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PHILATELIST

Volume 59 Number 5
September 1980

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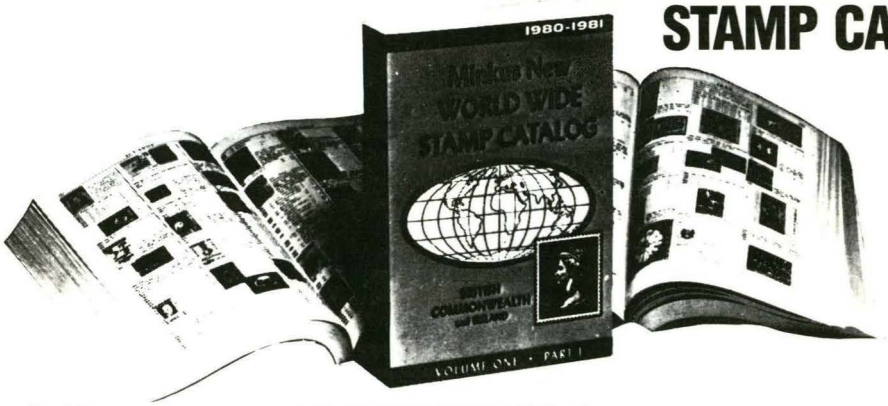
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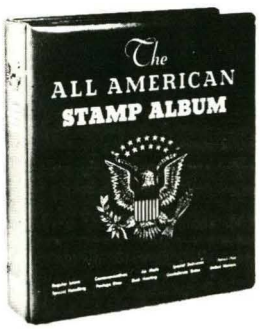
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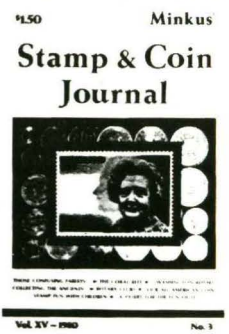
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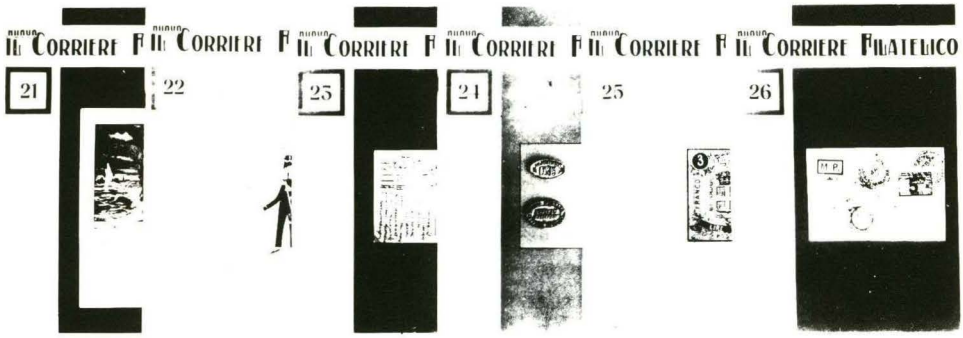


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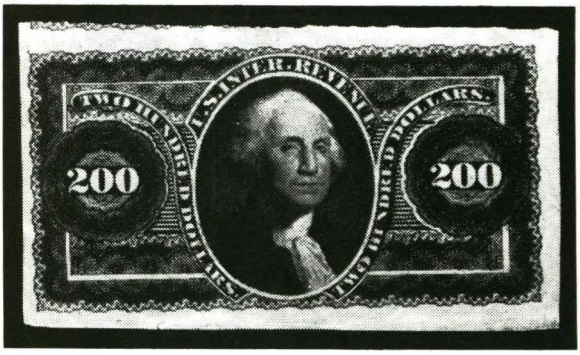
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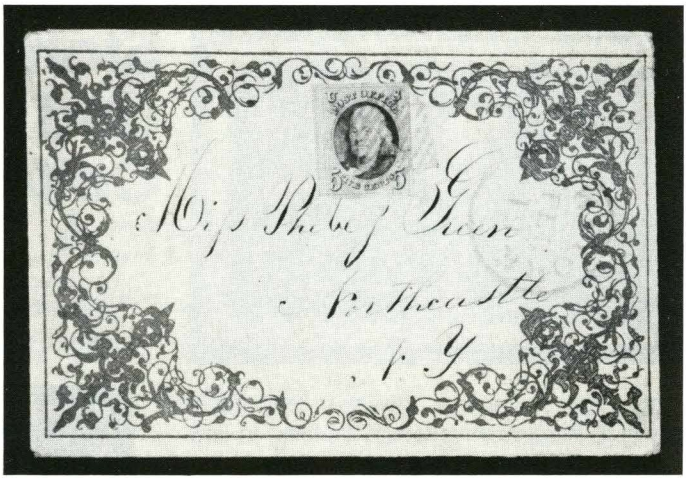


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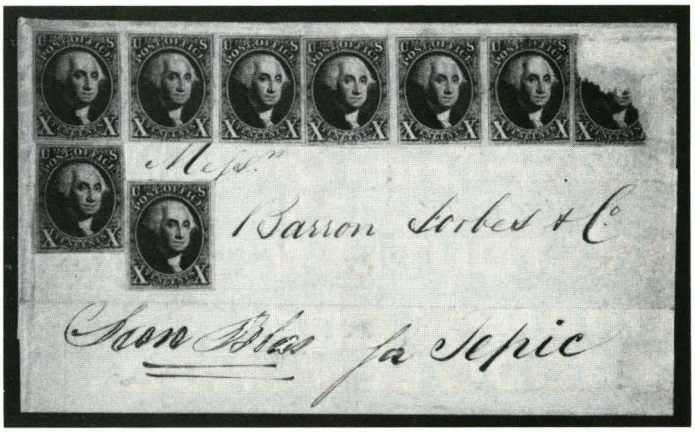




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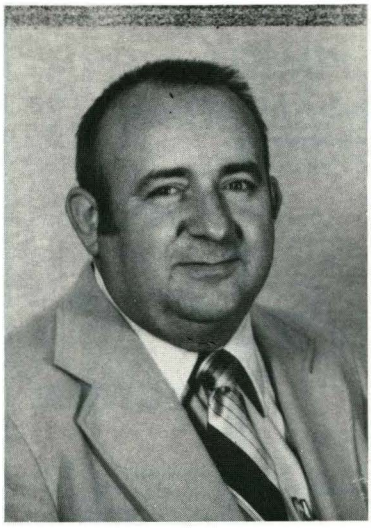
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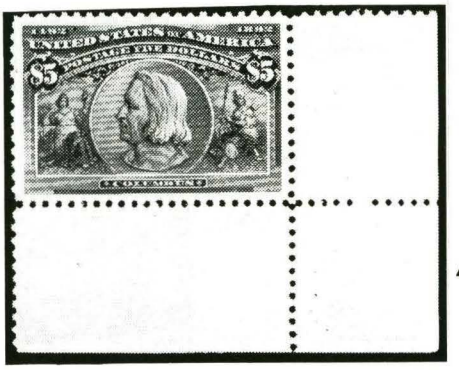
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Volume 59, Number 5 **Contents** **September 1980**

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ARTICLES

A Real "Get Well" Card!
Clyde Jennings 280

The Stamps of Dungarpur (Cont'd) –
Frits Staal 281

Further Notes on the Express Mail
of 1836-39 — Delf Norona 287

DEPARTMENTS

Editorial 278

Program and Calendar of Events 295

The Clubhouse 292

Library 300

Book Reviews 302

PHILATELY — NO FEAR OF BOREDOM

By Harrison D. S. Haverbeck

One of the fascinating things about the collecting of postage stamps is the number of roads along which one can travel; there are three major ones: Manufacture and Production (Philately), Usage of the stamps (Postal History), and the study of the design (Thematic Collecting). Some students may make a finer division of the last of these into Topical Philately and Thematic Collecting. In any event, a person is able to follow the road that most interests him without fear of boredom.

Postal history may be broadly defined as that having to do with the use of the postage stamp and the development of the postal service as reflected in the postage stamps. You may have noted that I did not say *adhesive* postage stamp. Adhesive postage stamps are only the latest development in the long line of postal markings which indicate the payment of the postal fee and the place of origin of the letter. My friend, Mr. Robson Lowe, has coined a phrase which clearly defines these pre-adhesive postal markings, "Handstruck Stamps". Postal history, then, comprises the study of the development of the postal service of any nation, state or area having its own postal service. Sometimes the postal service as an entity renders service to more than one state or government. An outstanding example of this is the Post of the Princes of Thurn and Taxis which served many European countries for more than three hundred years.

A collection of the stamps of any postal service ideally, then, should certain a study of the pre-adhesive hand-struck stamps, the adhesive stamps, including proofs and essays, the usages of the adhesive stamps, and the town markings and cancellations. This complete collection can be divided into sections, if wanted, comprising only postal history or only the philately: that is, the study of the adhesive stamps themselves.

This task for today's new collector would be next to impossible if it were not for the existence of a large body of literature which has been collated and compiled by the collectors who have preceded us.

Philatelic literature is an aspect of the pursuit of knowledge about stamps which has a fascinating history of its own. Soon after the first adhesive stamps were printed in 1840, articles about the new invention began to appear in the press. Advertisements of the earliest stamp dealers can sometimes be found, and since so much of what has appeared in print about stamps has been subsidised by the advertising of stamp dealers, the offerings of these pioneer tyros are of interest not only as curiosities, but even as an integral part of philatelic literature. Early accounts tell of the activity on the Paris open-air flea market, where stamps were affixed to strings by pins (the source for many a pinhole in fine classic stamps that we see today). Feature articles also warned of the work of the first forgers, and we find that their efforts commenced shortly after the ink was dry on the world's first issues. Soon the examination of stamps with a view to detecting forgeries led to the study of the techniques of stamp production, leading thence to the plating of stamps by noting the most minute differences of design. Some will argue that it was at this moment that true philately was born, and the number of early research papers devoted to the science of plating does give weight to this viewpoint.

The Collectors Club Philatelist, Vol. 59, No. 5, September 1980, The Collectors Club, Inc. 0010/0838/80/5/278-2 $3.00+$.25

In later years, the adhesive stamp itself has been seen in a broader view, and much has been written about the cancellations and town markings that stamps have received. This approach has led to interest in how the stamp was used, and to the history, not only of the stamp's production, but its use in the carriage of mail. A further view sees the subject matter as portrayed on the stamp as a valid point of reference. Topical collecting is the development of this theme. All of these and more have been the subject matter of the vast and continuously growing body of philatelic literature.

The media through which philatelic writings have been published have been chiefly periodicals and books. Of the former, many have been house organs published by stamp dealers. The journals and publications of the many philatelic societies have made an important contribution to the body of philatelic literature. The catalogues published by the stamp auction houses could also be included. The range of books, catalogues, handbooks, pamphlets, and others covering the various phases of philately and postal history is truly tremendous.

The building of a philatelic library can bring one into confrontation with several obstacles. Certainly, the first of these is the relatively scarcity and even rarity of many philatelic works. Publishing in general has always been recognized as a risky business; philatelic publishing all the more so, with the result that some of the finest works were originally printed in editions of only a few hundred. As a consequence, even when they come on the market at all today, they command prices which may place them out of reach for many collectors. A second consideration is the fact that much of what has been written about stamps is in languages other than English. It has been our experience that working with a foreign tongue in an illustrated stamp catalogue will soon give one a basic knowledge of enough philatelic terms in that language to make effective use of the catalog. This will not always be enough to read a handbook which may contain much copy in sentence and paragraph form, where a deeper knowledge of the language becomes truly necessary. A third consideration is really another aspect of the availability problem. Books and catalog which are technically currently in print may not be readily available due to the difficulties of importation from another country. Many of the national philatelic societies have libraries from which their members may obtain needed volumes on loan or refer to them in reading rooms provided for the purpose.

(continued on page 309)

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ISSN 0010-0838/80 $3.00+$.25.

