

The Collectors Club PHILATELIST

Volume 47 Number 5
September 1968

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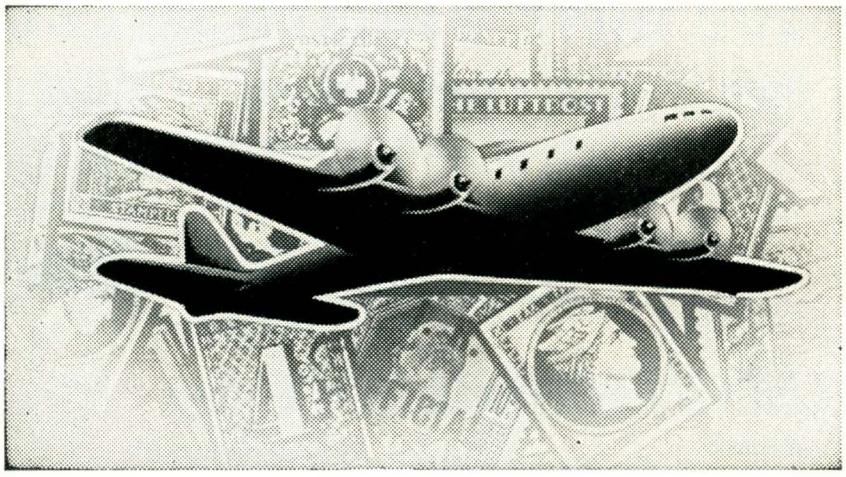


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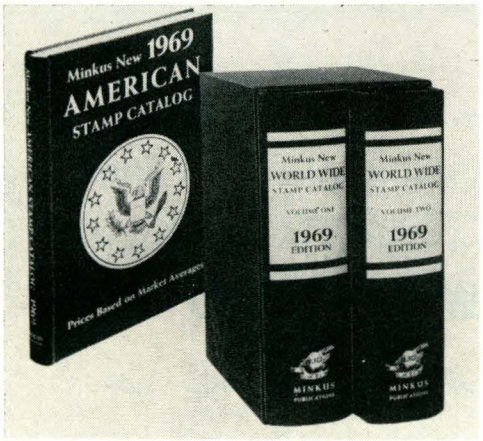
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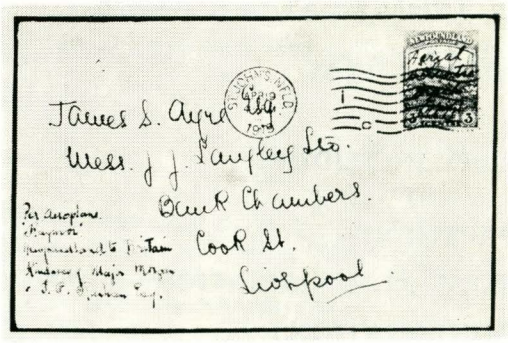
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The Collectors Club PHILATELIST

Volume 47 Number 5
September 1968

Editorials

The Professional Influence

The philatelist, who over a period of time has had the advantage of visiting many sites here and abroad, is in a position to evaluate the state of philately in different parts of the world. Philatelic activity is far more mature and sophisticated in some cities than in others. In this instance, let's confine this observation just to the United States.

New York, of course, is the leading philatelic center in America. No other American city comes close. Unfortunately, many non-New Yorkers are so envious of this that they have unfortunately coined the expression that "there are no good philatelists west of the Hudson River." No leading New York philatelist ever would dream of making such an erroneous statement, nor even believe this is true.

There are many cities in this country where sound philatelic activity flourishes. Size does not necessarily determine this. A city with a population over a million may have far fewer mature philatelists than one much smaller.

Our own judgment of the quality of philatelic activity in the U. S. A. is based primarily upon our judging of regional and local stamp shows. In some places, one sees many fine exhibits. In others, he is disappointed by the poor quality of material seen in most of the frames. What accounts for this difference?

It is the professionals — the stamp trade. All a large-sized American city needs is a few good-grade stamp dealers. If they have philatelic knowledge, it is passed on to their customers. If the stamp dealers are few in number and located in a store that sells stamps, coins, and perhaps old books, chances are that none of these dealers will be more than a packet-dealer. The stocks are weak. Consequently, one will not find many good stamp collections in that place. There are a few exceptions. But these are the local collectors, who buy outside of their own locality, both at public auction and at retail.

An editorial of the past is recalled. Its title was: "Are Stamp Dealers Necessary?" Of course, they are! It is believed that the writer of that editorial had not travelled to any extent across the country. If he had, he would have seen the existing conditions. When a city has some fine, active professionals with a good, comprehensive stock, one is bound to fine many fine collections and knowledgeable philatelists. If not, the opposite exists.

Furthermore, some oldtime philatelists in a large American city will say with regret that stamp collecting in their town "aint what it used to be." One need not look very far for the reason. The previous, fine professionals in that place either had passed on or moved away. No one as yet has replaced them. Consequently, the philatelists in that city must seek material in other places.

Yes, stamp dealers, who know philately, not only are necessary, they exert a very strong influence upon the state of philately in their own locality.

A Real Philatelic Challenge

When I began collecting stamps many years ago as a boy, it was with a world-wide collection. This never has been forsaken; I still keep up my general collection. It is not worked on upon a regular basis, as with my specialty fields. But every few years, after a number of old and new stamps have been accumulated, these are sorted, catalogued and placed in my albums.

One usually does not remember what has been accumulated. There may be a hundred or more different stamps from one country, but only a few from

another. The more modern stamps are unfamiliar until they have been identified in the catalogue and their proper spaces found in the albums.

Recently, I came upon about a dozen U.S.S.R. stamps issued over the past decade or so. I opened the catalogue to Russia; it seems as if I am still turning pages. Speak of the proverbial "trying to find a needle in a haystack." This aptly describes those ten or twelve different U.S.S.R. stamps I was trying to place in the album.

Russia issued stamp No. 1 in 1857. Until 1917, over a period of 60 years, a total of 177 postage and semi-postal stamps were issued. There were no postage dues nor special deliveries, and, of course, no air mail. (Occupation and Offices Abroad issues are not taken into consideration.)

The U.S.S.R. was 50 years old last year. I am not one to ever try to tackle the catalogue from a statistical angle, but I did a little calculating with the U.S.S.R. catalogue numbers. Over this 50-year period, Soviet Russia had issued approximately *a total of 3,360* postage, semi-postal, air mail, special delivery and postage due stamps. I wonder if this is the world's record for stamp-issuing?

Consequently, if one wants to tackle a real philatelic challenge, pick up a few U.S.S.R. stamps that you never have seen before and try to catalogue them.

These observations arose solely from a novel philatelic experience. They are not meant to have the slightest political implication, because philately loses its greatest asset when mixed with either politics or religion.

In this spirit, a timely question comes to mind. In the United States, there is a widespread act on the part of thousands of ill-advised people to buy and save new U. S. stamps in complete mint sheets for a hoped-for (but unrealized) future profit. Does this also take place in Russia? Even if it were a capitalistic nation, with its numerous new issues all the time, it would seem impossible for anyone to buy and save U.S.S.R. new stamps in full mint sheets.

Obituary

Robert L. Graham, Jr.

The ranks of the Collectors Club's past presidents have depleted rapidly in the last few years. Our Honorary Life Member, Robert L. Graham, Jr. of New York, N. Y. passed away of natural causes on July 15, 1968 in Milan, Italy at the age of 69 while on a business trip. He is survived by his wife, son, daughter and two grandchildren. His burial was private in a family cemetery plot near Fairfield, Conn.

One is tempted to list the many services over a period of close to four decades that Robert L. Graham, Jr. rendered to philately. This will not be done, however, because after he had been elected an Honorary Life Member in January, 1967, a comprehensive biographical sketch of his career was published in the March, 1967 number of the COLLECTORS CLUB PHILATELIST on pages 101 and 102.

Since this short period of time, there had been only one further service to add to the list. After the death of Mrs. L. B. Dale last December 15th, Mr. Graham was elevated from the Vice-Chairman to Chairman of the Philatelic Foundation, 22 East 35 Street, New York, N. Y. Evidently, this service had been of a very short duration.

As a good friend of his, we recall "Bob" frequently mentioning with pride, not by boasting, of his services to the Collectors Club. He had served this club in every official capacity except as the Vice-President.

Looking back over his long record of services to philately, one factor stands out. Robert L. Graham, Jr. was a true altruist. As an active New York at-

torney, he gave much legal advice and counsel without ever submitting a charge for any of his work to the Collectors Club, the Philatelic Foundation, and the Association For Stamp Exhibitions. Thus, when he served as legal adviser to any non-profit philatelic organization, he never asked for nor received one cent in legal fees. He had many clients among the philatelic professionals, and, of course, for these he received payment.

Another remarkable aspect about Robert L. Graham, Jr.'s services to stamp collecting was that this was done for so long a time, although he was neither a profound philatelist nor a serious scholar. He enjoyed spending some of his spare time with stamps. But he did not form any outstanding collections nor did he ever write any philatelic articles. He was, however, interested in philatelic publishing and scholarship. This was demonstrated by the constant encouragement he gave to those philatelic authors and scholars, whom he respected.

He had a large circle of friends in philately and he knew the value of friendship by doing things for his friends. *(H. M. G.)*

Letter To The Editor

Never Hinged. How It Started

Mr. Goodkind, I want to tell you that I agree with your editorial in the May 1968 number about n. h. and o. g. May I tell you about its origin.

During World War I, certain stamps in Europe began to be treated as "hard currency." To have a perfect standard of value, these stamps had to be *mint,* because cancelled copies vary too greatly in price. Furthermore, each copy had to be *never hinged,* because all had to be the same, exactly as two "blocks of gold."

Before and during World War II, this practice spread far more extensively in Europe. A pack of cigarettes or a pound of coffee had their respective "investment values." But for the sophisticated investors mint n. h. stamps in top condition became one of the best substitutes for gold, because hoarding this metal was punishable by death in Occupied Europe. Issues like the Belgian Helmet, the Austrian 1908 and 1910 Jubilees, the 1936 WIPA sheet, the Dollfuss and the Orphan semi-postals of France were the speculators favorite. Also, the United States Columbians and Trans-Mississippis in top mint condition n. h. were sought after, not by philatelists but by speculators, who preferred these "gold" stamps to the valueless paper currency in many European countries.

What happened was that this practice after World War II spread to philately, when some European collectors and dealers only would buy a mint stamp without the slightest trace of a hinge or hinge mark. The idea took hold and then spread all over the philatelic world.

What can we do about it? As you wrote, "very little." It seems to me that business has become too much of a part of this fine hobby of philately. Too many stamp dealers are more interested in *profits* than in philately. But far too many collectors also are more interested in making money with stamps rather than deriving pleasure by collecting them.

Alex S. Juliard
Bryn Mawr, Penna.

In case of change of address, please notify Secretary, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016.

Bolivia

The "Garcia" Issue Of 1863

By Alvaro Bonilla Lara

(Written in Spanish and translated into English by Alex Rendon.)

Introduction

The "Garcia" issue of Bolivia, in spite of the lack of accurate information about it in most of the catalogues, has been the subject of several more recent studies. In most cases, these were nothing but copies from previous articles and, unfortunately, they repeated all the same basic old mistakes.

There are, however, a few articles that had been original and accurate. We would like to give them the proper credit as our own sources of inspiration and information.

In first place, chronologically, is the one by Dr. Alejandro Ayala, who in 1915, published a lengthy study called *The Stamps of Bolivia: Their History.* This appeared in the "Revista De La Sociedad Filatelica Argentina." Dr. Ayala reproduced several documents not previously known. Although, in my opinion, he was mistaken in one of his conclusions regarding the usage of these stamps, his study offered much helpful information.

Twenty-five years later another worthy article appeared. It was published in "Stamps" of May 11, 1940, under the title of *Bolivia's Precursors.* The author, Philip V. Mattes, is a member of the Collectors Club. On the April 1, 1964 meeting, he presented his specialized collection of the stamps of Bolivia.

In 1946, Mr. Charles Jewell read an outstanding paper before the Royal Philatelic Society, London. This paper was published first in English in the "London Philatelist," and later in Spanish (translated by the author) in the "Revista De La Sociedad Filatelica Argentina."

In 1950, the eminent Belgian philatelist, the late M. Etienne Corbisier de Meaultsart, published in "Le Philateliste Belge," one of the clearest and knowledgable studies on the first issues of Bolivia titled: *Bolivia, La soi-disant premiere emission et la premiere emission.* The first article in the series was on the "Garcia" issue.

More recently, in 1954, Mr. Philip V. Mattes altered some of his previous ideas regarding these stamps and published a revised article in the "Pan American Philatelist" with the title: *Bolivia's First Stamps.*

Of all the studies known to us, we consider the abovementioned four articles the only worthy ones. I want to add that, fortunately I have had the pleasure of personally meeting three of the authors, Messrs. Mattes, Jewell and Corbisier de Meaultsart, and personally discussing their studies, theories and knowledge of this issue with them.



The four denominations of the Garcia issue — ½, 1, 2 and 4 reales.

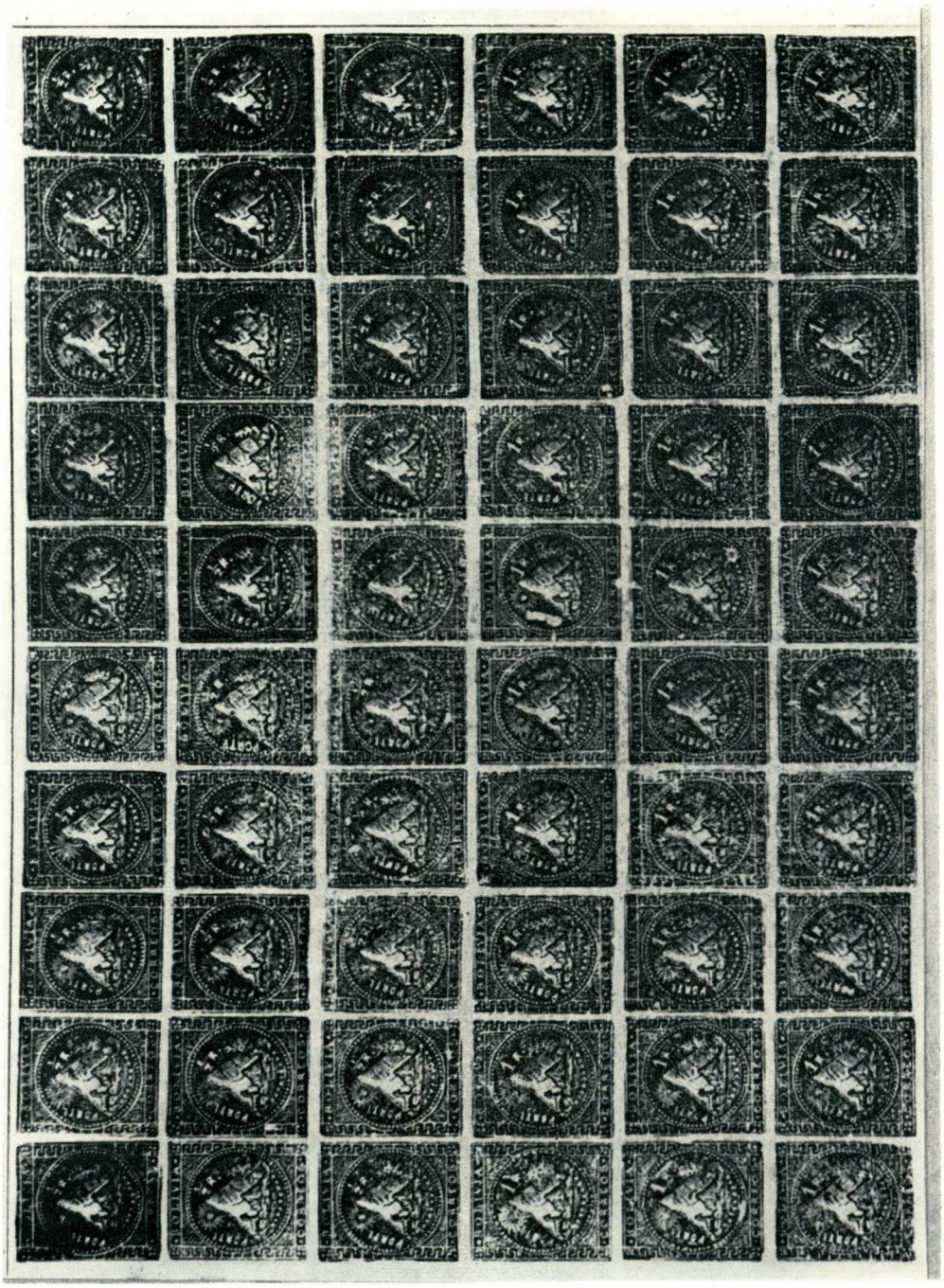


Fig. 1a. An almost complete sheet in blue. Out of the 110 copies, only five are lacking, and these are shown later in some of the large blocks. (The author's collection.)

