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Vol. XVII. JANUARY, 1938. No. 1.

Philately's Number One

By Lou W. Kreicker and Major P. H. Burrell.

CHAPTER NUMBER ONE.

The Early Postal History of Great Britain

IN Great Britain in the earliest times, messages were carried by special messengers as the occasion demanded, little detailed record of this transmission of letters being available today.

During the reign of Henry I (deceased 1135), a group of permanent salaried messengers called "Nuncii" were employed to carry the King's messages and many of the great nobles of that time also had special retainers for this purpose.

During the reign of Henry III, the Nuncii were allowed to wear the King's livery, and were therefore placed directly under his protection. They had, however, to provide their own horses or to procure the remounts they required as best they could; and it was not until the reign of Edward I (1272-1307) that regular posts were established at which the riders could obtain remounts belonging to the service. The cost of maintaining these horses and post stations was defrayed by the crown.

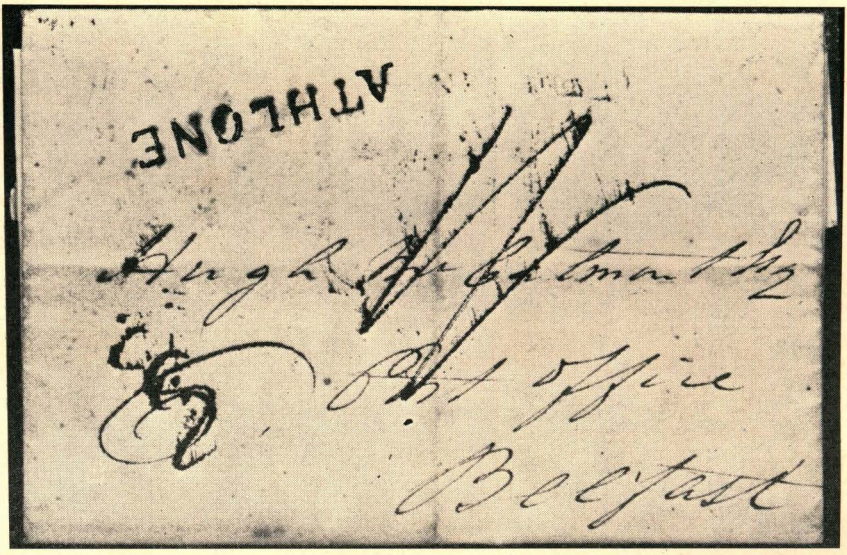
However, the speed with which even letters of importance were carried in those days was nothing very remarkable. A letter of record sent by the Lord Proctor to the Warden of the West Marshes and marked "In haste, haste, post haste, for thy life, for thy life, for thy life" took 5 days to cover the 260 miles between London and Carlisle.

Later, King Henry VIII did much to improve the postal system of Great Britain, and appointed Sir Brian Tuke as Master of the Posts.

Sir Brian was a very energetic and painstaking incumbent of the position; but, nevertheless, was not wholly free from criticism. When called in question by the Lord Privy Seal, he points out that "no man can keep horses in readiness without some way to balance the charges," which threw the criticisms directly back in the teeth of his critic.

Sir Brian also pointed out that, although the post office was accused of being slow under his direction, letters were frequently dated one or two days prior to the date on which they were posted, which made the service appear slower than it really was.

A great innovation first mentioned at about this time was the use of post horses for other than the actual carrying of government dispatches. Arrange-



Cover showing early use of "postmark." ATHLONE, Ireland to Belfast. Dated Oct. 21, 1806. Reverse side carries early type of circular receiving date stamp, OCT 22.

ment was made whereby the post horses could be hired by individuals, being charged for at the rate of a penny a mile. This change took place during the reign of King Edward VI.

In the succeeding years, the post costs rose rapidly and the rate of one penny per mile was charged by the owners of the horses for conveying letters between one post and the next.

During the reign of Queen Elizabeth, the Council paid the owners of the horses first three shillings per day, irrespective of the distance. This amount was later reduced to two shillings, and finally to one shilling and six pence. Even at these reduced rates, the owners of the horses found that they had a much more satisfactory arrangement than that which was formerly employed.

Besides Her Majesty's mail, there was also at this time a "strangers' post" system operating between London and the Continent for the convenience of Flemish and Spanish merchants. But the members of this system having fallen out among themselves over the selection of a Postmaster to conduct their affairs, finally appealed to the courts to settle the question. To the disappointment of both factions, the court ruled that the merchants had no right to operate such a post, and accordingly it merged with the existing postal system with Thomas Randolph appointed the first Chief Postmaster.

The speed with which letters were transmitted had changed but little during these early years, and in 1515 it still took 5 days for a letter to reach Sterling from Greenwich, a distance of 365 miles. That much better speeds were possible is proven by the fact that Robert Cary carried the news of the death of Queen Elizabeth from Richmond to Edinburgh in 3 days, and was evidently dependent on post horses for his remounts.

During the reign of James I (1603-1625), the Chief Postmaster was Lord Standhope who was in charge of all postal matters originating in England and coming from abroad. No provision, however, was made for letters being sent abroad, and a "strangers' post" had again come into existence, but was poorly managed, so that complaints and litigation were frequent.

The King, therefore, appointed Matthew DeQuester and his son to be joint Postmasters General for foreign parts. The two services could not work ami-

cably together, however, and this gave rise to a long drawn out law suit which was finally settled in 1662 by the withdrawal of both parties and the appointment of two Postmasters to handle both internal and foreign mail. From this time on, the postal service in Great Britain was recognized as a monopoly of the crown.

It was Postmasters W. Frizell and T. Witherings who first recognized the necessity for a public mail rather than a royal mail, and that letters of the general public should be forwarded by this means. The rates under the new system were fixed at two pence for each single letter for any distance under 80 miles; four pence up to 140 miles; six pence for longer distances in Great Britain; and eight pence to any place in Scotland—all distances being measured from, or to, London.

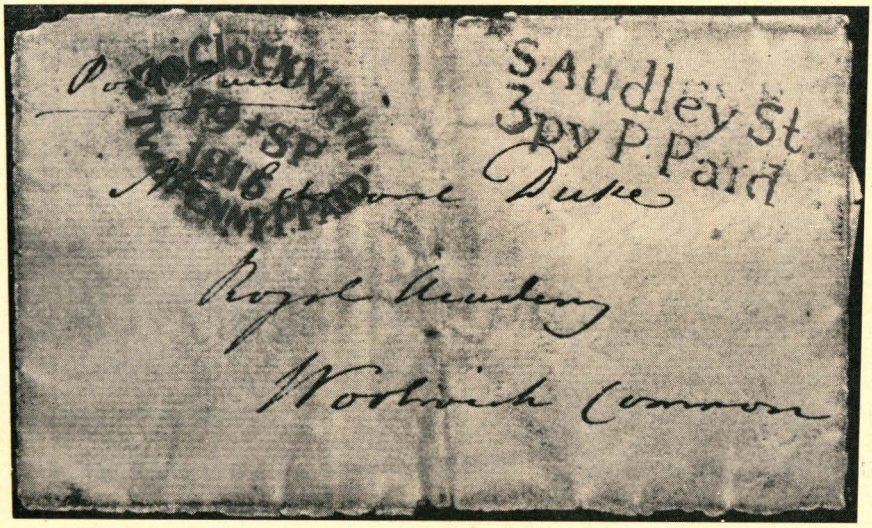
In 1644, Edmond Pridaux was appointed Master of the Posts, Couriers, and Messengers, and he must have been a very able and energetic manager. His agreement with the crown was to the effect that he was to defray all the expenses in connection with the post office, and that he should be allowed to keep whatever profit was made.

Within five years, the yearly profits amounted to some £5,000 and he then agreed to pay the sum of £5,000 a year for the privilege of keeping his office. Thus began the system of "farming" the post office to the highest bidder.

In 1654, the price paid for the post office privilege was £10,000 per annum, and in 1659 £14,000, showing what a remarkable growth the post office authorities had brought about.

The crown's monopoly to handle all postal matter, however, did not go unchallenged; and in 1683 a penny post was established in London by Robert Murray, an upholsterer, which later passed into the hands of and was operated by William Dockwara.

Regulations provided that all letters and parcels not exceeding one pound in weight or any sum of money not exceeding £10 Sterling or parcel worth not more than £10 Sterling should be carried for one penny within the city and suburbs, and for two pence within a 10 mile circle.



London letter to Woolwich dated Sept. 19, 1815. Carries oval receiving cancellation of General Post Office in red, 7 o'clock Night—19+SP, 1815—Two Penny P. Paid and S Audley St.—3 py. P. Paid two line cancel in red indicating its transfer to the three penny post.



A free franked cover of 1827 bearing a double lined circle and crown cancellation in red and the lettering FREE—23FE23, 1827. Sent from London on Feb. 23 and received at Edinburg on Feb. 25, 1827. (Note spelling "Edinbro").

This penny post was a great and immediate success, but the government took it over in the same year, appointing Dockwara controller of the district post. Thus commenced the principal post known as the London District Office, which continued to operate until 1854.

The revenue from the post office system continued to grow, and various grants were given upon this revenue. In the year 1694, William and Mary gave yearly grants to six of their courtiers amounting to a total of £20,700. Besides which, the sum of £700 annually was given to Mr. Dockwara.

In the year 1700, charges of mismanagement being preferred against him, Mr. Dockwara was relieved from his office and the system continued to operate under the Postmaster General. The mails at this time were still carried by post riders who strapped the mail bags to their saddles, coaches not yet being used due chiefly to the bad state of the roads.

In 1710, the postal system was completely remodeled. The former statutes were repealed, and the statutes of Ann C10 were substituted.

The rates were again changed, and the charge for single letters in England not over 80 miles were set at three pence; for double letters six pence; packet of legal papers, etc., one shilling per ounce. The rate for single letters 80 miles, but not further north than Berwick, was four pence; double letters eight pence; and packets per ounce one shilling and four pence. A letter to France cost one shilling; to Spain one shilling and six pence; and to New York one shilling.

The raise in rates was occasioned by a call on the post office revenue of £700 a week to help defray the expenses of the war. This was to be in effect for a limited time only; but far from being reduced, the rates were revised from time to time and always upwards.

The post office was further handicapped by the custom of allowing the members of Parliament to frank their letters. The loss from this cause amounted to £170,000 in the year 1763. However, due to the able way in which the post office was managed, it was still possible to show a substantial revenue; and in the year 1785, the net profit after all grants, etc., had been paid, amounted to over £250,000.

In 1761, the King wishing to raise more money for his personal expenses, again changed the rates of postage. A single letter traveling not over 15 miles cost one penny; a double letter two pence; and packets four pence an ounce. Between 30 and 40 miles, the charges were respectively two pence, four pence, and eight pence; and between 40 and 80 miles, three pence, six pence and one shilling.

During this period the stage coach was becoming constantly more popular. The roads were improving, and the mounted mail carriers were gradually being superseded by the mail coach. Due to the alleged increase in speed and security of the mails, another charge of one penny on each of the existing charges was levied; this in spite of the claims of the public that coaches were neither faster nor safer. The highwaymen were abundant, and except on the best roads a rate of 40 miles in 14 hours was considered very good going.

In May, 1734 a company of merchants in Manchester started a coach called the "Flying Coach" and stated as follows in their prospectus: "However incredible it may appear, this coach will actually (barring accidents) arrive in London 4½ days after leaving Manchester", which showed that the public was becoming "coach-minded".

Still, in 1760 but few coaches were being used in the country, although some had been in use for about 50 years in and about London. Most of the post roads were in a deplorable condition, and a journey of even a few miles was a real venture; so with the possibility of over-turned coaches and the risk of being marooned at some wayside hostelry, or by floods and continued rains, only the boldest spirits took the stage coach in these early days.

Gradually the roads improved, and the coach system was extended to connect the principal cities and towns though many country districts were still practically cut off from the outside world. It is claimed that news of the Battle of Waterloo reached one village in Lancastershire only shortly before the first anniversary of that memorable fight.

It was chiefly due to the efforts of a Mr. Palmer that the mail coach became the recognized method of conveying mail and passengers as he introduced



A local post cover with Belfast Penny Post and boxed No. 2 receiving cancellations both in black. Back of cover carries a maltese cross cancellation in red enclosing LS—2 SE—1823 and a double lined square in red with 1*—SE 4—33.

coaches that ran on regulated schedules. The first regular run between London and Bristol was started on August 8, 1784.

One coach left London at 8 o'clock each morning, reaching Bristol at about 11 o'clock the same night. Another coach covered the distance between London and Bath in 14 hours.

From this time on, the mail coaches started at regular times, generally about 8 o'clock in the morning or in the evening; and the vicinity of the General Post Office in London must have been a scene of great activity and excitement with all of the mail coaches starting out at about the same time of day.

The innovation proved an enormous success, and in the first year of their operation the net revenue of the post office amounted to £250,000, while the mails so carried were conveyed in about one-half of the previous time.

The invention of the macadam road helped the operation of the stages considerably, and by 1820 most of the post roads were macadamized.

In the year 1836, there were 54 horse mails in England, 30 in Ireland, and 10 in Scotland—all running on regular schedule. In the last year of mail coaches, 27 left London every night at 8 P. M., traveling a combined distance of 5,500 miles before they reached their various destinations.

The driving of the mail coaches required considerable skill, and it became a very fashionable pastime, being taken up by many members of the nobility. There must have been something strangely attractive about this life on the open road to induce such men to hire out as Jehus on the Brighton road.

We find Sir Vincent Cotton driving "The Age"; the Marquis of Worchester "The Beaufort"; and the son of Lord Stafford "The Brighton", day in, day out, in wind, rain and fair weather and certainly not for the nominal sum paid them by the post office authorities or the tips that they might receive from the passengers for their services.

This, then, was the postal system of Great Britain that Rowland Hill undertook to convert into a more useful and efficient system by the then unheard of method of reducing instead of raising the postal rates.

(To be continued.)

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of the **Collectors Club Philatelist**, published Quarterly at Federalsburg, Maryland, for January 1, 1938.

State of New York, County of New York, SS:

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared H. L. Lindquist, who, having been duly sworn according to law, deposes and says that he is the Editor of the Collectors Club Philatelist, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Collectors Club, 22 East 35th St., New York City.
Editor, H. L. Lindquist, 22 East 35th St., New York City.
Managing Editor, None. Business Managers, None.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent. or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, Company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Collectors Club, 22 East 35th St., New York City. President, A. W. Deas, 22 East 35th St., New York City. Vice President, Arthur E. Owen, 22 East 35th St., New York City. Secretary, Max G. Johl, 22 East 35th St., New York City. Treasurer, G. R. M. Ewing, 22 East 35th St., New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state). None.

H. L. LINDQUIST, Editor.

Sworn to and subscribed before me this 7th day of December, 1937.

LOUIS BARTHEL, Notary Public.

The Railroad Postmarks of France

By Carroll Chase.

(Continued from Vol. XVI, page 229.)

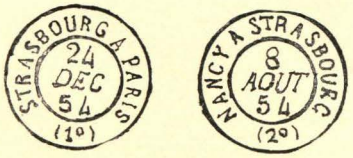


Figure No. 21.

OCTOBER 1st, 1853 several new lines of postal cars or ambulants (and I shall use ordinarily this latter term) were established and were given one or the other of two new type of postmarks to be tried out. The one illustrated in Figure 21 is the rarer. It showed, at the bottom of the postmark, not the number of the brigade, as did the "lignes," but the 1st or 2nd departure of the day. It was employed on three lines only. Paris-Meaux and Nancy-Strasbourg in both directions, and by Strasbourg à Paris, but evidently only in the direction toward Paris. These are all rare, especially the first two mentioned. As far as I know they exist only in black and, with one exception, I have never seen any of them on the front of a letter. These postmarks served for about a year only, which accounts for their scarcity.

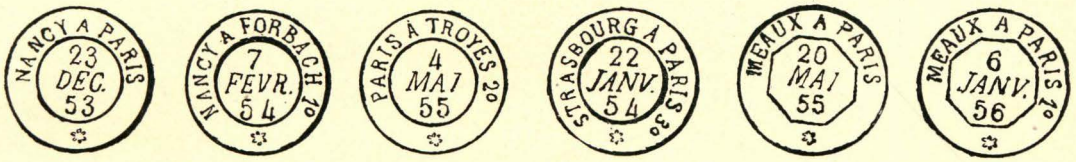


Figure No. 22.

The other type is shown in Figure 22. These postmarks were given to certain of the lines created October 1st, 1853 and to all others that were established until some time in August, 1854 (and even a few after that date) at which moment was adopted the definite type which served thirty years and more. Note however that this type with the tiny rosette at the bottom was used for many years by a certain few lines that had only one brigade. The detailed list which follows, containing the postmarks found in both Figures 21 and 22, speaks largely for itself. In the second column the letters C and O indicate whether the center of the postmark is circular, or, as occurred rarely, octagonal.

These postmarks have been seen only in black and all are very rare on the face of a letter, and, for that matter, except for the lines Paris-Bordeaux, Paris-Lyon, Paris-Nantes and Paris-Strasbourg, they are all rare even on the back of a letter, and some are really great rarities. About April 1855 it was decided to indicate by the postmark the difference between daytime and night service, the former being given postmarks with an octagonal center, and the latter marking with a circle in the middle. Because they were made after this date it happens that one line—Paris-Meaux—had certain day postmarks with a rosette at the bottom. The trouble with both types tried in 1853 was that they did not show the brigade which had handled the letter, and it was undoubtedly difficult in case of trouble to trace such a postmark back to the employé who had used it.

With (1°) or (2°) at the Bottom of the Postmark

Name of the Line as it Appears in the Postmark	Center	Griffe	Created	Earliest Seen	Suppressed	Latest Seen	Earliest Seen of the Next Type	Remarks
Paris à Meaux (1°)	C	P M 1°	Oct 1 1853		1854 or 1855	Dec 29 1854	May 20 1855	Replaced by Paris à Meaux *.
Paris à Meaux (2°)	C	P M 2°	Oct 1 1853		1854 or 1855			This postmark has not been seen but undoubtedly exists.
Meaux à Paris (1°)	C	M P 1°	Oct 1 1853	Oct 20 1853	1854 or 1855	Apr 30 1854	May 20 1855	Replaced by Meaux à Paris *.
Meaux à Paris (2)	C	M P 2°	Oct 1 1853		1854 or 1855	June 9 1854	May 20 1855	Replaced by Meaux à Paris *.
Strasbourg à Paris (1°)	C	S P 1°	Oct 1 1853	June 10 1854	Apr 12 or 13 1855	Feb 25 1855	Apr 14 1855	Replaced by Strasbourg à Paris 1° showing a brigade letter.
Strasbourg à Paris (2°)	C	S P 2°	Oct 1 1853	Feb 25 1854	Apr 12 or 13 1855	Apr 9 1855	Apr 14 1855	Replaced by Strasbourg à Paris 2° showing a brigade letter.
Nancy à Strasbourg (1°)	C	N S 1°	Oct 1 1853	Nov 26 1853	Late in 1854?	Mar 30 1854	July 10 1855	Replaced by Nancy à Strasbourg showing a brigade letter.
Nancy à Strasbourg (2°)	C	N S 2°	Oct 1 1853		Late in 1854?	Aug 8 1854	July 10 1855	Replaced by Nancy à Strasbourg showing a brigade letter.
Strasbourg à Nancy (1°)	C	S N 1°	Oct 1 1853	Mar 18 1854	Late in 1854?		July 10 1855	Replaced by Strasbourg à Nancy showing a brigade letter.
Strasbourg à Nancy (2°)	C	S N 2°	Oct 1 1853		Late in 1854?	Oct 16 1854	July 10 1855	Replaced by Strasbourg à Nancy showing a brigade letter.

With a Fleuron at the Bottom of the Postmark

Paris à Bordeaux 2°	C	P B 2°	Dec 10 1853	Dec 12 1853	July 1855	July 9 1855	June 8 1855	All the brigades did not receive at the same time the postmark with the letter of the brigade.
Paris à Chalons	C	P C	Oct 1 1853	Mar 7 1854	Between Feb & May '55	Feb 6 1855	May 7 1855	
Paris à Lyon 2°	C	P L 2°	May 22 1854	May 24 1854	Between May 5 & 22 '55	May 5 1855	May 23 1855	
Paris à Meaux	O?	?	Between Nov '54 & May 55		After May 20 '55			This postmark has not been seen but undoubtedly exists.
Paris à Meaux 1°	O?	P M 1°	Between May '55 & Jan '56		After Feb 5 1856		Jan 6 1856	This postmark has not been seen but undoubtedly exists.

Name of the Line as it Appears in the Postmark	Center	Griffe	Created	Earliest Seen	Suppressed	Latest Seen	Earliest Seen of the Next Type	Remarks
Paris à Meaux 2°	?	P M 2°	Between May '55 & Jan '56		After Feb 5 1856			This postmark has not been seen but undoubtedly exists.
Paris à Montereau	C	?	Aug 7 1854	Feb 7 1855	Between Sep 8 '54 & June 24 '55		June 25 1855	
Paris à Nancy	C	P N	Oct 1 1853	Dec 7 1853	Between Apr 14 '55 & Aug 4 1855	Apr 9 1855	Aug 5 1855	
Paris à Nantes	C	P N	Dec 10 1853	Dec 15 1853	June 4 or 5 1855	June 4 1855	June 6 1855	
Paris à Strasbourg	C	?	Oct 1 1853	Oct 27 1853	Apr 12 or 13 '55	Apr 2 1855	Apr 14 1855	
Paris à Strasbourg 1°	C	P S 1°	Jan 16 1854	Aug 22 1854	Apr 12 or 13 '55	Apr 9 1855	Apr 14 1855	
Paris à Strasbourg 2°	C	P S 2°	Jan 16 1854	Jan (18?)1854	Apr 12 or 13 '55	Apr 12 1855	Apr 14 1855	
Paris à Troyes 2°	C	P T 2°	May 22 1854	June 14 1854	Between May 15 & 21 '55	May 15 1855	May 22 1855	
Bordeaux à Paris 1°	C	B P 1°	Dec 10 1853	Dec 10 1853	June 1855	June 14 1855	June 20 1855	
Chalons à Paris	C	C P	Oct 1 1853	Dec 11 1853	Between Feb & May '55	Dec 20 1854	May 7 1855	
Lyon à Paris 2°	C	L P 2°	May 22 1854	May 25 1854	June 1855	June 4 1855	May 23 1855	
Meaux à Paris	O	?	Between Nov 54 & May 55		After May 20 1855	May 20 1855	Jan 6 1856	
Meaux à Paris 1°	O	M P 1°	Between May 55 & Jan 56	Jan 6 1856	After Feb 5 1856	Feb 5 1856		
Meaux à Paris 2°	O?	M P 2°	Between May 55 & Jan 56		After Feb 5 1856			This postmark has not been seen but undoubtedly exists.
Montereau à Paris	C	?	Aug 7 1854	Sept 8 1854	Between Sep 8 '54 & June 24 '55		June 25 1855	
Nancy à Paris	C	N P	Oct 1 1853	Oct 1 1853	Between Apr 14 '55 & Aug 4 1855	Apr 14 1855	Aug 5 1855	
Nantes à Paris	C	N P	Dec 10 1853	Dec 20 1853	June 4 or 5 1855	June 2 1855	June 6 1855	
Strasbourg à Paris 2°	C	S P 2°	Jan 16 1854	Sept 24 1854	Apr 12 or 13 '55	Apr 8 1855	Apr 14 1855	
Strasbourg à Paris 3°	C	S P 3°	Jan 16 1854	Jan 17 1854	Apr 12 or 13 '55	Jan 15 1855	Apr 14 1855	
Troyes à Paris 2°	C	T P 2°	May 22 1854	June 21 1854	Between May 15 & 21 '55	May 12 1855	May 22 1855	
Bale à Strasbourg 2°	C	B S 2°	Jan 16 1854	Jan 18 1854	Between Mar 27 & Apr 18 1855	Mar 27 1855	Apr 19 1855	
Forbach à Nancy 1°	C	F N 1°	Nov 10 1853	Nov 17 1853	July 23-26 '55	July 23 1855	July 27 1855	
Forbach à Nancy 2°	C	F N 2°	Nov 10 1853	Nov 29 1853	July 23-26 '55	Apr 14 1855	July 27 1855	
Forbach à Nancy 3°	C	F N 3°	Nov 10 1853	July 7 1854	July 23-26 '55		July 27 1855	
Nancy à Forbach 1°	C	N F 1°	Nov 10 1853	Feb 7 1854	July 23-26 '55	Dec 6 1854	July 27 1855	
Nancy à Forbach 2°	C	N F 2°	Nov 10 1853		July 23-26 '55		July 27 1855	This postmark has not been seen but undoubtedly exists.
Nancy à Forbach 3°	C	N F 3°	Nov 10 1853	Feb 25 1854	July 23-26 '55		July 27 1855	
Strasbourg à Bale 2°	C	S B 2°	Jan 16 1854	Apr 5 1854	Between Mar 27 & Apr 18 1855	Feb 22 1855	Apr 19 1855	

At the same time these two provisional types of dated postmarks were put into use, or a bit later, the griffe was also modified. The initials of the line were in smaller letters without serifs, the number often found after these initials —1°, 2° or 3°—indicated the first, second or third departure or trip in the 24 hours, and, with one exception, the direction was indicated. That is to say each ambulant used two griffes, one for the trip from Paris—or another city—and one for the return trip. These griffes continued in use until April 1st, 1876, at which time they (as will as the town griffes with numbers) went out of use, the stamps, from then on, being cancelled with the dated postmark. A few typical griffes, including such minor varieties as are known, are illustrated in Figure 23. The earliest type of griffe, used with the "Lignes" has already been illustrated in Figure No. 17. In Figure 23, the four typical griffes—without a num-

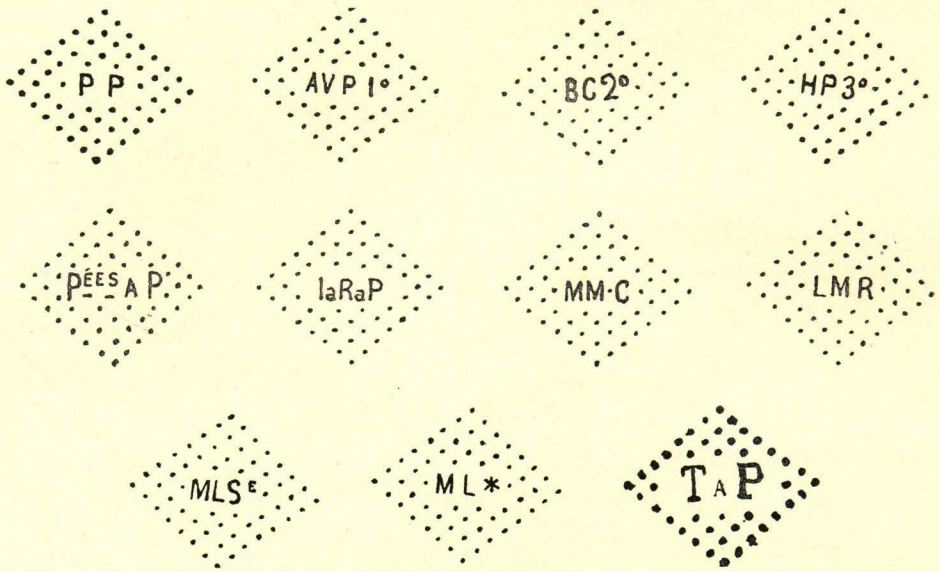


Figure No. 23.

ber, with a "1°" or "2°" or a "3°" are given first. The PP used by the ambulant between Paris and Périgueux is a bit odd as it did not indicate the direction, that is to say, it stood for either Paris à Périgueux or Périgueux à Paris. The minor varieties, all illustrated but one, are as follows. The ambulant Paris aux Pyrénées in both directions (but during the first period only of its existence, 1856-1864) used a griffe having letters frankly larger than the normal, and including an A (meaning "To" in English). This griffe is decidedly rare. Another ambulant, La Rochelle à Poitiérs, in both directions, had a griffe including an "à" but with normally sized letters. The griffe of Mâcon au Mont-Cenis and Mont-Cenis à Mâcon show a dot taking the place of the hyphen in Mont-Cenis. The griffe of Lyon à Marseille Rapide (but only in this direction) includes an R to indicate the word RAPIDE. . Lyon à Marseille Spécial, but again only in this direction, had two different griffes, one with Se standing for Spécial, and the other with a little rosette, indicating the same thing, after the ML. The two griffes, not illustrated, used comparatively late in the history of the ambulant Paris-Strasbourg in both directions— ST P 1 and P ST 1—show the 1 with serifs but without the little "°" which was added to all the others. One other griffe, undoubtedly made as a trial just before the griffes were all abolished, is also shown—T a P—in very large letters. The line indicated is almost certainly Toulouse à Périgueux. I have seen but one example on cover and unfortunately the dated postmark is that of the station

of Tarbes. As often happened the stamp was obliterated by the ambulant, but as a dated postmark the station marking was considered sufficient. I know of but one other example, off cover, which gives an idea of the great rarity of this griffe. Incidentally this line was suppressed Dec. 20th, 1875. A full list of the griffes will be given with all dated postmarks a bit further on. It may be added that they are almost invariably in black, though a very few are found in red, largely because ink of this color was occasionally used for marking registered letters. Blue has been seen used by but two lines, Bordeaux à Irun and Cette à Tarascon 2°, both in the south, and during the Franco-Prussian war. These are extremely rare. I may state that the earliest date I have encountered for this, the second type of griffe, is July 16th, 1854, though these griffes were certainly made quite a bit earlier.