A *REAL* "Get Well" Card!

by Clyde Jennings

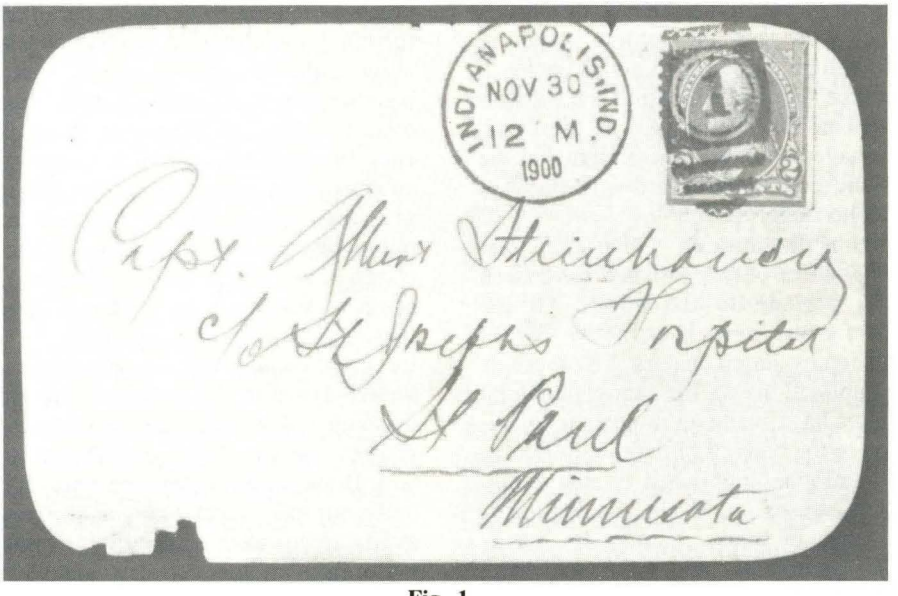


Fig. 1

We have no way of knowing, of course, what Capt. Albert Steinharder's (sp?) ailment was, nor what his condition at the end of November, 1900. Whatever it was, however, it obviously required his hospitalization at St. Joseph's Hospital in St. Paul, Minnesota, Figure 1. We can also hope he was well enough to enjoy this apparently innocent looking get well wish which he most likely received about December 2nd or 3rd.

No, the envelope of the message did not have round corners, and this is not a "front" which has been trimmed around to make it neat. Let's say it was more correctly termed a post card message, and turn it over to read the message, Figure 2. Right! It is a beer bottle label! Now wouldn't that just curl your toes? Look at that upper left hand corner, and you can almost imagine a fingernail having done this as the well-wishers (celebrants?) attempted to peel the label from the bottle, amidst a hundred laughs at what they were about to do to good old Capt. Albert. Close scrutiny reveals the date 11-29-1900 and the signatures of at least 6 or 8 well wishers. However the message, which is almost illegible, appears to be written in German, so we might logically assume these signers could have worked in the Laubenheimer brewery, and were German or of German origin.

Too bad today's sophisticated postal system and its handling machinery could not accommodate such a delightful "Get Well" wish.

(Item courtesy of Bill Bomar, Orlando; photos by Walt Henderson of Jacksonville)

(continued on page 307)

The Collectors Club Philatelist, Vol. 59, No. 5, September 1980, The Collectors Club, Inc. 0010/0838/80/5/280-2 $3.00+$.25

THE STAMPS OF DUNGARPUR

by Frits Staal

Continued from page 120, Vol.59, No. 2, March 1980

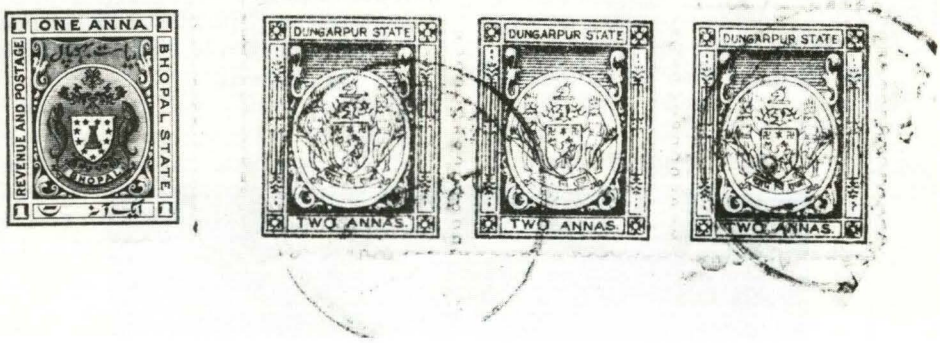


Fig. 9. Arms Design: Bhopal 1908 and Dungarpur

THE DESIGN OF THE ARMS STAMP

In the preceding part of this article, the similarity between the designs of the Arms issues of Dungarpur and Bhopal was discussed at some length, but the accompanying illustration (Figure 9 on page 105 of the March 1980 issue) was not very clear. A new Figure 9 is provided here to illustrate the similarity of the two designs.

PERFORATION AND METHODS OF PRODUCTION

Before we proceed to a listing of the stamps, we have to pay attention to a topic that has so far been largely neglected: the methods of production used for the Dungarpur stamps, as evinced by their perforation. The perforation of the stamps of the Arms issue is 11; that of the Raja issue ranges from 10 to 11 while the Arms stamps are always perforated on four sides. However, the Raja stamps are generally imperforate on one or two adjacent sides. Haverbeck did not mention this fact explicitly, but he noted in connection with an L-shaped multiple of three: this "leads me to suspect that the post office sheet was probably four stamps which may have been stapled together in booklets" (p.208).

The hypothesis that the Raja stamps were issued in booklet panes is very probably correct. Two covers of 1940 with blocks of four of the ¼ anna and ½ anna Raja stamps (Figures 10 and 11) seem to illustrate this. The former is

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imperforate at the bottom and the latter on all but the left side. In general, most of the Raja stamps are imperforate on one or two adjacent sides. There are three exceptions: two copies of the ¼ anna and one of the 1 anna 3 pies are perforated all around.

Barwani introduced booklet panes in 1921, and was the first princely state to do so. It was followed by Morvi (1931?), Idar (1939), and Jasdan (1942). Almost all issued booklet panes of four, but Jasdan also issued booklet panes of eight. The only precise information I have about these booklets pertains to Barwani, and was supplied by Mr. A. Mac Gillycuddy. I quote from his letter of October 29, 1979:

> "In the earlier issues it was *normal* not to perforate all around, but there *are* cases of whole issues which were fully perforated. SG 1-2 is one. It is interesting to note that, where stamps were perforated between stamp and margin, it is very uncommon to find single specimens (mint *or* used) with the margin attached. In the case of the first 1 anna, SG 10, for instance, the sheets were perforated along the top margin, which was then stapled into the booklet; I've yet to see a copy of SG 10 with top margin, and it's not a scarce stamp. Later on, in 1932 and subsequently, the stamps were always perforated all around; but in the first five Settings, which ran up to about 1938, all but the left margin, which was used for stapling, was removed."



Fig. 10. Plate of Four of the ¼ Anna Raja. Dated ४० = 40.

If there is every sort of variant in Barwani, we may expect the same in Dungarpur. The registered cover of Figure 12 shows a vertical pair of the 1 anna with margins on three sides, establishing that booklet panes were issued with margins as well as without. It is possible that Dungarpur got the idea of booklets from Barwani, for, as Mr. Mac Gillycuddy writes: "The Barwani ruling family were related to the Dungarpur family—both Sisodhia Rajputs." Since Idar and Dungarpur were neighbors, there is another possibility of cross-fertilization, but in that case it must be Idar that received the idea of booklet panes from Dungarpur.

Almost all the available information suggests that the Dungarpur booklets contained panes of four. However, a piece of 1943 carries six 1 anna stamps: two singles and a strip of four. This was intended to be illustrated in Figure 3 of the March issue, but that figure was inadvertently omitted. It is therefore included here as Figure 13. A strip of four cannot come from a booklet pane of four stamps in a block. The strip is imperforate at the bottom and on the right.

PLATING

To account for this we must consider the plating of the stamps. This could only be undertaken in a serious manner if we had access to much more material. If booklet panes of four were issued, it makes sense to assume that there was at least a plate of four. Plating it should be relatively easy, though we don't know anything about the settings. If booklet panes of eight were issued, they could either have been produced by a plate of eight, or else the multiple of eight could represent a second impression of the plate of four.

Careful inspection of the strip of Figure 13 establishes that the latter is in fact the case. First of all, the two leftmost stamps of the strip are properly aligned, and so are the two stamps on the right; but the two pairs themselves are not aligned with each other. Moreover, there is a small flaw in the leaf in the upper right corner of the frame. It occurs in the second and fourth stamps, but not in the first and third. It consists of a slight thickening in the center of the central blue line that slants from the lower left to the upper right—as if that line were about to branch off and produce a fork. This can be seen on Figure 13. There are other tiny irregularities, only visible on the original, which indicate that the first and third stamps of the strip were struck from the same die, and so were the second and fourth. This follows the Barwani pattern, since its sheets of eight were produced by "two strikes of the plate (of four), or a second generation second plate bred from the original" (Mac Gillycuddy in a letter dated November 14, 1979).

PRODUCTION CONCLUSIONS

From the evidence that is presently available, I would conclude that some or all of the Dungarpur Raja stamps were struck from plates of four and produced as booklet panes of four or eight, with or without margins. The booklet panes of eight were printed by a double strike of the plate.

The stamps of the Arms set are always perforated all around. The largest multiple I have seen is a horizontal strip of three (Figure 9). It is therefore likely that the stamps were issued in sheets, perhaps as large as the sheets of the first Bhopal officials, which consisted of a hundred stamps each.

RELATIVE SCARCITY

Adding the stamps I have examined to those explicitly referred to by Medhora and Haverbeck, we arrive at a total sample of 151 stamps. Eighteen of these belong to the Arms issue. Their frequency distribution is given in the following table:

ARMS ISSUE		RAJA ISSUE	
¼a	4	¼a	30
½a	0	½a	31
1a	5	1a	55
1a 3p	3	1a 3p	5
1½a	0	1½a	2
2as	6	2as	2
4as	0	4as	8
	18		133

This survey calls for some additional comments. First of all, the absence of the ½ anna value in the Arms set is most unusual. This value would normally be needed for the postcard rate. Few states failed to include the ½ anna in their first issue (a notable exception is Charkhari, but the then postcard rate was ¼ anna). Generally, the ½ anna is the most common denomination in Indian philately. However, if it is true that Dungarpur did not include it, this would explain the curious denial by the Maharawal of the use of postcards in his state (see above, reference 6). This denial could reflect the situation that obtained at the time the Arms set was issued. (The two postcards mentioned by Medhora were franked with ½ anna stamps of the Raja set). However, there may be more to this curious absence.

In India, the postman reads all postcards, especially in the villages. He may be asked to do so by the addressee, if the latter is illiterate. There is a story by R. K. Narayan about a postman who arranged a marriage by tabulating astrological information collected from postcards written by fathers of prospective brides in reply to a marriage advertisement.† Postcards are particularly useful for personal correspondence of a non-private nature. However, state officials often shun such publicity, and treat their mutual correspondence as confidential. Thus the absence of postcards and a ½ anna stamp support the idea that the Dungarpur mail was originally exclusively official, and is in turn supported by the fact that official postcards have always been relatively rare in Indian philately. Official postcards were issued as postal stationery only by the larger states (Cochin, Hyderabad, Jaipur, and Travancore). Several are quite scarce. Jammu and Kashmir prepared an official postcard for use, but it was not issued [8], is not listed by Higgins and Gage, and is extremely rare. The curious absence of a ½ anna stamp makes sense in a postal system primarily intended for official correspondence.

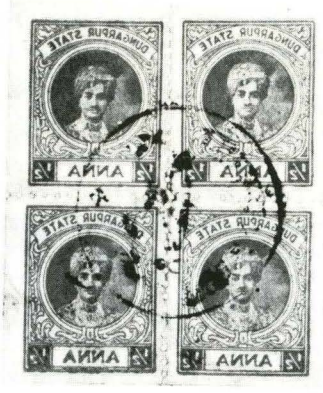


Fig. 11. Plate of Four of the ½ Anna Raja. Dated ४० = 40.

When needed, it is of course easy to make up the ½ anna value by affixing two ¼ anna stamps. The absence of a 1½ anna value in the Arms issue may be explained along similar lines. If Röver is right that the ordinary letter rate was raised to 1½ anna in 1937, a simple way to make up this new rate, as long as there was no single stamp for it, was by affixing two ¼ anna stamps in addition to a 1 anna stamp. If no ½ anna stamp existed, this would in fact be the simplest way. This is precisely what was done on the 1937 cover of Figure

†I remember but cannot retrace this story. It certainly has a Narayanesque flavor, and if he did not write it, someone should.



Fig. 12. Registered Cover from Dungarpur to Sagwada. Dated ४८ = 48.

4 (marked 1939, which was a misprint). After some time, the need for a separate 1½ anna stamp would have been felt. By that time, however, the Raja issue had made its appearance. There was therefore no need to add the 1½ anna value to the Arms issue.

To sum up: it is not difficult to explain the absence of ½ anna and 1½ anna values in the first set of Dungarpur, especially if we assume that the stamps were issued for official purposes in the first place. Though such stamps may turn up, or be known already, I shall not assume that they exist until I see them. As for the 4 annas Arms stamp—it does exist, though it was not included in our sample.