For illustration, the full sheet has been divided into two. This shows the top portion, the first six horizonal rows. Please turn the page to view the stamps.

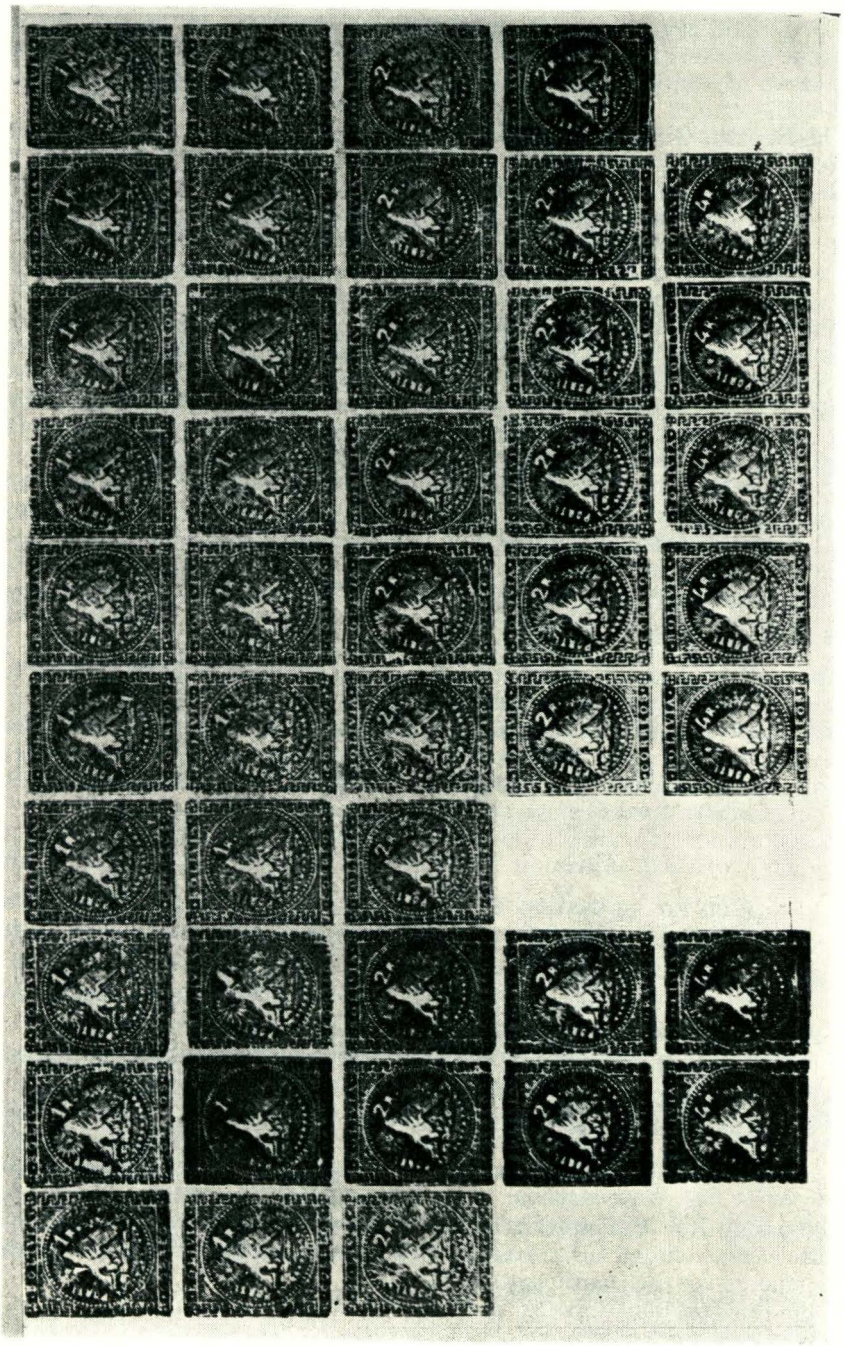


Fig. 1b (Part 2). The bottom five horizontal rows of the lower part of the sheet with five copies missing. Turn the page, because this is shown sideways.

Catalogue Treatment

The general catalogues shed little light on the "Garcia" issue. Scott illustrates and mentions the stamps. Their notes regarding the origin of the stamps is rather accurate, but this American catalogue gives them no number and classifies the stamps as "not issued."

The British, Gibbons, and the French, Yvert et Tellier, do not mention the stamps.

Only recently the Minkus catalogue, which credits Mr. Mattes as one of their collaborators in the Bolivian section, treats these stamps as they should be, namely, "prepared for use but never issued."

Fred Melville, in his book, "Phantom Philately," has more or less the same information that appears in Scott, without adding much more.

The "Kohl's Briefmarken Handbuch" again repeats the same information as Scott and Melville, adding that Dr. Herbert Munk considered the Garcia issue nothing more than fantasies, which is incorrect. The remarks in "Kohl's" were based on the article by Mr. Thomas G. Richards, *The First Issue of Bolivia*, which appeared in the March, 1921 issue of the "London Philatelist." In our opinion, this article unfortunately has a great number of mistakes.

The late Mr. E. F. Hurt, although rather enthusiastic about this issue (I had the opportunity of exchanging several letters with him), in his catalogue, "Local Postage Stamps," and also in an article he wrote for "The Philatelist" of March 1944, makes the mistake of classifying the Garcia stamps as a local issue and gives it the name "Garcia's Post," which evidence will show it was not.

Historical Background

Three Presidents of Bolivia have credited for themselves, or have been credited by others with the introduction of postage stamps in Bolivia.

President Jose Maria Linares, overthrown by a revolution, sent a message to the Bolivian Congress from his exile in Valparaiso, Chile on April 9, 1861. In this message, enumerating the various acts of his administration, he stated: "We never before used postage stamps and I introduced them . . ."

Aun no se usaban entre nosotros las estampillas para las cartas, i yo las introduje; pero para que el ramo de correos esté mejor servido, es necesario aumentarles la dotacion a los conductores de la balija, i cuidar de que se conserven en buen estado las postas i los caminos.

Por ser suficientes tres correos, réduje a ese número los cuatro que por mes habia para las capitales de departamento i una que otra de las provincias.

Fig. 2. Paragraph referring to the mail services in the "message" of ex-President Jose Maria Linares.

President Jose Maria de Acha in his decree of February 21, 1863, creating the Garcia issue, stated in Article I: "We have introduced in the Republic the use of stamps for the mailing of letters."

Finally, President General Mariano Melgarejo, when he created the "Condor" stamps in 1867 stated in a circular that: "The government considers the time is due to establish the usage of postage stamps in the Republic."

Which one of three was right? The definite answer is to be found in the postal history. This is precisely what we shall try to clarify in a logical way, based upon the study of the stamps and the documents relating to them.

1858 Resolution Offers Evidence

It is evident that between 1858 and 1861, during the government of President Linares, postage stamps did not exist in Bolivia. Ex-President Jose Maria Linares, when submitting his April 9, 1861 message mentioned before, wrote from memory, based solely upon his recollections of his acts and the events surrounding them. The key to his statement is found in a Resolution which, in the form of a circular sent to the Postal Administrators, was distributed by the Secretary of State of the Bureau of Development. The complete text reads as follows:

"Secretary of State of the Bureau of Development. House of Government at La Paz. February 24, 1858.

"To the Postal Administrator of . . .

"In reviewing the partial expense accounts submitted by the Postal Administrators, this shows that their funds are only enough to cover the expenses, in spite of the large government susbidy for official correspondence. This office will postpone all measures that create a radical reform until our Consul at Le Havre (France) submits the postage stamps we have requested from him to institute the British system of mails. This will not only simplify accounting, but also will expedite the service to a high degree. Until the necessary authorizations are obtained, His Excellency, the President of the Republic, orders that the existing rates for forwarding of letters be reduced as follows: ½ *real* for letters sent to any point inside the same *Departments* and one half of the now existing rates for letter sheets and packages carried within the same locality. Regarding parcels, it has been decided by His Excellency that you submit to this Secretary, as verified herein, the plan for reduction of rates that the Postal Administrator of this City has submitted for the consideration of the government. Therefore, you, acting in accord with the Postal Administrator of the city of . . . indicate if the plan is acceptable. Otherwise, you will propose a plan more acceptable to you.

"Communicated to you for your intelligence and fulfillment."

(Signed,) Manuel Buitrago.

This printed circular offers evidence that during the administration of President Linares, a plan had been started to create postage stamps. The

XII.

Correos.

La administracion de Correos no está bien arreglada para llenar el objeto de su institucion. No hai una Direccion jeneral que inspeccione el servicio en todas sus partes: los Jefes de oficinas no tienen funciones determinadas para sujetar las diversas operaciones de la renta a un órden regular i constante: no hai un réjimen disciplinario, que aplicado con severidad, podria dar por resultado la seguridad de la correspondencia; i con pocas modificaciones, hechas durante nuestra independencia, aun se reciente, el sistema, de los hábitos coloniales bajo el réjimen de la Metrópoli, sin los elementos necesarios para el buen servicio.

Mientras no se haga una reforma radical proporcionada, al progreso del pais, no será posible introducir el uso de la estampilla, del que se hizo un ensayo en la administracion pasada, con mal éxito.

Fig. 3. Paragraph from the records of the Minister of State presented to the Legislative Assembly in 1862 in which, when referring to the mail services, Mr. Buitrago states that "it will not be possible to introduce the use of postage stamps, which had been unsuccessfully tried by the past administration."

statement of Minister Buitrago that the government was expecting the postage stamps ordered from Le Havre, France proves this point. As written by Mr. Corbisier de Meaultsart in his Belgian journal, "the idea was in a planning stage."

For reasons we have not been able to determine, the government only contacted the Bolivian Consul at Le Havre. Was he the only Bolivian Consul in France? Did he alone only have President Linares' confidence? We cannot accurately answer these questions, and the documentation available to us does not clarify these points.

Essays Of The First Bolivian Postage Stamps

It is probably then, that the Bolivian Consul in Le Havre, France went to Paris, seeking a good engraver or printing shop, and that he contacted Mr. Martin Riester. It seems that the essays of the first Bolivian stamps, that came on the philatelic market later, were the ones made by Martin Riester.

Mr. Corbisier de Meaultsart, in his "Le Philatelist Belge" article, stated that "the Riester essays, in two different types, were made in 1864."

The essays' design on the right side, in the righthand flag, bears the date "1864" which offered Mr. Corbisier de Meaultsart evidence of the time at which they had been engraved by Riester. We agree because there seems to be no other reason for the engraving having the date "1864."

A 1958 publication casts some doubt on the theories of Mr. Corbisier de Meaultsart. In the fine book by the late Mr. John Easton, "The De La Rue History Of British And Foreign Postage Stamps," plate 48 illustrates along with several die proofs found in the archives of the De La Rue Company, the most common of the Riester essays (Fig. 4, design on the left).

The caption, on page 832, states: "Bolivia: In one of the two volumes of die proofs appear what are evidently essays for postage stamps for the Bolivian Republic and the Republic of San Marino which had reached the stage of being engraved on steel. They are clearly the work of one man, and this is borne out by the fact that each has the initials M.R.E. beneath the frame at the right hand corner. There is no correspondence to show whether they were prepared by the firm in response to an official inquiry from the Governments concerned, nor any evidence that they were engraved at Bunhill Row except their inclusion in the book."

Here is an error by Mr. Easton because the initials very clearly are "*M.R.F.,*" which Mr. Corbisier de Meaultsart very correctly translated "Martin Riester Fadit" in Latin; in English it reads Martin Riester, Engraver."

From Mr. John Easton's book we have to conclude that, either one of the engravers of De La Rue had the initials "M.R.F.," which is rather unlikely; or, the die proof had been sent by Riester to De La Rue in England as an example of his ability, perhaps offering his services to this English printing house. The book offers no further information to clarify this confusion.

Evidence lacking, it is very probable that what caused ex-President Linares to make his erroneous statement about the first use of postage stamps in his administration in his message to Congress was his memory of the negotiations he had entrusted to the Consul in Le Havre.

The "Real Father" Of Bolivia's First Postage Stamps

One year later, in 1862, the Minister of State, in his memoirs, confirmed the statement of ex-President Linares. When, refering to the mail services, he wrote that "unless a radical reform is made, in line with the progress of the country, it will not be possible to introduce the use of postage stamps, which had been unsuccessfully tried by the past administration."



Fig. 4. The two essays by Martin Riester.

We have not been able to find any written clues about this original experiment with using postage stamps, either in legal papers or in any philatelic writings. It is our opinion that it was nothing more than a project in 1858, which never became a reality.

As for President Melgarejo, he was right to some extent. In 1867, when he decreed that the "Condor" stamps were to be issued, Bolivia had no postage stamps, since the Garcia stamps never circulated and all the events contradict the decree of 1861. It is evident that, during the administration of President Acha, there was an attempt to place postage stamps into use. But, for reasons unknown to us, most likely because of intrigues by government functionaries and politicians, this did not succeed.

Consequently, the claims of all three presidents have some validity. But, actually, the one most entitled to the name "Father of the First Bolivian Postage Stamp" is President Melgarejo.

Authorized But Not Issued

Meanwhile, the issue created by President Acha — known to philately as the "Garcia" — has been regarded by many as a mystery. For a few, however, it has created a fervent interest regarding its origin, its characteristics, its franking powers and duration of its usage.

For many years I have been collecting the stamps, its forerunners, literature and documentation on this Garcia issue. From all this, I have formed certain conclusions which, in my opinion, are sufficiently proven and which are now incorporated in the present study. I can state that these stamps must qualify as being for general use. They were not locals as stated by Hurt or insinuated by Corbisier. *They were prepared by authority of the government, but not issued.* This is their true status. They cannot exist legitimally used, and those covers with the stamps that we have seen give no evidence of proper postal use, an opinion shared by other authors.

The Garcias are, therefore, stamps authorized but not issued. As such, they are of great philatelic interest and not only deserve, but should be, the first issue in any Bolivian collection, either general or specialized.

The official information in this respect is contained in five official documents; they tell the complete story of this issue, its failure and withdrawal. The first of these documents is a decree dated February 21, 1863, signed by President Acha and his Minister of Government and Justice, Marcelino Cardenas at Oruro. The document, in his first four articles reads as below.

Decree of February 21, 1863

It established the use of postage stamps for the conveyance of letters by mail, and set rates for conveyance of same to the interior and exterior, free frankings, and mail that can be privately carried. It stated conditions for punishment for forging postage stamps, also the treatment of dead letters and postponed mail and rates for parcels and money. Carriers are forbidden to carry letters outside of the official mail bags. It ordered a public auction for the general mail revenue.

Now follows a literal English translation of the decree:

"The Citizen, Jose Maria de Acha, Constitutional President of the Republic and Captain General of the National Army, etc.,

"Considering:

"That experience has proven indispensable, for a better conveyance of epistolary letters, the establishment of the postage stamps.

"That this improvement, as introduced and adopted in every postal zone of the Americas, is a progressive step, that makes an exception of Bolivia, where it has not been able to be taken.

"That such improvement, besides offering faster communications, also provides for a more prompt and accurate collection of the postage revenue.

"That the present mail rates, in addition to being excessively expensive, are not uniform, not proportional and leave room for abuse; in Council of Ministers,

"I hereby decree:

"Article I. It is instituted in the Republic the use of stamps for mail.

"Article II. The transportation of mail will be as presently made and will be subordinated to present regulations.

