8d Mint. **No. 21.**
9d Unused. **No. 22.**
1863, 5d Mint. **No. 40.**
1sh Mint. **No. 43.**
1863-67, 2d **IMPERF.** Mint. **No. 49c.**
2sh. **Mint BLOCK of 4. No. 58a.**
1863-67, 5d **IMPERF.** Mint. **No. 60c.**
1879, 2Rs 50c Mint. **No. 82.**
1885, 5c on 24c Green. WATERMARKED CROWN CA instead of Crown CC. Superb used. Only 4 or 5 copies known.

CEYLON—1903-05, 5c **Mint IMPERFORATE BLOCK OF 4.**
1912, 100Rs Mint. **No. 218.**
500Rs Mint. **No. 219.**

DOMINICA—1877-79, 2½d **Mint BLOCK OF 4. No. 6.**
1883-90, 2½d **Mint BLOCK OF 4. No. 20.**

EAST AFRICA & UGANDA—1903, 50Rs Mint. **No. 16.**
1904, 50Rs Mint. **No. 30a.**
1919, 4c on 6c. **Mint pair. No. 62c.**
4c on 6c. **INVERTED SURCHARGE.** Mint.

FIJI—1871, **Times Express.** 6d Mint. **No. 9.**
1878, 6d Printed both sides. Mint. **No. 44b.**

GIBRALTAR—1889. **VALUE OMITTED (10c) ROSE. MINT BLOCK OF 4 with side Margin of sheet. Probably UNIQUE. No. 23a.**

MOROCCO AGENCIES—1903-5, 50c Mint. **No. 223a.**
1903-5, 1p Mint. **No. 224a.**
2p Mint. **No. 225a.**

GT. BRITAIN—1881, Printed both sides. 1d **Mint BLOCK OF 4. No. 89a.**

Offices in the Turkish Empire—1906, 1pi on 2d. Used BLOCK OF 4 on REGISTERED ENTIRE. No. 61.

HONG KONG—1863-67, **96c Bistre.** Mint. **No. 17.**

INDIA—SCINDE—½a Red. Superb Used. **No. S3.**
Official, 1886, 8as Mint. **No. 219.**

JAMAICA—1917, 3d Mint. **No. 309b.**

KENYA—1921, 50Rs Mint. **No. 17.**

LABUAN—1879, 2c Mint. **No. 1.**
1880-83, 8c on 12c Mint. **No. 12b.**
1Dol on 16c Mint. **No. 15.**
1885, 2c on 16c. Used. **No. 21.**
1894, 2c **IMPERFORATE Mint BLOCK OF 4. No. 50a.**
1905, 25c Mint. **No. 119.**
5 Dols. Used. **No. 121.**
1901, **8c CENTRE INVERTED. Used. No. 206a.**

LAGOS—1884-86, 2s 6d Mint. **No. 23.**
1884-86, 2s 6d Used. **No. 23.**
5sh Mint. **No. 24.**
5sh Used. **No. 24.**
10sh Mint. **No. 25.**
10sh Used. **No. 25.**
1904, 10sh **Mint PAIR. No. 49.**

MAURITIUS—1848, Thick Yellowish paper. 1d Orange. **Superb Used. No. 2a.**
1848, 1d Orange. Superb used. **No. 3c.**
1859, 2d Used. Superb. **No. 14b.**
Dec., 1859, 1d Red. Superb Used. **No. 16.**

MESOPOTAMIA—1918, ½a on 10p. Used on piece of original. **No. 3.**
1918, ½a on 10p. Mint. **No. 7.**
1a on 20p. Mint. **No. 11.**
1a on 20p. Used on piece of original. **No. 11.**
Iraq—1922, 1R on 10p. Mint. **No. 227.**

MONTSERRAT — 1876, 6d BLUE GREEN. MINT BLOCK OF 4.

NATAL—1857, 3d Superb used. **No. 1.**
1864, 1d **IMPERFORATE PAIR.** Mint. **No. 15c.**
1902-03, £20. **SUPERB POSTALLY USED. No. 100.**

NEVIS—1861, Blue Paper. 1d Mint. **No. 2.**
1861. 1d Complete unused reconstructed **sheet of 12. No. 5.**
4d Complete reconstructed unused **sheet of 12. No. 6.**
1867, 1sh Complete unused reconstructed **sheet of 12. No. 12.**
1876, 4d **Mint PAIR. No. 15.**
1d Complete **uncut mint sheet of 12. No. 18.**

NEW BRUNSWICK—1851, 1sh MAGNIFICENT UNUSED COPY. No. 3.
1858, 1sh Superb used. **No. 3.**

NEWFOUNDLAND—1857, 8d MINT BLOCK OF 4. No. 8.
1910, 1c **Mint PAIR, IMPERFORATE BETWEEN HORIZONTALLY.**
1921, 35c **INVERTED SURCHARGE. Mint BLOCK OF 4. No. 203a.**

NEW SOUTH WALES—A fine lot of **Sydney Views,** including a superb **pair of the 3d.**
1854, 8d Orange. An immaculate mint copy with large margins on all sides. A wonderful stamp. A gem. No. 30.
1885-86, £1 Mint. **No. 75a.**

NEW ZEALAND—1855, 1d Used. **No. 1.**
1855, 1sh Used. **No. 8.**
1856-59, 1sh Used. **No. 12.**
1892, 2d, 5d & 6d **Used on an OFFICIAL envelope. A fine piece. Nos. 507, 509 & 510.**

NIGER COAST—1893, ½d on 2½d **Mint PAIR,** one stamp being **No. 22** and the other **No. 19. A rare piece.**

NOVA SCOTIA—1851-53, 6d Mint. **No. 4.**
1851-53, 6d Deep Green. **IMMACULATE USED copy. No. 5.**
1sh Reddish Violet. MINT. No. 6.
1sh Reddish Violet. A beautiful used copy, nothing finer could be obtained. No. 6.
1sh Dull Violet. UNUSED. No. 7.