NEW MATERIAL

After completing the above survey, based upon a sample of 151 stamps, I have had occasion to study more material. This material as a whole is consistent with the frequency distribution of the above table, but it includes several items not so far mentioned: one stamp, two color varieties, and two other varieties. All these new items are relatively scarce, and some are undoubtedly rare. Most of this material was on display in the magnificent exhibits of **INDIA 80** (New Delhi, January 25 - February 3, 1980). A "Note on the Stamps of Dungarpur," which I published in *India's Stamp Journal,* Vol.43, Nos.1-2, Jan.-Feb. 1980, pages 60-62, elicited comments by P. M. Medhora (same issue, page 62) and by Justice S. D. Singh (*India's Stamp Journal,* Vol.43, Nos.3-4, March-April 1980, pages 131-132). Both comments provide further confirmation for some of these new items which I shall now discuss one by one.

The Arms issue includes a 4 anna rose, on exhibit in New Delhi and on the cover pictured on the front of Bhag Chand Luhadia's Auction Catalogue of May 1-2, 1980; it is also mentioned by Medhora and Singh.

Two other stamps of the Arms issue exist in the same color rose as the 4 anna: the ¼ anna and the 1 anna. Both are mentioned by Medhora and by Singh, and I have seen several copies of the former, though none of the latter.

A vertical pair imperforate in between, dated 1946, of the ½ anna Raja stamp was on display in New Delhi in the exhibit of G. C. Jain.

There are two different types of the ½ anna Raja stamp. Since multiples usually exhibit the same type, these differences suggest different printings, rather than

different varieties from the same plate. In one type the head of the Raja, measured from the neck to the top of the turban, is 10 mm high. In the other type it is 9 mm high, and the color sometimes tends toward orangish red.

Finally, I have seen some Raja stamps off cover which were unwatermarked. I am therefore inclined to assume that the Raja issue as a whole is unwatermarked. In contradistinction to what was suggested in our earlier discussion, the designs of the Raja values are all different.

VALUATION

The frequency distribution given in our table is not affected by the exhibits at **INDIA 80,** because the latter contained specimens especially selected for display, while our table was based upon a presumably representative sample. Yet, that sample of 151 stamps is relatively small, and the examination of another hundred or even fifty stamps could alter the picture considerably. Even if the relative scarcity expressed in the table would approximately stand, however, valuation of the stamps is a different matter. Under the circumstances, I do not believe that prices for mint or unused copies should at this time be listed in the catalogues. If some of these stamps make an appearance in pristine mint condition, they would be worth more than used copies. Complete booklet panes of the Raja issue would be most desirable, and large multiples or sheets of the Arms set would obviously be quite valuable.

In India I was told by a knowledgeable dealer that a large collection of Dungarpur booklets was offered several years ago at a colossal price. They may be in private hands. As for the covers themselves, these have not been lacking in the large auction sales of India, Europe, and the United States during the last several years. It is possible that there is a large holding of them somewhere in India, from which they are slowly released into the market. The most recent large group I have seen mentioned was a collection of ten covers and three pieces, offered by Bhag Chand Somani of Kishangarh in their price list of September, 1979 (lots 138-150). Prices ranged from Rs.200/- for the pieces to Rs.2000/- for a cover with two of the Arms stamps (the ¼ anna is described as "very rare"). In the Stanley Gibbons auction of December 14, 1979, the values of two covers with Raja stamps were estimated at £200 and £125. The auction catalogue of Bhag Chand Luhadia of May 1-2, 1980, list three rather uncommon covers, one with three Arms values estimated at Rs.5000/-, the other two with Raja stamps estimated at Rs.3000/- and 2000/-. The catalogue prices should probably reflect these trends, and be given in italics only for stamps used on cover, all things concerning Dungarpur considered.

CHECK LIST

If the stamps of Dungarpur were to be listed in the catalogue format adopted by Scott, they should be accompanied by illustrations of one type labeled "Coat of Arms" (Type A1), and seven types labeled "Maharawal Lakshman Singh" (Types A2 - A8). There are several question marks remaining, but I regard the following information as established beyond any reasonable doubt.

Dungarpur
(doong'-gŭr-poor)

LOCATION—A Princely State in the Southern Rajputana States Agency.
AREA—1,447 sq. mi.
POP.—530,258 (1971).
CAPITAL—Dungarpur.
Typographed.
Wove Paper.

19?? Perf.11 Unwmkd. (?)
1 A1 ¼a bistre yellow
a. ¼a rose
2 A1 1a turquoise blue
a. 1a rose
3 A1 1a 3p violet brown
4 A1 2a green
5 A1 4a rose
193? Perf. 10, 10½ Unwmkd.
6 A2 ¼a dull to reddish orange
7 A3 ½a red (Type I)
a. Type II
b. Vertical pair imperf. between

(Continued on page 309)

FURTHER NOTES ON THE EXPRESS MAIL OF 1836-39

By Delf Norona

INTRODUCTION

A couple of years after I became interested in collecting "covers-before-stamps" as stampless covers were then known, three interesting letters came my way concerning the Express Mail. A short account was written about them in the August, 1929 *American Philatelist* in which I suggested further research.

About a month after the article appeared, I made a trip to Washington on a mission of inquiry at the Post Office Department. It was there that I as good as discovered for philately the existence of the Department's library, with its wealth of postal history source material. Other collectors may previously have known of its existence, but certainly no one had written philatelic articles based on material obtained there prior to 1929. Upon my introduction to the librarian, Inspector W. P. Zantzinger, I was cordially given every assistance possible; he took a personal interest in the subject, and I came away with a lot of notes concerning not only the Express Mail but with many other philatelic postal history topics. Later trips to the library then at the old Department building were made, and my interest finally culminated in publishing the Cyclopedia of U.S. Postmarks & Postal History for the American Philatelic Society. My interest may fairly said to have originated with the original visit in 1929 in quest of information about the Express Mail.

When the new Post Office Department building was later erected, an inscription was placed on it giving dates of establishment of various postal services. I don't have the complete legend before me, but it included "Express Mail—1836," and I have sometimes wondered if possibly my original visit may not have left some impression on the minds of the officials which caused them to include the Express Mail service in the inscription, whereas others possibly as-important milestones in the development of our postal history are omitted.

Two volumes of the Cyclopedia were published. Without going into a history of the same, by the time the first article for Volume 3 had been completed ("The Express Mail of 1836-39"), the project came to a sudden termination.

Following preparation of the article in September 1937, as now published, Ward E. Hinman of Albany, N.Y. sent me in February, 1939, a mimeographed brochure which he had prepared "Express Mail 1836-1839—The First Pony Express." This brochure, with a few paragraphs deleted, was later published in *Stamps*, May 27, 1939.

A comparison of our respective articles will reveal that, although working independently, we arrived at similar conclusions in a number of instances. Each, of course, has brought out matters not in the other's article, and so that as approximately a complete account may appear here, I quote certain interesting items from Mr. Hinman's brain-child not appearing in mine.

Mr. Hinman brings out the fact that this

This article lay filed away in the Collectors Club Library for many years. It was placed there, withour publication, for reasons best known to the late Mr. Norona. It is printed here for the first time.

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was the first Pony Express and that the mail was carried mainly on horseback.

> "The express mail was a daily service, not only traveling on Sundays but also starting on Sundays. Several express mail covers in the writer's collection bear Sunday postmark dates.
>
> "Some idea of how closely the schedules were adhered to in actual transmission may be gained by an analysis of covers in the writer's possession from Mobile to New York postmarked on about 100 different dates and on which the dates of receipt in New York are noted. This shows that about 50 percent arrived in New York on the 6th day (on time), 30 percent on the 7th day, 15 percent on the 8th day and only about 5 percent required more than 8 days."

Mr. Hinman points out that the franking privilege did not extend to the express mail, saying:

> "In one express mail cover in the writer's collection, written by a local postmaster, his correspondent is advised not to reply by the express mail as his franking privilege did not cover express mail.
>
> "Covers bearing express mail markings occasionally are seen which originated at or were addressed to post offices not on an express mail route. These covers were carried to or beyond the express mail routes in the ordinary mail. For example, an express mail cover from Cincinnati to New Haven was carried by the express mail as far as New York and thence to New Haven in the ordinary mail. The writer has an express mail cover from Havanna to New York postmarked Charleston, S.C. April 24, 1837 handstamped SHIP, manuscript "Express Mail" and rated at 77¢ and probably was put in the express mail at Columbia as the express mail between Charleston and Columbia did not begin until the following month. Thus this cover was carried by ship, by ordinary mail and by express mail both horseback and railroad."

This is indeed a unique cover!

> "The earliest express mail cover seen is postmarked NOV. 17, 1836, two days after the service was inaugurated, and the latest is postmarked MAY 31, 1839. Express mail covers dated in 1838 and particularly in 1839 are relatively scarce."

So much for Mr. Hinman's article, except for the observation that he has me beat as to early and late dates of use. However, I have what is possibly a first or second-day cover on the east bound Western route.

The first westbound trip on the Western route arrived in Wheeling, Va. on July 3rd and left the next day for Zanesville. As Wheeling was about the half-way mark to the original terminus at Cincinnati, it is fair to assume that the first eastbound trip from Cincinnati left Wheeling on July 4th and went through Cumberland on the 5th. If the mail was a day late, the cover is then a first-day cover.

I have seen a number of interesting accounts of the express mail in newspapers of the 1839-30 period, extracts from which were not included in the article as they bring out no new philatelic facts. One of these from *Poulson's Advertiser*, Nov. 27, 1836, was republished in *Philatelic Gossip*, Dec. 19, 1936, page 492.

With reference to early uses of the word "Express" as applied to letters, I have recently noted that in the Boston *News-Letter* of November "20 to 27," 1704, there appears, "In the domestic news is a report by an express from Albany to New York . . ." The *News-Letter* is the earliest printed American newspaper, published by John Campbell, the first issue of which appeared in April of that year.

To the columns in my article showing the improvement of time of mail service

between 1836 and 1885, a fourth column could be added showing time by airmail in, say, 1937, a hundred years after the express mail.

THE 1847 WHEELING "PRECANCEL"

The mail contractor on the Wheeling-Zanesville express mail section of the Western route was one Otho Hinton who had carried the first mail into Columbus, Ohio while a young man. He later acquired a practical monopoly of the mail routes in Ohio with extensions in all directions including Wheeling, Pa. Beginning around 1849, a series of mysterious mail losses commenced in the Ohio region which looked like an inside job, and in the laying of plans for trapping the culprit, one Captain G.W. Clutter, chief clerk of the Wheeling post office, took a prominent part. The suspect was arrested in 1850; a full account of the affair reads like a novel. Now, it could be possible that the control mark on the 1847 stamps at Wheeling was applied by Captain Clutter either to protect his stock of stamps or to trace the culprit should stamps turn up elsewhere bearing the tell-tale grid.

A symposium was conducted some time ago in which various collectors expressed their opinions as to "Why the Wheeling Grid?" Since I have now joined the ranks of guessers, might I add another?

The first edition of the postal regulations which referred to postage stamps was issued late in April, 1847 and was unquestionably received at the Wheeling post office prior to the arrival of the supply of postage stamps. Now, chief clerk Captain Clutter (or some other employee) read the section about cancelling these new labels:

> "Stamps so affixed are to be immediately cancelled in the office in which the letter or packet may be deposited . . . with an instrument to be furnished to certain offices."

When the postage stamps together with the instrument (the grid killer) arrived, he may have wondered: "What should I do?" Without re-reading the instructions, he had in mind "Stamps—immediately cancelled—with an instrument furnished," so went to work, with the result that about a century later Genus homo sapiens, Species philatelic sapa are racking our brains and burning midnight oil trying to figure the darn thing out.

THE EXPRESS MAIL OF 1836 TO 1840

An account of the Express Mail which was in operation for three years, the postage rate on letters carried by this service being three times the regular rates of postage.

The use of the term "Express" as applied to communications dates back to the Colonial period. Government officials often had occasion to send letters by special messengers out of the regular mail, and the letters thus sent were usually referred to as expresses. This practice was continued for many years after the establishment of the Federal Government. We find, for instance, military "express mails" in operation in the 1830's.[1] On an occasion when a contractor on a regular mail route failed in his duties, the postmaster was instructed "to dispatch the mail by express," and, when necessary, "to forward an express mail until it shall overtake your letter mail."[2]

When John McLean was appointed Postmaster General in 1823, the time required for carrying the mail on the great Southern routes, from Washington to New Orleans, was 24 days.[3] With the rise of New Orleans at about that time as an important cotton market, merchants both in New Orleans and the West were very anxious to receive prompt market reports. Some were so keen to obtain advanced information that special arrangements were made for getting quotations ahead of their competitors. The following is an interesting example.

