

The Collectors Club PHILATELIST

Volume 48 Number 6
November 1969

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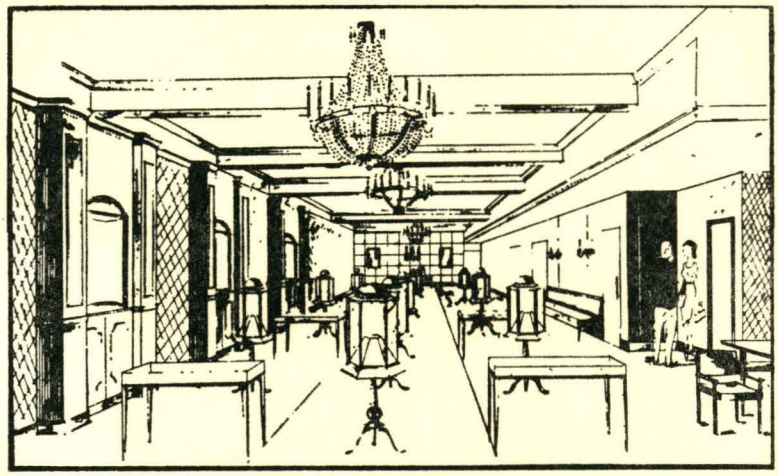
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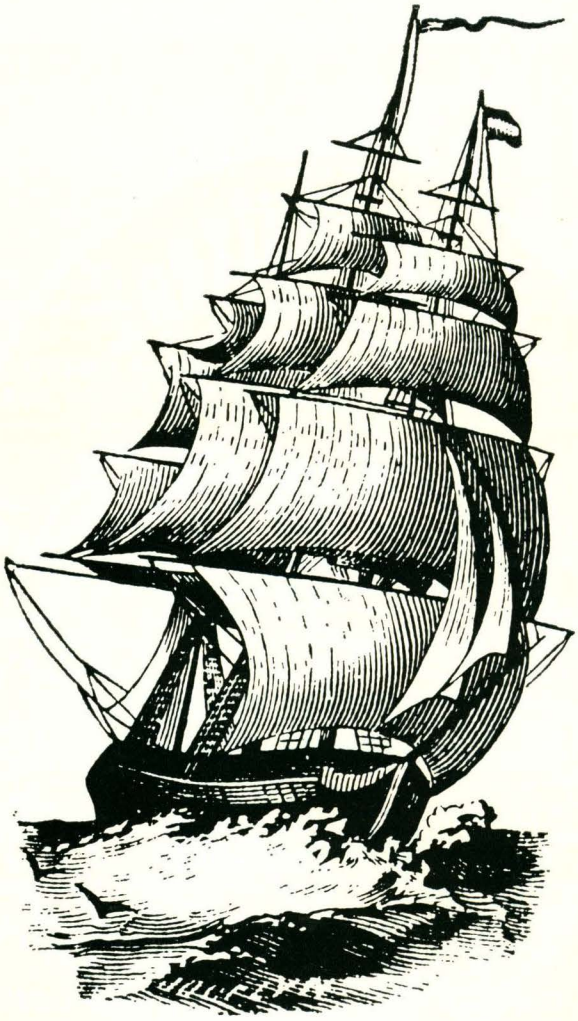
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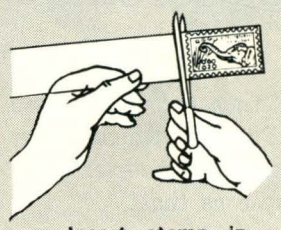
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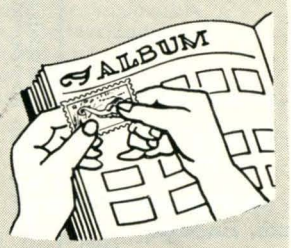


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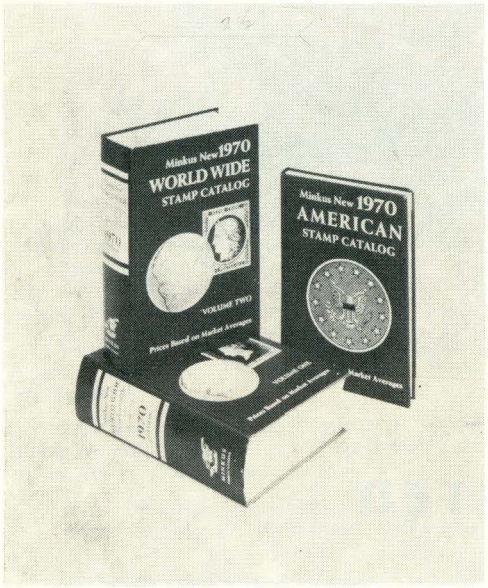
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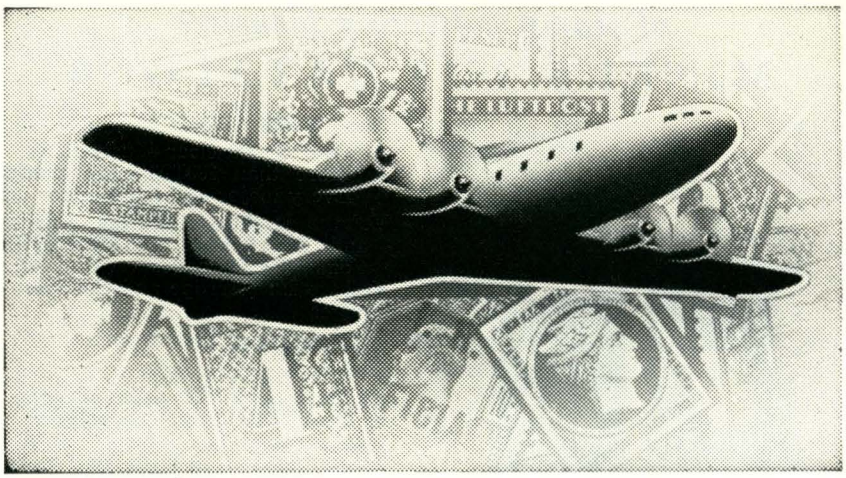
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happens

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Table Of Contents

Editorials 332

Letters To The Editor 333

Uncommon Use Of Common Stamps 334
United States. 1865 Cover From Fort Craig, New Mexico

United States (Henry M. Goodkind) 335
The 1911 Vin Fiz Air Mail Stamp (Part 2)

Clubhouse 355
Reports Of The Meetings and New Members

Book Reviews 369

Library Acquisitions 374

The Collectors Club
PHILATELIST
Volume 48 Number 6
November 1969

Editorial

A Real Philatelic Exhibition

There are now only a few philatelists whose experiences with international philatelic exhibitions goes back thirty years or more. Those few who are still active in philately and can remember the past, look at the philatelic exhibitions held in America in the past few years with deep feeling of disappointment. Yes, there were a few rather good exhibitions. Others were mediocre while some were very bad. Too many second-rate, relatively unknown philatelists have run these stamp shows. Actually, there has not been one outstanding, truly first-class philatelic exhibition in the Western Hemisphere for more than a decade.

It is easy to place the blame for this regretable record. But in the end, this accomplishes nothing. Instead, those who sincerely believe that a top-notch philatelic exhibition has been lacking, should get to work and show the philatelic world how beautifully philately can go on public display. There is a good chance that soon this might happen.

A prime reason for so many second-rate philatelic exhibitions is because of a desire to cater to the so-called "average collector" and type of material that he can afford to collect. Little attention has been paid to the true philatelic gems because those in charge believe that an exhibition of philatelic rarities and valuable material is nothing but an act of discrimination by a small group of snobs, who fortunately have the money to buy the better material.

This is entirely incorrect. By definition, a snob is a pretender, who tries to display a higher rank, culture or knowledge than the facts warrant. Consequently, a philatelist, who possesses top grade philatelic material and has a knowledge of it, is no pretender nor a snob. To set a high standard for philately and to seek to place it on a high level is a great service. It is a disgrace to have this falsely branded by ignorant provincials as snobbery.

The time is due to stage a great philatelic exhibition in America in one of the leading stamp centers of the world where thousands of people interested in collecting stamps are nearby to come and see what has been put on display. The public attendance at some of the more recent philatelic exhibitions has been terrible. Only a handful of people paid to attend the show.

In America, there is just one outstanding stamp center — the city of New York. Also, the place where the exhibition will take place is most important. It should be in one of New York's world famous hotels.

Philately can look beyond its own field. The art world is one that deserves more attention that we have given it in the past. It so happens that we reside near New York's Metropolitan Museum of Art. A few years ago, the famous "Mona Lisa" was sent from Paris' Louvre Museum to New York's Metropolitan for a three-month public display. Never have we seen such crowds flocking to see this. The lines would start forming early in the morning, long before the museum opened. By 10 a. m. the lines on weekends extended for more than five city blocks. There were people of all ages, from the very young to the old ones.

It is exactly the same with philately, Often I have talked before stamp clubs throughout the United States. The audience is fairly polite. The trading does not stop completely when the guest speaker begins to talk. You can hear noises and shuffling about in the audience. But when the valuable 24-cent 1918 air mail inverted center is mentioned, the entire audience perks up and listens.

Consequently, a real philatelic exhibition in America has certain fundamental requirements. It must be staged in THE philatelic center — New York

City. It should be located in one of New York's leading hotels. It should try to exhibit as many of the philatelic gems as possible. Competition for prizes should be forgotten. Instead, invitations to exhibit should be sent to the owners of philatelic rarieties all over the world. Thus, there will be no judging, no sponsorship by European dictators who masquerade under the guise of being international. There will be nothing but a real philatelic exhibition displaying the "Mona Lisa" and the "Rembrandts" of philately. Each invited exhibitor will receive a handsome souvenir in appreciation for his exhibition.

Actually, the idea of such an invitational philatelic exhibition is nothing new. Leading philatelists all over the world have been suggesting such a stamp show for more than thirty years. Also financial support has been promised for such an invitational philatelic exhibition.

Philately in America has wallowed too long with mediocre exhibitions where the emphasis has been upon the wrong things. Instead the day is here when the wonderful world of philately with all its shining gems should be exhibited in a philatelic center where people will flock to come and see. Philately should try to stage a show in the most tasteful and beautiful surroundings. Let us make the dream a reality.

Letters To The Editor

A Newspaperman Wants Stamp News

A friend recently gave me a lot of back numbers of a stamp magazine to which I have been subscribing for a number of years. I had read these numbers when they were published. But they brought back to me what good articles on stamps had been published 40 years ago, and what drivel is being published today. The contents today are made up mostly of handouts which are not even re-written, so the same wording appears in all stamp publications.

I had decided I would not renew my subscription when it expires. Now I find that another stamp publication to which I am a longtime subscriber devotes all its space to write-ups of countries, clubs and people, but says practically nothing about stamps. What it does say is usually erroneous.

When I read your editorial in the September COLLECTORS CLUB PHILATELIST, I realized that other collectors feel as I do. I hope these stamp magazines wake up to the fact that stamp publications are supposed to carry articles about stamps. Who cares who is president of the Blankville Stamp Club way out West except the members of that club?

J. V. Nielson, Jr.
"The News and Courier"
Charleston, South Carolina

Vin Fiz Imperial Junction, Calif. Message

Editor Goodkind's article on the 1911 Vin Fiz stamp on page 282 illustrates and describes the written message on the Figure 9 post card that was mailed from Imperial Junction, Calif. on November 4, 1911. He wrote that the message was "Calbraith carried this on his flight (three words illegible) . . ."

There also is a message on Figure 12 that reads: "Carried by Calbraith on his Wright Model Ex racing aeroplane from Tucson to Phoenix."

It is my opinion that the message on Figure 9 reads: "Calbraith carried this on Wright Model Ex racing . . . "

William R. Towsley
Fairbanks, Alaska

Uncommon Use Of Common Stamps

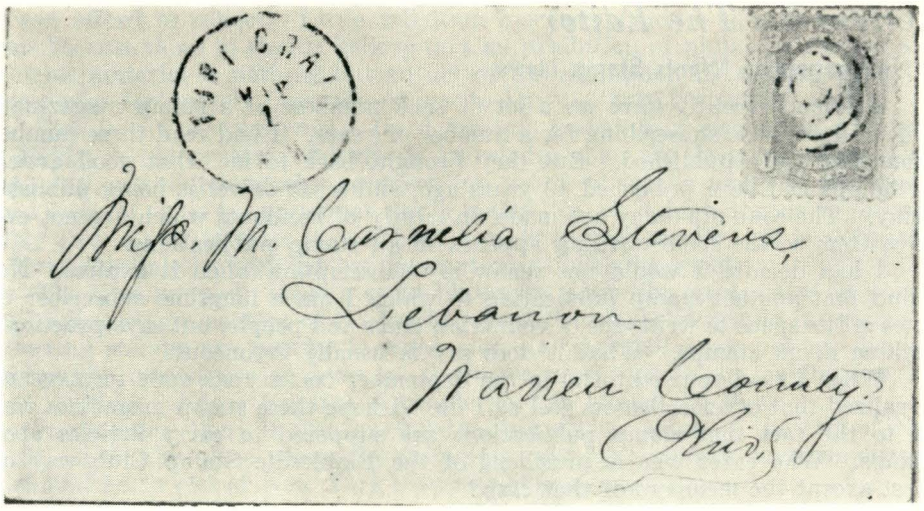
What our readers wish to see is a properly used cover having a common stamp that catalogs for $10 or less. But on cover this item's value is many times the standard catalog price for the stamp off cover, either unused or used.

You may own such material. Then it is hoped that you will send it to The Editor, Collectors Club Philatelist, 22 East 35 Street, New York, N. Y. 10016.

United States

1865 Cover from Fort Craig, New Mexico

The cover illustrated has a 3-cent rose of the 1861 issue (Scott No. 65). Although this is a common stamp, its territorial use on a cover cancelled at Fort Craig, N. M., is far from common. The May 1 cancellation refers to the year 1865. *(Clarence E. Taft)*



(Photo by Boutrelle)

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For over 40 years, The Collectors Club has published numerous Handbooks relating to almost every field of philately. Some have been sold out long ago, now only being obtainable at an auction sale at prices far above their original selling price.

See Page 378 for the books currently avaliable.

United States

The 1911 Vin Fiz Air Mail Stamp (Part 2)

By Henry M. Goodkind

(Continued from Page 286)

8. *A 1969 Discovery. Vin Fiz Stamp On Piece of Post Card.*

In working on this census of the Vin Fiz stamps, I had accounted for seven copies, three mailed in Texas and four in California, but nowhere else. If more copies would come to light, most likely they, too, would have been mailed from Texas or California.

In June, 1968, I was invited to be the banquet speaker at the 75th Annual Convention of the Texas Philatelic Association in Dallas. One very active in this organization is a member of the Collectors Club. Also, he is a journalist by profession and writes a weekly stamp news column for the "Dallas Morning News."

The Figure 8 Vin Fiz stamp in my collection was the one addressed to the "Dallas News." While in Dallas, I learned that the 1911 "Dallas News" is now the "Dallas Morning News." This sparked an idea. I told my friend that I would send him a story about a valuable air mail stamp that was closely

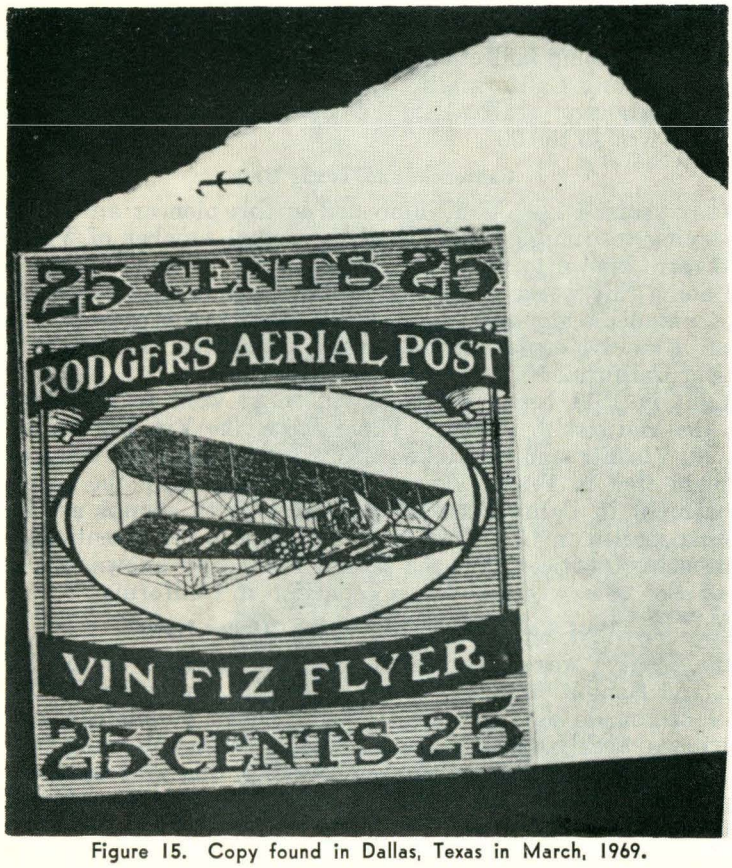


Figure 15. Copy found in Dallas, Texas in March, 1969.

associated with his newspaper. Figure 14 shows what appeared in the February 10, 1969 stamp column of the "Dallas Morning News."