NYASALAND—1913-15, £1 Mint. **No. 24.**

PAPUA—1907-10, 2d Per. 11x12½. Mint. **No. 36a.**

PERSIA—British Occupation, 3c Superb Used. **No. 1217.**
British Occupation, 9c Superb Used. **No. 1220.**
12c Superb Used. **No. 1222.**
24c Superb Used. **No. 1223.**
1K Superb Used. **No. 1224.**
5K Superb Used. **No. 1227.**

QUEENSLAND—1860, 6d Used. **No. 3.**
1861, 6d **Unused. No. 10.**
1862-63, 2d MINT BLOCK OF 4, HAVING 2 PAIRS IMPERFORATE BETWEEN. No. 14e.

RHODESIA—1890-91, £5 Mint. **No. 14.**
1890-91, £10 Mint. **No. 15.**
1891, ½d on 6d **Complete Mint SHEET of 60. No. 16.**
1891, 2d on 6d. **Complete mint sheet of 60. No. 17.**
8d on 1sh. **Mint block of 4. No. 19.**
1909, £2. Mint. **No. 100b.**
1924, £1. Mint. **No. 141.**

ST. CHRISTOPHER—1882, 4d Blue. **MINT PAIR. No. 12.**

ST. HELENA—1d **Mint BLOCK OF 4. No. 8.**

ST. LUCIA — 1892, ½d on 3d **INVERTED SURCHARGE.** Used. **No. 39c.**

ST. VINCENT—1880-81, 5sh Rose. Mint. **No. 29.**
1880-81, ½d on ½ of 6d. **Mint Unsevered PAIR. No. 30.**
1d on ½ of 6d. Unused. **No. 31.**
4d on 1sh Mint. **No. 33.**
4d on 1sh Superb used. **No. 33.**
1915, 1d on 1sh. **Complete mint sheet of 120.**

SAMOA—1914, 1sh Used on piece of original. **No. 110a.**
1914, 2sh Used on piece of original. **No. 111.**
3sh Used on piece of original. **No. 112.**
5sh Used on piece of original. **No. 113.**

SARAWAK—1889-91, 5c on 12c. **Double surcharge, one sideways.**
1892, 1c on 3c. Unused Pair. **No. 21a.**
1c on 3c. Mint. **No. 23b.**

SIERRA LEONE—1912, £5 Mint. **No. 121.**

SOMALILAND—1902, 3Rs. **INVERTED** Surcharge. Mint. **No. 11a.**

SOUTH AUSTRALIA — 1860-69, 10d on 9d. Used. **No. 24c.**
1867-74, 9d Used. **No. 49c.**
1868-75, 10d on 9d. Used. **No. 61.**

SOUTH WEST AFRICA—1923, 1d Mint **PAIR, Nos. 3a & 4a.**

STRAITS SETTLEMENTS—1894, 32c Mint. **No. 80a.**
1899, 5c Mint. **No. 90a.**
1904, 25 Dollars Mint. **No. 120a.**
100 Dollars Mint. **No. 120b.**
1908-11, 25 Dollars Mint. **No. 145.**
1915, 100 Dollars Mint. **No. 168.**
1921-22. 100 Dollars Mint. **No. 195.**
500 Dollars Mint. **No. 196.**

JOHORE—1876, 2c Used. **No. 1.**
1904-08, 50 Dollars Mint. **No. 73a.**
100 Dollars Mint. **No. 73b.**

NEGRI SEMBILAN—1899, 4c on 8c Mint. **No. 16.**

TRENGGANU—1910, 25 Dollars Mint. **No. 11.**

SUDAN—1906-11, 1M Mint. **No. 304a.**
1906-11, 2M **Mint PAIR. No. 305a.**
5M Mint. **No. 307b.**
5M Used. **No. 307a.**

TASMANIA—1853, 1d Used. **No. 1.**
1856-57, 2d Used. **No. 8.**
1856, 1d Used. **No. 10.**
1892-99, £1 Mint. **No. 83.**

TOBAGO—1879, 5sh Mint. **No. 5.**
1882-84, 6d Mint. **No. 18.**

TOGO—1916, 1sh Mint. **No. 86a.**

TONGA—1893 (½d) on 1d. **SURCHARGE OMITTED. Unused. No. 15a.**
1895, 1d Used PAIR. **No. 29b.**

TRANSVAAL—1875-77, 6d **USED PAIR. No. 41b.**
1902-3, £5 Mint. **No. 267.**
1908, 1d Used. **No. 285.**

TRINIDAD—1855-60, **1d Complete mint sheet of 54 stamps. No. 13.**

TURKS ISL.—1873-79, 1sh Used. **No. 6.**
1881, ½d on 1d. Mint. **No. 11a.**
2½d on 1sh. Mint. **No. 26.**

URUGUAY—1866, Imperf. 5c Blue. Mint BLOCK OF 150 stamps from the unknown setting. No. 30.
1866, Imperf, 10c Blue green. Complete Sheet of 200 stamps. A rare and magnificent piece. No. 31a.
Imperf. 10c Yellow green. Block of 100. Mint. No. 31.

The above items are from the famous recent find and are well worth securing, as another opportunity will never occur. They will prove a fine investment. A certificate will be given guaranteeing the exact details of the find.