We may now describe the definite type of dated postmark which came into use about the first of August 1854, the earliest date noted being the 12th of that month for the line Paris à Lyon 1°. These are ordinarily referred to as the Type I postmarks, though those already described preceded them. They continued in use regularly until 1886 at which time a new type, slightly larger, was adopted. There are two sub-types, Ia and Ib, which will be described presently. However the old handstamps were replaced by the new ones, called Type II, only as they became too worn for further use. So, while they gradually disappeared, three were still in use in 1913, while one brigade of the ambulant Marseille à Lyon 2° was still using a postmark of this type in 1918! Further, it is probable that certain lines in existance while the Type II postmarks were current, never had any Type II postmarks at all, because the Type I handstamps had not worn out. The principal characteristics of Type I are the size, 21 to 23 mm. in diameter, and the fact that they have an inner circle, or octagon or ondulated circle; but, most important, the name of the line is made up of letters having serifs, these characters ordinarily being called Roman.

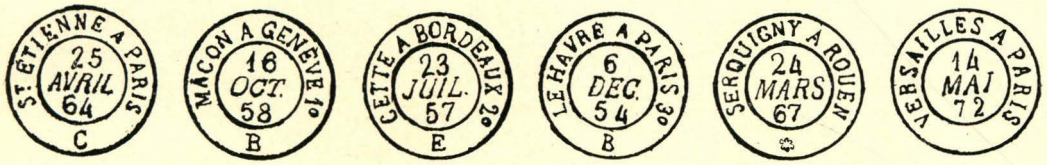


Figure No. 24.

There are certain varieties which will be found in Figures 24 to 30 inclusive. The normal varieties of night service postmarks are shown in Figure 24: —the single trip in the twenty-four hours, the 1st of at least two trips, the 2nd of at least two trips, and the 3rd trip, as well as the two postmarks with and without an ornament at the bottom, used by lines having a single brigade.

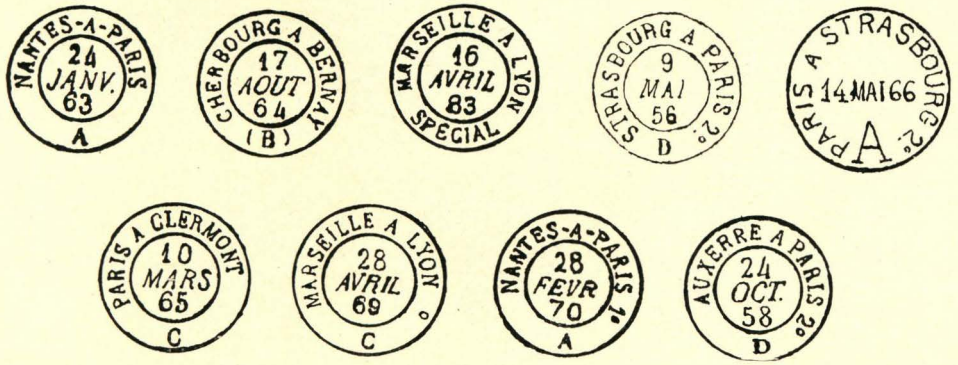


Figure No. 25.

Figure 25 shows the more unusual Type I markings of the night service, which may be described as follows:—Nantes-à-Paris, the only postmark showing hyphens either side of the A. Cherbourg à Bernay is one of the few lines which had the brigade letter in parenthesis. Marseille à Lyon Spécial indicates a special service, ordinarily connecting with a mail steamer. Strasbourg à Paris 2° D shows an odd slightly oval postmark made thus, and not deformed afterward, as it exists in both directions. Paris à Strasbourg A shows the very odd trial postmark used by Brigade A alone of this line and only during in 1866 in the direction Paris to Strasbourg. Paris à Clermont shows the "2°" removed completely at the moment when the ambulants Paris à Clermont 1° and 2° were united to make the new line Paris à Clermont. Marseille à Lyon ° shows the "1" only removed. Nantes-à-Paris 1° shows the "1°" added afterward—note the badly balanced postmark—and Auxerre à Paris 2° shows the 2° added in the same fashion.

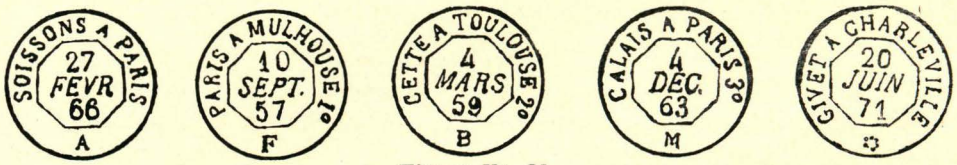


Figure No. 26.

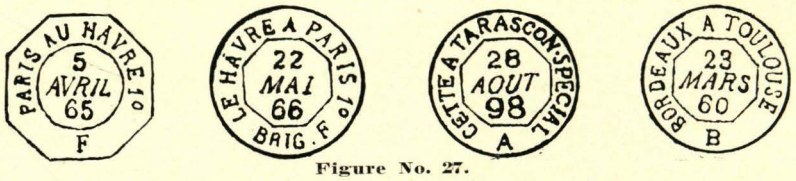
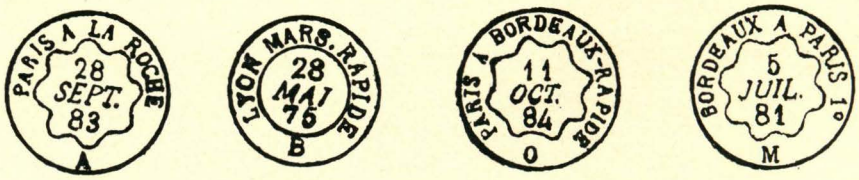


Figure No. 27.

Figure 26 shows the normal day service postmarks in the same manner as the normal night service markings. A day service postmark with nothing at the bottom is not known to exist. Figure 27 shows the unusual day service marks. The Paris au Havre 1° F is a trial postmark used only in 1865 and 1866 by Brigade F, with the exterior instead of the interior octagonal. The postmarks of this single brigade, but in both directions, are the only ones known. About the same remarks may be made regarding the Le Havre à Paris 1° BRIG F. This is another trial postmark found used only during 1866, by Brigades D and F in both directions. The Cette à Tarascon Spécial is the only day service postmark seen showing "Spécial." It undoubtedly connected with a mail steamer at Cette. The Bordeaux à Toulouse shows a postmark from which the "1°" had been removed, leaving a badly balanced marking.



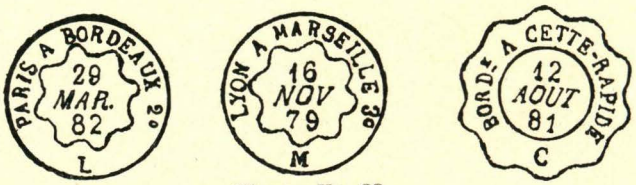


Figure No. 28.

Figure 28 shows the postmarks used by the "Rapide" services. These may all be considered normal except the Bordx. à Cette Rapide with the exterior ondulated. It exists in both directions and was used only by this line; in fact this is the only example (except one late trial postmark) of the use by any ambulant of the type of marking reserved for the courriere-convoyeurs, that is to say with the exterior ondulated. The Rapide postmarks may or may not show the word Rapide, but practically all of them show the center ondulated. The Lyon Mars. Rapide with a circular center is an exception, as is the Mars à Lyon Rapide, but of Type Ib (which see), which is of a day service.

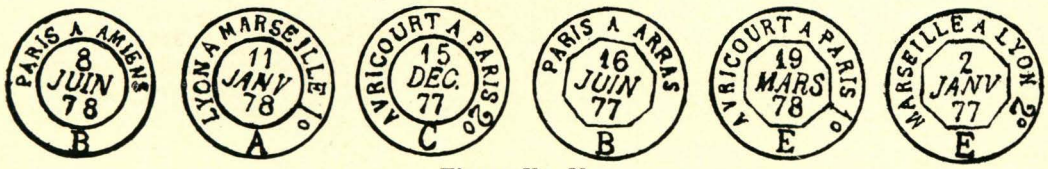


Figure No. 29.

Figure 29 shows a range of what are called the Type Ia postmarks, of both day and night service. These are found in postmarks made from about the end of 1876 for a year or so, for a certain number of lines, which will be found noted in the list which follows shortly. The brigade letter as well as (in the postmarks which had them) the "1°" or "2°" are in decidedly larger characters. Six examples are illustrated. These are all fairly rare, especially on stamps. No "3°", "Rapide" or "Spécial" postmarks have been seen.

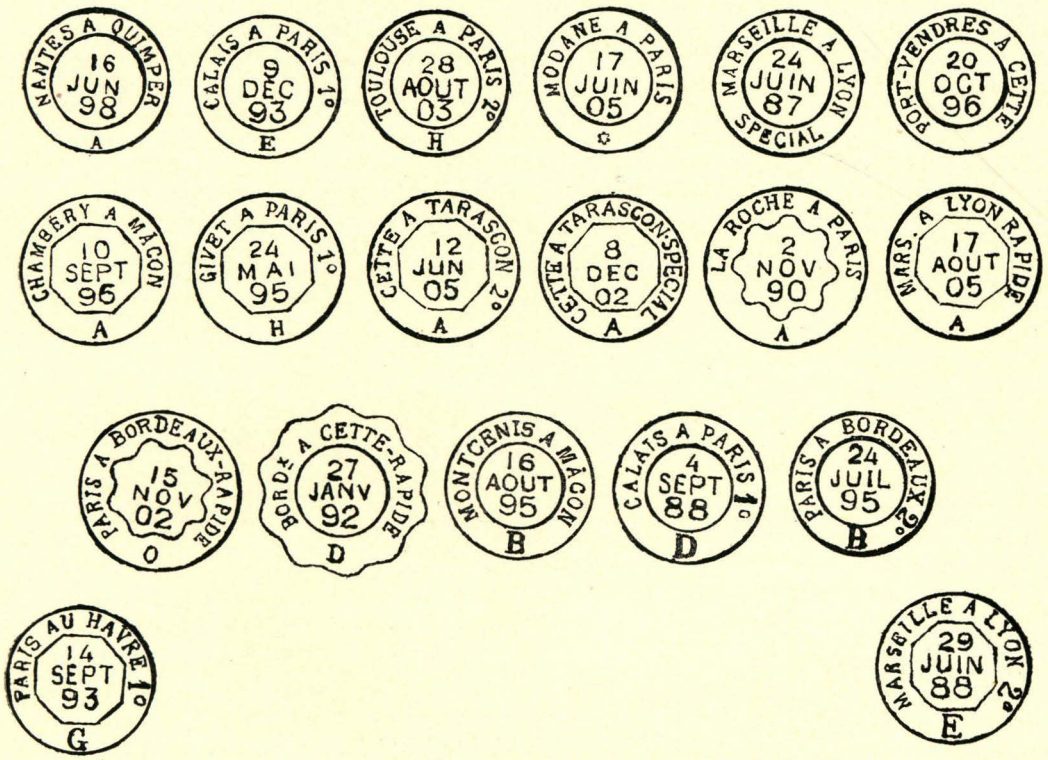


Figure No. 30.

A goodly range of the Type Ib postmarks, perhaps of considerably less importance than Type Ia, are shown in Figure 30. When, in 1886, the Type II postmarks were first made the letters indicating the month were changed from sloping to perfectly erect characters without serifs, called "bâton" in French and block letters, I believe, in English. Not all the postmarks after 1886 show them but most do. The illustrations show clearly the differences. As will be seen they were used for numerous varieties of the postmarks, night, day, "rapide" and "spécial." Even a few Type Ia postmarks which remained late in use, show the date typical of Type Ib.

The detailed list of all Type I, Ia and Ib postmarks which follows will replace much text. The list has been established with much care and is, I believe, accurate as far as it goes. It will be noted that there are very numerous discrepancies with the lists of Langlois and Veneziani and Langlois and Bourselet. The first column gives the name of the line exactly as it appears in the postmark; the second column the griffe or initials in a lozenge of dots, while the third column shows whether the postmark in question has a circular center for a night service, an octagonal center for a day service or an ondulated center for a "Rapide" service. The fourth column shows the maximum number of brigades which existed at one time or another throughout the life of the service; the brigades always being indicated by letters, except the few lines which had a single brigade, in which case an ornament (a tiny rosette), or more rarely nothing at all, is found at the bottom of the postmark. It should be understood that, with certain lines, the brigades were changed, either being added to or reduced. Here the maximum which existed is shown. The fifth and sixth columns give respectively the date of creation and of suppression. Very often these are known exactly, thanks to the official records; in other cases however the records are lacking and the information must be gotten as best may be from the study of the postmarks themselves. The seventh column gives the earliest date noted for the Type II postmarks, but naturally only for the lines which were in existance from 1886 when the Type II postmarks first appeared. Incidentally the earliest date known to me of a Type II postmark is July 11, 1886. The eighth column indicates the Types I, Ia and Ib, which have been seen. The last column, headed "Remarks," gives various explanatory notes which may be found of value in understanding the functioning of the line. As will be seen, there is much information still lacking, some of which will gradually be acquired by further study. After the list will be found a further discussion of the Type I, Ia and Ib postmarks.

Brief Reviews

CONTROL MARKS AND THE POSTAL OBLITERATIONS ON THE STAMPS OF THE REPUBLIC OF ECUADOR, Chas. J. Christophersen, Buenos Aires.

This is a translation from the Spanish original, published in the Revista de la Sociedad Filatelica Argentina of Buenos Aires, Nos. 286, 278/88 and 98/91 in the year 1935.

It contains illustrations of the various control marks and postal obliterations and will be indispensable to specialists in Ecuador.

FROEDE'S BRIEFMARKEN PREISBUCH, WELTAUSGABE, 1938. Verlag, Hans Froede, Dusseldorf, 66, Germany.

This is an outstanding work divided into two sections. The first, which is the 9th Edition, deals with the stamps of Europe, containing 468 pages. The second part, this being the 3rd Edition, lists the stamps of all other countries. Both sections are accompanied by very many illustrations which facilitate the understanding of the German language.

Direction FROM Paris

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à Agen	P AG	N	ABCDE	1864	1864	—	I	Existed only from Jan. to July 1864.
Paris à Agen	None	N	ABCD	1881		1888	I Ib	
Paris à Amiens	P AM	N	AB	1872	1878		I Ia	
Paris à Amiens	None	N	ABCD	1882		1904	I	Probably exists Type Ib also.
Paris à Angers	P ANG	N	ABCD	1863	1864		I	Existed about six months only.
Paris à Angers	None	N	ABCD	1878		1898	Ib	
Paris à Arras	P AR Pa ARs	D	AB	1867	1878(?)	1887	I Ia	The Type I & Ia postmarks have not been seen later than 1878, so the line was probably suppressed about that time. The Pa ARs griffe, perhaps provisional, is extremely rare.
Paris à Arras	P AR	N	AB	1871(?)	1886(?)		I Ia	Little is known of this postmark. Seen used in 1871, '72, '74, '77, '85 and '86. No evidence has been found in the archives of a night service. Perhaps used in error for a day postmark.
Paris à Auxerre	PA	N	ABCD	1857	1858	—	I	Existed about one year.
Paris à Auxerre 1°	PA 1°	D	EFGH	1858	1863	—	I	
Paris à Auxerre 2°	P A 2°	N	ABCD	1858	1863	—	I	
Paris à Auxerre	P A	D	ABCD	1863	1876	1903	I	The Type I postmark has not been seen after 1876, so the line was probably suppressed about that time, to be reestablished later.
Paris à Auxerre	P A	N	ABCD	1863	1864(?)	—	I	Little is known of this postmark . Seen only in 1863 and 1864. No evidence has been found in the archives of a night service at this time. Possibly the 1857-58 postmark put back in used by error.
Paris à Avricourt 1°	P A 1°	D	EFGH	1871		1887	I Ia Ib	
Paris à Avricourt 2°	P A 2°	N	ABCD	1871		1887	I Ia	
Paris à Avricourt	None	D	G	1882(?)	1883(?)		I	Seen only in 1882 & 1883. Probably made in error with the "1°" omitted.
Paris à Avricourt	None	N	AD	1880(?)	1886(?)		I	Seen only from 1880 to 1886. Probably made in error with the "2°" omitted.
Paris à Bâle	P B P Be	N	ABCDE	1858	1871		I	The griffe P Be has not been seen used before Feb. 1869. The dated postmark exists in red but is rare. The griffe also may exist in red.
Paris à Belfort	P Belf	N	ABCDE	1858	1863		I	
Paris à Belfort	P BEL	N	ABCD	1871		1892	I Ib	The griffe exists in red but is rare. The dated postmark may also exist in red.
Paris à Besançon	P Bn	N	ABCD	1856	1858		I	
Paris à Besançon	P BES	N	ABCD	1863	1864		I	In existence about one year.
Paris à Besançon	P BES	N	ABCD	1866	1878		I Ia	
Paris à Bordeaux 1°	P B 1°	D	ABCDEFGHJK	1856		1888	I Ia	Latest Type I postmark seen, 1885.
Paris à Bordeaux 1°	P B 1°	N	AFGK	1858(?)	1879(?)		I	Brigade A seen only in 1858, F & G in 1863 & K 1876 to 1879. In all probability postmarks made or used in error. These are all rare.
Paris à Bordeaux	P B 2°	N	CD	1857(?)	1860(?)		I	The postmarks of these two brigades (the only ones seen) replaced the Paris à Bordeaux 2° (night) from 1857 to 1860 for C, and from 1857 to 1859 for D. Obviously the "2°" was omitted from these postmarks by error.
Paris à Bordeaux 2°	P B 2°	N	ABCDEFGHJ	1855		1894	I Ia Ib	The brigades F G H J existed only from 1864 to 1871.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à Bordeaux 2°	None	R	LMNO	1879(?)	1882(?)		I	The brigade N has not been seen but undoubtedly exists. Brigade K may exist also. Replaced in 1882(?) by the postmark listed just below.
Paris à Bordeaux Rapide	None	R	LMNO	1882(?)		1906	I Ib	The brigade M has not been seen but undoubtedly exists. Replaced the postmark listed just above in 1882(?).
Paris à Bordeaux 3°	None	N	ABCDE ?	1880(?)	1881(?)		I	Have seen the brigade A (?) only.
Paris à Bourges	None	N	ABC	1878	1879?		I	Not seen later than Dec. 1879.
Paris à Brest	P Bt P BR	N	ABCDE	1854		1893	I Ia	Type Ib probably exists also. The griffe B PR has not been seen used earlier than 1872.
Paris à Caen	P Cn P CA	D	ABCDEFG	1864		1887	I Ib	The griffe PCA came into use about 1872. It is much rarer than the other one.
Paris à Calais 1°	P C 1°	D	ABCDEFGH	1855		1893(?)	I Ia Ib	
Paris à Calais 2°	P C 2°	D	IJKLM	1855	1864		I	
Paris à Calais 2°	P C 2°	N	ABCDEFL	1864		1890	I Ia Ib	The brigade L has been seen used from 1859 to 1862 only. Probably a postmark made or used by error.
Paris à Calais 3°	P C 3°	N	ABCD	1855	1864		I	
Paris à Châlons	P C	D	AB	1855?	1855?		I	The brigade A only has been seen but B undoubtedly exists.
Paris à Châlons	None	N	AB	1878		1890	Ib	
Paris à Chartres	None	D	AB	1880	?		I Ib	
Paris à Cherbourg	P Cg	N	ABCD	1854	1856		I	A few postmarks of the brigade B have been seen used (undoubtedly in error) in 1859 & 1860.
Paris à Cherbourg 1°	P Ch 1°	D	EFGHJ	1856	1864		I	
Paris à Cherbourg 2°	P Ch 2°	N	ABCDE	1856	1864		I	One of the two postmarks of the brigade D (2°) have been seen used (undoubtedly in error) in 1866.
Paris à Cherbourg	P Cg P Ch P C P CH	N	ABCDEFG	1864		1894	I Ia Ib	
Paris à Clamecy	None	N	ABCD	1878		1890	I Ib	
Paris à Clermont 1°	P Cf 1°	D	FGHJ	1856	1863		I	The dated postmark has been seen in red but is rare.
Paris à Clermont 2°	P Cf 2°	N	ABCDE	1854	1863		I	
Paris à Clermont	P Cf P C	N	ABCDE	1863		1892	I	Type Ib probably exists also. The f of the griffe & the brigade B gradually broke away and finally disappeared completely, leaving only PC.
Paris au Creusot	None	N	ABCD	1881		1900	I Ib	
Paris à Culoz	None	D	ABC ?	1878	1879		I	In existance about five months only. Only the brigade B has been seen.
Paris à Dijon	P D	D	ABCD	1856	1858		I	
Paris à Dijon	P D	D	ABC (D?)	1863?	1864		I	The brigade D has not been seen but may exist.
Paris à Dijon	None	D	ABC	1878?		1898	I	
Paris à Dunkerque	None	N?	ABCD	1881	1882		I	In existance eleven months. These postmarks have not been seen in this direction but surely exist.
Paris à Epernay	P E	D	ABCDE	1862?		1888	I Ib	Not seen earlier than 1862 so probably created about that time.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à Erquelines 1°	P E 1°	D	ABCDEFGH	1855		1899	I Ib	
Paris à Erquelines 1°	P E 1°	N	EG	1864?	1866?		I	Little is known of this postmark. Seen used only from 1864 to 1866 with the brigades E & G. Possibly postmarks made and used by error.
Paris à Erquelines 2°	P E 2°	N	ABCDEF	1855		1899	I Ia Ib	
Paris à Forbach	P F	N	ABCDE	1861	1864		I	
Paris à Forbach	P F	N	ABCD	1870	1870		I	Existed from Feb. to July or August 1870.
Paris à Givet 1°	P G 1°	D	EFGH	1862		1895	I Ia Ib	
Paris à Givet 2°	P G 2°	N	ABCD	1862		1898	I Ib	
Paris à Givet	?	N	ABCDE	1864?	1899?		I Ib	Postmarks probably used only by Paris à Givet 2°. Not seen before 1864 or after 1899.
Paris à Granville	P GR	N	ABCDE	1867		1893	I Ia Ib	It is possible that postmarks indicating a day service exist in the year 1867 as they did in the other direction.
Paris au Havre 1°	P H 1°	D	ABCDEFG	1856		1899	I Ia Ib	
Paris au Havre 1°	P H 1°	D	F see remarks	1865	1866		I	For about one year—earliest seen April 1865, latest Mar. 1866—brigade F was given a trial postmark which had the exterior octagonal instead of the usual inner octagon. See Figure 27.
Paris au Havre 1°	P H 1°	D	DF see remarks	1866	1866		I	For about two months—earliest seen May 31 1856, latest July 26 1866—Brigades D & F only were given trial postmarks which had BRIG (abbreviation for BRIGADE) before the brigade letter.
Paris au Havre 1°	P H 1°	N	CDE	1864?	1870?		I	Not seen before 1864 or after 1870.
Paris au Havre 2°	P H 2°	N	ABCDEF	1864?		1894	I Ib	Not seen before 1864.
Paris au Havre 2°	P H 2°	D	HJK	1856	1863?		I	Not seen after 1863.
Paris au Havre 3°	P H 3°	N	ABCD	1854	1864		I	
Paris à Laigle	P LAIG	D	ABCDE	1867		1890	I Ib	
Paris à Laigle	P LAIG	N	ABCDE	1867	1867?		I	The night postmarks, quite possibly made by error, have been seen used only during the month of August 1867—the month the service was started.
Paris à Langres	P L	D	ABCD	1858		1890	I Ib	
Paris à Langres	P L	N	C	1865?	1866?		I	Postmarks of a night service, Brigade C only, have been seen used only during 1865 & 1866. Probably a postmark made & used by error.
Paris à Lille	P LIL	N	ABCD	1864	1864		I	In existance only about six months.
Paris à Lille	P LIL	N	ABCD	1867		1895	I Ib	
Paris à Limoges	P L	N	ABCDE	1854	1864		I	The Brigade B has not been seen after 1862.
Paris à Limoges 1°	P Lim 1°	D	FGHJ	1861	1864		I	
Paris à Limoges 2°	?	N	B	1863?	1864		I	Postmarks of the Brigade B only have been seen in 1863 and 1864. Probably used by Brigade B of Paris à Limoges. The griffe P Lim 2° evidently does not exist.
Paris à Limoges	P LIM	D	ABCD	1875		1890	I Ib	The griffe P LIM is extremely rare.
Paris à Lyon 1°	P L 1°	N	FGHI	1854	1855		I	It was not until 1855 that the day service postmark with the center octagonal came into use. This in reality was a day service.
Paris à Lyon 1°	P L 1°	D	EFGHIJ	1855	1864		I	
Paris à Lyon 2°	P L 2°	N	ABCDE	1855	1864		I	
Paris à Lyon	P L	N	ABCD	1864	1878		I	
Paris à Lyon 1°	None	D	EFGH	1878		1898	I Ib	
Paris à Lyon 2°	None	N	ABCD	1878		1895	I Ib	