The Southern mail on its way from Washington to New Orleans would arrive,

we will assume, at Petersburg, at 6 o'clock Monday evening, but not leave for Blakley Depot (the next point on its way south) until 8 o'clock Tuesday morning. However, an earlier mail would be scheduled to leave Blakley Depot for New Orleans at 7 o'clock Tuesday morning. Therefore, the agent of a clever cotton merchant could receive the Eastern quotations in the mails at Petersburg Monday evening, rush them through by an all night ride of some 60 miles in time to make the 7 o'clock Tuesday morning Blakley Depot mail for New Orleans, and his principal in New Orleans would profit accordingly.[4]

Another problem was the rapidly increasing amount of free exchange newspaper matter. The mail coaches were frequently overcrowded, and mail bags were sometimes left behind at a station in order to accommodate passengers and their baggage, and were sometimes delayed as much as a week or more in this way.[5]

In his efforts to remedy these conditions, and to improve the mail service generally, Postmaster General McLean endeavored to accelerate the mails along the great mail routes. In 1825 he suggested the institution of what later developed into the Express Mail, and in fact apparently did establish special fast mail routes, and "fast summer mails" were sometimes put into operation, but his suggestions were not adopted as law until the succeeding decade.[6] As no special rates of postage were fixed or postal markings used on such letters carried in the 1820's, the fast mail service of McLean is of no philatelic interest. In 1833, we find:

> "The Postmaster-General determined to expedite the mail between Washington and New York, and between that place and the Eastern cities, with a view to putting down private mails and to do away with the necessity of employing a public express for that purpose, as had been done in the preceding winter."[7]

During consideration of a general revision of the postal laws in 1836, the then Postmaster General suggested the establishment of an Express Mail:[8]

> "It is practicable with the means now in command of the Department to send small mail on horseback along our principal routes at a speed of 11 or 12 miles an hour, and as it can run by night as well as by day, far outstripping private expresses and all other means of conveyance. But if no restrictions be placed upon the matter to be conveyed by such mails, it is obvious that they would soon be overloaded and thus destroyed. Double postage on all letters conveyed by them and a restriction in weight to half an ounce would operate to prevent their inordinate increase and at the same time furnish a portion of the means to sustain them. Without some efficient restriction it would be in vain to try the experiment on any extensive scale. The slips of newspapers may be confined to the latest news, foreign and domestic, the state of the markets, prices of stocks, shipping news and from Washington the proceedings of Congress. If extended further, they would be likely to overload the mail.
>
> "The particular benefits to be anticipated from such mails are—
>
> "Fluctuations in the prices of cotton and other articles of produce and manufacture as well as stocks, would be sooner and more generally known throughout the country and speculation by means of private expresses, etc., measurably prevented;
>
> "By carrying slips instead of exchange papers, the ordinary mails would be relieved to some extent from the conveyance of the exchange papers with which they are now greatly burthened without any equivalent."

THE EXPRESS MAIL ACT

An act of Congress was approved July 2, 1836, Section 39 of which read:

> " . . . In case the Postmaster General shall deem it expedient to establish an express mail, in addition to the ordinary mail, on any of the post roads in the United States, for the purpose of con-

veying slips from newspapers in lieu of exchange newspapers, or letters, other than such as contain money, not exceeding half an ounce in weight, marked express mail, and public despatches, he shall be authorized to charge all letters and packets carried by such express with triple the rates of postage to which letters and packets, not free, may be by law subject, when carried by the ordinary mails.''

Contracts were soon let, and the express mail service first put into operation the following November on the mail routes from New York to New Orleans. Postmasters were instructed to make up the express mails in ''firm compact bundles, well wrapped and tied,'' and ''secured in india rubber bags.''[9] The express mails were carried by horseback, coach, steamboat, and by train.

The inauguration of the service was hailed with delight, particularly in New York City, with the President of the Chamber of Commerce writing, ''The express mail is admirably calculated to benefit the commercial interests of the country.''[10] The Postmaster General a few weeks after the commencement of the experiment said, ''This mail leaves far behind all news conveyed upon railroads, or by any other means. It will give unprecedented activity to commercial transactions between the North and South. New York communicates with New Orleans in half the usual time.''[11]

On the occasion of President Jackson's annual message on December 5, 1836, the express mails were started both north and south immediately after delivery of the President's Message. Postmasters along the route were directed to give it ''despatch immediately after its reception, ''which it was expected would be about four hours earlier than usual.[12] The Richmond Enquirer, in its December 8th issue, stated:

> ''We lay before our readers the message, which was received at this office, at about a quarter before ten o'clock on Tuesday night—having left Washington at about one o'clock p.m. It was brought by the express mail, in the unprecedented short time of eight hours, three quarters—a distance of 120 miles.''

Similar comment was made by newspapers in other towns. The same procedure was followed the following March, in the case of President Van Buren's inaugural address, which was set for dispatch north at 12½ p.m. instead of 6 p.m.[13]

The service, however, was far from perfect. Early in 1837, a Washington newspaper reported: ''Yesterday morning no newspaper mail from New York. The preceding evening no express mail, but the mail due by express coming as usual by yesterday's slow mail. The same thing occurring two or three times every week.''[14] Reference may here by made to the provision in the law that there could be sent by express ''slips from newspapers in lieu of exchange newspapers.'' This was construed to mean that editors were permitted to send by express only such slips which were from their own newspapers.[15]

Many reasons were given for failures of the express mail, which give some idea of the difficulties in mail transportation a hundred years ago.

Failure between New Orleans and Mobile, by sea, were caused by ''Heavy storm, severe cold, dense fog, breaking engine, run into by schooner, rough sea. The route between New Orleans and Mobile has been a subject of constant solicitude and vexation.''[16] On the route between Washington and Wheeling, ''Bad roads, upsetting the stage and breaking the axle tree, deep snows, stage having slipped over a bank.''[17] ''The whole line from New York to Mobile is . . . through so extensive a region of country not distinguished for good roads and intersected by many streams without bridges which are sometimes impassable.''[18]

Early in 1837, the Postmaster General impressed upon a contractor ''the absolute necessity of regularity in the express mail

MARKINGS FOUND ON EXPRESS MAIL LETTERS

All express mail letters bear the endorsement "Express mail," "Ex. Mail," "Per Express Mail," and the like. These endorsements were usually noted in ink, either by the writer of the letter, or by the postmaster. They are frequently marked in red, as though to attract special attention. Postmasters were directed, "You will treat all letters by the express mail which are not marked for it according to the regulation, as if they had been received by the ordinary mail."[23]

Only four examples of handstamped express mail postmarks are reported.

Town	Early Use
Columbia, S.C	Oct. 28, 1837
Natchez, Miss.	Nov. 3, 1838
Haynesville, Ala.	Sep. 12, 1828 (?)
Milledgeville, GA	June 20, 1838

Several copies are known of the Columbia, S.C., marking, but only one each of the others. The express mail stopped at neither Natchez nor Haynesville, and many other letters with manuscript express mail markings emanated from towns other than those on express mail routes. This raises the question as to the extent to which express mail letters were sent from post offices generally. Undoubtedly postmasters at all offices were informed of the express mail service, but as yet no notice to postmasters generally throughout the country is known. The only hint of information being given to postmasters on other than express mail routes is reference to an agent of the Department stating that "a list of post offices where the express mail is opened should be posted up in your office for convenient reference."[24]

RATES OF POSTAGE

Express mail letters were charged "with triple the rates of postage to which letters . . . not exceeding half an ounce in weight . . . may be by law subject, when carried by the ordinary mails."

Table I gives the rates of postage in effect from 1836 to 1839, for both ordinary and express mail letters.[25]

. . . if unable to get through in time with the railroad train, the Department will expect him immediately to put it on horseback"[19] When an express rider was fined for riding through the town of Zenesville, Ohio, faster than was allowed by a town ordinance, the Postmaster General wrathfully exploded, "Neither towns nor cities nor states themselves have a right to regulate the speed of the U.S. mails."[20]

The editor of a Washington paper, on the occasion of an attempted robbery of the express mail, in referring to the provision that no money letters be sent by express, commented, "Highwaymen should bear in mind that no money is sent by the express mail, and they therefore do a very unproductive business."[21] Said the Postmaster General, "As the law regulating the express mail expressly prohibits the transmission of money by that conveyance, this Department does not consider itself bound to notice any losses occurring through that source."[22]

A single letter consisted of one sheet of paper, a double letter of two, and so on.

With the provision limiting the weight of express mail letters to half an ounce, not many are found at the triple or quadruple rates. A few covers are known bearing $3.00 postage—quite a contrast with present postage rates.

The general postage regulations at the time permitted the writer to either prepay

TABLE I

		Ordinary	Express Mail			
		Single	Single	Double	Triple	Quadruple
Not over	30 miles	.06	.18	.36	.54	.72
Over 30 and not over	80 miles	.10	.30	.60	.90	1.20
Over 80 and not over	150 miles	.12	.37	.75	1.12½	1.50
Over 150 and not over	400 miles	.18	.56	1.12½	1.68	2.25
Over	400 miles	.25	.75	1.50	2.25	3.00

postage or send a letter collect. With the high express mail postage rates, a person upon receiving an unwelcome letter with postage collect would have ample cause for complaint. And this is precisely what happened.

Members of Congress and others complained, "because they are annoyed by postage on express letters . . . The annoyance of triple postage on letters to members of Congress and public officers in which they have no personal interest, may if thought proper, be obviated by requiring or authorizing the Postmaster General to require that postage on all letters sent by express mail shall be paid in advance."[26] Following this recommendation by the Postmaster General, directions were given June 24, 1837, to all postmasters on existing and proposed express mail routes:[27]

> "By direction of the President of the U.S. and the request of the several heads of departments you are instructed not to send by the express mail, any letter to the President or any head of department, whether marked express mail or not, and directed to them officially or not unless the postage thereon be previously paid. All such letters not paid you will send by the ordinary mail. Nor will you send by express mail unless the postage be previously paid, any letter officially directed to any other executive officer at Washington. If such letters be put into your office not paid, you will send them by the ordinary mail through marked express mail."

Within a few days after the opening of a new congress, a joint congressional resolution was adopted, approved October 12, 1837:[25]

> "That the Postmaster General be, and he is hereby, directed to cause the postage on all letters sent by the Express Mail of the United States to be paid in advance at the time of depositing them for transportation by said mail."

This is apparently the earliest instance of compulsory repayment of postage in the United States under our present Constitution, June 24th on letters to Government officials, and on October 12th, 1837, to the public generally. Some writers state that on certain routes (the Cumberland road to the West for example) prepayment of postage was required, but such statements have not been confirmed by official records. In any event, this was the first Congressional action providing for prepayment of postage.

All express mail covers noted, mailed after October 12, 1837, were sent postage prepaid. One interesting example, however, is an express mail letter mailed from New Orleans, October 29, 1837, sent unpaid—indicating that the postmaster there had not received word by that date of the new rule in regard to prepayment. One or two postmasters evidently construed the prepayment provision to mean that a portion only of the express mail postage need be prepaid, evidenced by covers on which half the charge was prepaid, and half due.

EXPRESS MAIL ROUTES

The express mail was carried on four great trunk lines. The Northern from New York to Washington; the Southern, from Washington to Mobile (connecting at Mobile with steamboat for New Orleans) and with a spur to Charleston, S.C.; the Western, from Washington to Cincinnati, later extended to St. Louis; and the Southwestern, from Cincinnati to Montgomery. A line was proposed from Boston through Albany to Buffalo, but never put into operation.[29]

The history of each of these routes is as follows:[30]

Northern lines

The commencement of the contract term on the northern routes, Nos. 1, 2, and 3, was November 15, 1836.

Route 1—New York to Philadelphia. The mail on this route "was merged in the great city mail lines which were arranged to run with the expedition required for the express, and let to the Trenton, Camden and Amboy Railroad Company."[31] "The

matter for the express mail south was put in a separate bag at New York . . . no express postages ever having been charged between New York and Philadelphia.''[32]

No ''Express Mail'' covers are, for this reason, known sent between New York and Philadelphia.

Route 2—Philadelphia, by Wilmington, to Baltimore, 100 miles.

Route 3—Baltimore to Washington, 39 miles.

The service on routes 2 and 3 was in operation about 14 months when the Postmaster General, ''having made a contract with the railroad companies on the line from Washington to Philadelphia which will bring in the whole mail but two hours later than the express arrives, the express mail now running from Philadelphia to Washington will be discontinued in a few days.''[33] Service was ordered discontinued on routes 2 and 3 from January 31, 1838, but, when the express was discontinued as far as Washington an express bag still passed along the whole line from New York for convenience . . . but no express postage was charged on any part of the line.''[34]

Southern lines

The commencement of the contract term on the southern routes, Nos. 4 to 15, was November 15, 1836.

The Postmaster General wrote all postmasters on the line from Fredericksburg to Mobile, on November 15, 1836; ''This will be brought to you by the express mail which starts this today,'' and requesting by return express, ''a report of the manner in which the contractors on the route terminating at your office have commenced the express mail service.''

Route 4—Washington, by Alexandra, to Fredericksburg, 81 miles.

Route 5—Fredericksburg to White Chimneys, 37 miles.

Route 5a—White Chimneys to Richmond, 30 miles.

Route 6—Richmond to Petersburg, 21 miles.