"Article III. Until the decimal system can be arranged, stamps will have a proportional value to our present monetary system as specified in following sections.

"Article IV. Letters will be posted with stamps affixed to their envelopes according to the value of their postage determined by their weight, as follows:

"1. — Every letter mailed between States (*Departamentos*) inside the Republic and weighing up to 5 'adarmes' will pay 1 *real.**

"2. — Those exceeding 5 'adarmes' but not more than ½ ounce will pay 1½ *reales.*

"3. — Those weighing more than ½ ounce but no more than 1 ounce will pay 2 *reales.*

"4. — Those letters weighing more than 1 ounce, will pay 2 *reales per ounce.*

"5. — Letters mailed within the State will pay half the above rates.

"Given at the Palace of the Supreme Government, in Oruro at this 21st of February of 1863."

(Signed) Jose Maria de Acha — Marcelino Cardenas.

Comments On The Decree

Some Articles in the decree have been omitted because, from the philatelic point of view, they have little significance. Article V sets forth postal rates to:

*One *real* nominally was worth 12½ cents, U. S. currency. One *Adarme* was equal to 1.79 grams. Thus five *Adarmes* equal ¼ ounce.

Argentine Republic.
Republic of Peru.
Chile and all other South American countries.
European countries.

Articles VI through XVII contain regulations such as the establishment of fines (twice the postal rate) for a letter sent without stamps; Article XVIII, punishment for forgers of postage stamps; Articles XIX through XXVI regulates dead letter mail; and Articles XXVII through XXXI establish rates for parcels.

On the other hand, from this issue's historical point of view, the final two Articles are of great philatelic significance. Article XXXII reads:

"Presently and until the Government can establish the necessary means to manufacture its own postage stamps, the general mail revenue will be offered in an auction sale for one year, on a basis and under conditions that will be determined by the pertinent Minister."

Article XXXIII states: "This decree will go into effect from the day that any of the bids, referred to in the preceding section, will be approved."

The Minister of Government and Justice was entrusted with the execution and the carrying out of the terms of the decree.

As can be seen, the lack of funds by the government to produce their own stamps, made it offer at auction, for a period of one year, the entire postal revenue, as a means of building up the funds needed to print stamps.

Article XXXII should be closely examined. It is the writer's suspicion that is was decreed and signed to legalize what already had been done. Justiniano Garcia, by the time that Article XXXII had been signed, already had made the printing plates. It seems that he was "all set," just awaiting the official word to issue his stamps.

Since this Article XXXII formally obligated the government to auction the general postal revenue on the same day, February 21, it was obligated to call for bids in accordance with the following document:

Auction for the General Postal Revenue

"Republic of Bolivia. Ministry of Government, Justice and Foreign Relations. Oruro, February 21, 1863.

"By virtue of the decree of this same date which establishes the franking of letters with postage stamps and in fulfillment of Article XXXII of said decree, the general postal revenue is offered in auction and all citizens are invited to present their bids within 20 days in accordance with the following regulations:

"1. — The lowest bid will be 17,000 pesos, making it known that in the year of 1861 the mail revenue amounted to 17,190 pesos.

"2. — The auction will cover one year, starting from the day that the government accepts the bids.

"3. — All bids are to be sent to the Ministry of Government in sealed envelopes which will contain the amount offered, form of payment and a bond that will guarantee the fulfillment of the contract.

"4. — It is the obligation of the bidders to provide the postage stamps and to employ means required to guarantee their rights, subject to the terms of the decree that establishes their use.

"Oruro, February 21, 1863. — The First Official of Government and Mails." (Signed) Lucas H. Mercado.

Even before the bids received in answer to the above request had been opened, the doubts and intrigues regarding the system began to appear. It seems that there were suspicions that if the handling of the mails was given to a non-governmental person, the inviolability of the mails would suffer.

Equally fearful of the effectiveness of this decree were the postal officials. Whether justified or not, they saw their jobs in jeopardy believing that the Postal Administration was going to be replaced by a non-governmental organization directed by the concessionaries. In addition to the above, as stated by Charles Jewell in his paper "Bolivia: The Issue of 1863," the Postal Sub-Administrators in Bolivia, in compensation for distributing all the mail directed to their district, could keep the entire amount paid to them for the outgoing mail. Consequently, it is not unusual that any changes proposed for postal service was to encounter resistance from both the postal administrators and employees.

Circular of March 8, 1863

These rumors moved Minister Cardenas to issue a Circular, dated March 8, 1863, whose text follows:

"Stamps: Explanations about doubts and misconceptions made regarding the Supreme Decree of February 21st that establishes the use of postage stamps.

"Republic of Bolivia. Ministry of Government and Justice. In Oruro on March 8, 1863.

"To His Lordship the Political Chief of . . .

"Dear Sir. In view that several persons have spread doubts and misunderstandings regarding the Supreme Decree of last February 21st, that establishes the use of postage stamps, it is the duty of His Excellency, the President of the Republic, to make clear the following points:

"1. — That Article II of said decree arranged that the transportation of the mails will be made as it presently is, and, in accordance to present regulations, only means that the Post Office Administration will continue, and that the government through its agents will keep on maintaining the right of surveillance of the mail to guarantee its complete inviolability.

"2. — That the system of postage stamps established by the same decree, offering in auction sale for one year the mail revenue, has as its purpose to make correspondence easier, without any functions for the bidder than to market for his account the stamps and collect the fees for the parcels.

"3. — That the system of stamps is nothing but a change to these from the postal markings stamped at the post offices on the envelopes, without the ability for the bidder to interfere with the administration of post offices except to witness the weight of the communications and parcels on his own or through his agents, so as not to be defrauded in his interests.

"4. — Those necessary modifications of the decree per bids addressed to the Ministry of Government will be published in the press for the knowledge of the people.

"Of which I hereby notify you, asking for its transcription to whoever it pertains.

"God bless you." (Signed) His Excellency. Marcelino Cardenas.

The Auction

The idea of auctioning the mail revenue continued. Two bids were made: one by Sr. Hipolito Cardoso for 16,000 pesos and the other by Sr. Justiniano Garcia for 17,000 pesos. The last one was accepted, not for one year as indicated in the basis for bidding, but for two years at the request of Sr. Garcia, and in accordance with the Resolution of March 18 which is included completely in Appendix 1.

The Introduction to the March 18th Resolution and its Article I are of the utmost importance. They read as follows:

"Having reviewed the proposals submitted in response to the invitation

made on February 21 last for bids for the concession of the general mail revenue; and the proposal of citizen Justiniano Garcia being the most advantageous to the National Treasury, because he offers 17,000 pesos fixed as a base in said call for bids, he is awarded the concession under the following conditions:

"1. — In accordance with the stipulations of the bidder, he shall be the concessionaire for two years commencing June 1 next; upon which date the concessionaire shall have the stamps ready, necessary for the public service in all the principal and subordinate post offices. The stamps' shape shall be rectangular and shall contain in the center the coat of arms of the Republic and around it the inscription 'Correos de Bolivia, Porte Franco, Half Real, One Real, Dos Reales,' according to their face value."

Much Opposition

The concessionaire had a little more than two months' time to prepare the stamps whose characteristics were fixed by the above-mentioned resolution.

It is very possible that Sr. Garcia, anticipating that he would secure the concession, had begun preparing the stamps but omitted the face value and the words "Porte Franco," as stipulated by the resolution. This is an important point to remember when we describe the process used to print the stamps.

Nevertheless (and here one can only speculate on what actually took place), a strong campaign had started against the Garcia concession. The government recognized that there were protests against the Decree of February 21st and, more important, against the concession granted to Sr. Garcia.

With good reason, the concession was criticized because it was granted for 17,000 pesos, while the mail revenue in 1861 had amounted to 17,190 pesos. It is logical to believe that during the future years of 1863 to 1865 this revenue had to increase.

There was no criticism of Sr. Garcia since his bid was based on the published stipulations. On the other hand, the behavior of the government was suspected, because it seemed to want, from the beginning, to favor Garcia. Only after pressure came from the critics did the government change its actions.

It is evident that politics, so deeply ingrained in all activities in Latin America, was the fundamental reason for this campaign against the government. In addition to this, Minister Cardenas had vacated his office on March 30, 1863. From that date, a new Minister, Don Rafael Bustillo, was in charge of the Department of Government, Culture and Foreign Relations.

Finally, the government, by Order of April 29 of 1863, suspended the effects of the Decree of February 21 and cancelled the contract with Sr. Garcia, stipulating that the matter be submitted to the next Legislative Assembly by the following act:

Order of April 29, 1863

"Suspends the contract for stamps with the postal administrations.

Republic of Bolivia, Ministry of State, Bureau of Government. Oruro, April 29, 1863."

"To His Lordship, the Political Chief of the Capital, Sucre.

"Dear Sir. The government has received numerous complaints against some of the dispositions contained in the Supreme Decree of February 21, 1863, which established postage stamps for the franking of mails.

"Major observations have been made with respect to the means adopted to put into effect said decree as regards the contract concluded last March 18 with Sr. Justiniano Garcia.

"It is an unquestionable fact that the government will gain nothing from the aforementioned contract, because it will not receive more than the 17,000

pesos now produced by the mail revenue and having, now as then, the desire to help the service with a heavy subsidy required for its maintenance. Meanwhile, the undertaking, being conducted by agents of the government, will have its profits insured. This, however, will give no relief to the public, because with the decree coming into operation, the people will have to pay increased rates for conveyance of mail and parcels over those now in effect with the postal administration.

"The results could not have been less satisfactory to the government who, with this decree and a subsequent contract, sought no other goal than the well-being of the public and economy in the expenses of the Treasury.

"For this reason, and also taking into consideration that said decree, which has served as a base for the contract, must be presented for deliberation to the Assembly, since the terms of the decree, although they seem to refer only to recompensation for a service, affects the public and participates to a certain extent into the nature of contributions; considering also that the contract, to be favorable to the public, must take into account either the cost of operation or pay the Treasury a larger amount, so in effect the postal service becomes self-supporting. To accomplish this, conditions should be fulfilled satisfactorily by having an auction sale by Departments with all the necessary publicity. His Excellency, the Constitutional President of the Republic, has decided with the agreement of his Cabinet that the contract made with the citizen Justiniano Garcia for postage stamps be suspended until the next Assembly. Then it will be submitted again for its consideration and that its members should decide which is more convenient and fair.

"Of which I hereby notify you, asking for its transcription to the Postal Administrator of this Capital and to the concessionary Sr. Justiniano Garcia, as well as having it published in the press.

"God bless you." (Signed) His Excellency. — Rafael Bustillo, Minister of Government, Culture and Foreign Relations."

Political Intrigue

Now let us ask: why if the decree and concession had had so many outstanding faults, why was there such a low bid and the concession granted? We cannot answer this question. The only logical explanation is to think that someone was extremely interested in favoring Sr. Garcia.

What happened is not known. We do not know if this affair ever reached the Bolivian Assembly and what the outcome was. At any rate, we have not been able to find any laws regarding the postal services between March 1863 and the decree of February, 1867 which created the "Condor" issue. We also cannot find out if Sr. Garcia accepted the government's resolution as published or if he went to Court to defend his rights.

Interpretations by Philatelists

The truth of the matter is that the stamps, whose use was to begin June 1, 1863, could not have been placed in circulation because of the Order of April 29, 1863. All contrary statements are based on suppositions or are repetitions of previous mistaken ones. We shall examine what philatelists have written.

Dr. Ayala, the first one to publish any official references regarding this issue, stated that "stamps printed in black or blue were used indiscriminately in the franking of letters, but stamps printed in black were used more frequently. With the documents I have produced along with the existence of copies used on legitimate covers during the proper period of time, there is no reason to doubt the authenticity of these stamps."

(Continued on Page 297)

Spain

The Cadet Issues of 1901 - 1905 (Part 3)

(Scott Nos. 272-286)

By Theo. Van Dam

(Continued from Page 238)

Part 2. Postal Markings (Cancellations and Postmarks)

One of the most interesting ways of forming a specialized collection of Cadet stamps is with the postal markings. Very few are found only on this issue. Most of the markings originated during the 1878-1884 period, when the Spanish postal system was modernized, and when many of the current cancellations and postmarks came into being. Some other markings are from the "classic" (1850-1878) or even from the "pre-adhesive" (1716-1850) period[10-11].

The following types of postal markings are most frequently encountered on the Cadet issue:

A. "Pre-adhesive stamp" Markings.

These postmarks very rarely appear on these stamps. It is advisable to collect them on cover to be sure that they are legitimate.

The two, occasionally found, are mostly the old rate marks "A" and "O" (Figs. 1-2). The first one means "Abono" (no postage necessary) and was used mostly for official mail[12]; the second one was the old "certificado" (registered) marking.

These were probably used in very small towns, where no regular cancelling devices were available, as ordinary "killers," but not to indicate "no postage necessary" or "registered."

B. Mutes.

A mute cancel is, of course, a postal marking which does not "say" anything. It does not show a place nor a date, but consists only of a simple design.

There were many mutes in use in Spain during the latter part of the 19th century. The "dotted rhomboids" of the 1871-1876 period are found occasionally on the Cadets. The size is approximately 25x25mm; there were three main types:

1. with lozenge inside.
2. with star inside (Fig. 3).
3. solid dots.

These markings were officially discontinued in 1878, but many small towns kept on using them. In fact, they are still found being used on stamps today.

C. Circle With Diagonal Lines.

This marking consists of a 25mm single-ring divided into three parts, with diagonal lines on the side (Fig. 4).

On the top is "Madrid." The date appears in the center. The numeral "1," indicating the postal district of Madrid, is at the bottom.

To the left of the circle, there are thirteen diagonal lines, forming a square, size 25x25mm.

This one is found generally only on the Cadets around 1910, and is quite scarce. This cancellation seems to be copied from a similar British "Hoestel" type experimental machine cancel, mentioned by Alcock and Holland[13] as their reference number "A&H 2810."

D. Handstruck Double-ring Circular Date Markings.

1. Town Marks.

This is the most common type of cancellation found on the Cadets. It consists of a double-ring circle with the top part having the name of the town (Fig. 5) or of the province (Fig. 6). The date is always in the center. Either the name of the province (Fig. 5) or the district number (Fig. 6) is on the bottom.

Spain has 49 postal districts. Madrid is number 1. The others follow in alphabetical order, Zaragoza, the last, being number 49.

The size of this marking varies between 28mm and 36mm in diameter. It is struck mostly in black, sometimes in blue, but rarely in magenta, red or green. It originated around 1880 and is still in use today.

In 1905, a slightly different type of double-ring appeared with the center ring open (Fig. 7), so that the top and bottom inside form separate segments. The date is also in the center, followed by the time of the day, with the initial "M" (Manaña or morning) or "T" (Tarde or evening).

Actually, this cancel was seldom used on the Cadets. It starts to become plentiful on the subsequent Medaillon series of the 1912-1922 period (Scott Nos. 297-317).

2. Branch Markings.

The circular double-rings also appear with branch markings for Madrid and Barcelona. This is indicated by the terms: "Estafeta" (branch post office, or special post office, originally relay station) (Fig. 8) or "Sucursal" (branch) and a number (Fig. 9).

It also appears as a combination with the two words: "Estafeta Sucursal." At present, Madrid has twenty numbered branch post offices and Barcelona seventeen. It is safe to assume that it took some time before these numbers were reached. There is no record of the number of branch post offices in these two cities during the 1901-1912 period.