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à Marseille	P M	N	ABCD	1855	1879		I	
Paris à Marseille 1°	None	D	EFGH	1879		1902	I Ib	
Paris à Marseille 2°	None	N	ABCD	1879		1895	I Ib	
Paris à la Méditerranée	None	N	ABCD	1881		1903	I Ib	
Paris à Modane	P MOD	N	*	?		1903	I	This line had but one brigade which was indicated by a small ornament at the bottom of the postmark. It carried the mail for the near and far East and left Paris to connect at Modane with the Italian ambulant for the steamer from Brindisi, Italy. The return trip was made upon the arrival of the Italian ambulant at Modane with the mail from the boat arrived in that port. The date of creation is not known but was perhaps about 1873 as the postmark has not been seen before that date. The griffe is very rare and has not been seen in this direction. It is the only railroad postmark (except certain "Entrées en France") found normally in red. Black has not been seen in this direction but may exist. Type Ib probably also exists.
Paris à Montargis	P MT	D	AB	1864		1893	I Ia Ib	
Paris à Montereau	?	D	ABC ?	1855	1855?		I	The postmarks of this line are excessively rare. The griffe is unknown.
Paris à Montluçon	None	N	ABCD	1880?		1890	I Ib	Not seen before 1880. Probably created that year.
Paris à Moulins	None	D	ABCD	1878		1893	I Ib	
Paris à Mulhouse 1°	P M 1°	D	FGHI	1857	1858		I	In existance about one year.
Paris à Mulhouse 2°	P M 2°	N	ABCDE	1857	1858		I	In existance about one year.
Paris à Nancy	P N	D	ABCD	1855	1859		I	
Paris à Nantes	P N	N	ABCDE	1855		1889	I Ib	The dated postmark exists in red but is rare. Two examples have been seen of a postmark of the Brigade B both dated in 1868, which show no trace of any inner circle. The outer circle is broken to the left of the B. This may be a postmark from which the inner circle was purposely removed.
Paris à Orléans	P O	N	AB	1864	1864		I	This line was in existance about two months only.
Paris à Orléans	None	R	AB	1886?		1894	I Ib	
Paris à Périgueux	P P	N	ABCD	1864	1881		I	The same griffe was used in both directions.
Paris à Pontarlier	None	N	ABCD	1878		1890	I Ib	
Paris aux Pyrénées	P aux Pées	N	ABCDE	1886	1864		I	
Paris aux Pyrénées	P PYR	N	AB	1867	1868		I	
Paris aux Pyrénées	None	N	ABCDE	1881		1889	I Ib	"Paris à Pyrénées" is bad French, but is found in certain postmarks.
Paris à Pyrénées	None	N	ABCDE	1881		1889	I Ib	Same remarks.
Paris à Quiévrain	P Q	N	ABCD	1855	1867		I	
Paris à Rennes	P Rs P R	D	ABCD	1856		1888	I Ia	The griffe P Rdid not come into use on this line until about 1865, so imperforate stamps showing P R belong with the line Paris à Rouen.
Paris à Rennes	P Rs P R	N	ABC	1865?	1866?		I	Little is known of this "night" service. Brigades A B & C have been seen used in 1865 and 1866, and a single example of Brigade A in 1875. Probably postmarks made and used by error.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à La Roche	None	R	AB	1882?		1900	I Ib	Has not been seen earlier than 1882. This La Roche is in the Dept. of the Yonne.
Paris à La Rochelle	P L R	N	ABCDE	1863	1864		I	In existance about 8 months. The Brigade E has not been seen but probably exists.
Paris à La Rochelle	P la R	N	ABCD	1869		1895	I Ib	
Paris à Rouen	P R	D	ABC	1856	1858		I	
Paris à Rouen	None	D	ABC	1880		1896	I Ib	
Paris à Sedan	P S	N	ABCD	1857	1859		I	
Paris à Sedan 1°	P S 1°	D	EFGH	1859	1861		I	
Paris à Sedan 2°	P S	N	ABCD	1859	1861		I	The griffe PS 2° has not been seen used on this line. It seems certain that the griffe PS only was used with this dated postmark.
Paris à Sedan	P S ?	D	BC	1861	1862		I	I have not seen a griffe used with these dated postmarks. It may have been PS or PS 1°. Little is known of the "night" service. The Brigade A only has been seen used in 1861. Probably a postmark made and used by error. Only the Brigades B & C have been seen for the day service but A & D probably exist.
Paris à Sedan	?	N	A	1861	1862?		I	
Paris à Soissons	P S	D	AB	1864	1871		I	
Paris à Soissons	P S	N	A	1871?	1871?		I	Little is known of this "night" service. Brigade A only has been seen used in Sept. 1871. Probably a postmark made and used by error.
Paris à Strasbourg 1°	P S 1° P ST 1 P S	D	ABCDEFGHIJ	1855	1871		I	This griffe, which is without the "°," has not been seen before Jan. 1870 but was probably put in use early in 1869. Several examples of this griffe have been seen used between 1862 and 1869 by the brigades A & F. Quite possibly the Paris à Sedan griffe used by error.
Paris à Strasbourg 2°	P S 2°	N	ABCDEFGH	1855	1871		I	One of the Brigade D postmarks seen used only in 1856 and 1857 is of a somewhat different type. See Figure 25. During several months in 1866 the Brigade A used a provisional dated postmark of a very different type. One example has been seen in blue. See Figure 25.
Paris à St. Etienne	P S E	N	ABCDE	1863	1864		I	This line was in existance only about seven months.
Paris à St. Germ. des Fos.	P S G	D	ABCD	1863	1864		I	Paris à St. Germain des Fossés. This line was in existance only about seven months.
Paris à St. Quentin	P St Q	D	ABC ?	1855	1855?		I	Very little is known of this line which was in existance but a very few months.
Paris à Tergnier	None	N	ABCD	1880		1894	I Ib	According to the official records this line had four brigades, A B C & D, but I have never seen but A & B.
Paris à Tonnerre	P Tre	D	ABC	1855	1856		I	
Paris à Toulouse	P TOUL	N	ABCD	1868	1881		I	
Paris à Toulouse 1°	None	D	ABCD	1881		1891	I	Type Ib may exist but has not been seen.
Paris à Toulouse 2°	None	N	EFGH	1881		1886	I	

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Paris à Tours	P T	D	ABCD	1856	1859		I	
Paris à Tours	None	D	ABC	1878	?		I	Postmarks of this line are very rare. Not seen after Dec. 1878 the line probably having existed but a very short period.
Paris à Troyes 1°	P T 1°	N	DEF	1854	1855		I	This was in reality a day service. It was not until 1855 that the day service postmarks with octagonal center came into use.
Paris à Troyes 1°	P T 1°	D	DEFG	1855	1857		I	This postmark exists in blue but is excessively rare.
Paris à Troyes 2°	P T 2°	N	ABCD	1855	1857		I	
Paris à Troyes		N	AB	1880	1885		I	
Paris à Valenciennes	None	N	ABCD	1878		1888	I Ib	
Paris à Vendôme	None	D	AB	1881		1896	I	Type Ib may exist but has not been seen.
Paris à Vierzon	P V	D	ABC	1864	1867		I	
Paris à Vierzon	P V	D	ABC	1870	1875		I	

Direction TOWARDS Paris

Agen à Paris	AG P	N	ABCDE	1864	1864		I	Existed only from Jan. to July 1864.
Agen à Paris	None	N	ABCD	1881		1890	I Ib	
Amiens à Paris	AM P	N	AB	1872	1878		I Ia	
Amiens à Paris	None	N	ABCD	1882		1902	Ib	Must exist Type I also, but has not been seen.
Angers à Paris	ANG P	N	ABCD	1863	1864		I	Existed about six months only.
Angers à Paris	None	N	ABCD	1878		1900	I Ib	
Arras à Paris	AR P	D	AB	1867	1878(?)	1887	I Ia	The Type I & Ia postmarks have not been seen later than 1878, so the line was probably suppressed about that time.
Auxerre à Paris	A P	N	ABCD	1857	1858		I	Existed about one year.
Auxerre à Paris 1°	A P 1°		EFGH	1858	1863		I	
Auxerre à Paris 2°	A P 2°	N	ABCD	1858	1863		I	
Auxerre à Paris	A P	N	ABCD	1863	1876(?)	Not seen	I	The Type I postmark has not been seen after 1876 so the line was probably suppressed about that time. The Type II postmark undoubtedly exists.
Avricourt à Paris 1°	A P 1°	D	EFGH	1871		1887	I Ia	The dated postmark exists in red but is rare. The griffe also may exist in red.
Avricourt à Paris 2°	A P 2°	N	ABCD	1871		1887	I	Both the dated postmark and the griffe exist in red but are rare.
Avricourt à Paris	None	D	G	1880(?)	1882(?)		I	Seen only 1880 to 1882. Probably made in error with the "1°" omitted.
Avricourt à Paris	None	N	AD	1880(?)	1885(?)		I	Seen only 1880 to 1885. Probably made inerror with the "2°" omitted.
Bâle à Paris	B P	N	ABCDE	1858	1871	—	I	Both the dated postmark and the griffe exist in red but are rare.
Belfort à Paris	Belf P	N	ABCDE	1858	1863		I	
Belfort à Paris	BEL P	N	ABCD	1871		1888	I Ib	The dated postmark exists in red but is rare. The griffe may also exist in red.
Besançon à Paris	Bn P	N	ABCD	1856	1858		I	
Besançon à Paris	BES P	N	ABCD	1863	1864		I	In existance about one year.
Besançon à Paris	BES P B P	N	ABCD	1866	1878		I	The griffe BES P exists in red but is rare. The B P is probably the old Bale à Paris griffe put back in use.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Bordeaux à Paris 1°	B P 1°	D	ABCDEFGHJK	1864		1889	I	
Bordeaux à Paris 1°	B P 1°	N	ABCDEK	1855			I Ia	The Brigade K has been seen used only in Nov. 1877. (Type Ia).
Bordeaux à Paris	B P 1°	N	CD	1857	1860		I	The postmarks of these two brigades replaced the Bordeaux à Paris 1° (night) from 1857 to 1860 for the brigade C and from 1857 to 1859 for the brigade D.
Bordeaux à Paris	B P 2°	N	E	1867(?)	1876(?)		I	The Brigade E has been seen used in 1867, 1868, 1869, 1870, 1872 and 1876. It seemingly replaced Bordeaux à Paris 2° night Brigade E from 1867 to 1872 if not for a longer period. Obviously the "1°" or "2°" was omitted from these postmarks by error.
Bordeaux à Paris 1°	None	R	KMO	1880?	1882		I	The brigades L & N have not been seen but undoubtedly exist. This postmark was replaced in 1862 by "Bordeaux à Paris Rapide."
Bordeaux à Paris 2°	B P 2°	D	FGHJK	1856	1865*		I	*A single example has been seen—Brigade J—dated April 1882.
Bordeaux à Paris 2°	B P 2°	N	ABCDEFGHJ	1863		1895	I Ia Ib	
Bordeaux à Paris Rapide	None	R	LMNO	1882		1887	I	
Bordeaux à Paris 3°	None	N	ABCDE	1880(?)	1881(?)		I	
Bourges à Paris	None	N	ABC	1878	1879(?)		I	Not seen later than Dec. 1879.
Brest à Paris	Bt P	N	ABCDE	1854		1889	I Ia Ib	
Caen à Paris	Cn P	D	ABCDEFG	1864		1886	I Ia	
Calais à Paris 1°	C P 1°	N	ABCDEFG	1855		1889	I Ia Ib	The Brigade G has not been seen but it undoubtedly exists.
Calais à Paris 2°	C P 2°	D	ABCDEFGH JKLM	1855		1889	I Ia Ib	
Calais à Paris 3°	C P 3°	N	JKLM	1855	1860		I	
Calais à Paris 3°	C P 3°	D	EFGHJKLM	1860	1864		I	
Calais à Paris *	None	N	*	?	?		I	Little is known of this postmark. Seen only in 1872, 1882 and 1883. May have been a special service for foreign mails arriving at Calais.
Châlons à Paris	C P	D	AB	1855?	1855?		I	The Brigade B has not been seen but undoubtedly exists.
Châlons à Paris	None	N	AB	1878		1889	I Ib	
Chartres à Paris	None	D	AB	1880	?		I	Nothing from this line seen after 1887.
Cherbourg à Paris	Cg P	N	ABCD	1854	1856		I	
Cherbourg à Paris 1°	Ch P 1°	D	EFGHJ	1856	1864		I	
Cherbourg à Paris 2°	Ch P 2°	N	ABCDE	1856	1864		I	The griffe Cs P is also often found used with this dated postmark.
Cherbourg à Paris	Cg P Ch P CH P C P	N	ABCDEFG	1864		1887	I Ia Ib	The dated postmark exists in red but is rare.
Clamecy à Paris	None	N	ABCD	1878		1890	I Ib	
Clermont à Paris 1°	Cf P 1° C P 1°	D	FGHJ	1856	1863		I	The dated postmark exists in red but is rare. Two letters have been seen with this dated postmark —Brigade J in 1858 and Brigade G in 1859 showing the stamp clearly cancelled CP 1°. Probably used by error.
Clermont à Paris 2°	Cf P 2°	N	ABCDE	1854	1863		I	The dated postmark exists in red but is rare.
Clermont à Paris	Cf P P	N	ABCDE	1863		1892	I Ib	The "Cf" in the griffe of the Brigade B gradually broke away and finally disappeared completely leaving only the P !

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Creusot à Paris	None	N	ABCD	1881		1902	I Ib	
Culoz à Paris	None	D	ABC ?	1878	1879		I	In existance about five months only.
Dijon à Paris	D P	D	ABCD	1856	1858		I	
Dijon à Paris	D P	D	ABC (D?)	1863(?)	1864		I	The Brigade D has not been seen but may exist.
Dijon à Paris	None	D	ABC	1879?		1892	I	
Dijon à Paris	None	N	AB ?	1878?	1878?		I	Little is known of this night service. Three examples only have been seen all dated in 1878. Brigades A & B. Perhaps preceded Dijon à Paris day service.
Dunkerque à Paris	None	N	ABCD	1881	1882		I	In existance eleven months.
Epernay à Paris	E P	D	ABCDE	1862?		1886	I	Not seen earlier than 1862. Type Ib probably exists.
Erquelines à Paris 1°	E P 1°	D	ABCDEFGH	1855		1896	I Ib	
Erquelines à Paris 1°	E P 1°	N	EG	1864?	?		I	Little is known of these postmarks. Seen used only from 1864 to 1866 for the brigades E & G—except for one postmark, Brigade E, used in 1871. Possibly postmarks made and used by error.
Erquelines à Paris 2°	E P 2°	N	ABCDEF	1855		1891	I Ia Ib	
Forbach à Paris	F P	N	ABCDE	1861	1864		I	The dated postmark exists in red but is very rare.
Forbach à Paris	F P	N	ABCD	1870	1870		I	Existed from Feb. to about August, 1870.
Givet à Paris 1°	G P 1°	D	EFGH	1862		1887	I Ia Ib	
Givet à Paris 2°	G P 2°	N	ABCD	1862		1891	I Ib	
Givet à Paris	G P 2°	N	ABCDE	1864?	1892?		I Ib	Not seen before 1865 (though it may exist in 1864) or after 1892. Postmarks probably used only by Givet à Paris 2°.
Granville à Paris	Gr P	N	ABCDE	1867		1886	I Ia Ib	
Granville à Paris	Gr P	D	CE	1867	1867?		I	Little is known of this postmark. One each of Brigades C & D only have been seen both dated in August 1867. Possibly a day postmark was made and used by error when the line was created. The other three brigades may exist.
Le Havre à Paris 1°	H P 1°	D	ABCDEFGHJK	1856		1895	I Ib	
Le Havre à Paris 1°	H P 1°	D	F	1865	1866		I	For about one year—earliest seen June 1865—latest April 1866, Brigade F was given a trial postmark which had the exterior octagonal instead of the usual inner octagon.
Le Havre à Paris 1°	H P 1°	D	DF	1866	1866		I	For about two months, earliest seen May 22, 1866, latest July 19, 1866, Brigades D & F only were given a trial postmark which had BRIG (abbreviation for Brigade) before the brigade letter. See Figure 27.
Le Havre à Paris 1°	H P 1°	N	CDE	1864?	1870?		I	Not seen before 1864 or after 1870.
Le Havre à Paris 2°	H P 2°	N	ABCDEF	1864		1889	I Ib	Not seen before 1864.
Le Havre à Paris 2°	H P 2°	D	EFG	1856	1863*		I	*Not seen after 1863 except for two postmarks dated 1879 and 1880.
Le Havre à Paris 3°	H P 3°	N	ABCD	1854	1864		I	
Le Havre à Paris	?	D	E	1865?	1865?		I	A single postmark very clearly struck has been seen dated in 1865 without any trace of 1°, 2° or 3°. Nothing is known of its history.
Le Havre à Paris °	H P 2°	N	ABD	1864?	1866?		I	A few postmarks have been seen, brigades A, B & D, from 1864 to 1866, which have had the figure before the "°" removed. These are almost certainly the "3°" postmarks (with the "3" removed) used by Le Havre à Paris 2° (night service) to a small extent. They are rare.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Laigle à Paris	LAIG P	D	ABCDE	1867		1890	I Ib	A night service postmark may exist in 1867 as in the other direction.
Langres à Paris	L P	D	ABCD	1858		1886	I Ib	
Langres à Paris	L P	N	C	1865?	1866?		I	Postmarks of a "night" service, Brigade C only, have been seen used during 1865 and 1866. Probably a postmark made and used by error.
Lille à Paris	LIL P	N	ABCD	1864	1864		I	In existance about six months.
Lille à Paris	LIL P	N	ABCD	1867		1891	I Ia Ib	
Limoges à Paris	L P	N	ABCDE	1854	1864		I	
Limoges à Paris 1°	Lim P 1°	D	FGHJ	1861	1864		I	
Limoges à Paris 1°	?	N	B	1863?	1863?		I	Postmarks of the Brigade B only, have been seen used in 1863; probably used by Brigade B of Limoges à Paris. The postmark Limoges à Paris 2° evidently does not exist.
Limoges à Paris	LIM P	D	ABCD	1875		1890	I	The griffe LIM P is very rare.
Lyon à Paris 1°	L P 1°	N*	FGHI	1854	1855		I	*It was not until 1855 that the day service postmarks with the octagonal ecnter came into use. This, in reality, was a day service.
Lyon à Paris 1°	L P 1°	D	EFGHIJ	1855	1864		I	
Lyon à Paris 2°	L P 2°	N	ABCDE	1855	1864		I	
Lyon à Paris	L P	N	ABCD	1864	1878		I	
Lyon à Paris 1°	None	D	EFGH	1878		1902	I Ib	
Lyon à Paris 2°	None	N	ABCD	1878		1893	I Ib	
Marseille à Paris	M P	N	ABCD	1855	1864		I	
Marseille à Paris	M P	D	ABCD	1864	1877?		I	This postmark has not been seen dated after 1877 (except one example of Type Ib dated in 1888) and it seems probable that the return service on this line was assured by another ambulant—probably Lyon à Paris 1° & 2°. No postmarks Marseille à Paris 1° or 2° have been used. The earliest Type II postmark Marseille à Paris 1° or 2° seen is 1896.
Méditerranée à Paris	None	N	ABCD	1881		1896	I Ib	
Modane à Paris	MoD P	N	*	?		see note	I Ib	This line had but one brigade which was indicated by a small ornament at the bottom of the postmark. It carried the mail from the Near & Far East and left Modane upon the arrival of the Italian ambulant with the steamer mail from Brindisi, Italy. The date of creation is not known but was probably about 1873 as the postmark has not been seen before this date. It is the only railroad postmark (except certain "Entrées en France") found normally in red. Black has been seen only in Type Ib and is very rare. The Type II postmark has not been seen.
Montargis à Paris	MT P	D	AB	1864		1894	I Ib	
Montereau à Paris	?	D	ABC ?	1855?	1855		I	The postmarks of this line are excessively rare. The griffe is not known.
Montluçon à Paris	None	N	ABCD	1880?		1890	I Ib	Not seen before 1880. Probably created that year.
Moulins à Paris	None	D	ABCD	1878		1892	I Ib	

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Mulhouse à Paris 1°	M P 1°	D	FGHI	1857	1858		I	In existance about one year. The Brigade I has not been seen but probably exists.
Mulhouse à Paris 2°	M P 2°	N	ABCD	1857	1858		I	In existance about one year. The Brigade E has not been seen but may exist.
Nancy à Paris	N P	D	ABCD	1855	1859		I	
Nantes à Paris	N P	N	ABCDE	1855		1888	I Ia Ib	The dated postmark exists in red but is rare. A postmark of the Brigade A used occasionally from 1864 to 1876 shows a distinct hyphen between "Nantes" & "à" or between "à" & Paris. See Figure 25. A single example of this same postmark has been seen dated Feb 28 1870 in which there is a "1°" after Paris. It is authentic but nothing is known of its history. Possibly it was the intention at this time to divide the line into 1° & 2°. See Figure 25.
Orléans à Paris	O P	N	AB	1864	1864		I	This line was in existance only about two months.
Orléans à Paris	None	R	AB	1886?		1891	I Ib	
Périgueux à Paris	P P	N	ABCD	1864	1881		I	The same griffe was used in both directions.
Pontarlier à Paris	None	N	ABCD	1878		1891	I Ib	
Pyrénées à Paris	Pées à P	N	ABCDE	1856	1864		I	For this griffe see Figure 23.
Pyrénées à Paris	PYR P	N	AB	1867	1868		I	
Pyrénées à Paris	None	N	ABCDE	1881		1889	I Ib	
Quiévrain à Paris	Q P	N	ABCD	1855	1867		I	The dated postmark exists in red but is very rare.
Rennes à Paris	Rs P R P	D	ABCD	1856		1888	I	The griffe R P did not come into use on this line until about 1865, so imperforate stamps showing R P belong with the line Rouen à Paris.
Rennes à Paris	Rs P R P	N	ABC	1865?	1866?		I	Little is known of this "night" service. Brigades B & C have been seen used in 1865 & 1866. Two examples of Brigade A have been seen used in 1872 & 1873. Probably postmarks made and used by error.
La Roche à Paris	None	R	AB	1882?		1909	I Ib	Has not been seen used earlier than 1882. This La Roche is in the Department of the Yonne.
La Rochelle à Paris	L R P	N	ABCDE	1863	1864		I	In existance about eight months.
La Rochelle à Paris	L R P la R P	N	ABCD	1869		1890	I Ib	
Rouen à Paris	R P	D	ABC	1856	1858		I	
Rouen à Paris	None	N	ABC	1880		1890	I Ib	
Sedan à Paris	S P	N	ABCD	1857	1859		I	
Sedan à Paris 1°	S P 1°	D	EFGH	1859	1861		I	
Sedan à Paris 2°	S P 2° S P	N	ABCD	1859	1861		I	Both griffes SP 2° and SP were used with this dated postmark.
Sedan à Paris	S P 1°	D	ABCD	1861	1862		I	Only the griffe SP 1° has been seen used with this dated postmark but SP may also exist.
Soissons à Paris	S P	D	AB	1864	1871		I	One of the two dated postmarks of the Brigade B show Soissons spelled Soisson—an odd error. It is rare.
Soissons à Paris	S P	N	A	1870?	1871		I	Little is known of this "night" service. Brigade A only has been seen used in 1870 & 1871. Probably a postmark made and used by error.

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Strasbourg à Paris 1°	S P 1°	D	ABCDEFGHIJ	1855	1871		I	
	ST P 1	D						This griffe (which is without the "°") has not beer seen used earlier than April 1869.
Strasbourg à Paris 2°	S P 2°	N	ABCDEFGH	1855	1871		I	
Strasbourg à Paris	S P 2°	N	A	1866?	1870?		I	Postmarks of the Brigade A only have been seen used from 1866 to 1870. Evidently made in error and used only by Strasbourg à Paris 2°.
St. Etienne à Paris	S E P	N	ABCDE	1863	1864		I	This line was in existance only about seven months.
St. Germ. des Fos. à Paris	S G P	D	ABCD	1863	1864		I	St. Germain des Fossés à Paris. Only in existance about seven months.
St. Quentin à Paris	St Q P	D	ABC ?	1855	1855?		I	Very little is known of this line, which was in existance a very few months.
Tergnier à Paris	None	N	ABCD	1880		1894	I Ib	According to official records this line has four Brigades, A B C D, though I have never seen but A & B.
Tonnerre à Paris	Tre P	D	ABC	1855	1856		I	In existance about one year.
Tonnerre à Paris	Tre P	N	D					
Toulouse à Paris	TOUL P	N	ABCD	1868	1881		I	
Toulouse à Paris 1°	None	D	ABCD	1881		1888	I	Type Ib may exist but has not been seen.
Toulouse à Paris 2°	None	N	EFGH	1881		1890	I Ib	
Tours à Paris	T P	D	ABCD	1856	1859		I	
Tours à Paris	None	D	ABC	1878	?		I	Postmarks of this line are very rare. Not seen after Dec. 1878 the line probably having existed but for a very short period.
Troyes à Paris 1°	T P 1°	N	DEF	1854	1855		I	It was not until 1855 that the day service postmarks with octagonal center came into use. This, in reality, was a day service.
Troyes à Paris 1°	T P 1°	D	DEFG	1855	1857		I	This postmark exists in blue but is excessively rare.
Troyes à Paris 2°	T P 2°	N	ABCD	1855	1857		I	
Troyes à Paris	None	N	AB	1880	1885		I	
Valenciennes à Paris	None	N	ABCD	1878		1888	I Ib	
Vendôme à Paris	None	D	AB	1881		1894	I Ib	
Versailles à Paris	M G	N	*	1874?	1882?		I	The postmark with the fleuron has not been seen befor 1874 or after 1882.
Versailles à Paris	M G	N		1871		1894	I Ib	This postmark has nothing, not even a fleuron at the bottom. Both of these postmarks have been seen with the griffe MG used previously by Le Mans à Guingamp. This line exists only in the direction Versailles à Paris.
Vierzon à Paris	V P	N	ABC	1864	1867		I	
Vierzon à Paris	V P	N	ABC	1870	1875		I	

LINES NOT TOUCHING PARIS

Agen à Limoges	None	N	ABC	1883?		1898	I Ib	Probably created in 1883. Not seen before that year.
Agen à Périgueux	None	N	AB	1881	1882?		I	Postmarks of this line are extremely rare. Not seen after 1882.
Amboise à Nantes	A N	N	AB	1864	1864		I	This line was in existance about five weeks only.
Amiens à Douai	A D	N	ABC	1864	1866		I	

Name of the Line as it Appears in the Postmark	Initials or "Griffe"	D N R	Brigades, Maximum	Created	Suppressed	Earliest Type II Postmark	Types	Remarks
Arras à Dunkerque	None	N	AB	1880	1881		I	For eleven months this line was replaced by Paris à Dunkerque.
Arras à Dunkerque	None	N	AB	1882		1905	I	The Type Ib postmark has not been seen but undoubtedly exists.
Bâle à Strasbourg	S M 2	N	AB	1855	1858		I	The only griffe seen used by this line is SM 2 made for the line "Strasbourg à Bale No. 2" 1846-1853. In spite of the "night" postmark, circle interieur, this was in reality a night service.
Bayonne à Bordeaux 1°	B Bx 1°	N	ABC	1857	1864		I	
Bayonne à Bordeaux 2°	B Bx 2°	D	DEF	1857	1864		I	
Bernay à Cherbourg	B CH	N	(A) (B)	1864	1864		I	This line was in existance about three months. The letters indicating the brigade are in parenthesis.
Besançon à Dijon	None	N	AB	1878		1897	I	
Bordeaux à Bayonne 1°	Bx B 1°	D	DEF	1857	1864		I	
Bordeaux à Bayonne 2°	Bx B 2°	N	ABC	1857	1864		I	
Bordeaux à Cette 1°	B C 1°	N	ABCDE	1857	1857		I	This line was in existance about six months.
Bordeaux à Cette 2°	B C 2°	D	EFGHJ	1857	1857		I	This line was in existance about six months.
Bordeaux à Cette	B C	N	ABCDE	1857	See note		I	Though this line was divided into 1° and 2° in 1872 this postmark was still used occasionally as late as 1875—at this period with the griffe BC 1°.
Bordeaux à Cette 1°	B C 1°	N	ABCD	1872		1888	I	
Bordeaux à Cette 2°	B C 2°	D	EFGHI	1872		1888	I	
Bordeaux à Cette *	?	D	*	1871?	1871?		I	This postmark has been seen used only in 1871. Nothing is known of its history. It is very rare.
Bordx. à Cette-Rapide	None	R	ABCD	1881		1892	I Ib	The postmarks of this line, in both directions, had the exterior ondulated and a circle in the center. Found only with the postmarks of this line. See Figures 28 & 30.
Bordeaux à Irun	B I	N	ABC	1864		1887	I Ia	
Bordeaux à Poitiers	None	D	ABC	1883?	1894		I Ib	Has not been seen before 1883. No Type II postmark has been seen.
Bordeaux à Toulouse 1°	B T 1°	D	ABCD	1857	1859		I	
Bordeaux à Toulouse 2°	B T 2°	D	EFGH	1857	1859		I	
Bordeaux à Toulouse	B T	D	ABCD	1859	1861		I	
Bordeaux à Toulouse	B T	N	ABC(D) (E)	1866	1871		I	The brigade letters D and E are in parenthesis.
Calais à Douai	C D	N	ABCD	1860	1861		I	
Calais à Lille 1°	C L 1°	N	AB	1867		1898	I	
Calais à Lille 1°	C L 1°	D	B	?	?		I	A "day" postmark Brigade B has been seen, but is extremely rare.
Calais à Lille 2°	C L 2°	N	ABC	1867		1904	I Ia Ib	The Type II postmark is of a day service.
Carcassonne à Tarascon	C T	N	ABC	1864	1866		I	
Cette à Bordeaux 1°	C B 1°	D	EFGHJ	1857	1857		I	This line was in existance about six months.
Cette à Bordeaux 2°	C B 2°	N	ABCDE	1857	1857		I	This line was in existance about six months.
Cette à Bordeaux	C B	N	ABCDE	1857	See note		I	Though this line was divided into 1° and 2° in 1872 this postmark was still used occasionally as late as 1875.
Cette à Bordeaux 1°	C B 1°	N	ABCD	1872		1886	I	The griffe is known in red but is very rare.
Cette à Bordeaux 2°	C B 2°	D	EFGHI	1872		1889	I	
Cette à Bordx.-Rapide	None	R	ABCD	1881		1886	I Ib	The postmarks of this line in both directions had the exterior ondulated and a circle in the center. Found only with postmarks of this line. See Figure 28.