Action came quickly. The front cover of the February, 1969 "The Texas Philatelist" shows a 1912 Vin Fiz picture post card and on the back cover is address side of this card with the written message mailed from Corsicana, Texas to Fisher, La, in 1914. This has no connection with the flight and is solely a post card advertising the soft drink.

On pages 2, 3, and 4 is an article, similar to the one that appeared in the "Dallas Morning News," with the title "Cinderella Texas-Sized" by Sid Pietzsch.

But just one month later, the real action occurred. A new and previously unknown copy of a Vin Fiz stamp turned up in Dallas, Texas (Figure 15). Here are the details of the story about this copy as I first recorded it in the "Aero Philatelist Annals" of July 1969:

1911 Vin Fiz Air Mail Stamp
Third Unused Copy Found

In our January number, on pages 77-78, the well-known professional philatelist, Herman Herst, Jr. wrote about finding a second unused copy of the valuable pioneer air mail semi-official stamp, the 1911 Vin Fiz, issued for the historic Calbraith Rodgers first Trans-continental flight across the United States. As Mr. Herst wrote:

"The stamp had been reposing, unrecognized as the rarity that it is, in a rather nondescript stamp collection which recently came into the possession of a collector in El Toro, California."

The price this copy realized in the Herst February 26, 1969 auction in New York City was $5,750.00!!

California and Texas Only

For many years, I have been interested in this pioneer air mail stamp and have been trying to compile a census of the actual number of Vin Fiz copies, unused and used, known to philately.

While doing this work, a most interesting fact became evident to me that perhaps other students may have overlooked. I say this because I found nothing written that of the five copies known used on post cards, three were from Texas and two from California.

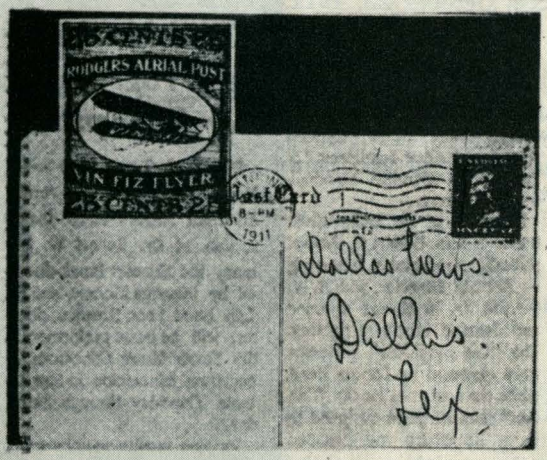
The flight in 1911 began in Brooklyn, N. Y. went to Upstate New York and across the Midwest to Illinois. From there, the Vin Fiz plane flew south to Texas. No Vin Fiz stamps are known used until the later third of the flight when the plane flew in Texas. Then, there is a gap until the very last leg of the Vin Fiz flight in California; two post cards with stamps are known from there (another mailed in California has just come to my attention).

Furthermore, I noticed that the second mint copy known, the one sold in the Herst auction sale, was found in a collection in California.

Post Card Addressed To The "Dallas News"

In June, 1968, I was invited to be the guest speaker at the 75th Annual Convention and Exhibition of the Texas Philatelic Association in Dallas. Consequently, I had made some friendships with Texan philatelists, including the one who writes a weekly stamp column for the "Dallas Morning News."

When the Vin Fiz stamps made news earlier this year as a result of the $5,750. copy in the Herst auction sale, I happen to have remembered that the copy of the Vin Fiz stamp I own is on a post card mailed from San Antonio,



Vin Fiz flight cover mailed from San Antonio and addressed by the pilot's wife to the Dallas Morning News is a valued item in Henry Goodkind's collection of airmail stamps.

The Stamping Ground



Early Flight Carried Gems

By H. ROWLAND

Lured by a $50,000 offer from publisher William Randolph Hearst for the first coast-to-coast airplane flight, a young pilot took off from Brooklyn Sept. 17, 1911, in a Wright biplane and landed in Long Beach, Calif., almost three months later.

Few recall the airman was Galbreath Perry Rodgers, but many stamp collectors are familiar with the "Vin Fiz flight" because of the superscarce labels stuck to postcards carried at intervals on the trip.

Scott doesn't list the labels which were issued to promote a popular soft drink, but there is growing sentiment to include them among locals or provisionals in Scott's U.S. Specialized. Two mint copies are known, one going on the auction block this week, and the other bringing $4,600 some years ago.

Illustrated is a card addressed by the pilot's widow and mailed from San Antonio Oct. 22 to The Dallas Morning News. It is from the collection of Henry Goodkind of New York City. Of the five known covers or cards, three are from Texas. One was posted in Dallas and another in Waco when the frail plane made stops for repairs. A total valuation of the five covers is about $5,000.

In the cover shown, the Vin Fiz label had been saddled across the top, but Goodkind had loosened it so it could lie flat for better display.

How many Vin Fiz cards or labels remain in the attics of Texas and Oklahoma? No one knows. How much are they worth? One card bearing the label but which was not carried on the flight turned up in a recent London auction. Not knowing what he had, the auctioneer valued it at around $20. Wiser American collectors bid up its value to almost $1,000.

Figure 14. "The Dallas Morning News" stamp column of February 10, 1969. (Photo by Boutrelle)

Texas October 22, 1911. It is addressed to:

Dallas News
Dallas, Texas

This sparked an idea. I had Adrien Boutrelle make a photograph of my Vin Fiz post card and sent it to my newspaper friend, the philatelist, who writes the weekly stamp column for the "Dallas Morning News." Also, I sent him a copy of the January, 1969 *Aero Philatelist Annals* that had Mr. Herst's article.

Consequence No. 1 is illustrated by Figure 14, which shows what appeared in the stamp column of the "Dallas Morning News" of February 10, 1969.

Consequence No. 2 appears in Figure 15. This photograph was sent to me from my friend in Dallas early in April of this year with the following letter:

"Dear Henry:

"As you expected, the article in the 'Dallas Morning News' did turn up another Vin Fiz and I am enclosing the photograph of it which will be run with my column on Monday. As you can see, it is still sticking to the torn part of a post card and the picture that remains on the other side is of part of an airplane with a man's portrait — the pilot (?) — in a circle.

"The owner is a longtime stamp collector, a retired insurance man with a heart condition, and an occasional dealer and dealer's helper. The fragment with the Vin Fiz stamp attached was discovered in another one of those old collections. This one was a single album which he had purchased for $35, not because of any stamps therein but because his wife had admired some first day covers it had contained and he had hoped her interest would tone down some of her complaints about his own affliction.

"Actually, the label is none too impressive as you can see. There are scruffs at the top right border and in my estimation it is trimmed too close. What the destruction of the post card will mean, I cannot say, but the stamp appears sound and whole."

The Third Unused Copy

Word has just reached me that this newly-found Vin Fiz copy has been sold by private treaty for $2,500. by a New York auction firm that had handled some of the past sales of this 1911 air mail rarity. Upon inspection, this copy from Texas showed that the tear in the upper righthand corner practically separated the corner from the rest of the stamp. Thus, if one tried to remove the stamp from the torn piece of post card, the corner would probably fall off. This defect obviously affected the price of this copy. But the news from Texas is that the owner is exceedingly happy with the price he secured for his Vin Fiz stamp and only hopes he can come upon another stamp like this one.

Now, already in the first few months of 1969, two previously unknown copies of this valuable Vin Fiz stamp have appeared — one in Texas, the other in California. I would not be surprised to see a few more Vin Fiz stamps, either unused or used on post cards, come to light in the next year or so in collections that have been laying around in California and Texas. *(H. M. G.)*

Unused Or Used Copies

Up to this point, eight Vin Fiz stamps affixed to pieces of mail are known as follows:

five Vin Fiz stamps on picture post cards
one copy on a postal card
one copy on the back of a cover
one copy affixed to the back of a torn picture post card

Of these eight copies, only *three* (see Figures 6, 8, and 11) are tied by

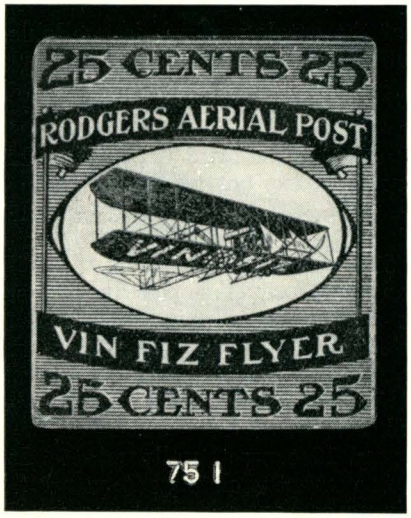


Figure 16. The second unused copy that came to light early in 1969. (Courtesy of Herman Herst, Jr.)

cancellation. Five Vin Fiz stamps (see Figures 5, 9, 12, 13, and 15) are uncancelled. Each one could be floated off and one would have an unused copy (without gum).

Two Unused Copies Now Known

The existence of an unused copy of the 25 cents Vin Fiz stamp had been known for many years. This was confirmed when the auction sale catalogue of the Thomas A Matthews U. S. air mail stamp collection by H. R. Harmer, Inc. of November 4, 1964 appeared. Lot 9 is described as follows:

"Unused, small faults at bottom right, very fine appearance. Only 5 copies exist and this is the ONLY UNUSED VIN FIZ COPY KNOWN."

This copy is shown at the beginning of this article as Figure 1.

The uniqueness of this unused copy remained until early in 1969 when Herman Herst, Jr. of Shrub Oak, N. Y. publicized the news that he had been commissioned to sell in his February 26, 1969 auction sale a mint copy of the Vin Fiz stamp. Mr. Herst wrote the story in the "Aero Philatelist Annals" of January 1969[16] and the pertinent parts are quoted:

"A stamp which has been regarded for many years as unique, when mint, will lose its unusual status, with the news that after 58 years, a second mint example of the United States 1911 Vin Fiz stamp has been found. The stamp had been reposing, unrecognized as the rarity that it is, in a rather nondescript stamp collection which recently came into the possession of a collector in El Toro, California.

"The label, for that is actually what it is, was submitted to me, who recognized it immediately, and advised the fortunate owner that he had on his hands one of the highest priced 'Cinderella' items known to philately. Not recognized by Scott, since it is a private emission, the stamp is listed by the Sanabria Catalogue. A mint single is priced at $7,500.00.

"The only other mint example known of the stamp was sold by H. R. Harmer, Inc., of New York, on November 4, 1964, when the world-renowned collection of air mails of Thomas Matthews, of Springfield, Ohio was sold. It brought $4,800.00.

"The stamp will be offered in my auction, to take place at the Hotel Americana in New York on the evening of February 26, 1969. The stamp is

illustrated on the cover of the catalog, which is available to those requesting it, who address me at Shrub Oak, N. Y. 10588."

This copy is illustrated as Figure 16. The description in the Herst auction catalogue was as follows:

"San. #2 1911 VIN FIZ. Fine Mint never hinged single, clean and fresh; barely noticeable corner crease, not visible on face; this is the first airmail stamp issued in the U. S. (A reserve of $3,000 has been placed on this lot by the owner)."

The stamp — Lot 751 — brought $5,750.

Some comments upon the aforementioned auction sale catalogue are called for. The 1911 Vin Fiz air mail stamp is listed in the "Sanabria Air Post Catalogue" as the United States semi-official air mail stamp No. 2. *Stamp No. 1 is the 1877 Buffalo Balloon stamp, so that this is the first air mail stamp in the United States, not the Vin Fiz.* Also, the 1877 Buffalo Balloon stamp is the world's first air mail adhesive.

Secondly, is this Figure 16 copy actually mint? It has gum on the back. But is the gum original to correctly classify it as mint o. g.?

At this time, there is no correct and final answer to this question of gum. This is the first and only Vin Fiz stamp known with gum. To confirm that the gum is original at least one more copy with gum must be examined and the gum on the back of both copies compared. Here again is an example of uniqueness preventing the philatelic experts from expressing an opinion. Will a second copy with gum ever come to light? Or a third and a fourth? Will the gum be the same on all copies? Consequently, not having further evidence at this time, I prefer to be on the conservative side and call both the Figure 1 and the Figure 16 copies unused.

Ten Vin Fiz Stamps Now Known

Up to the present time, as previously described, ten copies of the 25 cents Vin Fiz stamp are known as follows:

Three cancelled (Figures 6-8-11)
Five uncancelled (Figures 5-9-12-13-15)
Two unused, one with gum (Figures 1 and 16)

Again, I wish to refer to the article in "Stamps" of June 17, 1933[17] because, after the mention of the copy on a card to Cologne, Germany, two more Vin Fiz stamps on post cards are described as follows:

"In 1928 I came to this country and began at once to delve into the details of the Vin Fiz flight. I heard of a pamphlet mentioning the air mail feature, and not so long ago acquired a copy myself. Out in California I learned the following year from the former municipal amusement director at Long Beach that he had endeavored, but failed, to raise funds for a local monument in memory of this early bird, who was killed there shortly after the trans-continental flight. My informant recalled the last name of the pilot's married sister in New York, so upon my return I called every party of that name until I located the right one. When I visited the lady and explained that I was compiling material for a history of the pioneer postal flights and was anxious to obtain a specimen, my attention was drawn to a framed specimen on the wall. I offered to pay a sum to charity for it, but the lady did not want to part with it as she had received it from her sister-in-law. However, I was favored with photostats and Mr. Rodgers' sister added encouragingly that her mother had received a similar card from her daughter-in-law which was out in her country-house on Long Island and I could have it next time she went there.

"This was at the end of 1929. The publishers of *The Historical Air Mail*



Figure 17. Artist sketch of the Vin Fiz stamp. (Courtesy of Herman Herst, Jr.)

Catalog wanted to include descriptions of the "Pioneers" and I agreed to write up a few of them. I told what I knew concerning the Vin Fiz air mail and incorporated reproductions of the card mentioned."

Thus, the author, Erik Hildesheim, indicates that the Vin Fiz stamp owned by Rodgers' sister was "reproduced in the Historical Air Mail Catalogue." This, therefore, must be the Figure 9 copy, the one cancelled Imperial Junction, Calif. November 4, 1911. When previously describing this Figure 9 copy, I said that I did not know where it presently is. It may still be in the possession of Mr. Rodgers' sister or her family. When I was corresponding about ten years ago with Mr. Charles S. Wiggin (see Figures 18 and 19) he maintained that this item had disappeared and accused a stamp collector of stealing it. No one knows, because this Imperial Junction, Calif. Vin Fiz stamp has not been seen for many years.

A Vin Fiz Stamp No Longer Exists

The article in "Stamps" of June 17, 1933 called "A Story About the Vin Fiz Air Mail" concludes with what one can truly call a weird tale. Let me quote this portion:

"The following summer I left for South America and while there read in an air mail magazine that a Vin Fiz card had been found in an ash can by a Long Island schoolboy.

"The incident received nation-wide publicity in the newspapers. It was therefore not difficult upon my return to reconstruct the various stages of this event. First I inquired of the lady who promised me the second card when I might expect it. The reply was that the card had been stolen. Then I wrote to the dealer who had bought the Vin Fiz card from the boy. The youngster had submitted it to him because he edited an air mail column and he informed the boy that it was a rare item and offered him either a flat sum — incidentally the same amount that I had suggested to the lady — or would handle it on commission. The boy decided upon immediate cash.

"I secured the name of the boy and one Sunday I drove out to see the boy who readily admitted that he had entered the premises without permission and his mother offered to refund the money he had received for the card. This was acceptable to the dealer, also to a party who had bought and resold the card and to the final purchaser, none of who would actually lose any money on the transaction. Thus the card would be returned to Rodgers' sister. The collector

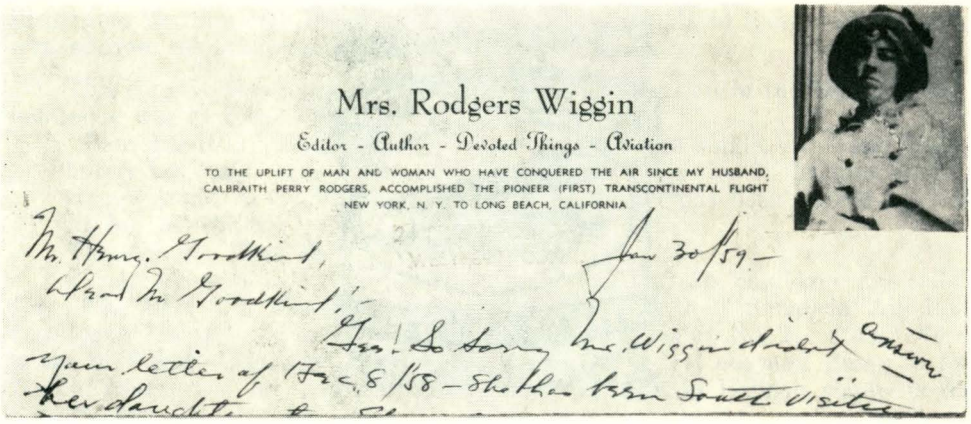


Figure 18. The top of Mrs. Mabel Rodgers Wiggin letterhead. (Photo by Boutrelle)

however, as the last purchaser made the justified demand that he see a written confession from the boy (which was procured) before giving up the card.