''Contracts having been made for the conveyance of mail on the roads from Philadelphia to Washington and Fredericksburg to Richmond it was found that the express mail might be dispensed with . . . The express line was therefore drawn off from Philadelphia Petersburg,''[34]

Service on routes 4, 5, 5a, and 6 was ordered discontinued from and after March 31, 1838.

Route 7—Petersburg to Blakely Depot, N.C. 60 miles. Terminus changed from Blakely Depot to Gaston June 10, 1837. Service on Route 7 was ordered discontinued April 11, 1838. ''When the express mail was discontinued to Gaston the express bag traveled over the whole line from New York though no express postage was charged on any part of it . . . that mail commenced in form and fact at Gaston, although the mail destined for it came in a separate bag from Petersburg and even from New York.''

Route 7a—Gaston to Blakely Depot. Later changed to ''Blakely Depot to Louisburg, 63 miles.'' Terminus changed from Blakely Depot to Gaston June 10, 1837.

Route 8—Blakely Depot, by Raleigh to Fayetteville. On November 22, 1836, the route was changed to run from Louisburg to Raleigh, 30 miles.

Route 9—Fayetteville, by Cheraw and Camden, to Columbia, 154 miles. Changed, April 24, 1837, Raleigh to Fayetteville, N.C., 61 miles, and the section from Fayetteville to Columbia designated as Route 9a.

Route 10-Columbia, by Augusta and Warrenten, to Milledgeville, 163 miles.

The night express mail service from Gaston to Augusta ordered discontinued January 1, 1839, the Postmaster General reported that the Department had ''greatly expedited the ordinary mail south as far as Augusta by contracts for its conveyance with the Va. N.C. and S.C. R.R.,'' thus making it unnecessary to have an express mail as far south as Augusta.

Route 11—Milledgeville, by Macon and Talbotton, to Columbus, GA., 133 miles.

Route 12—Columbus to Montgomery,

81 miles.

Route 13—Montgomery, by Greenville, to Mobile, 198 miles.

There was no express mail line between Mobile and New Orleans, as both ordinary and express mail was given the same service by steamboat.

Route 15—Columbus, S.C. to Charleston, S.C., 125 miles. This was a spur line.

We have no record of the exact date when the service from Augusta to Mobile was discontinued, other than an announcement by the Postmaster General that he intended to have the mails generally carried through from Augusta to New Orleans, employing the Georgia Railroad for that purpose on July 1, 1839, and "in that event the express mail will after that date be discontinued and the ordinary mail will run through from New York to New Orleans in ten days."[35]

Western Lines

The commencement of the contract term on the western routes, Nos. 20 to 28, Washington to Cincinnati, was July 1, 1837; from Dayton to Terre Haute, Routes 30 and 31, 1837. The service from Terre Haute to St. Louis, Route 32, actually commenced December 10, 1837.[36]

Route 20—Washington to Frederick, 43 miles.

Route 21—Baltimore to Frederick. (Not put into operation.)

Route 22—Frederick, by Hegerstown, to Cumberland, 91 miles.

Route 23—Cumberland to Uniontown, 60 miles.

Route 24—Uniontown, by Brownsville and Washington, Pa., to Wheeling, 71 miles. "The first arrival of the express mail was made at Wheeling on the 3rd of July, 1837, from the East. The first mail sent West from Wheeling was on July 4, 1837."[37]

Route 25—Wheeling to Zanesville, 75 miles.

Route 26—Zanesville to Columbus, 57 miles.

1980 PROGRAM AND CALENDAR OF EVENTS

SUMMER RECESS

Sept 17	*U.S. 10¢ 1869 ISSUE* —Michael M. Laurence, Chicago, Ill.
Oct 1	*THE 5¢ NEW YORK POSTMASTER'S PROVISIONAL* —Philip T. Wall, Greensboro, N.C.
Oct 15	*PERU* —Enrique Martin de Bustamante, Madrid, Spain
Nov 5	*AN AFRICAN SAFARI* —Richard S. Wilson (Egypt), Bedford, NY; Ernest E. Franks (Lagos), Clementon, N.J: William P. Latzko (Stellaland), North Bergen, N.J.
Nov. 19	*FOUR FACES OF CUBA* —Dr. Roberto M. Rosende, Yonkers, N.Y.; Peter A. Robertson, Brooklyn, N.Y.; Fernando J. Iglesias, Union City, NJ; Ignacio Prats, Alturas de Torrimar Guaynabo, Puerto Rico
Dec 3	*LOOKING AT THE ITALIAN RISORGIMENTO THROUGH PHILATELIC EYES* —Dr. Enzo Diena, Rome, Italy

Route 27—Columbus, by Springfield, to Dayton, 68 miles.

Route 28—Dayton, by Lebanon, to Cincinnati, 54 miles.

Route 30—Dayton, by Richmond, Ind., and Knightstown, to Indianapolis 112 miles.

Route 31—Indianapolis to Terre Haute, 72 miles.

Route 32—Terre Haute, by Vandalia, to St. Louis, 164 miles.

The entire Western routes, from Washington to St. Louis, were discontinued May 1, 1838, for the reason that they did not "produce revenue adequate to its support" and "the revenues of the Department not recovering as fast as was hoped from the late commercial revulsion" and the Postmaster General had to make "extensive and affective curtailments," in his expenditures.[38]

Southwestern lines

The commencement of the contract term on the southwestern routes, Nos. 35 to 41, was January 1, 1838, but was put into operation "several weeks before" that time.

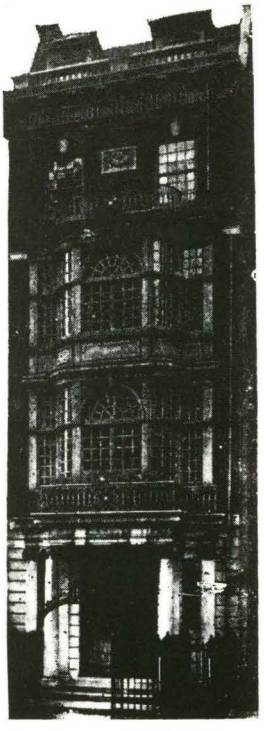
Route 35—Cincinnati, to Georgetown, Ky., 70 miles.

Route 36—Georgetown, by Frankfort and Shelbyville, to Louisville, 70 miles.

The express mail service from Cincinnati to Louisville was discontinued May 1, 1838,

Route 37—Louisville, by Elizabethtown, to Glasgow, approximately 93 miles. Ordered to terminate at Bowling Green, September 29, 1837. Ordered to terminate at Three Forks on November 3, 1837.

(continued on page 308)



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The Meeting of June 4, 1980

VIRGINIA IN THE CONFEDERACY, 1861-1865

Presented by Brian M. Green

Substituting for Samade Korchide of Paris, France, who was forced to postpone his showing of Persia, Brian M. Green admirably filled the gap with an informative and entertaining panorama of Virginia Confederate Postal History.

His presentation commenced with a discussion of the events leading up to the secession of Virginia on April 17, 1861 and a cover from Culpeper C.H. postmarked on that date. Proceeding from that point, he showed various interesting usages of United States stamps in Confederate Virginia. Such areas as covers showing Independent State usage (April 17-May 6, 1861) and U.S. Used in Confederate Virginia (May 7-May 31, 1861) including Trans-Atlantic mail were covered. Among the highlights were a first day of secession cover, a cover with the fancy grid cancellation of Marion, Va., a cover showing last day usage from Alexandria, Va. prior to its permanent occupation by Federal forces, several examples of postmasters' free franks and covers illustrating last day for valid use of United States in Virginia.

Next was shown and discussed an express cover bearing postage of both sides from Richmond via Knoxville, Tenn. and Louisville, Ky. to Pottsville, Pa.

On June 1, 1861, the Confederate States of America Post Office Department assumed control of its operations under Postmaster John H. Reagan of Texas. Rates were set at 5 cents per one-half ounce for the first 500 miles and 10 cents for further distances. The local drop, circular, and newspaper rate was set at 2 cents. Under the provisions of the Confederate Constitution, the Post Office Department was required to be self-sufficient within two years. In order to meet this requirement, the letter rate advanced to 10 cents per one-half ounce regardless of distance on July 1, 1862.

Since the first government general issues were not ready on June 1, the Confederate States Post Office Department had to resort to handstamped paids and postmasters' provisionals for prepayment of postage. Various interesting usages of these categories were shown and discussed including some of the listing covers in the new Confederate States of America Stampless Cover Catalog and the newly discovered Confederate usage of the United States pre-War "PAID 3" Marking from Winchester, Virginia.

The next part of the program dealt with



Fig. 1 The 5 cent green lithograph, Stone 1, is postmarked Richmond, Va Oct 23, 1861. This is the earliest listed date of usage.

the general issues of which all but one (the one-cent orange typograph) were used. It began with the Hoyer & Ludwig and Paterson lithographs, proceeded to the London (De La Rue) and Richmond typographs and concluded with the Archer & Daly and Keatinge & Ball printings. The De La Rue printings had been brought into the Confederacy by blockade-runners of which one (the *Bermuda*) had been captured with her cargo of stamps.

Mr. Green then proceeded to discuss covers in the frames showing various interesting usages of these stamps including bisect, fancy cancel (including the Knapp discovery copy of the Mount Crawford, Va. crossroads cancellation), the latest) and semi-official covers of the various government departments and agencies. One of those discussed bore an Executive Department imprint and was addressed by Jefferson Davis. It was not franked, but bore an adhesive 10 cent Archer & Daly stamp with the scarce blue Richmond, Va. postmark. President Davis did not have the franking privilege; only officials of the Post Office Department and postmasters writing on official business had it. Even Congressmen had to pay postage (or have it sent collect on delivery) as shown by some of the covers on display.

The military aspect was covered by frames of covers showing soldiers' covers

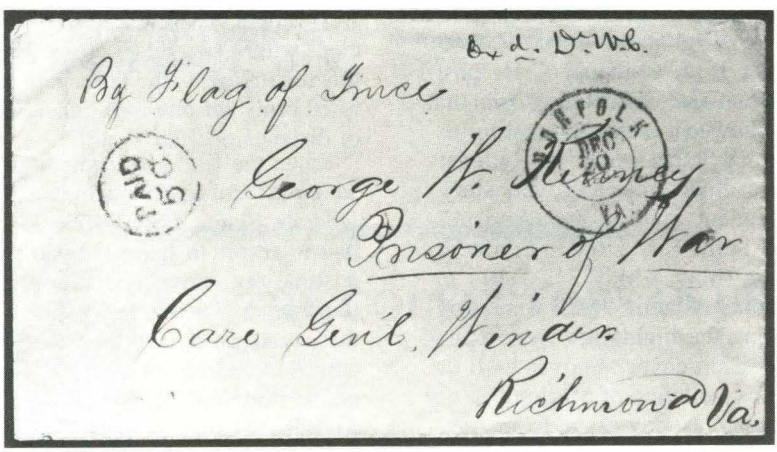


Fig. 2 Prisoner of war usage via Norfolk, Va, this cover is postmarked Dec 20, 1861. It is addressed to a Union officer in Ligon's Factory prison in Richmond.

privately perforated, combination, mourning, valentine, railroad, way, packet, steamboat, Trans-Mississippi (including the only one recorded with the official designation "Via Confederate government mail" endorsement, patriotic, advertising and college. Some highlights here included the recently discovered covers dating from the fall of Petersburg and Richmond and the earliest and latest recorded usages on cover of the 5 cent typograph "white cravat" variety.

Frames next discussed were those having official (including the earliest known usage of the Dead Letter Office as well as (they could send their mail collect by endorsing it with their name, rank, and unit), theatre of operations (mail addressed to the field), field cancellations of the Army of Northern Virginia, blockade-run usages including two covers endorsed with the names of the ships which carried them, and naval usages (including correspondence from Secretary of Navy Stephen Mallory pertaining to getting the mail to the *C.S.S. Alabama*. Highlighted here were covers from Generals Edward P. Alexander (a part-time aeronaut), Samuel R. Anderson, Philip St. George Cocke (who committed suicide), Howell

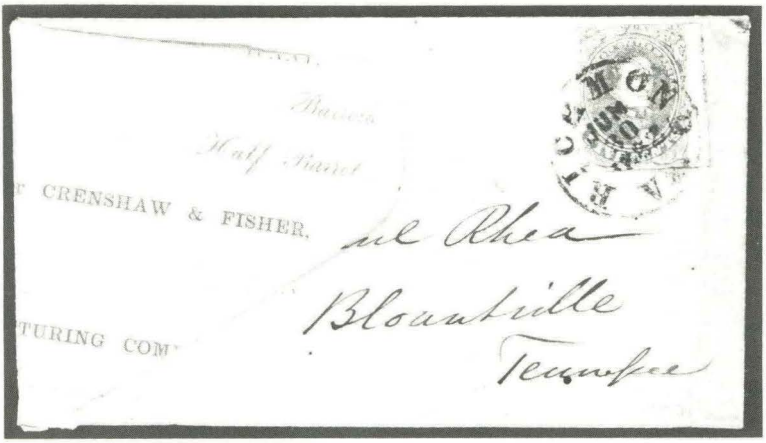


Fig. 3 The 5 cent lithograph, milky blue shade, is on a homemade cover (barrel form) with a Richmond, Va Jun 30, 1862 postmark. This is the last day of usage of the 5 cent rate.