Cette à Tarascon 1°	C T 1°	N	ABC	1866		1890	I Ia Ib	The earliest Type II postmarks are of a night service, later of a day service.
Cette à Tarascon 2°	C T 2°	D	ABC	1866		1888	I Ib	The griffe exists in blue but is very rare.
Cette à Tarascon Spécial	None	D	ABC	1882		1908	I Ib	
Cette à Toulouse 1°	C T 1°	D	DEF	1857	1859		I	
Cette à Toulouse 2°	C T 2°	D	ABC	1857	1859		I	
Cette à Toulouse	C T	D	ABC	1859	1864		I	
Chambéry à Macôn	None	D	AB	1881		see note	I Ib	The Type II postmark undoubtedly exists but has not been seen.
Charleville à Givet	CH G	D	*	1866?	1871		I	Not seen earlier than 1866 so probably created about that time. It seems certain that there was but one griffe—CHG— which was used i nboth directions.
Cherbourg à Bernay	C H B	N	(A) (B)	1864	1864		I	This line was in existance about three months only. The Brigade letters are in parenthesis. See Figure 25.
Dijon à Besançon	None	N	AB	1878		1903	I	
Douai à Amiens	D A	N	ABC	1864	1866		I	
Douai à Calais	D C	N	ABCD	1860	1861		I	
Dunkerque à Arras	None	N	AB	1880	1881		I	For eleven months this line was replaced by Dunkerque à Paris.
Dunkerque à Arras	None	N	AB	1882		1887	I Ib	
Epernay à Sedan	E S	N	ABC	1861	1862		I	This line was in existance probably less than one year.
Forbach à Nancy 1°	F N 1°	D	CDEF	1855	1870		I	
Forbach à Nancy 2°	F N 2°	N	AB	1855	1870		I	
Forbach à Nancy 3°	F N 3°	D	CD	1855	1861?		I	Not seen after 1861 so probably suppressed about that time.
Forbach à Nancy		D	ABCD	1861?	1870		I	Brigades A & B have been seen used from 1861 to 1863 only, and Brigades C and D in 1870 only. A, C and D have been seen with the griffe FN 1° and B with FN 2°. These postmarks were probably all made and used by error for Forbach à Nancy 1° and 2°.
Gannat à Périgueux	None	N	ABC	1883?		1905	I Ib	Not seen before 1883, so probably created about that time.
Genève à Macôn 1°	G M 1°	D	CD	1857	1860		I	
Genève à Macôn 2°	G M 2°	N	AB	1857	1860		I	
Guinamp au Mans	G M	N	ABC	1864	1864		I	This line was in existance only about five weeks.
Irun à Bordeaux	I B	N	ABC	1864		see note	I Ia	Both the dated postmark and the griffe exist in blue but are very rare. The Type II postmark should exist but has not been seen.
Lille à Calais 1°	L C 1°	N	AB	1867		1894	I	The Type II postmarks indicate a day service.
Lille à Calais 1°	L C 1°	D	B ?	?	?		I	A day postmark (Brigade B) has been seen but is extremely rare.
Lille à Calais 2°	L C 2°	N	ABC	1867		1889	I	
Limoges à Agen	None	N	ABC	1883?		?	I Ib	Not seen before 1883 so probably created about that time. The Type II postmark undoubtedly exists but has not been seen.
Limoges à Toulouse	LIM T	N	ABC	1875	1881		I	
Limoges à Toulouse 1°	None	D	ABC	1881		1894	I	The Type II postmarks indicate a night service.
Limoges à Toulouse 2°	None	N	DEF	1881		1890	I	
Lyon à Avignon	L A	N	ABC	1866	1871		I	This line exists in this direction only.

Lyon à Marseille 1°	L M 1°	N	ABCD	1855		1905	I Ib	
Lyon à Marseille 2°	L M 2°	D	DEFGH	1855		1900	I Ib	Both the dated postmark and the griffe exist in red but are rare.
Lyon à Marseille 2°	L M 2°	N	H	1863?	1864?		I	The Brigade H only has been seen used in 1863 and 1864. Probably a postmark made and used by error.
Lyon à Marseille	?	D	EFGH	1873?	1877?		I	Little is known of this rare postmark. Seen only used from 1873 to 1877.
Lyon à Marseille 3°	None	R	JKLM	1879	1883?		I	Not seen after 1883 so probably suppressed about that date.
Lyon Mars. Rapide	L M R	N	ABC	1873	1884?		I Ia	The center of the postmark is circular. Not seen after 1884 so probably suppressed about that date. The griffe is very rare.
Lyon à Marseille Spécial	?	N	Spécial	1872?	1891?		I	But three examples of this postmark have been seen. Two dated in 1872 and one in 1891.
Lyon à Marseille °	?	N	C	1869?	1871?		I	Two very clear examples of this postmark with the number of the service removed have been seen, one dated in 1869 and one in 1871. Both Brigade C.
Lyon à la Méditerranée	L MED	N	ABCDE	1862	1866		I	The griffe exists in red but is very rare.
Macôn à Chambéry	None	D	AB	1881		1890	I	
Macôn à Genève 1°	M G 1°	N	AB	1857	1860		I	
Macôn à Genève 2°	M G 2°	D	CD	1857	1860		I	
Macôn à Marseille	None	D	ABCD	1878	1879		I	This line was in existance only about seven months.
Macôn au Mont Cenis Macôn à Mont Cenis	M M-C	N	ABCD	1860		1893	I Ib	"Macon a Mont Cenis" is not good French but is found in certain postmarks from about 1869.
Le Mans à Guingamp	M G	N	ABC	1864	1864		I	This line was in existance only about five months.
Marseille à Lyon 1°	M I 1°	N	ABCD	1855		1888	I	
Marseille à Lyon 2°	M L 2°	D	EFGH	1855		1891	I Ia Ib	
Marseille à Lyon 2°	M L 2°	N	EGH	1863?	1864?		I	The Brigades E, G and H only have been seen in 1862 and 1863. These are rare and are perhaps postmarks used by error. Brigade F may exist.
Marseille à Lyon 2°	None	N	F	1880?		1889	I Ib	The Brigade F only has been seen used from 1880 to 1918! Possibly a postmark made and used by error.
Marseille à Lyon	M L 2°	D	EFGH	1873?	1879?		I	Not seen before 1873 or after 1879. Only the griffe ML 2° has been seen used with this postmark.
Marseille à Lyon	?	N	C	1875?	1878?		I	The Brigade C only has been seen used from 1875 to 1878. Probably a postmark made and used by error.
Marseille à Lyon 3°	None	R	JKLM	1879	1883?		I	Not seen between 1883 and 1890 so probably suppressed during that period.
Marseille à Lyon 3°	None	R	C	1890?		1893	I	Seemingly reestablished about 1890 with other brigades. At any rate not seen between 1883 and 1890.
Mars. à Lyon Rapide	None	D	AB	1879?	?		I Ib	This return service of the line Lyon à Marseille Rapide was supposedly created in 1879 but no postmark has been seen before 1886. The Brigades A and B only have been seen but C, at least, may exist.
Mars. à Lyon Rapide	None	N	B	?	?		Ib	Two examples only have been seen, both Brigade B, dated in 1905 & 1914.
Marseille à Lyon *	M L Se M L *	N	*	1860?	1868?		I	Both the dated postmark and the griffe MLSe exist in red but are rare. Not seen before 1860 so probably created about that date. In 1868 or 1869 the dated postmark was changed to the one with Spécial at the bottom.

Marseille à Lyon Spécial	M L Se M L *	N	Spécial	1869?		1890	I Ib	The dated postmark exists in red but is very rare. The Type II postmarks indicate both a day and a night service. Both of these griffes are occasionally found used with the dated postmark Marseille à Lyon 2° (day service) or more rarely with the Marseille à Lyon (day service).
Marseille à Lyon °	?	N	C	1869?	?		I	Two very clear examples of this postmark have been seen, with the number of the service removed, both dated in 1869 and both Brigade C. See Figure 25.
Marseille à Macôn	None	D	ABCD	1878	1879		I	This line was in existance only about seven months.
Marseille à Nice	None	D	ABC	1879		1888	I	
Maubeuge à Busigny	None	N	ABCD	1882?		1894	I Ib	Not seen earlier than Feb. 1883 so probably created in 1882 or 1883. Exists only in this direction.
Méditerranée à Lyon	MED L	N	ABCDE	1862	1866		I	This griffe is occasionally seen with the dated postmark Marseille à Lyon 1°.
Mont Cenis à Macôn	M . CM	N	ABCD	1860		1891	I Ia Ib	The dated postmark exists in red but is very rare.
Nancy à Forbach 1°	N F 1°	N	AB	1855	1870		I	
Nancy à Forbach 2°	N F 2°	D	C	1855	1870		I	I have seen only the brigade C, but at least one other exists.
Nancy à Forbach 3°	N F 3°	?	?	1855	1861?		I	I have not seen the dated postmark which surely existed concurrently with Forbach à Nancy 3° from 1855 to about 1861. Probably a day service.
Nancy à Forbach	?	D	B	1856?	1862?		I	The Brigade B only has been seen in 1856 and 1862.
Nancy à Strasbourg	N S 1°	D	AB	1854?	1858?		I	Created late in 1854 or early in 1855. Not seen after Nov. 1858 so probably suppressed about that date. The griffe NS 1° is the only one seen used with this dated postmark.
Nantes à Amboise	N A	N	AB	1864	1864		I	This line was in existance only about five weeks.
Nantes à Quimper	N Q	N	ABC	1864		1903	I Ib	The Brigade C undoubtedly existed a few months at the beginning but I have not seen it.
Nice à Marseille	None	N	ABC	1879		1891	I	
Périgueux à Agen	None	N	AB	1881	1882?		I	Not seen after 1882. Postmarks of this line are extremely rare.
Périgueux à Gannat	None	N	ABC	1883?		Not seen	I	Not seen before 1883 so probably created about that date. The Type Ia postmark has not been seen but probably exists.
Périgueux à Toulouse	P T	N	ABC	1867	1875		I	
Poitiers à Bordeaux	None	D	ABC	1883?	1894	Not seen	I Ib	Not seen before 1883. The Type II postmark has not been seen.
Poitiers à La Rochelle	P à la R	N	ABC	1859	1863		I	
Port-Vendres à Cettee	None	N	No brigade indicated	1886?	1896?		I Ib	The dates of creation and suppression are not known. The Type II postmark is not known. The line probably exists only in this direction.
Port-Vendres à Toulouse	None	N	No brigade indicated	1881	1907?		I Ib	The date of suppression is not known. Not seen after 1907. The Type II postmark is not known.
Quimper à Nantes	Q N	N	ABC	1864		1900	I Ib	The Brigade C undoubtedly existed a few months at the beginning but I have not seen it.
Reims à Tergnier	None	?	AB	1879	1880		I	This line was in existence less than six months. I have never seen this postmark.

La Rochelle à Poitiers	la R à P	N	ABC	1859	1861		I	
La Rochelle à Tours	R T	N	AB	1864	1869		I	
Rouen à Serquigny	R S	N	*	1866	1867		I	Until May 1867 this line has one brigade only indicated by a fleuron at the bottom of the postmark.
Rouen à Serquigny	R S	N	AB	1867		1896	I Ib	
Sedan à Epernay	S E	N	ABC	1861	1862		I	This line was in existance probably less than one year.
Serquigny à Rouen	S R	N	*	1866	1867		I	Until May 1867 this line had one brigade only indicated by a fleuron at the bottom of the postmark.
Serquigny à Rouen	S R	N	AB	1867		?	I	The Type Ib postmark probably exists but has not been seen. The Type II postmark has not been seen in this direction.
Strasbourg à Bâle	S M 2	N	AB	1855	1858		I	The only griffe seen used by this line is the SM 2 made for the line "Strasbourg à Bale No. 2" 1846-1853. In spite of the "night" postmark, circle interior, this was in reality a day service.
Strasbourg à Nancy	S N 1°	D	AB	1854?	1858?		I	Created late in 1854 or early in 1855. Not seen after Nov. 1858 so probably suppressed about that date. The griffe SN 1° is the only one seen used with this dated postmark.
Tarascon à Carcassonne	T C	N	ABC	1864	1866		I	
Tarascon à Cette 1°	T C 1°	D	ABC	1866		1903	I	The Type II postmark is of a night service.
Tarascon à Cette 2°	T C 2°	N	ABC	1866		1904	I	
Tarascon à Cette Spécial	None	D	ABC	1882		1903	I	
Tergnier à Reims	None	?	AB	1879	1880		I	This line was in existance less than six months. I have never seen this postmark.
Toulouse à Bordeaux 1°	T B 1°	D	EFGH	1857	1859		I	
Toulouse à Bordeaux 2°	T B 2°	D	ABCD	1857	1859		I	
Toulouse à Bordeaux	T B	D	ABCD	1859	1866		I	
Toulouse à Bordeaux	T B	N	ABC(D)(E)	1866	1871		I	The Brigade letters D and E are in parenthesis.
Toulouse à Cette 1°	T C 1°	D	ABC	1857	1859		I	
Toulouse à Cette 2°	T C 1°	D	DEF	1857	1859		I	
Toulouse à Cette	T C	D	ABC	1859	1864		I	
Toulouse à Limoges	T LIM	N	ABC	1875	1881		I	
Toulouse à Limoges 1°	None	D	ABC	1881		1889	I Ib	
Touloues à Limoges 2°	None	N	DEF	1881		1889	I	
Toulouse à Périgueux	T P T a P	N	ABC	1867	1875		I	The large griffe has been seen used only late in 1875, and is extremely rare. Probably a trial griffe which might have been adopted had not all griffes been suppressed April 1. 1876. See Figure 23.
Toulouse à Port1Vendres	None	N	No brigade indicated	1881	?		I	The date of suppression is not known. The Type II postmark is not known. The postmark indicating this direction is extremely rare.
Tours à La Rochelle	T R	N	AB	1864	1869		I	

(To be continued.)

The United States Postage Stamps of the 20th Century

By Max G. Johl.

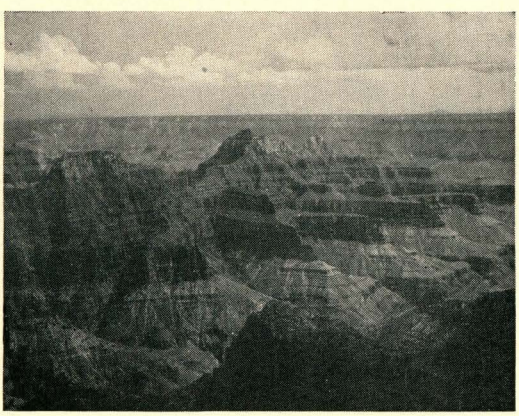
(Continued from page 255, Volume XVI.)

NATIONAL PARKS ISSUE

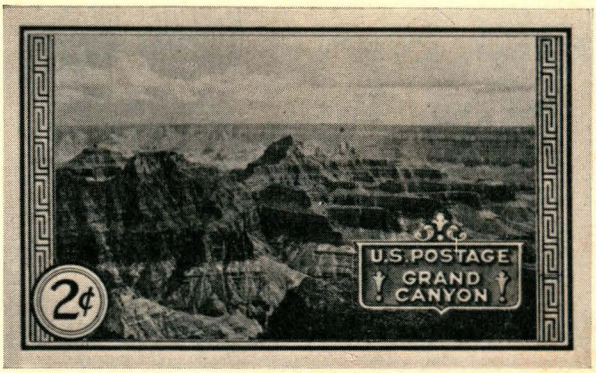
#741—Two Cent, Orange Red. Grand Canyon. No Watermark. Perf. 11.

Issued July 24, 1934.

The Bureau of Engraving and Printing received instructions on May 16th, 1934, to prepare designs for the two cent stamp of the National Parks. Three designs were submitted on June 1st and on June 6th, the model was approved by Postmaster General James A. Farley. On July 10th, W. W. Howes, Acting Postmaster General approved the die proof. The stamp was designed by Victor S. McCloskey, Jr. after a photograph by G. A. Grant of the National Park Service. It pictures the view of the Grand Canyon as seen by the porch of the Grand Canyon Lodge, showing the peaks known as Deva, Brahma and Zoroaster Temples, also the Bright Angel Canyon. The color, personally selected by President Roosevelt, while a radical change from the usual carmine of the two cent denomination, was almost identical with the color the traveler sees when he first views the Grand Canyon. L. S. Schofield engraved the vignette while the frame and lettering was executed by W. B. Wells. The various designs submitted varied only in the treatment of the side panels and the location of the inscription. Two rejected designs (illustrated) are not nearly as attractive as the accepted design.



View of canyon from porch of Grand Canyon Lodge, showing Deva, Brahma, and Zoroaster Temples, and Bright Angel Canyon.



Photograph of Original Drawing. Not Used.

The Canyon is a visible record of many geological eras in the history of the earth. The erosion of the fast flowing Colorado River has revealed many different strata of rock, each with its geological story. Here a layer contains fossilized corals and marine shells, indicating the invasion of an ancient sea; here appears to be "fossil" sand dunes; here a red bed indicates a flooded river plain in an arid region; and lower down in the canyon is an obvious intrusion, at an even earlier date, of molten rock, in large masses. The many types of rock, each affected differently by the erosion of the Colorado River as it rushed on to the sea, left a never-to-be-forgotten picture of fantastic shapes—pinnacles and temples, cliffs and canyons.

This section was holy ground to the Indians who long believed that the Canyon was the sanctum of their Great Spirit, and who cowed in fear as their war whoops and supplications were hurled back at them. One Indian legend tells of a miden pining for her lover who had been killed in battle. She prayed to the Great Spirit who, in answer to her pleadings, came to her, took her by the hand, and led her down into the Canyon to join her brave in the Happy Hunting Ground. The maiden never reappeared, and the Canyon was thereafter regarded by the Indians as "God's Pathway to the Promised Land."



Photograph of Original Drawing. Not Used.

On July 11th, the Bureau was instructed to print these two-cent stamps. The first printing took place on July 13th. Two days later, the Bureau made the first delivery to the Post Office Department which placed the stamps on sale at the Grand Canyon in Arizona and in Washington, D. C. on July 24th. Due

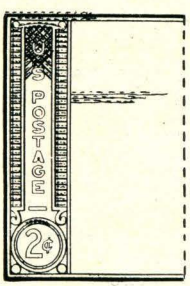
to the great demands on the Bureau and the short time available to turn out these stamps, some panes of this denomination were found imperf. horizontally while others were found imperf. vertically, and one pane was found entirely devoid of perforations. These were the first part perf. commemorative varieties found in approximately thirty years. For quite some time prior to the issuance of the Park stamps, most of the stamps printed at the Bureau had been prepared on the rotary press and perforated on the special perforators. Most of the help who had previously worked on the flat bed perforators had been transferred to other departments. The sudden demand for flat plate perforating necessitated recalling the personnel to the perforating department and it was some time before they again reached their former efficiency. This, coupled with the necessity of turning these stamps out in a minimum amount of time, resulted in these part perfs escaping the eyes of the operators of the perforating machines as well as the Bureau Inspectors. The two-cent stamps of this issue were available in two sizes due to the variation in the direction of the grain of the paper during some of the printings. Most of the stamps were 35¾ mm. long by 21½ mm. high. The others measured 36¼ mm. long by 21 mm. high. There was also considerable variation in the shade. Numerous sheets were found in which the orange so predominated, the color actually seemed like a red orange rather than an orange red. The other extreme of color showed but faint traces of the orange and actually seemed to be red rather than orange red. Eight plates were made and all went to press.

In engraving the master die, a slight error occurred. The inner frame line instead of carrying around the entire design appears broken at the bottom between the lower right hand corner of the vignette and the lower left hand corner of the right panel. This exists, of course, on every copy of this stamp. There were numerous double and shifted transfers almost all occurring on Plate 21255.

Shades,—Red orange, dark red orange, orange red, bright orange red, dark orange red.

Varieties,—a: Position blocks, usual 4 pane position blocks.
b: Plate number blocks.
c: Imperf. horizontally.
d: Imperf. vertically.
e: Double Transfer.

21215 upper left #4. The entire upper right corner of this stamp is nicely doubled upward. The shading lines in the right panel to the left of "GRAND" are doubled upward down past the first two letters, the top inner frame line is clearly doubled, being at first slightly thickened but as it passes over the top of the right panel it is clearly two lines, the vertical shading lines above the panel are slightly doubled, while the left curve of the top scroll is clearly doubled. (Illustrated.) This stamp is found in the top plate number block (without "F").

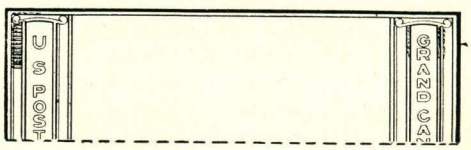


#14 21255UL Double Transfer.

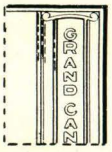
21255 upper left #14. On this stamp the doubling is entirely at the left part of the design. The entire left panel is doubled as are most of the horizontal shading lines of the left side of the vignette. The doubling of the left panel is so marked that it gives this side of the stamp a darker appearance which can be readily seen in a full sheet. (Illustrated.)

f: Shifted Transfer.

A shifted transfer of the right vignette frame line may be found on stamps #1, #2, #6, #11, #16, #21, #31, #32 and #35 of the upper left pane of Plate 21255. (Illustrated.)



#14 21255UR—Twisted Shift.



21255UL—Usual Shift.

Stamp #14 of the upper right pane of Plate 21255 shows a twisted shift which shows as a doubling of the horizontal shading lines in the upper left corner and in the vertical frame lines to the right and left of "GR" of "GRAND."

21255 lower left. Shifts similar to those reported above may be found on stamps #2, #6, #7, #16 and #31, the latter being the best on this pane.

21255 lower right. There is a marked shifted transfer on stamp #26 of this pane. This is quite evident in the right vignette frame line as well as in most of the vertical lines in the right panel. This is the best of the shifted transfers.

21257 lower left. There is a slight shift of the right vignette frame line in stamps #46, #47 and #48, the first one being the best of these.

g: Misplaced Entry.

Numerous stamps of this denomination have been found showing a twisted entry. Stamp #49 of the lower left pane of Plate 21258 shows this quite strongly.

Plates used: 21254—55, 56, 57, 58, 59, 60, 61.

Quantity issued: 74,400,200.

#757—Two Cent, Orange Red. Grand Canyon. No Watermark. Imperf.

Issued March 15, 1935.

This stamp being among those presented to President Roosevelt and other officials, it was also among those placed on sale in Washington as duplicates of the original presentation sheets. They were issued in sheets of 200 subjects as well as in blocks of 4. During the first day sale, the blocks of 4 were also available at the Benjamin Franklin Station at Washington, D. C. while the full sheets of 200 subjects were only available at the Philatelic Agency. After the first day sale, further sales of this stamp were restricted to the Philatelic Agency. These stamps were only printed with the grain of the paper in the normal direction and there is no variation in the size. Only the first four plates were used to print these stamps.

Shades,—Orange red, deep orange red.

Varieties,—a: Usual imperf. position blocks (see 1-cent #756).

b: Plate varieties reported on the perforated stamps were also available on these imperforates.

Plates used: 21254—55, 56, 57.

Quantity issued: 12,119 sheets of 200 subjects each, a total of 2,423,800; also 80,710 blocks of 4, a total of 323,840, making a combined total of 2,746,640.

#743—Three Cent, Violet. Mt. Rainier. No Watermark. Perf. 11.

Issued August 3, 1934.

In 1922, the Bureau of Engraving and Printing prepared several scenic designs. Among these was a splendid picture of Mt. Rainier and Mirror Lake. This would have made a most attractive stamp and it was quite natural that the same scene be portrayed on one of the stamps of the National Park Series. This design was selected for the three-cent stamp. On May 16th, 1934, the Bureau of Engraving and Printing was instructed to prepare a design which was subbitted on June 22nd. On June 28th, Postmaster General James A. Farley approved the model prepared by Victor S. McCloskey, Jr. and on July 16th, W. W. Howes, Acting Postmaster General, approved the die proof. The design is also horizontal and shows the reflection of Mt. Rainier in Mirror Lake after a photograph by Asahel Curtis of the National Park Service. The vignette was engraved by J. C. Benzing and the frame and lettering engraved by W. B. Wells.



Reflection of Mt. Rainier in Mirror Lake.

Mount Rainier is the third highest peak in the United States, rising 14,408 feet above sea level and more than two miles above its immediate base. It is a scarred monument of a volcanic peak built chiefly from lava fragments ejected from its former crater. Steam is still emitted at times from small vents near the summit. From about 7,000 feet to the top, the mountain is bare of all vegetation and is covered with rocks, snow and ice. It was formerly known as Mount Tacoma, the Indian word for "snow peak." Up above the timber line there is a continuous riot of noise as the winds rush and eddy their way in and out among the rock formations, swirling into the caves, and whistling through the narrow canyons. The wind growls and screams in a blood curdling and horrifying manner which fascinates the visitor as the orchestration changes from minute to minute.

Indian legend tells of a miser who hoarded the most prized of all wampum, hiaqua, and who made a bargain with the evil spirit, Tamanous, to disclose to him the secret spot where hiaqua could be found. The miser made his way up to the top of the mountain and, finding the spot, filled his bags with the treasure and began the descent. As he staggered down under the load of stolen property, a huge mass of black mist crept about him and, roaring, hurled upon him great rocks and ice. Frightened beyond reason, the miser dropped the bags,

whereupon, the deafening hurricane immediately ceased as the mountain regained its treasure. Even today, when the wind howls and rages high on the peak, the Indians believe that some one is trying to steal the hiaqua, while above it all, as the stamp depicts, Mount Rainier lifts its head to the heavens.

Although the design was not approved until July 16th, the Bureau was instructed to print the three-cent Park Stamp on July 12th. On July 19th, printing was started and four days later, the first delivery was made to the Post Office Department. On August 3rd, the stamps were placed on sale in Longmire, Washington, and in Washington, D. C.

