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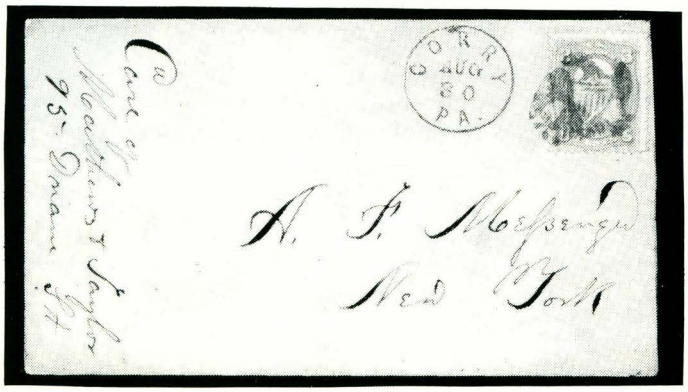
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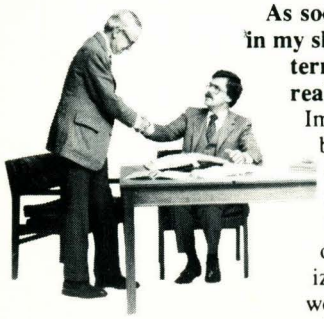
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The Collectors Club Philatelist

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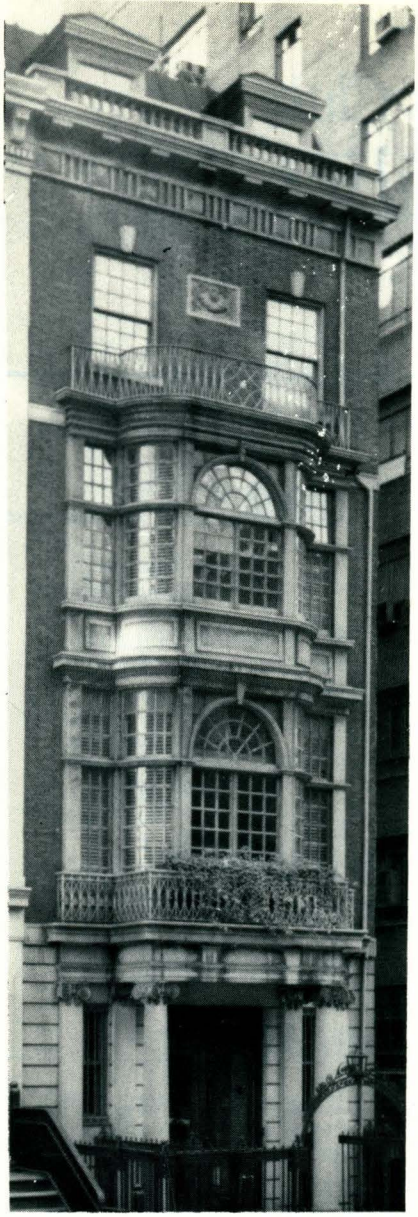
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1983 ESPAMER '82 Medalla de Plata Grande for Volume 60.
1983 Dorothy Colby Award to Philip Silver for "United States: The Beacon Air Mail Stamp of 1928 Revisited".

Stamp Beauty Contests

Ernest A. Kehr

For a few decades now, stampdom has witnessed an additional activity: the polling to determine the "Best Stamp of the Year." Unless my memory fails me, it began around 1950, when the Spanish postal administration offered a sterling silver copy of the "Santa Maria" for the most attractive stamp of Europe. Presently the annual voting has proliferated until now we have all sorts of contests sponsored by a wide variety of societies (general and specialized) and more recently, Postal Adminstrations as a medium to hype the sales of their output of postal paper. Only last April, the United States Postal Service joined the bandwagon.

But for all this pseudo-philatelic activity, exactly how much value can be attached to the results? Do they truly reflect how many of the approximately 7000 adhesives are in the year's "Best"? Also, by what standards are the voters' choices made?

Until 1983 such polls were conducted in the United States first by *Linn's Stamp News* and, more recently, by *Stamp Collector*, as well as a few specialized study groups. However, these all have relied on subscribers' basing opinions chiefly on the *eye appeal* of the stamps under consideration.

Having more than a little familiarity with stamp designing and production, I feel that an expression of personal opinions as a critic is not out of order.

It seems that there is—or ought to be—much more to the selection of one stamp against others as the "best" than merely a casual glance or examination of the entries being judged. Actually there are several criteria by which such decisions should be made: the quality and appropriateness of the original design; the printing method by which it is reproduced; and the perfection with which the production is made.

1. *Design.* One essay might be ideal for *intaglio*, but not for either typography, offset or rotogravure. The former kind of art can lose much if not all of its effectiveness when another method of printing is employed unless there is considerable "transformation" by craftsmen at the printing plant.

There is another important factor. How well has an artist arrived at an ideal concept as far as presentation, composition, and relationship between the pictorial subject and inscriptions? Original art normally is offered to authorities in a rather large form. How

will this look when reproduced to postage stamp size— even if the finished product itself is super- or jumbo-sized?

Further, ever so many of today's adhesives completely ignore very definite rules of the Universal Postal Union, which clearly stipulate that stamps entering the international mail stream must conspicuously designate the land of origin and the face value expressed in numerical figures. How many designers and even postal officials have betrayed their ignorance of this rule? Just look at several United States commemoratives in which the face value is so overwhelmed by other inscriptions that it is almost impossible to read—by a mail clerk or even a collector.

A genuine stamp-designing master will carefully consider these factors before making the first rough sketch. There have been those (like Switzerland's Karl Bickel, Sweden's Sven Ewert, and Italy's Vittorio Nicastro) who demanded to know beforehand the *color* of the finished stamp prior to cutting the first line on a steel die.

Too meticulous? Hardly. If a stamp is to be reproduced in a strong color such as umber, chrome green, carmine, or dark blue, the engraving may be incised with very fine lines and small dots; if in a weak hue, broad, deep cuts are necessary if the finished stamp is to have character and quality. (I recall President F. D. Roosevelt showing me a die proof of the Pan American commemora tive pulled in black, and what a beautiful piece of work it was! An official at the Post Office Department, for some reason that never was explained, ordered the Bureau of Engraving and Printing to print it in its pale violet that resulted in something less than striking.)

The more experienced and perspicacious designers will go one step further. They will so create original art work with ample "white areas" (especially in outer frame segments) so a postal cancellation will show up and serve as a form of preventing re- use.

There still are some nations which are so conscious and proud of their reputations that they very carefully select artists best qualified and experienced to design stamps in their individual styles, to most perfectly treat the subject at hand.

In contrast, there are many (directly or through commercial agencies) who disregard this and commission artists who concern themselves solely with turning out essays for issues as fast as they can wield brushes. This is conspicuously evident with the tons of "omnibus" sets. Such stamps have a kind of boring same ness to a point where the collector must search for a land's name because one from St. Vincent is an almost exact copy of one for Antigua.

2. *Production.* Almost as vital as considering design perfection is the judging of printing quality. There are security printing firms (governmental, postal, or private) which will not undertake a contact unless they can take the time to fill an order that will stand up to their own high standards of craftmanship.

Each of the three major printing media—intaglio, rotogravure, and typography (offset litho), the most frequently employed

today—has its own peculiar characteristics which must be examined to make an educated determination. In the case of recess steel or copper engraving, one uses a good magnifier to appraise a stamp's perfection. Has the original die's design been *etched* and then completed by hand? Has the whole been incised with very fine lines and dots to give it the three- dimensional effect that is possible only through intaglio, the highest form of the graphic arts? Or has the engraver conserved time and effort by producing his picture with fewer, deeper and broader incisions? A skilled engraver can do the latter and still make a very fine die, but even the best of such never can match the former. This is particularly true in portraiture. The neophyte can compare, for example, most of the Elizabethan faces with, say, Swiss Pro Juventutes, or Austrian commemoratives, and easily note the contrasts.

In the case of the rotogravures, one carefully looks first at the size of the screening: is it very fine or large? The larger the screen, the easier and faster is it to "get away with" a product that is inferior. Then one examines the registration of the various colors, for unless there is perfection here, mediocrity results. Rotogravure demands the photography of each color separation so that every stamp of each of the three, four, or more colors is precisely placed and will register on the fin ished cylinder lest the product have a hazy or fuzzy appearance. The top firms will devote days or weeks to this single phase of production.

Those firms which are not as fastidious about their reputa tion for superlative quality generally are satisfied to use shortcuts to save time and expense. After all, the majority of these turn out sets by the dozen for sale on stampdom's markets rather than for postal use. Here a transiently popular theme or topic, a queer shape, an odd size, and plenty of gaudy color, are enough to produce eye appeal for the untutored stamp collector. I recall the head of one firm who proudly told me that if a customer—usually a land's philatelic advisor and merchandiser— delivers a piece of finished art work, he can print half a million stamps within a week or ten days; if his staff must finish a rough design first, it will take two weeks!

Such "order tomorrow and have delivery yesterday" practices simply cannot do a nation's image any good, nor can the collector get stamps he would be delighted to own and add to his albums.

We can appreciate the contest as an innovational sideline to philately and it may well encourage better designing and produc tion for the future. However, I have a sneaking suspicion that there is an ulterior motive in many contests. Those conducted by periodicals of wide general circulation are so presented to stimulate readers' interest and participation, thereby serving as a promotional project to get more subscriptions. Those published by societies or specialized study groups use the media to excite deeper attraction to their particular fields. Postal Administrations' marketing specialists have found contests an effective way to get more new clients for new issue subscription services.

Sweden, which was a pioneer in this polling idea and is per haps the world's leader in the field, has increased its business considerably. By offering as many as 200 prizes each year to decide which of its many annual issues is the most popular, the country's postal administration not only excites those who already buy and collect modern sets of Sweden, but also invites others to participate. Those who have not yet been converted can obtain color reproductions from Stockholm and submit ballots. The winners receive packets of Swedish stamps as prizes, so the latter have a few dozen varieties with which to start and then continue by ordering future sets of booklets or coil stamps issued in Sweden each year.

Is this a pitch for more business? Undoubtedly yes. Yet philatelic sales of stamps that wind up in albums rather than on mail yield income that greatly help postal administrations combat deficits. And just so long as there will be participation by enthusiastic collectors, what's wrong with it all, provided ballots reflect genuine quests to really pick the very "best"? Doesn't the true stamp lover enjoy owning a stamp that gets such a tribute?

"When All Else Fails" —Then Authoritatively Expertize

Henry M. Gobie

The purpose of this article is two- fold. Firstly, to recount the story of the 1885 cover that has had so much prior publicity. This, in fairness to the owner and future owners, became necessary by virtue of its very misunderstood pedigree. Secondly, to suggest that expertization methods could be reviewed.

Our subject is mostly a first day of Special Delivery service cover of October 1, 1885. Franked with a Scott E1 Special Delivery stamp as required, on 2 cent postal stationery, this cover has undoubtedly been the subject of more notability and controversy than any other such in recent years. Postmarked with an Atla & Mont RPO handstamp, plainly reading "OCT 1", it is also the only known Special Delivery first day of service cover known with an RPO cancel (Fig. 1).

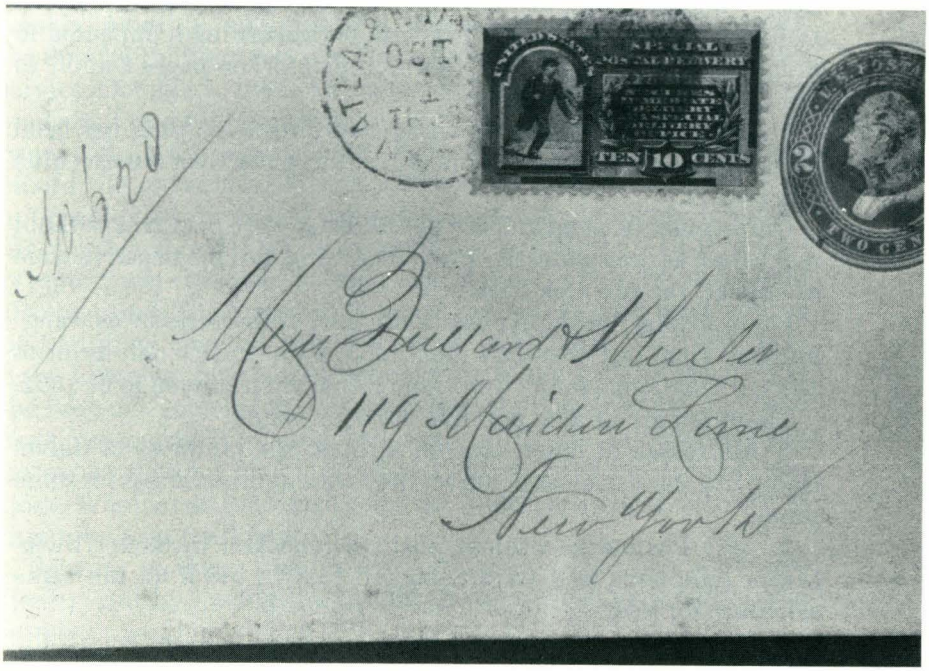


Fig. 1. Subject Special Delivery Cover, postmarked Atla & Mont RPO, Oct. 1

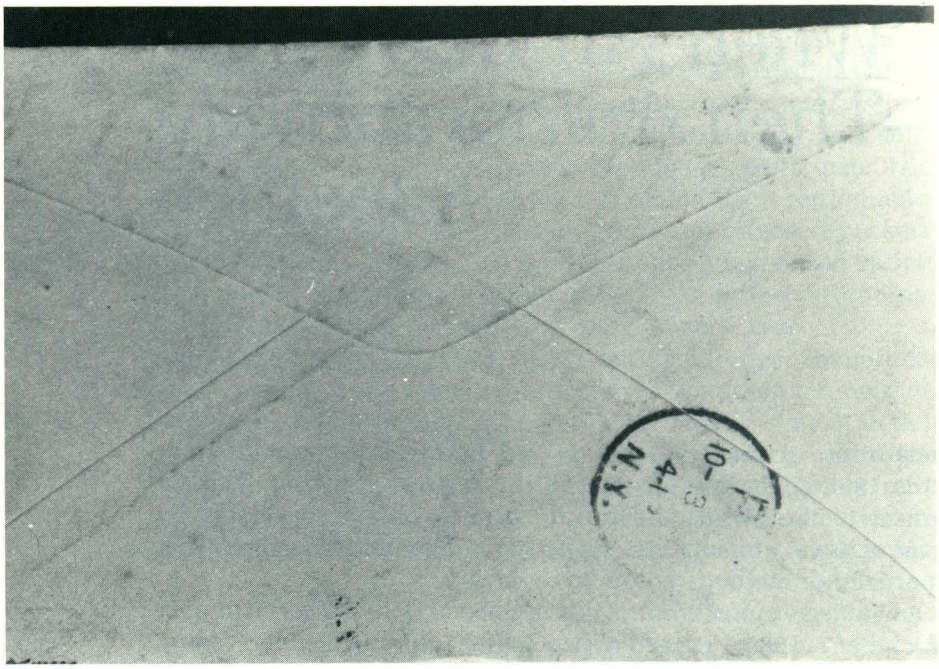


Fig. 2. Reverse of RPO, OCT 1 cover, showing poorly struck GPO, NYC OCT 3 (85) (backstamp)

But the receiving backstamp at GPO, New York City is what has caused such a difficult problem. When the clerk at New York made this strike, he hit almost entirely on the left side, leaving the year almost invisible (Fig. 2).

Acquired by me during a midwestern trip nearly ten years ago, at first I thought this only possibly an 1885 (first year of Special Delivery service) cover. My first article concerning it appeared in *Stamp Collector* (as *Western Stamp Collector*) on pages 3 and 7 of the October 19, 1974 edition.

To recap and update, following is an outline of what has been done in the way of research concerning this cover over the past nine or so years.

Unfortunately, most of these possibilities were positives without real value, as they generally proved nothing. But if a negative were to appear, the fun was over.

For example, Plimpton postal stationery of the period was watermarked. Here our envelope must have a watermark date prior to 1885. If 1886, then forget the whole thing, but it proved to be 1882.

There remained four possible areas of search:

1. Addressee of letter—solved through the kindness of Calvet Hahn, but was a useless positive (they were at this address for some time).

2. RPO Postmark—useless positive (checked through Towle-Meyer handbook and with Seaboard Coast Line R.R.; ran same schedule for years).

Photocopies of pages 18-20 from *The Speedy* supplied all the information needed concerning the RPO postmark, which reads:

As it had already been established that the train ran for several years, including 1885, it was pointless to pursue this any further.

3. New York City GPO Special Delivery Serial Number—this is one of the two areas of positive proof.

The importance and complete accuracy of early Special Delivery serial numbers addressed to most large cities cannot be overstated. Numbering of these letters began with No. 1 on October 1, 1885 at each post office of delivery.

This series of numbers continued through the end of the quarter, December 31, 1885. At the beginning of a new quarter a new series started. At New York City, each delivery station had its own series of numbers and records. They usually prefixed their serial number with the station letter in red ink.