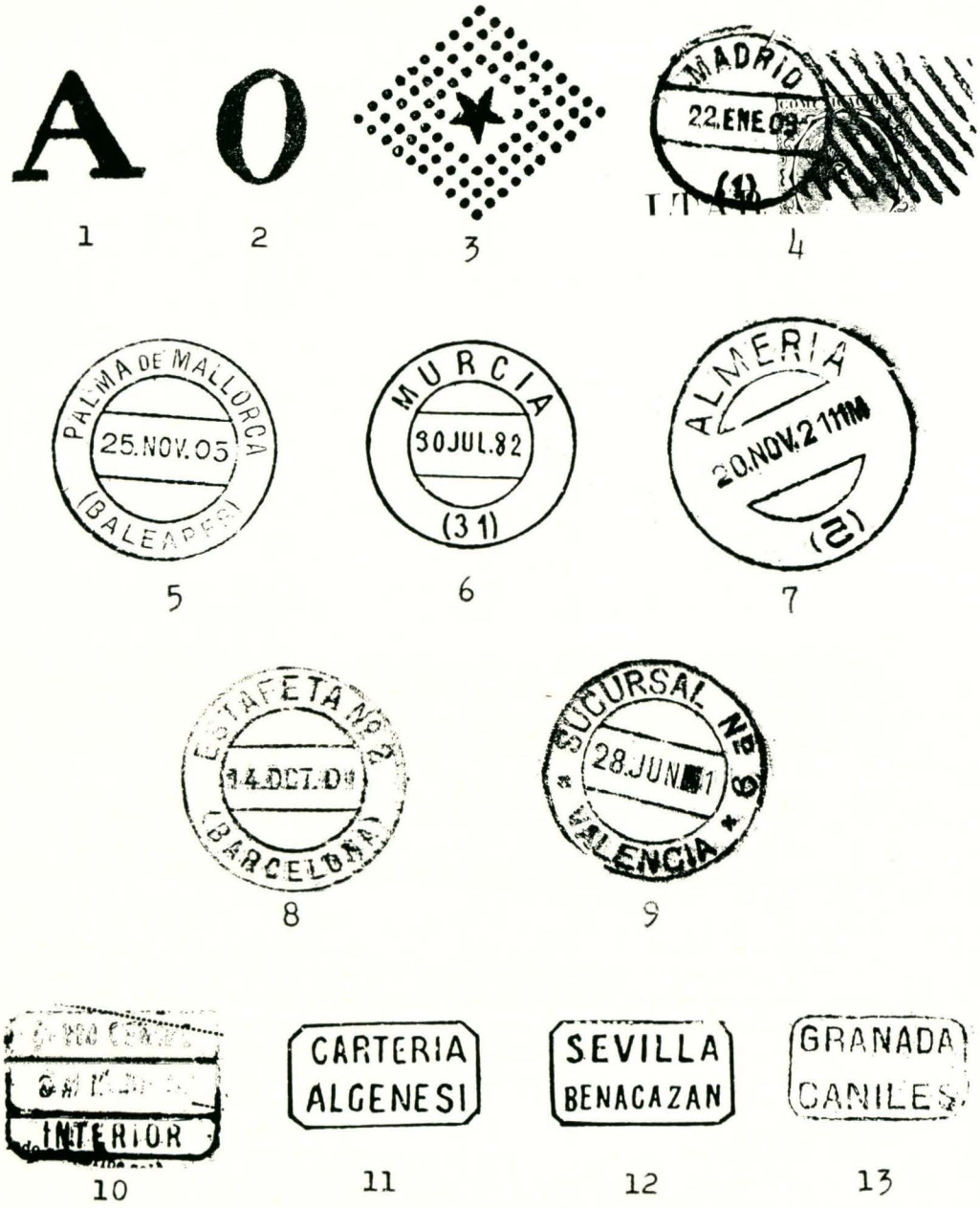
Another branch marking found on the cadet issue is: "Estafeta de Cambio" (Exchange Station). This indicates the department in the post office handling mail for abroad. This type of office is found in the larger cities such as Madrid, Barcelona and Valencia, as well as in the frontier stations such as Irun, Port Bou and Vigo.

The "Estafeta" markings started to appear in the 1880's and are still in use today.

E. Madrid Interior.

The "Correo Central" (Main Post Office) in Madrid in the latter part of the 19th century (after 1880) and in the first part of the 20th used a boxed marking, 28 to 30mm long and 18 to 21mm high (Fig. 10). This was used on mail deposited at the Main Post Office for use only inside the city. It was discontinued around 1910; no exact date is known, it is very rarely found on the later issues.

This marking was divided into three parts—the upper one with "Correo Central," the date in the center, and the lower part with the word, "Interior." These are also found with "Int.Ma.8," "Int.Ma.12," "Int.Ta.8," and "Int. Ta. 12" in the lower part. "Ma." indicated (morning) Manaña and "Ta." Tarde (evening) with the hour shown by numeral.



Figures 1-13.

F. Carteria (Rural Post Office).

"Carteria" actually means mailroom, but here it is used to indicate mail from very small towns or rural communities not having a regular post office.

This marking originated in 1865 in the province of Navarra, in the north of Spain. Subsequently, other areas used this type of marking. The early Navarra marks were small ovals; the Baleares used a larger oval type.



Figures 14-20. (Photo by Boutrelle)

In 1882, a uniform boxed marking, size 25 x 15mm, was introduced. This read: "Carteria" on the first line and the town name on the second (Fig. 11).

In 1888, a new type came into use, with the name of the province on the first line and the town name on the second (Figs. 12, 13). Both types are found used on the Cadets.

In addition to the official boxed types, there is a plethora of local "Carteria" markings of every conceivable design, such as small circulars (Figs. 14-15), larger size boxes (Fig. 16) ovals, straight-lines and even manuscript.

G. Railroad Markings.

1. Straight-line and Boxed Town Names

These have the name of a railroad station in a small town, such as Mahora (Fig. 17).

2. Despues de la Salida (After Departure).

This marking indicates that the letter arrived at the railroad station after the mailbags were closed. It appears in various sizes, such as 20x11mm (Fig. 18), 26x16mm boxed, and also sometimes as a one or three straight-line postmark or cancellation.

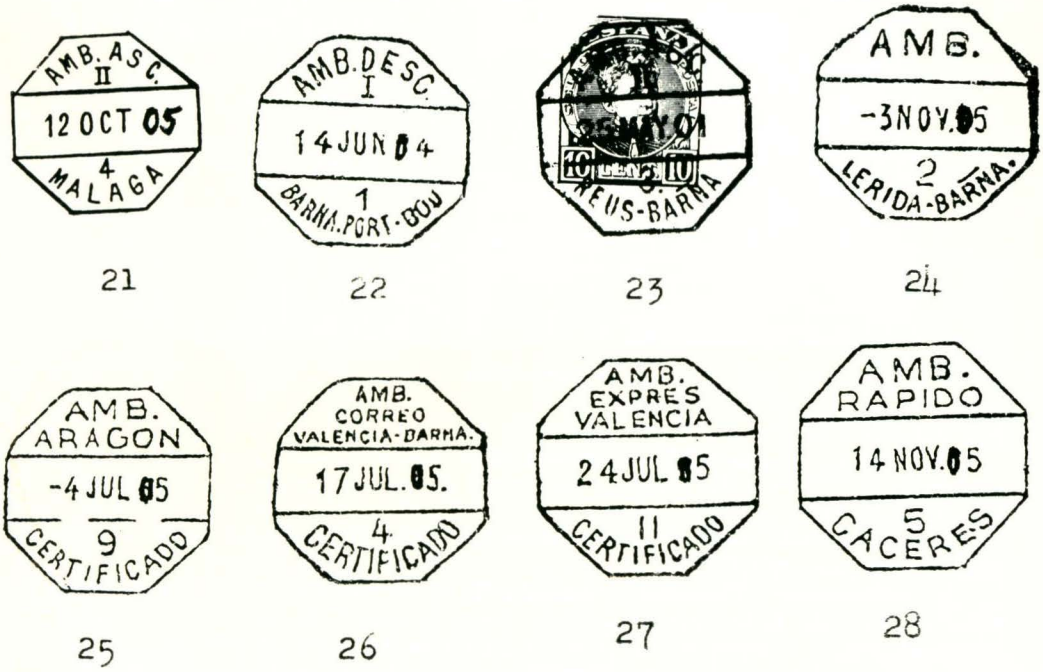
3. Railroad Station.

This type has the name of the station, such as "Estacion M.Z.A.," in the upper part, and that of the city at the bottom (Fig. 19).

4. Alcance (Late Arrival).

This marking was used to cancel mail, which was deposited in a "late arrival" post box at the railroad station. It generally is the double-ring type (see Fig. 5) with the name of the station, such as Mediodia or Norte, and the city (Fig. 20)[14].

5. Ambulante (Travelling Railroad Post Office).



Figures 21-28.

These are the markings struck on the mail sorted on the trains, while en route.

The first "Ambulante" mark of Spain appeared in 1855, an oval type. Shortly thereafter, when many new railroads came into existence, a 20mm circular marking was introduced.

In 1878, a new type, octagonal in shape was introduced. This is found on the Cadet issues and is still in use today. It is divided into three parts:

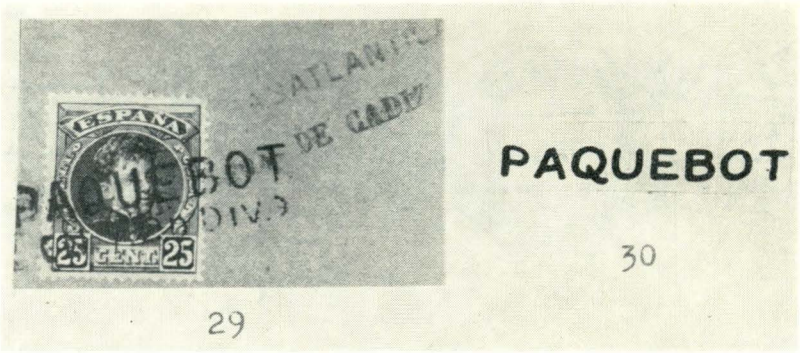
The upper part reads: "AMB.ASC." for Ambulante Ascendente, meaning: going up to the central depot of the railroad (Fig. 21), or "AMB.DESC." for Ambulante Descendente, meaning going down (Fig. 22). This is followed by a Roman numeral "I" or "II" indicating the order of the collection.

The date is in the center. The lower part shows either the route, for example, Reus — Barcelona (Fig. 23), or the name of the rail line, such as Malaga (Fig. 21). This last one was used on the Madrid-Malaga line. The arabic numeral above this indicates the trip number.

There are many variations on the text in the top and bottom parts. In some cases, the upper one reads "Amb.Correo" or simply "Ambulante" or even "AMB" without the collection numbers (Fig. 24). Also, the trip numbers may be omitted.

"Ambulante" markings also are used for registered mail. In this case, the terms "AMB" (Fig. 25) or "AMB.CORREO" (Fig. 26) are applied along with the name of the railroad line or route in the upper part. "Certificado" (registered) appears in the lower portion along with the trip number.

Also sometimes the words "Expreso," "Expres (Fig. 27)" or "Exps.," and "Rapido" (Fig. 28) appear in the top section. This indicates the marking was applied either on an express or a combined passenger and freight train[15]



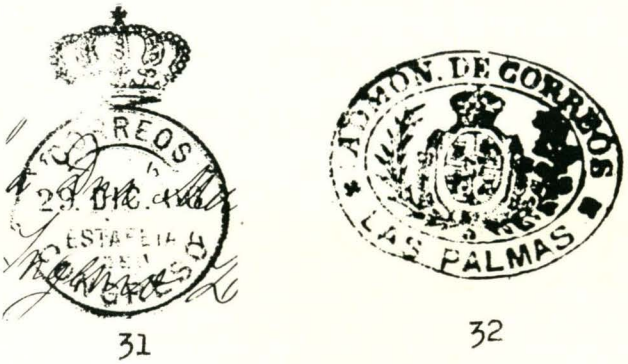
Figures 29-30.

H. Maritime Markings

Spanish ships generally employ an oval cachet type of marking, with an anchor in the center, the name of the vessel on top and that of the steamship line on the bottom.

These, however, are found usually on the later "Medaillon" issue of 1912-1922 (Scott Nos. 297-317).

In some cases "Paquebot" marks are found on the Cadet issue. This signifies that the letter was posted on board a ship. These are straight-line markings with the name of the ship alongside it, as used on mail from Cadiz (Fig. 29). A simple "Paquebot" marking was used in the Baleares (Fig. 30). On the later issues there are many more different types used from various ports[16-17].



Figures 31-32.

I. Official Markings.

1. Senate and Chamber of Deputies.

The mail from the special post office of the Spanish Senate and Chamber of Deputies was cancelled with a 30mm circular marking with a royal crown on the top (Fig. 31). There were two half circles inside. The top part reads "Correos"; the date is in the center. The bottom has "Estafeta (Branch post office) del Senado (Senate) or Congreso (Chamber of Deputies)." It is found mostly in blue.

There is also an official boxed "Certificado" (registered) mark in the same type as described in the next part of this series (see Fig. 34).

(Continued on Page 297)

Newfoundland

The Guy Issue of 1910 (Part 5)

By Robert H. Pratt

(Continued from Page 238)

THE WHITEHEAD MORRIS PAPERS

Engraved Issue

ITEM 11: Order No. 6542, no date (Fig. 36), reads:
"Perforate 250 sheets 6 cent postage stamps.
157 sheets 10c
162 sheets 8c
Must be very carefully done with *fine perforating* machine."
Cost 0 - 9 - 6

ITEM 12: Order No. 6545 dated 29 December, 1910 (Fig. 37), reads:
"Perforate as before
160 sheets 9 cent)
) Stamps
156 sheets 12 cent)
at once."
Cost 0 - 5 - 3

ITEM 13: Order No. 6542, dated 30 December, 1910 (Fig. 38), reads:
"Perforate 168 sheets 15c stamps.
Return to ----- directly perforated.
Cost 0 - 2 - 6."

From these papers, one may gather the following information:

1. Whitehead Morris perforated the stamps.
2. They were probably shipped around the 3rd or 4th of January, 1911. Huber[2] states the 6c arrived January 31, 1911, and the others one week later (February 7th).
3. The quantities of sheets were as follows:

Denomination	*Sent for Perforation*	*Probably Shipped**
6c	250	225
8c	162	150
9c	160	150
10c	157	150
12c	156	150
15c	168	150

4. No mention is made of the name of the printer.
5. There are no shipping papers.
6. There is no mention of Exposition packets.

*The "probably shipped" quantities are calculated from the comments "good" and "shipped" in the lithographed issue, assuming the same productivity.

The Known Proofs, Engraved

Essays — I know of none for this issue.
Die Proofs — These were previously discussed in the lithographed issue section.

THIS FORM TO BE RETURNED TO OFFICE ON COMPLETION OF ORDER.

ORDER FORM.