Cobb, William Dorsey Pender (mortally wounded at Gettysburg), Robert E. Lee, and Robert Toombs.

Another portion of the presentation dealt with prisoner-of-war and civilian flag-of-truce usages. Interesting covers were shown from such prisons as Andersonville, Danville, Fort Delaware, Fort Warren, Elmira, Gettysburg, Libby, and Ligon's Factory. The highlight of this aspect was a franked P-O-W cover franked by Congressman Alfred Ely of Rochester, New York (captured during the Battle of First Manassas) while he was in Ligon's prison. The civilian flag-of-truce usages included a rare New York Protestant Episcopal Mission Rooms cover to South Carolina with a half-dime attached (re-treated) to pay for the Confederate postage and a folded letter from Havana, Cuba via New York and Fortress Monroe (where censored) to South Caro-



Fig. 4 The 5 cent Richmond print with the white tie variety is postmarked Richmond Va, Dec 25, 1862. This is the earliest recorded usage. (Davis correspondence)

(continued on page 308)

THE LIBRARY: Publications received

MANUAL OF PHILATELIC HEADINGS USED BY THE AMERICAN PHILATELIC RESEARCH LIBRARY by Chester M. Smith et al. Pub. by the American Philatelic Research Library, State College, Pa. 16801. Price: $20.00 postpaid. ($16.00 to APS and APRL members) Gift of the publishers. 103 p. softbd.

FRANCE 1980—SPECIALIZED CATALOGUE OF ARTISTS PROOFS, DE LUXE SHEETS IMPERFORATES, COLOR ESSAYS, etc. by John Orzano. Pub. by Orzano Publishing Co., P.O. Box 394, Islip, N.Y. 11751. 54 p. ill. softbd. Price: $12.00. Gift of the author.

PHILATELIC HISTORY OF JORDAN, VOL. I & II., by K.C.R. Souan. Published by author, Kuwait 1972 and 1975. 306 and 145 p. respectively, softbd. Gift of the author.

PHILASEOUL 74. Published by Korean Philatelic Society, Seoul, Korea 1974. 274 p. hardbd. ill. Gift of Ernest Kehr.

CATALOGUE CERES TIMBRES-POSTE 1980 38th ed. Vol I: France, Vol II: Colonies, German Occupation, Andorra, Saar, Monaco. 736 p. total. ill. softbd. Published by Les Editions Ceres, Paris 1979. Gift of Dr. Terence Hines.

COLLECT BRITISH STAMPS, 26th ed. 1980. 64 p. ill. in color, softbd. Published by Stanley Gibbons Pub. Ltd., London. Gift of the publishers. Available from U.S. distributors as listed above.

CONFEDERATE POSTAL HISTORY—AN ANTHOLOGY, edited by Francis J. Crown, Jr. (Articles originally pub. in the *Stamp Specialist*) Published by Quarterman Publications, Lawrence, Mass. 1976. 313 p. ill. hardbd. Gift of the publishers.

MALTA, THE POSTAL HISTORY & POSTAGE STAMPS 1576-1960. ed. by R.E. Martin for the Malta Study Circle. Published for the Study Circle by Robson Lowe Ltd., 50 Pall Mall, London SW1Y 5JZ. 411 p. ill. hardbd. Gift of the publishers. 1980. No price indicated.

IFNI—STAMPS AND CANCELLATIONS, by James Negus. Published by the Spanish Philatelic Society, Brighton, England, 1975. 72 p. ill. softbd. Gift of Theo Van Dam.

CATALOGUE DES OBLITERATIONS NAVALES FRANCAISES VOL II 1945-1979, by Betrand Sinais & Daniel Delhomez. Pub. by the authors, Paris, no date. 43 p. ill. softbd. Gift of the France & Colonies Philatelic Society.

CATALOGUE DES CARTES POSTALES DE FRANCHISE MILITAIRE 1914-1918, 1939-1945. by Betrand Sinais & Andre Weingarten. Pub. by the authors, Paris 1980. 74 p. ill. softbd. Gift of the France & Colonies Philatelic Society.

A HISTORICAL SURVEY OF PRECANCELS by Malcolm R. Hooper. Pub. by Cardinal Spelman Philatelic Museum, Weston, Mass. 1979. 78 p. ill. softbd. Gift of the publishers.

THE STAMPS OF THE ORANGE FREE STATE VOL. III: ORANGE RIVER COLONY 1900-1913, by G.D. Buckley & W.B. Marriott. Pub. by The Orange Free State Study Circle, London, no date. 247 p. ill. hardbd. Gift of the publishers.

SPECIALIST'S GUIDE TO BUREAU PRINT PRECANCELS, 3rd ed. edited by Horace Q. Trout. Published by Gilbert W. Noble, P.O. Box 931, Winter Park, Fla. 32789. 765 loose leaf p., ill. Available from the publisher. Price: $30.00 Gift of the publisher.

THE BRITISH LEGION IN SPAIN DURING THE FIRST CARLIST WAR 1832-1839, by Ronald G. Shelley. Published by the Spanish Philatelic Society, Brighton, England, 1975. 72 p. ill. softbd. Gift of Theo Van Dam.

PERFINS OF GREAT BRITAIN. Sections S-98 and W-92. Published by International Security Endorsement Study Group. No publication dates. No pagination. Ill. loose leaf pages. Gift of the publishers and available from them.

THE FIRST OFFICIAL ISSUE OF POSTAGE STAMPS OF THE SECOND AUSTRIAN REPUBLIC by Robert Zohenthofer. No date or place of publication. 18 plus 24 p. ill. mimeographed, softbd. Gift of Robert S. Von Kohorn.

UNITED STATES STAMPS, SERIES OF 1901 by Bernard Silberberg. Pub. by author 1976. iii plus 120 p. ill. Photocopied in spring binder. Gift of author.

COLOR IN PHILATELY by R.H. White. New York 1979. Pub. by The Philatelic Foundation. 175 p. ill. plus inserts. Hardbd. Gift of the publishers. See March issue of CC Philatelist for details.

GREAT BRITAIN REVENUES by J. Barefoot. Chesterfield, Derbs, 1978. Pub. by J. Barefoot (Investments) Ltd. 172 p. ill. softbd. Gift of author.

STANLEY GIBBONS SPECIALISED STAMP CATALOGUE VOL. 2 EDWARD VII to GEORGE VI. Fifth ed. 1980 Published by Stanley Gibbons Pub. Ltd., 848 p. ill. hardbd. Available from Stangib Ltd., 601 Franklin Avenue, Garden City, N.Y. 11530. Gift of the publishers.

STANLEY GIBBONS STAMP CATALOGUE 1980 ED. IN PARTS. Parts 11—Scandinavia, 12—Africa since Independence, 15—Central America, 17—China, 18—Japan and Korea. Published by Stanley Gibbons Pub. Ltd., London. Softbd. ill. Gift of the publishers. Available from Stangib Ltd., see preceding listing for address.

STANLEY GIBBONS STAMP CATALOGUE 1980 EDITION, in parts. Part 5: Czechoslovakia and Poland, Part 20: South America. 175 p. and 537 p. respectively, ill. softbd. Gift of the publishers. Available from the new U.S. distributors, Harry Edelman, Inc. 111-37 Lefferts Blvd., South Ozone Park, N.Y. 11420, or Scott-Edelman, 631 South Palm Street, Unit C, La Habra, CA. 90631.

(Werner K. Elias)

The Collectors Club Philatelist is Interested in Receiving Articles Pertaining to Your Field of Philatelic Endeavor whether it be specialized information, research or postal history.

If you have such material for publication or in the process of preparation please contact Editor, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our journal.

Book Reviews

The Postage Stamps and Cancellations of the Post Offices in German South West Africa, by Albert Friedmann/Heinrich Wittman, translated by Ralph F. Putzel and P.J. Morison, 200 pp + plates. Collectors Mail Auctions Ltd, PO Box 20, Bergvliet, Cape, RSA. 1980.

Friedmann's work has always been a vital source of information for collectors of German colonial philately. Until now, really effective use of his efforts has required some knowledge of German. It is with some gratitude that we regard the translation of Messrs. Putzel and Morison so that those of us whose facility with the language has grown rusty now have easy access.

The introduction, of general value for its coverage of all the colonies, has been translated into English (one reviewer in the UK commented that it was 'Amerglish') by the Colonies Study Group of the Germany Philatelic Society. The authors have included an unusual point valuation system for adhesives, markings, and covers. The points are tied to current market prices in a variety of currencies and are not primarily meant to serve as a relative rarity indication.

Bound in imitation red morocco with silver gilt lettering, this volume is an attractive publication and is well worth a place on any philatelist's bookshelf.

1979-1980 Catalog, Micro Photo Division, Bell and Howell Co., Old Mansfield Road, Wooster, Ohio 44691, 240 pages, (800) 321-9881. Complimentary to libraries and educational institutions.

With the increasing demand for postal history source material, it is worthwhile to explore the resource material available on various types of microforms. For home viewing, microfiche is the logical choice and micro-republishers offer much of their material in fiche format. Most micro-republishers specialize in one area of the Information Management Market. For the Bell and Howell Company, this specialty is the newspaper. To date, Micro Photo Division's collection exceeds 7,000 newspapers.

The microfilming of newspapers began in the 1930's and retrospective microfilming has preserved volumes from as early as the 18th Century. Today, microrepublished postal history source material such as periodicals, almanacs, the National Zip Code and Post Office Directory, and New York colonial documents from the Netherlands, England, and France are available through most libraries either directly or through the Inter-Library Loan Service.

The Bell and Howell Company has its own place in postal history as well as being a vendor of microrepublished postal history information. During World War II, Bell and Howell was one of the companies who printed V-mail on photo sensitive copy paper from reels of microfilm. Forty years later, the Bell and Howell Company is moving into the OFFICE OF THE FUTURE by positioning itself in the Information Management Business. Although this role in Information Management may seem remote to postal history, it is a role of major importance both because of their current collection and future acquisitions.

NEWSPAPERS

For the postal historian, the collection of newspapers from 1789 thru the Civil War and development of the western frontier holds much valuable information. The newspaper collection does extend to today's papers but with the added feature of computerized indexing. The alphabetical listing of 7,000+ newspaper

titles broken out by state with the dates of publication reduces the time needed to select the logical starting point for your research.

EARLY AMERICAN (page 147): Both Colonial and pre-Civil War papers such as *The Gazette of the United States*, New York, 1789-1847, and *The York Recorder*, Pennsylvania, 1800-1830 are represented. More importantly, however, are the Territorial Papers such as *The Iowa Frontier*, 1838-1859.

CIVIL WAR (pages 144 & 145): This is a portion of the newspaper collection organized into 5 regions and includes 34 states. The separate Price List shows items from as early as 1854 *Hinds County Gazette* (Raymond, Mississippi) thru 1871 *Register* (Oil City, Pennsylvania).

GREAT TRAILS (page 149): This portion of the collection (1232 newspapers) covers the trails moving west and although listed here, the collection has its own catalog. The catalog was reviewed on page 247 of the July 1980 issue.

FOREIGN (page 139-143): Collectors who found themselves near a library have had a relatively easy time for researching American documents. However, only a major library had even a small collection of non-U.S. newspapers.

Today, however, the postal history researcher of the West Indies is particularly fortunate. Part of the collection dates from as early as 1784 (*Bahama Gazette*), but mostly from the 1820 to the turn of the century. The West Indian Collection with its earliest newspapers includes:

1784 Bahamas	1856 Guiana
1822 Barbados	1899 Haiti
1950 Bermuda	1950 Jamaica
1934 Cuba	1872 Martinque
1825 Dominica	1884 Netherlands Antilles
1879 Dominican Republic	1843 St. Lucia
1847 French Guiana	1825 Trinidad and Tobago
1881 Guadeloupe	1951 Grenada

The foreign collection also contains a number of 20th Century newspapers for the Asian area and the U.S.S.R. Another significant item is the Korea 1890-1940 Index to English Language Periodicals.

SPECIAL COLLECTIONS AND PERIODICALS

Newspapers are just one portion of the collection. Other useful material includes (page 203) the Colonial History of the State of New York. These documents come from Holland, England, and France and were published between 1856-1887. A companion collection is the Documentary History of the State of New York describing 17th and 18th Century settlements. It is partially translated.

The postal historian interested in rates to authenticate a cover has often turned to the early almanacs (page 202). These almanacs are available from 1868 thru 1907 (not published 1877-1888).

Somewhat more philatelically oriented (page 189) is the National Zip Code and Post Office Directory and the *Philatelic Journalist*, 1971-1980. (no. 14044 S).