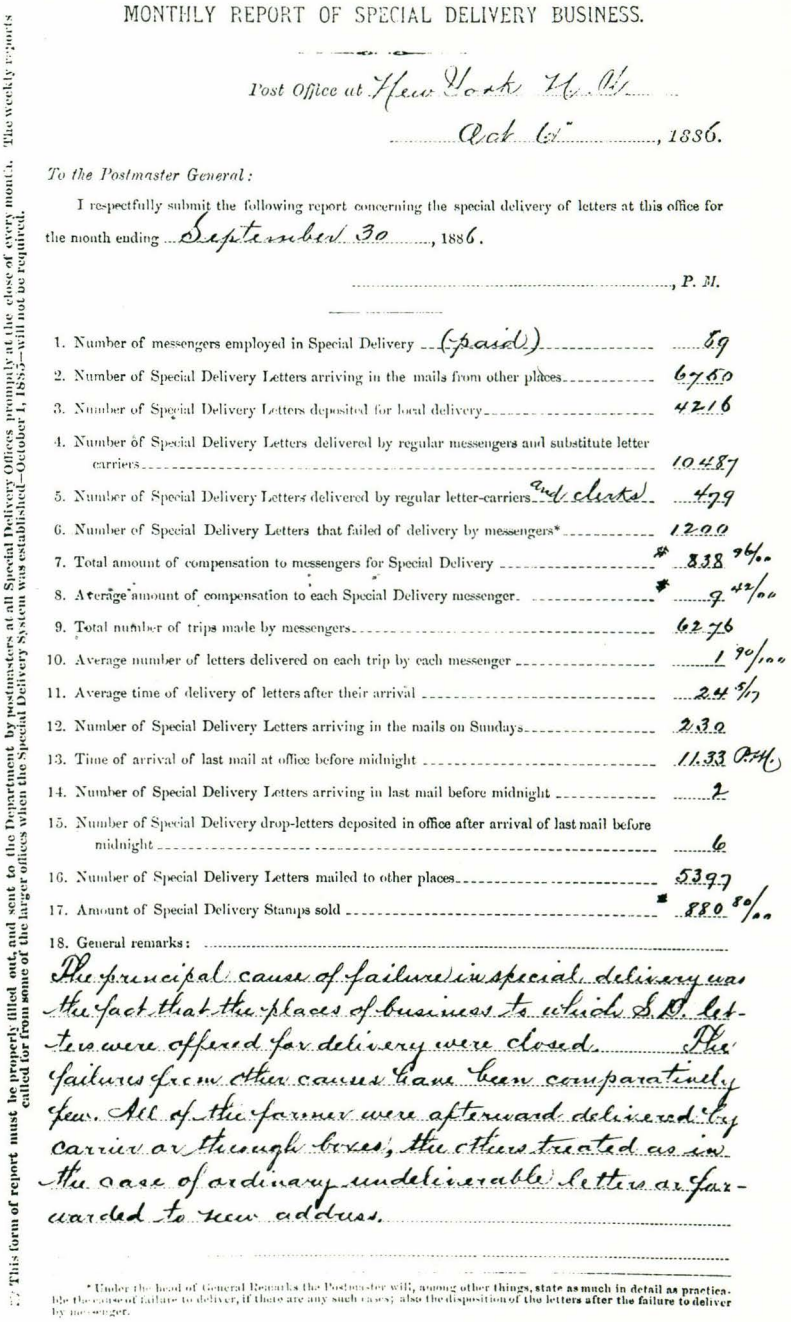
At the General Post Office (GPO), where this letter was received on October 3, 1885, the serial number was entered as "P.O. No. 628" in red ink. New York City, at least at that time and for quite a period thereafter, used the initial P.O. for their General Post Office. On later "P.O." serial numbers, they are suffixes or entered below, as described at pages 19-20 of *The Speedy*.

In the original, rather cumbersome Special Delivery record system, as these letters were given a serial number, they were then logged into a master record book. When assigned to a messenger, he again had to record it in his delivery book, all with this same serial number.

While doing research work at the Postal Service Library in Washington, I discovered copies of several reports submitted by the postmaster, New York City. In this section were many required weekly, monthly, and quarterly statements with data concerning the Special Delivery service. These began with the inception of the service, October 1, 1885. As I requested, photocopies of some were made for me; a portion are found in the appendix of *The Speedy* at pages 274-83. On pages 266-68, the New York City correspondence record file of the new Special Delivery service were logged. It is noticeable that the New York postmaster was queried as to where his overdue Special Delivery reports were. At New York City weekly reports were required for only a short time, as monthly ones were also required. The first weekly report (page 274), with week ending on Saturday, covered only the period of October 1-3, 1885. This does, however, give a complete picture of the volume received at the time our subject letter arrived. In making his reports, the New York postmaster probably had some difficulty in receiving the necessary data for his consolidated reports from his delivery stations. Whether all had carrier service, thus also Special Delivery, at that time I do not know.

Because of these smaller delivery units, I also had some difficulty. But by having the benefit of other New York GPO serial numbers, and knowledge of the accurate New York total volume, I found that by interpolation the GPO was handling about one-third

Fig. 3. September 1886 monthly SD report for NYC (volume less than half that of October 1885)



MONTHLY REPORT OF SPECIAL DELIVERY BUSINESS.

Post Office at New York N. Y.

Oct 6th, 1886.

To the Postmaster General:

I respectfully submit the following report concerning the special delivery of letters at this office for the month ending September 30, 1886.

....., P. M.

1. Number of messengers employed in Special Delivery (paid)	89
2. Number of Special Delivery Letters arriving in the mails from other places	6760
3. Number of Special Delivery Letters deposited for local delivery	4216
4. Number of Special Delivery Letters delivered by regular messengers and substitute letter carriers	10487
5. Number of Special Delivery Letters delivered by regular letter-carriers and clerks	479
6. Number of Special Delivery Letters that failed of delivery by messengers*	1200
7. Total amount of compensation to messengers for Special Delivery	$ 838 34/00
8. Average amount of compensation to each Special Delivery messenger	$ 9 42/00
9. Total number of trips made by messengers	6276
10. Average number of letters delivered on each trip by each messenger	1 90/100
11. Average time of delivery of letters after their arrival	24 5/7
12. Number of Special Delivery Letters arriving in the mails on Sundays	230
13. Time of arrival of last mail at office before midnight	11.33 P.M.
14. Number of Special Delivery Letters arriving in last mail before midnight	2
15. Number of Special Delivery drop-letters deposited in office after arrival of last mail before midnight	6
16. Number of Special Delivery Letters mailed to other places	5397
17. Amount of Special Delivery Stamps sold	$ 880 80/00

18. General remarks:

The principal cause of failure in special delivery was the fact that the places of business to which S.D. letters were offered for delivery were closed. The failures from other causes have been comparatively few. All of the former were afterward delivered by carrier or through boxes, the others treated as in the case of ordinary undeliverable letters or forwarded to new address.

This form of report must be properly filled out, and sent to the Department by postmasters at all Special Delivery Offices promptly at the close of every month. The weekly reports called for from some of the larger offices when the Special Delivery System was established—October 1, 1885—will not be required.

* Under the head of General Remarks the Postmaster will, among other things, state as much in detail as practicable the cause of failure to deliver, if there are any such cases; also the disposition of the letters after the failure to deliver by messenger.

of the New York Special Delivery volume. Thus, without details, the GPO average volume per day during October 1-3, 1885 was about 210 to 240. While I do not have a report for October 1866, I have just acquired one for September 1886 (Fig. 3). The September 1866 volume was just 48.3 percent of October 1885, for an approximate daily average of 100-120. At that rate, No. 628 would not be

handled until the 5th or 6th of September 1886, and I find no compelling reason to think that October 1886 would be any different. The situation would be quite similar in fiscal 1888 (which included October 1887), as records prove that Special Delivery volume had not yet shown sufficient increase to overcome the drop in volume experienced following the opening surge of October 1885.

The unusually high volume for this brand new and highly imaginative service was brought about by massive Post Office Department publicity, strongly abetted by the press. One of my prized possessions is a poster (now framed) of about 16 inches by 28 inches which once graced some post office lobby. Dated August 11, 1885, it describes the new "IMMEDIATE DELIVERY SYSTEM," and lists the 555 post offices of 4,000 or more in population entitled to this new service.

It was not until fiscal year 1889 (which included October 1888) that the total annual nationwide volume attained a rate comparable to October 1885. After the first year, service had been extended to all post offices. Also very noteworthy is the fact that GPO New York, by at least 1888, possibly 1887, had completely changed the typeface for "P.O." in their backstamp used on special deliveries.

It has only been since the time that application was made for an expertization certificate that my study of the New York City Special Delivery serial numbers was finally completed to my satisfaction. This is not to say that I have spent nine years working on it, but only very recently did I obtain more information which I felt conclusively proved my point about the year date.



Fig. 4. S.D. Serial No. 9444 P.O., November 11, 1885 (note position of "P.O.")

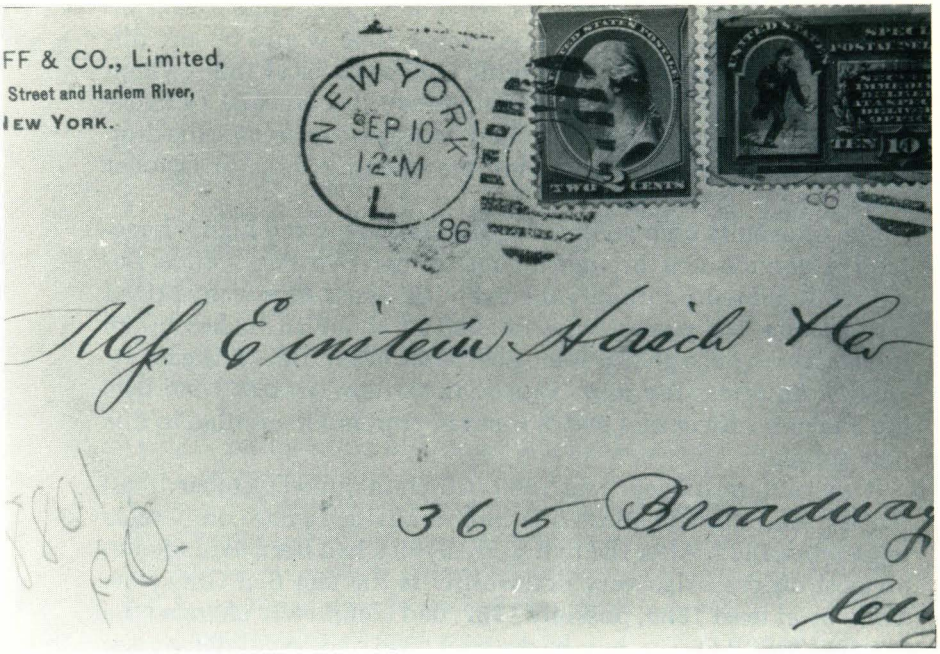


Fig. 5. S.D. Serial No. 8801 P.O., September 10, 1886 (again, note position of "P.O." with serial number)

However, it is with a great deal of pleasure and confidence that I can now see how close my preliminary/estimated (choose one) computations were back in 1975. In my article in *The United States Specialist*, August 1975 (pp. 358-59) and repeated in my book, *The Speedy* (p. 20), appeared the following:

> The report of the Third Assistant Postmaster General for 1885, concerning the new Special Delivery System, states that during the first two weeks of October the average daily volume of the 25 largest offices was 122 specials per day. On the basis of the above report, knowing that all units started with No. 1 on October 1st, it is reasonable to estimate that the largest unit [meaning GPO, NYC] in the county would probably average close to 250 specials a day, thus easily reaching No. 628 on the afternoon of the 3rd.
>
> To carry this thesis a little further; another special in the author's collection is backstamped November 11, 1885 (3-1p) at GPO, NYC, numbered on the front "9444PO" [Fig. 4]. This serial number, divided by the number of days of Special Delivery service (41½) equals a daily average of 227.6 letters. Serial numbers at that average rate would reach No. 569 at 2½ days; thus the No. 628 is in proper sequence for October 3, 1885, a Saturday.

Recent acquisition of the New York Postmaster's Monthly Special Delivery Report for September 1886, previously referred to, also provided an opportunity to check my previous findings. In both my studies of the New York Special Delivery serial numbers made in recent years and an educated guesstimate orig inally made years ago, I had wound up with substantially the same answer.

Both interpolation and best guess agreed that the New York GPO was handling about one-third of the total New York City Special Delivery volume from the beginning of the service.

Now with the actual September 1886 volume report, the following could be determined: Special Delivery with a serial number 8801 P.O., a local drop handled 9-10-86 1P (Fig. 5): No. 8801 divided by 71.5 (number of days gone in quarter since 7/1/86) equals 123 (average per day GPO); 123 (average per day) times 30 (number of days in September) equals 3,690 (projected GPO volume); 3,690 (GPO volume) divided by 10,966 (total Septem ber New York Special Delivery volume) equals 33.6 percent. Thus the New York GPO Special Delivery volume projection of 33.6 percent further corroborates previous figures.

At this point it might be well to remind our readers that, principally because of changes made in New York City backstamps, a very few different years can be involved; 1885 is the correct year, as justified by the volume alone, if necessary. In 1886, October 3 (backstamp date) was a Sunday, making the likelihood of a "closed" marking, possibly with one of those non-delivery tickets. In neither 1886 nor 1887 was the volume sufficient for this No. 628 on October 3—later years had gone to other typeface.

4. New York City Special Delivery receiving handstamp—this is the second area of positive proof.

While the RPO postmark on the front is a very clear October 1, the backstamp at New York GPO is a very poorly struck receiv ing postmark, with the right side almost completely uninked. The handstamp did make an indentation on the right, but I have been unable to find any ultraviolet, infra-red, or any other photog raphy to bring it out.

This backstamp is about $15/16$ inch in diameter. At the top are the letters P.O., with only the "P" struck clearly. P.O. was the symbol for General Post Office. The upper center portion of the handstamp, containing the date slug, is centered slightly to the left in this instance. It reads 10-3 85, although only the 10-3 are clearly visible. The time slug, which by regulations would be changed every 30 minutes, reads 4-1 P (with the "P" unclear). The bottom portion of the handstamp is plainly "N.Y." (City, or State, your choice).

The "85" year date is, of course, the only really important item. However, this number is discernable. As others have acknowledged to me that they have also been able to decipher it, I am confident of both my sight and the validity of my claim.

This proof does not necessarily imply that the "85" is clearly visible in the backstamp. If it were all that easy, then we would be completely without a good story. But there are enough traces of the top of the "5" to be able to realize that this could be only a "5." The typeface of this year date was thicker, heavier, and darker than the other movable type (month and date numerals and hour type). The "85," once seen on other covers I have, is very familiar (Fig. 6). The top of the numeral "5" that is most visible shows an outline of a banner-like top section across. This is quite thick; it dips slightly in the center, then continues to almost a point at the end. The bottom, at about halfway, slants upward towards the top and end. At this

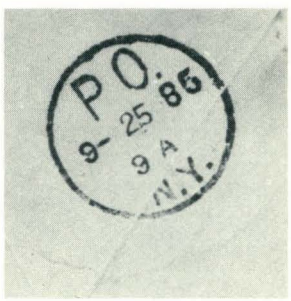


Fig. 6. Backstamp of P.O., N.Y. dated 9-25 85 clearly shows difference in year typeface

point, there is a minute dot of ink. The outline of the top of the "5" evidenly is caused by a combination of indentation and soil (from old ink?) (Fig. 7).

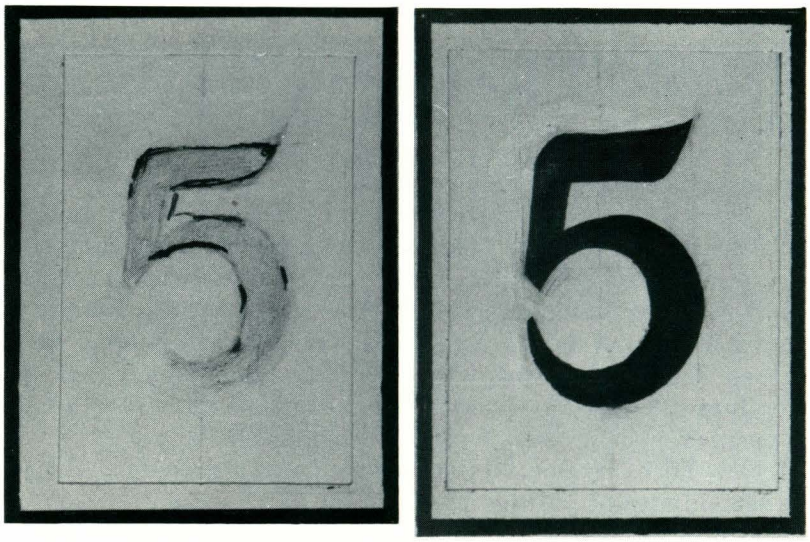


Fig. 7. Artist's concept of original "5," compared to visible portion on October 3 backstamp upon careful examination with strong glass and held obliquely in daylight

This year date is not visible without some degree of patience. Of course, my wife has hinted that it is much easier to see an item of high rather than more moderate catalogue value. The connector and lower loop of the "5," as well as the upper circle of the "8," are discernable by me with a 10-power glass and patience. In fact, I have been able to view the entire backstamp—excepting the bottom section of the "8" in "85." If I could only photograph what I am able to see! I've tried, and haven't found a professional yet who can do it (Fig. 8).

In November 1981, I came to a decision to send this cover in with an application for a certificate. While I have positive and certain knowledge that this is indeed an 1885 cover, I felt that for the protection of my heirs it should have a formal certifi cate. After all, the Scott catalogue difference in value of $50 versus $8000 is rather notable.

At that time my study of the New York City Special Delivery serial numbers and data related to reported volume was incom plete. In fact, only recently I was able to obtain even more information. But I did furnish some information and photocopies of pages of my book which I thought might help the committee.