"Here, however, fate interfered. Before the arrangements could be completed, the collector having the Vin Fiz card smoked one night in bed. The bed cover caught fire and he was burned so severely that he died shortly afterwards.

"The party having sold him the Vin Fiz card was instructed by the widow to sell her late husband's air mail collection, but this specimen was not among the items.

"I asked the middleman to find out from the widow the whereabouts of the Vin Fiz card, if possible, as he opined that the collector had bought it because he was interested in the Rodgers family, which hailed from the same city, and might have made someone a present of it. Before this party could comply with the request, the lady ended her life and the present existence of this Vin Fiz card is unknown."

Artist's Drawing

Herman Herst, Jr.'s January 23, 1969 letter to me had several very pleasant and interesting surprises. First of all, he wrote that he had heard from England and had received photos of the Bute postal card to Cologne, Germany; he sent me one which is illustrated as Figure 13. As previously explained, this item had been known for years, but to the best of my knowledge, no one in the United States had seen what it exactly looked like until Mr. Herst received these photographs.

Here is what Mr. Herst wrote me about the second item:

"The more interesting thing is that in the same (British) collection, was the original artist's sketch for the Vin Fiz stamp itself. I now have it in my possession, and it will be in one of my Spring sales. The Airplane in the center has been done in pencil, while the art work in the vignette, and the wording is done in white ink and India ink. If you would like to see it, I would be glad to send it along . . ."

I replied thanking for all this new and enlightening information and asking that this "original" artist's sketch please be sent me. I had photographs of this sketch made (Figure 17). After I had studied this piece, I returned it with sincere thanks to Mr. Herst and also sent him a photograph. He offered this artists' sketch in his May 14, 1969 auction sale as Lot 1087E and later reported that it realized[19] $475.

As the collectors of proofs, essays and original artist sketches know, when the original artwork for a stamp's design later comes on the philatelic market, it usually bears the artist's signature and is dated. Figure 17 shows exactly how this item appears; there is no signature, no date nor any accompanying notation. Therefore, there is no way of telling whether Figure 17 actually is an "original" artist's sketch for the design of the Vin Fiz stamp. I asked Mr. Herst what he knew about it. He replied that his January 23, 1969 letter to me disclosed all he knew. This item had been in a collection in England and he was commissioned to sell it. How and when it reached England is not now known. One could turn over a copy of one of the Vin Fiz stamps to an artist today and pay him to make a sketch of the stamp. It is unfortunate that this item is not documented, signed and dated.

Mrs. Mabel Rodgers Wiggin 50 Years Later

At this point, the philatelic story of the Vin Fiz flight is being interrupted to describe two people closely associated with the 1911 first flight across the United States. In 1959, 1960 and once in 1961, it had been my good fortune to meet and correspond with Mrs. Mabel Rodgers Wiggin, the widow of Calbraith P. Rodgers, and her second husband, Charles S. Wiggin, who had been on the Vin Fiz flight as an expert mechanic. These contacts permitted me to ask both Mr. and Mrs. Wiggin many questions — solely philatelic — about the printing, production and use of the 25 cents special Vin Fiz air mail stamp.

Meeting the Wiggins was due to Mr. Irwin Heiman, the well-known New York stamp professional. In 1958, he had sold at auction a Vin Fiz stamp. Mrs. Wiggin was curious about its value and attended the sale. Afterwards, she introduced herself to Mr. Heiman and they conversed for a short time. A few days later, Mr. Heiman told me of this and suggested that I, as a leading aero-philatelic student, should contact Mrs. Wiggin. I did this with high anticipation of learning much new information.

Mrs. Wiggin came once to visit me here at the Collectors Club but Mr. Wiggin came to the club five times without his wife. In addition, I have a file of thirteen letters written between the Wiggins and me from 1959 to 1961. Figures 18 and 19 illustrate the Wiggin letterhead and the type of envelope they used. These are shown because they graphically illustrate how devoted they were to the memory of the 1911 Vin Fiz flight.

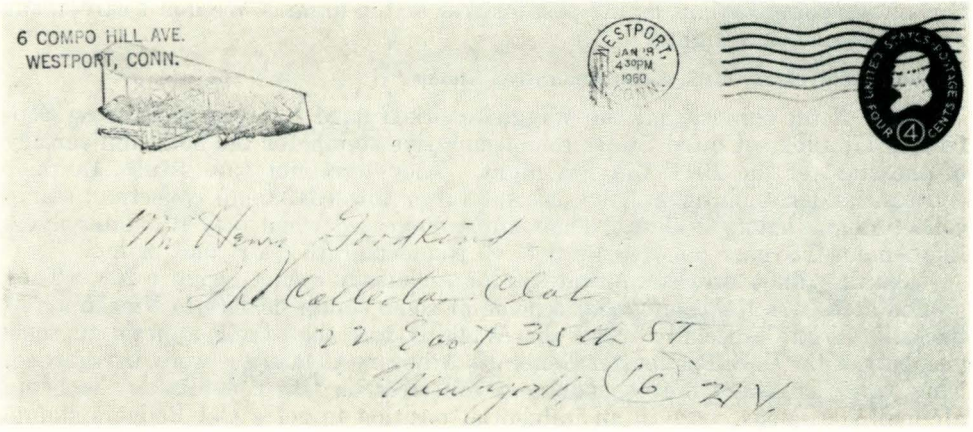


Figure 19. Every envelope that the Wiggins mailed had the Vin Fiz plane rubberstamped in the upper lefthand corner.

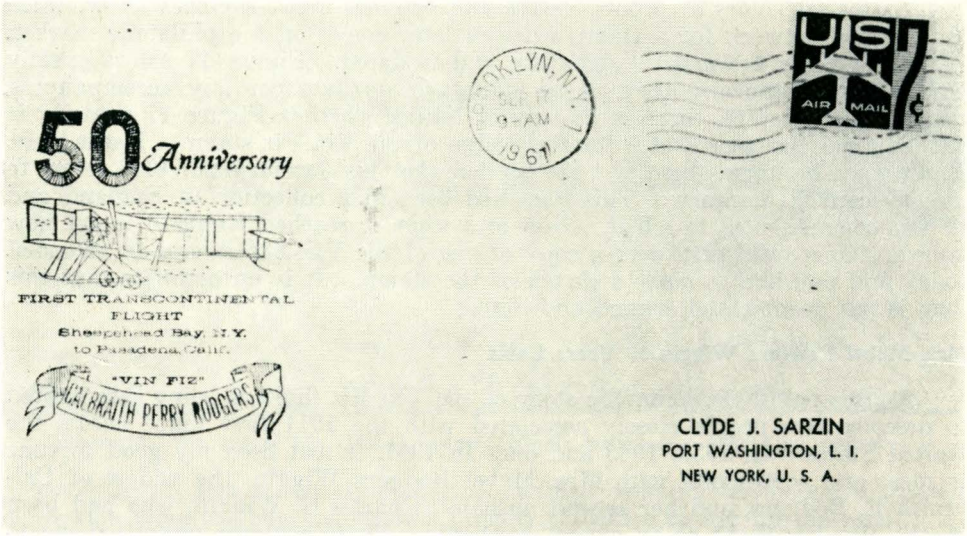


Figure 20. The 50th anniversary private cachet postmarked September 17, 1961, exactly fifty years after the Vin Fiz flight started, in the same place, Brooklyn, N. Y.

As an inquiring philatelist, I did not get very far with either Mr. or Mrs. Wiggin. They were dedicated to early aviation and honoring the memory of Calbraith P. Rodgers, who they felt never had been given the recognition he had deserved as one of America's greatest pioneer aviators. A part of a letter that Mr. Wiggin wrote me on November 25, 1959 clearly shows this:

"Cal Rodgers depicts my way of life — love of adventure. It lurks in our views. In our Early Bird Organization we love our oldsters. I was in World War I, you see, and met many of the early pilots. You see I am a Vintage Wine pilot — 1910, not 1919. So many people now ask me if I knew this fellow or that fellow. I find out he was a 1920 flyer. 'Boy,' I say, 'go back 10 years before that. We were the real early birds."

On February 2, 1960 Mr. Wiggin wrote me:

"May I tell you one thing. Mrs. Wiggin, formerly Mrs. Calbraith Rodgers, is interested in only one thing — the actual, true history of her husband's great feat and her own actions as the postmistress of the flight. We don't care about any other person's flight."

No 50th Anniversary U. S. Commemorative Stamp

One of the things, that the Wiggins worked hard for, was to have on September 17, 1961 a United States commemorative stamp for the 50th anniversary of the start of the 1911 Vin Fiz flight. They were not successful. In their consequent disappointment, they became bitter towards stamp collecting, stamp collectors and stamp dealers. Their anger increased when they saw later flyers like Amelia Earhart honored by a U. S. commemorative air mail stamp.

All they knew of was a private 50th anniversary cachet (Figure 20). They scoffed at this as the commercial scheme of some stamp dealers to "make a few bucks." What especially irked the Wiggins was that their appeals to some members of the U. S. Postmaster General's Advisory Committee were disregarded. They said that there were some stamp collectors on this committee, who being air mail specialists, were in an influential position to get a Cal Rodgers stamp. A letter from Mr. Wiggin dated October 1, 1960 gives evidence of their feelings towards stamp collectors:

"I wrote you about our Early Bird meetings. I love to be with them and when among them, I feel like I was again flying with a lot of angels, wonderful men who made aviation what it is today.

"Now, in sharp contrast, when I sat in that stamp convention, I was lost, yes, completely lost. Just a lot of fat old men, who gather together a lot of air mail cards, drink liquor and don't know much about the early years of flying. Not one real aviator was there, except me and my dear wife. So sitting among a lot of air mail collectors is no place for me — an old pilot with card #175."

As my acquaintanceship with Mr. and Mrs. Wiggin grew, I could account for their feelings towards stamp collectors. As the Vin Fiz stamps soared in price, they became more frustrated and envious. Here Mrs. Wiggin had been the person in charge of the mail and the stamps in 1911. Mr. Wiggin had covered the entire flight as Rodgers' expert mechanic; yet neither had found that they had retained one stamp. As each auction sale price revealed new high prices for a Vin Fiz stamp, their frustrations increased.

Mrs. Rodgers' Actions As Postmistress

My meetings and correspondence with the Wiggins unfortunately produced very little philatelic information. My questions seldom drew direct answers. I recall one thing that Mr. Wiggin told me. It was about the Imperial Junction, Calif. Vin Fiz stamp (Figure 9). Mention had been made that the illustration in the "Lissiuk Historical Air Mail Catalogue" had the address blanked out. This is the post card that the 1933 "Stamps" article[17] had identified as in the possession of Mr. Rodgers' sister. Mr. Wiggin told me that the sister was Mrs. Pease, the wife of one of the heads of one of New York City's leading real estate firms, Pease & Elliman. This explains why Mrs. Pease would not sell the Imperial Junction, Calif. Vin Fiz stamp and why the 1929 illustration did not identify her as the owner of the item.

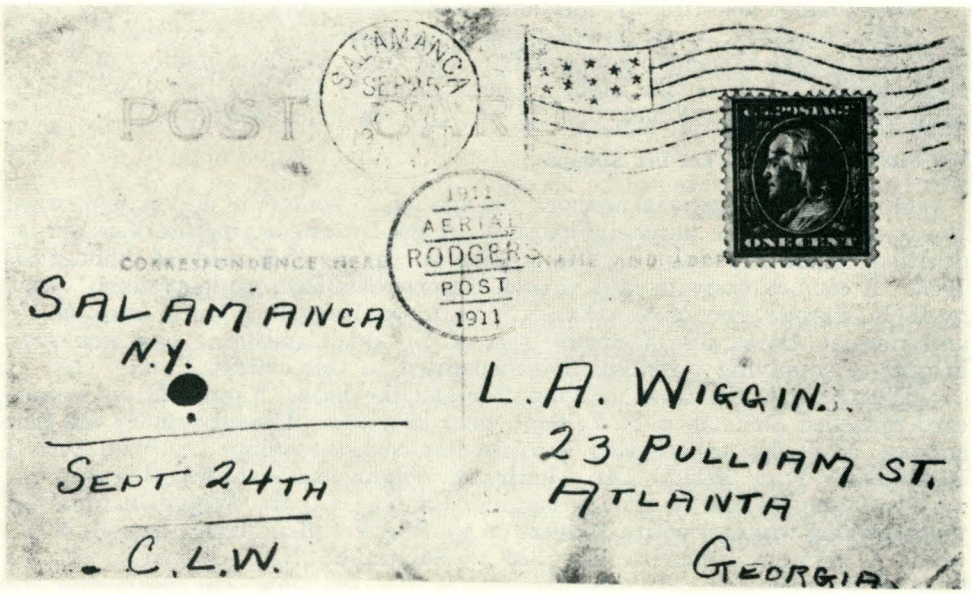


Figure 21. Post card from Salamanca, N.Y. that has the circular "1911 Aerial Rodgers Post" cachet. (Courtesy of H. R. Harmer, Inc.)

One of the chief matters I desired to learn about was the Figure 3 cachet and all the statements that were published about Mrs. Rodgers duties as postmistress in Mr. Rodgers' booklet "Story of My Flying." I mentioned to Mrs. Mabel Rodgers Wiggin that this booklet had been evidently written *before the flight began* in New York on September 17, 1911. It also states that she will sell 25 cent air mail stamps. I asked: "Mrs. Wiggin, did you not sell and service any Vin Fiz stamps in New York and all the other places before Texas in the middle of October? Were there no 25 cents stamps for over a month — from September 17th to October 19th in 1911?" Mrs. Wiggin could not remember.

Next, I referred to the Figure 3 cachet. Why on the six post cards with the Vin Fiz stamps or the many more without the stamps are there no cachets like Figure 3? Mrs. Wiggin believed that a cachet like the Figure 3 one had been used, but she was not sure. Remember my questions came 50 years later.

Thirdly, I asked why the Figure 3 cachet had contained the date "October" when the flight began in the middle of September? Again, Mrs. Wiggin had no answer to that question.

Finally, I wanted to know where the stamps had been ordered and printed, the size of the sheet, the name of the designer, the printer, and other details. Mrs. Wiggin had a faint idea that the stamps were printed in Chicago, Illinois and perhaps she did not pick them up until the flight was near Chicago.

One thing Mrs. Wiggin did emphasize to me. The expenses, because of all the wrecks to the airplane, were getting out-of-hand. Rodgers had to raise money to pay for the repairs to his machine. The idea of selling souvenirs of the Vin Fiz flight was thought to be the best one. Everywhere that Rodgers landed, people flocked to see him and his plane. Consequently, picture post cards and special 25 cents stamps were printed to be sold to the public. Mrs. Wiggin also recalled writing and mailing picture post cards back to her friends while travelling on the Vin Fiz special train. She thought that she had affixed the special Vin Fiz stamps.

As I pressed her with my questions, Mrs. Wiggin interrupted to say:

"Mr. Goodkind, please do not think me conceited, but I must tell you that in 1911, I was an attractive young lady. You know we had a number of young men working for us on the flight. I must honestly tell you that I was much more interested in these men than in any printed paper souvenirs."

Vin Fiz Mail Without Vin Fiz Stamps

Much Vin Fiz material without the special 25 cents Vin Fiz stamp exists. It has come upon the philatelic market. A good example was the Vin Fiz lot described in the Dr. Philip D. Cole auction sale by F. W. Kessler of October 26, 1939. A comprehensive record of such material has been made available to me by H. R. Harmer, Inc. of New York, N. Y., Irwin Heiman of Great Neck, N. Y., and Herman Herst, Jr. of Shrub Oak, N. Y. Such assistance has been very helpful in supplying information incorporated in this article.

Illustrated is the front (Figure 21) and the back (Figure 22) of a post card cancelled Salamanca, N. Y. September 25, 1911. Directly under the Salamanca, N. Y. flag cancellation is a circular cachet reading: "1911/ Aerial/ RODGERS/ Post/ 1911." Mr. Charles S. Wiggin had identified this item for me as written by him to his brother in Atlanta, Ga. Mr. Wiggin maintained that this item was carried by Rodgers on the Vin Fiz plane from Hornell, N. Y., which he left on September 24, 1911 to Salamanca, N. Y., where he arrived later on the same day. This September 24, 1911 postmark, one week after the flight began, is the earliest Vin Fiz post card known that possibly may have been flown.