VICTORIA—1860-62, 6d Used. **No. 60.**
1867-78, 5sh Mint. **No. 120.**

WEST AUSTRALIA—1854-57, 6d Used. **No. 4.**
1860, 6d Mint. **No. 16.**
1865-79, 2d Mint. **No. 31a.**

ZANZIBAR—1895-96, **Nos. 3c, 4b, 5c, 6b, 7b & 17c used** on entire original, mostly se-tenant with normal stamps. A rare piece.
1913, 30Rs Mint. **No. 136.**
40Rs Mint. **No. 137.**
50Rs Mint. **No. 138.**
100Rs Mint. **No. 139.**
200Rs Mint. **No. 140.**

T. ALLEN

"Craigard" 5 Blake Hall Rd., Wanstead, London, E. 11, England

PHILIPP

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The following offers may give you a little

GERMAN COLONIES—Surely we are the foremost house for these stamps. We have practically everything that you have been seeking in vain elsewhere. We possess every rarity or error, e. g.

MARIANNA ISLANDS WITH DIAGONAL SURCHARGE. (Scott Type I.)

BATUM—Scott Nos. 5, 115-120, 122, 137-139.

BULGARIA—1884, 5 on 30s, blue and brown, surch. black.

CENTRAL LITHUANIA—Errors, 4m on 50sk, 10m on 50sk.
4m on 60sk, 10m on 60sk, 4m on 75sk, 10m on 75sk.
Only a few sets exist.

COLUMBIA—Airpost 2c carmine-rose, black surch., unused and used.

HANOVER—Scott 24, 10g green. Original sheet of 120 and id. blocks of four, unused.

LITHUANIA—Scott 55, 50sk light green, but with inverted centre.

AIRPOST—Scott 430a 50c on 10auk, inverted surch., 1 Lit on 5auk, deep blue and yellow, like No. 431, but the little arches under "auks" yellow instead of white.

LUBECK—Scott No. 3c 2s brown, value in words reads: "SWEI EIN HALB."

MOLDAVIA—Scott 2, 54 Parale blue on green.

PRUSSIA—Telegram sets, complete set used.

RUSSIA—Scott 39, 3½r, black and gray.
Scott 40, 7r, black and orange.
Both in very fine mint blocks of four.

VLADIVOSTOK AIR POST—Some values acquired by hazard and a complete set also.

SAXONY—No. 1 3p red, unused and used, loose and on letter; various pieces from $40 to $100, according to quality.

SWEDEN—3s blue green with "death's head."

SCHLESWIG—Official Stamps 1919, surch. C.I.S. Complete set.

WIESBADEN—Local stamps issued by the authorities. We are the only house possessing really genuine copies in such an abundant choice.

STAMPS ON COVER

BERGDORF—4s brown, **unique pair.**

BREMEN—Scott 13, 7gr yellow, perf.

BRUNSWICK—Scott 14, 15, 18b, every value alone on letter.
Scott 6 bisected, a first class letter.

MECKLENBURG STRELITZ—Scott 2 ⅓sr. green—in strip.
Scott 3 1sch violet.

OLDENBURG—Scott 5 ⅓g green.

PRUSSIA—Scott 1 4pf green, **block of 12** on one letter together with 5 copies of ½gr (=6pf, Scott 2).

REUNION—Scott 1 15c blue.

ROMAGNA—Scott 7 6c yellow green.
9 20c gray green.

SCHLESWIG-HOLSTEIN—Scott 16, 1¼s blue and gray, type II, pair on letter. One of the rarest German stamps on letter. Missing in nearly all collections.
Scott 7, 4s bistre.

ALBANIA—1907, Italian Occupation. Scott, Italy 204, 10 Para on 5c green, unused, $8; used..... **$5.00**

ALLENSTEIN—3 Mark black violet with inverted surch., unused, $50; used. **60.00**

AUSTRIA—2.50k on 3k ochre, Scott 576, but with inverted surch., unused.... 25.00

BADEN—Scott 25, 30kr Orange, **5 copies on letter** 190.00
Scott 31, 12kr yellow, **4 copies on one letter** 1,250.00

BAVARIA—Scott 1, 1kr gray black with silk thread. Scott 157, 5pf green, but with inverted surchg., unused 1.00

BERGEDORF—Complete genuine set, unused 6.00
½s dark blue instead of light blue.... 3.00
We also possess it used!
1s tête bêche, unused 15.00
1½s tête bêche, unused 3.00

BULGARIA—1915, 3st on 1st lilac unused. 4.00

DANZIG—44 60pf magenta
47 1M carmine
48 2M gray blue, unused or used } 110.00

We beg to consider, that the most of these stamps offered usually are forgeries and that our items are guaranteed genuine. We further possess nearly all varieties of Danzig.

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Rudolf Mosse—Code.
Berlin C. 2

idea of the immensity of our stocks:

DENMARK—Provisional issue of 1926: 7ö on 27ö, 7ö on 8ö, on officials; 7ö on 1ö, 7ö on 3ö, 7ö on 4ö, 7ö on 5ö, 7ö on 15ö, 7ö on 20ö, 7ö on 100. Mint set..... 1.25

GERMANY—1¼m vermillion and magenta. Scott 157, but **with wmk. Quatrefoils. instead of lozenges.** Only a few pieces in stock unused..... 40.00
used 13.00

Airpost—1922, 3mk blue, error without network, mint 40.00

One of the rarest German stamps.