After retrieving the cover from the bank, I noticted that the backstamp appeared to be clearer than I remembered. My letter had already been written so I did not mention it—thinking that so obvious that there was no need to do so, I felt the certificate would only a formality! However, the response—"to decline opinion"—was disconcerting. So it was submitted again, now with most of the data regarding New York City Special Delivery serial numbers, and

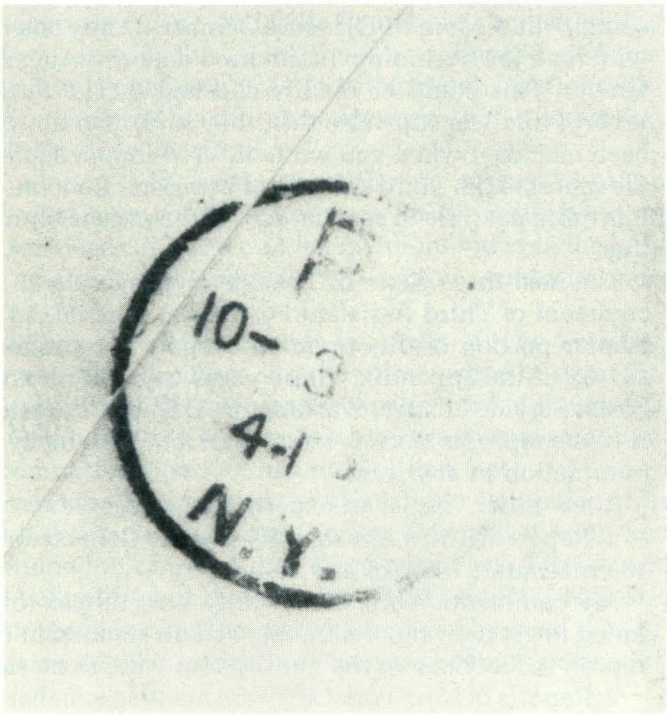


Fig. 8. The best of countless photos of this backstamp—on infra-red film, showing the upper portion of the "5."

while it had the honor of a special meeting, it met with the same results. It was passed on to another committee with the same results.

Now for my personal critique of this waltz of nearly two years duration, together with a few possibly remedial suggestions.

In retrospect, I feel that I must have done a rather feeble job in supplying information to these expert committees. It is necessary that I must mention some of the items that have circled back to me concerning this cover during the past few years—some verbal, some written:

One Special Delivery "expert," not long after I secured this cover, attempted to discourage my efforts to prove this to be an 1885 cover. He claimed that doubt concerning this cover would "tarnish" the quality of others. At the time he probably had more than his share of them. He wrote to an editor, "Granted that it is entirely possible that Mr. Gobie is correct that his low Special Delivery number indicates an 1885 use, I submit that it also could be a low number because [this] particular Special Delivery letter was mailed *from a small post office* in a non-business section of New York City whose Special Delivery mail volume was not great." (Emphasis added.) Supposedly he was talking about our same letter!

In discussing this letter with a highly respected and valued friend in New York City, he advised me that a story was circulating

to the effect that this could not be an 1885 cover. But why? The story line went that the Scott E1 Special Delivery stamps were not delivered until September 29, 1885. Thus it could not have reached the south (Atla & Mont RPO) before October 1. Only one thing is wrong with that: the beginning distribution date was August 29, not September. This could be readily checked in *The Speedy*, page 23. When I told someone else this, they said, "On no, you must have been mistaken when you wrote it." This happened to be a page of the report of the Third Assistant Postmaster General, photocopied. It is quite possible to see that part of the page is blurred and out of line.

The next three pages in *The Speedy*, pages 24-26, continue the comment of Third Assistant Postmaster General A.D. Hazen. The tabular portion of this important report is reproduced on pages 257-65 of the appendix. These pages were all photocopied at the Postal Service Library, Washington, D.C. Unfortunately, the quality of the reproductions is rather poor, but I felt lucky to obtain this information in any form.

A few other "gems" of expertise encountered:

1. Report of Third Assistant Postmaster General for October 1885 too inaccurate to be of any value.

My comment: While some thirty post offices (of around 550) failed to get their reports in, this had no significant bearing on the report. A few bugs in the new system were to be expected.

2. Reports of New York City were made so late that they were not to be considered accurate. (First weekly reports for October and month of October 1885 are dated November 11, 1885. See *The Speedy*, p. 275.)

My comment: Data related to Special Delivery numbers, the basis for these reports, would have been completely available for at *least* the first few years. I know! As logged in file on pages 266-67, the New York postmaster was not great at getting out requested Special Delivery reports. Entries show that on October 1 he was told that weekly reports would be wanted; October 13 advised of monthly reports; November 3, weekly reports requested; November 10, monthly and weekly reports not received; page 267, November 10, reports delayed, to be sent on 12th; November 11, weekly and monthly reports sent.

In a conversation with another "expert," I suddenly realized that he really thought that my presentation on the New York Special Delivery serial numbers was based on guess, rather than fact. For example, he was challenging my knowledge of the way the numbering system had worked. He also did not believe the stations had their own delivery and numbering system. Even a first day Special Delivery is recorded in my book *The Speedy* (p. 17) as number 2. It was mailed by and to the Stephen G. Rich family from Station "P" to Station "E," both entirely separate New York City stations.

Still another "expert" in writing to me concerning another "De-

cline an Opinion": "We haven't been able to see a year date on the cover. Yes, we realize that registry (*Registry*?) number offer circumstantial evidence, but that is merely circumstantial."

Peter A. Robertson of The Philatelic Foundation wrote the most recent article concerning this cover. It is a fine effort titled "When All Else Fails," and appears on p. 74-76 of their book *Opinions*. You will note that I borrowed his title and expanded upon it somewhat. I hope that Peter does not mind.

Very encouraging is the statement at the top of page 75 of this article: "One sees traces of these numbers." It is not likely, in my opinion, to see traces of these numbers without viewing the large top portion of the heavy numeral "5"—nothing could be more conclusive.

His next paragraph, which refers to my study of New York City Special Delivery serial numbers, is quite correct when he states that the only possible usage of that number (by the third of the month) occurred in October 1885. One wonders why the special meeting of the expert committee failed to take note of that fact.

In conversation with a committee official at a stamp show, he told me that he was convinced that the year date read "85." In fact, when I mentioned to him that the "85" typeface was heavier and bolder than before, he felt that eliminated any doubts. This also brought forth the comment that two others had observed the "5," but were unsure of their correctness because of the typeface difference.

My point concerning the year date is this: when even one member of such a committee is able to decipher the significant portion of the "5," why is his work or "opinion" not acceptable to all? Are they saying: (a) He is not qualified to express and opinion; (b) The validity of his opinion is questioned; and (c) If one or more members of the committee were stating that the "5" were discernable to them—for what reason would a "to deline opinion" be rendered by the full board?

Also in *Opinions*, kindly allow me to call your attention to yet another cover without a year date. This one is alleged to be undoubtedly 1851, because the stamps are from Plate 1, Early. This is an assumption based solely on the time that these stamps were first placed in use. However, they could have been used at any time after issue, even in 1852. Certainly, the 1851 assumption is probably correct, but on a scale of 1 to 10, I would give it a 7 or 8 likelihood. And this against the doubly proven, but not officially recognized, 1885 cover, a certain 10.

However, the second purpose is really of much greater importance to philately.

Expert Committees—and there are many, possibly too many—enjoy a high degree of respect, generally well-earned. Functions of various subcommittees are exceedingly strict, and probably overly routine. There are some set policies that sorely need a second look with the thought of possible adjustment.

I do not feel qualified to make comments concerning mint stamps, etc., as more and more certain pitfalls of the teeth and gums of these things frighten me.

My forte over more recent years covers United States postal history of various sorts, from 1885 to the 1920s. During the following 35 years or so, I lived the postal history—as I was in it.

To quote Scott Trepel, writing on page 51 in *Opinions*: "By declining to render an opinion the Expert Committee leaves the matter open for further study and discussion outside the domain of the Philatelic Foundation."

Unfortunately, The Philatelic Foundation, when returning a "patient" with a certificate with typed into the "opinion" space "to decline opinion," makes no mention of further study, etc. In other words, if the owner wishes to carry the matter further, well, like Tootsie, they haven't said "No."

I do not know all of the methods of every expert committee. I do, however, know that one committee felt that they must have a unanimous agreement before making any decision—that has to be fairly rigid and cumbersome at times, to say nothing of slow. *Opinions* mentions using majority vote on occasion.

My suggestion to all of these committees is this: step back a moment and take a look at your original purpose. I am sure that the intent was to certify the deserving good material and to ferret out the phonies. Fine, you are umpires, "safe" or "out"! This may already be done, but it does not seem to be the case. When a committee member can decipher what must have been an 1885 date—try accepting it, instead of voting on it. Sure, Ashbrook, etc., are no longer around, but there are other very capable postal history experts. Consider asking a man known to know. Certainly there should be no problem in saying "Yes" on that basis—and I believe that the committee would be much better thought of if no longer dodging opinions.

How far may this committee syndrome have already gone? I just mentioned Ashbrook, and intended it with the greatest respect. Yet it is my understanding that his endorsement on an article was not considered suitable by an expert, who is a committee member. He feels that it should have a certificate, via committee routine. That is strange to me.

It is quite baffling to be termed a recognized Special Delivery "expert," yet when simple inquiries could have been made, they were not. However, once I proved to my own satisfaction that I was correct, I had already decided to take the positive necessary action on my part.

Very recently, I signed the reverse of this cover at the lower left. In quite small letters I printed the following: "GUARANTEED 1885 USAGE" (signed) Henry M. Gobie

And ever so carefully tucked away in my files is written documentation to the effect that there are certain of these "experts" who are convinced that my 1885 year date contention is correct.

Egyptian Post Offices in Jeddah

Jakob von Uexkull

No postal service existed in what is today Saudi Arabia before 1865. Letters were carried privately by caravan. The earliest item with any postal markings is a remarkable sailor's letter sent from Jeddah in 1834 to Britain. The writer, Thomas Elton, was a British seaman on the East India Company brig *Nautilus* which was shipwrecked in the Red Sea. The crew survived and eventually arrived in Jeddah after escaping "every danger although so many" to await the arrival of another company vessel.

The letter, in which Mr. Elton describes his adventures and impressions and pleads for money to be able to return to Britain, is endorsed in manuscript "Sailor's Letter / H. Larne Commdr." and "Indian Navy / Jedda Feb. 1st 1834". It was carried to Egypt overland and thence to Britain by private ship as evidenced by the further endorsements "Forwarded by Briggs & Co., Alexandria, 7th April 1834" and "Per Malvina / Capt. Brickett". The letter was landed in Queensborough and struck with the first step-type ship letter handstamp of that port (Robertson S.4).[1] The manuscript rate marking is 1/6 due, comprising the 8d incoming private ship letter (including captain's gratuity) and 10d for the inland transport in Britain, all other charges being covered by the sailor's letter endorsement.

Early Postal Services

The first post office in Jeddah was opened by the Egyptians in 1865. Turkish offices were opened between 1871 and 1916 in various localities in Hejaz and Asir in the west and Hasa (Ahasa) in the east. In the interior, Imam Faisal told Lewis Pelly in Riyadh in 1865: "In former years Abbas Pasha of Egypt had endeavoured to establish postal communications with Nejd; but he had found the annoyanbces and injuries of the wandering tribes so frequent that he had been compelled to abandon the attempt; and, this, although he had, in the first instance inflicted the severest punishment on the offending Arabs."[2]

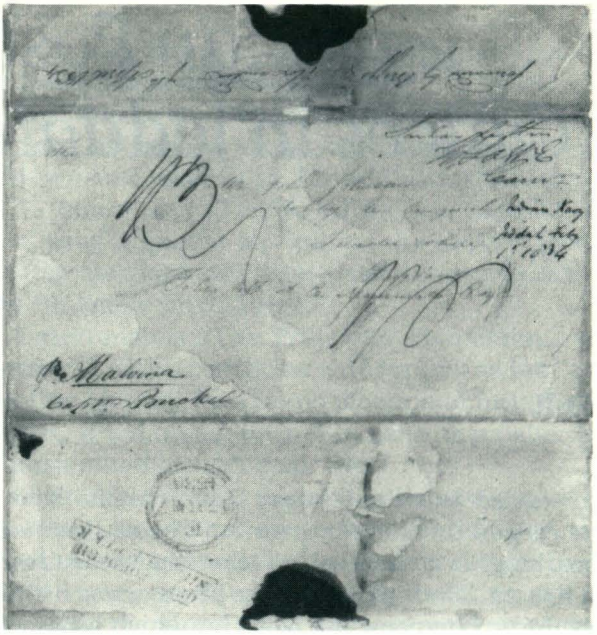


Fig. 1 Sailor's letter sent from Jeddah in 1834 to Britain.

Egyptian Post Office in Jeddah 1865-1881

In 1865 the Egyptian government purchased the POSTA EUROPEA, a privately operated post in Egypt, and founded the Viceroyal post. With Turkish permission, a number of post offices were opened abroad. The first was in Jeddah which, like Egypt, was under Turkish control. The Egyptian post offices were at first operated by Italians who had run the Posta Europea. Therefore, postmarks ("Gedda"), receipts, etc., were in Italian.

According to a letter from the director-general of posts to the ministry of finance, containing a statement of receipts and expenditures of the Red Sea postal services, the Jeddah office was opened on June 8, 1865. The first Egyptian stamps were not issued until 1866 and the earliest recorded postmark date from this office is October 17, 1866. A stampless letter is reported by an Italian philatelist but no details are available.

Stamps and letters canceled at this office are scarcer than the official receipts would indicate. Data are incomplete and ambiguous but, based on the available postal receipts for the last half year of this office, Dr. P. A. S. Smith estimated that in 1880 alone between 20,000 and 30,000 pieces of mail were handled there.[3] This is equivalent to between one-half and one percent of the total handled by the Egyptian post in that year. Since much of the Jeddah mail was sent by pilgrims, it is less likely to have survived than the mostly commercial mail of other offices. Judging by the very few items known to us postmarked at the Jeddah office in 1880, the survival rate is a small fraction of one per thousand.

Until recently it could be said that, while material from this

office was rare, the collectors were even rarer. However, this is no longer so. Although many collectors of Saudi Arabia ignore these forerunners, recent attention has been spectacular.

I am listing the Egyptian stamps known to me with Jeddah postmarks. The rating system is (A) "accessible," still to be found with a little patience if one is willing to pay the price currently (1984) about $150 for a good strike; (S) "scarce"; (X) "extremely rare," only one or two recorded.

The Postmarks

1. "Poste Vice-Reali Egiziane Gedda"

The illustration in Mayo[4] is not an accurate rendering of "GEDDA" which has widely spaced letters.[5] Mayo also reports this type (see Fig. 2) as also existing in blue but none have been recorded.



Fig. 2 Poste Vice-Reali Egiziane GEDDA known used 1865-73, black only.

The year plug is sometimes missing and was left reading "71" for some time after the end of 1871 (some Egyptian specialists claim that this plug was never replaced but Mazloum[6] reports the usage of "72" and "73" ciphers). The 1867-1869 issue was invalidated at the end of January, 1871 so the "71" dates on these can be taken to be correct, while such dates on the 1872 issues are obviously not.

Some month slugs were lost or became loose in 1871-2 and were replaced by numerals. I have recorded "8" (1871), "5" and "11" (1872), known of the 1867-1869 and 1872 1pia. The date, year, and month can be found inverted; also the month inverted with the date and year transposed. This mark has been reported on a cover and stamp from June 1873 and by P. A. S. Smith on 1874-1875 1pi and 2pi. The next type was introduced in January, 1873 and it is possible but unlikely that they were used concurrently.

Known to exist (A/S/X) on:

1866:	1pi(S)	2pi(S)	5pi(X)			
1867-P9:	5pa(X)	10pa(S)	20pa(S)	1pi(A)	2pi(S)	5pi(X)
1872:	20pa(X)	1pi(S)				
1874-1875:	1pi (X)	2pi (X)				

VICE-REALI type Interpostal (X)

2. "Post Khedevie Egiziane Gedda"

This marking (Fig. 3) is known used in 1873 with the circle but usually has the circle broken below "GEDDA." The Mayo illustration has a larger "G" and wider, more angular letters than the original. In 1981 forgeries, based on this illustration, were offered by a New York dealer of the 1872 20pa and 1pi and 1875 5pa tete-beche.



Fig. 3. Poste Khedevie Egiziana GEDDA, January 13, 1873 to May 17, 1880, black or blue.

In 1874-5 the small plain year slugs were changed to larger shaded ones. In April and May 1875, the year slug was omitted.

According to Mazloum, the blue color was used only from April, 1874 to June, 1875, but earlier (March 4, 1874) and much later (November 1, 1877) dates are in the Alund collection.

Known to exist on:

1872: 10pa(black S, blue X) 20pa (black S, blue X)
1pi (black A, blue A) 1pi imperf (black X)
2pi (black S, blue S) 5pi (black X, blue X)

1874-5: 5pa (black S, blue X) tete–beche (black X)
10pa (black S, blue X) tete-beche (black X)
20pa (black X) 1pi (black S, blue X)
1pi tete beche (black X) 2pi (black S, blue X)
2½pi (black X) 5pi (black X, blue X)

1879: black: 10pa on 2½pi (X) 5pa(X) 10pa(X)
20pa(X) 1pi(X)

Also exists with a solid lunette instead of year cipher (ca. 1875). "Extremely rare" (Mayo). Only four partial strikes recorded on 1874-1875: 5pa (X) 10pa (X) 1pi (X).

Fig. 4. DJEDDAH, June 1880 to June 30, 1881, black.



3. "Djeddah" in French and Arabic (Fig. 4)

Known on:

1879: 5pa(?) 10pa(X) 20pa(S) 1pi(S) 2pi(?) 5pi(?)

4. "Gedda" concentric circular mark with quarter moon and star for official use

The period of use is not known with precision but it may have been used until the Italian language marks were withdrawn in 1879 as it is only known on the first three issues. Only four copies are known, including one in green on a receipt for a registered letter to Suez found by Dr. Randall Baker in Jeddah in 1970.