Although a larger quantity of the three-cent stamps were issued than in any other value, no perforation varieties were found. Nine plates were made and all went to press. Before the printing had been completed, one of the first eight became defective and one additional plate had to be made. Copies from Plate 21332 which was used to complete the printing, are somewhat scarcer than any of the other numbers.

Plate varieties of this stamp consist mainly of several twisted entries as well as numerous recuttings of the sky. These stamps are also available in two sizes measuring 35¾ by 21¼ or 36¼ by 20¾. There is also considerable variation in the color.

Shades,—Light violet, light grayish violet, reddish violet, red viclet, deep red violet, violet, deep greyish violet.

Varieties,—a: Position blocks, usual 4 pane position blocks.
b: Plate Number Blocks
c: Recuts.
21263 lower right #17. There seems to be a "cloud in the sky" which upon closer examination shows the lines to the right of the mountain top to be heavier and somewhat wavy. The difference in the appearance of this stamp is easily visible to the naked eye.
21263 upper right #37. This shows a nice recutting of the lines in the sky to the right of the tree in the center of the vignette. This is similar to the one on stamp #17 although the recut lines are not as numerous. The shading in the part of the mountain below the recutting is faint at the tops of the trees.
21265 lower right, #38, #43 and #48. The sky to the right of the mountain has been recut and the strengthening of the shading lines give the appearance of a storm brewing over Mount Rainier. The best of these three is #43.
d: Twisted Entry.
21263 upper left #1, #2, #3, #4. These stamps show a slight twisted entry, the right side being higher than the left.
e: Misplaced Entry.
21265 lower left #47. This stamp is lower than the surrounding stamps in this row.

#751—Three Cent, Violet. Mount Rainier. No Watermark. Imperf. Sheet of 6.

Issued August 28, 1934.

On August 7th, 1934, Postmaster General Farley approved the layout of a plate for printing souvenir panes of 6 of this stamp in compliment to the American Philatelic Society and its Convention to be held at Atlantic City, New Jersey, the latter part of August. Orders were given to print this stamp on the following date, at which time, Mr. Farley publicly announced that such a sheet would be issued. One week later, printing was started and on the 23rd of August, the Bureau made its first delivery to the Post Office Department and the stamps were placed on sale on August 28th at the branch Philatelic Agency established in Atlantic City, the scene of the 1934 Convention of the American Philatelic Society. These stamps were printed in sheets of 120 subjects divided into 20 panes of 6 stamps each. The three-cent plate contained 4 rows of 5 panes each.

As part of the Bureau of Engraving and Printing's Exhibit, at the A. P. S. Exhibition, copies of these souvenir panes were printed on a hand press. Although these full sheets were not distributed to collectors, interested visitors were able to study the markings on the full sheet. This was a great help in plating the panes of this issue especially since only one plate was used. Shortly after the stamps had been first issued, all 20 positions had been plated by Arthur E. Owen and the author. The report of their findings appeared in the Bureau Specialist, October, 1934. None of the varieties on any of the panes were worthy of special mention, consisting mainly of position dots and minor plate flaws. At the time these were issued, collectors were informed that they were only available in single panes of 6.

Shade,—Bright reddish violet.

Plate used: 21303.

Quantity issued: 511,391 panes of 6.

#758—Three Cent, Violet. Mount Rainier. No Watermark. Imperf.

Issued March 15, 1935.

This being one of the values which had been presented to Government officials in unperforated and uncut sheets, it was also made available to collectors when the presentation sheets were duplicated and placed on sale at the Agency. Orders were received at the Bureau on February 15th, 1935, to print these unperforated and ungummed stamps. Printing was started on February 26th. On March 4th, the Bureau made its first delivery in blocks of 4 and on March 8th, the full sheets were turned over to the postal authorities. For first day sale, blocks of 4 were also placed on sale at the Washington Post Office in addition to the Philatelic Agency. After that date, they were only available at the Agency. The full sheets of 200 subjects, however, were only sold through the Philatelic Agency. The Bureau delivered to the Post Office Department 11,700 imperf. sheets of which only 9,397 were sold, and also delivered 1,079,600 stamps in blocks of 4 of which only 288,688 were sold. The balance remaining on hand after the sale closed on June 15th were returned to the Bureau, the blocks of 4 for redemption and the full sheets for gumming and perforating. The latter were later returned to the Agency in normal condition and placed on sale.

Shades,—Violet, bright violet, dark reddish violet.

Varieties,—a: Usual imperf. position blocks. See 1-cent #756).
b: Plate Varieties.
Those reported for the first four plates were also available on these imperf. issues.

Quantity issued: 72,172 blocks of 4, a total of 288,688 stamps; also 9,397 sheets of 200 subjects each, a total of 1,879,400 stamps, making a combined total of 2,168,088.

#770—Three Cent, Violet. Mount Mainier. No Watermark. Imperf. Pane of 6 Stamps.

Issued March 15, 1935.

Although collectors had been informed that these would only be available in panes of 6, they were included among the sheets issued to duplicate those that had been presented to Government officials.

These were issued in full sheets of 120 subjects consisting of 20 panes made up of 4 horizontal rows of 5 panes each. These also were issued ungummed.

Being issued in full sheets, it now became possible to have pairs of stamps or pairs of panes with the wide horizontal or vertical gutter between as well as

blocks of stamps or blocks of panes divided by a large horizontal and vertical gutter.

Shades,—Violet, bright violet.

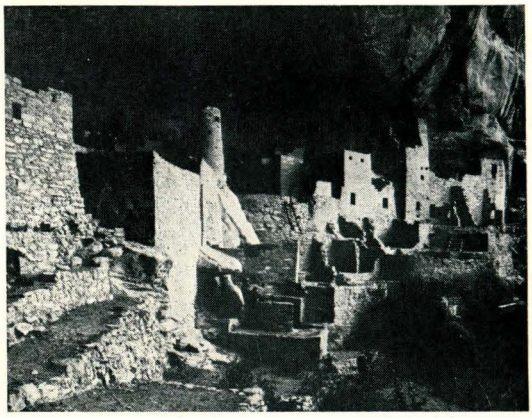
Varieties,—a: Blocks and Panes with Gutters Between.

Quantity issued: 10,796 sheets of 20 panes each, a total of 1,295,520 stamps.

#743—Four Cent, Brown. Mesa Verde. No Watermark. Perf. 11.

Issued September 25, 1934.

The Bureau of Engraving and Printing was ordered to design a four-cent Park stamp on May 16th, 1934. On August 2nd, one model of the four-cent design was submitted and having been found satisfactory was approved by W. W. Howes, Acting Postmaster General. Mr. Howes also approved the die proof of the four-cent stamp on September 14th. The stamp was designed by Victor S. McCloskey, Jr. after a photograph taken by George A. Grant of the National Park Service. It was a picture of the Cliff Palace, the finest example of the ancient habitation of the cliff dwellers. C. T. Arlt engraved the vignette and E. H. Helmuth engraved the numerals and frame. The Bureau was ordered to print this stamp on September 7th, although the die proof was not approved until September 14th. Printing was started on the 18th day of September and two days later, the first delivery was made to the Post Office. These stamps were placed on sale on September 25th, at Mesa Verde National Park, Colorado, and at Washington, D. C.



Cliff Palace, looking east—Mesa Verde National Park.

Hundreds of ruins of the homes of an ancient race of cliff dwellers may be found on this stamp. The name, meaning green table, was given this locality by the Spanish explorers because of the heavy vegetation. It is a section, fifteen miles long and eight miles wide, in the southwestern corner of Colorado. The gological history of the region is closely linked with that of the Grand Canyon. Here, too, the swift moving rivers cut the plateau into a labyrinth of deep gorges and bald cliffs. The action of the elements on the bare rocks caused the development of large recesses, or caves, in the precipitous sides of the canyons. The Cliff Palace, illustrated on the stamp, is in one of many such caves. It is approximately 300 feet long and contains about 200 family rooms and 23 sacred chambers for worship to the Sun God. These dwellings are estimated to have been built anywhere from 700 to 3000 years ago.

Little is known of the vanished race which occupied this site. Who they were and why they left their cliff homes may be a mystery forever. The ruins

are evidence of a race with an elemental knowledge of architecture, living in communities; but it is not known whether they lived in the cliffs as a protection against enemies, or to utilize the land below for agricultural purposes.

Four plates were made and all went to press. No Philatelic varieties were reported although there was considerable variation in the shade.

Shades,—Light brown, light reddish brown, brown, deep reddish brown, dark reddish brown.

Varieties,—a: Position blocks, usual 4 pane position blocks.
b: Plate number blocks.

Plates used: 21328—29, 30, 31.

Quantity issued: 19,178,650.

#759—Four Cent, Brown. Mesa Verde. No Watermark. Imperf.

Issued March 15, 1935.

This stamp was issued in sheets of 200 subjects and in blocks of 4, as one of those placed on sale as duplicates of the presentation sheets. There was some variation in shade and at times full sheets were obtainable showing considerable variation between blocks cut from one corner of the sheet and those cut from another. The Bureau of Engraving and Printing delivered to the Post Office Department 10,400 sheets of 200 subjects each, of which only 7,716 were sold. The balance of these remaining unsold on June 15th were returned to the Bureau for gumming and perforating and were later returned for sale as ordinary sheets. 259,900 blocks of 4 were delivered to the Post Office Department of which only 68,879 were sold. The balance were returned to the Bureau at the close of the sale and destroyed.

Shades,—Brown, red brown, deep red brown.

Varieties,—a: Usual imperf. position blocks (see 1-cent #756).

Plates used: 21328—29, 30, 31.

Quantity issued: 7,716 sheets of 200 subjects each, a total of 1,543,200 stamps; 69,871 blocks of 4, a total of 279,484, making a total of 1,822,684.

#744—Five Cent, Blue. Yellowstone. No Watermark. Perf. 11.

Issued July 30, 1934.

This was the third of the National Park stamps to be issued and was placed on sale with great ceremony and in the presence of Postmaster General James A. Farley at Yellowstone National Park on July 30th less than a week after the two-cent stamp had been first placed on sale.

The frame design is practically identical with that of the one-cent varying only in the name of the subject and the denomination. Two designs were submitted, the latter one being almost like the accepted design varying only in the style of lettering used for U. S. POSTAGE. The models were submitted on July 12th and approved the same day by W. W. Howes, Acting Postmaster General who immediately instructed the Bureau of Engraving and Printing to print these stamps, although the die proof was not approved by him until July 18th. Printing was started on July 23rd, and the first delivery made to the Post Office Department the following day. On July 30th, the stamps were placed on sale at the Yellowstone National Park in Wyoming and Washington, D. C. As were the lower values, this stamp was designed by Victor A. McCloskey, Jr., after a photograph by J. E. Haynes of the National Park Service show-

ing Old Faithful geyser at the climax of its eruption. Carl T. Arlt engraved the vignette and W. B. Wells executed the frame and letter engraving.



Old Faithful—Yellowstone National Park.

Old Faithful is the best known feature of the unique group of nature wonders in the United States. It is situated on a wide volcanic plateau, 7000 to 8000 feet above sea level, entirely surrounded by mountains rising 2000 feet higher. It erupts at regular intervals of about 65 minutes and reaches a height of 120 to 170 feet, lasting about 4 minutes. The temperature is about 200 degrees Fahrenheit, the boiling point of water in this high altitude, and the heat is obtained from uncooled lava beneath the surface. The water, moving through cracks in the rocks, becomes intensely heated and collects in the "tube" of the geyser, where it is converted into steam. The expanding steam at regular intervals lifts the column above it.

John Colter, a member of the original Lewis and Clarke expedition in 1806, was the first white man to discover the geysers in the Yellowstone regions. After the expedition had returned to St. Louis he ventured into the unexplored northwest to trap for beaver. He was captured by Blackfoot Indians, and, instead of being put to death after torture, was informed that he could win his freedom if he could run across the plain which stretched westward for about five miles; he had, however, to be able to outrun their fastest brave. He ran toward the region now known as Yellowstone National Park, with the Indians in pursuit. Just as they were about to again capture him, a fountain of water suddenly exploded at his feet and shot into the sky. He continued to run, but the Indians, fearing the evil spirit, promptly reversed their course, and, as rapidly as possible, ran in the opposite direction. Today this region is no longer feared, and the beauty of Old Faithful, so realistically portrayed on the five cent National Park Stamp, is well worth traveling miles to see.

Due to the rush of getting these stamps out so that they might be placed on sale on July 30th, an upper left pane from Plate 21278 passed the careful inspection at the Bureau and was issued imperforate vertically. This sheet was said to have been found in New York City and was the first high value part-perf. commemorative found in over 35 years.

At one time, several collectors were sold pairs of this stamp imperforate, but a close examination by the A. P. S. Expert Committee clearly indicated that

these "imperfs" came from the bottom pane mentioned above which was normally straight-edge at the bottom and which had been clipped at the top. This stamp therefore did not exist imperf. prior to the issuance of the full sheets of imperfs. placed on sale in 1935.





Photographs of Original Drawings. Not Used.

One unusual printing variety was discovered on this stamp. A top plate number block from the upper left pane from Plate 21280 shows on Stamp No. 1 of this block of 6, a clear and distinct duplication of the plate number near the top of the geyser. This is entirely too strong to be considered an offset and is definitely a double print of the plate number which was no doubt caused by the sheet going through the press twice, once when stuck to another at which time it only received the impression of the plate number. This sheet appearing to the pressman to be untouched, was evidently returned to the layer-on to be again used. The second time the normal impression of the plate number in the proper position was made.

This stamp is obtainable in two distinct sizes due to the variation of the direction of the grain when sheets were put to press. Some copies measured 36¼ by 21 mm. while others measured 35½ by 21¼ mm.

Shades,—Ultramarine, blue, bright blue, deep bright blue.

Varieties,—a: Position blocks, usual 4 pane position blocks.
b: Plate Number Blocks.
c: Imperf. vertically.
d: Double Transfer.
Plate 21281 upper left stamp # 4 (# 1 of the upper plate block of 6) shows a double transfer in the upper part of the design between the left inner and outer frame line. There is a thin line of color near the upper left corner. To the right of the right frame line there is also an odditional line.
e: Misplaced Entry.
21281 upper left # 2-4-8. These stamps all entered out of line.

Plates used: 21278—79, 80, 81.

Plate Not Used: 21302.

Quantity issued: 30,980,100.

#760—Five Cent, Blue. Yellowstone. No Watermark. Imperf.

Issued March 15, 1935.

Printing of these imperforate stamps to duplicate those previously presented to President Roosevelt and others, was started on February 26th, 1935, as per instructions of the Post Office Department of February 15th. On March 4th, the Bureau of Engraving and Printing made its first delivery of imperforate blocks of 4 and on March 8th made its initial delivery in full sheets of 200 subjects.

Before these stamps were removed from sale on June 15th, the Bureau had delivered 9,200 sheets of 200 subjects each, of which only 7,270 were sold. The balance were returned to the Bureau for gumming and perforating and then returned to the Agency for sale as normal varieties. The Bureau also delivered 269,900 blocks of 4 of which only 67,644 were sold. The balance remaining on hand on June 15th, 1935 were returned to the Bureau for redemption and destruction.

Shades,—Bright blue and deep bright blue.

Varieties,—a: Usual imperf. position blocks. (See 1-cent #756).
b: Double Transfer.
Plate 21281 upper left stamp #4 (#1 of the upper plate block of 6) shows a double transfer in the upper part of the design between the left inner and outer frame line. There is a thin line of color near the upper left corner. To the right of the right frame line there is also an additional line.

Plates used: 21278—79, 80, 81.

Quantity issued: 7,270 sheets of 200 subjects each, a total of 1,454,000 stamps; 67,644 blocks of 4, a total of 270,576, making a total of 1,724,576 stamps.

(To be continued.)

Accessions to the Library

Many items of miscellaneous material. Gift of R. C. Osborne.

Grosser Ganzsachen Katalog, Band I, II, Dr. Ascher, 1938, Gift of A. F. Lichtenstein.

1938 Ed. Standard Catalog of the Postage Stamps of the World. Whitfield, King and Co. Gift of Publishers.

Official Catalog of the Paris Exhibition, 1937, with list of awards. Gift of A. F. Lichtenstein.

Illustrated Catalog 1938 of Belgium and Belgian Congo. Gift of Belgian Federation.

A Description of United States Postage Stamps by the Post Office Department, 1847-36. Gift of O. Rogers.

Control Marks and Postal Obliteration on the Stamps of the Republic of Ecuador, C. Christopherson. Gift of Author.

United States Stamp Catalog, 1938, Scott Stamp & Coin Co. Gift of Publishers.

STAMPS, Volume 20, bound, July to Sept. 1937. Gift of H. L. Lindquist.

Price List of Modern Mexican Postage Stamps. Gift of V. M. Suarez.

United States Stampless Cover Catalog, H. M. Konwiser, Publ. S. G. Aich. Gift of Publisher.

Annual Report of the Smithsonian Institution, 1936. Gift of Smithsonian Inst.

Check of the Forgers, Kurt Kayssner, Publisher. Gift of Publisher.

Froede's Briefmarken Preisbuch, Weltausgabe, 1938. Gift of Hans Froede.

Froede's Luftpostmarken Katalog. Gift of Hans Froede.

Schweiz-Liechtenstein Preislists, 1938. Gift of Ernest Mueller.

Priced Catalog of Handstruck Postage Stamps of the Empire, Robson Lowe, 1937-8. Gift of Robson Lowe.

The Regent Catalogue of Empire Postage Stamps, Robson Lowe. Gift of Robson Lowe.

Handbook on Bureau and Local Precancels, Adolf Gunesch, 7th Ed. Gift of Adolf Gunesch.

History of the American Postal Service in Porto Rico

By GEORGE S. HILL.

(Continued from Vol. XVI, No. 4, Page 279.)

THE MILITARY GOVERNMENT

THE early American Republic was the first modern nation to successfully solve the "Colonial Question." By a fortunate geographical accident all its early colonies were adjacent to the Thirteen Original States. Instead of attempting to exploit them economically the Federal Government groomed them for ultimate admission as states with all the powers and privileges of such. First they were erected into unorganized territories, then into organized territories and finally admitted to the Union as states. The only land not coming within the compass of this scheme was the Indian country. In theory the reservations were "foreign" to the United States while still being owned by them. "Chiseling" on the Indian country did not alter the theory. The Indians were not citizens, still they were admitted to be some sort of American "subjects". The phrase, "Indians, not taxed," occurs in many Acts in summing up the various types of humanity, in these United States, subject to the Congress.

It is to this phase of our history that we must turn to find a parallel to the Government of Porto Rico between October 18, 1898 and May 1, 1900. The Island was treated as a large Indian reservation, politically. Physical control was in the hands of the Army. The Puerto Ricans were in pretty much the same position as the Indians.

The military government took office on October 18, 1898 when the Spanish flag was lowered. The military governors were:

Major General John R. Brooke, U. S. A., October 18, 1898 to December 6, 1898
Brigadier General Guy V. Henry, U. S. V., December 6, 1898 to May 9, 1899
Brigadier General George W. Davis, U. S. V., May 9, 1899 to May 1, 1900

General Henry stated in a General Order of February 27, 1899 that: "The government is a military one, but conducted so as to give every latitude to the civil authorities as long as they show themselves capable of good behavior and self government." The local civil authorities were all Puerto Rican and were continued pretty much as they had always been, during the military period. The governor ruled by a series of "general orders," "circulars" and "laws". The law was preceded by a "general order" in the form of a proposition "authorizing it." With this as a basis, arguments for and against it were considered before the "general order" of promulgation was issued.

General Brooke ruled only a month and a half, after which his services were required in the more important post of Governor of Cuba, and he was replaced by General Henry. After two months rule, Henry stated that he had proven to his own satisfaction that the organization created under Spain was not compatible with American methods and progress, whereupon he dissolved the Cabinet and reorganized the general government into four departments, headed by four natives. In accordance with the Act of Mar. 2, 1899 he organized a battalion of Puerto Rican Infantry on the "colonial" model, dis-

banded the old Civil Guard and replaced it with the "Insular Police." On February 12, 1899 the local civil authorities at Aguadilla and Moca were suspended and the military placed in charge. It was stated that, "the councilmen quarrel, . . . that money is corruptly used." Beginning March 1st the military were withdrawn. On the whole, there was remarkably little interference with the *local* civil bodies.

On May 9, 1899 General Davis became military governor and proved a capable administrator. He reformed the criminal law and the Department of Justice and organized Boards of Public Education. He made remarkable progress in improving sanitary conditions. He enlisted an additional battalion of native infantry which, with the existing one became known as the "Porto Rican Regiment, U. S. Volunteer Infantry."

The Foraker Act, approved April 12, 1900, provided for civil administration of Porto Rico. On May 1, 1900, Charles H. Allen, the first American Civil Governor, was inaugurated; however, it wasn't until July 25, 1901 that President McKinley proclaimed civil government in Porto Rico and free trade with the United States.

THE INDEPENDENT DEPARTMENT OF POSTS

March 15, 1899 - May 1, 1900

The entire postal system of Porto Rico, approximating in size to that of one of the smaller American states, was operated as a subsidiary of the local Washington, D. C., City Post Office until the close of business on March 14, 1899. The injustice of this form of administration was noted earlier but there was some doubt as to what method to use to remedy it. It was finally decided that the Porto Rican Postal System would be conducted as a separate organization, "foreign" to the American Post Office. A separate "postal code" was drawn up and, "subsequently promulgated by the War Department by direction of the President."(1) The Porto Rican Posts were linked to the U. S. Post Office only by the fact that the Director-General of the former had to ultimately make a report to the U. S. Postmaster General. Captain George H. Elliott was appointed "Director-General of the Independent Department of Posts of Porto Rico." The military governor had no authority or control over the Postal Department, although Elliott was directed to confer with him. The code and his instructions were substantially the same as those framed for Cuba. Although, even at that early date, Porto Rico held a different prospective relationship to the U. S. than Cuba, "it was felt that so long as the island remains under military government, and until a more direct extension of our civil forms to its domain, it would be more convenient for administrative operation to make its system autonomous, like that of Cuba."(2) It was understood and directed that any excess of expenditures over postal revenues should be paid from the general revenues of the Island, and not from the U. S. postal funds. This was done until about August 1899, when the disastrous hurricane of that year so crippled the island and its revenues as to make some relief imperative. $300,000 had previously been appropriated by Congress for extension of the postal service to the new island possessions and was drawn on to meet this emergency. With the approval of the President and the Secretary of War the U. S. Post Office Department assumed payment of the Island's postal deficit, paying it from the special military appropriations and not from the regular appropriations of the U. S. Post Office.

(1) Ass't Attorney Gen'l. Jas. N. Tyner.
(2) P. M. G. Charles Emory Smith.

Director-General Elliott relieved Robinson of control of the Porto Rican Department of Posts on February 23, 1899, having arrived on the island, at San Juan, on the previous day. The "Department of Posts" had been originated shortly after November 15, 1898 by Robinson under the old Military Postal System and Elliott stated that Robinson's "system, except in a number of the smaller interior towns and hamlets, was soon placed on a satisfactory basis." Elliott felt that he should try to acquaint himself with the island, its physical characteristics, the old Spanish Postal System, the temperament of the inhabitants and any preconceived ideas they may have formed about anticipated postal reforms, and last but not least get some idea of what he was going to do about it. On February 25th he left San Juan accompanied by Robinson, W. L. Moore, a post office inspector and W. E. Lee, interpreter, on a tour of inspection of the island. The investigation was thorough and covered every city, town and hamlet on the island, except five unimportant villages, and lasted for a period of six weeks. Elliott quickly discovered that the post office system as conducted in the United States and proposed for the island was a new and somewhat terrifying institution to the Puerto Ricans. He later states that, "The (Spanish) system heretofore in vogue afforded neither convenience, safety, nor security in the dispatch and distribution of mails." He discovered that the Spanish Government had made use of the establishment of the telegraph system in 1886 to fasten a new espionage net on the island. The operator or agent was almost always a Spaniard and not a Puerto Rican. The municipalities were apparently forced to agree to either pay his salary or contribute a subsidy before they could secure telegraph service. The new appointment carried with it the position of postmaster by the combination of the two services. In some cases the telegraph agent apparently displaced the old postmaster. The Puerto Ricans alleged that the chief duty of the combined postmaster and telegraph agent was to spy on the inhabitants for the Government. According to Elliott: "No kind of sacredness was attached to the mails. A suspicion of disloyalty, or even the wish of a person whose relations with the postmaster would warrant a request to pry into a neighbor's business, was deemed cause sufficient for opening letters and appropriating the contents for purposes of persecution."

In some offices the postal business seems to have been a side issue of the telegraph department and generally the furnishings and equipment of the mail service were of the most meager character. No effort was made to bar the public from "behind the counter." All the village inhabitants, including children, dogs and pigs had free access to the mails, if they cared to exercise it. When a mail arrived it was dumped on a table and any one who could read, and cared to call at the office, could paw over it. Unlike the country post office of that period in the States, which was a favorite resort for lounging, gossip and "waiting for the mail," the corresponding offices in Porto Rico were generally not so used. Every office, under Spain, had had its cartero or letter carrier, who relieved the people of the necessity of calling for their mail. The average cartero eked out a precarious existence. He expected to receive a centavo for each letter and package delivered and did not mind "waiting around" for his fee until every member of the family had been called in from the fields or mountains and had read the letter or examined the contents of the package. Elliott continued to require a written order from the addressee for delivery of mail matter to a cartero as had been originated by the Military System. He did this, principally to encourage the people to call at the post office for their mail and see by actual contact with it that the new system had nothing to do with governmental espionage.

In the States, the favorite place for locating a village post office was in the general store. On his tour, Elliott attempted to put the smaller post offices in these places, principally to escape the payment of rent, by trying to get the

proprietor to assume the office of postmaster. His attempt to get a merchant to take the post and give a corner of his store to it usually resulted in an emphatic refusal, accompanied by gestures indicating the horror bred by the suggestion. The local Wanamakers wanted nothing to do with the "secret service." The merchant usually weakened when Elliott wore him down after a good deal of talk and explanation. Instruction in the American system of insuring the privacy of the mails, careful checking of registered matter and methods of dispatching letters were then listened to with deep interest and "remarks commendatory of the care and secrecy exacted were frequent and emphatic." The Spanish had only expended high salaries at headquarters at San Juan and much of the post road service expenses had been borne by the Municipalities. Elliott's information that the government would take this burden from them was hailed with pleasure and gratitude by the local officials who explained that their treasuries were quite exhausted.

With the military road as a central route, the coast line post road from San Quan to Fajardo and Humacao, and the railroad with coach connections between Camuy and Aguadilla and from San Juan to Mayaguez, a schedule of delivery was drawn up so that letters dispatched in the morning from San Juan or Ponce could be delivered the same day in practically every city, town and village. This was maintained until the hurricane of August 8, 1899 forced its abandonment. The post office was the first department to show evidences of recovery from it and the schedule was shortly resumed over nearly all the post roads.

The 5c postal rate between Porto Rico and the States that went into effect August 3, 1898 (or August 8, 1898) for civil mail recognized the foreign character of Puerto Rico as a part of Spain.

The Postal Order effective March 1, 1899 ordering money order business with the island placed on an international basis foreshadowed the coming status of Puerto Rico as "foreign" to the U. S. under the American flag. Although the department headed by Elliott as established on an independent basis on March 15, 1899 was a "civil system," Porto Rico was still under the military government and its posts might still be characterized as military ones. They closely paralleled those of pre-war Bosnia and Herzegovina where the "Militar Posts" were for the use of the civil population.