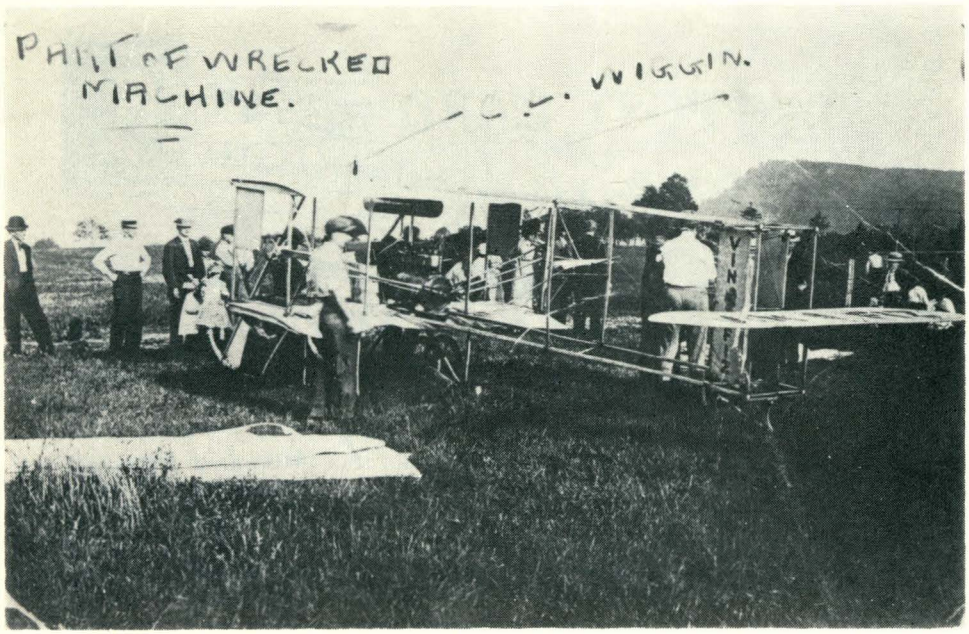


Figure 22. The front of the post card from Salamanca, N. Y.

Mr. and Mrs. Wiggin were questioned by me about this circular cachet. First of all, a straight-line cachet had been announced (see Figure 3). Why was a new type substituted? Secondly, not one of the pieces of mail with the Vin Fiz stamp bear any sort of a cachet. Was such a marking only used on the early part of the flight and then discontinued? The Wiggins were unable to shed any light on these questions.

Also, I questioned Mr. Wiggin at length about this post card to learn if the postmarks were helpful in determining whether it had been flown by Rodgers or not. For instance, the Hornell-Salamanca, N. Y. flight took place on September 24th, but the Figure 21 post card is cancelled the next day, September 25th. Mr. Wiggin pointed out the date he had written on this card — September 24th — and he believed that this indicated he had written and mailed this card on that day. The postmark reads: "September 25/ 1911/ 7:30 AM." Mr. Wiggin explained that this frequently had occurred. The mail was posted late in the day, then picked up late at night and taken to the local post office. It was not cancelled until early in the morning of the following day.

There is a second post card with this circular cachet, also written by Mr. Charles S. Wiggin. This one is postmarked "Springfield, Ill./ October 9, 1911/ 11 PM" (Figure 23). The record of the Vin Fiz flight shows that Rodgers arrived in Springfield, Ill. on October 9th and left the following day for Missouri. Very likely, this item also was flown.

In 1959, Mr. Wiggin turned over to H. R. Harmer, Inc. a number of Vin Fiz picture post cards to be sold in one of the firm's public auctions. Among the material were some unused and unaddressed post cards bearing the circular cachet on the address side (Figure 24). Such material cannot be explained. No one knows when the cachet had been applied.

Straight-line Cachet

Also among the items that Mr. Wiggin turned over to H. R. Harmer, Inc.



Figure 23. Post card from Springfield, Ill. October 9, 1911. The straight-line cachet is directly over the words "Post Card." (Courtesy of H. R. Harmer, Inc.)

in 1959 to sell at public auction were some post cards with a straight-line cachet reading ''Rodgers Aerial Route'' in capital letters as seen on Figures 23, 25 and 27.

This material was offered for sale in the H. R. Harmer, Inc. auction sales of May 17-19, 1960 and the first portion of the auction catalogue descriptions read as follows:

AIR POST STAMPS

1911 "CAL" RODGERS FLIGHT

(Financed by the "Vin Fiz" Company)

The following 7 lots comprise a series of cards associated with the famous Trans–Continental flight by Calbraith Perry Rodgers from Sheepshead Bay, N. Y. to Long Beach, California, Sept. to Nov. 1911.

Each card bears a cachet either:

(a) straight–line "RODGERS AERIAL ROUTE"

or (b) a framed circular "1911/AERIAL/RODGERS/POST/1911".

A check with owners of a number of Vin Fiz cards has failed to discover any with similar cachets. These cachets may not necessarily be contemporary.

Appleton, Wisc. Sept. 3–4, 1911 Aviation Meet Post Cards

Also in the Wiggin material that H. R. Harmer, Inc. sold at public auction were two post cards that aero-philatelic authorities could not explain. One is cancelled Appleton, Wisc. September 27, 1911 (Figure 25) and the front of this post card is also shown (Figure 26). Notice at the extreme right, the sign ''Ask Wettengel.'' The other post card is postmarked Appleton, Wisc. October 6, 1911 (Figure 27).

Also in the lot of Vin Fiz post cards was an unused one written by Mr. Charles S. Wiggin (Figure 28). This refers to an ''Ask Wettengel'' Aviation Meet held in Appleton, Wisconsin on September 3 and 4, 1911.

Wettengel is identified by Calbraith Rodgers on page 7 of his booklet, ''Flying''[3] as follows:

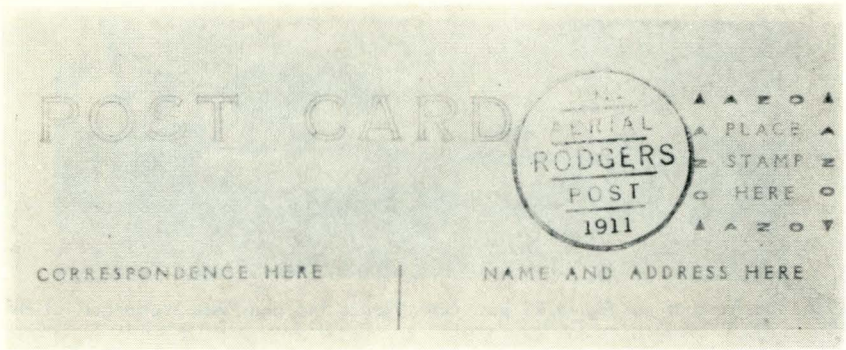


Figure 24. (Courtesy of H. R. Harmer, Inc.)

"Mr. Fred Felix Wettengel of Appleton, Wis. takes care of my business interests, and, by faithful and hard work, relieves me of most of the details on the ground."

Mr. Wiggin was asked about these two cards. First of all, the "Ask Wettengel" aviation meet took place weeks before the postmarks on these two post cards. Secondly, the Vin Fiz flight never came near to Appleton, Wisconsin. From Chicago, Rodgers flew south to Missouri and the Figure 23 post card shows that he was in Springfield, Ill. on October 9th. Here is how H. R. Harmer's auction catalogue described these two Appleton, Wisc. post cards as follows:

1445 ○✉ **"Ask Wettengel" Aviation Meet, Appleton, Wisc., Sept. 3–4, 1911. Two cards, postmarked Appleton Sept. 27 and Oct. 6,** each bearing the straight–line cachet. Photographs on reverse are of the plane, one at the Wettengel Meet.

Mr. Wiggin writes (Jan. 8 '60) that these two cards were flown at the "Ask Wettingel" Meet and were mailed at later dates.

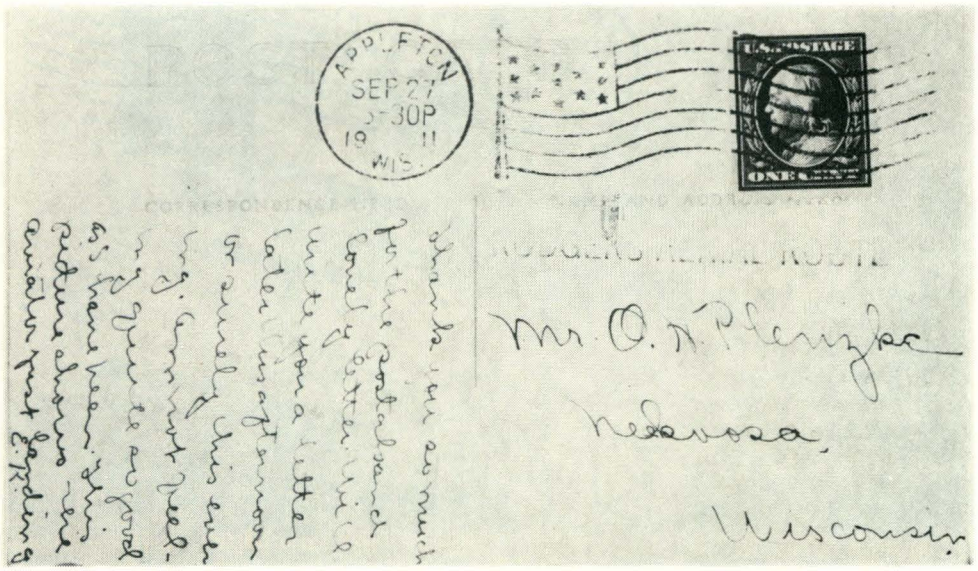


Figure 25. Post card cancelled Appleton, Wisc. September 27, 1911. Above the address on the right is a "Rodgers Aerial Route" straight-line handstamp. The Vin Fiz flight never came to Wisconsin.

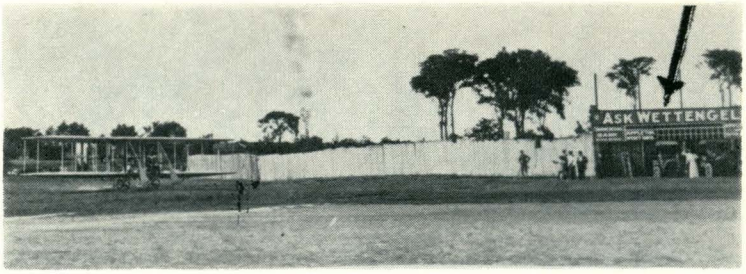


Figure 26. The front of the Figure 25 post card. Notice the sign "Ask Wettengel" at the right. (Courtesy of H. R. Harmer, Inc.)

When Mr. Wiggin visited me during the winter of 1960 here at the Collectors Club, we discussed these two Appleton, Wisc. post cards. I told him that in the opinion of several air mail authorities, and that I agreed, *these two post cards had no relationship to Rodgers Vin Fiz flight.* Mr. Wettengel was employed by Mr. Rodgers as was Mr. Wiggin. Mr. Wettengel was a native of Appleton, Wisconsin and active in aviation. Thus, his hometown paid him a deserved honor by staging an aviation meet on September 3-4, 1911. Perhaps some mail was flown by the aviators who took part in this meet. But no one has ever identified them nor if any mail was flown. Finally, I pointed out to Mr. Wiggin that this straight-line "Rodgers Aerial Route" cachet, if it were actually applied to Vin Fiz mail carried by Rodgers on his trans-continental flight, must be seen on post cards other than the two from Appleton, Wisconsin.

As I recall it, Mr. Wiggin offered no comment upon my opinions but went into other topics after I had finished.

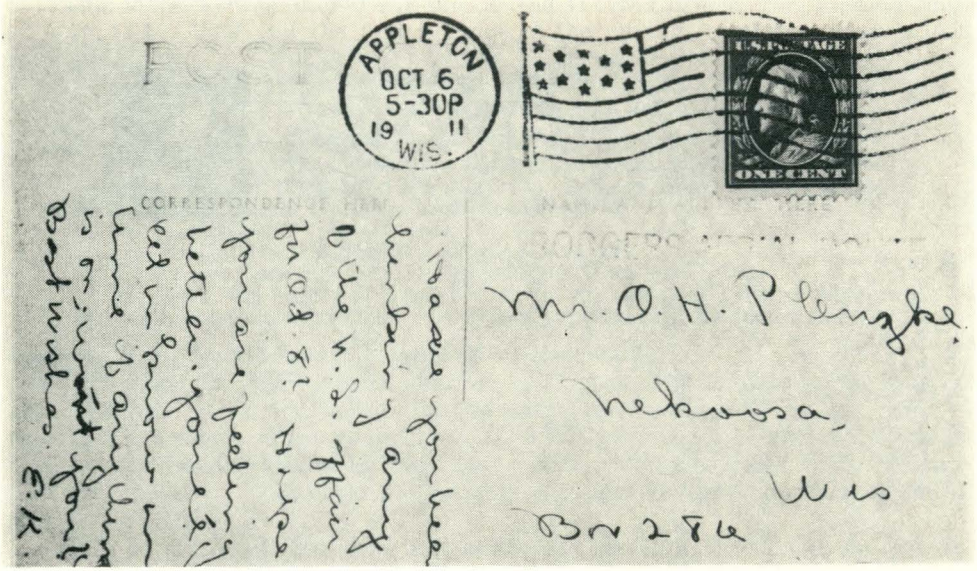


Figure 27. Another Appleton, Wisc. post card cancelled October 6, 1911. Also has the straight-line cachet as Figure 25. On October 6, 1911, Rodgers was reaching Mansfield, Ohio in his Vin Fiz plane.

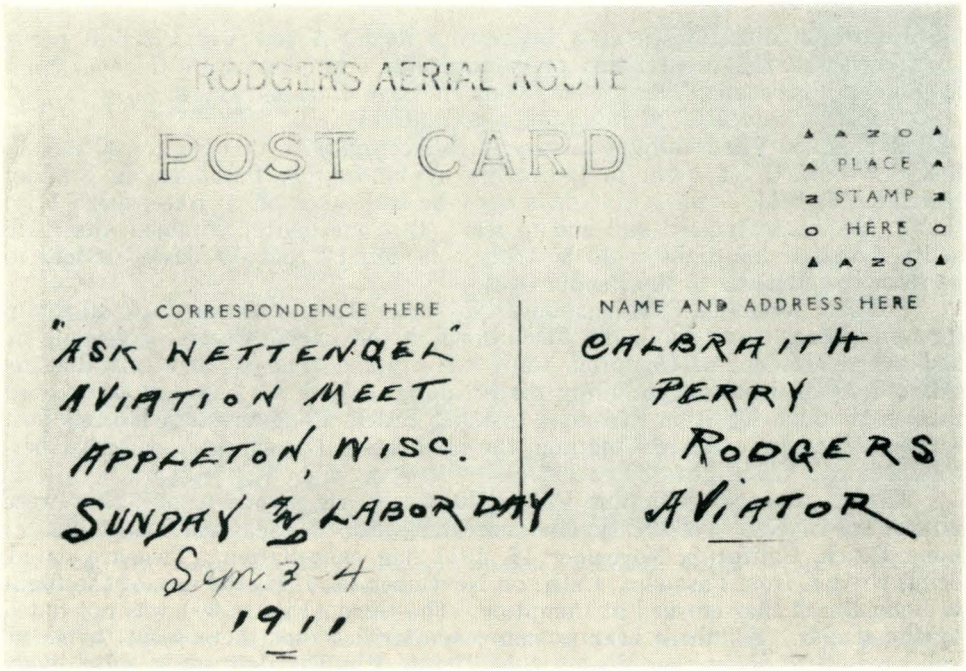


Figure 28. Mr. Charles S. Wiggin identified the handwriting as his. The front of this post card is the same as shown in Figure 7. (Courtesy of H. R. Harmer, Inc.)

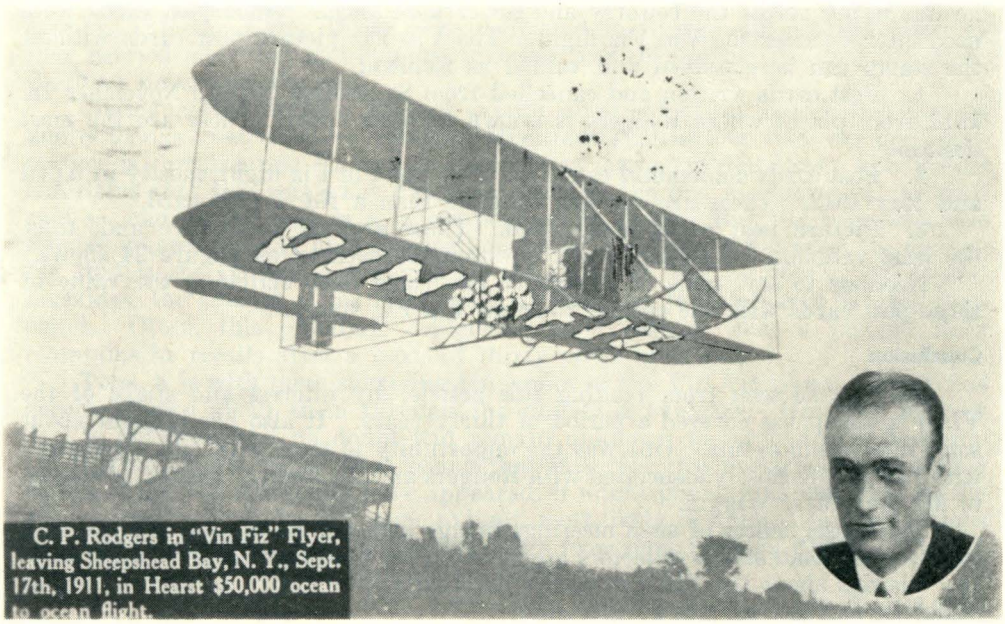


Figure 29. A popular Vin Fiz post card that depicts Rodgers, his plane, and its take-off as the flight started on September 17, 1911.