Two examples of type II are known both on the 1pi, a partial strike and the almost complete strike shown in Fig. 5c. Both are from prominent Egyptian collections (Mazloum and Khaled Marzouk). Due to the rarity of this postmark, Egyptian specialists have expressed doubt that two different types would have been used. However, present rarity is no indication of the volume of usage as this mark was used for such purposes (receipts, official mail, sealing mark, etc.) that few would have survived in private hands. Jeddah was a busy office and the long period of usage makes the existence of two types quite feasible. (This of course applies to all the postmarks.) Recorded on:



Fig. 5. Star and quarter moon Poste Vice-Reali Egiziane GEDDA. (a) Illustration from Mayo, (b) type I with GEDDA short and star irregular, on registered letter receipt.



1866: 1pi(X)
1867-9: 1pi(X) 2pi(X)
1892: 20pa(X)
VICE REALI Interpostal (X)

The Interpostals

Ernest A. Kehr[6] claimed these as official stamps, but doay there is widespread agreement that they were not used to defray postage but to seal packets of bulk mail, opened (undeliverable, censored, etc.) letters, and interpostal mail. The official records on this matter were lost in an 1894 fire.

The 1867 Vice Reali type (Fig. 6) is known in many shades of gray and blue. Several varieties exist: (a)break in "E" in VICE; (b) double printing of the "DD" in GEDDA; (c) GFDDA ("F" for "E"). All are rare. A proof is known in black on green. The 1874 Khedevie in red is scarce as only about a dozen examples are known (Fig. 7).





Figs. 6-7. Interpostals.

Turkish "JEDDAH" Postmarks on Egyptian Stamps

A Turkish post office was opened in Jeddah as early as 1871 according to Brandt.[8] Until 1881 it served primarily the Turkish soldiers and civilians while traders and pilgrims preferred the Egyptian office. In 1881 the Egyptian postmaster was instructed to close his office on June 30 and hand over to the "chief of the Ottoman office in your location."

A pair and a single Egypt 1879 1pi are known canceled with the 1871-1892 Turkish boxed Arabic "Jeddah" in blue (Fig. 8). Three covers exist with this stamp canceled by the bilingual Turkish "DJEDDAH." These are addressed to the Banaji trading family in Jeddah who were the agents for the British Steam Navigation Co.



Fig. 8. 1871-1982 Turkish boxed Arabic "Jeddah" in blue on a piar of the Egypt 1879 1pi.

The boxed postmark is undated and the year date on the covers is unreadable. These Turkish marks were in use before 1881 but it is unlikely that these items date from after the closure of the Egyptian office as they would otherwise have been handed to and canceled at that office. Evidence to support this hypothesis is also provided by (a) the earlier multiple rate cover from Suez to Jeddah (listed below in "ship letters to Jeddah"), which was canceled on arrival at the Egyptian office, and (b) similar items from Jeddah which are known postmarked on arrival in Suez.

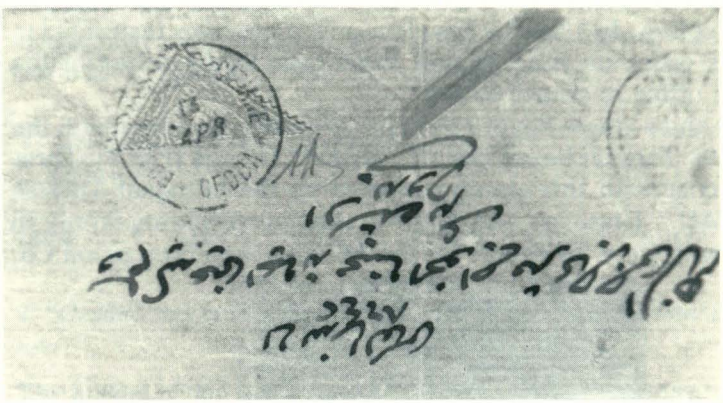
Postage Rates and Bisects

Mail was sent from the Egyptian post office via Suez on the weekly (or fortnightly) mail boat. Prior to July, 1875 the single letter (15 gr.) rate to Suez was 1pi with an additional 1pi for destinations in

inland Egypt. Registration was 2pi. When Egypt joined the UPU, a uniform rate of 1½pi to all Egyptian destinations was introduced (July, 1875). On April 1, 1878, this was amended to 1pi with the registration fee also reduced to 1pi.

In April 1875 a shortage of 1pi stamps necessitated the (diagonal) bisecting of the 2pi. Only a few have survived, all canceled in blue on April 13 (with a year slug missing) as all mail was canceled on the day of departure of the mail boat. The following have been recorded:

(1) Lower left half with another 2pi on cover, ex Byam, Lea, Mohrmann 1972, Merkur 1975.
(2) Upper left on cover, ex Byam, Gougas. 1984: GB Bolaffi.
(3) Upper left on folded letter, ex Harmer 1953, Gibbons 1979, 1984: Uexkull (Fig. 9a)



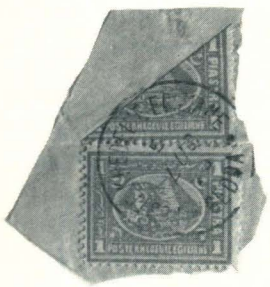


Fig. 9. Bisects on cover and piece.

(4) Upper left on wrapper, ex Farouk, Harmer 1961, Antonini
(5) Upper left on piece, ex Barrus 1962.
(6) Upper left on piece, ex Mercury, 1984: Smith.
(7) Lower right on piece, ex Ferrari, Danson 1979.

After the introduction of the 1½pi UPU rate in July 1875, a temporary shortage of ½pi stamps necessitated the bisecting of the 1pi. Two examples are known, postmarked July 5.

(1) Upper left half in pair with 1pi, ex Scheetz, 1984: Smith
(2) Lower right in pair with 1pi, ex Harmer 1957, Danson, 1983: Uexkull.

Covers from and to the Egyptian post office in Jeddah

In his survey of Egypt used abroad, Smith[8] gives the total number of covers recorded with GEDDA postmarks as 10. Today about thirty are known after a worldwide survey of Egypt and Saudi collectors, a study of auction catalogues from the pat forty years, and the investigations of Randall Baker in Saudi Arabia, which yielded the field of the Banaji archives.

Recorded entires and covers:

A. From Jeddah, postmarked at the Egyptian post office

a. 1866 Issue

(1) 1pi (28 April 67) ex Harmer 1956, Antonini, 1984: Uexkull
(2) 1pi (30 July 67) ex R. Lowe Hinde 1957, Wingfields.
(3) 2pi mixed with 1867 1pi ex Hine, 1984: Smith
(4) 2pi (9 March 67) disinfected to Alexandria, ex Harmer 1953.
(5) 2pi (9 May 67) disinfected double rate folded letter to Suez, ex Harmer 1942, Hinde 1957, Cotta–Kehr 1965, Gougas 1973, Gibbons 1979, Mayo 1980, 1984: Uexkull

b. 1867-1869 Issue

(1) 1pi 1867 (16.OTT. "61") to Suez, ex Byam, 1984: Uexkull
(2) 1pi large part cover to Suez 1870, 1983: ex Feldman 1983
(3) 1 and 2pi (20 April 69) fumigated, to Cairo, 1984: Uexkull
(4) 2pi 1871 (17.OTT."16") ex Danson, 1984: Uexkull
(5) 2pi (28 MAG 69) to Cairo, ex Rungas, Köhler, 1982
(6) 2pi to Cairo from M. Bourgarel, ex Feldman 1982, 1984: Uexkull
(7) 2 and 5pi (26 SEP 70) ex Shanahan 1959, Cotta-Kehr 1969, Antonini, 1984: Uexkull (Fig. 10)

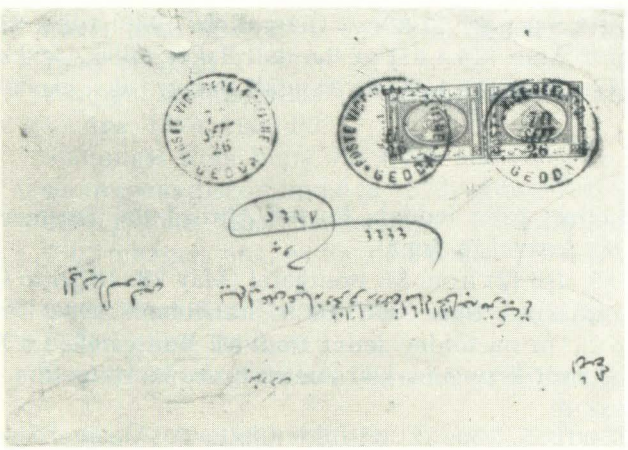


Fig. 10. 2pi and 5pi of the 1867-1869 issue postmarked at the Egyptian office 26 SEP 70.

c. 1972 Issue ("KHEDEVIE" Cancellation)

(1) 10pa pair + 1pi to Cairo (19 NOV 75) ex Danson, 1984: Uexkull
(2) 1pi to Suez (5 SEP 74, in blue), ex Hagopian
(3) 1pi to Hamburg with AFFANCATURA INSUFFICIENTE, March 72, "VICE REALI" cancel 1984: Smith
(4) 1pi pair to Cairo (DIC 74), ex Danson. 1984: Uexkull
(6) 2pi reg. to France 1879 (3 MAR with no year), with RACCOMENDATO, postmarked in black.

d. 1874-1875 Issue

(1) 10pa block of four to Suez (1 LUG 78, black) ex Mazloum, Danson, 1984: Uexkull
(2) 10pa (2) + 1pi to Constantinople (18 AVR 77, black) ex Danson, 1984: Uexkull
(3) 20pa pair to Bombay 1875, ex R. Lowe 1953, Cotta-Kehr 1965.
(4) 20pa + 1pi to Suez (25 MAR 76, black) ex Mazloum, Danson, 1983:JU.
(5) 1 + 2pi to Bombay 1875, ex R. Lowe 1973.
(6) 20pa + 1pi to Hodeida (24.8.75) ex Grylls.
(7) 20pa + ipi, to Suez (8 DEC 77), ex Hinde. 1984: Smith
(8) ipi (18 JULY 78) to Cairo. 1984: Uexkull

e. 1879 Issue, KHEDEVIE / GEDDA Cancellation

(1) 20pa pair to Constantinople (8 NOV 79) ex Cotta-Kehr, R. Lowe 1973, Gibbons 1979, Mayo 1980, 1984: Aliraza

"DJEDDAH" Cancellation

(2) 20pa pair + single to Bombay (26 DE 80) ex Byam, Mayo
(3) 1pi to Suez (27.11.80) ex Cotta–Kehr 1969, 1984: Smith
(4) 1pi to Suez (24.4.81) ex Randall Baker, 1984: Uexkull
(5) 1pi to Suez (17.1.81) ex Randall Baker, 1984: Uexkull

B. Ship Letters from Jeddah, Posted Abroad the Steamer, and Canceled on Arrival in Suez

(1) 1869, 1pi (2) from M. Bourgarel (May 28, 1870) to Cairo, postmarked "Suez 5.GUI 1869," ex Gibbons, 1984: Uexkull
(2) 1872, 1pi on folded letter from M. Bourgarel (3.6.74) to Alexandria, postmarked Suez 6 June, ex Margoulis. 1984: Uexkull
(3) 1874-1875, 20pa (2) on folded letter to Alexandria dated Juddah 23 April 78, postmarked Suez 20 April

(4) 1878, cover from Beyts & Co., Jeddah, to Aden via Suez with GB 4d postmarked "B03", side mark SUEZ 22.3, ex R. Lowe 1981. 1983:JU.

C. Ship Letters to Jeddah With Egyptian Stamps, Postmarked on Arrival in Jeddah

a. At the Egyptian Post Office

(1) 1868, 10pa (12) + 20pa (2), double rate registered cover from Suez, arrival 20 NOV 71, ex Gibbons. 1984: Uexkull

b. At the Ottoman Post Office

(2) 1879, 1pi on brown envelope (cut open for display) to Banaji, Jeddah, postmarked with Turkish bilingual "DJED-DAH" in green, also on reverse (ca. 1881) ex Randall Baker. 1984: Uexkull

(3) 1879, 1pi on small cover, stamp a little eaten by white ants, same correspondence and postmark, ex Randall Baker. 1984: Uexkull

(4) 1879, 1pi on small bluish cover, torn at top, same correspondence and postmark, ex Randall Baker. 1983:DW.

D. Entires to Jeddah, Backstamped at the Egyptian Post Office on Arrival

(1) Folded letter from Suez with 1 + 2pi, blurred VICE REALI backstamp 1870, ex Mayo. 1984: Uexkull

(2) Folded letter from Suez with 1 + 1pi, clear VICE-REALI 19 MAG (no year), ex Randall Baker. 1984: Uexkull

(3) Registered cover from Suez with 1 + 5pi, blue KHEDEVIA 24 AUG 74. ex Uexkull

(4) Registered cover from Suez with 2 + 2 + 5pi, blue KHEDEVIE 3 DIC 74, ex Mayo. 1984: Uexkull

(5) Cover from Suez with 1 + 1pi to Banaji, arrival 26.6.74. 1984: Uexkull

(6) Wrapper from London (1 + 4pi) forwarded from Suez with 5 + 5pa, 1874. 1983:JU.

(7) Stampless from India via Aden and Suez (as the direct service was discontinued in 1873) with arrival 15 MAG 74, blue, Jeddah "due" handstamps "5" (quintuple rate) and "30" (charge), etc., ex Randall Baker. 1984: Uexkull (Fig. 11)

(8) Cover from London (4d pair) arrival 1.9.76, ex Randall Baker. 1984: Uexkull

(9) Registered telegram from Egypt arrival 1.8.78. 1984: Smith

F. Transit Letters Canceled GEDDA

(1) 1875, large cover from Yemen to Constantinople, stamps

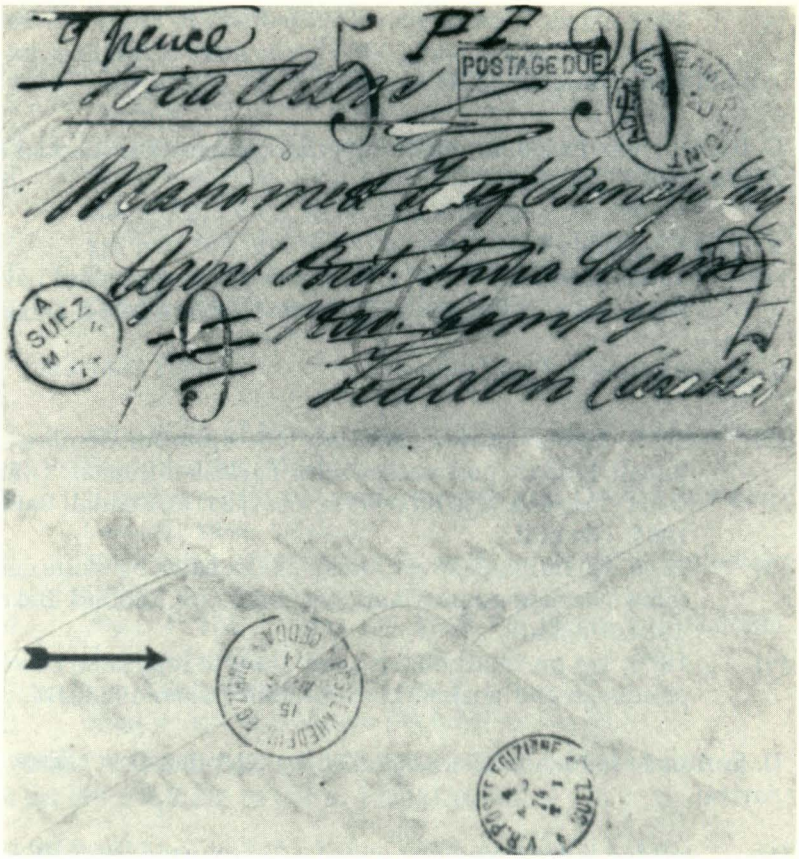


Fig. 11. Stampless from India via Aden and Suez, quintuple rate, showing Jeddah "due" handstamp and other markings.

removed, transit postmarks of the Egyptian post office in Jeddah on arrival (12 LUG) and departure (15 LUG), also fancy framed "DA HODEIDA" in green, ex Feldman 1982.

G. Entires to Jeddah, not backstamped on arrival

P. A. S. Smith writes: "Among these are covers from Britain in 1866-67, forwarded from Suez with the added 1p Egyptian stamp, addressed to the British Consul . . . Consular mail may have been deliverd (or collected) with some sort of priority, circumventing backstamping, so as to avoid delay."

The author would appreciate any additional information which readers may be able to supply. Please contact him via the editor.

[1]Alan W. Robertson, *462A History of the Ship Letters of the British Isles* (Borunemouth, England).

[2]Lewis Pelly, *A Journey to Ryadh.*

[3] P. A. S. Smith, "OC of the Egyptian Study Circle," vol. 9, June 1977. Also "Hejaz Forerunners," co-authored with Abdul Aziz Said, in *Arab World Philatelist*, 1978.

[4]M. Max Mayo, *Barid al-Sa'udiyyah wa Al Hejaz wa Najd*, 1973.

[5]Ahmed Mazloum, "The Djeddah Post Office," in *L'Orient Philatelique*, January, 1954.

[6]Ernest A. Kehr, "Interpostal Seals 1864-91," in *Collectors Club Philatelist*, vol. 37, January, 1959.

[7]Orhan Brandt, *Premieres Marques Postales Philateliques de la Turquie.*

[8]P. A. S. Smith in *Philatelic Journal*, January-March 1958.