When the "Independent Department of Posts of Porto Rico" took office on March 15, 1899 the title of "clerk in charge" at the military postal stations (made necessary by the Washington, D. C. Post Office overlordship) was changed to "acting postmaster." Since the accounts of the new post office were to be conducted separately from those of the U. S. it was necessary to have some check on them. If ordinary, unoverprinted U. S. stamps were continued in use, this would be impossible. There was nothing to prevent stamps being purchased in the States and used in the Island and vice versa, either of which would have thrown off the accounts. A considerable business of sending small remittances in stamps would have grown up between Porto Rico and the mainland which would have caused more confusion in finance. This would have been automatic to escape the money order fee. For that reason overprinted stamps were prepared and first placed on sale on March 15, 1899. Some philatelic journals, particularly British, characterized the new stamps as an effort to get more money out of stamp collectors. After considerable digging I must conclude that stamp collectors had nothing to do with the *raison d'etre* for these stamps. All philatelic supplies had to be imported from Porto Rico, none being sold in Washington.

The independent system had 76 post offices and 2 stations. Those starred (*) employed one or more clerks in addition to the postmaster and were the more important offices. Only Mayaguez, Ponce, San Juan and Santurce suboffice, had carriers who performed free city delivery. The offices were:

Adjuntas
Aguada
Aguadilla
Aguas Buenas
Aibonito
Anasco
*Arecibo
Arroyo
Barceloneta (became part of Manati, December 5, 1899.)
Barranquitas
Barros
Bayamon
Cabo Rojo
Caguas
Camuy
Canovanas
Carolina
*Cayey
Ceiba
Ciales
Cidra
Coamo
Comerio
Corozal
Dorado
Fajardo
Florida
Guanica
Guayama
Guayanilla
Gurabo
Hatillo
*Humacao
Isabela
Juana Diaz
Juncos
Lajas
Lares
Las Marias
Loiza
Luquillo
Manati
Maricao
Maunabo
*Mayaguez (Carrier Office)
Moca
Morovis
Naguabo
Naranjito
Patillas
Penuelas
Piedras (formerly Las Piedras)
Playa Naguabo
*Ponce (Carrier Office)
Ponce, Playa Station
Punta Santiago
Quebradillas
Rincon
Rio Grande
Rio Piedras
Sabana Grande
Salinas
San German
*San Juan (Carrier Office)
San Juan, Santurce Station (Carrier Office)
San Lorenzo
San Sebastian
Santa Isabel
Tallaboa
Toa Alta
Toa Baja
Trujillo
Utuado
Vieques (Isabel Segunda)
Vega Alta
Vega Baja
Yabucoa
Yauco

At the 21 military stations the military postal clerks became the first postmasters. The municipal post at Adjuntas had apparently already come under the military system for the American clerk there became the postmaster. The Administration of Posts at San Juan consisted of Elliott, with P. Boissonneau, Jr. as Superintendent of Posts. There were nine other Americans in the key positions with three natives in subsidiary posts. In addition to the postmaster there were eight Americans in the principal positions in the San Juan City Post Office with natives in the lower ranks. Ponce had five Americans and Mayaguez four, with the lower places filled by natives. All the rest of the postmasters as well as the two station superintendents were Puerto Ricans. By October 1899 the post offices in the former military stations of Bayamon, Camuy, Fajardo and Rio Piedras had been turned over to natives.

As the affairs of the island settled down, the postal service became systematized and fewer Americans were needed and a number were sent home. It had become apparent that in nearly every locality there were English speaking natives anxious to secure appointments in the service. Tests having proved them satisfactory, their substitution was rapidly continued. There were positions in the larger offices where it was considered necessary, "for the good of the service," to keep Americans in charge.

A circular (No. 10) dated March 25, 1899 ordered reports from the military commanders in Cuba, Porto Rico and the Philippines on civil conditions for Washington. The official reports of two military officers in Porto Rico on the mail service in their administrative districts are interesting as throwing an independent light on actual conditions. Since they were intended for non-postal eyes they cannot be accused of having a pro-post office bias. Major Thomas, at Mayaguez, wrote about June, 1899: "The Post Office system is gradually improving, though I am creditably informed that in some places in the interior it is in bad condition." He reported a daily mail service between Mayaguez and San Juan, by land, also that there was communication by sea with the capital, though somewhat irregular. Captain Mansfield at Aguadilla reported on May 30, 1899 that neither Aguadilla, San Sebastian, Moca, Aguada, Rincon, Quebradilla nor Isabela had separate postal buildings, instead of which a room was rented at each place to house the post office. From this lack of ability to complain of poor postal service (in spite of a quite evident desire to do so) we must conclude that the independent establishment under Elliott was pretty efficient.

(To be continued.)

New Features in 1938 Edition Specialized U. S. Catalog

One of the first noticeable improvements in the 1938 edition of the Scott Stamp and Coin Co. Specialized U. S. Catalog is an increase in the information regarding some of the issues of Postmasters' Provisional Stamps. For instance, the Alexandria is for the first time listed in two types, type I with 40 asterisks in the circle, and type II with the 39 asterisks.

The 5c black on bluish paper, formerly listed as 1a, is given a new number—1b. In the Baltimores, mention is now made that there are eleven varieties of the 5c and three varieties of the 10c, the "varieties" in this case signifying plate position varieties.

Hugh M. Clark, who is the editor of the Specialized U. S. Catalog, recently brought out through Scott Stamp & Coin Co., his revised edition of the Postmasters' Provisional Stamps, as written by John N. Luff. In the section covering the Postmasters' Stamps in that book there appear several newly described additions in stamps. It will be found, however, that none of these have found recognition in the new Specialized U. S. Catalog. Among these were the items credited to Adamsville, R. I.; Cumberland, Md.; Germantown, Pa.; Lewisburg, Pa.; Portsmouth, Ohio; and Wethersfield, Conn.

In the General Issues 1847 to 1894 there have been about the usual number of price variations as compared with the preceding edition of the Catalog.

Beginning with the listings of the Columbian Issue of 1893, issued to commemorate the World's Columbian Exposition in Chicago, May to October, 1893, the Catalog has a new feature in the showing of typical "Exposition" cancellations, such as are used in connection with World's Fairs and Expositions. Prices are given for the cancellations illustrated used on original covers with stamps of the particular issue. Prices for some may look surprisingly high, but this material has vanished from the market.

The regular issues from 1894 onwards up to the 1920's do not show as great an increase as the commemoratives. Small increases only occur in the commemoratives of the last ten years, however.

The general trend in the coils listings is slightly upward, as also in the Private Perforations. Prices run about the same on First Day Covers. There are also very few changes in the Airmail listings.

Especially noteworthy is the addition of a section on the Embossed Revenue Stamped Paper, including Colonial Embossed Revenues. It is extensively presented and in considerable detail. The so-called, but misnamed, "Boston Tea Party" stamps will be found in this group. The issues by the various States are tabulated and priced, and this new section is given six full pages.

In the section on Locals, the Bicycle Mail Route issues, which emanated from California, and which were tossed out in the last U. S. Catalog, are restored to good grace in the new edition; and the previous statement that "this post was purely an advertising stunt, and not countenanced by law," has been deleted.

The Christmas Seals have been listed for many years, the publishers have been queried on several occasions as to why the rarer, earlier stamps of the Sanitary Fairs, used in somewhat similar charitable causes, were not accorded catalog listing. They are in this new edition, coupled with information regarding the numerous forgeries. Seeing them there is enough to make anyone want to collect them, and many of us would, except for the fact that they are so terribly scarce, and just about unobtainable.

The concluding sections of the catalog are given over to the U. S. issues for Canal Zone, Cuba, Guam, Philippines and Porto Rico. In Porto Rico the provisional issues, the Ponce stamp and the Coamo issue, are switched around, the Ponce preceding the Coamo, rather than vice-versa as in the past. As a result, the catalog numbers of the two stamps are reversed.

The Catalog is again a highly creditable piece of work, and is, as Hugh Clark intends it to be, the handbook on United States stamps.

THE STANDARD CATALOGUE OF THE POSTAGE STAMPS OF THE WORLD, 1938, Whitfield King and Co., Ipswich, England.

The thirty-seventh Edition of this important catalog lists 63,927 stamps with 7,108 illustrations. In the preface they state that Europe still heads the list with 20,277. Africa comes next with 14,052 followed by Asia with 11,569. America 11,200, West Indies 3,690, and lastly, Oceania with 3,139.

The Collectors Club Philatelist

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HONORARY MEMBERSHIP

At the first official meeting of the Board of Governors of *The Collectors Club* in our new home at 22 E. 35th St., New York, N. Y., President Arthur W. Deas advanced the thought that our Charter Members should be recognized by election to Honorary Membership in the Club.

The entire Board of Governors heartily approved of the suggestion, and as a result the names of the six surviving Charter Members were submitted to the members at the first meeting of the fall season, on October 6, 1937, and they were unanimously elected.

These six early "pioneers" are as follows:

J. Murray Bartels
George Royce Brown
Peter F. Brunner
Hiram E. Deats
H. F. Dunkhorst
Walter S. Scott

All of these men are so well known in philatelic circles that it is unnecessary to go into detail about each of them at this time. They have all served *The Collectors Club* well during the years of their membership and it is indeed a pleasure to extend to them this recognition of their long years of service.

At the same time, a similarly well-deserved honor was bestowed upon Charles J. Phillips for the splendid work that he has done for the Club ever since his arrival in New York in 1922. During all of these years, Mr. Phillips has been on the Board of Governors of *The Collectors Club*, and for a large part of the time he has been Chairman of the Entertainment Committee as well as Chairman of the Membership Committee. He has established a type of meeting which has met with unqualified success and was largely responsible for instituting the interchange meetings between clubs. As a result of his individual efforts, he has added scores of members to the Club and is now engaged in bringing this membership to a total of 1000.

The policy of honoring our distinguished members during their lifetime is one of which we are quite proud. When we remember that we bestowed honors on such distinguished members as J. C. Morgenthau, Charles Curie, Charles Lathrop Pack, J. Brace Chittenden, and a number of others who are no longer with us, while they were still living, it is a matter of considerable satisfaction.

We welcome our seven new Honorary Members and hope that they will long be with us.

CRAWFORD MEDAL AWARDED TO STANLEY B. ASHBROOK

It was very pleasing news to American collectors to learn that the 1937 Award of the Crawford Medal had been given to Stanley B. Ashbrook of Fort Thomas, Ky. for his outstanding work on "The Ten Cent Stamp of 1855-57." There can be no doubt but what this was a justly deserved recognition and the book in question has taken its place with the great research works of philately.

This award was established by *The Royal Philatelic Society, London*, in 1904, and was named in honor of the Earl of Crawford. It is given each year to the most valuable and original contribution to the study and knowledge of philately published during the two years previous to the date of the award.

The first award was made to Hugo Griebert in 1920 for his outstanding book, "The Stamps of Spain, 1850-54." Awards in other years have been made to Sir Edward D. Bacon, C. Nissen and B. McGowan, Lieut. Col. G. S. F. Napier, Justus Anderssen and H. Dethloff, F. J. Peplow, C. F. Dendy Marshall, A. M. Tracey Woodward, G. J. Allis, E. A. Smythies and Capt. D. R. Martin R. E., E. J. Lee, and Dr. Emilio Diena.

Two Americans have been on the list up to the present time. In 1923, Charles Lathrop Pack received the award for his "Half-length Portrait of the Twopence Queen Enthroned of Victoria," which was published by *The Collectors Club*, and in 1930 Dr. Carroll Chase received the award for his "The Three Cents Stamps of the United States, 1851-1857 Issue."

Congratulations to Mr. Ashbrook on this well-deserved recognition.

THE NEW CLUBHOUSE

We are very rapidly, now, getting settled in our new clubhouse at 22 E. 35th St., New York, and if any of our members have not visited it, they are cordially invited to do so.

Members residing in or near New York are urged to make use of its facilities and to make the clubrooms their headquarters. The lounge and the library can be used to spend your leisure time or to make appointments to meet your friends.

There is a ladies room also where the wives and daughters of members can freshen up and rest.

Mark your calendar now with all of the meetings scheduled for the coming season, so that you won't miss them. Besides seeing some very good collections and hearing some very good talks on stamps, you will find a companionship that will greatly increase your joy in collecting.

HELP THE MEMBERSHIP DRIVE

It is very desirable that the membership of *The Collectors Club* be increased to 1000 members just as quickly as possible.

We need this number to finance the new clubrooms, and the prestige, also, that this number will give us is a desirable asset.

Don't leave this work entirely to the Membership Committee, but invite your qualified friends to join with us. Most of them will thank you for the suggestion. Non-resident members pay but $5.00 per year, which includes a subscription to this magazine. Resident members pay $12.50 per year, if under 35 years of age, and $25. per year, if over 35 years of age. There is no initiation fee in force at the present time.

H. L. LINDQUIST.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

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Egypt

Translated by A. S. ARNOLD.

A HEREDITARY Vice-Kingdom. Beginning with June 8, 1867 a kingdom, under the nominal suzerainty of Turkey; from December 18, 1914 to March 15, 1922, a British Protectorate; subsequently a nominally independent kingdom.

1 Egyptian piaster (ghrusch), qrisch)=40 para (fidda); "P. E."=Piastre Egiziane. Since 1888: 1 Egyptian Pound=100 piastres=1000 milliemes.

Outside of Egypt the following Egyptian post offices in Turkey used the stamps of Egypt (without surcharge): Beirut, Chios (Scio), Dardanelles; Gallipoli, Jaffa, Cavalle, Constantinople, Lagos, Latakia, Mersina, Mytilene (Metelino), Rhodos, Saloniki, Smyrna, Tenedos, Tripoli, Volo (then still Turkish). Because these post offices were opened during the second half of 1860 (and again closed in 1879); the stamps of the issue of 1867 and particularly those of the issue of 1866 bearing the cancellations of the given foreign post offices, are quite rare.

Cancellations of the first period are uniformly in the Italian language; a larger (later a smaller) black or blue circular seal, upper inscription "V. R. POSTE EGIZIANE," below the name of the post office, in the center the date in three lines; below, as a fourth line marks such as "I. T." etc. Besides, Egypt had, until about 1884 (The removal of the Mahdi) 14 post offices in the Sudan (for instance, Berber, Dongola, Fashoda, Khartum, Wadi Haifa, etc.). To the east Egypt conducted post offices in Harrar (Ethiopia) and Massaua (Erytrea); perhaps even further south, in the territory which later became British Somaliland; where as in the case of Zeila, there had been stationed earlier an Egyptian garrison.

On the other hand, the following European states had their own post offices in Egypt: 1. *FRANCE*—in Alexandria, Suez, Cairo and Port Said (see "French Post Offices in Egypt"). 2. *GREAT BRITAIN*—from 1860 to 1879 in Alexandria; Cancellation: An oval in horizontal position "B 01" (also for Cairo) and in Suez; also "B 02" (also for Port Said). British stamps postmarked Port Said are found on English ship letters. 3. *ITALY*—until the end of 1883 in Alexandria, where at first stamps of Sardinia and Italy were used without sur-

Compiler: Dr. Munk. **Bibliography:**—J. B. Moens: "Timbres d'Egypte," Brussels, 1880. Dalwigk: "Egypt, a History of Its Stamps," Handbook, Mekeel-Severn-Wylie Co., Boston. Fr. J. Melville: "Egypt" (with a comprehensive review of its literature to 1914). Regarding the first issue, see "Griebert's Notes and Offers," Jan. 1913.

charge; later, and beginning with 1874 Italian "ESTERO" stamps were used (the stamps of Sardinia and Italy were cancelled by means of a ship cancellation, a quadrangle with a three line inscription or town cancellation. The Italian stamps from December 1863 and the Estero stamps were also cancelled with the number 234—see "Italian Post Offices in Turkey." 4. *AUSTRIA*—in Alexandria, where its stamps were used at the same time (from January 1864 on) as those of Lombardy-Venice. Later, the special stamps for its offices in Turkey were used, later still in Port Said. This last post office was opened in 1869, and seems to have been closed soon, because Austrian stamps bearing the small Port Said town cancellation are very rare, and are only known of 1869. 5. *RUSSIA*—also in Alexandria, where Russian stamps, as well as those of the Russian Steamship Company in Turkey were used. 6. *GREECE*—whose post office in Alexandria closed at the end of 1881, had used stamps of the mother country, without surcharge (cancelled with the numeral 97, and the town name —see "Greece").

Besides, according to Moens—in *Timbre-Poste*, 1866, a Belgian Post Office existed for a short time in 1860 in Alexandria, until the inauguration of the steamship line between Alexandria and Antwerp; according to Melville, Belgian stamps (extremely rare) with the Alexandria cancellation, exist. In August 1882 a separate field post was set up for the British troops then in Egypt; the stamps used were the one penny lilac and 2½d. blue of 1880-81, without surcharge. These were at first pencancelled, later with a circular canceller, inscribed "BRITISH ARMY POST OFFICE" above, and "EGYPT" below; three additional lines in the center. The same field cancellation is found in 1884-85 (The Expedition to Suakim) on the British stamps of 2½p. lilac and 5p. sea green of 1884.

In accordance with the decree introducing the use of stamps, the Egyptian stamps were at first valid only *within* the country. When Egyptian stamps appear and are used on the same cover with those of the European post offices, the former serve to prepay postage within the country to the port of departure (e. g. Cairo to Alexandria). Egypt entered the Universal Postal Union, including its Sudan post offices at that time, on July 1, 1875. In 1906 Egypt joined in the penny postage agreement with the countries of the British Empire.

Egypt Under Turkish Suzerainty

1866 (Jan. 1) A. 1-7, Engraving and printing by Pellas Brothers of Genoa. Colored stamp design (oriental ornaments, values in corners) lithographed, except No. 4 which was typographed. Overprinted with surcharge "A 1" (with changing signs of value at the bottom) in lithography, except on Nos. 4 & 5, which is in typography. The surcharge, translated, reads: **Center:** "Egypt"; above, in sheet from right to left: "Stamp of the Egyptian Post" (Arabic); below: value in Turkish. Grayish white paper, watermarked W 1 (A pyramid, under the six-pointed star "Sirius"), No. 4 on thicker, whiter and smoother paper without watermark. Perf. 1 = 12½, Perf. 2 = 12½x15; Perf. 3 = 12½x13.



A 1.



A 2.



A 3.



A 4.



A 5.



A 6.



A 7.



S 1.

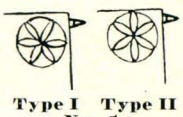


W 1.

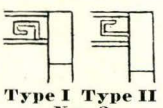
1. 5 pa. gray, greenish gray.
2. 10 par. brown, yellow brown, reddish brown—variety: a) bisected, used as 5 pa.
3. 20 pa. dull blue, turquoise.
4. 1 pi. lilac. Varieties: a) bisected used as 20 pa.; b) printed on both sides.
5. 2 pi. yellow to orange yellow. Variety: a) bisected diagonally, used as 1 pi. (perf. 12½).
6. 5 pi. rose, flesh. Varieties: a) bisected, used as 2½ pi. b) error: the surcharge of 10 pi.
7. 10pi slate blue. Varieties: a) printed on both sides b) surcharge inverted.

Perf. 12½: all values and varieties.
Perf. 12½x15: Nos. 1, 5, 5b.
Perf. 12½x13: Nos. 1, 2, 3, 4, 4a, 4b, 5, 6, 6a, 7.
All exist imperforate, and in pairs imperforate between.

Sheet layouts, plates, types: The typographed 1pi. value was printed in sheets of 200, and divided into two panes of 100 each by a perforated ribbon 12¾ mm. wide. All the other values (lithographed) were printed in sheets of 200 in 10 horizontal rows of 20. All of the fourth sheet margins bear the inscription: above: VICE REALI POSTE EGIZIANE; right and left toward each other: FRANCOBOLLI, and the respective value. Below, "MINISTERO LAVORI PUBBLICI". The inscription on No. 4 (sheets of 100) is 3 mm. high; on the rest of the values it consists of large 5½ mm. letters. The specimens submitted show these imprints to be in black, making it evident that they were printed at the same time as the overprint. According to Dalwigk, the imprint also appears in somewhat smaller letters in the case of No. 5, so that it appears that there were at least two surcharge plates used for this value. In all values *two* varieties of the stamp design are distinguishable; these varieties are wrongly designated as *types* (see illustrations above). The reason for these variations is, that in spite of the apparent full symmetry of the upper and lower portions of the design, these portions show minor differences in the designs of all of the values. These variations were unnoticed in the making up of the plates and the preparation of the forms, so that in the sheets of all of the values, some of the stamp designs are reversed with relation to others in such a fashion that the distinguishing marks of the lower part of the design are found in some stamps in the upper part of the designs; that is, reversed. Since, during later printings the design A 1 was correctly placed, we find these reversed designs not only in pairs, but also in singles. The so-called "types" of Nos. 1 to 7 are nothing else but a reversal of one and the same design.



Type I Type II
No. 1
In upper right corner the lower leg of the A in PARA is
betweent two | over
| one
of the rays of the star



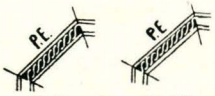
Type I Type II
No. 2
Upper right corner—ax shaped ornaments starts
vertically | horizontally



T. I T. II
No. 3
Half moon over the center of the design
is narrow and almost closes | wide, flat quite open



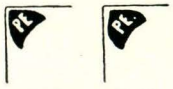
T. I T. II
No. 4
The scrolls in the upper part of the central oval
meet | do not meet.



T. I T. II
No. 5
Left hand upper corner, the rope-like ornament has
ten windings | eleven windings



T. I T. II
No. 6
Right hand upper corner, the loop under "5"
touches | does not touch
the circle



T. I T. II
No. 7
Left hand upper corner, the foot of the "P" is
thick | thin

In all values, except No. 6, type II is not rarer than type I. Both types in pairs or strips "se tenant" are much sought after by specialists, and bring high prices. Prices for 1 to 5 in pairs are 150% higher; for No. 7 used, about 250% higher; the last being very rare in pairs. No. 6 is about 500% higher.

Perforations: The matter of perforations has not been cleared up entirely. We are told that the perforations, at least some of them, originated in that country. Nevertheless, a regularly perforated sheet of No. 4; and also perforated proofs were found in the printing plant of Pellas, in Genoa. Most of these proofs are perforated; imperforate copies are sold at a premium. Nos. 4 and 5 are known with double perforations. The appearance of both vertically and horizontally imperforated rows in all values proves that Perf. 1 was a line perforation. The perforation comb 15 in Perf. 2 seems to point to the following facts as to the issue prepared in Egypt: pieces with Perf. 3 perforation were shown in rich display of material by Mackenzie Low. Cancelled copies with Perf. 3, date, according to Mr. Low, from the beginning of Dec. 1866 until March 1867 (compare *London Philatelist* 1922, p. 69, and the Exposition Catalogue of the Royal Philatelic Society of June 1922); it is evident that it is not an instance of a variation of perforation 12½, but that there is a separate perforation comb 13. Even the reversed compound perforations 13x12½ appear in some of the values. Finally, Mr. Low found compound perforation 13x13½ and 13x15½ in No. 4. Proofs, perf. 13 (see below) also exist. Imperforate stamps originated from sheets on hand not yet perforated, and not ready to be issued. There appear both imperforated and part perforate stamps, used postally, so that sheets with perforation missing wholly or in part must have slipped out at the time. No. 6a, a rarity, is less scarce imperforate than perforated. There are also copies known, perforated on three sides. Inverted watermarks are common in all values (prices somewhat higher).

Bisects: Due to the shortage of 1 piastre stamps, the post office at Alexandria received permission on July 13, 1867 to use diagonally bisected 2 piastre stamps from July 16 to July 31. The bisecting was effected from the upper left to the lower right corner. This is an instance of a local emergency issue.

Although before that date, the use of bisected stamps had been specifically forbidden, Moens mentions bisects of May 1866, and they appear on letters for a long time after July 1867. Mackenzie Low exhibited at the Royal Society No. 4, bisected, used as 20 para. As to the reported bisecting of No. 1 (!) and No. 2, we have no proof whether they passed regularly through the post office, and which postal rate they were intended to service.

Inverted surcharge No. 7b; stamps printed on both sides: At the present, of the mentioned invert there are pairs of No. 7, on which the surcharge on one is inverted, and while the English specialists acknowledge these inverts as genuine, Diena's opinion (*Stamp Collecting*, Vol. III, p. 87), and that of others is, that they are forgeries. Both of the pairs known to us, one of which was sold at auction by Köhler in 1914 for 495 marks, were printed on both sides, so that it was possible that they were forged by using genuine printer's waste. Nos. 4 and 7, printed on both sides, must also be regarded as printer's waste, although the possibility that these pieces slipped through at the time, cannot easily be denied. An error listed in earlier catalogues, No. 7, with the surcharge of No. 6, has been proved a fraud.

Proofs of all the values, imperforate, and more rarely in perforated form, come into the market. They are easily distinguished from the originals by the fact that the watermark is missing, and they are printed on clear white and very smooth paper. The proof of No. 4 is printed on thinner paper than the originals. These proofs are also available (see above) in perf. 13. Prices, imperforate: 2.50 to 10 marks, perforated about double those prices. Nos. 1 to 7 became obsolete on Sept. 1, 1867, and could be exchanged for the new issues until Oct. 31.

1867 (Aug. 1) A 8, 9. Design and engraving by F. Hoff of Hirschberg (German Silesia). Lithography by V. Penasson at Alexandria, under government supervision. Upper inscription in Arabic, as on the previous issue, value (below) now **also in Arabic** (no longer in Turkish). Watermark W 2 (Crescent with five pointed star). Perf. 15x12½; white, later, brownish gum.



A 8.



W 2.



A 9.

8. 5 pa. yellow, orange yellow. Varieties: a) imperf. b) pair, imperf. between.
9. 10 pa. A) dull lilac (shades). Varieties: a) imperf. b) bisected, used as 5 pa.
   B) mauve (July 1869).
10. 20 pa. A) blue green (light, dark). Varieties: a) printed on both sides. b) double impression. c) imperforate.
   B) yellow green (July 1869).
11. 1 Pi. A) dull rose. Varieties: a) printed on both sides. b) double impression. c) bisected. d) imperforate. e) pair, imperf. between.
   B) wine red.
   C) bright rose. Variety: a) bisected.
12. 2 Pi. blue (dull, bright). Varieties: a) imperforate. b) pair, imperf. between. c) bisected. d) pin perf.
13. 5 Pi. brown, light brown.

Sheet layouts, Plates, Types: Sheets of 200 stamps, 20 horizontal rows of 10. The printing plates were not prepared directly from a single die, but a block of four stamp designs was engraved for each value, and this block was reproduced on the printing stone. Therefore all the values exist in four types, show-

ing small differences between them, which variations are repeated 50 times in every sheet. These differences were correctly described by Pemberton (*Philatelic Journal of of Great Britain*); Melville illustrates these varieties in the respective values. Blocks of this issue are therefore particularly sought by specialists. In addition to these four type varieties, other minor differences appear on certain stamps. For instance, in the sheet of No. 8, a certain stamp shows a round, thick dot to the left of the Sphinx head; No. 11 appears with two (instead of three) dots over the long character of value at the bottom of the stamp, etc. The printing in the issues of July 1869 (Nos. 9B, 10B) is particularly sharp and clear. The watermark in this issue is not within the paper texture, but was impressed on the obverse after the printing of the sheets. The sheet margins have a special margin watermark; in letters 6 mm. high, in Italian, "ADMINISTRAZIONE DELLE V. R. POSTE EGIZIANE," and the value.

The perforations were effected along two different lines. No. 8 exists imperforate vertically, horizontal perforation 12½; according to Gibbons No. 11c is found in pairs, imperforate between; the Fleisher collection showed a horizontal pair of No. 12 vertically imperforate. As to imperforate stamps, see the remarks on the first issue. Imperforate examples of No. 11 appear in dealer's stocks, even in blocks. Of the last value we find *rouletted* 16, of No. 12 we have copies vertically perforated 12½, horizontally pin perforated; also Nos. 8 and 11 are found wholly or partially with *experimental perforations.* These varieties were privately created by a postal employee.