Wreck At Compton Cachet

Figure 30 illustrates a most interesting item. A few Vin Fiz post cards are known with this cachet; this one is not under suspicion as are the ones from Appleton, Wisconsin. This cachet reads in three lines as follows:

"Machine wrecked/ at Compton / Aviator injured"

Here is the Vin Fiz flight history in connection with this Figure 30 cachet. Rodgers finished his flight to California by landing in Pasadena on Sunday November 5, 1911 — forty-nine days after he had taken off at Sheepshead Bay, N. Y. He was exhausted and had to rest. But one matter troubled him. He believed that if his flight could be truly considered "coast-to-coast," it had to be from the Atlantic to the Pacific Ocean.

Rodgers rested in Pasadena until November 12th, when he took off again for Long Beach, Calif. to finally touch down at the Pacific Ocean. En route he had a bad accident at Compton, Calif. His plane crashed, and this time he suffered severe injuries, including the breaking of both his legs. It is believed that on the final leg from Pasadena to Long Beach, Rodgers carried a few post cards. After the crash at Compton, the mail was salvaged, later being rubber-stamped with the Figure 30 cachet.

Three post cards with this Figure 30 cachet are known to me; they were illustrated in New York City auction catalogues.[18] Each one has a similar Long Beach, California November 16, 1911 flag cancellation. Two are dated, being written from Pasadena, Calif. on November 12, 1911, the day of the flight to Long Beach that crashed at Compton. The third (Figure 30) was not dated by the sender. All three bear so many similarities that there seems to be no valid reason to doubt that these are legitimate Vin Fiz post cards, most likely flown by Rodgers.

Picture Post Cards

No doubt many people bought the Rodgers Vin Fiz post cards in 1911 as he was flying across the country and never used them. Some post cards were used later — after the Vin Fiz flight. The Vin Fiz picture post cards without the stamp can be classified and valued as follows:

1. Post cards written and cancelled from September 20th to November 16, 1911 from places where Rodgers is known to have flown. These are the most desirable.
2. Post cards mailed and cancelled after the Vin Fiz flight, mostly in April and May 1912. These are far less valuable than a No. 1 post card.
3. Picture post cards never used. These are not too scarce and, thus, the least valuable. Also some bear questionable cachets, as Figure 24 shows.

Needless to say, none of the above can come near matching the value of those post cards with the special 25 cents Vin Fiz stamp.

Conclusion

As may be seen from reading this article, my interest and study of the Vin Fiz stamp has covered a period of thirty years. It also has brought about some interesting events. One was the opportunity to meet with and correspond with two people closely associated with Rodgers and his flight. I refer, of course, to Mr. and Mrs. Wiggin.

The consequences of such meetings brings home to me a great mistake that too many air mail stamp collectors make. One has read how closely I questioned the Wiggins about the Vin Fiz stamp. Actually, practically no information of philatelic significance was forthcoming.

This is the mistake too many aero-philatelists make. They have the oppor-

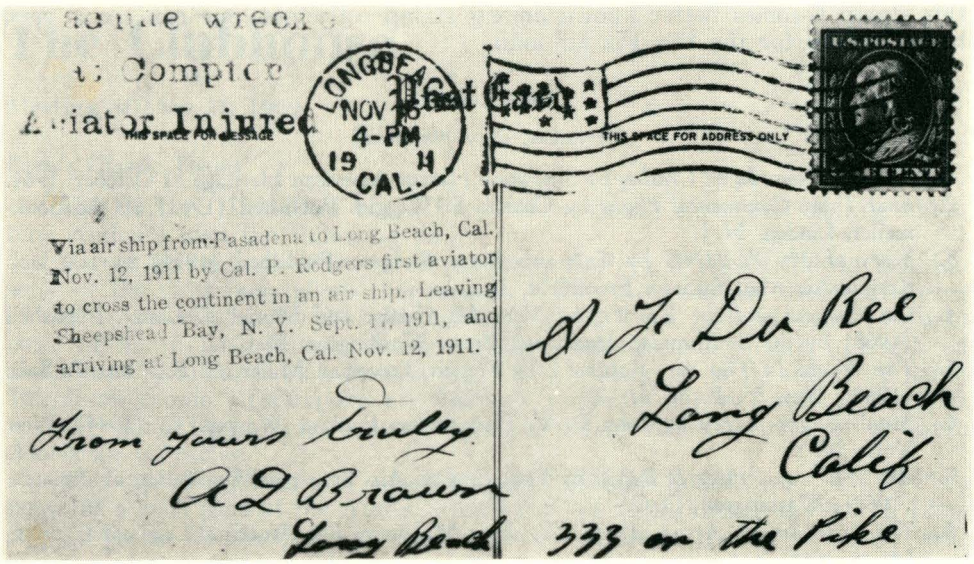


Figure 30. The scarce Compton, California "Machine Wrecked/ Aviator Injured" rubberstamp marking. (Courtesy of H. R. Harmer, Inc.)

tunity of meeting a pioneer flyer many years after the flight. The collectors regard this as a great chance to learn about the stamps and mail flown by this aviator. Or a collector may meet one who was in charge of the mail and the sale of the stamps. Years later, the collector asks this person to recall exactly what happened.

Not one of the Early Birds or one who handled the stamps and the mail ever had the slightest conception of philately and why people like to collect stamps. All the Early Birds were dedicated to flying and nothing else. If they carried mail that had stamps, this was probably sealed in a small pouch; the flyer never saw the mail.

Consequently, asking a pioneer aviator questions about stamps used on his flights brings unsatisfactory results. Misinformation rather than correct information is forthcoming, leading to controversy among philatelists. One school maintains that this was what happened because the one in charge of the mail said so, and no one was in a better position to know. But the real philatelic scholar ignores hearsay and recollections years later no matter what the source. He studies the philatelic evidence — the dates on the postmarks, the postal markings, the amount of material available and how the markings on each item match. Often, this philatelic evidence plainly refutes what a pioneer flyer maintains he recalls after a lapse of thirty years or more.

Thus, it is with these surviving ten copies of the Vin Fiz stamp. Much has become known about them through the philatelic evidence. But also a great deal is unknown and no doubt will remain unknown to interested philatelists.

Forecasting is risky. But seeing that this year two previously unrecorded copies of the Vin Fiz stamp have appeared, it might possibly happen that in the future some more copies will come to light, most likely in unimportant collections in California and Texas. Twenty-five years from now, possibly fifteen to twenty copies of this Vin Fiz air mail stamp might be known.

Also depending upon a copy's condition, the prices of Vin Fiz stamps seem bound to increase. It would not be surprising to see a very fine copy of the 25 cents Vin Fiz air mail stamp bringing $10,000 in a future auction sale. As

this stamp becomes better known among stamp collectors, one can see a very bright future for the Vin Fiz air mail.

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19. *Herst's Outbursts, Vol. XXIX, No. 3.* Herman Herst, Jr. (1969), Shrub Oak, N. Y.

Correction

In part 1 on page 279 on line five, in the September, 1969 number, *Denison* was located in Oklahoma. This is wrong. Denison is in Texas.

(Continued from Page 375)

Irish Postal History. Based on Robson Lowe's Encyclopedia of British Empire Postage Stamps. Revised by F. E. Dixon. Editor: J. E. Foley. Published by Eire Philatelic Association. 1969. 16 pages. Illustrated. Paperbound. Gift of Mr. J. E. Foley.

Gifts were received also from:

Messrs. Robert G. Stone, Henry M. Goodkind and David L. Jarrett.

The Clubhouse

Meeting of May 21, 1969

Peru's Classic Issues

Mr. Herbert H. Moll of Lima, Peru, one of South Americas' leading philatelic students read the following paper.

Before going to the history of philately of Peru, I would like to mention some of the vital facts about this country. The third largest country in area of South America (after Brazil and Argentina) Peru is located on the west coast of South America and borders going clockwise from north to south on Ecuador, Colombia, Brazil, Bolivia and Chile. Today it is inhabited by about 12 million people. Its exports are fishmeat, minerals, sugar, cotton, coffee. Its economy is not based on one single product of export as true of most other South American countries.

The capital is Lima with somewhat over 2 million inhabitants. While Peru contains a good part of the Andes, second highest mountains in the world, Lima itself is on the Pacific Ocean at about sea level. Peru is divided into three basic zones: a narrow and very dry coast, with no rain and only about 3% of its land irrigated; the high mountain range of the Andes; and the wild Amazon forest where this river starts. Peru has the highest navigable lake in the world, Lake Titicaca, as well as the highest railroad in the world going from Lima to the interior. Historically speaking, Peru was the seat of the Inca Empire as well as many previous civilizations. After being conquered by the Spanish, Lima was the seat of a vice-royalty governing practically all of South America. After the War of Independence, Peru was reduced to about its present size.

Ancient Postal System

The postal system of Peru goes back to the time of the Incas. Under these, an excellent system of messengers existed called the "Chasquis," who brought messages from distant points of the Inca Empire to the capital, Cuzco. Many roads of the Incas have been found, some of which are still in use today. The early chroniclers believe that the Chasquis carried messages at the speed of about 6 miles per hour and each one was relieved every two hours when he met another Chasqui to whom he would relay his message.

By means of "quipus," the Chasquis would convey certain data as no written language was known. A "quipu" was a device consisting of a series of strings, the position and color of which together with knots tied in them at certain points, would record statistical information under known headings. After the Spaniards had conquered Peru, they were forced to continue using Chasquis but the once perfect system deteriorated very much. In 1514, the postal monopoly was given by the Spanish Crown to the Carvajal family; for eight generations until 1769 they exploited it similarly to what was happening in Europe.

Finally in 1769, it was taken away from the Carvajals and in 1772 don José Antonio Pando was named to organize the monopoly of posts for the Government. He is responsible for the establishment of a postal system and a copy of his "Itinerario Real de Correo del Nuevo Reino de Granada y Tierra Firme" (Royal Itinerary of the Mails of the New Kingdom of Granada and Firm Territory) is in the New York Public Library.

Pre-adhesive stamp covers with postmarks or postal markings are scarce from Peru and most Latin American countries. Whereas it is possible to obtain

thousands from European countries with little effort, the study of those of Peru become difficult because of their scarcity. Practically none are available from the 50-year period before the independence of Peru in 1821. The collection of these is, however, very interesting to the student of the stamps of Peru, because many of the postmarks were used later on when stamps came into use. Some of them were used even at the time of the many departamental overprints during the Chile-Peru War and subsequent revolutions and are an excellent reference material for comparing and expertizing such overprints.

The First Postage Stamps

The stamps of Peru start in 1857; I divide them into several epochs. First comes the classics, starting with the two Pacific Steamship Navigation Company stamps; seven stamps lithographed by Emilio Prugue; and six stamps printed on the Lecocq printing press, all of these were imperforate, the last one was issued in 1873. With one interval only in 1866, when a three value set printed by the American Bank Note Co., this was when engraved printing and perforating was introduced.

The second period stars in 1874 with perforated stamps printed by the National Bank Note Co. These stamps had been in use for approximately ten years. While few in numbers, Peru had an enormous amount of overprints such as most of the "Departamentals" listed in the back of Peru in the Scott Catalogue, as well as the triangular and other overprints, that were made during the war with Chile from 1879 until 1884 and continued in subsequent revolutions. One interesting feature of these stamps is the "grill" similar to the one used on United States stamps. Peru is the only other country in the world that used this type of protection against stamps' re-use. In many instances, this grill is extremely important when expertizing the abovementioned overprints, as some of these stamps were re-issued later on without the grill. Many of these were later counterfeited without the faker taking into account that he must use the stamps with grill. From 1884 on, comes the modern and last period which, while comprising most of the stamps in number, offers less incentive to study.

"PSNC" Issue

The first issue of Peru were the so-called Pacific Steam Navigation Company stamps, a provisional issue, listed in some catalogues apart from Peru. This company had a 10-year contract with the government of Peru and Chile to transport mail in bulk to Europe. In 1847 they had two stamps printed by Perkins, Bacon and Petch in London, a blue, 1 real, for a ½ ounce letter and a red brown, 2 reales, for the 1 ounce rate. However, the various governments apparently did not approve of the use of these private stamps. Consequently, a good stock was in the Callao, port of Lima, offices. It is interesting to note that at one time Perkins, Bacon and Petch sent a quantity of these PSNC stamps to Cape of Good Hope together with some Cape of Good Hope stamps. I have seen a document where some "PSNC" stamps were affixed in this British Colony by mistake. William Wheelwright, the driving force in the Pacific Steamship Navigation Co., was a cousin of Mr. Jacob Bacon of Perkins, Bacon and Petch. The stamps were printed line-engraved in sheets of 160 copies; there is very little interest in the plating of them. Sr. Carlos Davila Condemarin, who was Postmaster General of Peru at the time and who is responsible for the modernization of the Peruvian postal system, decided to introduce stamps following use of Great Britain's Penny Black. Mr. George Petrie, agent of the PSNC in Callao, offered to assist by making a trial with these unissued stamps which were placed on sale in Lima, Callao and Chorrillos, the latter a suburb of Lima, on December 1, 1857. The stamps were not used in the rest of Peru and

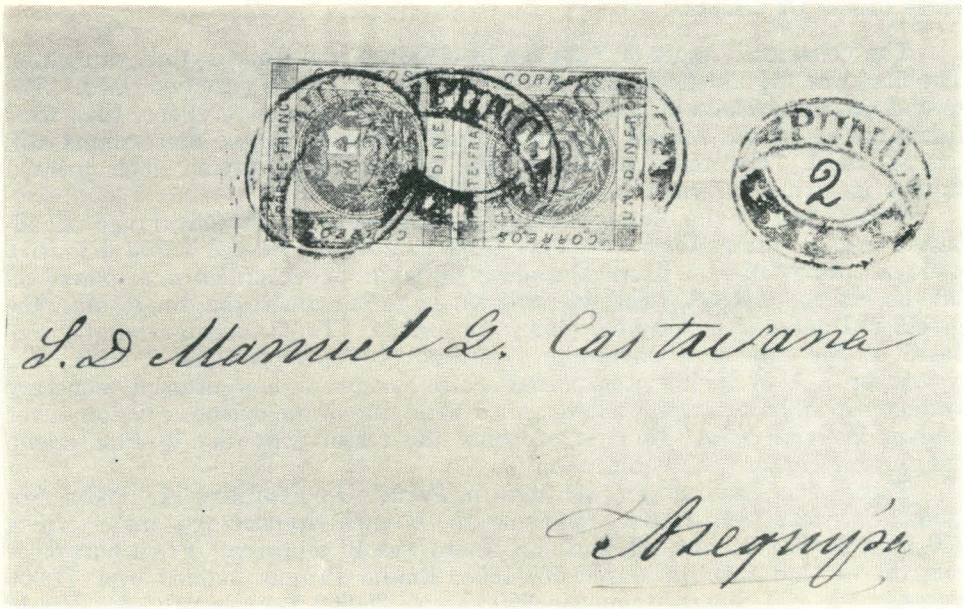


Figure 1. The 2 dinero blue of the Third Issue (Scott No. 9). A pair on cover cancelled Puno and to the right a "Puno 2" postmark, which was probably a rate marking.

we have never seen a convincing piece with legitimate use outside of this area. The 2 reales used is probably the rarest of all used stamps of Peru. These stamps were in use until March 10, 1858, i.e. for three months and ten days. While there are quite a few unused copies around, used ones, of the 1 real also, are scarce.

There were several postmarks used, the most common of which are the dated Calloa or Lima in circle in three lines. One should beware of faked postmarks which, due to the extreme rarity of used copies, has to be expected. Most of these stamps have a more or less bluish paper which is due to some chemical substance in the gum, just like the one found on the early stamps of Great Britain. According to the Post Office records, the amount of stamps sold came to 446 Pesos 7 reales, which at the rate of 8 reales per Peso, totals 3,573 reales. If we suppose that 75% of the stamps sold were the 1 real and 25% the 2 reales, this would show the following:

	Sold by PO	*Delivered to PO*	*Printing*	*Lost*	*Destroyed by PO*
1 real	2679	54,600	100,480	45,880	51,921
2 reales	447	9,100	14,080	4,980	8.653

It is still a mystery that so few copies, no more than about 25, of the 2 reales exist genuinely used, because one can hardly believe that people would buy stamps in those days in order to save them. Another mystery is what happened to the stamps not turned over to the Post Office which we have listed in the above tabulation as "Lost." We understand that in 1859 a good part of the remainders was destroyed; otherwise unused copies would be much more common than they are. Later on, Perkins Bacon and Petch reprinted these stamps in several colors on wove as well as on laid paper. The latter are much scarcer. None of these can be considered Government issued reprints since Perkins Bacon did this without official authorization.

Three Classes Of Classics

The "classical" issues of Peru can be classified into three distinct categories. The first was the Pacific Steamship Navigation Co. issues just described. The second are three issues of stamps showing the coat of arms of Peru, they were lithographed by the French engraver, Emilio Prugue, whose descendants still live in Peru. The third period is that of the Lecoq press which printed stamps in strips, of which six different exist.