A New Approach to Determining Qualifications as a Philatelic Judge

Robert P. Odenweller

Inevitably, every philatelic exhibitor concludes that he can do a better job of judging than the judges at a given show. This may be viewed as a normal step in the growth of a philatelist, but short of actually training everyone who gets the desire to become a judge, there has not been any truly evaluative process to select those who may make good judges. In the United States, the APS Judge Accreditation Program is a step towards more uniformly educated judges, in the sense of knowing procedures and judging principles, but it lacks a key element which limits its ultimate effectiveness. This lack is that anyone who satisfies the basic requirements of the program by attending the seminar, winning the national gold medal, and acting as an apprentice at the required number of shows can be accredited almost regardless of the depth of his philatelic knowledge.

In the United States, a naturally large number of exhibits in most shows will be U.S. material, so a relatively limited knowledge of U.S. issues can suffice to help the apprentice to get by. The evaluation of the chairman of the jury, though expected to serve as a recommendation on which the accreditation will be based, may be of limited value as a quality-determining measure and other influences outside of ability may often play a part. Personal acquaintance and "political" affiliation may prevent the evaluation from being negative even if the individual's breadth of philatelic knowledge is severely limited to a narrow or very esoteric area which would seldom appear in competition unless he showed the material himself. Indeed, a corollary of this fault is to award accreditation to a faithful philatelic administrator as a reward for his many years of service to club or society, regardless of abilities or knowledge.

Part of the problem involved in establishing criteria for and rejecting unqualified judges lies in the desire of the average in-

dividual not to offend others, particularly ones with established philatelic reputations, or acquaintances who might not appreciate the depth of experience and knowledge needed. This sense of propriety may further be abused by unqualified applicants who may try to take advantage of it to obtain a sinecure as a judge.

The problem requires very little additional definition. The solution or cure for the inequities of judge selection should have two basic features:

1. It should permit the candidate to evaluate himself without any announced intent to do so (i.e., privately).

This will permit the individual to avoid any embarassment in case of a failure to reach the necessary standards, and should give him confidence to proceed if his results have been high enough.

2. It should provide an evaluation technique which is devoid of any external influences.

Such a system should be possible without reference to the individual, his reputed knowledge, or his "stature" in the philatelic community. An individually-determined pass or fail evaluation is the ideal answer. Results may be matched against an agreed-upon standard to yield an impartial and equal analysis of the performance of all applicants.

Such a self-test and evaluation system has been used in other areas[1] and is equally applicable for philatelic judges. Although based on techniques derived from higher mathematics and statistical analysis, the esoteric elements of the calculations need not be understood to use them. Further, the ability to self- test and then to submit to private evaluation satisfies both criteria mentioned above.

Application of the self-test system is very simple. As a first step, the aspiring judge must evaluate each exhibit by him self and then compare his results with those of the jury when they are announced. If he should feel the need to "fudge" his results to make them closer to the final results, the only person he would be fooling would be himself. Arguments that the jury may make mistakes or that they arrive at results by consensus may be considered, but the system will take them into account by realizing on the one hand that most exhibits are not very debat able and that all judges will agree even if working individually. A second "adjustment" is the application of a spread of allowable results or a deviation from the norm found by the judges before the result gets shifted into the "fail" column. Third is an "allowance" which may be used once on each evaluative string of decisions. These have been calculated to provide for the few inaccuracies that might creep into the results of the appointed judges. These are more likely to be needed at the national level and may usually be dispensed with to a large degree at the international level.

Actual procedures to be followed by the aspiring judge in this new evaluative process are outlined here for convenience:

1. Select an area to be judged.

At national shows, plan to judge the entire show. At the international level, select at least one complete section and try to cover at least 50 exhibits and at least 300 frames. Preferably the number should be at least 100 exhibits as that is the usual minimum for an international judge. It is important to select an area of diversified interest, such as British Commonwealth, or Europe, or the Americas, rather than a narrow interest such as USA: Confederate States of America.

2. Grade in writing (usually in your catalogue) each exhibit according to the levels available.

At national shows, these levels will usually be gold, vermeil, silver, silver-bronze, and bronze, but check the show catalogue for any other medals. If special prizes are available as "between medal" awards, take them into account as well. Assign a grand award and reserve grand award (if offered), as well as any other special awards. Award felicitations of the jury, if deserved, but they will not be counted in your score. More on that later.

At international shows the levels have been standard for a long time but have recently changed. The new levels which come into effect in 1984 should be used and are summarized here for convenience: large gold, gold, large vermeil, vermeil, large silver, silver, silver-bronze, and bronze. Special prizes are available at each level from Large Vermeil on up. Award the three Grand Prix, or at least select a candidate from your section (the actual Grand Prix may be from another section, and you may omit the Grand Prix National if you are not particularly knowledgeable in that area). A close inspection of the Honor Class (recently renamed the Master Class) and selection of the Grand Prix d'Honneur is optional, but it is an excellent exercise as well as good exposure to some of the finest standards you will see. Remember, to even compete in this category each exhibit must have won a large gold medal or better in each of three different years, so none should be below large gold medal quality, although minor exceptions may occur. Consider starting with the Honor Class to "calibrate" your standards for large gold. Award felicitations of the jury if merited, but remember that they do not constitute a higher level of medal than they would if omitted—they are a particular honor for exceptional study. Choosing the same ones as the jury does for felicitations would show a particular sensitivity for this often misunderstood and coveted honor.

3. Compare your results with the official ones.

This is most easily done by making a list (see Fig. 1). In the first column put the number of the exhibit, in the second enter your ranking of the exhibit, in the third enter the judges' decision, and in the fourth compute how far off you were. For example, if you gave the first a silver and the judges agreed, enter 0. On the next, if your vermeil was matched by a gold by the judges, score a -2 (gold to large vermeil is one step, and to vermeil a second step; you were

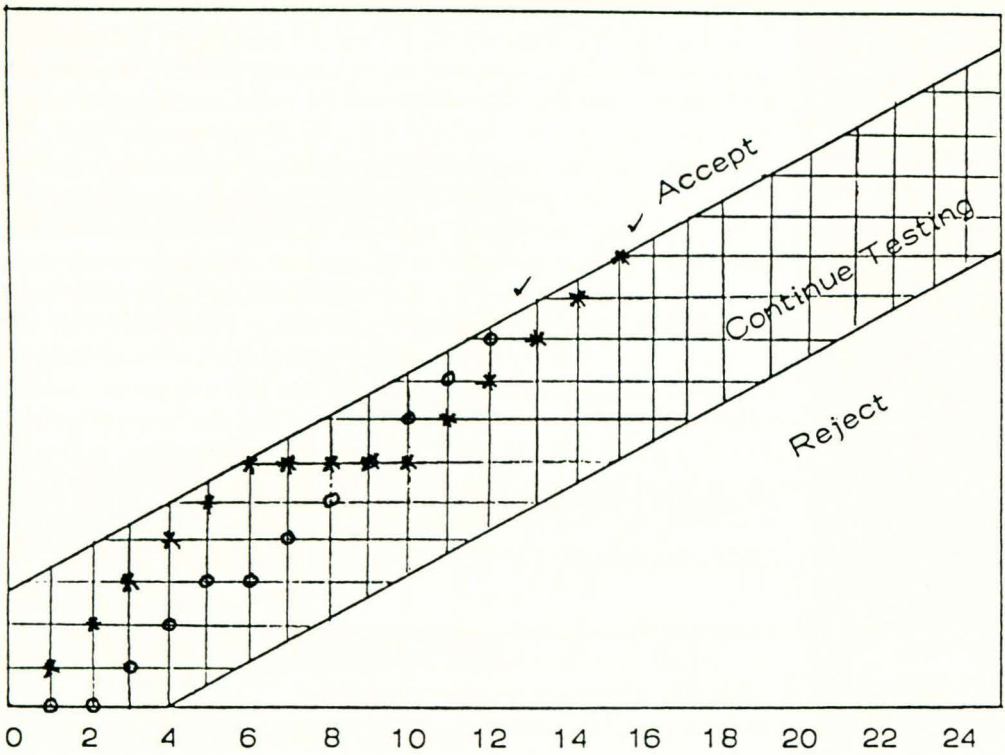
	Exhibit Number	Your Findings	Jury's Decision	Difference	±2	±1	INTERNATIONAL — ±2 USED
1	201	S	G	-4			PLOT SYMBOL ○
2	202	S	G	-4			
3	203	V	V+	+1	✓	✓	
4	204	G+	G+	0	✓	✓	
5	205	G	G+	-1	✓	✓	
6	206	B	V+	-5			
7	207	SB	S+	-2	✓		
8	208	V	V+	-1	✓	✓	
9	209	G	G+	-1	✓	✓	
10	210	V	G	-2	✓		
11	212	LG	G	+2	✓		
12	213	SB	S	-2	✓		
13	214	S	SB	+1	✓	✓	SUCCESSFUL RU
14	216	B	SB	-1	✓	✓	PLOT SYMBOL ●
15	217	SB	S	-1	✓	✓	
16	218	SB	S	-1	✓	✓	
17	219	SB	S+	-2	✓		
18	220	G	G+	-1	✓	✓	
19	221	LG+	LG+	0	✓	✓	
20	223	B	V+	-5			
21	224	SB	V+	-4			
22	225	B	S+	-3			
23	226	S(F)	V+	-3			
24	247	V	V+	-1	✓	✓	
25	248	V(F)	V	0	✓	✓	
26	249	V	V	0	✓	✓	
27	250	S	S+	-1	✓	✓	
28	251	S	S+	-1	✓	✓	
29	253	G	G	0	✓	✓	SUCCESSFUL RU
30	254	G	G+	-1	✓	✓	

lower, hence a negative sign). On the third you assigned a silver and they said bronze. You score a +2 (bronze to silver-bronze to silver). And so on.

Evaluate all exhibits and observe which ones you differed most widely on, for later rethinking. If the results are posted in time for you to see the exhibits again, by all means try to do so, and see particularly those on which you disagreed. If you stil cannot figure out the reason for the difference, attend the post-mortem or judges' critique (plan this if it is offered in any case—it should fine-tune your results and give you a chance to find out where and why the differences occurred).

4. Assign a success code to your comparisons.

First, mark all exhibits on which you were two steps or fewer from the final result (or within one step at the national level). These will be your successful, or "+," results. All others will be "-" results. Using the graph (Fig. 2), enter with your results, starting



sequentially with the first exhibit judged and continuing to the last. Follow the directions and enter each result until a line is crossed. Then return to the beginning of the graph, starting with the next result. Repeat as often as necessary, noting how many results were needed to reach a conclusion and whether the result to the sequence was successful or not.

If all your runs were successful and you ran through more than once for each 15 exhibits, you have done well and can probably accept a higher standard of challenge. If so, *re-evaluate* your results, changing all +2 and -2 to non-succes scores, so that only +1, 0, and -1 are considered successful (at nationals, use only those that *matched* the results of the judges). Then repeat the graph analysis. If you are consistently successful (even though at a slower rate) with the second run, then you may well consider your abilities to be of a high order. (Remember, however, that at this point you have confided in no one but yourself, so any "readjusted" findings will deceive only one person.)

5. Repeat the procedure at a subsequent show, for the record.

(Note: At this writing, this step is only a proposed one and not a part of the official judge accreditation process.)

If you have completed the procedure successfully and wish to register your qualifications as a judge, repeat steps 1 and 2 above, without consultation or any outside help. Make a copy of your results and offer it in a sealed envelope to the chairman of the jury,

who will note the date and time of receiving it. He will mail it to the chairman of the Judge Accreditation Committee. After the results have been posted, you may check them and verify that you have performed successfully. If so, notify the chairman of the Judge Accreditation Committee and the letter will be opened and your results checked against the official findings of the jury. Otherwise your letter will not be opened.

Should your results in any of this exercise be unsuccessful, either consider further study to broaden your knowledge and experience, or treat the result as a polite statement that others may be more qualified to do the work of judging. This procedure allows you to check your ability without any fear of embarass ment. The results might only show you that you know a great deal about your prime specialty, but much less about the broader field that is needed in an effective judge.

Directions for Use of the Graph

1. Start with the score for the first exhibit. If a success ful determination on your part, move to the right one square and use a value of 1. If not, use 0.

2. For each successive score, move one square to the right and make a mark on the graph at the same level if not successful and one square higher if successful.

3. When your plotted points intersect or go outside either success or failure line, stop and return to the initial point, resuming the procedure with the next exhibit in sequence. If you are approaching the failure line, you *may* exercise the option *once per run* to convert a failure into a success, to balance possible errors by the jury. Continue until you have plotted points for all exhibits you have judged.

4. Count all the successful runs (and failures) for an idea of your performance.

Successful runs for six to eleven exhibits is excellent.

Successful runs for twelve to seventeen exhibits is good.

Successful runs for eighteen to twenty-five exhibits is marginal.

Successful runs for more than twenty-five exhibits, or one failure or more, is not up to the desired standard.

To be continued

Interesting and Unusual Items from a Specialized Collection of China

Part VI of an Article by Carl Kilgas

The Dowager Surcharges

For thirty-seven years Robert Hart had consistently planned for an Imperial Chinese National Post Office. Having been successful in securing approval to issue stamps in 1878, he aggressively sought to have his post office idea approved. Finally on March 20, 1896, he received reluctant authorization to go ahead and the opening date was scheduled for January 2, 1897.

His next objective was to have China become a member of the UPU which required stamps to show values in easily recognized currency. Obviously, candarins used on all Chinese stamps would not be acceptable. To make the best impression, a set of stamps with values in cents and dollars was ordered from Waterlow & Sons, London, who were recognized as a leading producer of stamps for many countries.

Unfortunately, Waterlow was unable to confirm a date earlier than January 1, 1898, a full year after the planned opening of the National Post Office. Reluctantly, an order for a temporary set was placed in Japan. The original drawings for this set, pre pared by de Villard and unknown for years, were found in 1971. These confirmed that the original die proofs for the issue were prepared by Waterlow (control die numbers 2487 through 2496) and sent to the Tsukiji Foundry in Japan, who then prepared lithographed plates for printing the issue.

The January 2 deadline was rapidly approaching, yet no stamps arrived from Japan. Determined to open the National Post Office as scheduled, Hart authorized emergency surcharges to indicate values in cents on all existing stocks. All post offices were to return



Fig. 69. ½ cent/3 candarin "bar and 2" missing.



Fig. 70. 1 cent/1 candarin inverted—one pane of 20 reported.

what they had on hand to Shanghai to assure there would be a uniformity in the surcharged stamps offered for sale. Although the surcharged stamps were issued on time, January 2, 1897, the official opening of the National Post Office was delayed until February 2.



Fig. 71. 2 cents/2 candarin double surcharge—one pane of 40 reported.



Fig. 72. 8 cents/6 candarin vertical strip of 3 imperf. horizontally.



Fig. 73. 10 cents/9 candarin upper right corner with type III recut. A block of 8 showing position to be stamp no. 5, pane 3.Fig. 74. 10 cents/12 candarin imperforate—one of 25 reported.

These surcharges opened up one of the most fascinating and confusing periods in Chinese postal history. They were issued for a very short time, four to five months, but long enough to create some of China's rarest stamps.

The first surcharging format—known as the "small figures," taking its clue from the small arabic numerals—was ready on time. The hurried preparation caused the usual varieties of broken, damaged, and shifted characters. However, the more unusual varieties are shown in Figs. 69-77.



Fig. 74. 10 cents/12 candarin imperforate—one of 25 reported.



Fig. 75. 10 cents/12 candarin vertical pair imperf. between.

The "Mollendorfs"

Within a few weeks after the opening of the National Post Office a serious shortage of stamps for surcharging developed. The stones from which the original Dowager printings had been made were



Fig. 76. 30 cents/24 candarin with double surcharge.



Fig. 77. 30 cents/24 candarin vertical strip of 3 with the bottom stamp unwatermarked. The sheet was fed into the press incorrectly leaving the bottom row of two panes (10 stamps) without watermark. The upper two stamps show the watermark inverted and in reverse.

"rubbed out" early in January 1895, precluding any possibility of further printings from them. A set of "new" stones with the Dowager designs were made in Shanghai, specifically for surcharging (Fig. 83).

Baron Paul von Mollendorf, chief of the Customs Statistical



Fig. 78. Chinese characters read "Hangchow Post Office Canceled." The 4 cents/4 candarin has not been previously reported.



Fig. 79. "Tang-ku Post Office," the small town at the entrance to the Hai Ho River leading to Tientsin from the sea.



Fig. 80. "WHAMPOA IMPERIAL POST OFFICE," Canton's early foreign ship anchorage 10 miles downstream, on the 4 cents/4 candarin with double surcharge.



Fig. 81. The "WHAMPOA" cancel with manuscript date 17-3-97; the earliest reported date.



Fig. 82. During the winter months, December to March, Tientsin is icebound and mounted couriers were used on the 778-mile route between Tientsin and Chinkiang, with river boats to and from Shanghai. This cover shows a "TIENTSIN CUSTOMS" posting for February 3, 1897. 19 cents in "small figure" Dowager stamps canceled with the Tientsin seal. The "TIENTSIN R" registry is in red (no. 47). A "SHANGHAI CUSTOMS" transit marking was applied on February 22 (the overland route took 17 days plus 2 by steamer). An "I.J.P.O." marking for the Imperial Japanese Post Office Shanghai transit was applied on February 29 and 5 and 10 sen Japanese forerunners were affixed and canceled. The "I.J.P.O. SHANGHAI R" registry label is in red (no. 6466). Also on the reverse is a "YOKOHAMA JAPAN" transit marking for March 5 and a San Francisco registry transit marking in violet for March 21. A New York registry receiving mark was applied on March 26.



Fig. 83. 9 values of the Mollendorfs.