A photographic reproduction of any page from the newspaper is available at $10.00 per page on quality paper suitable for framing. Photocopies can also be made from a reader printer, but in reduced size. The photocopy service is available at local libraries from reader/ printers.

(John D. Dowd)

MICROFORMS CATALOG, 199 pages, complimentary to Libraries and Educational Institutions. Brookhaven Press, Box 1653 La Crosse, Wisconsin 54601 (608) 782-4180. n.d.

Although only a small micro-republisher, Brookhaven Press has several significant collections available of interest to the postal historian. United States Colonial Collections are especially strong and include such items as *The Records of The Governor and Company* of the *Massachusetts Bay in New England, 1628-86*, $90.00; *Public Records of the Colony of Connecticut 1636-1776*, $180; *Documents relative to the Colonial History of The State of New York*. Rhode Island. Several other Colonies are also covered by various historical society publications such as *The Colonial Society of Massa-*

chusetts Publications 1895-1924, indexed $225.

The most interesting collection for both postal historians and classical U.S. collectors is the set of 50 United States Postal Guides, 1804, 1811, 1822, 1842, 1846, 1850, 1851, 1855-1857, 1859, 1863, 1870, 1872, 1874-1910. Although presently available only on 35mm rolls, micro fiche will be made available as soon as the proper indexing can be worked out. Another popular collecting area, "Cape of Good Hope" is represented by the reports from 1828 to 1913, $540.00.

As with most source documents on 35mm microfilm, the researcher probably will want to use the copies at his or her local library. However, it is possible to make a photocopy from individual frames. For home use, the 105mm micro fiche format is more useful and most 35mm material can be placed into jackets. Copies of individual jackets are inexpensive (5 cents-25 cents) and hold up to 8 pages. The micro fiche format is available from this micro-republisher.

(John D. Dowd)

MICROFORMS ANNUAL 1980/81, Microforms International Marketing Corporation (MIMC), subsidiary of Pergamon Press, Inc. 712 pages, soft bound. Complimentary to Libraries and Educational Institutions. Available from MIMC, Elmsford, New York 10523, (914) 592-7700.

This is one of the most comprehensive catalogs of information available in microform. Pergamon Press was one of the first to offer the microform alternative but they feel that the conventional paper form will remain as the basic vehicle for information through the end of this century. Pergamon Press, like most micro-republishers, specializes; MIMC specializes in scholarly serial publications mostly of a scientific nature.

For the British postal historian, however, a number of collections are of interest. Page 199 through 205 list a number of items of the British Foreign Office in China, Japan, Russia, America and West Indies. British philatelic information is covered in the collection "Great Britain Post and Telecommunications." Years covered are 1922-1972. (3 agencies)

A number of historical publications are listed on pages 212 and 213. The specialist in America postal history will find the items on pages 340 and 341 of interest in the areas of New York and New Jersey.

Other items of interest are:

Postal Life, 1974-1979, $50.00, Page 381.

U.S. County and Regional Histories and Atlases:

California	New York
Illinois	Ohio
Indiana	Pennsylvania
Michigan	Wisconsin

(additional states in preparation) Page 489

U.S. Continental Congress: 1744-1789, Volumes 1-34 Journal, Page 488, $204.00

(John D. Dowd)

Newspapers Along America's Great Trails, Complimentary to librarians and Educational Institutions.Bell & Howell Corp., Micro Photo Division, Old Mansfield Road, Wooster, Ohio 44691 (800) 321-9881. 40 pages, softbound, illustrated.

Postal historians in particular need source material to authenticate covers. One primary source is the newspaper, a commodity of daily life but disposed of quickly because news is news only for a short time. However, the concurrently written descriptions record the history of even the smallest community. Librarians for years preserved originals, but these paper backfiles deteriorated: yellowing, tearing, and crumbling beyond use. Many of the European periodicals from the 1920's in the Collectors Club's collections have had similar problems. William MacDonald, late Brown University history professor noted, "The

importance of newspapers as a historical source has been, if not underestimated, at least scantily recognized by historians . . . wealth or data hidden in newspapers and magazines . . .'' (MacDonald, W. *paper presented to American Antiquarian Society,* 1911). William MacDonald's statement is applicable to postal historians as well.

Fortunately for the postal historian, retrospective microfilming of newspapers began in the 1930's and has preserved volumes from as early as the 18th century. Of the 7,000 titles preserved by the Bell & Howell Company, 1,232 titles have been grouped by their primary route and sequenced alphabetically within a state. This collection is of particular interest to postal historians of Express Services (Eastern and Western), Western Mails (Pony Express) and Confederate States (Natchez Trail). Thirteen trails and twenty four states covering the period from 1786-1912 are listed with historical notes. The trail groups are:

Chisom Trail	Forces Road
Cumberland Road	Lancaster Pike
Lewis and Clarke Expedition	Pike Explorations
	Pony Express—49'ers
Mohawk Trail	Santa Fe Trail
Natchez Trail	Spanish Trail
Oregon Trail	Wilderness Road

States covered are:

California	Nebraska
Colorado	New Mexico
Idaho	New York
Illinois	Ohio
Indiana	Oklahoma
Iowa	Oregon
Kansas	Pennsylvania
Kentucky	Texas
Minnesota	Virginia
Mississippi	Washington
Missouri	West Virginia
Montana	Wisconsin

This collection is available at local libraries and although not priced is probably too expensive for individuals to purchase. However, page prints photographically reproduced 17″ × 22″ or 8″ × 10″ may be ordered for $10.50 per print on quality paper, including shipping and handling. These make excellent collateral material for a presentation. Less expensive copies can be made from reader/printers found in most public libraries.

A disadvantage, to the postal historian, is that these newspapers are available only on 35 mm roll type microfilm which means that the researcher must use library equipment, instead of borrowing the material for home use. It is possible to republish from the rolls onto paper via a Xerox copyflow or onto fiche. Hopefully fiche output will be offered in the near future.

(John D. Dowd)

Publications on Microfiche, Bell & Howell Company, Micro Photo Division, Old Mansfield Road, Wooster, Ohio 44691 (800) 321-9881. 57 pages, 1980.

The increasing demand for information has created an expanding market for backfiles of periodicals. Of particular interest is the increasing availability of publications on microfiche because of the ease of handling and the potential for home viewing.

A single fiche usually contains 98 pages but can contain up to 307 pages. (Special ultrafiche is produced with 1,000 pages as fairly common average and maximum possible capacity of pages. However, special viewers are required.) Thus eight fiche containing from 784 pages to 2,454 can be mailed for 15 cents.

The Publications on Microfiche catalog lists only one strictly philatelic item, *The Philatelic Journalist,* 1971-1980 ($68.50) on page 21. However, in the section ''Titles by Subject'' on page 38, eight periodicals are listed under history, several of which contain postal history material. Future editions of this catalog will undoubtedly increase the number of postal history related publications.

(John D. Dowd)

The Kingdom of Poland: Poland No. 1 and Associated Postal History. By M.A. Bojanowicz. Published by the Royal Philatelic Society, London, 41 Devonshire Place, London W1N 1PE, in 1979. Buckram bound, offset, xv + 170 + [4]pp. + IV color and 36 black and white plates, edition limited to 500 numbered copies. £30 postpaid surface mail.

To produce a work of any lasting philatelic reference value, the author must have a deep love for his subject as well as wide, comprehensive knowledge about it. M. A. Bojanowicz is such a scholar and those of us who have personally known him and the indefatigable research energies he put into the study of Polish stamps and attendant postal history would say he has both qualities in abundance.

Inspired by patriotism, he has made his fatherland's first adhesive stamp so intense a specialty that he is widely and frequently called, "Mr. Poland Number One."

So many of his articles and monographs have appeared in serious journals on both sides of the Atlantic (and a few more distant lands) that it was inevitable that he would one day give wordage to what he has learned. "The Kingdom of Poland" represents a monumental labor, for within the 178 pages of this large-size volume is just about everything that is known about that nation's earliest postal history, markings and the interesting blue and rose stamp that saw service from 1860 to 1865.

Mr. Bojanowicz modestly credits predecessors and contemporary colleagues for what is assembled, though it is obvious that much of what appears in the volume as a "consolidation of twenty years of research" is his own work.

The first chapters are devoted to early postal history of the land since the Fugger Post extended its routes from what now is Germany into Crakow during the 15th century. Provided with the concise but comprehensive text are reproductions of the numerous straight-line and circular markings applied to pre-adhesive covers in Russian Cyrillic, Polish or a combination of both. Also treated are the postal stationery items produced by both Russian and Polish administrations and used in Poland, plus a discussion of Russian stamps used within the "Kingdom of Poland" immediately before or after the introduction and half-decade usage of "Number One."

Only in Chapter Five do we encounter the facts of the adhesive stamp, its creation, design, production,and usages, a field to which the author devotedly dedicated most of his 20 years of collection and study. Especially useful and important are the description, listing, and illustration of the numerous minor printing varieties and flaws with which this stamp abounds. Your reviewer asks pardon for a personal comment: most of the normal illustrations are adequate for their purpose, but some could have been improved had the unidentified art director of the volume used either more contrasting photographs or used some modern techniques to better the cliche-engraving of such as were not first quality originals.

One of the plates intended to show the stamp's color shades, too, has less than faithful reproductions of the original varieties. They are about as good as can be found in American catalogues and books, but have nowhere near fidelity of, say, Sir John Wilson's "The Royal Collection" or the *CORINPHILA* auction catalogues.

The chapter on plating will prove helpful to the serious collector, and that devoted to "Forgeries and Fakes and Their Cancellations" provides one with the details through which such may be differentiated from genuine specimens.

The remainder of the tome concerns the postal markings to be found on covers and loose "Number One" stamps, including those of railway mail services in the kingdom's 28 districts, notably those of Warsaw.

Particularly informative are the 21 pages devoted to the rarity of specific markings. Once upon a yesteryear, "Poland Number One" was a classic rather

abundantly available and not prohibitively expensive. Today, because of worldwide demands created by British, American, and other collectors of Polish extraction who turned to this initial stamp as a philatelic specialty, prices have boomed.

Mr. Bojanowicz doesn't give monetary values. Instead, he had adapted a system used by our former member, the late Edwin Mueller, in his cataloguing of Austrian and other European classics. The rarity is based on a scale of from one to 10 and supplemented by letters: "C" for common items; "Sc" for scarce (no more than six known); "R" for rare (up to three copies extant); "R" for copies of which only two are known, and "RRR" for presently unique items.

In the case of some extraordinary treasures in this field, the author pedigrees them by naming those in whose collections they previously were or now are; among them are those of Faberge, Goss, Lipschutz, Rachmanow, Steczynski, or Jan Poulie (whose collection now is in the name of his wife.) Extremely helpful are the index, a bibliography that lists 58 reference sources (including some by our own Steve Rich), and a glossary in which Polish words are translated into English.

If this review seems generously prejudicial, it is only because the book is worth it, and we happen to personally know how intensively thorough our long-time friend "Boji" Bojanowicz has been in his approach to every aspect of his beloved specialty. Moreover, it should be read not only by those interested in Polish classics, but by any student with intentions of writing on some other highly specialized subject, for its arrangement and presentation are so practically useful as a philatelic literary model.

(E.A.K.)

JENNINGS (Cont'd.)

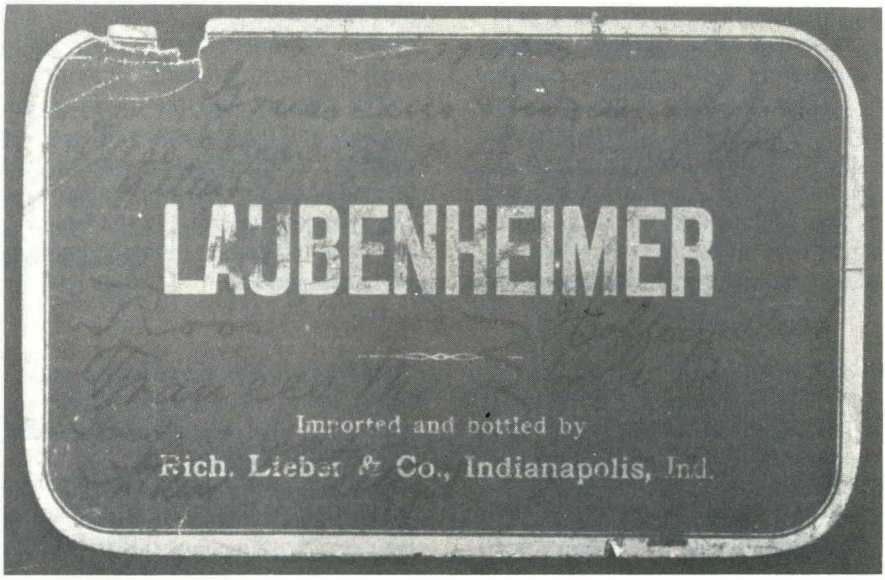


Fig. 2



Fig 5. The 5 cent Richmond print is manuscript canceled Mattoax, Va Nov 24, 1864 on a Richmond Female Institute college cover. (Winston correspondence)

lina.