While Jose Davila Condemarin experimented with the advantage of adhesive postage stamps for a little over three months, he ordered a first definitive issue of postage stamps, printed in sheets on white paper, which were placed on sale on March 10, 1858. The set consisted of three values, the dinero blue, the peseta red and the medio peso yellow or orange. These monetary units were based on the rate of 8 dineros or reales equal 4 pesetas equal 1 Peso. On November 3, 1857, a law was passed which created a new decimal monetary system, which, however, was not compiled with, due to the existence of low silver content Bolivian coins. This is probably the reason why the ½ Peso stamp has the inscription "o 50 céntimos."

There never has been any céntimos in Perú. On February 14, 1863 a new monetary system was started following the French decimal one, under which 100 centavos became one Sol, and one dinero was 10 centavos. From post office records, we find that on March 10, 1858, Emilio Prugue handed over 17,000 Pesos worth of 1 dinero stamps in 850 sheets; 20,000 Pesos worth of 1 Peseta stamps in 500 sheets; and 2,000 Pesos worth of ½ Pesos stamps in 50 sheets.

On March 17, 1858 a second delivery was made of 22,000 Pesos worth of 1 dinero stamps in 1,100 sheets and 8,000 Pesos worth of ½ Pesos stamps in 200 sheets. A third and final delivery was made on March 30, 1858 of 31,000 Pesos of 1 dinero stamps in 1,550 sheets. This gives us the following total of stamps issued and the amount per sheet:

Face Value	*Number of sheets*	*Total Pesos Value*	*Pesos Value per sheet*	*Stamps per sheet*	*Total stamps issued*
1 dinero	3,500	70,000	20	160	560,000
1 peseta	500	20,000	40	160	80,000
½ Peso	250	10,000	40	80	20,000
Total	4,250	100,000	—	—	660,000

Emilo Prugue received 550 Pesos for his work. These stamps were in use until the end of 1858. Both Messrs. Hausburg (Royal Philatelic Society May 17, 1917) and Thomas W. Hall have plated these stamps but ignored at the time the size of the sheets.

The difference between the three first definitive issues of Peru printed by Emilio Prugue are as follows:

First Issue: the "P" of "Porte" in the upper line is attached to the left-hand square.

Second Issue: the "P" of "Porte" is separated from the upper square.

Third Issue: the "P" of "Porte" is separated from the upper square but the size of the stamps are smaller. The background has broken instead of straight lines and very narrow margins.

Peru's Most Interesting Error

This issue contains the most interesting of all errors of Peru, the ½ Peso red. Emilio Prugue placed five transfers of the ½ Peso in the eighth row of the sheet of the red peseta. This was not noticed until about three months

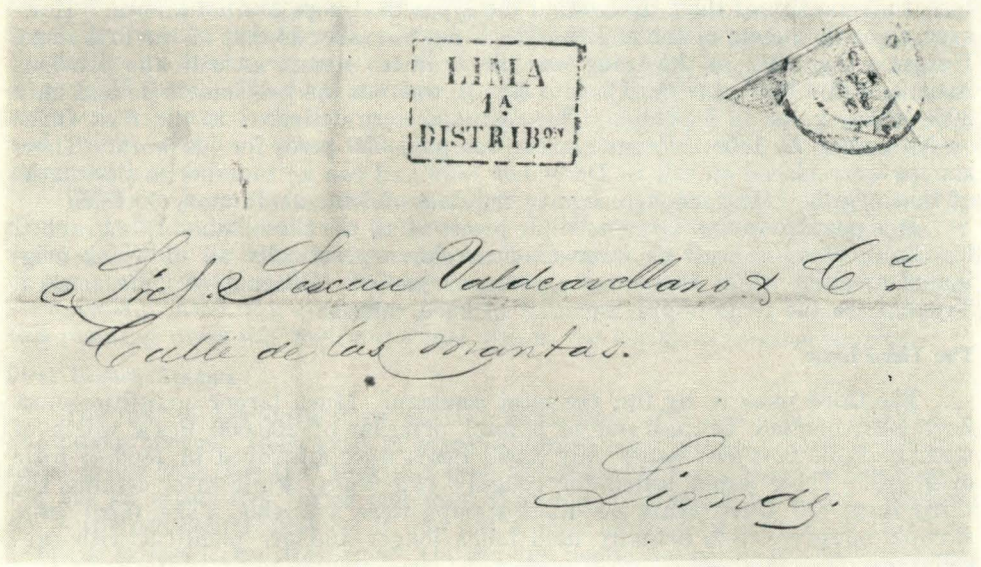


Figure 2. The 1 dinero red (Scott No. 12) used bisected on a cover with the dated cancellation February 10, 1866. This was during the period of time that the use of bisected stamps was authorized.

after the issue was placed on sale, when the Postmaster of Cuzco inquired whether he should sell the red ½ Peso for a half Peso or if they were only worth 1 Peseta. Since there had been a rather limited demand for the ½ Peso stamps, he was told to continue selling them at the 1 Peseta rate and that for franking purposes they were only worth 1 Peseta. The second issue confirms this as it only consists of the dinero and peseta values. This half Peso error can be found used in a pair with the Peseta. There are in each sheet five possibilities for a vertical pair with the half Peso on top and five of a pair with the half Peso at the bottom; there is one possibility of the half Peso with a peseta joined horizontally. There are four possibilities of the half Peso pair, horizontally only.

There is only one piece of six, with two ½ Pesos at the top and four Pesetas at the bottom which was in the Ferrari collection postmarked Piura; another so-called "Weinberger" piece of six where the two medios Pesos are at the bottom; and a unique "Weinberger" vertical strip of 18 stamps (2 x 9) in which the seventh and fourteenth stamps are half Pesos. Both are postmarked Trujillo. What has become of the latter two is a mystery. I am told by some of the older philatelists in Lima that Weinberger, after having lived in Peru for years, returned to Europe in the 1930s. The Ferrari block was for some years in possession of a Lima collector, Luis Nosiglia, but to the best of my knowledge, after his death, has been sold again in London. There were 500 sheets of the 1 Peseta red, and since we believe that every sheet had five copies of the error, there must hav been only 2,500 copies of this error.

The Second Issue

The second issue consisted of only the dinero and peseta value as stated before. Emilio Prugue also printed a total of 100,000 Pesos worth of stamps. Unfortunately, at the time, the Postmaster General made a trip to Europe and the postal records were not kept as meticulously as when he was home. There-

fore, the quantity of the 1 dinero and the 1 peseta stamps are not known. However, since the peseta of the second issue is not as scarce as that of the first issue, I assume that 70% of the value was the 1 dinero stamp, as with the previous issue, and that 30% was the 1 peseta stamp, whereas the previous issue had only 20% of the value in 1 peseta. These stamps were delivered to the Post Office on November 30, 1858. Prugue again was paid 550 pesos for his work. These stamps were placed on sale in December 1858 and can be found with postmarks of that month. Most catalogues have the date of issue as January 1, 1859.

It is possible to find large multiple pieces of all the three issues, lithographed by Emilio Prugue, used on large-sized envelopes practically all of which originated at cities where there was a court of justice. Chachapoyas, Cajamarca, Trujillo are the cities supplying most of such cancels.

The Third Issue

The third issue is, by far, the most common. Much larger quantities must have been printed, because out of a total printing of 200,000 Pesos worth of stamps of the first two issues only 8,563 Pesos were destroyed in 1860, a little over 4%. These issues lasted for roughly two years; while after issuing the third issue, for three years no other stamps were available. The third issue stamps, however, were actually used much longer and are plentiful with cancellations of later years. Unfortunately, we were unable to find information on the first printing of the subsequent ones of the third issue. There must have been several because the plates show several retouches. Also due to long use of the plate, a number of varieties are found such as cornucopia, flags on white ground, the "Wickersham" extra branch, broken lines, and others.

Both the 1 dinero and 1 peseta are plentiful unused, used and in multiple pieces as well as on covers or folded letter. The Hall collection had many thousands of copies of the third issue stamps. While the first issue was plated by Hall and Hausburg, we have never heard of anyone plating either the second or third issue. No complete sheets are known to exist of any of these stamps; therefore, an interesting study could be made by someone.

The 1 dinero of this so-called third issue was forged in order to defraud the Post Office. The forgery can be identified because it has only 72 instead of 97 pearls in its circle; also the llama has a different position in the coat of arms. This forgery seems to have been the reason that Davila Condemarin imported the Lecocq press so that stamps could be printed on the premises of the Post Office under his surveillance. For the next ten years this was done, while Davilla Condemarin was Postmaster General, except for the 1886 issue that was printed by the American Bank Note Co.

The Lecocq Press

Apparently, Davila Condemarin had seen the Lecocq printing press in Paris. It printed stamps one by one, and embossed them on rolls of paper that were 23 mm. wide. Also, it had a mechanism for advancing the stamps with two sharp points, the reason why so many copies have two pinholes on one side. Where one roll of paper ended, the beginning of another one was pasted on; this is the reason why we find so many stamps with partly double paper. How long each roll of paper was, we do not know, but my guess is that it must have been about one meter. This would mean that 45 stamps were printed on each strip or roll, and that two of every 45 copies have double paper. The printing press was set up within the premises of the main Post Office. Postmaster General, Davila Condemarin, kept the dies in his own room. Considering the large quantity that the press printed, since at least two of the stamps it produced

are quite common, the dinero red and green. The machine must have been working daily, because printing the stamps one by one must have been a slow process. Naturally, no blocks can exist of these stamps; but very long strips are known of some of them. The total number of different stamps printed by this process were six as follows: the aforementioned dinero red and green, the peseta brown and orange, the 5 centavos stamp with the locomotive as well as a 2 centavos stamp with a llama.

We have been trying unsuccessfully to find the original Lecocq press in Lima. It is doubtful that it still exists. This press printed many millions of stamps. While we have been unable to find records of the quantities produced of the aforementioned first five stamps, we do know that the 2 centavos llama stamp was printed in a quantity of half a million. We have no knowledge that this printing press was used anywhere else in the world to produce stamps.

First Lecocq Stamps

The first of Lecocq stamps was the 1862 issue of a one dinero red and a one peseta brown. Both exist in many different color shades, which is not unusual if one considers that they had been printed over many years. The dinero red has an error, the "arms embossed sideways," as listed by Scott. This is not a correct listing, because if one has a pair of these it will show that *the frame is sideways,* not the arms. On the one peseta, no errors are known, even though practically all of the Lecocq stamps are known with a double print. This happened when the mechanism got stuck and the paper did not advance immediately to print the next stamp.

During the month of December 1865, Davila Condemarin wrote to the Minister of the Interior telling him that practically no mail was being carried on the Lima-Callao train, the first railroad in South America that had been opened in 1852. Because of a high postal rate of 10 centavos and also all mail was carried illegally on muleback, the Postmaster General suggested charging half of the normal rate, i.e. 5 centavos. After an exchange of letters, the Minister of Interior authorized Davila Condemarin to do so; starting on January 1, 1866, the rate was lowered to 5 centavos. However, no 5 centavos stamps were available, since 1 dinero was 10 centavos. Therefore, the only bisected stamp of Peru was officially authorized and put into use. I am showing several covers all dated between January 1 and June 5, 1866. All are between Lima and Callao (Figure 2). One of the covers bears the inscription "Tren de 1½" which must have meant the train at 1.30 pm, the distance between Lima and its port being about 13 miles.

On June 5, 1866, the first value, a 5 centavos stamp green, of the first perforated issue of Peru consisting of 3 values, in the modern monetary unit of centavos, was placed on sale. This made the further use of bisected stamps unnecessary. Nevertheless, bisected stamps can be found of various issues used until recent times. Due to the enormous difficulties that the world's second highest mountains present during many months of the year when it is raining, many times — even today — no supplies of stamps can be sent to remote areas. Consequently, the only thing the local postmasters can do is to bisect some higher values. Therefore, on the Lecocq issues, the two pesetas is much more frequently found bisected than the dinero green. We have never heard of the 5 centavos locomotive stamp or the 2 centavos llama stamp bisected, since there was no one centavos postal rate.

The one dinero red supposedly has some errors. Copies are found with arms or frame inverted; with one double printing of the arms normal and the other one sideways. How the latter could have happened is a mystery. If the die was placed wrong, then the whole strip would come with inverted arms; and

with various other minor flaws, such as ink in the embossed white center; a heavy red line at top; paper wider 23 mm.; as well as thin, medium and thick paper. What we have not been able to ascertain is whether there were several sets of dies. Certainly the early printings, which can be identified by the color shades of the stamps, are much scarcer than later ones. I have also been told that the dies for the first two stamps came from an engraver in Paris, France, whereas the dies for the 5 centavos locomotive and 2 centavos llama stamps were made locally in Lima. This could well be true, because the design of the latter two, while not bad, is rather crude compared to that of the first two stamps.

The later dinero green and the peseta orange have the same design as the first two stamps. Proofs in black exist of the first two stamps, the one of the peseta being on greenish paper. While the dinero red is common on cover, even in pairs and strips, the peseta brown is not easy to come by on cover.

1866 Centavos Issue

In 1866, as mentioned before, a set of three stamps arrived of which the 5 centavos stamp was placed on sale on June 5 and the 10 centavos stamp in July 1867. We do not know when the 20 centavos stamp was placed on sale. The stamps were printed by line engraving, by the American Bank Note Co., probably in sheets of 100 and perforated 12. They can be found postally used until 1869 when apparently the supply became exhausted. A postal forgery was made. But it is lithographed and perforated 12.5. This seems to be the reason why Davila Condemarin went back to using his Lecocq press in 1868.

The 20 centavos stamp again can be found on cover bisected because there were fewer 10 centavos. The 5 centavos stamp alone could not be used between Lima and Callao.

A new printing of these stamps was made in 1874 (?), and the color shades are slightly lighter, the paper thinner than the first printings but copies can best be identified by dated postmarks.

On July 18, 1868 the third stamp printed on the Lecocq Press was placed on sale; the 1 dinero green is the most common of all the Lecocq stamps. It exists in many shades of green, starting with the yellow green which seems to have been the first color shade, copies of which are much finer and better printed than later ones. Other color shades include a very distinct tone of olive green, dark green, light green, and the later blue green.

What makes us believe a new die was used is that the embossed arms is the only part of the stamp in white while on the previous one dinero red with the same design the entire center was white. On the other hand, one can argue that if a new die was made, why then was the new monetary unit of centavos not used?

This stamp exists with arms inverted, one of the rarest errors of Peru. The inverted arms occur on the late printing in blue green, and all the copies I have seen, with dated postmarks, are of late 1872 until 1873

A dangerous counterfeit exists of this stamp. However, the color resembles more the early yellow green than the later blue green of the genuine; the arms are not embossed; the paper is of a completely different texture from the original. Since, however, an original copy is a scarce item, anyone not being acquainted with the genuine can be easily deceived. Due to the long printing and the deterioration of the plate, as well as to overinking, one can find a lot of varieties such as "Dinero" reading "Dinlro," "Diniro," and "Dinrro." This stamp was used for a long period of time; one can find copies used as late as 1875.

1870 5 Centavos

In 1870, due to the fact that the supply of the 5 centavos stamp (Scott #16)



Figure 3. An interesting cover with the stamps of three countries — Peru, Great Britain and Italy. The British stamp was cancelled at Panama "C35."

was exhausted, a new stamp had to be printed for the reduced rate of 5 centavos for letters mailed from points served by the railroad Lima-Callao. For some reason (we can only guess) that Davila Condemarin preferred to have the stamp printed on the premises of the Main Post Office so as to insure that no postal forgeries could be produced. A completely new design was made showing a locomotive on top, the coat of arms of Peru underneath and the inscription "Cinco Centavos" (five centavos) at the bottom, and Chorrillos Lima Callao, which were the points served by the Lima-Callao railroad. This line had been extended south to Chorrillos, the fashionable summer resort of the people of Lima at that time, about equidistant from Lima as Callao on the north.

While this stamp is not particularly scarce, it is certainly much less common than the dineros green and red, and especially in multiples, of which a strip of five seems to be the longest one that we have seen in used condition. The reason for this is obvious. The stamp was used principally for transporting letters between Lima-Callao and Chorrillos by train, even though the privilege of the lower rate was extended later on to all points served by railroads. Going from north to south, the following points were by railroads at the time: Paita-Piura; Trujillo-Salaverry with Malabrigo as intermediate stop; Lima-Ancon, Lima-Chicla; Pisco-Ica; Arequipa-Islay-Mollendo; and, Tacna-Arica. Copies cancelled from other intermediate points can be found; I have a copy cancelled at a place not served by a railroad at the time, Chimbote. This stamp is relatively scarce on cover.

The color shades are from very pale red to very dark red. Due to a faulty plate and overinking, one can find copies on which Callao reading "Call" or "Allao," "5" missing in the upper corner, and others. It is curious to find that many copies of this stamp exist with pen or pencil cancellation, many more than one finds usually on stamps of Peru because such a practice was quite rare. The explanation is probably that letters could be delivered directly to the trains where they were pen-cancelled. The die of this stamp is slightly larger than that of the previous Lecocq ones; therefore, practically all copies have no margin

on top or bottom. This is not a stamp to recommend to philatelic purists seeking a perfectly centered copy.