EXPORT. *Order No.* 6542 1

Description of Work:

Perforate 250 Sheets 6 Cent
Postage Stamps

157 " 10 "
162 " 8 "
Must be very Carefully done with
fine perforation Machine

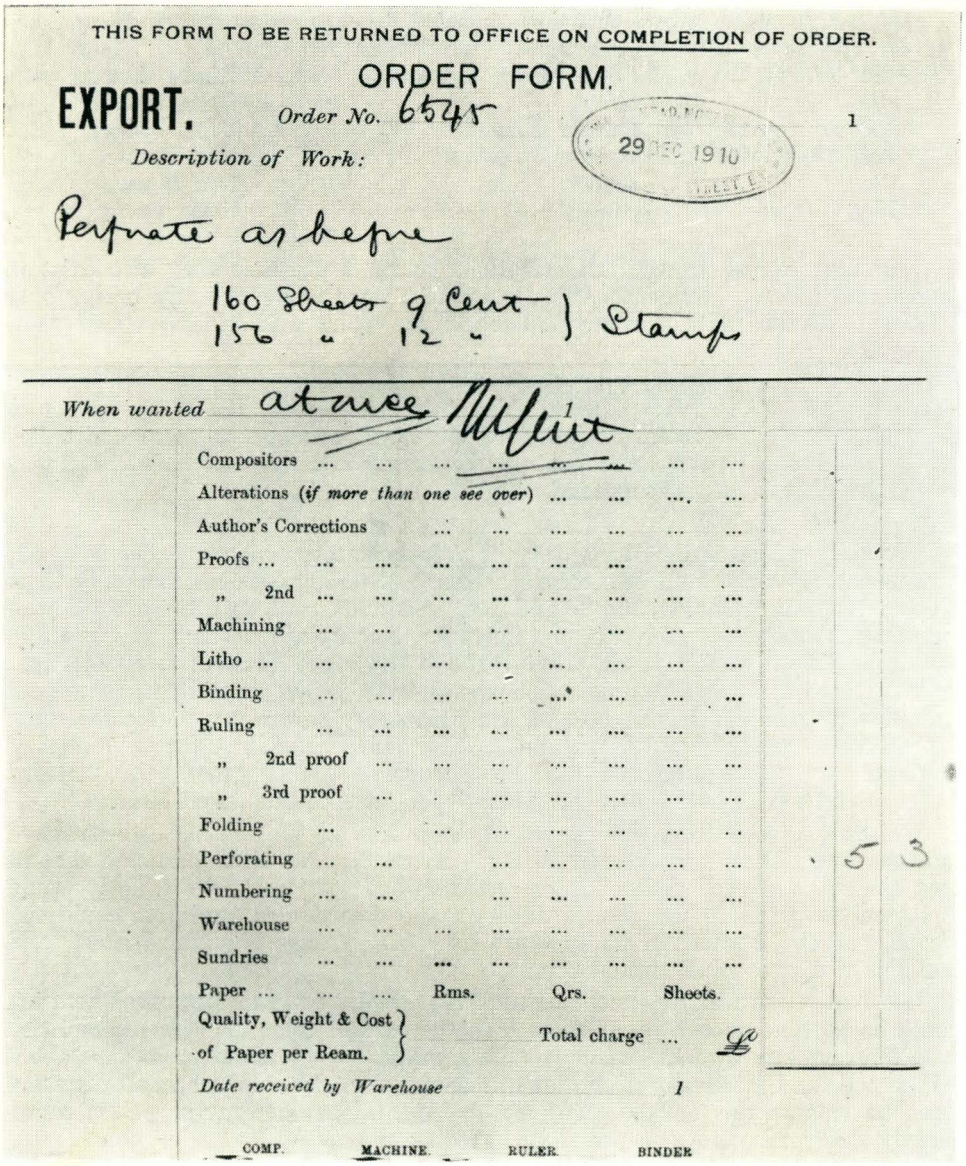
When wanted 1

Compositors	
Alterations (*if more than one see over*)	
Author's Corrections	
Proofs	
„ 2nd	
Machining	
Litho	
Binding	
Ruling	
„ 2nd proof	
„ 3rd proof	
Folding	
Perforating	- 9 6
Numbering	
Warehouse	
Sundries	

Paper ... Rms. Qrs. Sheets.
Quality, Weight & Cost of Paper per Ream.
Total charge ... £

Date received by Warehouse 1

Fig. 36. Item 11. Order No. 6542.



THIS FORM TO BE RETURNED TO OFFICE ON COMPLETION OF ORDER.

ORDER FORM.

EXPORT. *Order No.* 6545

29 DEC 1910

1

Description of Work:

Perforate as before

160 Sheets 9 Cent } Stamps
156 " 12 " }

When wanted at once 1

Compositors	
Alterations (*if more than one see over*)	
Author's Corrections	
Proofs	
„ 2nd	
Machining	
Litho	
Binding	
Ruling	
„ 2nd proof	
„ 3rd proof	
Folding	
Perforating	5 3
Numbering	
Warehouse	
Sundries	
Paper ... Rms. Qrs. Sheets.	
Quality, Weight & Cost of Paper per Ream.	Total charge ...

Date received by Warehouse 1

COMP. MACHINE. RULER. BINDER

Fig. 37. Item 12. Order No. 6545.

Plate Proofs: 1. Trial color proofs. There is evidence that a set of Trial Color Proofs exists on paper of issue, ungummed. For instance, a pair of 6c lower righthand corner has a manuscript "color" notation in the corner.

For purposes of comparison, the denominations and colors of the "Trial Colors" and the "Issued Colors" are tabulated as follows:

Denomination	*Trial Color*	*Issued Color*
6c	Red Violet	Brown Violet

8c	Light Bistre Brown	Bistre Brown
9c	Green	Olive Green
10c	Purple Black	Violet Black
12c	Orange Brown	Red Brown
12c	Brown Violet	Red Brown
15c	Black	Slate Green

Having seen all of the trial colors in pairs, I presume they also exist in singles and blocks. Evidently, the trial colors were made by fully inking only a portion of the plate. In my collection are pairs and blocks, which show fading ink (Fig. 39).

2. Plate proofs. I have seen all except the 12c on paper of issue, ungummed. In most catalogues, these are called imperforates. However, my belief is that they are instead plate proofs.

Possibly a better definition for the imperforates, which are listed in the various catalogues, should be "record sheets." Stanley Gibbons lists only those which have been gummed, the 8c and 10c. Scott lists all with the exception of the 12c without any reference to the gum. As explained later, the 12c also should be listed. Finally, the Holmes 1963 catalogue lists all denominations again without reference to gum. The sheets from which these stamps were cut undoubtedly came from the files of the printer or contractor and came upon the philatelic market by devious and subtle routes. Possibly, the bombings of England of 1940-1941 aided in their discovery. These proofs (or "record sheets") did not appear when the stamps were issued, but much later.

As can be seen from the document, item 1, Vol. 47, the 12c lithographed had one note "sheet litho record W.B." From this it can be assumed that at least one sheet of each denomination was retained for "the record." It would be logical to place an ungummed sheet in the record files, and this could not become "stuck" because of dampness. However, if only a gummed sheet were available this most likely would be saved.

Normally, with experienced printers like De La Rue, an approval notation would be written upon a proof sheet. In the case of color trials, some notation as to the correctness of the color was often made. One cannot be as sure about the methods and policies of a printer like Alexander. Furthermore, all the early sheet arrivals on the market have been cut into blocks of four or pairs; consequently marginal notations probably have become lost.

Whatever their purpose, there remain imperforates, some gummed, but most ungummed.

Gummed imperforates could be printer's waste, or copies that missed the perforating machine, or an excess supply that never was perforated.

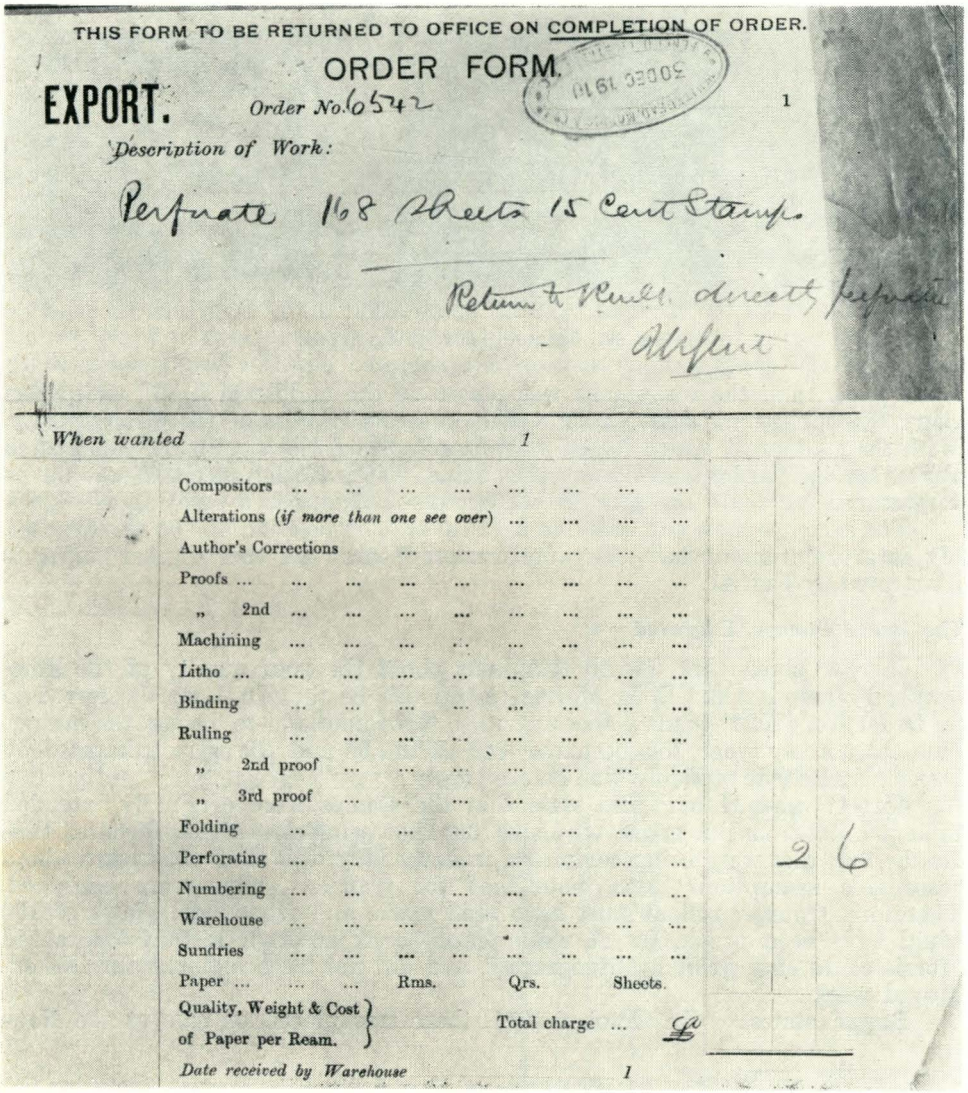
All of the 6c proofs I have seen have an offset with the same color, probably from the sheet having been laid face down on a freshly printed one or wet blanket. Could they be printer's waste?

The photographic enlargements of the 9c die and plate proofs prove that the engraved issue was made from the original dies (see Figs. 17 and 39).

The H. R. Harmer, Ltd. of London, England auction sale of January 2, 1967 finally has given evidence of the existence of watermarked and also of gummed imperforates. In that London auction sale Lots 107 to 113 contained the following revealing items:

(1) Lot 107 and 111 had the 8c and 10c on gummed paper, imperforate.
(2) Lots 109 and 112 had the 9c and 12c (in color of issue) on ungummed paper, imperforate.
(3) Lot 113 had the 15c in color of issue on ungummed paper, imperforate and *watermarked.*

This watermark, which reads: "E. TOWGOOD/FINE" in two-line capital letters, appeared twice on the 15c sheet. It was evidently a repetitious watermark, occurring every 8⅞ inches. One can only assume that this was a machine-



THIS FORM TO BE RETURNED TO OFFICE ON COMPLETION OF ORDER.

ORDER FORM.

EXPORT. Order No. 6542 1

Description of Work:

Perforate 168 Sheets 15 Cent Stamps.

Return to Vault direct perforate

Absent

When wanted 1

Compositors			
Alterations (*if more than one see over*)			
Author's Corrections			
Proofs			
„ 2nd			
Machining			
Litho			
Binding			
Ruling			
„ 2nd proof			
„ 3rd proof			
Folding			
Perforating			2 6
Numbering			
Warehouse			
Sundries			
Paper	Rms.	Qrs.	Sheets.
Quality, Weight & Cost of Paper per Ream.		Total charge	£

Date received by Warehouse 1

Fig. 38. Order No. 6542. The upper right side of the paper is badly stained.

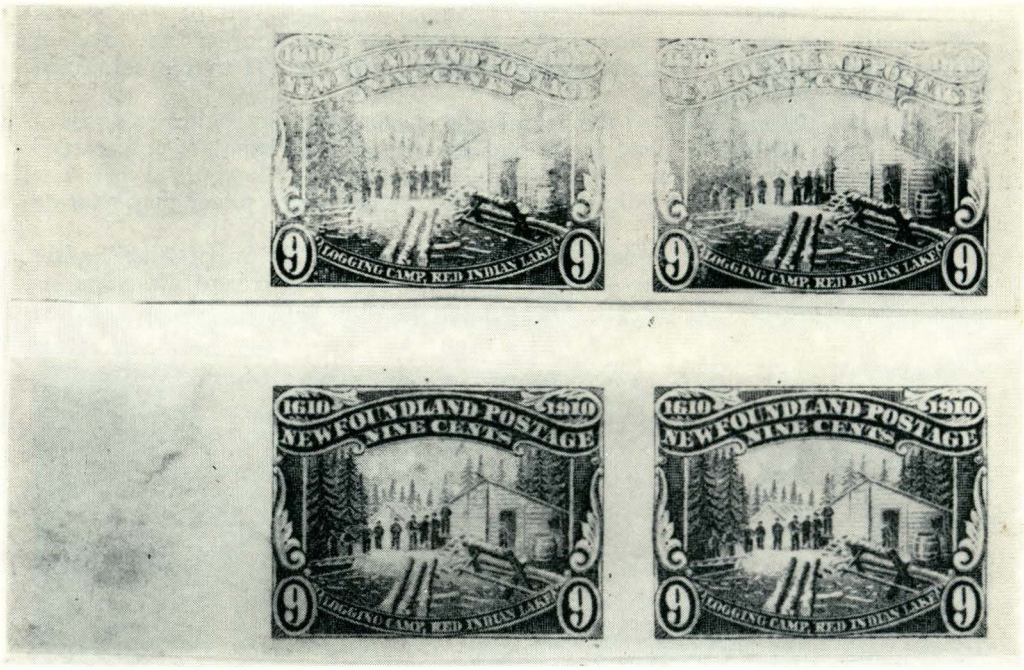


Fig. 39. The top pair's ink has faded.

made paper, and the watermark was placed in the middle of a 33″ wide sheet every 8⅞ inches. The paper on which it shows is that of the issued stamp. With the manner by which it was placed and spaced, the watermark could often appear in the border and be cut off. Thus, watermarked specimens would be very scarce. I would estimate 620 watermarked stamps in a printing of 16,000.

The sketches show the watermark (Fig. 40), its position on the uncut sheet. My interpretation of how the watermark appeared on the original paper is illustrated by Fig. 41.

The Issued Stamps, Engraved

Jarrett[1] states that due to complains about the poor quality of the lithographed stamps, a Mr. E. R. Morris (could this be the Mr. Robert referred to on Order No. 4202?) made a special trip to Newfoundland to discuss the matter. He does not say when this occurred, but as the 6c and 10c were exhausted by December, 1910 it probably was before this.

Jarrett[1] and Huber[2] also state that the stamps were originally intended to be printed from line engraved plates, but that insufficient time prevented this. As the first dies were being completed in early May, this does not seem to be a reasonable asumption. Also, note that the transfer strips were engraved. Therefore, transfer rollers must have been made, and from them plates of 100 could have been prepared. A more plausible explanation is that Whitehead Morris could only print by lithography, and did not have facilities for line-engraved work.

Boggs[3] states: "In October 1911, there was placed on sale at the New-

3. Boggs, W. S. "The Postage Stamps of Newfoundland," Chambers Publishing Co., Kalamazoo, Mich., (1942), pp. 82 and 84.

foundland Pavilion at Crystal Palace, London, 2,000 sets of these stamps, from 1c to 15c, the high values being engraved. Each set was in an Envelope . . .''

One of the envelopes described in the Boggs article (Fig. 32) is in my collection; it contains all lithographed stamps. I wonder if the date, 1911, should not be corrected to 1910? The Coronation Issue, which followed the Guy Issue, was placed on sale June 19, 1911. Therefore, it does not seem correct to have the previous issue on sale at the time stated. The quantity of 2,000 also agrees with the original request that later was changed to 5,000.

Also, Jarrett[1] states ''By June the 10c had been exhausted, the 8c followed in September, and the other values were not to be had by November . . .'' The 1c, 2c, 3c, 4c, and 5c were still available in December, 1911, while the 3c and 4c were exhausted in 1912.

It does not seem plausible that the packets were placed on sale in the fall of 1911, nor that they contained engraved stamps. Furthermore, it is now known that originally 2,000 (later changed to a total of 5,000) lithographed packets were ordered. This supply should have been more than sufficient for the philatelic market. Unless someone can prove me wrong, I do not believe that packets, containing the higher denomination engraved stamps, were placed on sale late in 1911.

Who Was The Printer?

Who made the dies and printed these stamps? Boggs' book, ''The Postage Stamps of Newfoundland,'' on page 82 states under the heading of his Die Proof listings: ''From dies engraved by MacDonald & Sons, London.'' This seems to be confirmed by the notation on the 12c die proof in violet (see page 89) Vol 47, No. 2 in m/s ''For Mr. McDonald'' and the notation on the black lithographed Die Proof with the 4 random impressions (item 4 Black Die Proofs) in m/s '' ? ——— ? Mac.''

Boggs further states on page 84: ''The dies, which were engraved, were turned over to Messrs. A. Alexander & Sons, Ltd.''