The final portion of the program was devoted to covers showing adversity usage. Included here were homemade covers (made from such things as maps, bank checks, proclamations, legal forms, business documents and military forms), wallpaper covers, and turned covers. This latter category involved using an envelope twice by refolding it so as to have the first usage (outside) become the inside and the previous inside portion become the outside. One of the covers displayed was a real relic of the War Between the States. Its first usage was by a New York soldier who stamped and addressed it but never got an opportunity to mail it. He was killed during the Battle of Chancellorsville (May 1-4, 1863) and the cover (with the soldier's bloodstains) was removed from his body, refolded, and then used by a Confederate soldier from Mississippi to write home to his wife.

The meeting adjourned with the usual question and answer period. In addition, a number of the members present commented as to how enjoyable the program was with its emphasis on the usages and stories of the people involved behind the covers displayed.

NORONA (Cont'd.)

Route 38—Glasgow, by Gallatin, to Nashville, about 91 miles. Ordered to commence at Bowling Green, September 29, 1837. Ordered to commence at Three Forks on November 3, 1837.

Service discontinued from Louisville to Nashville, January 15, 1839.

Route 39—Nashville, by Murfreesboro, Shelbyville, and Fayetteville Tenn., to Huntsville, 117 miles.

Route 40—Huntsville to Elyton, 99 miles.

Route 41—Elyton to Montgomery, 102 miles, where it connected with the southern express mail routes between Washington and New Orleans.

The service from Nashville to Montgomery was ordered discontinued as of January 15, 1839; but, yielding to a memorial presented by citizens of Nashville and Huntsville, the Postmaster General permitted it to run although "the produce of the southwestern express mail was not equal to one-fifth of its costs,"[39] through the winter and spring. **(to be continued)**

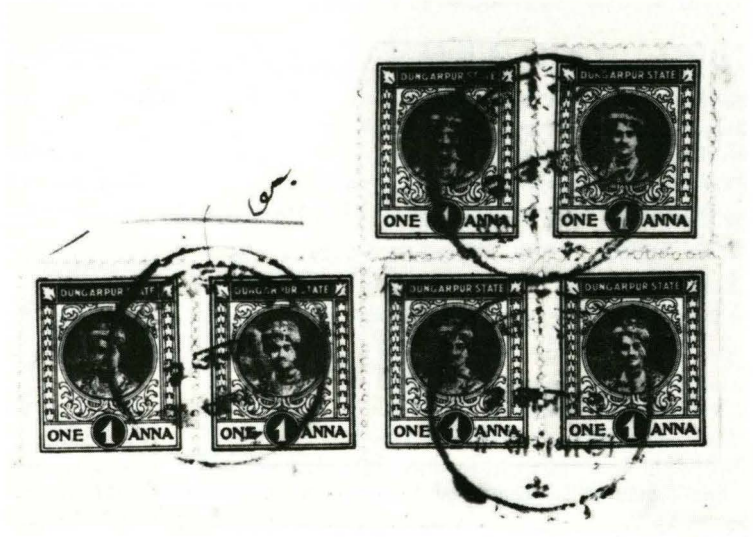


Fig. 13. Piece from Sagwada. Dated ४३ = 43.

8 A4 1a deep blue
9 A5 1a 3p purple
10 A6 1½a violet
11 A7 2a green
12 A8 4a brown

Nos. 6-12 were issued in booklet panes of 4 or 8. In Type I of No.7 the Raja's head is 10 mm. high; in Type II it is 9 mm. high.

The check list reveals a curious parallelism between two striking facts: the one value which is exceptional in the first issue is the ½ anna because it does not exist; the one value which is exceptional in the second issue is the ½ anna because it exists in two types. These facts may indicate that No.7 or 7a was the starting point of the Raja issue.

Only more material will enable us to arrive at more accurate dates of issue. I would be grateful to any collector who has dated covers with any of these stamps for informing me, if possible enclosing a photograph, c/o The Editor of *The Collectors Club Philatelist*.

REFERENCE

8A. J. Sefi and C.H. Mortimer, *The Stamps of Jammu and Kashmir*, London, 1937, pp. 207-209.

HAVERBECK (Cont'd.)

In summing up we can now see the broad ramifications to which our hobby can lead us. We can see the educational aspect of the collection, leading us to a study of customs, languages, and cultural forms of the area under consideration. We can see that stamps are history and that history is truly reflected in a nation's stamps. We can study the development of a country through the spreading of its written communications as reflected in the growth of its postal facilities. We can even see the shifting tides of war and conquest reflected in our stamp albums. Certainly, philately is a hobby which contributes to the education and the stimulation of outlook of those who indulge in it.

PHILATELIC HANDBOOKS

Published by The Theodore E. Steinway Memorial Publication Fund

UNITED STATES

United States, The Ten Cents Stamps of 1855-59 — M. I. Neinken, 1960 ..... $10.00 ☐

United States, The 5c Beacon Air Mail Stamps of 1928 — H. M. Goodkind, 1965 ..... $ 5.00 ☐

*"Free Franking" of mail Supplement by E. Stern, 1942 ..... $ 5.00 ☐

*Franking Privileges of the Presidential Widows by E. Stern, 1944 ..... $ 3.50 ☐

*THE COLLECTORS CLUB PHILATELIST Supplements

CONFEDERATE STATES

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Afghanistan, Its 20th Century Postal Issues — F. E. Patterson, III, 1965 ..... $10.00 ☐

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*Greece, Kohl Handbook Translated and Annotated Part I Supplement, 1944 ..... $ 5.00 ☐

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Honduras, The Black Air Mail — I. I. Green, 1962 ..... $ 3.00 ☐

Philatelic Handbook for Korea, 1884-1905 — Korea Stamp Society ..... $15.00 ☐

The New Hebrides, Postal Stamps and Their History — N. Hals and P. Collas, 1968 ..... $10.00 ☐

New Zealand, 1898-1899, Great Barrier Island Pigeon Post Stamps — J. R. Walker, H. L. Chisholm and H. M. Goodkind, 1969 ..... $10.00 ☐

A Postal History of Spain — T. Van Dam, 1973 ..... $15.00 ☐

Postage Stamps of Lithuania — Lithuanis Philatelic Societies of New York and Toronto, 1979 ..... $14.50 ☐

Postal History and Postage Stamps of Serbia 1841-1921 — M. R. Rasic, 1979 ..... $15.00 ☐

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The Collectors Club Philatelist, Cumulative Index to Volumes 1 to 50, 1922-1971 — E. C. Wilkens and J. D. Dowd, 1972 ..... $10.00 ☐

Lapel or Eylet Collectors Club Pin ..... $ 5.00 ☐

Informal History of the Collectors Club — Wm. W. Wylie, 1971 23 pages ..... $ 2.00 ☐

Philately: A catalog of The Collectors Club Library New York City — Author Catalog, Subject Catalog, Title Catalog and Periodical Catalog G. K. Hall & Co., Boston, MA 1974 682 pages ..... $150.00 ☐

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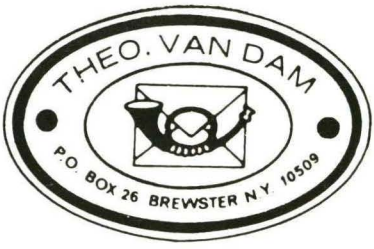
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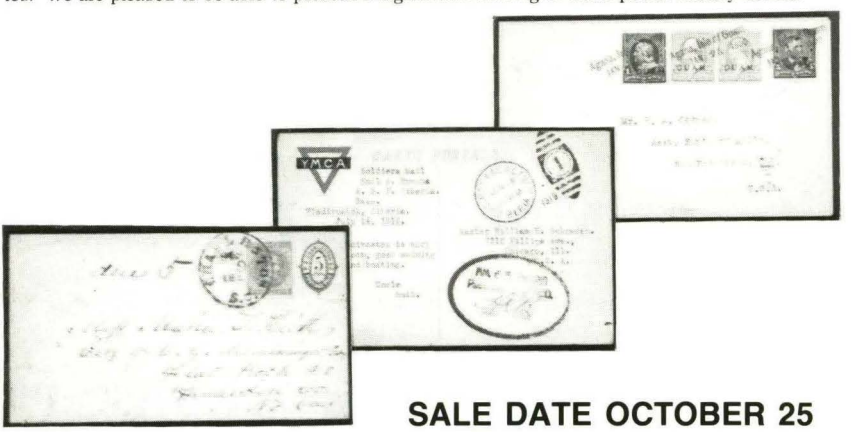
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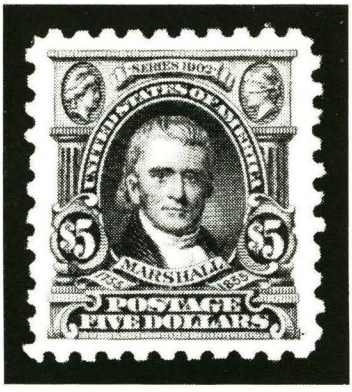




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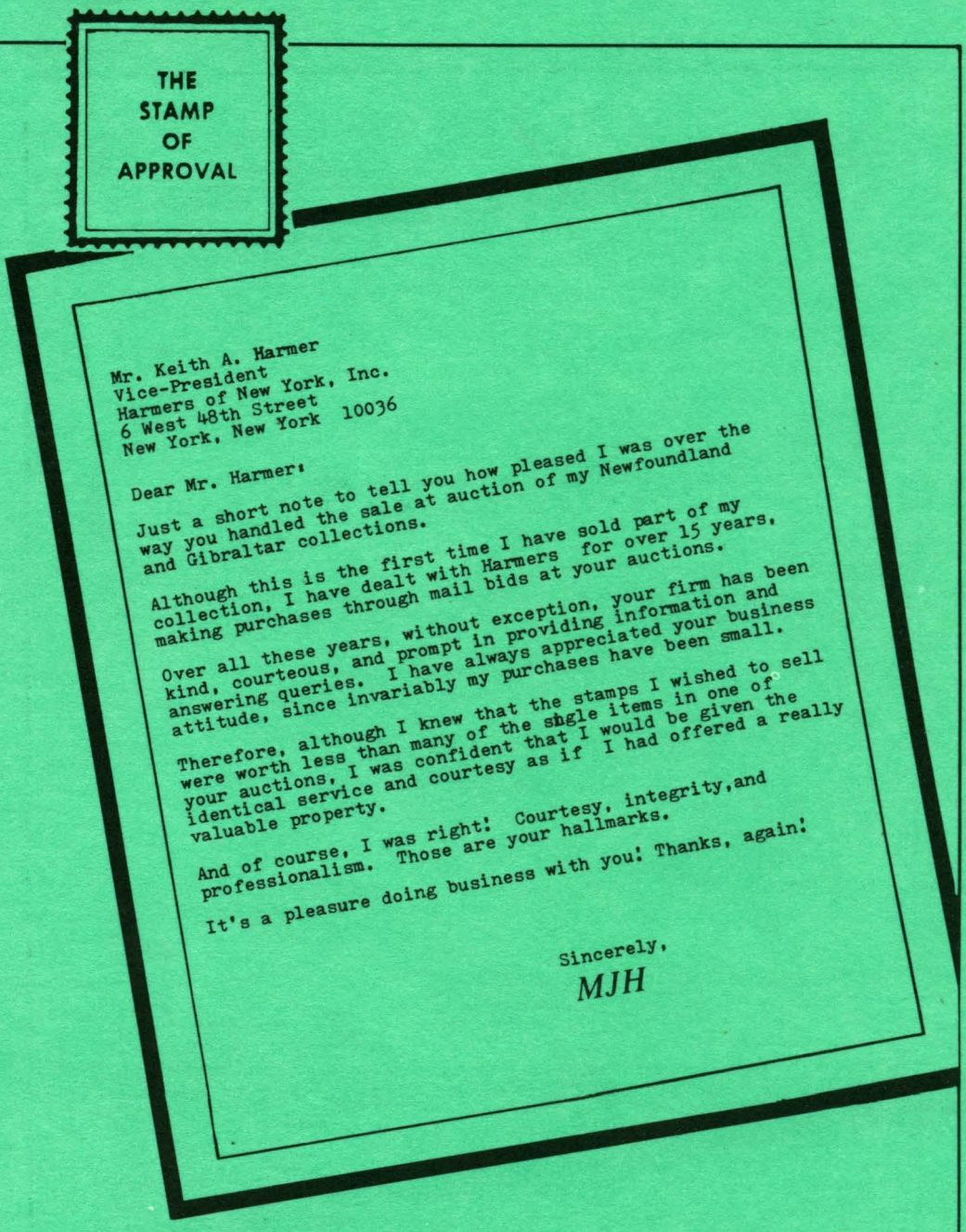
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