1872 One Peseta

In 1872 the one Peseta yellow or orange was issued. While the catalogues give the date of issue as February 1, 1872, we have a copy cancelled January 31, 1872. This may have been cancelled early on February 1, 1872, because a postal clerk forgot to change the date. This stamp on cover is a rare item. Its design is identical to the 1862 Peseta brown. No particular errors are known except for a copy with double print of the frame. Like the previous peseta brown and the 20 centavos stamps of 1866, with equivalent monetary value, bisected stamps, while not common, exist.

A counterfeit similar to the one for the one Peseta brown exists. There are two characteristics that mainly distinguish the genuine from the counterfeit:

a. The letter "C" of "Correos" at right is completely or partially broken on the genuine.
b. The letter "F" of "Franco" on top has a thick foot extending to the left on counterfeit.

In addition, the embossed center of the genuine is different from that of the counterfeit.

Last Of The Classic Stamps

On March 1, 1873, the last of the classical stamps of Peru was issued. This was also the last one printed on the Lecocq press — the 2 centavos blue or gray llama stamp. In my view, this is one of the most intriguing of all the classical issues of Peru. In Volume 43, No. 5 (September 1964) of the COLLECTORS CLUB PHILATELIST, I authored an article which questioned the existence of the so-called reprints of this stamp. In 1872, the Postmaster General, Davila Condemarin, asked the Minister of the Interior, to whose Ministry the Post Office belonged, to allow a reduction of 2 centavos for urban mail within Lima deposited in its eight mailboxes and to increase these to 30. He argued that just as a reduced rate had induced people to use the 5 centavos rate for points served by the railroads, so a lower postal fee would induce people to use the mails instead of sending letters by messenger. (By the way, the sending of letters by messenger is still a widely used system in Lima).

On December 20, 1872, an issue of 500,000 copies was authorized, with a llama as the design. It was suggested that the stamps instead should have a bust of Marshall Ramon Castilla under whose administration Peru's first stamps were issued on it. However, the engraver was ill, the stamps urgently needed, so that the original idea of the llama design was adopted.

These stamps were printed by Sr. Carlos Follis on the Lecocq press. There are several counterfeits of this stamp; one must be aware especially of counterfeit cancellations on genuine copies. In addition, there is to be supposed a reprint, made from the original plate. But why reprint a stamp, of which 500,000 were printed, many copies of which later on, because of a lack of use, sold at an auction? The scarcity of the used copies is easily explained. The stamp was used only in Lima; it has at the bottom the inscription "Lima." It was mostly used for wedding announcements, and cards of condolence. Not only were covers with this llama stamp rarely kept, but, in addition, it was customary to affix the stamp on the back of the cover as a seal. Thus, when the cover was opened, one had to tear the stamp. We have never seen a cover with a llama stamp that showed legitimate postal use. One famous cover, while in every respect seeming to be genuine, bears a postmark which at that time had been

in use for eight years. All strikes with this marking are completely defective. The one on this cover has a perfect strike, seen only during its first two years of this cancellation's use. Also, I was suspicious of several cancelled copies offered lately at auction sales, all of which bear the same or similar dates. I am showing photographs which I was able to obtain of such items. My suspicion was especially aroused when I was asked to expertise a pair of these stamps. Both were cancelled "25 July 73." It seems most unlikely that a pair could have been then used.

British Stamps Used In Peru

From 1846, the British Consulates in Peru, as in other parts of the world, accepted letters to be sent to Europe. This system was officially sanctioned in 1851 when Peru subscribed a postal treaty with the British Government. This safeguarded the interest of both countries by having letters pay both Peru and British postal rates. From 1865 on, stamps of Peru and Great Britain were affixed to such letters. The British Consulates in the following ports of Peru accepted mail:

Callao used marking "C 38" from 1865 until 1880 when Peru became a member of the UPU.
Islay used "C 42."
Paita used "C 43."
Pisco used "D 74" from 1868 until 1870, only for two years.

Two more cities of Peru, which later during the Peru-Chile war became part of Chile also had mail from British Consulates:

Arica had "C 36" from 1868 until 1881. The last two years it belonged to Chile, who became a member of the UPU in 1881.
Iquique used "D 87."

A number of different British Consular postmarks are known, such as, four different types of the Callao "C 38," as well as circular ones with dates, "insufficiently prepaid," "late fee," "paid to Panama" and "registered." Little is still known of how the system actually worked.

Meeting of June 4, 1969

Washington Philatelic Society

Program Co-chairman, B. F. Sellers, last year arranged an exchange of meetings with the Washington Philatelic Society. Earlier this year, several Collectors Club members travelled to our nation's capital to stage an evening program for the group in Washington, D. C.

On the abovementioned date, four Washingtonians came here. One, Mr. Ellery Dennison, who had recently shown his China on February 19, 1969 (see COLLECTORS CLUB PHILATELIST Vol. 48, pages 162-64) did not lecture nor exhibit. Two — Messrs. Svend Yort and Seymour Stiss — exhibited and spoke about the material they had placed in the frames. The third, Mr. Arthur Hecht, just read a paper without displaying any material.

The entire meeting came off without the sight of one stamp or even a mention of the word, "postage stamp." It was all postal history with a strong accent upon the word, "history."

The youthful president of the Washington Philatelic Society, Mr. Seymour Stiss, spoke first. He displayed in two frames a selection of Illinois pre-adhesive

stamp letters, making some brief but concise remarks on the material. He explained that in this field, territorial covers from Illinois are by far the scarcest. Next in the degree of scarcity are covers postmarked before 1840. Most of the Illinois stampless covers are from the 1840s.

Mr. Arthur Hecht, with the National Archives in Washington, D. C., followed by reading a long paper on a subject that few know about. There were some lady postmasters in the Colonial times in America. Mr. Hecht had found some historical information about these ladies and proceeded in reading much about their activities. There is, however, no philatelic association, and if any of these Colonial lady postmasters applied any distinctive postal markings, nothing was said about this.

The final speaker is an oldtime philatelist, familiar to many Collectors Club members, Mr. Svend Yort, one of the head organizers of SIPEX (1966). Mr. Yort exhibited and spoke about pre-adhesive stamp letters mailed from Denmark that were routed through Hamburg (Germany) and the special route markings that were applied to mail in Hamburg.

The earliest known markings date from 1739 and are in French (D'Allemagne). Mr. Yort showed an example of this marking from 1750. Next, a marking with the French spelling "Hambourg" was used and one of 1774 was shown. There were a number of "DAENNEMARK" markings of different types used from 1786 to 1803.

The exhibit continued with material up to the time that postage stamps were introduced in Denmark in 1851. But mail from Denmark continued being routed through Hamburg for a number of years after postage stamps had been used. But Mr. Yort confined his display to the pre-adhesive stamp period.

Meeting of September 17, 1969

The Baltimore Philatelic Society

After a hot summer that did not create a climate too favorable for collecting stamps, the program of regular meetings resumed with displays and lectures by three members from the Baltimore Philatelic Society.

As arranged with the Washington, D. C. group, an exchange of meetings also has been worked out with the Baltimore, Maryland society. The Collectors Club will put in an appearance in Baltimore at the end of October.

The leadoff Baltimorian was Mr. Horace Harrison, who showed many frames and briefly spoke on *Canadian post cards.* Mr. Harrison repeatedly remarked that this was his "fun collection."

The next speaker is a veteran philatelist, Dr. John Buchness. Those knowing "Doc" Buchness certainly knew that he would show only one specialty, *Lithuania.* In the frames was a varied assortment of material of the first issues of this Baltic country. Dr. Buchness exhibited full sheets that showed a diversity of varieties, some counterfeits, and some very scarce errors that he believes are very underpriced in the catalogues in view of their extreme scarcity. Of course, when evaluating this, one must take both demand and supply into consideration.

The third and last speaker was Mr. William H. Bayless, who showed a relatively new specialty and one that never had been seen before in the Collectors Club. In recent years, United States and stamps from other foreign countries have been coated with a chemical solution that is popularly called *"tagged stamps."* There was only one frame of material. But the audience learned and saw much more through the showing of more than 50 color slides.



Figure 1. (a) shows fluorescent paper (b) is a normal block of four and (c) is one that has been tagged.

Only United States issues were discussed.

Mr. Bayless had done his own photography and produced remarkable results with the use of ultra-violet and other special lighting to bring out the luminescent treatment of stamps. (See Figures 1 and 2).

According to Mr. Bayless, the United States Post Office Department began ordering the Bureau of Engraving and Printing to treat some stamps with phosphorescent ink in 1962. This work still continues but is far from perfected. The Post Office Department tries to be cooperative with stamp collectors by notifying them when new stamps have been tagged and making supplies available for sale in Washington, D. C. Sometimes, however, it is impossible to keep all information on tagging current. This results in the creation of some scarce varieties.

This is a new field for specialists and its full significance is generally more misunderstood than appreciated by many philatelists. Mr. Bayless asked the audience if anyone collected tagged stamps, either U. S. or foreign, and no one admitted that he did. Judging by the constant flow of questions from the floor, this speaker from Baltimore certainly stimulated a wide interest in a field that none of us knew much about. *(H. M. G.)*

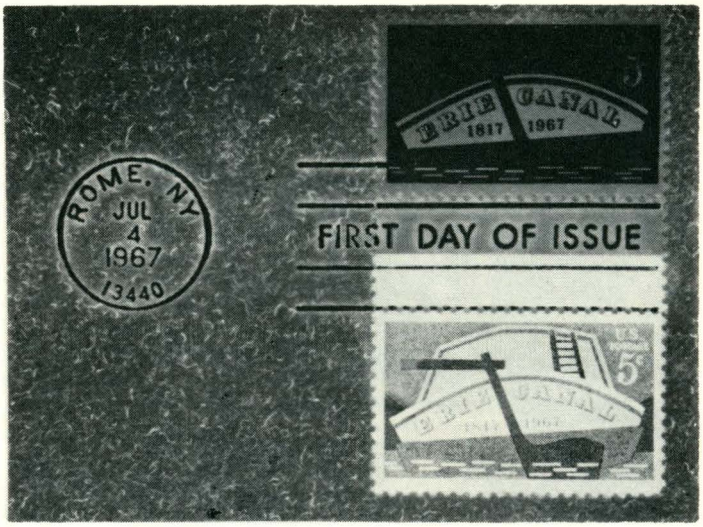


Figure 2. The Erie Canal commemorative stamp was ordered to be tagged. (Top) shows a copy on a first day cover that by mistake was not tagged and (Bottom) is a tagged copy as all of this issue was intended to be.

The following have qualified for membership in The Collectors Club and have been duly elected by the Board of Governors:

5359 Helge Witt, Copenhagen, Denmark.
5360 Edward Weinberg, San Francisco, Calif. Collects Mexico.
5361 Jules Cass, Valley Stream, N. Y. Collects Union of South Africa.
5362 Livingston T. Dickason, Short Hills, N. J. Collects Haiti.
5363 Gilbert E. Foster, Westfield, N. J.
5364 John F. Wysmuller, Bayside, N. Y. Collects United States, United Nations, Europe.
5365 Sidney D. Harris, Rutland, Vt. Collects United States.
5366 Thomas J. Giovino, Hartford, Conn. Collects United States, Western Europe, Japan, Italy, Ireland, Spain.
5367 William K. Herzog, Saginaw, Mich. Collects 19th Century United States.

1969 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

November 19th — *BOER WAR*—Daniel Franklin, Thornwood, N. Y.

December 3rd — *CONFEDERATE STATES* — A. Earl Weatherly, Greensboro, N. C.

December 17th — *BOARD OF GOVERNORS OPEN HOUSE*

Book Reviews

Guatemala 1. Edited by Roland A. Goodman. 279 pages, illustrated, cloth-bound. Published by Robson Lowe Ltd., 50 Pall Mall, London, S.W.1, England, 1969. Price $20.00.

Guatemala 1 is a monumental handbook on the 19th century philately of Guatemala. It is the culmination of over ten years of intense study by members of the International Society of Guatemala Collectors under the leadership of Roland A. Goodman, editor.

The book provides a detailed description of the postal issues of Guatemala up to the Waterlow issue of 1902 with a tremendous amount of background information and decrees, as well as a full listing of all known errors and varieties, proofs and essays, and, for the early issues, entires. In addition, a great deal of information on the postal history of Guatemala both before and after the issuance of postage stamps is presented together with a thorough compilation of the prestamp postal markings, and the postmarks and cancellations used in conjunction with the postal issues.

Of particular interest is the long and involved story of the difficulties leading to the first issue of 1871. From the original decision by Guatemala in 1866 to obtain postage stamps until their issuance in 1871, there was an almost unbelievable series of blunders and delays which taxed the patience of all concerned. It turns out that, although the stamps were produced by Anatole Hulot of the French Government Mint, the engraving of the original die was done by Ferdinand Joubert, who was employed by De La Rue in London, England.

Also of great importance is the documentation of the validity of the rare blue 10 centavos on 75 centavos surcharge of 1894 (Scott No. 54B). This stamp has had a considerable history of controversy and uncertainty concerning its very existence. Here for the first time is presented the explanation for the variety and definitive evidence that a distinctly different surcharge setting was applied to the 75 centavos lithograph stamp creating it.

The handbook contains a large number of photographs of the individual stamps and of outstanding items of Guatemalan philately. These are particularly useful in connection with the lengthy discussions of the many counterfeits and fantasies of the surcharged issues of Guatemala. Much new information on the complicated surcharges of 1898 is included with the sorting out of the varieties which actually exist in genuine condition from the many errors and color varieties which, although listed in the catalogues, were created by forgers.

Some second guessing is possible concerning the choice of photographs and the advisability and accuracy of the pricing in the handbook. In addition, this reviewer felt somewhat uneasy with the format and the cramped condition of some of the photographs. However, these matters are of minor importance in comparison with the overall useful value of the book.

Guatemala 1 can serve as a model of what a handbook on the philately of a particular country should be like. It brings together virtually all available information on 19th century Guatemalan philately and contributes tremendously to the knowledge of the field. It is to be hoped that the many neglected countries with little or no philatelic literature of value will receive at some future date from their enthusiasts the same marvellous attention that has been given to Guatemala in this book. *(Norman S. Hubbard)*

Companion To The Handstruck Postage Stamps Of India by D. Hammond Giles, M.B.E. 172 pages including illustrations and appendices. Published by The Philatelic Society of India, a4-a6 Dalal St., Fort, Bombay, 1, India. Price £4-0-0 ($9.60).

After the publication by the Philatelic Society of India of his monumental book, "The Handstruck Postage Stamps of India" in 1960, Col. D. Hammond Giles continued his serious research in this field for several years more, writing numerous articles in the "Philatelic Journal of India," on the subject, on various discoveries of unrecorded handstruck postal markings and variations of earlier known markings.

The result of his painstaking and serious studies in the archives both in India and in England eventually culminated in the production of a companion volume to his previous publication. This was reviewed in the COLLECTORS CLUB PHILATELISTS, Vol. 40, No. 1, Page 36. Much of what was said at the time about the original volume will also apply to this one.

The first volume of "The Handstruck Postage Stamps of India" went a long way towards providing a much needed and comprehensive reference book, but time made it necessary to limit it in size. This companion volume now completes it. More documentary detail has been recorded. The research on the "India" marks and the "Numbered" Calcutta Ship Letter receipt marks have resulted in discoveries of major importance in the field.

It must be remembered that this volume is not a comprehensive reference work by itself but must be used as a supplement to the earlier work and must, of course, be read in conjunction with it. A number of the postal regulations that were in abbreviated form in the first volume have now been recorded in their entirety. This in itself make the present volume absolutely necessary for the student of Indian postal history. *(H. D. S. H.)*

Scott's Standard Postage Stamp Catalogue 1970, Volume I. 924 pages. Illustrated. Clothbound. Published by Scott Publications, 488 Madison Avenue, New York, N. Y. 10022. Price $7.50.

From my position as a retailer of postage stamps, I have the opportunity to use and discuss the catalogue with all types of collectors, from the rank beginners to the acknowledged experts. From their opinions mixed with my own come the following conclusions:

Scott's Catalogue now in its 102nd year was first published during the horse and buggy days right after the Civil War, and is still surviving in the jet and rocket ages. Scott has changed often during its life. But I think it has remained too conservative during the last ten whirlwind years. To its credit, the 1970 edition shows improvements and changes. The pricing of sets I would consider the main improvement, and in many areas additional information and recognition of varieties, for a long time listed in foreign catalogues, has been brought to light. I've divided the 1970 Volume 1 into three parts, and evaluate them as follows:

Part One. U. S. and Possessions. In this field Scott is second to none. The listings are complete and thorough, and kept as up-to-date as possible. Many of the skyrocketing stamps are raised far less than seems practical, which proves confusing to the collector who has to wait for years for the catalogue to reach the price he paid.

Possessions, particularly Canal Zone, should have been raised more than they were. Three major auction sales of Canal Zone in 1969 indicated an interest and demand particularly in the first 69 numbers with prices that far

exceeded those in Scott's. This should have called for sweeping changes. Rather than the 50% rise of from $813.30 to $1,276.60 (major numbers only), $2,276.00 would have been more realistic. U. S. and Possessions did call the trends, but it should have called them louder.