Scott 237a, 5000m blue, Wartburg, Imperf. 30.00

Offices in China.
Scott 33, 1m; 34, 2m; 36, 3m; 35, 5m, but with comma instead of dot on "i" of "China," unused.... 1.25

GREAT BRITAIN—1sh green, the famous forgery of 1867, used as a genuine stamp, used..... 30.00

HANOVER—Original sheets of 120 stamps:
Scott 19, 1gr rose, the sheet 40.00
Scott 20, 2gr blue, the sheet 150.00
Scott 27a 1gr perce in arc, red gum, the sheet 180.00

LIBAU—Hand Stamped surcharges in red and violet on 2½pf gray, used, surcharge and cancellation are absolutely genuine 19.00

LITHUANIA—Scott 61-68, 3kop-70kop. Russian stamps surcharged provisionals for Southern Lithuania, unused 125.00
used 75.00

POLISH OCCUPATION—Over print: Samorzad-Warwiszki—
50m Carmine and ochre..... 4.00
100m Orange and brown..... 5.00
200m Black and rose..... 50.00

NORTH-INGERMANLAND—
Scott 14a, 10m brown-violet, **centre inverted** 50.00

RUHLEBEN—1915, Post of the interned Englishmen at the camp of Ruhleben.
Complete set of 16 values, unused 19.00
set of 11 values, unused 6.00

SAAR—Scott 57a, 10pf orange surch. inverted 5.00
Scott 71b, 25pf brown, dark blue, **imperf.** 1.50
Scott 89a, 20c on 50pf gray, black, imperf. 1.00
Scott 85a, 3c on 20pf tête bêche perf. 12½ 1.50
The same, perf. 10½..... 2.00
Scott 80, 3Mk brown-black, centre inverted 25.00

SAXONY—Essays of 1855, black on gray, ½, 1, 3ng, set of three..... 4.00
The three values in blocks of four.... 12.50

SCHLESWIG—40pf violet (No. 9) with error "SLESV.G", without I, unused 1.25
used 2.50
Scott Nos. 1-10, 2½pf-75pf **imperf.**.... 40.00
Essays of the first plebiscite issued. Mint 6.00

SPAIN—Error, Scott 308, 4p lake instead of violet 65.00

SUEZ— 1 cent black 5.00
5 cent green 2.50
20 cent blue 0.25
A small issue and only a few copies in stock!

SWEDEN—Scott 93 55ö pale blue and Scott 95 80ö black, both together.... 125.00

Errors Scott 437, 7ö on 10ö on 30ö brown and Scott 438 12ö on 50 on 30 yellow, together..... 125.00

TUSCANY—3 lire ochre, pale colour, with guarantee letter of Dr. Diena.. 200.00
With little defect at the right corner.. 350.00
Beautiful copy, unused..... 750.00
Splendid copy, used..... 800.00

Visitors of Berlin should not forget to visit us, our enormous stocks are really worth to be seen. Our Mr. Kosack will be at your disposal with great pleasure, if you announce your arrival some time before.

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64 pages, full of sensational advertisements

Containing stamps of all countries and issues, from the cheapest to the first class rarities.

Free on Request! Free on Request!

Palestine and Trans-Jordan

A Great Collection

I have for sale on behalf of a client the finest Specialized Collection of these two Countries in existence.

It is mounted in 16 "Aldwych" loose-leaf Albums and contains about 25,000 mint and used Specimens including singles, pairs, blocks and full sheets and is written up, and illustrated by over 1,700 drawings of Transfer, Plate, and Overprint varieties.

The actual stamps displaying these varieties are shown both in situ and in detail, the owner having worked on the plan of proving beyond question the constancy of them throughout the various printings.

Summary of Contents

Scott's Catalogue 82nd Ed. 1926

Palestine

No.	Complete Sheets	Blocks with Control	Other Copies
1.	—	5.	13.
1A.	4. (Transfers B. D. F. G.)	5.	76.
2.	1. (Transfer F.)	10.	54.

3-311. Complete sheets or panes of many values, large blocks of all, and many thousand copies of all values in blocks, strips, etc., showing varieties of Plate, Setting and Overprint.

Trans-Jordan

No.

1-11. Complete sheets or panes of many values, and many hundred copies of all values in blocks, strips, etc., showing varieties of Plates, Setting and Overprint.

No.

12-27. 75 copies unused and used, including all values, and showing different Perfs. Colours of Surcharge, Inverteds, Doubles, etc.

28-29. One of each unused.

30-52A. 252 Copies unused and used with 10 P. 2 and 20 P. 3, and showing different Perfs. Colours, etc., as before.

53-63. 339 Copies unused and used, including a reconstructed setting of the Overprint, many errors, Inverteds, Doubles, etc.

64-72. Full sheets of 4 values, 258 other Copies showing errors, etc.

73-83. 146 Copies including a complete unbroken double setting (48 stamps) of 4 M.

84-90.

92-102. 120 Copies with pair and 2 singles of No. 100. and singles of 96A and 101

91-a, b, c. Full sheet and 21 other copies.

103. 14 copies

104. 31 copies, 1 P. 2, 1½ P. 2.

105-112. Full sheets of all values in Gold and in Black and 89 other copies.

113-121. Full sheets of all values and 225 other copies.

Issue of August 1925. Full sheets of all values, many singles, etc.

Issue of November 1925. Full sheets of all values 1 M. to 2 P. large blocks of other values and hundreds of specimens in blocks, singles, etc., showing errors and varieties.

301-305. Partly reconstructed sheets of all values, 90 other copies.

306-311. Complete sheets of all values and over 50 other copies.

Issue of November 1925. Large blocks, etc., of all values.

Also many hundred uncatalogued stamps and varieties.