S. A. Brown makes the same statement in ''The London Philatelist,'' Vol. 44, page 11. Dr. Willan is also convinced this is true. His original research and contact with members of Alexander's staff bear this out.

There is no question that Whitehead Morris printed and perforated the

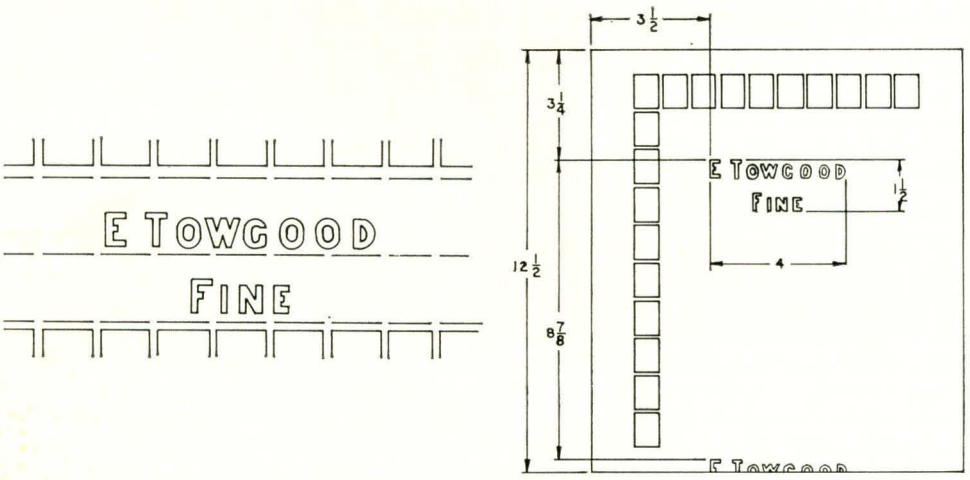


Fig. 40. (Left) the watermark; and (right) the position of the watermark on a sheet.

lithographed issue. Is there any written evidence as to who printed the engraved issue? Whitehead Morris perforated them. I believe that Alexander did, because I have some die proofs of the Coronation Issue, which have a handwritten notation on the back in "Ex Alexander." This also leads me to believe that the 6c, 8c, 9c, 12c, and 15c of the Coronation Issue, and now known *not* to have been printed by De La Rue, also could have been prepared by Alexander. I have a large die proof of the 15c, 1911 Coronation in black on the same paper as the 10c Guy, die proofs, which further supports this contention. Dies and plates were made by MacDonald, printed by Alexander, gummed and perforated by Whitehead Morris. Dr. Willan also determined that Alexander had no perforating or gumming equipment. They were exclusively printers.

The quantities issued when compared to the lithographed issue are set forth in the following interesting table:

		Lithographed			Engraved
Value		*Packets*	*Gov't.*	*Total*	*(Estimated)*
Type II	6c	5,000	10,000	15,000	22,500
	8c	5,000	10,000	15,000	15,000
	9c	5,000	10,000	15,000	15,000
	10c	5,000	10,000	15,000	15,000
	12c	5,000	10,000	15,000	15,000
	15c	5,000	10,000	15,000	15,000
Type I	6c	5,000	10,000	15,000	——

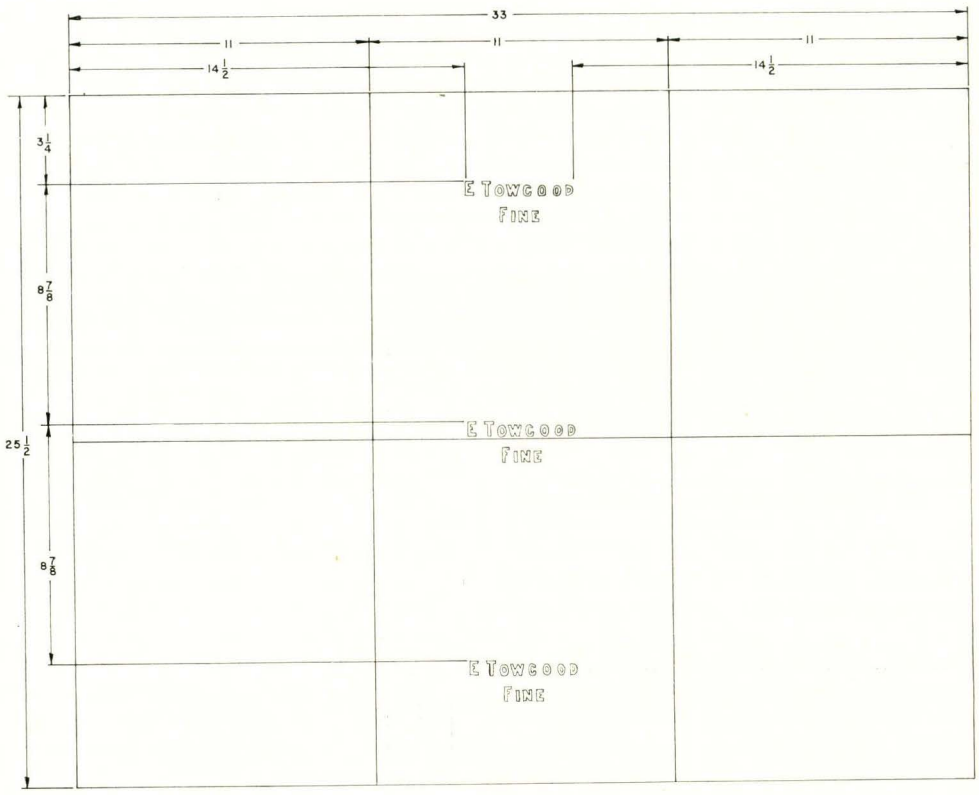


Fig. 41. A sketch of the watermark as it appeared on the original paper.

Quantities Issued

In total, the quantities of the two issues are equal, except for the 6c engraved, which had a greater production than either the 6c lithographed Type I or II, which were *the same*. As one-third of the lithographed issue was reserved for packets and divided into singles, lithographed blocks should be scarcer than corresponding denominations in blocks of the engraved stamps.

The Stanley Gibbons 1967 Catalogue lists the 8c, 9c and 10c as imperforate vertically. These I have not seen. This British catalogue also lists the 8c and 10c imperforate gummed, as previously commented upon. Also listed is the 9c "with papermaker's watermark" as described on the same page. Probably other denominations also exist so marked.

The quantities of stamps printed for both types of this issue, with the exception of the 1c, 2c, and 5c, are probably the lowest of any except for the very first issues. In years to come, these stamps should become quite scarce as time and attrition exert influence. Used copies on and off cover are probably scarcer than realized, because many mint ones had been "saved" by collectors and dealers.

The issuance of the Coronation stamps on June 19, 1911 ends the story of the Guy Issue. The work of preparing these new stamps must have been started while the Whitehead Morris Company was perforating the last of the engraved Guy stamps. One wonders if any of the Whitehead Morris papers also exist for the Coronation issue?

— The End —

BOLIVIA

(Continued from Page 282)

Unfortunately, Dr. Ayala never illustrated the covers he had seen and gave no more details. Therefore, his writing gives no proof. Evidently the aforementioned covers were not in his collection, which only showed several covers from the pre-adhesive era. If he had any Garcia stamps on cover, why were they not shown in his article to substantiate his statements?

Messrs. Mattes and Hurt believe that these stamps circulated between March 18 (when the concession was granted) and April 29 (date of the Order voiding the Circular of March 18). But no proof is offered. It would have been necessary for Garcia to have the stamps ready by the time the concession was granted to him. This was not possible because all the information leads us to believe that the inscriptions "Porte" and the face value in *reales* were requested at the last moment. This took Sr. Garcia by surprise. Besides, if the stamps had been ready on April 18th, why was the first day of use given in the decree as June 1? It seems that June 1st as the first day of use was not because of a demand of the postal authorities but by a request of Sr. Garcia himself.

(To Be Continued)

SPAIN

(Continued from Page 288)

2. Local Government Offices.

There are many different types of markings used by governmental offices such as ministries, secretariats, provincial or municipal offices, and military units.

These generally carry an oval or round cachet with a coat of arms or emblem inside and text on the bottom (Fig. 32). The sizes vary from 20 to 40mm in diameter. They were struck in blue, purple or black. These markings are not too plentiful on the Cadet issue.

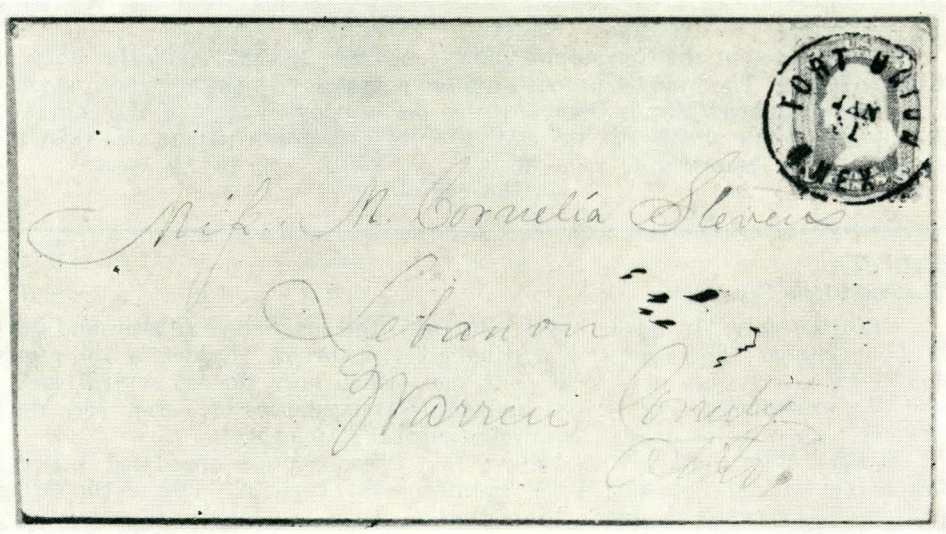
(To Be Continued)

Uncommon Use Of Common Stamps

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

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

United States
Territorial Use of the 1861 3-cent



(Photo by Boutrelle)

The 3-cent rose of 1861 (Scott No. 65) is a common stamp both on and off cover. In this case however, its use as illustrated on a cover from the New Mexico Territory, and especially from Fort Union, N. Mex., places it in the category of uncommon usage. There is no date on the cover, but the sequence in the correspondence dates the cover as January 31, 1865. *(Clarence E. Taft)*

PHILATELIC LITERATURE

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

See Inside Back Cover for the books now available.

The Clubhouse

Meeting of December 6, 1967

United States Air Mail Stamps

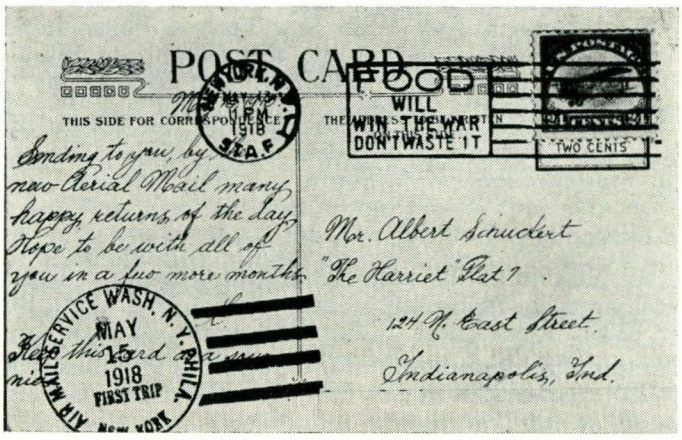
President Philip Silver stated, at the beginning, he believed this was the first time United States air mail stamps and the air mail service for which they were issued were the subject of a presentation by a single exhibitor at the Collectors Club. It was his thought, therefore, to describe the subject in a panoramic fashion, starting with the beginning of the service on May 15, 1918 and delineating the changes in the rate structure through the Trans-Pacific and Trans-Atlantic flights of 1935 and 1939 respectively. Since this covered a period of twenty-one years, the theme could be stated as "The United States Air Mail Service Comes Of Age."

Although there were mail-carrying flights in Italy in 1917 and in Austria at the end of March in 1918, both of which antedated the first flights of the United States, these were of an experimental nature. The flights of May 15, 1918 over the route between Washington, D.C. and New York were actually the *first regularly scheduled* governmental air mail service in the world. Service between these two cities continued for many years. There was an intermediate stop in Philadelphia; this, however, was discontinued on July 20, 1919.

Subject to later modifications, the northbound mail plane left Washington at 11.30 a.m. bound for New York with a stopover at Philadelphia; the southbound plane left New York at 11.30 a.m. and also had a stopover in Philadelphia. Flight time from Philadelphia was scheduled for 1.30 p.m.

The First U. S. Air Mail Stamp

For the commencement of this first air mail service, the government had prepared a twenty-four cent, bi-colored stamp. The frame was printed in carmine-rose; the vignette which featured a Curtiss "Jenny" airplane was in blue. These stamps were first issued on May 13, 1918, two days before the scheduled first flights of May 15th.



One of the three known May 13, 1918 first day cancellations of the first United States air mail stamp on a post card that was flown on the May 15, 1918 first flight from New York to Washington.

Because of the short time with which the Bureau of Engraving and Printing was confronted between the approval of the printing plates and the date of issue of the stamps, that most famous of United States stamp errors, the twenty-four-cent invert was born. This is not the place to go into the details of that famous error. The subject has been adequately covered elsewhere*.

Because of the error, however, a second printing of these stamps was ordered within a very short time—not more than several days—the word "TOP" in blue being added to the vignette plate above position number three. This is the so-called second printing which is relatively scarce. A third printing was subsequently made, the word "TOP" in red being added to the frame plate above position number eight. The purpose, of course, was to alert the employee feeding the sheet into the printing press so that it would not be inserted in an inverted manner. No doubt, these precautions were of some value; in any event, no additional sheets of inverts found their way into the hands of the public.

Mr. Silver showed a top piece of twenty from the second printing and a plate block of twelve from the third one. In addition, copies with several pronounced shifts of the airplane were displayed. These shifts, caused by poor registration of the vignette plate, show the plane "flying" into the frame in all four possible positions: top, left, right and bottom, the latter usually referred to as the "grounded plane" variety. The most common of these shifts are the left and bottom ones. For some reason, also, these two are usually more pronounced than shifts to the top or right.

In addition to the mint stamps, Mr. Silver showed die proofs of this twenty-four cent stamp. The first was in the accepted colors, the second with the frame in a color which might be described as orange-carmine, and lastly one of the frame only in red. This latter is known to exist in blue, as well.

First Day and First Flight Covers

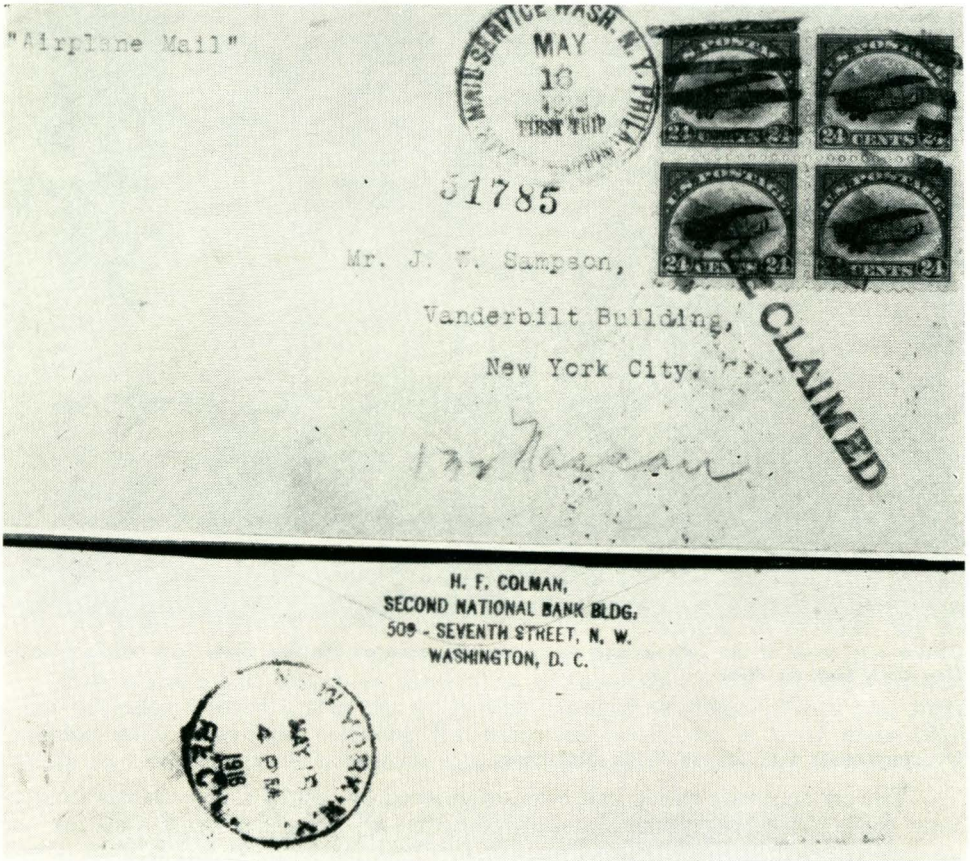
Although first flight covers of May 15, 1918 are relatively abundant for the needs of collectors, *only three first day covers of May 13, 1918 are presently known.* First day cover collecting was relatively unknown in 1918; the emphasis was placed on preparing covers for the historic, official air mail flights on this first regularly scheduled air mail route. One of the three, known first day covers were exhibited. This is a post card which, in addition to the May 13, 1918 New York postmark, has the May 15, 1918 flight handstamp from that city applied in the lower left corner.