Part Two. The British Colonies received attention and many varieties not noted heretofore were listed. My major criticism is why Scott is so reluctant to acknowledge that many twentieth century stamps deserve much higher prices used than unused. An example is Malta MR2 which is listed at 75c either way. British catalogues and pricelists value this item used from double to triple the unused. This is true for hundreds of 20th century items which deserve recognition they never receive.

Part Three. The Latin America section reflects the least active market but much can be found out from societies and study groups as well as pricelists from the stamp dealers in those countries. Here again is a reluctance to change prices and many indignant collectors feel neglected. It appears that two factors are ignored. One is the unprecedented demands caused by topical collectors. For example, the issues that deal with Christmas, in many instances, retail for far over Scott's, but gain little or no recognition. This is also true of other topicals.

Although prices fluctuate wider here than in normal collecting, it still takes much too long for the stamps to gain recognition, much to the advantage of the "sharpshooter." The other factor is that bona fide sets and stamps of known scarcity seldom change. I'm sure that their not being mentioned in selling and their always being sought in buying lists warrants examination and change.

Summing it all up, Scott's Volume 1 is a good catalogue that gets better every year but one that could still improve faster. *(William N. Salomon)*

Illustrowany Katalog Znaczkow Polskich (Ninth Edition: 1969). Published by Agencja Wydawnicza "Ruch," Warsaw, Poland. 1969. 525 pages, illustrated. Price: Zl 50.00 (about $2.08).

Starting very modestly some years after World War II, the Ruch catalogue of Polish stamps has now achieved with this, the ninth edition, the status of a fine specialized catalogue. As such, it quite properly bristles with information: issue dates, names of designers and engravers, quantities issued, important varieties, and other comments, such as the existence of proofs and counterfeits.

The uneven political history of Poland in the twentieth century is given ample reflection in its postal issues. In addition to the two periods of regular government issues, the catalogue treats the stamps occasioned by Polands' role both as occupied and occupying power. Local issues are listed and mention is made of the numerous speculative overprints that appeared in the unsettled years of 1918-19 and 1944-45.

Postal stationery is described no less thoroughly. Here the more casual collector of recent Polish stamps will be surprised to find postal cards, about twenty issues a year, with most interesting designs — no cats, no leaping athletes, ten to the set.

The catalogue begins with a brief survey of pre-stamp postmarks and continues with a very useful list of the towns using the numbered ring cancellers for Poland #1. Perhaps future editions might include a scale of relative scarcity for this section. Another section of the "Ruch" catalogue is devoted to the listing and pricing of air mail, balloon, and rocket first flight cancellations.

Unfortunately, the pricing in the "Ruch" catalogue will not be of much value to the collector in the Western world. Quotations listed for the scarcer

pre-war stamps are just under double Scott's, due more to a regulated economy than to normal home-country interest. Demand may exist but there is no unrestricted supply to adjust prices. Stamps issued within the past twenty or so years are priced at levels equal to or slightly above those given in Western sources. ($1 = Zl 24).

Notice must be given to the non-Polish reader that a little knowledge of the language is necessary to obtain more than the minimum use from the catalogue.

The great variety of Polish philately covered in a thorough manner in the 528 pages of this catalogue make the "Ruch" catalogue an excellent reference work. *(Ernest C. Wilkens)*

The Commonwealth Catalogue of Queen Elizabeth Postage Stamps, 1970 edition (including Ireland and South Africa). 576 pages. Published by Urch, Harris & Co. Ltd., 7 Richmond Hill Avenue, Briston BS8 1BQ, and Strand Stamp Centre, 84, Strand, London, W.C. 2, England. Price 25/ (U. S. $3.00).

This catalogue comes in a handy size, approximately 5" x 7½". In addition, it is more than up-to-date with descriptions of issues not yet released. For example, the Papua and New Guinea section contains listings for three issues to be released over the next six weeks (from the time of the writing of this review).

The listing of forthcoming new issues also applies to the other countries and is an important feature for the modern collector. The catalogue is kept current through supplements published in the weekly "Philatelic Magazine."

Besides giving the usual information regarding the dates of issue and the printer, the quantity of stamps sold also is included (with the obvious exceptions of recent emissions). However, I believe that some of the flaws (errors) on the overprinted issues of Papua deserve mentioning in a catalogue of this type.

A review of this catalogue should be done in conjunction with one on the Stanley Gibbons "Elizabethan Catalogue" in order to compare the relative merits of both. Unfortunately, while the "Elizabethan" had a publication date of August 15th compared with August 29th for the "Commonwealth," a copy of Gibbons was not yet available, when this review was done.

(Richard S. Wilson)

Techniques of Philately by L. N. and M. Williams. Published by William Heinemann Ltd. London. 1969. 134 pages, illustrated. Price: 30 shillings (about $3.60).

The Williams brothers, with over thirty-five years experience in philatelic writing, have produced a thorough and workmanlike introduction to stamp collecting.

The book covers familiar ground — kinds of collections, albums, accessories, catalogues, printing methods, paper, separation — in a brisk manner. It is inevitable that some chapters would be more successful than others. The authors are on strong ground with their insistence on the finest possible condition for stamps collected; and again when they stress the importance to the collector of the study of stamps, making use of all sources of information.

On the other hand, their treatment of stamp printing processes does not result in a clear understanding of the subject. Perhaps the absence of any clarifying sketch or drawing in this section has made their task harder.

In the concluding chapter the authors give an example of their application of the "techniques of philately" in forming an interesting and prize-winning collection, that of the Hungarian hotel private postage stamps. The lesson stresses study, patience, and more study.

The strong British bias for its stamps and institutions described throughout the book may prove a handicap to its enjoyment by North American readers.

(Ernest C. Wilkens)

The Postal Booklets of the Netherlands, Dutch East Indies, Curacao, by Jan Dekker. Published by the Netherlands Philatelic Society, Chicago, Ill. A manuscript in English, 33 pages. Paperbound, with many illustrations. Available in the U. S. at $2.00 postpaid from Julius Mansbach, 6323 N. Francisco Ave., Chicago, Ill. 60645.

Complete booklets and single booklet panes have never stimulated special interest in the Netherlands and thus were collected by very few collectors. The first booklet was issued in 1902 and booklets were listed in the (Netherlands) "Speciale Catalogus" only a few years ago. Many older issues were not priced, but in the last "Speciale Catalogus" (1969) all booklets issued were listed, but still the older ones not priced. Besides the booklet panes and panes with cover for sale in vending machines are listed including No. 58a, an error in cutting, so that the horizontal margin, between the stamps has no perforation.

Stamps out of the booklets, in many combinations, also booklet panes are now listed and priced in the 1970 "Speciale Catalogus" (see pages 167-168-169-179-180-181) and there is a section "Postzegelboekjes" (Booklets) and "Automaatboekjes" (Vending Machine Booklets) on pages 226-228 of the "Speciale Catalogus."

The identification numbers of the booklets in this work correspond with the numbers of "Netherlands Speciale Catalogus." Also Scott numbers are mentioned for every booklet.

This manuscript written and compiled by Jan Dekker (Amsterdam, Holland) is of high interest for collectors of this type of material, and his study in detail is appreciated by the many collectors of Netherlands. His study contains many excellent illustrations and goes up to February 1969. A great amount of time must have been spent for research and compiling data on all the different issues of booklets. All details needed by collectors can be found in this article, and this will build renewed interest for this type of material.

Jan Dekker — a real Dutch name — was born in 1919, and has been collecting stamps since 1927. He has been active in many philatelic functions and for many years more specially in a Dutch organization for documentation of philatelic literature. This work is one of the publications of this society (Documentation Centre of the Netherlands Union of Philatelic Societies) but was published in the United States by the Netherlands Philatelic Society of Chicago.

Jan Dekker has received many high awards for his articles and is a Fellow of the Royal Philatelic Society. *(Harry S. Heymans)*

Malta, Its Postal History and Postage Stamps to the end of the XIX Century. Reprint by the Malta Study Circle of a paper by Major F. Orme, T. D., presented to the Royal Philatelic Society, London, in 1957.

Discussed are letters from the Knights of St. John from 1530 to 1798. Letters from 1798 to 1800 under the Napoleonic Occupation are known. "Occu-

pation'' is a misnomer because the small French Force was immediately besieged within the fortifications of Valetta. From 1800 to 1857 was the pre-adhesive period of Malta's postal history. Due to its geographical location, it was used as a place for disinfecting mail, including 1896 upon mail arriving from Port Said and in 1929 on mail arriving from Tunis.

From 1857 to 1885, British stamps of all denominations up to the 10/ were used on all external mail from Malta. The cancelling devices used were a ''M'' succeeded by ''A25'' with a c.d.s. In August 1857, the ½d. yellow was placed in use for local mail only for the rate ½d. per half ounce. This stamp comes in various color shades, perforations and watermarks. The article points out that regular, the Italian ''Estero'' and French stamps on letters from Tunis exist cancelled in Malta.

This is a very interesting booklet on this popular colony. The regular postage issues from 1885 are discussed. The postal administration was handed over to the Island authorities in January 1885. Between 1870 and 1885, British postal stationery was used. Maltese postal stationery from 1885-1900 never found much public use and consequently is quite elusive used. *(E. W. Trench)*

Malta Machine Cancellations. Paper #38 of the Malta Study Circle, Great Britain. 23 pages. Illustrated. Paperbound.

This paper lists Malta's slogan cancellations. It points out the amount of mail is small and machine cancellations only appear on 2% of the mail since their introduction in 1924.

This is the usual variety of the slogans, some stressing tourism. The most interesting one is:: Maltese in Egypt/Relief Fund/Give Generously (in three lines). This one was used in connection with Maltese expelled from Egypt by Nasser during the 1957 Suez War. Meters are also discussed. This is an interesting adjunct to the previously discussed Orme paper. *(E. W. Trench)*

AFA Skandinavien Frimaerkekatalog. 208 pages, illustrated. In Danish. Published by Aarhus Frimaerkehandel, Bruunsgade 42, 8000 Aarhus, Denmark. 1969. Price: 12.60 Kr.

The Aarhus Frimaerkehandel, (AFA), stamp dealers of Aarhus, Denmark, for many years have put out a line of catalogues treating Europe and Scandinavia in a general manner, and Denmark and possessions in a specialized format.

Under review here is the 1969 edition of the AFA catalogue of the stamps of the Scandinavian countries: Denmark, Finland, Iceland, Norway, and Sweden. The method of listing is a simplified one with very little attention given to varieties of the basic stamps. With this limitation in scope, the listings are adequately described and illustrated. Quotations for the stamps are the net prices set by the Aarhus Frimaerkehandel.

The only feature distinguishing this catalogue from other Scandinavian specialized catalogues is a special 23 page section listing the Christmas Seals (Julemaerker) of the Nordic landss. These labels are a non-philatelic and popular sideline to the collecting of Scandinavian stamps and as such merit their inclusion in this catalogue. *(Ernest C. Wilkens)*

The Library Committee reports the acquisition of the following:

Scott's Standard Postage Stamp Catalogue 1970, Volume I. 126th Edition. Scott Publications, New York, N. Y. 924 pages. Illustrated. Hard cover. Courtesy of the publisher.

Scott's Standard Postage Stamp Catalogue 1970, Volume II. 126th Edition. Scott Publications, New York, N. Y. 1,488 pages. Illustrated. Hard cover. Courtesy of the publisher.

Scott's Specialized Catalogue of United States Stamps 1970. 48th Edition. Scott Publications, New York, N. Y. 720 pages. Illustrated. Hard cover. Courtesy of the publisher.

Stanley Gibbons Priced Postage Stamp Catalogue, Part One, 1970. 72nd Edition. Stanley Gibbons Ltd., London, England. 716 pages. Illustrated. Hard cover. Courtesy of the publisher.

Stanley Gibbons Elizabethan Catalogue of Modern Commonwealth Stamps 1970. 6th Edition. Stanley Gibbons Ltd., London, England. 674 pages. Illustrated. Paperbound. Courtesy of the publisher.

Europa Briefmarken-Katalog Zumstein 1970. 53. Auflage. Zumstein & Cie., Bern, Schweiz. 1,204 pages. Illustrated. Hard cover. German text. Courtesy of the publisher.

Zumstein Katalog Schweiz/Liechtenstein Und Campione 1970. Zumstein & Cie, Bern, Schweiz. 256 pages. Illustrated. Paperbound. German and French text. Courtesy of the publisher.

Liechtensteiner Briefmarken-Katalog 1970. Phila-Verlag, Vaduz, Liechtenstein. 96 pages. Illustrated. Peperbound. German text. Gift of Mr. Jacques R. Simpson.

Skandinavien Frimaerkekatalog 1970. Aarhus Frimaerkehandel, Bruunsgade, Aarhus C, Denmark. 207 pages. Illustrated. Paperbound. Danish text. Courtesy of the publisher.

Muller Briefmarken-Katalog 1970 Schweiz/Liechtenstein. 39. Auflage. Verlag: Basler-Taube Verlag AG Basel, Schweiz. 319 pages. Illustrated. Paperbound. German text. Courtesy of the publisher.

Kottelat Schweiz Liechtenstein Katalog 1970. Kottelat & Cie., Bern, Schweiz. 248 pages. Illustrated. Ring binder. Paper cover. German and French text. Courtesy of the publisher.

Catalogue of Bulgarian Postage Stamps 1879-1969. Published by the Department of Communications, DTD Philately, Sofia, Bulgaria. 223 pages. Illustrated. Bulgarian text. Paperbound. Gift of Mr. Nathaniel Litt.

Sieger Katalog Der Flugpost Der Neuen Deutschen Lufthansa. 10. Auflage. 1969. Sieger verlag, Lorch (Wurtt.) 240 pages. Illustrated. German text. Paperbound. Gift of Aero Philatelists, Inc.

Complete file of publications issued for The Philatelic Exhibition *"Sofia 1969."* Gift of Mrs. Nathaniel Litt.

Cancellations On The Parcel Post Stamps of Greenland. Published anonymously. 1969. 14 pages. Illustrated. Ring binder. Paper cover.

Theatre Philatelic by Harrold C. Shiffler. Published by the American Topical Association, Inc., Milwaukee, Wisconsin. 1969. 103 pages. Illustrated. Paperbound. Courtesy of the publisher.

Stamps and Postal History of Tahiti by R. H. Houwink. Published by Societe des Oceanistes, Paris, France. 32 pages. Illustrated. Paperbound. Gift of the author.

Ball Games on Stamps by Herbert S. Halm, J. K. Kobylanski. Published by J. K. Kobylanski, Montevideo, Uruguay. 1968. 209 pages. Illustrated. Spanish and English text. Paperbound. Courtesy of the publisher.

Slovensky Stat 1939 by Hugo Kaufmann. Translated by Chicagoland Czechoslovak Philatelic Society. Published by the Society of Philatelic Americans. 38 pages. Illustrated. Paperbound. Gift of the publisher.

(Continued on Page 354)

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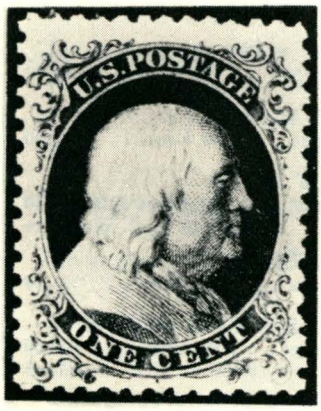
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1. 1851. 3d. red on laid paper. Superb horizontal pair on cover to Buffalo from London. R.P.S. certificate. S.G. 1 ..... $600.00
2. 1857. 7½d. deep yellow green. Attractive copy neatly tied to cover by black grid cancel. Rare. S.G. 22a. $720.00
3. 1870. 3c. Indian red. perf. 12½. Attractive example of this scarce stamp on cover of March 25th 1870. S.G. 83a $240.00

GRENADA.

4. 1881 entire to London bearing 4d. blue. Attractively tied by small c.d.s. in black. Scarce item. S.G. 23 $145.00

MONTSERRAT.

5. 1883. 1d. red bisected on cover to serve as the ½d. rate. Neat and attractive. S.G. 1a $180.00

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6. 1857. 3d. yellowish green. Fine example lightly cancelled on local cover front at Fogo in 1859. S.G. 3 .. $250.00
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8. 1860. Fine cover to Amherst bearing 3d. dark blue (just touched) and 6d. dark green. Scarce item. S.G. 2, 6 ..... $450.00
9. 1867 cover to France (ex Butterfield Corr.) bearing fine used horizontal pair of the 12½c. black perf. 12. Lightly cancelled and scarce. S.G. 17 ..... $220.00
10. 1863. Attractive cover to California bearing 5c. blue (clipped) and 10c. vermilion tied by a single grid cancel. Rare rate. S.G. 24, 28. Ex. Boyd Dale $290.00

TRINIDAD.

11. 1851-6. 1d. brownish grey. Fine example of this stamp on 1853 cover to Paris cancelled in black. Rare "Article 13" mark below. S.G. 6. $110.00

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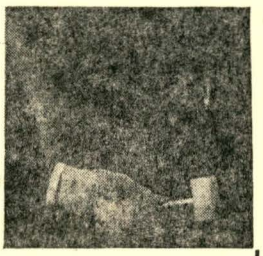
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