Of bisects, we find No. 9, diagonally on cover used as 5pa. (Fleisher Collection, see catalogue with illustrations, by E. Klein of Philadelphia); the same appears on fragments of newspapers, cancelled Alexandria and Cairo (Genth Collection). In the same collection is No. 11a, diagonally bisected on cover (Cancelled Alexandria 1870). Price 12 marks. See general remarks on bisects, above.

Printings on both sides, also double impressions or triple impressions of No. 10, more rarely of No. 11 usually imperforate; originate from printer's waste, (prices 15 to 25 marks); a postally used block of No. 11, printed on both sides, and dated Sept. 28, 1868 is described in *Schweizer Briefmarken Zeitung* 1911, p. 207.

This issue became obsolete on Feb. 15, 1872; the stamps could be exchanged for the new type until March 31 of that year.

1872 (Jan. 1) to 1874 (Nov.) A 10. Typographed. Inscription in Arabic and Italian. Watermarked W. 2.



A 10.

First printing: (Jan. 1, 1872) Printed by V. Penasson, Alexandria, on hard paper of various thicknesses (thick to medium). Somewhat sharper, clearer impression. Thick, single frame line only on the upper sheet margin, the remaining sheet margins blank. Perforations: Perf. 1: 13½ (1872 to the end of 1873). Perf. 2: 12½x13½ (1872 and 1874).

Second printing: (Nov. 1874) Printed by the Government Printing Office at Boulaq (Cairo). Thinner paper, often transparent, impression dull, often smeared or greasy. Elaborate ornaments on all sheet margins. Copies exist printed on both sides of the paper; also double impression. Perf. 1: 12½; Perf. 2: 13½x12½; Perf. 3: 12½x13½.

First Printing by V. Penasson, Alexadria

14. 5 pa. brown, dull brown, both perforations.
15. 10 pa. mauve (bright to dull) both perforations.
16. 20 pa. A. Bright blue— perf. 2 only.
B. blue, dull blue—perf. 1 only.
17. 1 pi. dull rose, both perforations, imperforate. Variety: a) bisected.
18. 2 pi. yellow, both perforations.
19. 2½ pi. A. deep violet, perf. 2 only.
B. violet, perf. 1 only.
20. 5 pi. yellow green, both perforations.

Second Printing—Government Printing Office, Boulaq

15 II. 10 pa. A. lilac. Perf. 1 only.
B. gray lilac (1875) Perf. 1, 2; imperforate variety a) tête bêche pair, perf. 1, 2.
16 II. 20 pa. A. dull blue, Perf. 1, 2
varieties a) horizontal pair, imperf. between,
b) vertical pair, imperf. between.
B. gray blue (1875) Perf. 1, 2. Variety a) bisected.
17 II. 1 pi. A. dull red. Perf. 1 only; imperforate
B. deep red (1875) Perf. 1, 2
variety a) tête bêche pair, both perfs.
18 II. 2 pi. yellow. Perf. 1, 2, 3, imperforate. Variety a) bisected.
b) tête bêche pair, perf. 1, 2.
19 II. 2½ pi. A. violet. Perf. 1 only
B. slate violet. Perf. 1, 2, imperforate.
variety a) tête bêche pair perf. 1, 3.
20 II. 5 pi. green (shades) perf. 1 only.

Both printings in sheets of 200 (20 horizontal pairs of 10). Single stamps easily distinguished after some practice; the poorer impressions at Boulaq are the result of the employment of inexperienced natives. Type differences which seemed to be established as in the previous issues, have so far proved to be only accidents of printing. To the inexperience of the compositors must also be attributed, that the printing dies, as they were made up anew into plates at Boulaq, were often set in inverted. The presence of tête bêche pairs solely in the Boulaq printings, is another characteristic of the second printing. From the relatively large amount of Boulaq material, it was possible to establish the exact position of the tête bêche stamps in the sheets, and to discover that the sheets of 15 II exist both with and without inverted stamps in the sheets, and furthermore, that the sheets of 17 II contained inverted stamps different in number and position, thus revealing the use of two different plate assemblies of No. 15 II, and at least four different plate arrangements of No. 17 II. Plate No. 15 II contained—Plate I—(Lilac)—none. Plate II (gray lilac)—9 inverted stamps. Of the four plates of No. 17 II, plate I contained only one, plate II, 12; plate III, 3, plate IV, 19 inverts, the positions varying with every plate. However, in plate II as well as plate IV all of the stamps in the first row, and evidently the last row of plate IV are inverted.

Blocks of the individual plates are very rare. In the sheets of No. 18 II only the eighth stamp is inverted, in the sheets of 19 II only stamp 154. The sheets of both of these values also are known to contain only one inverted copy each, and evidently because of the moderate use of the stamps, were also printed solely from single plates. In the Boulaq printing we meet occasionally with double impressions, stamps printed on both sides, etc. The copies submitted to us were either unused or with questionable cancellations and probably originate from printer's waste.

Perforation: Even in perforations do the Penasson and Boulaq printings differ sharply, since No. 18 II appears part perforate, and 19 II appears entirely perforate mixed 12½x13½ (perf. 12¼, instead of 12½ has also been noted). The Perf. 3 of the Boulaq issue, the result of substitution of perfora-

tion combs, gives the reason why many varieties are not yet correctly listed. According to Dalwigk, Perf. 1 on No. 19 I and 20 I is not 13½, but 13½x13. For No. 16 II (20pa. Boulaq) Dalwigk mentions copies that are imperforate horizontally, perf. 12½ vertically; in the Fleisher Collection there was a vertical pair (also a block of four), perf. horizontally 13½, imperf. vertically. No. 17 II perf. 1, comes with double perforation. Imperforate copies of this issue originate from unfinished sheets, or otherwise. The watermark is again impressed on the reverse.

For bisects, compare the information under the 1866 issue.

1875 (April). Design and typography by the Government Printing Office at Boulaq, as heretofore, but with both numerals of value, right and left, transposed and inverted. Paper and watermark as heretofore; Perf. 1—12½; Perf. 2—13½x12½.



A 11.

21. 5 pa. brown, dull brown
Varieties: a) imperforate, b) imperf. horizontally, c) tête bêche.

No. 21 is a relic of the Boulaq printing, and explains the omission of 14 II. The above illustrated transposition and inversion of both lateral figures of values (these were, in the case of 14-20 not cast together with the center medallion, but subsequently set into it) was caused by the fact that the native setters were not acquainted with European numerals. This defect is shown on all of the 200 stamps. Furthermore, the clichés were set into the plate 92 times with the center normal (and the numerals inverted) and 108 times with the center inverted (the figures of value being normal); divided in rows in such a manner that every sheet produced up to 90 vertical tête bêche pairs; or at most two horizontal tête bêche pairs. No. 21, Perf. 1 is said to be known in pairs, imperforate between.

In 1906 large remainder stocks came into the market, which, to make them more saleable, were in part provided with complimentary cancellations.

1878 (End of December) Emergency issue. Stamp No. 19 II with black surcharge with new values, as shown in S 2 and S 3:



S 2.



S 3.

22. 5 pa. on 2½ pi. gray violet, Perf. 12½; 12½x13½.
Varieties: a) inverted surcharge, b) imperforate, c) tête bêche, perf. only, d) double impression (perf. 12½ only, also tête bêche.

23. 10 pa. on 2½ pi. gray violet, perf. 12½, 12½x13½.
Varieties: a) inverted surch., b) imperforate, c) tête bêche (perf. 12½, 12½x13½), d) double impression (perf. 12½, also inverted surch.).

The 5 and 10pa. were chosen for surcharging, because both values were used at New Year's for the exchange of greetings. That is also doubtless the

reason why No. 22 and 23 were issued before Jan. 1, 1879, which date is given in catalogs as the date of issue; besides cancellations exist beginning with December. The stamps were used solely or almost exclusively in Alexandria or Cairo. They appear in various shades which are not found in the unsurcharged Boulaq stamps (slate, bluish slate, etc.). These shades are believed to have been caused by chemical changes while kept in stock. Gibbons also lists a "deep violet" shade, which may possibly be a strong undeteriorated color, or perhaps it indicates the use of older stocks of the 2½pi. for surcharging. In all 1700 sheets (of 200 stamps) were surcharged, one half of each value.

The inverted surcharges should be distinguished from the tête bêche examples, the former having been made by feeding the entire sheet to the printing plate, inverted.

Since we find (see above) in the sheet of No. 19 II only a single tête bêche, the inverted stamps resulting from the inversion of the stamps design are very rare; besides, they can be proved as such only in pairs; whereas with single copies it is difficult to determine whether the inverted surcharge was caused in one manner or another. To explain the great rarity of inverted stamps in pairs, it is not necessary to add that later there was a correction made in the inverted printed stocks.

In the few entire sheets, which were mistakenly printed upside down, the surcharge is correctly inverted on the stamps with inverted centers, so that we find sheets with both inverted and tête bêche specimens. The same holds true for the later discovered double imprints. In these sheets also, the tête bêche received both the surcharges inverted. We cannot determine whether a copy of No. 22 d was obtained from the sheet with inverted double impression; of No. 23 d only one copy so obtained exists (Collection of Mackenzie Low). Surcharges printed too high or too low on the stamps, or even leaning sidewise are not rare.

Remainders of 22 and 23 appeared later, some cancelled to order for the trade. These, as well as all stamps No. 14-20 became obsolete on Oct. 31, 1879 and could be exchanged for the newer issues until Dec. 31.

1879 (Apr. 1)-**1882.** S. 12-17. Engraving and printing by De La Rue & Co., London. Inscription in Arabic and French. White, smooth, paper. Watermark W2. Perf. 14, also known imperforate.



A 12.



A 13.



A 14.



A 15.



A 16.



A 17.

24. 5 pa. brown, later bright brown.
25. 10 pa. mauve.
26. 10 pa. lilac rose (Jan. 1881).
27. 10 pa. bluish gray (Jan. 25, 1882); later bright bluish gray.

28. 20 pa. dull blue; later brighter blue.
29. 1 pi. rose; later bright rose.
30. 2 pi. orange yellow; later bright orange yellow.
31. 5 pi. green; later bright green.

Sheets of 120 stamps in two separated groups of 60 each with control numbers in all four corners. In this issue, the watermark is in the paper itself. Imperforate pieces are probably proofs. Nos. 25, 29, 31 were valid for postage until Dec. 15, 1885; No. 30 was called in on Aug. 1, 1893; as to No. 24, see below.

1884 (Feb. 1) Emergency issue. No. 31 with the black surcharge of the changed value S 4, lithographed by the Government Printing Office at Cairo.



S 4.

32. 20 pa. on 5 pi. green. Variety a) inverted surcharge.

Number issued: 4000 sheets of 120 stamps. Of 32a, only 12 sheets were printed; a post office clerk acquired these and sold them both unused and cancelled.

1884 (Dec. 15). Change in colors of Nos. 27-29 and 31 (Universal Postal Union colors).

33. 10 pa. green.
34. 20 pa. rose, carmine rose.
35. 1 pi. blue, dull blue, ultramarine.
36. 5 pi. gray, dark slate.

Because of the change in monetary units, (1 Millieme=5pa.) Nos. 24, see above, and 33 became obsolete June 30, 1888; No. 34 on Oct. 31, 1888; they could be exchanged for the new issues until Dec. 31. Stamps of mixed currency were in use in Egypt for 6 to 9 months. Covers with such mixed franking should prove of philatelic interest.

1888 (Jan. 1) to **1893 (Aug. 1).** A 18-22. Engraving and printing by De La Rue & Co. Design similar to previous issue, but Nos. 37, 38 & 41 in the new currency; No. 42 in change of color; No. 39 (40) and 43 additional values. Smooth paper, not chalked. Watermark W2, perf. 14.



A 18.



A 19.



A 20.



A 21.



A 22.

37. 1 m. brown, dark brown (1/1/88)
38. 2 m. green (1/1/88)
39. 3 m. brown lilac (1/1/92)
40. 3 m. orange yellow (1/8/93)
41. 5 m. a) carmine rose (3/1/88) b) aniline rose
42. 2 pi. orange brown (8/1/93)
43. 10 pi. a) mauve (1/1/89) b) aniline colors

No. 39 became necessary, because the local postal rate which had been set at 5m. in 1890, was lowered to 3m. on Jan. 1, 1892. After this change in color, the 3m. stamp in brown lilac was withdrawn. In the Genth collection we find a cover (a local letter of Alexandria, 1892) on which the new rate is made up of a diagonally bisected No. 38 se tenant with an entire stamp No. 38. The letter bears *tax* notes.

1902-06. Design as heretofore, but on chalky paper. Additional value, No. 47, in design A 23.

44. 1 m. brown (dull, dark)
45. 2 m. green
46. 3 m. orange yellow
47. 4 m. vermilion (light, dark) (1906)
48. 5 m. a) rose, b) dark aniline rose
49. 1 Pi. blue, ultramarine
50. 2 Pi. orange brown
51. 3 Pi. slate gray
52. 10 Pi. mauve



A 23.

For the new value No. 47, the previous drawing of the 5 M. was used, yet the *shading* lines are missing to the left of the Pyramid. Around the entire sheet (4 divided groups of 6x10 stamps) there is a frame line in color (this line is missing on some of the sheets); also we find in the space between the upper and lower group a horizontal pair of lines, over which there is a row of perforations. The plate numbers are to the right and left of the sheet margin.

Stamp booklets were introduced in Egypt on Jan. 1, 1903.

1914 (Jan. 8) A 24-33. Inscriptions in Arabic and English. Printing by De La Rue & Co. on chalky paper. Watermark W2. Size of design of Nos. 53-58 is 22.5x 18.5 mm.; on the higher values, 28x22 mm.; perf. 14, also known imperforate.



A 24.



A 25.



A 26.



A 27.



A 28.



A 29.



A 30.



A 31.

53. 1 m. sepia
54. 2 m. green
55. 3 m. orange
56. 4 m. dull vermilion
57. 5 m. lilac carmine
58. 10 m. cobalt blue
59. 20 m. olive
60. 50 m. purple violet
61. 100 m. slate black
62. 200 m. brown lilac



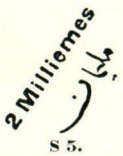
A 32.



A 33.

No. 57, and perhaps other values, are known with the watermark sidewise, instead of normal, also with inverted watermark.

Egypt Under a British Protectorate



S 5.

1915 (beginning of Oct.) Emergency issue: No. 55 with additional black surcharge of a new value S 5 in English and Arabic.

63. 2 M. or 3 M. orange yellow. a) inverted surcharge.

1921 (Jan.)—1922: Stamps of the previous issue, but printed by Harrison & Co. of London, with new watermark W3; star in crescent, multiple: No. 70 is an additional value, A 34. Chalky paper; perf. 14. The values in smaller format (see above) are perf. 13½x14.

64. 1 m. sepia
65. 2 m. green
66. 3 m. orange (Dec. '21)
67. 5 m. lilac carmine (Jan. '21)
68. 10 m. cobalt blue
69 I. 15 m. (A 34) (March '22)
69 II. 15 m. indigo (A 35)
70. 20 m. olive
71. 50 m. purple violet
72. 100 m. slate black ('22)



A 34.



A 35.

The watermark "Star in crescent multiple" is not evenly distributed on the sheets, but there are 3 stars to each group, set together as in the Egyptian flag.



W 3.

See *Stanley Gibbons' Monthly Circular* 1922, p. 135 with reference to No. 72. No. 69 (A 34) which was printed in two divided groups of 100, and is a modification of an earlier design, which was used in the printing of the 15 M. value until about the end of 1921. Because the Arabic inscription in the 15 M. stamp (A. 35) was defective, the entire printing of several million was not issued; but the stamps were used fiscally, that they might not reach the public. However, they came into common use, cancelled postally. The 15 M. value was necessitated because of the change in rates on April 1, 1922 to cover postage abroad and the registration fee for local letters.

The sheets of No. 69 I have the control No. B 22, those of No. 69 II No. B 21.

1921 (Nov. 1)—**1922.** Change in colors. Printing, paper, watermark, and perforation, as heretofore.

73. 2 M. red
74. 4 M. green
75. 5 M. pale rose (Nov. '21)
76. 10 M. carmine (Sept. '22)

After the unrest of 1922, the Post Office Department introduced a cash cancellation machine, which was available for use to the National Bank of Cairo; the prepaid letters (*except* registered letters) were provided by it with cancellations, whose design varied with the value.

Independent Kingdom of Egypt

1922 (Oct. 9) (Anniversary of the Accession to the Throne of Fuad I). Commemorative Issue of Egypt's Declaration of Independence. Stamps of the previous issue with black London surcharge S 6. The Arabic inscription (running from right at the top to bottom toward left) reads: Upper line "Kingdom of Egypt," lower line "March 15, 1922" (The day of the declaration of independence), above, royal crown of Egypt Nos. 76-86 of the Harrison printing multiple watermark; No. 87, the De La Rue print, single watermark.



S 6.

This anniversary surcharge was applied on almost all values by lithography; at the end of 1922 the 10 M. value was provided with the surcharge S 6 by means of typography; then similarly in 1923 most of the remaining values (finally the 50 M. value in 1923 were typographically surcharged with S 6. (See class II). The 20 M. value is only yet available with lithographic surcharge. The both highest values, Nos. 87 and 88 were, on the contrary, never officially provided with S 6 in typography. However, S 6 applied in typography on 87 A and 88 are fakes. In the typographic surcharge, there are quite minor variations in the setting and various sizes of the crown; such as crowns 6 mm. wide or 6.5 mm. in diameter. These wider crowns appear first on the 1m. and 15m. (beginning with May 1923). The list of the number of stamps issued is taken from Champion.

Class I. Surcharged by lithography (Oct. 1922)
Class II. Surcharged by typography (Dec. 22, 1923).

77. 1 m. sepia (No. 64) I, II, number issued: 3 million
    a) inverted surcharge I
78. 2 m. vermilion (No. 73) I, II, 2,400,000
79. 3 m. orange (No. 66) I, II, 2,400,000
80. 4 m. green (No. 74) I, II, 2,400,000
81. 5 m. pale rose (No. 75) I, II, 6 million
82. 10 m. dark carmine (No. 76) I, II, one million
83. 15 m. indigo (No. 69 I—A 34) I, II, 800,000
84. 15 m. indigo (No. 60 II—A 35) I, II, 600,000
85. 20 m. olive (No. 70) I, II, 300,000
86. 50 m. purple (shades) (No. 71) I, II, 350,000
87 A. 100 m. slate black I (No. 61, watermark W 2) 2,000
87 B. 100 m. slate black I (No. 72, watermark W 3) 100,000
88. 200 m. brown lilac I (No. 62) 23,000

The surcharge S 6 was applied to the unseparated sheets of 2x100 stamps. The sheet of No. 77 a was given out by a postal employee in a Cairo hotel, unseparated, without anyone discovering the error. The purchaser, after using

up the larger part of the sheet, discovered the error and returned the remaining portion of the sheet to the Post Office, whence the variety fell into philatelic hands. It seems possible to obtain only a single copy of this stamp in used condition, which copy was found by a school boy in Scotland, in a package of stamps mailed to him by his father from Cairo (on a piece of cover, cancellation undecipherable). There are said to exist only 34 copies in unused condition, of which a block of seven is known.

1923 (Apr. 16)—March 1924. A 36 (King Fuad in civil clothes for Nos. 89-95 on a smaller size stamp, Nos. 96-99 in larger size). S 37 (King Fuad in uniform, larger format, No. 100). Permanent issue of the independent kingdom of Egypt (Name of country, and value in Arabic). Photogravure by Harrison and Sons, London, chalky surfaced paper with watermark W 3, multple. Nos. 89-95, perf. 13x13½, the larger stamps (Nos. 96 on) perf. 14.

		Date of Issue
89.	1m. orange	10/ 6/23
90.	2 m. gray black, black	12/ 6/23
91.	3 m. sepia brown	11/21/23
92.	4 m. green	Dec. 1923
93.	5 m. reddish brown	4/16/23
94.	10 m. carmine rose	10/ 6/23
95.	15 m. ultramarine	Oct. 1923
96.	20 m. gray green	10/13/23
97.	50 m. bluish green	Dec. 1923
98.	100 m. lilac purple	Dec. 1923
99.	200 m. mauve	3/19/24
100.	1 Pd. blue and dark violet	1/ 5/24



A 36.



A 37.

No. 100 was printed in sheets of 25, the other values in sheets of 100. The colors become partially dissolved in benzine *immediately.*

1925 (April 1) A 38 (Large vertical oblong). Commemorative of the First International Geographical Congress at Cairo. Domestic printing (I) by the use of steel engraving; second printing (II) by means of zinc etchings. Chalky paper, watermarked W3 multiple, much thicker in II than in I; perf. 11½x11.

101. 5 mill. brown
102. 10 mill. carmine rose
103. 15 mill. ultramarine



A 38.

These stamps, issued at the request of the Royal Geographical Society of Egypt, were valid for use only during April (together with the Fuad stamps). They were not given up to the sponsors, but were obtainable only upon written application. The center shows the old Egyptian god Toth with the Ibis head, the god of writers and knowledge, who inscribes within a cartouche the name "Fuad" in hieroglyphs (over the cartouche is the signs of upper and lower Egypt; under it the signs of "life" and "eternity").

Sheets of 105 stamps in 7 rows of 15. Printing I varies from printing II, not only in the kinds of paper, but also in that the later and substantially larger II printing, the impression is not so clear, (e. g. the straight shading of the pylons) and the colors are darker. Furthermore, according to the *American Philatelist*, 1925, p. 593, the sheets of the first printing bear the plate number 25-A, those of the second, plate number 25-B, both in Arabic characters.

(To be continued.)

Nicholas Murray Butler Philatelic Trophy

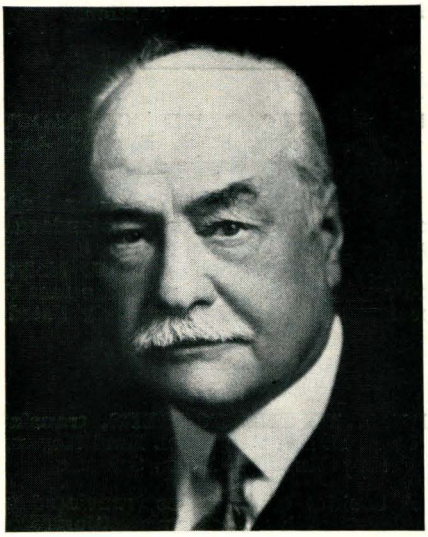
Of vital interest to philatelists everywhere is the announcement just released that Filatelikus, the Columbia University Stamp Society, has established the Nicholas Murray Butler Permanent Intercollegiate Philatelic Trophy which will be awarded each year for the best frame of stamps showing original research exhibited at the Annual Intercollegiate Philatelic Exhibition held at Columbia University, New York.

Dr. Butler, President of Columbia University and one of America's foremost educators, in lending his name to this project has given a great incentive to the promotion of philately in our universities. Once a stamp collector himself, Dr. Butler is well aware of both the growing interest in philately and its educational value.

The truly magnificent silver trophy illustrated herewith, stands 28 inches high and, according to the announcement, is interpretative of the following: The tall, massive column which forms the base is indicative of the firm foundation on which philately rests. Laurel leaves form the decorative pendants which divide the column into three facets significant of the three basic principles of philately. The three eagles support a globe symbolical of philately the world over, and surmounting same is an allegorical figure of Victory. The base is provided with shield-shaped plaques on which the names of the winners will be inscribed.

At some colleges there are well organized philatelic societies, while at others only informal get-togethers exist; Filatelikus, sponsors of the Nicholas Murray Butler Permanent Intercollegiate Philatelic Trophy, is one of the former and has in the past held numerous exhibitions. The experience thus acquired, and the facilities available to it, make the Columbia Stamp Society ideal for supervising the Intercollegiate Philatelic Exhibition.

In addition to the main award, Filatelikus has arranged that there shall be worthwhile awards in every class and, while the various classes open have not yet been fully decided upon, it is understood that the usual divisions governing exhibits will prevail. Thus, there will be classes open to U. S. Commemoratives, General Foreign, and Specialized groups. Every college student is urged to enter his collection with the double possibility of winning the Nicholas Murray Butler Trophy or one of the various class awards.



(Photo by Pach Bros.)

Nicholas Murray Butler who has established a Permanent Intercollegiate Philatelic Trophy.

As the Nicholas Murray Butler Trophy has been established to promote study of Philately in our colleges, it is expressly hoped that this movement will encourage the formation of stamp groups in colleges where none now exist and will also lend encouragement to those clubs now flourishing.

The Intercollegiate Philatelic Exhibition and the Nicholas Murray Butler Trophy, have been made possible through the efforts of far-seeing collectors, dealers and publishers. This project is by far the most important promotional effort of the year and is receiving enthusiastic support in every quarter. Its success, which seems now assured is due principally to the efforts of Filatelikus, the Columbia University stamp society, and its go-getter officers, President Duane Roller and Sec.-Treas. Frank Mackay.

All students and philatelic organizations in all colleges in the United States and Canada are invited to compete for the trophy. The exhibition this year will be held from Feb. 23 to 26, inclusive.

A board of three judges, consisting of prominent philatelists, will be selected and announced in the near future.

HANDBOOK ON BUREAU AND LOCAL PRECANCELS, Adolf Gunesch, Chicago, Ill.

This book has become a standard handbook for all collectors of precancels. This newest edition has been entirely rewritten with many illustrations, and it contains much new information.

THE REGENT STAMP CATALOGUE, Robson Lowe, Publ. Herbert Joseph Ltd., London, England.

This is the fifth Edition of the Regent Catalog and it maintains the standard set by the previous issues.

There is a preface by F. J. Melville, and an important feature is the fact that specimen stamps are separately listed.

CHECK TO THE FORGERS, translated by F. H. Kreater, Publ. Kurl Kayssner, Verlag, Buckow, Mark, Schweiz.

A booklet of 62 pages translated into English with numerous illustrations which prove a valuable sourse of information. Every collector should possess a copy.

THE STAMPS OF GREAT BRITAIN, J. B. Seymour, Part II, Publ. Royal Philatelic Society, London, 1937.

The Collectors Club is indebted to THE ROYAL PHILATELIC SOCIETY, LONDON for a copy of the above, which constitutes the second part of this very important work, containing the Addenda and Corrigenda to Part I.

HANDSTRUCK POSTAGE STAMPS OF THE EMPIRE, 1680-1900, Robson, Lowe, London, 1937.

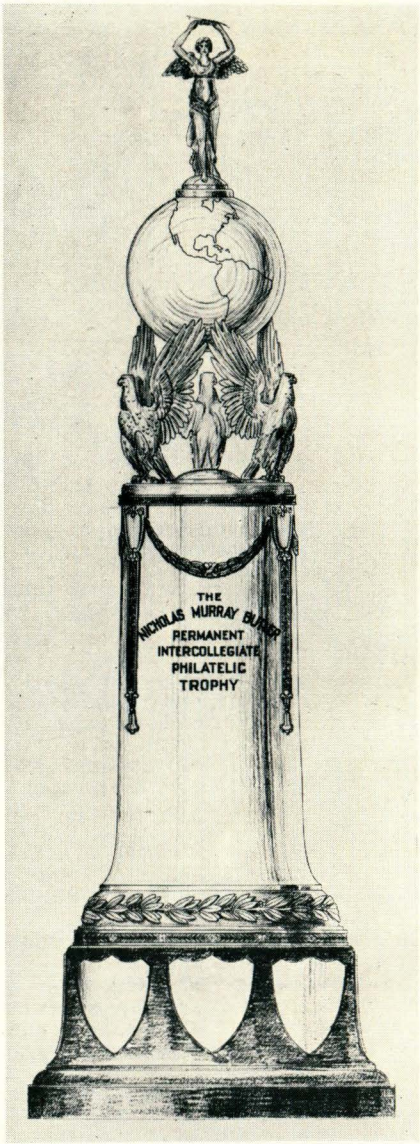
This is the first Edition of this priced catalog, published by Robson Lowe Ltd., London, containing 246 pages with very detailed information on these stamps. This work by Mr. Lowe is very exhaustive and the book should be in the library of every collector of these stamps.