Fig. 84. ½ cent/3 candarin horizontal pair of inverts. From a known pane of only twenty, the right stamp has the consistent only known "broken character" variety.

Department, had samples made from the new stones on thick, unwatermarked paper and distributed them to important officials. Although 5000 sets were printed, a great many were lost or destroyed by disinterested recipients.

Numerals spaced 2½ mm below Chinese characters

Printings from these new stones were approved and made their appearance March 1, 1897, but with this new surcharging format. Dissatisfied with the "small" arabic numerals, von Mollendorf replaced them with larger ones, spaced 2½ mm below the characters. The most interesting variety in this printing is shown in Fig. 84.

After four months of waiting, still no stamps from Japan! A second surcharge with large arabic numerals appeared May 1, but

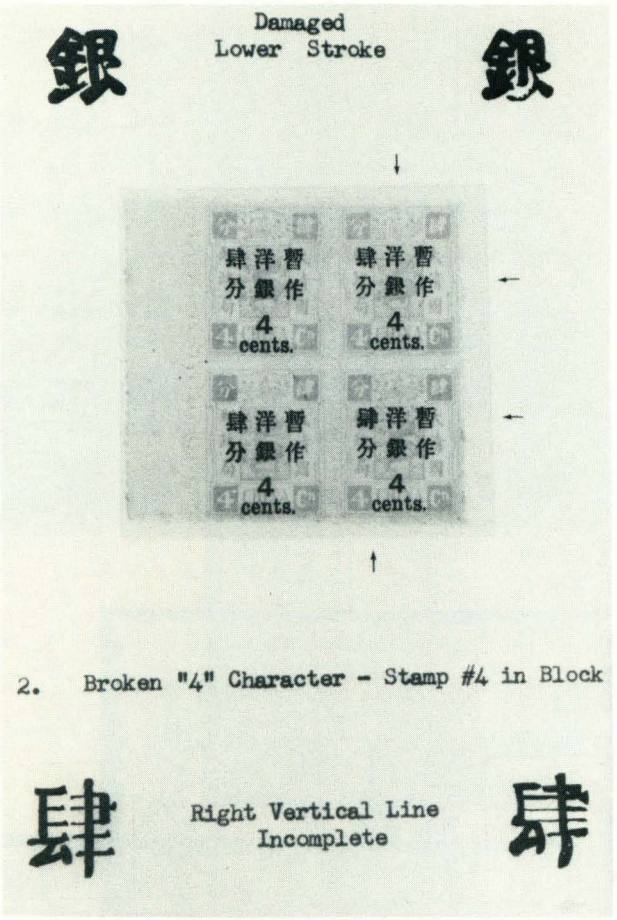


Fig. 85. 4 cents/4 candarin incorrect character for "4".

this time the spacing between the characters and the numeral had been changed to 1½ mm.

Although the normal inverts appear: ½ cent/3 candarin, 4 cents/4 candarin and 10 cents/9 candarin, the most interesting variety is another setting for the "incorrect character for 4". The variety is now in position 1 of the right pane, instead of position 10 as shown in the 2½ mm spacings. This variety in this new position was not known to exist in the 1½ mm surcharge, until this block was discovered. Hopefully, more information will turn up to determine which pane is involved—it could be 10, 11 or 12.

The Unissued "Pakhoi" surcharges

Pakhoi, in the remote southernmost part of China, was the last post office tosendin their stock of "Small Dragons"—the Second Issue—for surcharging. The stock was returned so late that, instead of receiving the earlier "small" numeral surcharge, it was surcharged

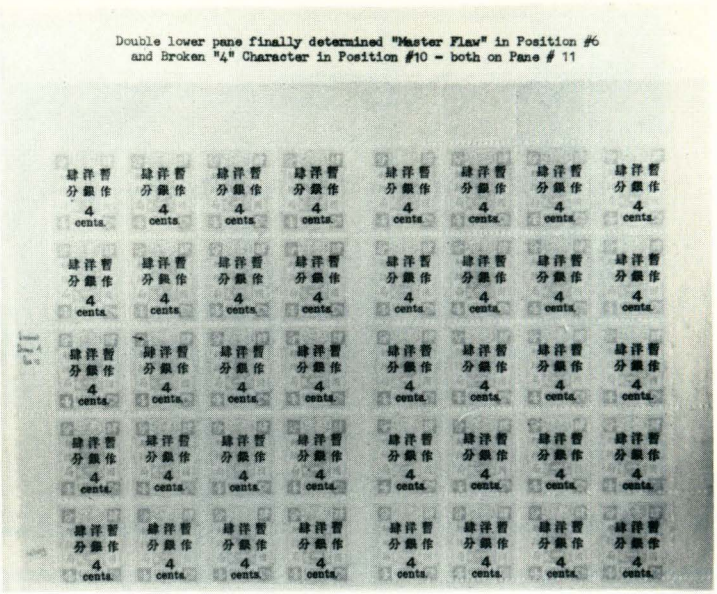


Fig. 86. This was discovered in 1936 by Charles Leong in Shanghai. Shown is a sheet of 40 from the only known pane with the incorrect character, position 10, pane 11.



Fig. 87. 30 cents/24 candarin top left character "san" for "3" with a different font—quite distinct from the approved one.



Fig. 88. Straddle block of 3 by 5.

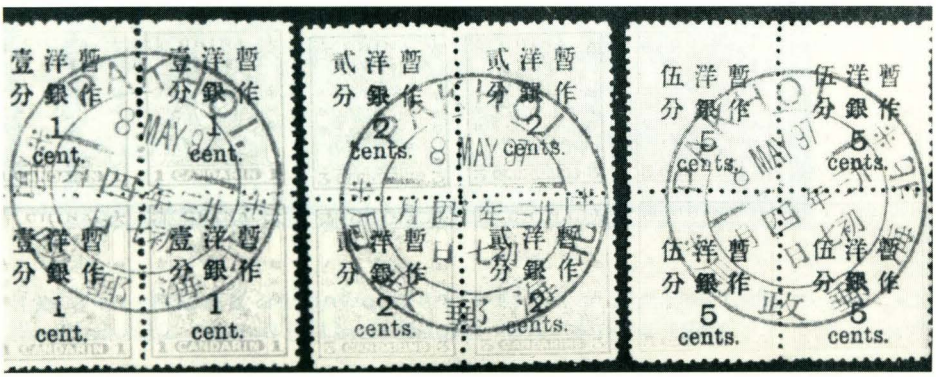


Fig. 89. The three pakhoi blocks of 4.

with the "Large Numeral" 1½ mm spacing, authorized for the Dowagers. The stock was never returned to Pakhoi. But on May 27, 1879, de Villard wrote to Whitfield King, a leading stamp dealer in London "no dealer has them, nor anyone else, only 500 of each have been issued and 500 each only bought. . . . I sent you a sheet of each canceled by the post office of the Port."

The cancel he referred to was the large bilingual cancel nicknamed the "Dollar Chop," because it was the size of the Mexican dollar in general circulation. The chop was scheduled for use by

July 2. The date of the cancel used on the Pakhois was May 8, indicating it to possibly be a sample.

The "sheet" referred to is believed to be only one pane of twenty stamps, since only four singles and four blocks of four of each value have been recorded. Fig. 89 is a set of those blocks.[66]



Fig. 90. Reserve plate printing variety: ½ cent/3 candarin with ½ mm spacing instead of 1½ mm, position 19, pane 2.

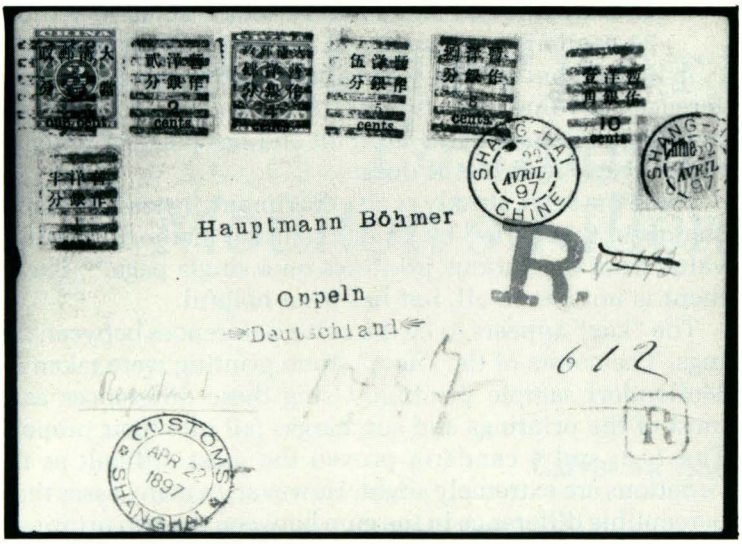


Fig. 91. Reserve plate printing variety: 2 cents/2 candarin horizontal strip imperf. between.

The issued printings from the "reserve" plates

These were issued May 1 and are easily recognized. The 2 cents/2 candarin has the "straight tailed 2", identical with the black proofs. The ½ cent/3 candarin is identified by the flat based "C" in CHINA, the clear Pa Kuas in the four corners of the stamp and by the paper used, which has a high degree of transparency when compared to the other printings. The colors are identical to those used in the "new" stone printings and the Mollendorfs. These reserve print-

[65] Chien, E.K. *Rocpex '81 Selections, Pakhoi Used, p. 139.*



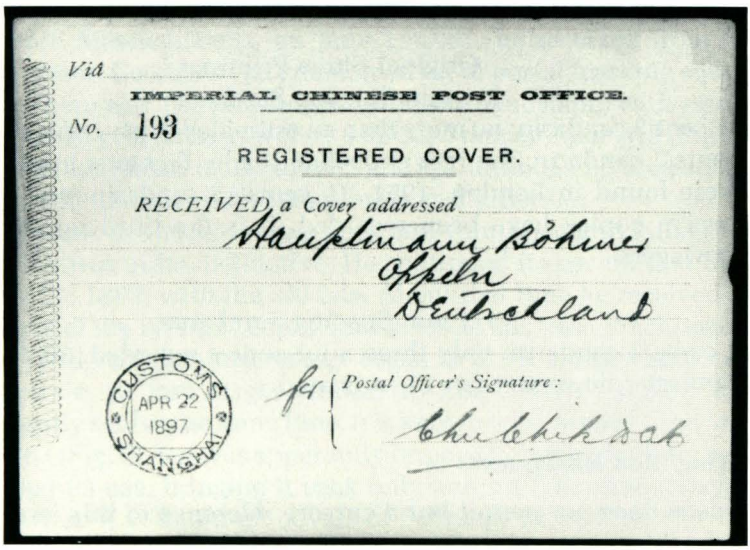


Fig. 92. Outgoing registered cover from Shanghai to Germany with a "SHANGHAI CUSTOMS" posting of April 22, 1897. The Shanghai six-bar "pa Kua" obliterator is used on the Chinese stamps. The large unframed "R" in red is a Shanghai registry marking. The French "SHANG-HAI CHINE" transit marking was applied on April 22 and was used to cancel the 50 centime French stamp overprinted for use in China. The small boxed "R" in red was applied by the French post office in China. Of particular interest is the registry receipt attached to the reverse of the cover.

ings were generally unknown, until O. B. Payne reported them in the *Philatelic Journal of Great Britain, July- August 1940.*

Identification Challenges

During a very short period of three months (January 2 to May 1) three different surcharging formats were used on four different Dowager printings. The resulting seventy-three stamps represent a real challenge in accurate identification. The wide range of catalogue values for most of the denominations make this an absolute necessity.

For example, using 1983 Scott Catalogue listings:

2 candarin and surcharge varieties: $1.75 to $3,500

12 candarin and surcharge varieties: 20.00 to 1,150
24 candarin and surcharge varieties: 40.00 to 2,000

It is no wonder that with nine printings and substantial differences in value, some identification factors should be apparent, but the problem remains difficult and has plagued philatelists for many years. And it still does!

Some time ago, strictly as an experiment, instead of mounting the stamps of this period by issue, the usual method, I mounted each value from the various printings on a single page.[66] The arrangement is not a cure-all, but has been helpful.

The "key" appears to be the color differences between the printings. The colors of the "new" stone printing were taken from the Mollendorf sample printing. Using these differences as a basis, most of the printings and surcharges fall into their proper places. The 1, 3, and 4 candarin proved the most difficult as the color variations are extremely slight. However, in many cases there was a perceptible difference in the gum between the two printings which was the determining factor in proper identification.

Original Stone Printings
2½ mm Spacing Surcharge

½ cent/3 candarin: no more than an estimated thirty copies exist. 8 cents/3 candarin: the rare chocolate shade. Eighteen mint copies were found in London, 1951. 10 cents/12 candarin: only ten or twelve copies have been recorded. It is the third rarest of the Dowagers.

1½ mm Spacing Surcharge

2 cents/2 candarin: only three mint copies recorded. 30 cents/24 candarin: no more than 12 estimated.

The "Red Revenues"

Space does not permit but a cursory reference to this issue. The field is so large, an entire collection can be devoted to this issue alone. Fig. 92 is of interest at this point. Both "small" and "large" figure surcharges of the Dowagers are used in combination with two of the Red Revenue surcharges.

To be continued

[66] *Op. Cit. High value Identifications*, p. 126.

Newburyport Postmaster Moulton's Killers

Calvet M. Hahn

When N. A. Moulton took over the office of postmaster at Newburyport, Massachusetts, on June 1, 1861, he received from his predecessor, George W. Jackman, Jr., a set of postal marking equipment. There was a 33 mm single-line circle handstamp with equipment to add year dates as well as a thick 15 mm circular grid (Fig. 1). Moulton continued to use these markings, although he occasionally used the circular date stamp (cds) as a killer.



Fig. 1.

Sometime in 1862, Moulton got a new thin-lined grid killer (Fig. 2) which was quite distinctive. He continued its use until at least March 27, 1863, with the old cds. About that time he received an example of the typical 26 mm double circle cds from Washington, along with year date inserts and began to use it along with a new four-circle 19 mm target similar to Eno SD-T8[1], which was apparently sent at the same time. It is known to have been used May 12, 1863 (Fig. 3), but was apparently unpopular with Moulton, who dropped its use, bringing it back only around Valentine's Day in 1864 when it is found on covers of February 22 and 29.



Fig. 2.

The double circle became Moulton's standard marking and only in emergencies was the old single-line revived. An example of



Fig. 3.

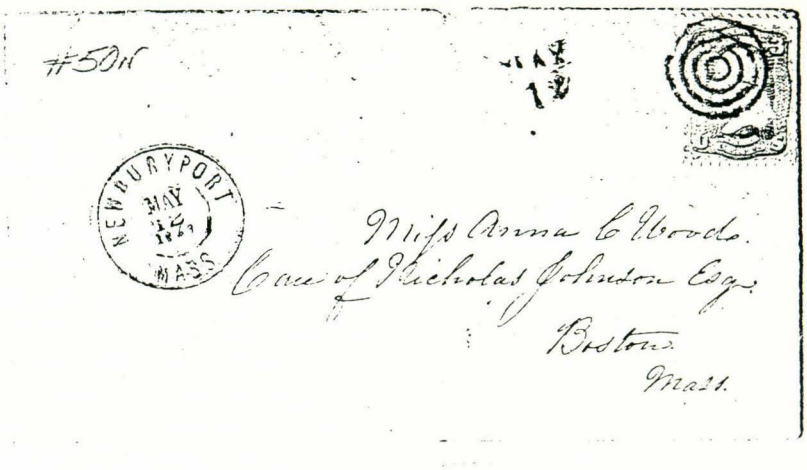


Fig. 4.



Fig.5.

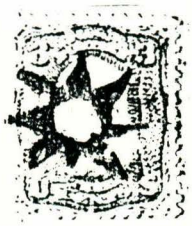
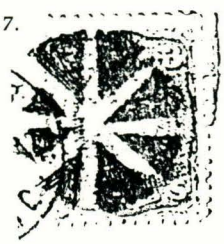


Fig. 6.



Fig. 7.



revival occurred on June 1, 1866 when it was used with a slug instead of a year date. Moulton was replaced on October 16, 1867, by G. J. L. Colby as postmaster. Colby quickly reverted to a 25 mm single-line cds and a small eight-part cork wedge killer (Fig. 4).

Moulton dropped the target killer and apparently replaced it was a hollow star, unrecorded in Eno, that is known from August 26 to November 16, 1863 (Fig. 5). A version of this with a solid circle in the center is recorded from December 12 (day over month) to February 8 on undated covers. One of these is dated 1863 from the contents, but it may be and probably is a typical year transposition that is found in early January. This replacement killer (Fig. 6) is similar to Eno ST-D1 or ST-D2.

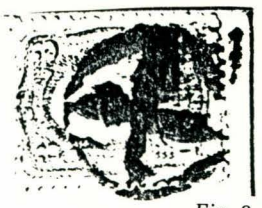
Even with the fairly durable styles of cork killers, a postmaster could use them for only a few months before they broke up. The more elaborate styles may not have lasted over a day or two. In a discussion of the Waterbury killers published in the *Collectors Club Philatelist*[2], I noted that the longest use of a Waterbury fancy was about twenty days and represented use on 15,000-16,000 covers, based on *Federal Register* records of compensation. The more delicate Waterbury's last only one or two days or for a few thousand cancelations.

In 1863 Newburyport and Waterbury handled approximately the same volume of mail, so that the Waterbury statistics should hold for Newburyport as well. In 1867 Waterbury handled about twenty-five percent more mail, so that the Newburyport killers should have lasted somewhat longer.