A detailed catalogue of the collection will be sent to any Philatelist seriously contemplating a purchase and every facility given for prolonged examination either personally or by Agent.

The Price is $12,500.00

I have no hesitation in saying that although of only modern production, no stamp being issued before February 1918, the issues of these two Countries offer a finer field for study and specialism than those of any other country in the whole world.

JNO. J. DARLOW, Major

40 Northwick Avenue, Harrow, England

Specialist in the Stamps of Palestine and Trans-Jordan
Collectors, want lists solicited
Rarities in stock

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NOTICE

MR. FRANK GODDEN begs to inform clients that he will be in New York from about October 12 to 25 in charge of many important British Exhibits in the International Exhibition. He will also carry a very fine display of rarities in British, British Colonials, Europeans and Americans, and will be glad to meet any serious Collectors, who are advised to communicate with him at - - - - - - - -
THE COLLECTORS CLUB,
51 West 48th Street
New York

FRANK GODDEN, Ltd.
359 STRAND,
LONDON, W. C. 2,
ENGLAND.

SEFI, PEMBERTON & COMPANY LIMITED

STAMP DEALERS - PHILATELIC PUBLISHERS

THE PHILATELIC JOURNAL OF GREAT BRITAIN

Our Managing Director

Mr. ALEXANDER J. SEFI

will be attending the

NEW YORK EXHIBITION

and, at our

STALL (No. 31)

hopes to have the privilege of meeting old friends and to make the acquaintance of Collectors previously unknown to him.

Correspondence may be addressed to him for a few days before the exhibition:

c/o Mr. Toaspern,
Collectors Club Building,
51 West 48th Street,
New York, N. Y.

During the Exhibition:

c/o The International Philatelic Exhibition,
Registration Booth, Fourth Floor,
Grand Central Palace,
New York, N. Y.

TELEPHONE MAYFAIR - 2780

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Large Stock of Rarities of All Countries

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During 192 many fine SPECIALIZED COLLECTIONS will be sold by us at public Auction:

1. SUPERB COLLECTION of U. S. A., including the early Postmasters' Stamps on covers, and other rarities.
2. GREAT RARITIES OF ENGLISH COLONIES IN SUPERB CONDITION.
3. SPECIALIZED COLLECTIONS of Mauritius, British Guiana, N. S. W. (Sydney Views), Ceylon, Tasmania, Trinidad, etc.
4. Great rarities of Europe and other Countries. Also Stamps on covers, pairs, blocks, etc.

CONDITIONS OF SALE.

1. Cash in Belgian money plus 10%.
2. *All orders are executed free of charge, and limits may be given in foreign currencies.*
3. *All Stamps are guaranteed* genuine and as described, all errors of description entitling the purchaser to return lot or lots wrongly described.
4. *Catalogues profusely illustrated free on application.*

If you wish to buy rarities in the best possible condition, write at once for our *Monthly Auction Catalogue.*

REDUCED PRICES!

FAMOUS HARRISCO "Quality-Bilt" COLLECTIONS

GENERAL COLLECTIONS

	Each	Per 3 Packets	Per 10 Packets
1,000 All Different (100 packets $45)	$1.00	$2.00	$4.75
2,000 All Different	2.50	6.00	18.00
2,000 All Different, mounted	3.00	7.50	22.50
1,500 All Different	1.75	3.50	11.00
3,000 All Different	6.00	16.50	.....
3,000 All Different, mounted	6.25	17.50	.....
4,000 All Different, hinge-mounted in 8 large books; a specially-prepared collection catalogue over $125!	12.95	36.00	.....

	Each Collection Regular Price	Reduced Summer Price
5,000 All Diff. (3 for $50.00)	$21.00	$17.50
5,000 All Diff., hinge-mounted in 10 large books; cat. value about $200; very fine! (3 for $54.00)	21.85	18.50
6,000 All Diff., hinge-mounted	31.50	27.00
8,000 All Diff., hinge-mounted	65.00	50.00
10,000 All Diff., mounted, wonderful lot!	87.50	75.00
12,000 All Diff., mounted	123.50	110.00
15,000 All Diff., alphabetically hinge-mounted	225.00	199.00
20,000 All Diff., mounted	449.00	375.00
25,000 All Diff., mounted	845.00	775.00

PORTUGUESE COLONIALS

Wholesale prices on Portuguese Colonies have increased fully 50% since last year. Our Lisbon correspondent advises that many stamps fairly plentiful before have now completely disappeared from the market. Moral: Buy NOW before our old stock is exhausted and prices go up!

	Each Collection Regular Price	Reduced Summe Price
500 All Diff. (3 for $13.50)	5.50	$4.75
500 All Diff., mounted	6.00	5.00
1,000 All Diff., mounted	17.50	16.95
1,500 All Diff., mounted	45 00	43.50
2,000 All Diff., mounted	117.50	112.50
2,500 All Diff., mounted	180.00	169.50
3,100 All Diff., mounted; 20th century issues practically complete, all finely selected copies, with many rarities. The biggest bargain in our whole stock	450.00	395.00

BRITISH COLONIALS

FACE DIFFERENT! A magic word which designates a huge increase in the value of any British Colonial collection. We all know that countless hundreds of British Colonials, alike on their face, are distinguished by differences in types, paper, perforations, watermarks, etc. When you buy a collection of Colonials, be sure that it contains "face different varieties" only, for these collections will catalogue from 20% to 30% more than the "ordinary kind" and are far superior in every way.

The collections offered below contain major varieties only—ALL FACE DIFFERENT—(no watermark or perforation varieties) assembled strictly according to the Scott catalogue; selected copies, carefully mounted with hinges (alphabetically) in large books.