Covers for the several legs of the May 15th first flights—Washington to Philadelphia, Washington to New York, New York to Philadelphia, New York to Washington, Philadelphia to New York, Philadelphia to Washington—were exhibited either in the wall frames or on 35 mm. color slides. One unusual cover displayed was flown on the Philadelphia to Washington leg. It lacks the words "First Trip" and the year date "1918" has somewhat larger numerals than appear on all the other official handstamps. To date, only two such covers have been recorded.

May 16, 1918 Covers

Much to the chagrin of the postal authorities, the first flight of May 15, 1918 from Washington to Philadelphia came to grief. Lt. G. L. Boyle, piloting plane number 38262, flying south rather than north, cracked up at Waldorf, Maryland shortly after the take-off from the Polo Grounds flying field. The mail was returned to Washington the same day by truck.

*United States. 24c Air Mail Inverted Center of 1918 by Henry M. Goodkind. 32 pages, 9 illustrations. Available from the Collectors Club, 22 East 35 Street, New York, N.Y. 10016.

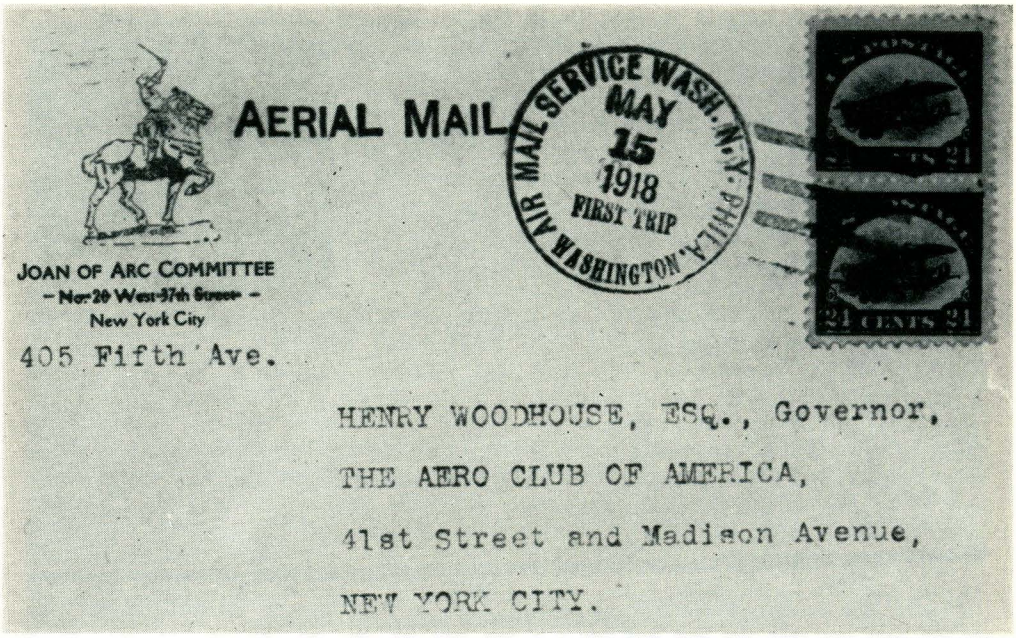


A block of four cancelled with the very scarce "Washington/May 16, 1918 First Trip" cancellation for the first flight to New York. Only about six covers are known with this FIRST TRIP cancellation error and this is the only one with a block of four. Possibly unique.

(Below) The back of this cover showing the sender's name and address, and also the "New York, N. Y. May 16, 1918 4 pm." backstamp.

Opinion is divided on what subsequently happened to this mail. One group of philatelists, citing the opinion of Captain Benjamin B. Lipsner, the first superintendent of the air mail service, believes the mail was sent out from Washington on the same day, May 15th. A far larger group of students, Mr. Silver included, believe there is evidence in the backstamps applied both in Philadelphia and New York to most of the Washington mail, to indicate that the mail of the 15th was flown out the next day on May 16, 1918, together with approximately 1,300 additional pieces picked up from the special red, white and blue letter boxes on that latter date.

Some of the mail of May 16th was cancelled with a handstamp of that date which included the words "First Trip" in error. The mistake was quickly rectified; as a result, only a handful of these handstamp errors are known. One such cover franked with a block of four stamps was shown. In the fifty-year period since the twenty-four-cent stamps were issued, this is the only recorded example of the use of the *May 16, 1918 First Trip* handstamp error on a cover franked with a block of four of these stamps.



Double rate cover of the 24c air mail stamp of 1918, used on the first flight from Washington to New York, May 15, 1918.

Overpayments On Covers With Multiples

The air mail rate which had been established by Act of Congress was twenty-four cents for an ounce or fraction thereof. Of this, ten cents was for the special delivery service included in the fee. At least six May 15, 1918 covers franked with pairs of these first air mail stamps are known. One such cover displayed by Mr. Silver had a bronze medal as an enclosure. The weight of the envelope, medal and letter enclosed was approximately one and one-half ounces. Thus, a double rate of forty-eight cents was required. Since special delivery service costing ten cents was included in each stamp, this resulted, in effect, in an overpayment of ten cents. Special delivery service could be given only once to each piece of mail, regardless of the number of stamps with which it was franked. One way (the exhibitor) suggested that a double rate cover should have been brought back to the post office sub-station and re-delivered in order to use up the added ten cents included for special delivery service.

Twenty-seven-cent Rate

From a reading of the official Post Office order relative to the twenty-four-cent stamps, one could infer that the rate was inclusive of all fees, air mail, special delivery and first-class. Many, perhaps due to misunderstanding or because of a special dispatch of March 3, 1918 from Washington, D. C., which had been reported in the "New York Sun" on March 4th, believed that first-class postage had to be added to each air mail letter. Several such twenty-seven-cent rate covers were shown, most of them prepared by philatelists of the day. Mr. Silver, in addition, exhibited several such covers which were of obvious commercial origin, indicating that a belief that first-class postage was required was rather widespread.

Precancelled Stamps

Since the twenty-four-cent rate was in operation for only a short two-month period, many unused remainders were available after the rate was reduced on July 15, 1918. Some of these were precancelled and later used extensively for the mailing of packages and periodicals. Surprisingly enough, these stamps in precancelled condition are not presently available in great quantity. Shown were a number of multiples in addition to single copies.

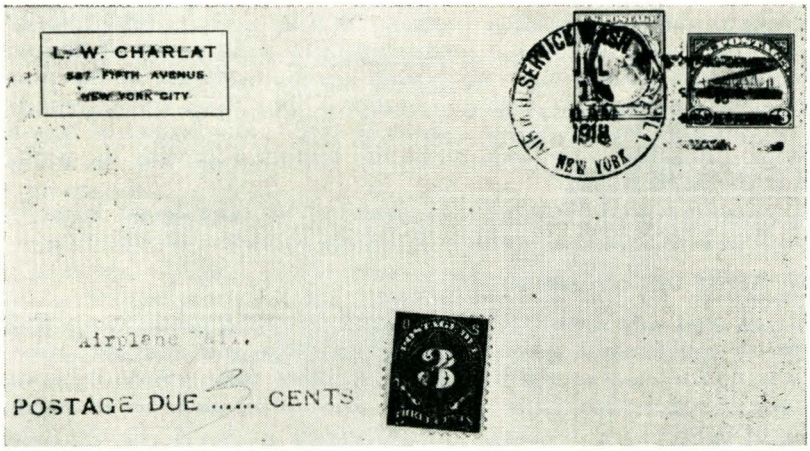
Other Used Copies

Mr. Silver showed several copies cancelled at the Shanghai, China Postal Agency. These were not used for air mail service but rather, because they were affixed to heavy wrapping paper, showed evidence of probable use on fourth-class mailings. It should be indicated that United States air mail stamps could be used for all postal purposes except postage due until June of 1928 when their use for other than air mail services was prohibited.

Second U. S. Air Mail Stamp

Effective July 15, 1918, the air mail rate was reduced to sixteen cents for the first ounce or fraction, said fee being inclusive of special delivery service, as well. Each additional ounce was six cents. Thus, the possibility of overpayment of the special delivery fee on covers franked with pairs or larger multiples was removed. Nevertheless, the air mail service patron was forced to pay for special delivery service whether or not he wanted it, because the fee for that service was included in the first ounce payment.

The sixteen-cent stamp is similar in all respects to the twenty-four-cent that preceded it except that the color was changed to green. Only one plate, number 8900, was used. Among the items displayed was a mint plate block of six and one of the three known large die proofs.



First Day Cover cancelled New York, N. Y. July 11, 1918 when the rate was still 24c. The postage prepaid was 21c, so that 3c postage due was collected. But curiously, the Philadelphia, Pa. backstamp reads July 15, 1918 when the reduced 16c rate had gone into effect.

First Day Covers Of July 11, 1918

Four first day covers postmarked July 11, 1918 are known; one of these was in Mr. Silver's collection. This was flown from New York to Philadelphia.

Since, on July 11, 1918, the air mail rate was still twenty-four cents, additional franking of eight cents was required. The sender had included a five-cent postage stamp, in addition to the sixteen-cent air mail stamp. As a result, the cover was rated three cents postage due as evidenced by the marking to that effect on the cover and the three-cent postage due adhesive stamp affixed.

Nineteen-Cent Rate Covers

The air mail rate, as stated previously, became sixteen cents as of July 15, 1918. Several first flight covers of July 15th as well as a number of later commercial covers paying the sixteen-cent rate were shown. As with the previous issue, there were some who believed that first-class postage had to be paid in addition to the air mail rate. Thus, Mr. Silver showed a nineteen-cent rate cover which had a sixteen-cent air mail stamp affixed to a three-cent stamped envelope. It is impossible to determine, of course, whether the sender intended to pay the nineteen-cent rate or whether he added the air mail stamp to the only envelope he had available. The speaker stated, however, that he had seen the rate paid solely with adhesive stamps on covers in other collections.

Precancelled Stamps

Precancelled stamps of the sixteen-cent denomination are more common than for any others of the 1918 series. A number, including several multiples, were shown.

Stamps Used In Shanghai, China

In addition, the exhibitor showed the stamp on piece cancelled with the oval handstamp of the Registry Division of the United States Postal Agency in Shanghai, China.

The Third U. S. Air Mail Stamp

Effective December 15, 1918, the air mail rate was again reduced, this time to six cents an ounce or fraction thereof. Special delivery service was not included but the sender could pay for such service additionally if desired.

For this rate change, a six-cent stamp similar in design to the twenty-four and sixteen-cent stamps was issued in orange. Two plates were prepared, numbers 9155 and 9164 but the latter was never used. The format of the sheet was 100 stamps, (10 x 10). The same sheet size was used as with the previous two stamps of the 1918 series.

Shown were a mint plate block of eight and the only known large die proof. This proof had been in the President Franklin D. Roosevelt collection.

First Day Covers Of December 10, 1918

Just six first day covers dated December 10, 1918 are known. The one in Mr. Silver's collection is postmarked Philadelphia and addressed to Chicago. There was no air mail service to Chicago on that date. Service between New York and Chicago, which had originally been attempted on an experimental basis in September of the year, was scheduled to begin on December 17th. Actually, the first flights between those two cities were rescheduled for December 18, 1918.

Since the rate reduction to six cents was not effective until December 15, 1918, an air mail cover postmarked December 10th required a fee of sixteen cents. Thus, the cover displayed by the exhibitor was franked with the new six-cent orange air mail and a nine-cent postage stamp. The one-cent stamped envelope together with the two adhesives made the total sixteen-cent rate.

The first day cover shown by Mr. Silver presents an anomolous situation,



A flown First Day, December 10, 1918, cover from Philadelphia, Pa. to Chicago, Ill.

however. As noted previously, there was no air mail service from New York to Chicago on December 10, 1918. Thus, the sender was paying for a service that could not be given. Nevertheless, assuming it was first flown from Philadelphia to New York and then trained to Chicago, the proper air mail rate of sixteen cents would have been paid.

2-Cent Air Mail Rate

It might be considered an understatement to point out that the air mail service was not a four-star success during its first year of operation. Commercial houses found they could get better service using the ordinary mail. An example will prove the point. Air mail from Washington to New York arrived in the latter city at approximately 4 p.m. It was then sorted and sent to the various sub-stations for delivery to the addressee. Even with special delivery service, most of the mail was distributed after 5 p.m. when many business offices had closed for the day. Consequently, the mail was not actually delivered until the next morning. Thus, a sender paid twenty-four cents for a service he could have had by first-class mail which, until reduced by the Act of February 24, 1919, cost only three cents. After July I, 1919, the first-class rate was restored to two cents. It will be remembered that the penny increase to the three-cent first-class rate had been due to World War I.

Thus, perhaps due to the less-than-enthusiastic support of the air mail service by the public, the Post Office Department announced on July 18, 1919 that it was discontinuing the service.

The airplanes continued to fly, however, but not on a regular basis. If a plane was scheduled for one of the routes then in operation, first-class mail was placed aboard it. But, there was no previous announcement made about departures. Some of this first-class mail carried by airplane at the two-cent rate received the purple handstamped double-wing and circle cachet. Since such mail is rarely, if ever, found with backstamps, it is impossible to ascertain if it was indeed flown even though it bears the aforementioned double-wing cachet.

The only sure way to identify two-cent, flown mail is to have an envelope which bears evidence of being a "crash cover." One such item was shown by Mr. Silver. It is postmarked New York, September 13, 1920, has no wing cachet indicating air mail service was given but the note from the Postmaster at Toledo, Ohio forwarding the badly charred cover and contents states:

> "The accompanying mail was salvaged from an airplane in the Coast to Coast Air Mail Service which was wrecked near Luckey, Ohio, at about 2 p.m., Sept. 14, 1920."

First-class mail was carried by airplane from July 19, 1919 to June 30, 1924. During that period, however, the Post Office Department continued its endeavors to develop several air mail routes on an experimental basis. Most such routes were intended to be part of a transcontinental route running from New York to San Francisco, California.

Series of 1923

For the start of this coast-to-coast route, a new series of three air mail stamps was issued in August of 1923. The stamps were in denominations of eight, sixteen and twenty-four cents. Each was intended to pay the new rates which were first used on July 1, 1924, the date of the first flights on the transcontinental route.

The country had been divided into three zones as follows:

1. New York, N. Y. to Chicago, Illinois.
2. Chicago, Illinois to Cheyenne, Wyoming.
3. Cheyenne, Wyoming to San Francisco, California.

The green eight-cent stamp paid for one zone, the blue sixteen-cent stamp the two-zone rate, and the carmine twenty-four-cent stamp for service on the full three zones from New York to San Francisco.

The government operated this transcontinental route for only a short three-year period. On September 1, 1927 it came under the aegis of private carriers. The carrying of the air mail by government planes and with government personnel ceased to exist, except for a few short months in 1934 when all contract air mail service was suspended by President Franklin D. Roosevelt.