The Newburyport killers of 1864 are difficult to identify as there are few letter contents. However, by April 11, Moulton had apparently used an eight-part large wedge (Fig. 7) which is similar to the smaller one used by his successor in 1867-1869. By August a propeller inside a circle (Fig. 8) was in use. Probably different propeller versions were used throughout the rest of 1864 for a broken outer circle propeller is found on an undated cover of February 7 (1865?) (Fig. 9), which an uncircled propeller or petal

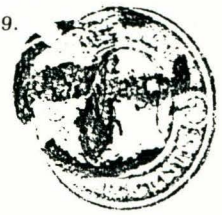
(similar to Eno GE-R49 or PP-C38) seems to have followed. This was used from at least February 19 through the end of that month.

During 1865 the major killer used by Moulton appears to have been a cross-roads variety similar to Eno GE-E87 (Fig. 11). It is known on a dated July 8, 1865 letter where it shows thick edges and on undated letters in September and October with somewhat smoother edges. A similar device is recorded on a cover of May 1863 to Dover, New Hampshire.


Fig. 8.

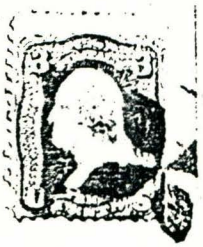
The next killer that can definitely be dated is the Newburyport "leaf." It is known from July 16, 1866 through October 17 (although a possible earlier date may be found on lot 562 of the November 12, 1980 Sotheby McClellan blackjack sale). Sometime after the use of this killer, the double circle cds broke at about the 4 o'clock positino so that 1867 covers can be separated from those of earlier date. The Newburyport "leaf" will be discussed last and in detail.

Fig. 9.



Undated covers from March 20 through May 11 (Fig. 12) show a cross-roads killer with smaller corner wedges than in July-September 1865. As we can find the break in the double circle, these must be 1867. We do not really know what was used in early 1866 or after the Newburyport leaf. Another version of the cross-roads, similar to Eno GE-E93 (Fig. 13), is found in July and August 1867 while a thicker-based version can be seen in October (Fig. 14) and a very pointy version is recorded in November (Fig. 15).

Fig. 10.

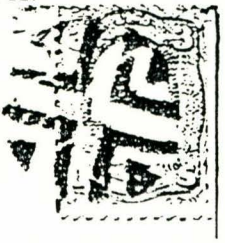


The Newburyport "leaf" is known from July 16, 1866 through October 17. Eno reports two versions—one of which is squatty. The evidence can be used to adduce only one version or somewhere in the neighborhood of ten, depending upon how you read it. Using gross characteristics of size and shape, we have the varieties shown in Fig. 16 in date order. The differences are as follows: the July 16 version has a peculiar upper right segment that is quite thin. By July 23, it would seem that the bottom segments are substantially reduced according to the photo in Skinner-Eno. On August 10, what seems to be a different version appears with a squatty upper right segment and a 2 mm lower left gap. On August 14, the appearance is more like that of July but with a narrow gap at the left and with a slight upturn that almost touches. The thinness of the right bottom segment compares with that of July 23. By August 20 it would seem that the top right segment has completely disappeared.

Fig. 11.



Fig. 12.



While only a partial strike is available for August 25, it looks like a different version, for the stem slants up at the right rather than downward as in the earlier versions. The bottom right segment is


Fig. 13.

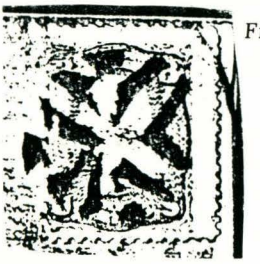

Fig. 14.


Fig. 15.

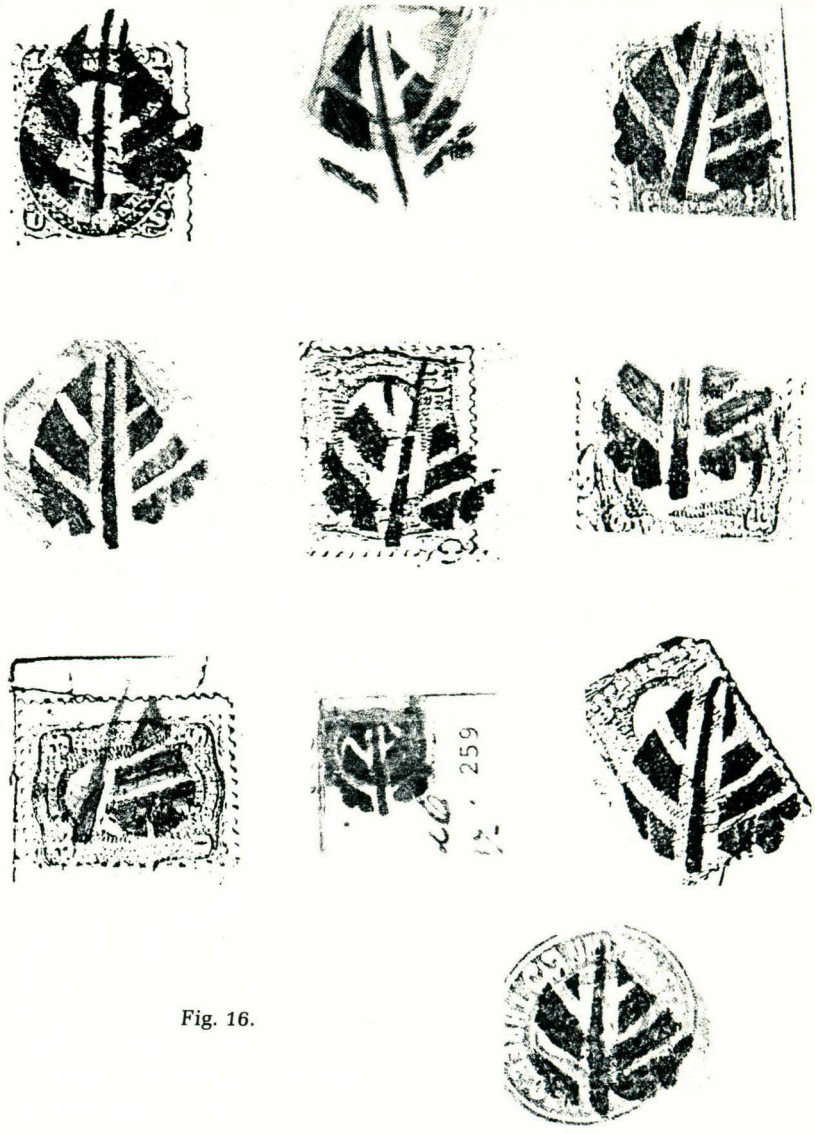


Fig. 16.

larger than any found earlier except August 10, and there appears to be a break at the end. On August 30 we still find a large bottom right segment but a more curved stem and a larger third segment on the right.

A cover dated September 5 is found in the Paige sale of June 4, 1984, lot 410, which is almost identical to the strike of about September 7 found in the Hyers sale of June 25, 1983 as lot 259 (which is illustrated). These two seem closest to what Eno calls PP-L41.

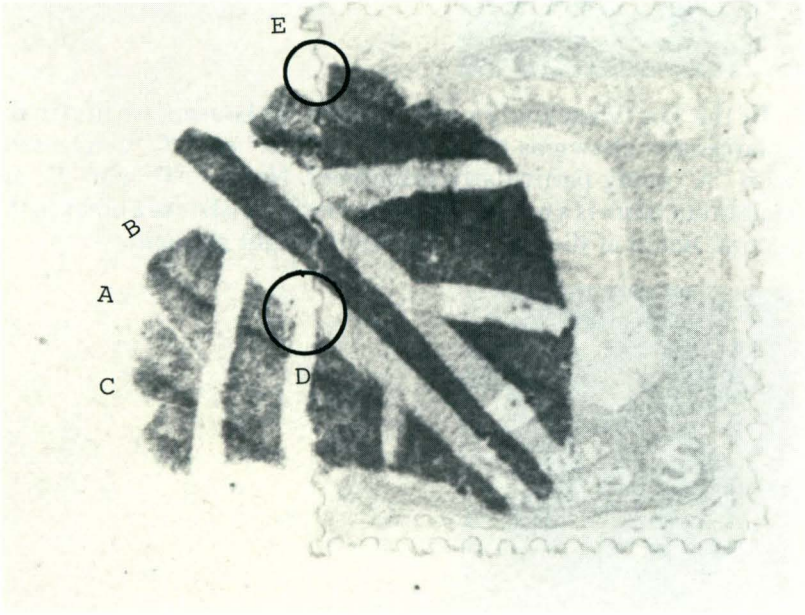
While a version found killing two ten-cent green stamps on a cover to Singapore on September 18 is difficult to read, it seems similar to that illustrated here on September 28, despite the fact

that the top right segment has apparently broken off on the September 28. There is more curve to the upper stem than on other versions.

The final example is a rather squatty version found on October 17 with two small upper segments and a stem bottom that is angled sharply to the right as in the August 14, but not in the subsequent versions.

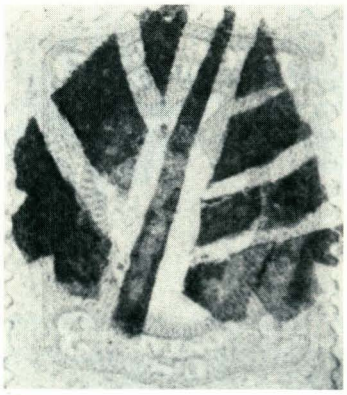
Another view in expertising focuses on identifying fancy killers by small breaks that recur consistently. These cannot be clearly seen in Fig. 16, but may be observed in the originals and possibly in the photographs that follow.

All examples from July 16 through October 17 show a minute crack in the right bottom segment extending upward from the first indentation from the stem, toward the right. This hairline crack appears to some experts to be exactly the same distance from the left stem line in all cases.



Close examination of the enlargement of the August 14 cancel (Fig. 17) shows a series of "breaks" or flaws that can be used for positive identification. Looking at the bottom right segment, the first notch has a tiny white line crack extending up to the top of the segment which I will label "A." At the left is a dark line that extends through the three segments on the right, which I will label "B."

Between the first notch and the second there is a second dark line which runs through the first two right segments which I will call "C." On the top of the second segment near the stem there is a horizontal crack, which I will call "D." There is also a white crack on the left bottom segment slanting up to the right from the notch closest to the stem which I will label "E." On the August 10 example (which is harder hit), both "A" and "C" are clearly visible, while "B" shows only in the first two segments. The break at "D" is even clearer on this date and it is obvious that by the 14th this piece is in the process of flaking off (see closeup, Fig. 18).



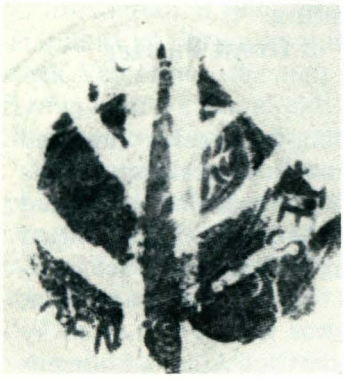
By the 31st (where only a partial strike can be seen) we find in the enlargement shown as Fig. 19 that "A," "B," and "C" can be seen with "A" being particularly prominent. Neither "D" nor "E" are visible but there is a new break ("F") which consists of a break in the second notch at the right of the bottom right segment.



Although the strike is hampered by being applied to an embossed cover, the October 17 example (Fig. 20) shows that "A," "E," and "F" are clearly present and considerably larger, being full breaks and no longer hairline cracks. There is some evidence that "B" is also there but that is more disputable.

These breaks show that from August 10 to October 17 there is evidence that the same handstamp killer was used.

I should like to acknowledge the assistance of Bernard Biales, who has turned out a different article on the Newburyport 1860s markings in the September, 1983 issue of the *Massachusetts Postal Research Society Bulletin*, where he has utilized the collection put together by the late Robert Crowell as well as some items from the John Haydon holding of Newburyport. Without access to the covers owned by these gentlemen, this article would have been impossible.



[1]Hubert C. Skinner and Amos Eno. *United States Cancellations 1845-1869* (State College: American Philatelic Society/New Orleans: Louisiana Heritage Press of New Orleans, 1980).

[2]Calvet M. Hahn. "An Analysis of Three Waterburys: A Response to Dr. Jackson" in *Collectors Club Philatelist* (March-April 1980, vol. 59, no. 2, pp 96-99, 120).

[3]Bernard Biales. "Newburyport Markings" in *Massachusetts Postal Research Society Bulletin*, September 1983, pp. 1-8.

"From the Clubhouse"

Account of the October 5, 1983 Meeting
William H. Miller, Jr.: Pigeon Posts of Great Barrier Island, 1898-1904

Before proceedings with his presentation, the speaker indicated that our Club had been a strong influence in several ways in his decision to build this collection. As a younger and somewhat hesitant collector and exhibitor, not only had he been encouraged by the late Henry M. Goodkind in working with him on the completion of the Collectors Club Handbook on these esoteric stamps, but also in 1968 Mr. Miller's enthusiasm was greatly enhanced by winning the Grand Award at the Collectors Club Annual Competition of that year. Encouraged by these events, the collection was shown nationally and then internationally through the 1970s, finally culminating in the attainment of an international gold medal in 1979.

The pigeon post of Great Barrier Island was the direct result of the unfortunate wrecking of the steamship *Wairarapa* on the shores of Great Barrier in 1894. Had communication with the mainland been



Fig. 1. The first Great Barrier Island pigeon post stamp, issued November 1898.

immediately available, the considerable loss of life might have been avoided, or at least reduced. Petitions from the islanders and the mining companies working there after this tragedy led directly to the establishment of the pigeon post routes to Auckland.

Mr. Miller showed two of the "Saved from the Wreck of the Wairarapa" envelopes, so handstamped in violet by the postal authorities on the mail that was able to be salvaged after the accident. The speaker then proceeded to delineate the establishment of the pigeon service, and the subsequent introduction of local stamps for use therein in 1898. The first stamps were printed in charming simplicity of design by a local newspaper, which was used as a stock Valentine ornament depicting a brid, actually a swallow, flying with an envelope in its beak. This design, with modifications, was to persist throughout the series. (Fig. 1.)

The display in the frames and Mr. Miller's talk explained in philatelic detail the six stamps subsequently issued by the Original Great Barrier Pigeongram Service, as the formal organization was called. The stamps lend themselves to plating, either the sheets as a whole or at least in part with division into sub-types. Several different cancelations were employed over the years and these were shown in their various uses and combinations. A number of actually flown "flimsies," as the written messagess with stamps attached are called, were discussed. The content of these messages was either private and newsy in nature or devoted to such business matters as requests for supplies to be sent out to the island by the next available boat. The speaker proudly displayed a flimsy flown from Auckland to Great Barrier Island, one of the four now known. The rarity of these is due to the fact that the vast majority of requests for service were from the island to the mainland. Consequently only a handful of pigeons were trained over the years to fly to Great Barrier. In any case, the survival rate of flimsies flown in either direction is today quite minimal.

The purely philatelic aspect of the presentation ended with the display of both stamps and flimsies of a rival pigeon service, the Great Barrier Pigeongram Agency, issued in 1899 (Fig. 2). Triangular in format, there were only two such stamps issued by this competing organization. Again the speaker directed attention to



Fig. 2. Issue of the Great Barrier Island Pigeongram Agency, July 1899.

stamps, cancellations, forgeries, and flimsies. Two full unused sheets were displayed, as were controversial imperforate pairs of each stamp. This later philatelic deliberation relates to the status of the imperforates, about which much has been written. Were they proofs or errors. Perhaps it is never to be known.

In his summation remarks on the Great Barrier Island pigeon stamps, the speaker noted that these eight local stamps (issued in 1898 and 1899) as the precursor of the many air mail stamps that were to follow later) have been accorded greater recognition among philatelists than is usually given to purely local emissions.

Noting that he has often been queried in his lectures on this subject with reference to homing pigeons, their capabilities and their place in history, Mr. Miller then introduced his principal rival of the evening, a stuffed homing pigeon with message capsule attached to its leg. A discussion of the methodology of the carriage of messages and the training of the birds ensued. Related materials were available in the frames for explanation and substantiation. The use of homing pigeons for the transport of messages is recorded at least from the time of the Babylonians. Pigeons were much used by the Egyptians and they have a continuous history up to the present time. Pigeons have been known to return home after being released over 3000 miles away, and in twelve and a half days.

In closing the evening's presentation, a number of other pigeon services were discussed briefly. Most of these involved actual flown messages and collateral material. For example, a flown film using the reduction technique employed by the French in 1870 was shown. During the Franco-Prussian War this method led to repeated successful attempts to get messages out of beseiged Paris and enabled the pigeons to carry an extraordinary number of messages at one time. Several items relating to the United States Signal Corps Pigeon Divison were shown from both World Wars, and so was a United States Forces Afloat pigeon message dispatched off Japan to the mainland in 1952. Displayed were flown messages from India, Switzerland, and Guatemala. Finally, a stamp which was issued by the Alaska Carrier Pigeon Mail Service Company towards the end of the nineteenth century was discussed (Fig. 3). While the organizer of this service never actually got it into operation, the stamp itself was a fitting conclusion to the discussion of pigeon posts, one of the romantic and elusive by- ways of our philatelic world.



Fig. 3. Alaska Carrier Pigeon Mail Service Company stamp of 1897, issued but never used.

Book Reviews

Introducing Thematic Collecting, by Alma Lee, FRPSL National Philatelic Society, 27 King Street, London WC2 8JD, England. 1983. Np.

Alma Lee's deceptive-looking booklet is an outstanding intro duction to what must be the fastest growing segment of philately. It is the first of a number of works to be sponsored by the British Philatelic Trust and, thus, is available upon request from the NPS. No doubt, return postage would be appreciated.

In thirty four pages, Mrs. Lee summarizes the best aspects in organizing a thematic (or topical) collection or exhibit. The point is made that items other than just adhesives can be use fully incorporated into the presentation, enchancing one's enjoyment of the subject. Balance in the presentation is, as the author emphasizes several times, most important.