For the collector who is weak in British Colonials, they are wonderful. For the dealer, good profits can be made by purchasing any of the collections and reselling the stamps at retail.

	Each Collection Regular Price	Reduced Summer Price
500 All Diff. (3 for $7.00)	$3.00	$2.60
500 All Diff., mounted (3 for $7.50)	3.25	2.75
1,000 All Diff, (3 for $24.00)	10.00	9.00
1,000 All Diff., mounted (3 for $26.00	10.50	9.50
1,500 All Diff. (3 for $65.00)	25.00	22.50
1,500 All Diff., mounted	26.00	23.00
2,000 All Diff., mounted	52.50	47.50
2,500 All Diff., mounted	105.00	85.00
3,000 All Diff., mounted	200.00	160.00
4,000 All Diff., mounted	475.00	375.00

FRENCH COLONIALS

Mounted in Books	Each Collection Regular Price	Reduced Summer Price
500 All Diff. (3 for $8.00)	$3.25	$3.00
1,000 All Diff. (3 for $26.00)	11.95	10.00
1,500 All Diff. (3 for $75.00)	35.00	27.50
2,000 All Diff.	67.00	55.00
2,500 All Diff.	115.00	95.00
3,000 All Diff.	167.50	135.00

Harrisco Collections have Scored a Sensational Success. You will Marvel at the Supreme Quality and Value Built into these Splendid Collections. And Remember that Every One of Them is Guaranteed to Please or your Money will be Promptly Refunded.

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H. E. HARRIS & CO.

WORLD'S LARGEST WHOLESALE DEALERS

535 COMMONWEALTH AVE. BOSTON, MASS.

Every Visitor to the Exhibition is cordially invited to inspect my stock of Postage Stamps issued before 1880.

In Booths Nos. 24 and 26, I shall be happy to meet *you,* and show *you* the class of stamps which I consider the soundest investment for my own funds, and which, after some 36 years experience, I can recommend to my customers as the best and soundest stamps to purchase.

I have arranged a collection of 19th Century stamps in Scott's loose leaf album and after each country that I prefer as an Investment, I have inserted from two to thirty extra pages, and here I show the *finest selected specimens* of the early *imperforate stamps* that I have been able to buy from correspondents all over the world and which are now offered for sale, mostly for the first time.

Prices are marked as low as possible for extra fine copies, and are strictly net in all cases.

Every stamp on sale is priced in plain figures. Come in, look them over, see if this is the class of stamps from which *you* will like to receive approval selections during the coming season.

STAMPS ON COVERS

Stamps used on the original covers or envelopes are in increasing demand by those collectors who are interested in the Historical side of Stamp Collecting, and by students in general who can so often prove by stamps on covers, the order in which the various shades and colors appeared and the rarity of many "Rates of Postage" to Foreign Countries.

I have been seeking for interesting covers for some years, and I can now offer the choice from my carefully selected stock.

UNITED STATES

One volume contains many hundred fine covers, among them, several New York 1845, U. S. City Dispatch, Carrier Stamps:

1847, 5c. and 10c. about 50 covers.
1851, 5c. imperf., 2 singles on covers, and a fine lot of most issues up to 1875.
U. S. Patriotic Envelopes. A fine lot of used.

CONFEDERATE STATES

GENERAL ISSUES. Several hundred covers with many of the lithographed large stamps, 5c. green, 5c. blue, 10c. blue, 10c. rose and scarce cancellations in singles and pairs.

BRITISH NORTH AMERICA

A superb lot of all the Provinces, among them I note:

CANADA. On covers, 6d. laid, 10 copies.
" 6d. wove, 7 and a pair.
" 7½d. green, 3 on covers, and rare thus.
" 10d. blue, 6 on covers.
" 3d. Imperf., Laid, Wove, Ribbed and Perf., a grand lot in singles and pairs, Later issues to 1875, several hundred covers.
NEW BRUNSWICK. Fine lot of "pence".
" Bisected stamps used for half value, and "cents" on covers.
NOVA SCOTIA. Superb lot of "pence".
" "Pence" bisected in many combinations.
NEWFOUNDLAND AND PRINCE EDWARD ISLAND. Interesting early issues.

Among other interesting stamps on covers, I draw attention to grand lots of Belgium, Denmark, Chili, Uruguay, early issues (superb lot), Mexico, Ecuador, West Indies, India, Australians, old German States, etc., etc.

WANTED TO PURCHASE FOR CASH

Fine specialized collections of British North Americans, early Australians, and British Colonies in general. Also single rarities, unused, used and on covers of all countries up to 1870. I do not cater for the "Boy Trade" nor do I retail sets, packets, or 20th Century Stamps.

CHARLES J. PHILLIPS

Specialist in Issues before 1880

10 West 86th Street NEW YORK

and Oct. 16th to Oct. 23rd Booths Nos. 24 and 26, at The Stamp Exhibition.

Visitors to the Exhibition

will find at our Booth an attractive display to suit all classes of Collectors. Sets, Packets, Counter Albums of U. S. and Possessions. Rare stamps for the advanced. Inspection invited.

At our MAIN OFFICE, 116 NASSAU ST., we carry an extensive stock of U. S. STAMPS, incl. Envelopes and Covers as well as FOREIGN. Special attention is hereby called to our superb volumes of "mint"

BRITISH COLONIALS

THE 20th CENTURY include nearly all rarities of WEST INDIES, GIBRALTAR, MALTA, CYPRUS, LAGOS, etc., and foot up net $12,000 alone.