The Contract Air Mail Period

The one event that sounded the death-knell for government-operated air mail service and opened the field to private carriers was the Act of February 2, 1925. Pursuant to that legislation, provision was made for the opening of new routes to be operated by private companies. Rates for this contract service on the new contract routes was established as follows:

10 cents per ounce on routes not exceeding 1,000 miles in length
15 cents for routes in excess of 1,000 miles but less than 1,500 miles
20 cents on routes in excess of 1,500 miles.

Starting with February 15, 1926 when the first contract routes were flown between Chicago, Cleveland and Detroit and continuing during 1926 and 1927, new air mail routes were inaugurated between the major cities of the United States. These were, for the most part, feeder lines connecting to the government route from New York to San Francisco, still in operation. Because this had probably been contemplated when the legislation provided for contract service was enacted, a rate was established, per Postal Order No. 3817, January 19, 1926, of five cents for each zone or part zone that contract mail was carried on the government route.

Series Of 1926–1927

To pay the rates on contract air mail service, a new series of air mail stamps was issued. These are the so-called Map stamps because the central design

shows a map of the United States. The colors were blue for the ten-cent, brown for the fifteen-cent and green for the twenty-cent stamp.

Since most contract routes were less than 1,000 miles in length, the blue, ten-cent stamp issued February 13, 1926 was the one most widely used. Actually, there was only one contract route in excess of 1,000 miles and less than 1,500 miles, this was the one between Seattle, Washington and Los Angeles, California, first flown on September 15, 1926. A mere ninety-nine miles—the route was 1,099 miles long—qualified it as the only one that required the fifteen-cent rate. Thus, the fifteen-cent map stamp was issued on September 18, 1926, three days after the Seattle to Los Angeles route was established.

Since no contract route exceeded 1,500 miles, the twenty-cent stamp was issued on January 25, 1927. This did not pay for contract service but rather for a one-ounce air mail rate after after February 1, 1927, when rates for all routes, government and contract, were fixed at ten cents a half-ounce regardless of distance.

Period Of Confusion: February 15, 1926–January 31, 1927

During the period from January 19, 1926 through January 31, 1927 inclusive, two sets of air mail rates were in effect—government rates in multiples of 8c, 16c and 24c and contract rates of 10c and 15c. Since much mail which originated in "contract" cities was intended for destinations in major cities on the government route such as Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City and San Francisco, a combination government and contract rate had to be paid. This consisted of the contract rate for the distance carried on the contract route plus the zone rate of five cents a zone or part zone when the mail was flown on the government route.

Frequently, a letter would be dispatched from a city on one contract route, link up with the government route and finally end up by getting service on still another contract air mail route. This situation was illustrated with a cover that went from Pasadena, California to Rochester, Minnesota that required thirty cents in air mail postage computed as follows:

Contract route from Los Angeles to Salt Lake City	10 cents
Part government zone from Salt Lake City to Cheyenne	5 "
Full government zone from Cheyenne to Chicago	5 "
Contract route from Chicago to St. Paul, Minnesota (then via train to Rochester, Minnesota)	10 "
Total air mail rate	30 cents

Judging from a number of covers of this period, Mr. Silver stated it was difficult to assess blame for the confusion whether on the part of postal employees or the public. A sender of an air mail letter only knew he wanted to get air mail service. He did not care if it was carried on contract or government routes and planes. A study of postal markings applied to many such covers indicates a sufficiently large number of post office employees did not understand the regulations relative to the combined air mail service. The period of confusion lasted approximately one year. As noted previously, one standard rate of ten cents a half-ounce, regardless of distance and whether carried on government or contract routes, went into effect on February 1, 1927.

The Trans-Pacific And Trans-Atlantic Extensions

The years from 1927 to 1938 saw a fantastic growth for the United States air mail service. Contract routes and extensions were opened to most major cities. The country was criss-crossed with an ever-expanding series of air mail routes. Rates were reduced first to five cents on August 1, 1928, then increased

to eight cents on July 6, 1932, and subsequently reduced again to six cents on July 1, 1934.

Apart from the air mail stamps issued to conform to the changes in rates, several noteworthy events were commemorated on United States air mail stamps. These were the feat by Charles A. Lindbergh of flying the Atlantic Ocean non-stop from New York to Paris in 1927 and the Atlantic crossings by the Graf Zeppelin in 1930 and 1933. Stamps, proofs and covers of the Lindbergh and Graf Zeppelin stamps were exhibited and discussed by Mr. Silver. While they have undoubted historical and philatelic value, the stamps do not illustrate the developmental period of the United States air mail service.

The next great step in the process of gradual evolution had to be the establishment of regular service across the two great oceans which wash the continental United States. The conquest of the Pacific Ocean came first on November 22, 1935. For the Trans-Pacific service, a twenty-five-cent air mail stamp to pay the half-ounce rate between the mainland and Hawaii was issued on that date. The first flight took place on November 22, 1935, also, when a clipper plane of Pan-American Airways took off from San Francisco to Honolulu. If service to Guam was desired, the rate was fifty cents paid with a pair of these stamps. Three twenty-five-cent stamps paid the seventy-five-cent rate to the Philippines.

In 1937, service across the Pacific Ocean was extended as far as mainland Asia with reduction in rates for the several legs of the route. As an example, the rate to Hawaii was reduced to twenty cents, the cost of a half-ounce letter to The Philippines became fifty cents and a letter carried to Hong-Kong or Macao cost seventy cents. To pay for these new rates, twenty-cent and fifty-cent stamps were issued.

To Europe

Several years later, on May 20, 1939, the Atlantic Ocean was spanned by a commercial air mail service, also under the auspices of Pan-American Airways. For that service, the thirty-cent Trans-Atlantic air mail stamp had been issued on May 16, 1939.

With the start of regularly scheduled Trans-Atlantic service in 1939, an air mail letter could be carried around the globe using American and foreign carriers. Using the United States air mail service alone, a letter could be carried from mainland Asia across the Pacific Ocean to San Francisco, then across the continent to New York, and from there to continental Europe.

Today, such a service, starting from any part of the United States, Hawaii, for example, would cost twenty cents a half-ounce if it flew as far Europe. In 1939, however, a person sending a letter from Hawaii to London had to pay both the Trans-Pacific and Trans-Atlantic rates. Domestic service across the country was included in either of these rates. To illustrate this point, Mr. Silver showed a cover which had flown from Honolulu to France in 1940. This was franked with fifty cents in stamps as follows:

Trans-Pacific rate from Honolulu to mainland-domestic service across the continent included	20 cents
Trans-Atlantic service from New York to France	30 "
Total rate	50 cents

Conclusion

The speaker, thus, accomplished what he had initially set out to do, the presentation of a panoramic view of the development of the United States air mail service illustrated with United States air mail stamps and related material.

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

5285 Joseph H. Kler, M.D., Bound Brook, N. J. Collects United States, Topicals, United Nations.
5286 Joseph D. Hahn, State College, Pa. Collects United States 1861-66.
5287 Henry C. Dupont, LeCoteau, France. Collects United States Air Mail, French stampless covers, Chile.
5288 Ernest Christoph Wilkens, Brooklyn, N. Y. Collects Germany, United States Revenues, Austria.
5289 Roy E. DeLafosse, Jr., Tucker, Ga. Collects United States.
5290 David N. Bize, Jr., Lincoln, Nebr. Collects United States Air Mail.
5291 Michal Lynn, Darien, Conn. Collects Poland.
5292 Art Bates, Hingham, Mass. Collects Hawaii, Japan, Sarawak, Siam, Pacific Islands, Precancels.
5293 Kenneth Luxenberg, M.D., Miami Shores, Fla. Collects Germany, Saar, General.

COMING EVENTS

Meetings convene at 8 p. m.

September 18th — *New Zealand*—Robert P. Odenweller, Glen Cove, N. Y.

October 2nd — *Using Automation in Research of 1847 Covers*—Creighton C. Hart, Kansas City, Mo.

October 16th — *Essay-Proof Society*

November 6th — *Uruguay Air Post*—Nathaniel Litt, New York, N. Y.

November 20th — *Mails Via Panama*—James T. DeVoss, State College, Pennsylvania.

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Book Reviews

Stamp Collectors Handbook (Tenth printing) by Samuel Grossman. 192 pages. Illustrated. Paperbound. Published by Longacre Publishing Company, 899 Broadway, New York, N. Y. 10003. Price $1.00.

A philatelic handbook in large easy-to-read print is relatively scarce, but Mr. Grossman has for the tenth time met the needs of the very young collector and those with defective vision. The handbook is a pleasure to read, because the definitions do not get bogged down in the technical details. Where necessary, the definitions have been illustrated with sketches, and in many instances with actual photography, such as paper manufacturing. Even the advanced philatelist may use this book for a quick reference to some of the technical terms used in manufacturing postage stamps.

Only a few items detract from this otherwise informative publication. Some of the photographs lack the sharpness that is essential to the descriptive material. In my opinion, it would have been better to illustrate all the definitions in the sections on roulette separation and printing methods. Additionally, some of the illustrations are very dated as seen by the type of clothing worn by persons pictured, as is some of the information on philatelic organizations.

This book meets the needs of the ones for whom it was intended and for that purpose is well worth the price. *(John Dowd)*

The Library Committee reports the acquisition of the following:

The Codrington Correspondence 1743-1851 Second Impression 1968 by Robson Lowe. Published by Robson Lowe Ltd., London, England. 112 pages. Illustrated. Hard cover. Courtesy of the publisher.

The Handstamps of Wells, Fargo & Co. 1852 to 1895, John F. Leutzinger, editor and publisher, Mercer Island, Washington. 1968. 273 pages. Illustrated. Ring binder, plastic cover. Gift of the author.

The Canadian Expeditionary Force in Siberia, 1918-19 by Edith M. Faulstich. Reprint from The Postal History Journal. 32 pages. Illustrated. Paperbound. Gift of the author.

Premiers Timbres et Premiers Vols de la Poste Aerienne des Etats-Unis by Henry C. Dupont. Published by the author, Le Coteau, France. 27 pages. French text. Paperbound.

Handbook of Irish Philately by David Feldman. Published by David Feldman Ltd. & The Dolmen Press Ltd., Dublin, Ireland. 176 pages. Illustrated. Clothbound. Courtesy of the publisher.

Famous Stamps of the World by Max Hertsch. Published by Taplinger Publishing Co., Inc., New York, N. Y. 1968. 48 pages Illustrated. Hard cover. Courtesy of the publisher.

Priced Catalogue of Postal Stationery of the World. Section 9. Iceland to Ivory Coast, Edward G. Fladung, editor. Published by Higgins & Gage, Inc., Pasadena, Calif. 1968. 150 pages. Illustrated. Loose-leaf. Courtesy of the publisher.

Paper Money of the United States. 5th Edition by Robert Friedberg and Jack Friedberg. Published by the Coin and Currency Institute, Inc., New York, N. Y. 1964. 305 pages. Illustrated. Clothbound. Gift of Mr. Aaron R. Feldman.

Stamps of India. 3rd Edition. Jal Cooper, F.R.G.S., Editor and publisher, Bombay, India. 1968. 177 pages. Illustrated. Clothbound. Gift of the author.

Lettland Poststempel — Litauen Poststempel-Kunde. Ernst Becker, editor and publisher, Hamburg. 1952. Photocopy. 60 pages. Illustrated. German text. Gift of Mr. John Dowd.

Die Briefmarken von Serbien (1941/43) Kroatien (Zweiter Nachtrag) by Vladimir Fleck. Heft 38. Schriftenreihe Neues Handbuch der Briefmarkenkunde, Frankfurt am Main, Germany. 1968. 20 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

Die Poststempel Wurttembergs by H. E. Sieger. Verlag: Hermann E. Sieger, Lorch-Wurttbg. 1927. 16 pages. Illustrated. German text. Paperbound Gift of Mr. Herman Shenitz.

Postage Stamps of the United States by United States Post Office Department. Published by the United States Government Printing Office, Washington, D.C. 1968. 276 pages. Illustrated. Paperbound. Gift of Mr. Henry M. Goodkind.

Lions International Philately by Anton K. Dekom. Published by the American Topical Association, Milwaukee, Wisconsin. 1968. 71 pages. Illustrated. Paperbound. Courtesy of the publisher.

Les Premieres Liaisons Maritimes Postales a Madagascar et les Debuts du Bureau de Poste de Tamatave 1880-1886-1887 by Raymond Salles. Reprint from "Documents Philateliques." 14 pages. Illustrated. French text. Paperbound. Gift of Mr. Louis K. Robbins.

The Aero Philatelist Annals... Volumes 12-14. Bound Volume. Gift of Mr. Stanley R. Rice.

Illinois Postal History Society Bulletin. Vol. I, No. 1 — Vol. 8, No. 4. 1955-62. Gift of Mr. David L. Jarrett.

Eire. The Story of Eire and Her Stamps by James A. Mackay. Published by Philatelic Publishers Limited, London, England. 1968. 160 pages. Illustrated. Paperbound. Courtesy of the publisher.

Stamp Collector's Handbook by Samuel Grossman. Published by Longacre Publishing Company, New York, N. Y. 1968. 192 pages. Illustrated. Paperbound. Gift of the author.

Cover Collecting by James A. Mackay. Published by Philatelic Publishers Limited, London, England. 1968. 77 pages. Illustrated. Paperbound. Courtesy of the publisher.

Learn About Stamps by Bruce Garden. Publsihed by Philatelic Publishers Limited, London, England. 1968. 61 pages. Illustrated. Paperbound. Courtesy of the publisher.

Scott's Standard Postage Stamp Catalogue, Volume 1, 1969. Published by Scott Publications, New York, N. Y. 882 pages. Illustrated. Hard cover. Courtesy of the publisher.

Gibbons-Whitman Postage Stamp Catalogue, Part One. 2nd American Edition. 1969. Published by Western Publishing Company, Inc., Racine, Wisconsin. 665 pages. Illustrated. Clothbound. Courtesy of the publisher.

Maury Catalogue Specialise de Timbres-Poste France. Tome 1. 1969. Published by Maison Arthur Maury, Paris, France. 232 pages. Illustrated. French text. Paperbound. Gift of HJMR Co., Miami Beach, Fla.

The Commonwealth Catalogue of Queen Elizabeth Postage Stamps 1968 Edition. Published by Urch, Harris & Co., Ltd., Bristol and London. 439 pages. Illustrated. Hard cover. Courtesy of Harris Publications Ltd., London, England.

Bridger & Kay Commonwealth Catalogue of King George V and VI Postage Stamps. 12th Edition. Published by Bridger & Kay Ltd., London, England. 219 pages. Illustrated. Clothbound. Courtesy of the publisher.

The Woodstock Catalogue of British Elizabethan Postage Stamps 1968. Published by The Woodstock Catalogue Company, Prescott, Lancs., England. 190 pages. Illustrated. Clothbound. Courtesy of the publisher.

The Noble Official Catalog of United States Bureau Precancels. 50th Edition. 1968. By G. C. Mynchenberg, M.D. with Horace Q. Trout. Published by Gilbert W. Noble, Winter Park, Fla. 192 pages. Illustrated. Ring binder, paper cover. Courtesy of the publisher.

Official Catalog of Canada Precancels. 8th Edition 1968. H. G. Walburn, editor. Published by Gilbert W. Noble, Winter Park, Fla. 53 pages. Illustrated. Paperbound. Courtesy of the publisher.

Sieger Osterreichischer Flugpost Katalog 3rd Edtion. Published by Sieger Verlag, Lorch (Wurtt.). 1968. 179 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

Sieger Katalog der Flugpost der Neuen Deutschen Lufthansa. 9th Edition. Published by Sieger Verlag, Lorch (Wurtt.). 1968. 200 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

The Standard Catalogue of Postage Stamps of the World, Part II. 1951-52. Published by Whitfield King & Co., Ipswich, England. 1,076 pages. Illustrated. Clothbound. Gift of Mr. John Dowd.

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Supplement to Bermuda by M. H. Ludington. Published by Robson Lowe Ltd., London, England. 1968. 36 pages. 14 plates. Clothbound. Gift of the author.

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Purchased By The Library:

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