Illustrations of covers, adhesives, and markings complement a most pleasant text and suggestions are made of information sources about the subject or theme chosen.

One of the author's most interesting discussion centers on the Plan of a collection or an exhibit. This is a system to help organize and focus the effort (always worthwhile) as well as to indicate to exhibition juries the depth of the entire collec tion. This is accomplished by numbering the pages and indicating how much more is actually not shown.

Rueckblick auf das erste Jahrhundert der K. Bayer. Staatspost (The first hundred years of the Royal Bavarian Posts in retrospect), reprint of the 1908 edition with contributions by Helmut Thiel and Willi Feudel. Gesellschaft zur Erforschung der Postgeschichte in Bayern, Munich, West Germany, 1982. 342 pp, stiff cover. Np.

In 1908 the Bavarian Ministry for Communciations published this book under its own imprint, and to this day it remains the standard text for the country's postal history for the hundred years following the 1808 takeover by the Bavarian state of the postal system administered until then by the Thurn & Taxis organization. Our Library recently acquired the reprint of this work, which has been expanded by chapters carrying the story up to 1934.

The volume is crammed with unexpected data for students of 19th century European postal history, elaborating on all aspects of the Bavarian postal system: its organization and finances, the selection, training and remuneration of its personnel, its relationship to other German and to foreign postal services, to the German-Austrian Postal Union and the U.P.U. The various service classifications are described, and so are postal rates and forms. Readers are informed about the different types of mail coaches used prior to the advent of the railroads and then of the growing dependence on the railroad system. The history of the first stamp issue and of the various canceling devices is not overlooked. A substantial portion of the text is devoted to the telegraph and telephone services which, as in other European states, were an integral part of the postal system. Fifteen pages of statistics conclude the report.

Very few countries can pride themselves in having made available to the public such thorough accounting for their postal services at this early date. The fact that it was the Bavarian government that undertook the task, and not a private party, is a fascinating aspect of the work, and we are indebted to

the Bavarian Postal History Society for making the reprint available. *Werner Elias*

Pioneer Flights of Garden City Estates, New York: 1911, by Robert Schoendorf. 75 pp. illus, softcover. $20.

This is an original research study of the first official airmail service, which was inaugurated at Garden City Estates, Long Island, on September 23, 1911. Schoendorf has dug up a mass of contemporary documentation and philatelic ephemera as well as numerous covers to commemorate this historic occasion. In the process he has altered some previously accepted conclusions, solved some mysteries, and created others. It can be recommended as a basic source book for anyone interested in the origins of the U.S. airmail service.

The background is set by a discussion of some of the unofficial flights of 1909-1910, some of which have philatelic material. Schoendorf then moves into the nine-day international aviation tournament that gave us our first official airmail covers. The contemporary documents show that the initial mail bag was put together by postal inspector M.H. Boyle who canceled the covers and gave it to Brooklyn carrier Clarey who handed it over to Earle Ovington who had been sworn in that day as the first U.S. airmail pilot. Mr. Ovington flew the bag, estimated at about 30 pounds, in his Queen Bleriot Monoplane No. 13 to Mineola, where it was pitched over the side to the Mineola postmaster who had been awaiting it for several hours. This account differs from that subsequently published by the Postmaster General as an official version.

One of the remaining mysteries is just how many pieces of mail were carried on the first flight. Schoendorf notes that generally indicated figures show 640 letters and 1280 cards; contemporary newspaper accounts report 15,000 pieces of mail (pp. 40-41). He feels the higher figure is more accurate. This reviewer would opt for a middle figure. As the data for the flights of the 26th, at which the Postmaster General officiated, show, two bags totaling 22 pounds were used to transport 3600 cards, 462 letters, and 78 pieces of printed matter. We do know that the weight on the first trip was over 15 pounds and *The New York Times* of September 25, 1911 put it at 30 pounds or over. The same paper quoted Ovington as stating that he would not hereafter carry more than the agreed upon weight of 15 pounds per trip.

We do know that on September 24, two flights carried 6165 cards, 781 letters, and 55 pieces of printed matter in two mail bags of 14 and 16 pounds respectively. Some of this mail was postmarked the preceding day and held over. As 4200 pieces weighed 22 pounds and 7000 pieces wrighed 30 pounds, the newspaper report of 15,000 pieces would weigh over 60 pounds and is an unlikely figure. On the other hand, Schoendorf is quite correct in noting that the official figure of 1900 pieces is too low, for that would only weigh about 10 pounds and Ovington specifically noted he carried excess weight. The facts seem to indicate this first airmail was in the neighborhood of 6000-7000 pieces of which about ten percent were letters. How many have survived, and where are they today? Further, who has examples of the very rare printed matter portion of this first official airmail flight?

Schoendorf hasn't answered all the questions regarding these first flights. He has, however, moved us a considerable distance down the road to a better understanding.

Calvet M. Hahn

Publications Received

Werner Elias

Australia—States

A. G. Rigo di Righi. *Instructional and Informative Markings of Victoria, 1852-1913*, 1983. Robson Lowe at Christie's, London. 18pp, ill, softbound. Price £3.30. Gift of the publishers.

Catalogues, General

Stanley Gibbons Stamp Catalogue Part 10: Russia, 2nd ed., 1983. Stanley Gibbons Publications Ltd., London. 326 pp, ill, stiff bound. Price £10.95. Gift of the publishers.

Cinderellas

Sieger Katalog der Weihnachtssiegelmarken, 1983. Sieger-Verlag, Postfach 1160, 7073 Lorch/Wuert., W. Germany. 23 pp, ill, softbound. Price DM 5. Gift of the publishers.

France—Postal History

William M. Waugh and Stanley J. Luft. *A Chronology of French Military Campaigns and Expeditions with their Postal Markings*, 1984. The War Cover Club and the France & Colonies Philatelic Society, c/o Lincoln E. Kieffer, Box 173, Jamesburg, N.J. 08831. 194 pp, ill, spiral bound. Price $16.95. Gift of the publishers.

Germany—Postal History

Sam Simon. *Handbook of the Mail in the Concentration Camps 1933-1945 and Related Material*, 1973. Published by the author. 137 pp, ill. Gift of Louis Robbins.

Great Britain—Catalogues

Stanley Gibbons Specialized Stamp Catalogue Vol. I: Queen Victoria, 7th ed., 1983. Stanley Gibbons Publications Ltd., London. 401 pp, ill. Price £9.95. Gift of the publishers.

Japan—Catalogues

Meiso Mizuhara, ed. *Japanese Stamp Specialized Catalogue 1983*, 1982. Japanese Philatelic Publications, Tokyo. 542 pp, ill, softbound. Gift of Michael Ruggiero.

Netherlands

75 Jaar Jubileum Uitgave, 1983. Nederlandse Bond van Filatelisten Verenigingen (published as extra issue of *Philatelie*, no. 9). 160 pp, ill, stiffbound. Price not indicated. Gift of the publishers.

Norway

Kr. Wilhelmsen, ed. *1983 Filatelistisk Arbok*, 1983. Norsk Filatelistforbund, Oslo, Norway, c/o Wennergren-Capellen, Boks 738, Sentrum., Oslo 1, Norway. 192 pp, ill, softbound. Price not indicated. Gift of Paul H. Jensen, Oslo.

Norway—Catalogues

Oslo Filatelistklubb. *Norgeskatalogen 1984* [with English introduction and vocabulary], 1983. Norsk Filatelistforbund, Oslo, Norway, c/o Wennergren-Capellen, Boks 738, Sentrum., Oslo 1, Norway. 336 pp, ill, stiffbound. Price not indicated. Gift of Paul H. Jensen, Oslo.

Postal History, General

Federigo Melis. *Intensita e regolarita nella diffusione dell' informazione . . . nel Mediterraneo e in Occidente alla fine del Medievo*, 1983. Instito di Studi Storici Postali, Via dell'Arco 8, 50047-Prato, Italy. Published as no. 2 of Quaderni di Storia Postale. 93 pp, ill, sofbound. Price Lire 10,000. Gift of the publishers.

Serials

Abbott Lutz, ed. *1983 Congress Book of the American Philatelic Congress, 49th ed.*, 1983. American Philatelic Congress, c/o Diane D. Boehret, Box 937, Brookhaven, Pa. 19015. 195 pp, ill. Price $17.50. Gift of the publishers.

Stamp Collecting

Ted Schwarz. *Beginner's Guide to Stamp Collecting*, 1983. Arco Publishing, 215 Park Ave. South, New York, N.Y. 10003. 188 pp, ill, softbound. Price $8.95. Gift of the publishers.

Sweden

Anon. *Priskatalog oever Svenska Minnepoststaemplar 1866-1982*, 1983. Sveriges Filatelist-Foerbund, Vasavaegen 86, 181 41 Lidingoe, Sweden. 256 pp, ill, softbound. Price not indicated. Gift of the publishers.

Sweden—Postal History

Ivar Engberg. *Posthistoria I Oppunda Haerad*, 1983. Sveriges Filatelist-Foerbund, Sweden. 112 pp, ill, softbound. Price not indicated. Gift of the publishers.

Anon. *Post och Jaervvaegar pa Dal*, 1983. Sver-

iges Filatelist-Foerbund, Sweden. 111 pp, ill, softbound. Price not indicated. Gift of the publishers.

United States—Catalogues

Scott 1984 United States Stamp Catalogue with United Nations, 62nd ed., 1983. Scott Publishing Co., New York City. 852 pp, ill, stiff bound. Price $18. Gift of the publishers.

United States—Confederate States

Morris Everett. *Confederate Handstamp Paids*, 1981 + 1983 addendum. Confederate Stamp Alliance, c/o Francis J. Crown, 4 W. Wheeler Dr., Ft. McPherson, Ga. 30330. 41 pp + 12 pp, ill, softbound. Price not indicated. Gift of the publishers/distributors.

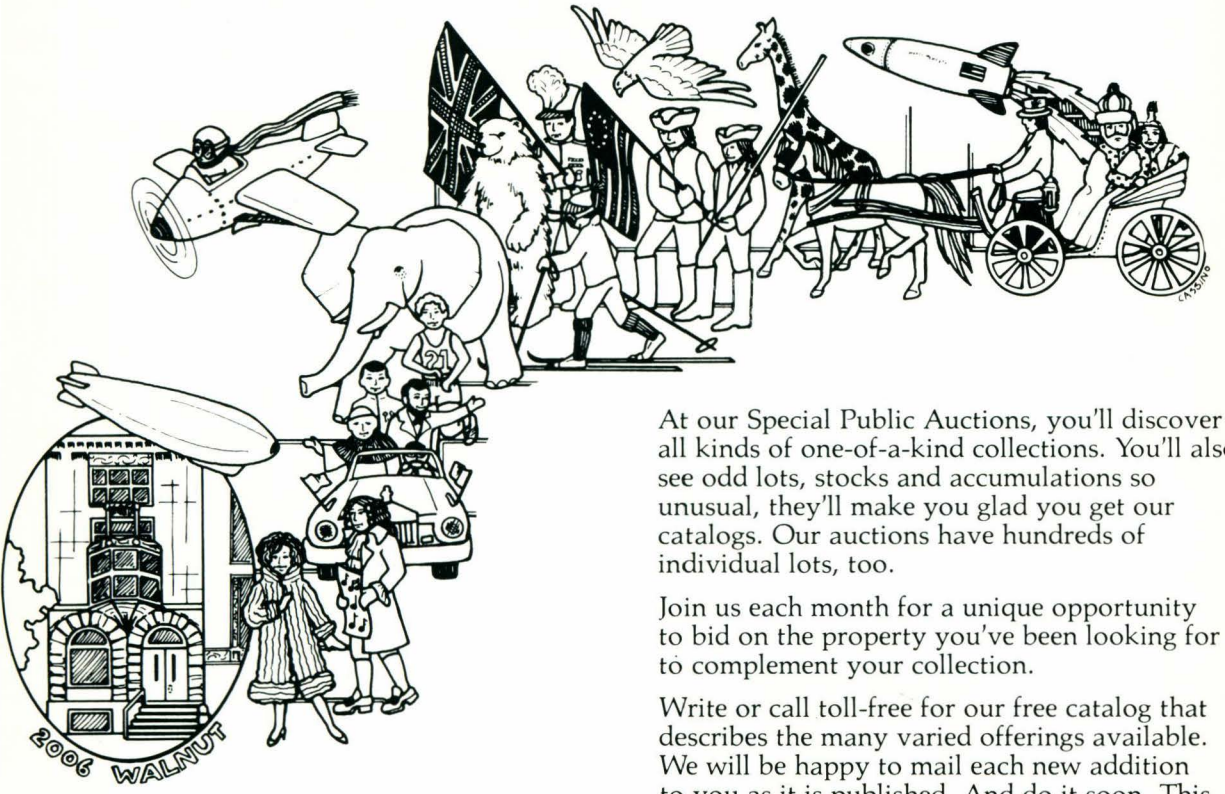
United States—Mobile Post Offices

Thomas E. Stanton and Robert A. Truax. *The Street Railway Post Offices of Washington, D.C.*, 1983. Mobile Post Office Society, c/o Robert A. Truax, 3629 Legation St., NW, Washington, D.C. 20015. 44 pp, ill, softbound. Price not indicated. Gift of the publishers.

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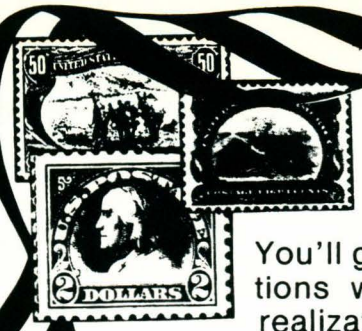
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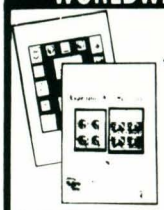
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A Census of United States Classic Plate Blocks 1851-1882, by John C. Chapin (1983) — Paper $12.50, Cloth $19.50

Overseas

Afghanistan, Its Twentieth Century Postal Issues, by F.E. Patterson III (1956) — $18

French Morocco: The 1943–44 Tour Hassan Issues, by C. Neidorf (1953) — $3.75

Greece, Kohl Handbook Translated and Annotated Part I Supplement (1944) — $6

Honduras, The Black Air Mail, by I.I. Green (1962) — $3.75

Philatelic Handbook for Korea 1884–1905, by Korea Stamp Society — $18

The New Hebrides, Postal Stamps and Their History, by N. Hals and P. Collas (1968) — $12.50

New Zealand, 1898–99, Great Barrier Island Pigeon Post Stamps, by J.R. Walker, H.L. Chisholm, and H.M. Goodkind (1969) — $12.50

A Postal History of Spain, by T. Van Dam (1973) — $18

Postal Stamps of Lithuania, by Lithuania Philatelic Societies of New York and Toronto (1979) — $18

Postal History and Postage Stamps of Serbia, 1841–1921, by M.R. Rasic (1979) — $18

The Stamps of Jammu and Kashmir, by Frits Staal (1983) — $75

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First Scott Catalogue, 1868 (reprint) — $3.50

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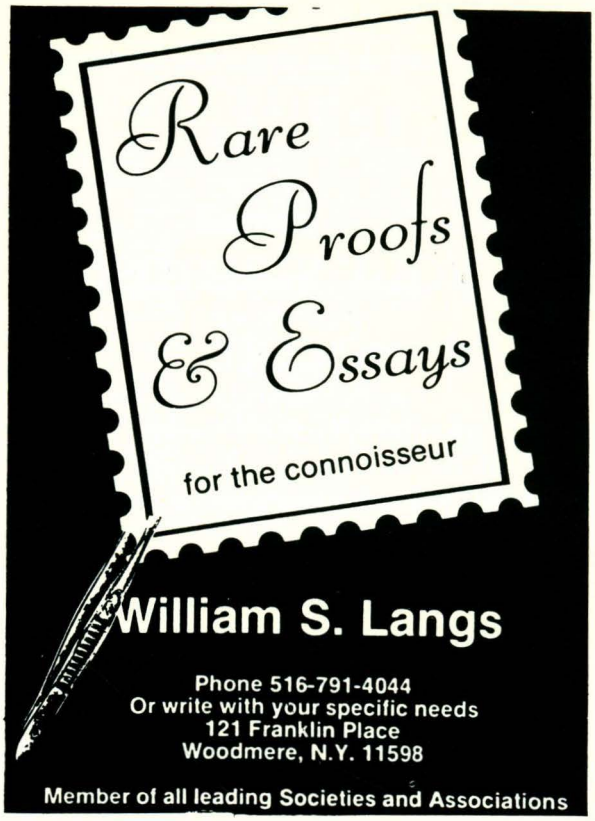
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1869 90c carmine & black, unused (#122, $8,000)	$10,450.00
1879 90c carmine, o.g. (#191, $1,000)	797.50
1893 Columbian $2 brown red, o.g. (#242, 1,350)	1,210.00
1909 Coil 10c yellow, pair, o.g. (#356, $2,850)	3,190.00
1916-19 Rotary 2c carmine, type II, pair, n.h. (#491, $3,100)	3,080.00

AUSTRALIA

1913 10sh pink & gray, o.g. (#13, $1,000)	715.00

CANADA

1852-55 Wove paper 3p red, single and bisect, tied on folded letter to N.Y. (#4, var.)	5,500.00

NEWFOUNDLAND

1860 Wove paper 4p orange, o.g. (#12, $2,000)	1,980.00
6p, part o.g. (#13, $2,400)	2,200.00
1861-62 1p reddish brown, unused (#16, $2,750)	2,420.00
1921 Halifax 35c red, Inverted Overprint, l.h. (#C3b, $5,000)	3,300.00

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