THE 19th contains many choice early pieces incl. blocks.

MEXICO

Early in November we shall sell at AUCTION the finest collection of early Mexicans ever dispersed, it will require four sessions. The property of Mons. Raymond Marty of Paris. Catalogs on request. Inspection invited.

J. M. BARTELS CO.

116 Nassau Street, New York

Telephone Beekman 1409







The Spanish Government Has Authorised This Issue Which Will Circulate Only During 3 Days

The Stamps will be on sale in the 70 principal Cities of Spain, and can be used for inland as well as foreign correspondence.

The Stamps form a beautifully engraved set of six different designs corresponding to the highest artistical work of Messrs. WATERLOW and SONS, LONDON.

We recommend these stamps as having a sure future, taking into account the small quantities printed, and the certain attraction that they will have for philatelists as a good investment.

We call your attention to the fact that these stamps are to be sold at *face value withouth any overprice,* and have franking power to the full face value, therefore they must be considered as REGULAR POSTAGE STAMPS and not as other charity issues.

This is a feature that will have all the sympathy of the intelligent collectors and that places very high the Spanish Government.

At the same time similar stamps, but printed in different colours, will be issued in Tangier and Spanish Morocco.

SPECIAL TERMS to the STAMP TRADE on application.

NOTE.—During the three days of circulation a special cancellation will be used in Madrid only, and to those who desire it, I can address on covers by registered or insured post.
On such SETS I charge ONE Peseta for Expenses.

M. GALVEZ

CRUZ, 1 **MADRID, 12**

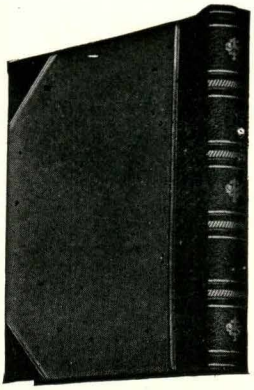


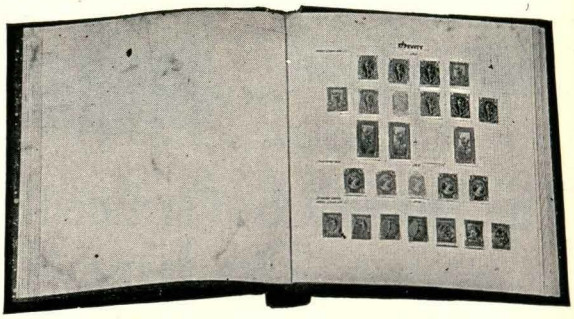




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BLANK LOOSE LEAF ALBUM

Half bound in morocco leather decorated with gold and comes in three colors, red, blue or green. The pages are best quality linen paper, gold edged and with quadrilled background. The book will open flat anywhere, as the pages are linen hinged and interleaved with glassine paper, the only sure protection for chalk surfaced stamps. A felt lined box to match the color of the binder is furnished with each album.

1. **Small size, 50 pages**—Binder size 10¼"x10¾". Page size 8½"x10¼". Quadrille background size 7"x8½". **Complete book $11.50. Additional leaves 12c each. Binder alone, with box, $5.50.**
2. **Medium size, 40 pages**—Binder size 13½"x13¼". Page size 11⅜"x12⅜". Quadrille background size 10½"x11½". **Complete book, bound in green only, $13.50. Additional leaves 15c each. Binder alone, with box, $7.50.**
3. **Large size, 40 pages**—Binder size 13¾"x14¾". Page size 12"x14". Quadrille background size 10½"x12½". **Complete book $16.50. Additional leaves 20c each. Binder alone, with box, $8.50.**
4. **Small size, 100 pages**—Dimensions the same as No. 1. The binder is all buckram and the pages half the weight and not gold edged. **Complete book $10.00. Additional leaves 6½c each. Binder alone, with box, $3.50.**

POSTAGE AND EXPRESS EXTRA.

INTERNATIONAL PHILATELIC EXHIBITION

NEW YORK, OCT. 16th to 23rd, 1926

Our many customers are cordially invited to visit us. We will occupy two booths on the right hand side as you enter.

The pick of our U. S. and foreign stock will be on view for your inspection together with a complete line of philatelic accessories.

We desire to purchase for prompt cash, to any amount, single rarieties or collections, so don't fail to bring along anything you have to offer.

We hope you will have an enjoyable time and if we can be of any assistance don't fail to call on us.

ECONOMIST STAMP CO.

87 Nassau Street :: :: :: New York City



I shall personally attend the Exhibition in New York from October 8th to 27th, 1926, (Pennsylvania Hotel), and would like to personally meet my customers and philatelists who might be interested in my books of rarities and collections or who desire to show their collections.

I am a cash-buyer of anything rare in old German States or Europeans entires, singly, in Block, or on cover; Brit. Colonials, South America, etc.

Write now to my continental address:

Heinrich Köhler, Berlin W. 8, Friedrichstrasse 166

in order to make appointments and to correspond concerning your wants or about what you might have for sale.

SPLENDID STOCK

All countries. (Send your wants).

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All first class rarities, single and on covers, of Old German States, Europe and all other countries.

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HEINRICH KÖHLER

BERLIN W. 8, (Germany) Friedrichstrasse 166

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GIBBONS CATALOGUE, 1927

(Published in England on October 12th)

This, the world's most comprehensive stamp catalogue, has been extensively revised for the new edition. Many important price changes have been made, while the lists of Denmark, the Italian group, Niger Coast, North Borneo, and Orange River Colony, have been considerably amplified and improved.

WHOLE WORLD VOLUME:

In handsome binding, gilt-lettered, $4, post-free.

IN TWO SEPARATE VOLUMES:

Part I, British Empire, $1.75, post-free.
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SPECIAL INTERLEAVED EDITION, (For notes, clippings, etc.):

Part I, $2.75, post-free.
Part II, $4.50, post-free.

The Catalogue is also obtainable from leading American dealers.

STANLEY GIBBONS' MONTHLY JOURNAL

A new volume starts with the October number, in which the first Supplement to the above Catalogue appears.

For interesting and authoritative articles, timely Market Hints, valuable features, and world-wide news, this magazine cannot be beaten.

Subscription 60 cents a year (20 months $1). Specimen free.

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A rapidly increasing number of American collectors are availing themselves of this service, which fills want-lists, or sends fine selections of any country or issue, all on approval, and with no obligation as to amount of purchase. The most reliable Approval service in the world.

STANLEY GIBBONS, Ltd.

Dept. 26, 391 STRAND, LONDON, ENGLAND

The "Exhibition Auction"



SEVENTH SPECIALIST SALE

Thursday and Friday, October 21-22, at 2 P. M.

At the request of the Exhibition Committee, no New York auction dealer will hold a sale during the Exhibition, except the one designated as the "Exhibition Sale", which will be held by me. It has been most carefully put together to please the visitors; and to many it will give the opportunity of seing how sales are conducted in New York. There will be 450 lots sold each day, and the sale will take about two hours, which will permit of getting away early to dress for the Exhibition Banquet, and for other evening entertainment.

There will be about 450 lots of fine U. S. and foreign and the same number of lots of stamps on cover. The SEVENTH SPECIALIST "Exhibition" SALE will be shown at my office from October 8th to day of sale.

My exhibition booth is No. 34, 'twixt the two most famous philatelic organizations, the Collectors Club and the Hot Stove League.

At my new office I have every conceivable accessory for collectors, as well as a full line of Scott's albums, catalogues, packets and handbooks.

Mr. Richard Roberts and Mr. Frank Godden of London will make their headquarters at my office during the Exhibition.

HERMAN TOASPERN

Collectors Club Building

51 West 48th Street **New York, N. Y.**

"Just a Half Block From Fifth Ave."



INTERNATIONAL AUCTION SALE

held regularly

in ZURICH, Switzerland

Next sale: November 1926.

List of Prices realized at our September sale, including the collection of **"Swiss Postal Cancellations"** of **Baron A. de Reuterskiöld,** sent on application. Price Sw. fr. 3.00.

If you are not yet on our mailing list—write us to-day; you are sure to benefit.

—o—

E. LUDER-EDELMANN & CO.

76 Bahnhofstrasse

ZURICH

Sales of this year included:

Specialized collections of Austria, Hungary, Switzerland, German States, E. Roumelia & S. Bulgaria, Baron A. de Reuterskiöld's "Swiss Postal Cancellations"; many general collections—Europe and Overseas, etc., etc.

MINT BRITISH COLONIES
IN OUR WOODWARD SERIES OF RETAIL APPROVAL SELECTIONS

Despite the fact that this SERIES was presented to collectors right at the height of the Summer period the interest shown has been considerable and the percentage of sales much higher than on any line of books we have ever had. Note the following:

SUMMER SALES SURPRISE

46 books, of this new series, were returned to us between July 26th—August 6th inclusive. The 46 books contained 2,926 stamps in the aggregate. Sales (including 9 complete books) numbered 1,114 stamps or THIRTY-EIGHT PER CENT of the entire number. That's RESULTS!!

IF

you are a collector interested in MINT BRITISH COLONIES, (of course we have other countries as well) this series will benefit you considerably. The list includes, among others, the following countries (some countries grouped): Canada, Newfoundland, Antigua, Barbados, Bermuda, Br. Honduras, Falkland Is., Grenada, Australian Commonwealth, Cyprus, Gambia, Gibraltar, Gold Coast, Jamaica, Lagos, Malta, Mauritius, Natal, Niger Coast, Orange River Colony, Montserrat, New South Wales, New Zealand, Queensland, Rhodesia, Saints, Samoa, Sarawak, Sierra Leone, South Australia, Straits, Tasmania, Trinidad, Turks Is., Turks & Caicos, Victoria, Virgin Is., Western Australia, etc., etc.

Every stamp is unused, in excellent condition and best of all is PRICED ATTRACTIVELY—as sales show—at NET PRICES—WHICH PRICES ARE AT A LIBERAL DISCOUNT FROM CURRENT CATALOGUE QUOTATIONS. In addition to this we allow a SPECIAL DISCOUNT OF 15% on purchases over $1.00 net for prompt returns. Where the entire booklet is kept the discount is about 25% from marked prices, which will mean an average cost of little more than half catalogue—very low for this class of stamps.

Send In Your Application, With References, Today

ON TO NEW YORK IN OCTOBER

You will find the MARKS STAMP CO. located at BOOTH No. 6 during the entire period of the Exhibition

WE WILL BE GLAD

to meet all of our past and present friends and patrons together with the hundreds of new attendants to this Exhibition.

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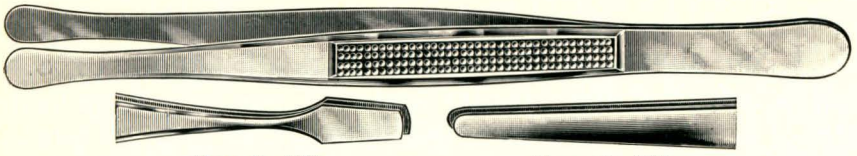
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