SCHWEIZ — LIECHTENSTEIN, 1938, Ernst Mueller, Basel.

This is a very handy pocket size catalog which has a practical combination of price and want list.

HANDSTRUCK POSTAGE STAMPS OF THE EMPIRE 1680-1900, Robson Lowe, Publ. Herbert Joseph Ltd., London, England.

This is the first attempt to prepare an adequate descriptive list of the Postmarks of the British Empire. Mr. Lows has done a splendid piece of pioneering work that should grow in importance wth succeeding issues.



(Photo by Pach Bros.)

Intercollegiate Philatelic Trophy Established by Nicholas Murray Butler.

THE COLLECTORS CLUB

22 East 35th Street - - New York City

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1661 Dr. Irwin M. Yarry, Woodside, L. I., N. Y.
1662 F. R. Ferryman, New York City
1663 Raymond A. Hasbrouck, New York City
1664 Robert L. Graham, Jr., New York City
1665 Joseph M. Wise, Sunnyside, L. I., N. Y.

Evenings at the Collectors Club

HOUSE-WARMING CELEBRATION HELD OCTOBER 2, 1937.

October 2nd, 1937 will be one of the dates to be remembered in the history of the **Collectors Club.** On that date, all of the members and their friends were invited to a house-warming celebration at our new clubrooms, at 22 E. 35th St., New York, N. Y.

This was the first opportunity that many of our members had to see the new clubrooms and the reaction was very enthusiastic.

Between 200 and 300 members and guests attended the ceremonies between 2 and 7 o'clock, during which time refreshments were served.

It was a tremendous undertaking to get our building in shape to open at this time and all credit is due our hard-working president, Arthur W. Deas, and his able assistant, W. Lloyd Heath.

We hope that this celebration will have started many of our members as regular attendants for the coming year.

THE FIRST MEETING AT 25 EAST 35th ST., NEW YORK.

The first meeting in our new Club House took place on Wednesday, October 6th, 1937. The new meeting room was filled to the doors.

President Arthur W. Deas opened the proceedings with a speech of welcome and stated that the new Club House was theirs and he hoped they would enjoy it, and not only bring friends to the meetings but would try and induce their collecting friends to become members.

The proceedings opened with a display by Mr. Bardwell, representing the Bausch-Lomb Co. of Rochester, N. Y. of a new instrument termed the Baloptican, by means of which sheets of stamps up to about 7 by 8 inches could be shown, greatly enlarged, on the screen. Lloyd Heath,—to whom, by the way, the Club owes a deep debt of gratitude for the great help he has given during the past two months,—had arranged a few sheets of stamps planned to show Colors, Watermarks and type varieties, on the screen.

Mr. Phillips was asked to introduce the speaker, and said that Henry P. Lapham of Boston had kindly consented to show a portion of his wonderful collection of United States stamps at this, the first meeting of the season. Unfortunately Mr. Lapham has been confined to his bed for several days and sent his friend and stamp secretary, A. N. Reggio, to show the stamps.

Mr. Reggio stated that the collection had been built up during the past fifteen years and that, as far as possible, all stamps were in superb condition, and mint.

Among the rarer items shown were the following:

1847.

5 cents. Unused and used blocks of four. Unused pair and 5 shades in singles. Page of used in singles and pairs.

10 cents. Three mint. Used, 3 pairs and 9 singles. Diagonal bisected on covers. Two used from Gardener, Me. to Brattleboro.

1851.

1 cent. Type I. A mint block of eight consisting of a strip of six from top of sheet and two stamps from a second row. These are Nos. 4 to 9 and 14 and 15, and include the very rare Type I, No. 7. This wonderful strip was found in a bundle of old U. S. on 76 covers, one of which had this item sent as a remittance but left for some 80 years in the old envelope. There were also two fine single copies of Type I.

1 cent. Type II. A superb right lower corner block of six, with full sheet margins. No. 89 is the big shift and No. 99 R II, is the finest example of Type III. Mr. Reggio said that this fine item was secured from Mr. Caspary in exchange for another block of 1c 1857 which was missing in his collection.

5c brown. A mint irregular block of three and 3 used pairs.

10c green. Type I, superb pair, with gum. Type II, mint strip of 3. Type IV, used strip of three, the middle stamp recut top and bottom, the right hand stamp recut top. Types II & III. A block of six, used, upper row Type II, lower row Type III.

12c black. Mint block of three and used block of 16. Two bisections on cover, one is marked N. Y. Ship.

24c & 30c. Superb mint, large margins.

1857-60.

1 cent. A superb block of 9 (3x3) from plate IV. Upper row Type II, middle row Type IIIA. Lower row, left stamp IIIA, right stamp IV.

3 cents. Type I. A grand block of 20, no gum.

5 cents. Type I. In brick red and red brown, mint, and many blocks of the later printings.

10 cents. A strip of 3, left stamp Type IV, the other Type II.

12 cents. Several largs blocks, 16 and 20. Bisected used on fine cover.
90 cents. Block of 4, mint.
A fine envelope used to Calcutta is franked with 12c, 30c and 90c.

1861.

First printing. A superb mint set all being perfect and full gum. 10c, fine used block of 4.
Second printing. 3c lake, strip of three with Imprint. 5c, five mint in fine shades. 10c, block of 4. 24c red lilac, mint block of 6. 24c steel blue, 3 mint. 90c, strip of 4 with Imprint.

1862-66.

In this issue and through the grilled issues of 1867 there are a fine lot of strips of four with full Imprints.

15c black. A superb mint block of 12, ex Armitage collection.

1867 Grills.

Grilled all over. 5c and 30c in fine used state.
Grill 13x16, 3c, block of 4. Grill 12x14, 2c & 3c, mint singles. Grill 9x13, 10c mint block of 4 and strip of 4; 12c, mint block of 4; 15c, mint block of 4 & 9.

1869.

1c, block of 8 & 12.
2c, block of 8 & 40.
6c, block of 4 & 6.
10c, block of 4.
12c, block of 4.
15c, Type I, strip of 3.
15c, Type II, two blocks of 4.
24c, block of 4 used.
30c, block of 3 and pair.
90c, pair and 8 singles.
15c, 24c and 90c, fine used, Inverted.
No grill. A fine set including a block of eight 30c. Two sets of the re-issues.
Soft paper. Blocks of 1c, 21 & 70.

—CHARLES J. PHILLIPS.

"PEXIP" NIGHT OCTOBER 20th, 1937.

On October 20th the Second Meeting in our new Club House was for those members of the Club who exhibited in Paris, each one to show not more than 16 pages of collections that were exhibited there.

The following members showed their exhibits personally:

Max Johl—United States 20th Century.

1909. The complete set on blue paper, all centered, the 4c and 8c being among the finest known.
1908-09. 2c double transfer over design of 1c in vertical strip.
1911, 3c. The rare Orangeburg coil on letter dated 26 May 1911.
1917-19, A. E. F. Booklet pane of 30, 3 cents.
1917-22, 2c, strip of 10 with the Squeezed stamp, and other rare varieties and errors.

Ernest Kehr—Egypt, early issues.

A very nice lot with tete-beches, scarce cancellations, etc.

M. D. Joyce—U. S. Revenues.

Colonial Revenues including the Codfish type of Massachusetts and the N. Y. 1d. and 2d. with Seal of the City of New York. The rare 2/6 stamp, one of the causes of the Revolutionary War. In the rarer Revenues Mr. Joyce showed pairs of the 10c Power of Attorney, 50c Surety Bond in blue, $1.00 Life Insurance, $10.00 Charter Party, and a number of other rare Revenues. Of special interest were several blocks with Imprints including a block of twelve of the 3c rouletted with the Imprint changed.

Theodore Steinway—Seychelles.

Several pages of Mauritius 1863 to 1883 used in Seychelles.
Inverted surcharges 15 on 16c (2)—6 on 8c—and 3 on 16c, pair of 3c on 4c with three surcharges.

Mr. Steinway said that this collection was formed by our dear old friend, the late Harry Lewy, and that he had pleasure in adding to it and keeping it as a memorial to his old friend.

John H. Hall—Spain, the 6cu. of 1850.

A very fine lot highly specialized of the 6 cuartos black of 1850. This included blocks of 63 and 60 and four reconstructed panes of 24 of Group I.

In Type II, a group of 40 types. Several rare varieties of retouches and scarce cancellations. A rarity is an Essay copied from the Maurtius of 1848.

Stephen G. Rich—Bechuanaland.

Mr. Rich showed an interesting collection and explained how the Republic of Stellaland became merged into Bechuanaland. He explained the numerous provisional issues and showed a general selection of all issues.

A number of members who were not able to attend kindly sent 16 pages of collections shown in Paris, which were described by fellow members.

Alfred F. Lichtenstein—Canada, Pence Issues.

Among these I noted two covers franked with both U. S. and Canada stamps. Both had U. S. 1847, 5c plus Canada 3d, very rare items.

6d on laid, pair and 3 singles, unused.
12d on laid, two superb pairs with full margins, and five singles.
12d on wove, thin paper, three unused.
12d on wove, thick paper, two used, one on full cover, addressed to Rawdon, Wright, Hatch & Edson, New York.
10d on thin paper, two strips of 3, one unused and one used.
6d medium wove, pair and two singles, unused.
7½d green. Eleven superb singles.
½d Imperf. Block of fourteen.
10d on thick paper. Eight mint copies.
6d on thick soft paper. A superb strip of 3 unused and several singles, unused and used.
Horizontally ribbed paper, pair unused and block of 4 used.
Canada, Pence Issues, bisected and used for half the original values are very rare. Mr. Lichtenstein showed a 6d and half 3d on cover to England.

Miss Louise B. Lichtenstein—Rare British Colonies.

British Guiana, 1850 circular, 4c orange, 8c green, two shades of 12c blue and 4c on thin tissue paper. All these absolutely superb with enormous margins.
1856, 4c carmine and 4c blue, on surfaced paper, large margins.
1862, Provisionals, superb unused in all types, 1c, 2c and 4 cents.
British Honduras. Two unique blocks, one showing two 1d blue and two 1/- green, the other two 1/- green and two 6d rose-red, unsevered, no watermark, perf. 14.
Rare Provisionals, "TWO" cents on 50c in black, and TWO in red and in black on 50c.
Turks Island. 1/- prune, fine used.
"2½" on 1/- blue, superb block of 4 and a number of the early provisionals.

Mrs. N. Sanabria—Nicaragua Air Mails.

Mrs. Sanabria showed the three Earthquake Issues.

In the first of these issues there were a number of the errors such as 9B, 10a, 10B—this latter in a block of four, only three known. 13B, 13c a single, the only one known. Mrs. Sanabria has every known error in these Air Post stamps.

James Starr—China, First Issues.

The first issue was shown in numerous uncut and reconstructed sheets.
1897, 4c on 3c revenue, a block of four.
1912. The very rare set with Cruciform surcharges, and numerous other interesting varieties.

P. H. B. Frelinghuysen—U. S. Air Post Stamps.

1918 Issue. A superb Center Inverted 24 cents.
All positions in blocks of the 6c, 16c and 24 cents.

Eugene Klein—Hungary Lithographs, etc.

The first issue of Hungary has always been difficult to find well centered, but here are a fine lot both on and off letters.
There were also shown Hamburg American Packet stamps on covers. Some scarce Heligoland on covers and large blocks of the "mark" values.

Jacques Kilcher—Switzerland.

1852 to 1858 issues on covers. A fair lot of the silk-thread issue, including some strips of the 2c and 1fr.

The meeting room was well filled all evening, about 70 to 80 being present.

—CHARLES J. PHILLIPS.

ESSAYS AND PROOFS, NOV. 3, 1937

The evening of November 3 was devoted to a competitive exhibition of designs, essays and proofs of United States stamps, 19th and 20th centuries.

Thomas H. Morris exhibited issues from 1847 to 1909 and included a number of items never exhibited anywhere before. In 1847 he showed a picture of James P. Major, who was connected with Rawdon, Wright, Hatch and Edson, and the designer of the 5c and 10c stamps of that year. The heads of Franklin and Washington used on the stamps were shown on banknotes dated 1837. In 1862 Mr. Morris showed die proofs of the 5c to 50c fractional currency inscribed at top "Postage Stamps" with a pencil notation to change to "Postage Currency"—the inscription which appears on the issued notes. In the 1870 issue was shown a number of preliminary designs working up to those of the issued varieties done in water color in the exact size of the issued stamps. In 1894 was shown the development of the corner triangles and the steps in the changes from 30c and 90c of 1890 to the 50c and I1 of '94.

John H. Hatfield showed plate and die proofs of the 1847 5c and 10c originals and reprints, including full sheets of 50 on india and card of the reprints; in 1869 proofs through the 90c, including both designs of the latter and card proofs of the 15c, 24c, 30c and 90c, with in-

verted centers, this last not known in the issued stamp. In this same issue was also shown the complete series as reprinted for the Atlanta Exposition in 1881. A series of die proofs from 1894 through 1902 including the bicolored Omahas concluded Mr. Hatfield's exhibit.

Clarence W. Brazer's exhibit included die proofs of the American Letter Mail, Blood's Despatch, Metropolitan Carriers; Pomeroy and the unissued Albany postmaster. The New Haven postmaster stamp was represented by a complete series of the reprints including a recently issued counterfeit; and the Providence postmaster by proofs of the original plate in various colors. The Franklin Carrier of 1851 was shown in proofs of the original and the new government die made in 1902. In 1851 proofs of the originals and 1875 reissues were shown, the exhibit ending with the Toppan, Carpenter and Co. essays for the 1861 issue.

Max G. Johl exhibited die proofs from 1902 through 1920, including series of essays and drawings showing the development of the Alaska, Hudson-Fulton issues of 1909; the experimental coil stamps both engraved and surface printed; the 1912 regular and parcel post issue and the unissued parcel post series of 1913.

Thomas M. Morris won 1st award, Max G. Johl, second, and Clarence W. Brazer, third. The judges were Theodore E. Steinway, Harry M. Konwiser and Morton D. Joyce. Sol Glass, president of the **Baltimore Philatelic Society,** was a guest.

—R. A. BARRY.

FERRARS TOWS EXHIBITS NOV. 17, 1937.

Ferrars H. Tows gave the Club a great treat at the meeting on Wednesday, November 18th, by showing U. S. stamps used in Hawaii and Shanghai.

The first volume shown consisted of stamps of Hawaii used in conjunction with United States stamps.

The first Postal Rate was 13 cents but only two covers combined with U. S. are known with this early rate, one being the rare Missionary stamp used with U. S. in the collection of A. H. Caspary.

Shortly afterwards, probably in the late 50's, the 17 cent rate came into use. Mr. Tows showed some fine covers of this period, among these I noted:—

Hawaii, 5c on thick paper (No. 5) used with U. S. 12c Imperf.

Hawaii, 5c on thin paper (No. 8) used with U. S. 12c Imperf.

Hawaii, 13c dark red, (No. 6) used with U. S. 12c Imperf.

Hawaii, 5c in MSS. on 13c red (No. 7) used with U. S. 10c and pair of 1c, an exceedingly rare cover.

Hawaii, 13c red (No. 6) used with U. S. pair of 5c, 1861 and 2c.

Hawaii, 5c blue on thick paper used with U. S. 2c and 3c, 1861-1862.

Hawaii, 5c on bluish paper used with two 5c of 1861-66, one with grill and one without grill.

One of the most interesting covers was franked with a pair of the large numeral stamps, 5c blue INTERISLAND at side, which was cancelled in Hawaii and then in San Francisco. A U. S. 5c brown of 1862 was stuck over the pair of Hawaiian and then cancelled. Probably an unique cover.

Some very interesting covers with U. S. stamps of the Bank Note issues were shown, and Mr. Tows said these are hard to find used with Hawaiian stamps. Among them I noted:—

Hawaii, 6c (No. 33) used with U. S. 5c Taylor being the 11c rate to Germany.

Hawaii, three of the 2c vermilion (No. 31) used with 5c U. S.

Hawaii, 5c dark blue (No. 32) used with 12c U. S.

From about 1857 there were several covers shown with only U. S. stamps used from Hawaii, among them:—

U. S. 12c Imperf.

U. S. strip of 6, 2 cents Black Jacks, and a very rare cover franked with U. S. 1c and 30c, 1861 used to Denmark.

Mr. Tows then showed a volume of U. S. stamps used from Shanghai. He said that the Postal Agency there was started about 1861.

He showed covers franked with U. S. stamps with two different forms of Shanghai cancellations, among these,

1861, 10 cent

1869, three covers each with 10c.

A very interesting item was the large P. O. Registration Seal cancelled Shanghai, the only one so used that has been seen.

One remarkable cover was franked with a 5c Garfield used from Shanghai to Boston, Mass. This was returned from Boston back to Shanghai, and then once more sent to the U. S. A. Mr. Tows calculated that this 5c stamp franked this letter about 9800 miles.

It was pointed out that the ships that held a Mail Contract used a special cancellation in an oval, in red, reading "HAWAIIAN STEAM SERVICE or CHINA AND JAPAN STEAM SERVICE". This was only used on about five lines.

Among later issues of U. S. stamps used in China, Mr. Tows showed a number used by the U. S. Expeditionary Forces during the Boxer Rebellion. Among these are a large block of U. S. stamps which serves to show the jealousy between the different nationalities. This block bears controls of Chinese, Japanese, English, German & French authorities.

—CHARLES J. PHILLIPS.

BISECTED STAMPS OF THE WORLD ON DEC. 1, 1937.

Fred E. Cagna showed an unusual and very interesting collection on December 1st, 1937.

About three years ago Mr. V. Mozian was breaking up at auction a very valuable collection. In this there were about one hundred bisected stamps, many on covers. Mr. Cagna purchased this lot, which formed the basis of the collection he showed us. As far as I know there is only one other such collection in this country and one in London, England.

Mr. Cagna's collection consists of 800 bisected stamps, many on whole envelopes.

Among the more interesting items I noted:

United States. A cover franked with 1c blue, Type V, 1859, a 2c Black Jack and a vertical half of another 2c Black Jack. Mr. Cagna thinks that the writer took this cover to the post office, franking it with the 1c and 2c stamps, that the clerk pointed out the 1c was demonetized, and that they then used half of another 2c Black Jack to make up the 3 cent rate.

Confederate States. 20c green, bisected and used for 10c. Most of these bisections were used in Texas but Mr. Cagna shows one on whole cover used from Charleston and two others on small pieces used from Eutaw, Ala. and the other from Shreveport, La.

Barbados. 1d on half of 5/-. Four fine copies not on covers, all with the large D.

Bolivar. 1863, 10c rose. The smallest stamp in the world made still smaller by being bisected.

Egypt. 1866, 2pi yellow, with a rare postmark.

Falkland Isles. A nice lot of 1d bisected used without the surcharge, and a number of the provisionals "½" on half of 1d with varieties.

Guatemala. 1881, half of 2c with a very rare cancellation.

Hawaii. 1864, 2c vermilion, bisected and used with a 5c blue. This is said to be the only known copy of this rare bisection used on whole cover.

Mexico. Several of the early issues, half and quarter stamps used on covers. One fine item was half of a Guadalajara 2rls. white used in C.-Guzman.

Nevis. Half of the 1d first type and 1883 issue ½d in black of half of 1d lilac, five stamps, three of which have double surcharge.

St. Vincent. ½d on half of 6d green, pair and two singles.

Schleswig-Holstein. 1864, 1¼sch blue bisected and used on a Prussian 3sgr envelope, cancelled Hamburg.

Transvaal. 1869, half of 1/- green, Imperf. and cancelled "3" in three circles. A very rare bisection.

—CHARLES J. PHILLIPS.

Brief Reviews

THE WAR COVER PHILATELIST. An Occasional Publication, Edited and Published by Delf Norona, Moundsville, W. Va. Single copies 10c.

Volume 1, Number 1 of this publication, dated January 1938, contains a general introduction to the subject of World War cover collecting, and contains an interesting check list of Camps and Forts in the U. S. 1917-1918.

DIE ERSTEN BARFREIMACHUNGEN FUER MASSENSENDUNGEN. Publ. Fritz Seifert, Leipzig, 0,5, Dresdner St. 79, Germany. RM. 2.50.

This booklet of 80 pages contains the listing of the First Bar-Cancellations for Manifold. The three sections are devoted

1, to the Post of Wurttemberg, 1894,
2, to the Post of Bavaria, 1910
3, to the German Empire Post from 1919-1923.

There are normal types and varieties.

UNITED STATES STAMPLESS COVER CATALOG, 1938 Edition, Edited by Harry M. Konwiser, Publ. Stephen G. Rich, Verona, N. J. $2.00.

This is the second Edition of this important catalog which is now published by Stephen G. Rich. It contains much additional information and is a book that should be in the hands of every collector of United States stamps.

CATALOGUE ILLUSTRE DES TIMBRES-POSTE DE BELGIQUE ET DU CONGO BELGE. 1938.

This illustrated catalog is published by the Royal Federation of Belgium and contains 143 pages with many illustrations. It is a valuable aid to collectors of these stamps.

FROEDE'S LUFTPOSTMARKEN KATALOG, EUROPA UND UEBERSEE, 1938. Verlag, Hans Froede, Dusseldorf, 66, Germany.

This pamphlet of 88 pages gives forth information on Airmail Stamps of Europe and Overseas.

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Street Addresses are purposely omitted as this is not intended to be a mailing list.

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Kelleher, Daniel F., Boston, Mass.
Kennett, Wm. C. Jr., Tampa, Fla.
Kent, George, Baltimore, Md.
Kilcher, Jacques, Atlantic City, N. J.
Kilfoile, C. A., Schenectady, N. Y.
Kimble, Lt. Col. R. A., Chicago, Ill.
Kimmel, A. Murl, Robinson, Kans.
Kingman, Abner, Montreal, Can.
Kirkland, James L., Chicago, Ill.
Kirkland, Merrell R., Chicago, Ill.
Kissinger, Clifford W., Reading, Pa.
Klein, Eugene, Philadelphia, Pa.
Kling, Eric H., Newtonville, Mass.
Klingenstein, M. Fred, Bloomfield, N. J.
Knauer, Major John G., Denver, Col.
Knauer, Wilhelm F., Philadelphia, Pa.
Koehler, Heinrich, Berlin, Germany
Kojima, B. Yu, Kyoto, Japan
Kosack, Philip, Berlin, Germany
Kovarik, Frank J., Chicago, Ill.
Kreicker, Lou W., Chicago, Ill.
Kreling, Joseph E., San Francisco, Calif.

Laing, E. Bruce, Dowagiac, Mich.
Lake, Sidney, Paterson, N. J.
Landauer, Irving M., Frederick, Md.
Lang, Adolph, Hamburg, Germany
Lane, Arthur C., Boston, Mass.
Lang, Col. Frank R., Washington, D. C.
Langsdale, R. S., Kansas City, Mo.
Larranaga, Roberto G., San Luis Potosi, Mexico
Larson, Adolph Jr., Los Angeles, Calif.
Larson, Gustav, Worcester, Mass.
Lee, Tuck, Honolulu, H. I.
Leech, Francis B., Washington, D. C.
LeHain, Geoffrey M., Montreal, Canada
Leimer, Charles J., Oakland, Calif.
LeSesne, Richard H., Daytona Beach, Fla.
Levis, Arthur B., Jacksonville, Fla.
Levy, Alfred B., Philadelphia, Pa.
Liechenstein, Benjamin, Passaic, N. J.
Lind, Capt. Walter, Surbiton, England
Little, Philip Jr., Minneapolis, Minn.
Ljungdahl, Sture, San Francisco, Calif.
Logan, Allen, Kansas City, Kans.
Long, Elmer R., Harrisburg, Pa.
Longnecker, J. W., West Hartford, Conn.
Lord, Samuel S., Gardner, Mass.
Lorenz, S. S., Bethlehem, Pa.
Lowe, E. C., Robinson, Ill.
Lowe, Robson, London, England
Luder, Eduard, Zurich, Switzerland
Lukens, George E., North Wales, Pa.
Luria, William, Philadelphia, Pa.
Lyon, Stephen C., Providence, R. I.

McCulloch, Dr. Hugh, St. Louis, Mo.
McLellan, Hugh, Champlain, N. Y.
McNabb, George C., Glenside, Pa.
McNutt, Charles L., Bedford, Indiana
MacGuffin, Paul, Libertyville, Ill.
Maier, Alfred, London, England
Maloney, Woodrow, Reading, Pa.
Malpass, George N., Crestwood, N. Y.
Manley, Gilbert A., Canton, N. Y.
Mannheimer, William, St. Paul, Minn.
Marble, Roger H., Worcester, Mass.
Marcus, Henry C., San Francisco, Calif.
Marsh, Harold H., Washington, D. C.
Martin, Donald W., Cleveland Heights, O.
Martin, Roscoe B., Forestville, N. Y.
Mayer, G. Joseph, Oradell, N. J.
Max, Phil, Los Angeles, Calif.
Mead, Winter, Morristown, N. J.
Means, Carroll A., New Haven, Conn.
Mechin, R. J., Edwards, N. Y.
Meinertzhagen, L., Leister, England
Merell, A. F., San Francisco, Calif.
Messer, Charles L. Jr., Auburn, N. Y.
Meyer, Henry A., Evansville, Ind.
Michaels, William E., Kansas City, Mo.
Miers, Lewis A., Boston, Mass.
Miller, A. F., San Francisco, Calif.
Miller, M. E., Honolulu, H. I.
Miller, Michael, Baltimore, Md.
Miller, Milton R., Batavia, N. Y.
Miller, W. M., Cloquet, Minn.
Miller, Paul E., Morris, Minn.
Milliken, E. J., Paris, France
Mills, Charles B., Moline, Ill.
Mills, Harold S., Poughkeepsie, N. Y.
Mitula, A. J. Jr., Houston, Tex.
Mohrmann, Edgar, Hamburg, Germany
Momsen, Richard P., Rio de Janeiro, Brazil
Moody, William L. III., Galveston, Tex.
Morgan, Richard H., Passaic, N. J.
Morris, Albert W., Springfield, Mass.
Morse, Charles R., Knoxville, Tenn.
Mosler, G. M., Palm Beach, Fla.
Mosly, Dr. Edward, Horsham, England
Mower, Robinson H., San Francisco, Calif.
Mueller, Ing. Edwin, Vienna, Austria
Mueller, Ernest, Basle, Switzerland
Mueller, Harrie S., Wichita, Kans.
Muller, Louis C., San Francisco, Calif.
Munk, Dr. Herbert, Lugano, Switzerland
Munroe, Robert C., Springfield, Mass.
Munson, Dr. George S., Albany, N. Y.
Murchison, A. H., Long Beach, Calif.
Murdock, Harold C., Newton Centre, Mass.
Muth, Henri A., San Francisco, Calif.
Myers, Dr. L. L., Sheldon, Ia.

Nagel, Olaf, Chicago, Ill.
Nazar, Vahe, Boston, Mass.
Neefus, Wendover, Hudson, N. Y.
Newbury, Saul, Chicago, Ill.
Nevin, C. K. B., Boston, Mass.
Newman, Fred A., Miami, Fla.
Nickles, Mrs. C. E., Washington, D. C.
Nicodemus, Robert F., Frederick, Md.
Nissen, Charles, London, England
Noble, N. Glen, Ventura, Calif.
Norona, Delf, Moundsville, W. Va.
Norris, Frederick T., Bay City, Mich.
Nouss, Henry O., St. Louis, Mo.

Oakes, Edward L., Denver, Col.
Ober, Woodbury S., Chicago, Ill.
Oberdorfer, Max N. Jr., Jacksonville, Fla.
Odfjell, Abraham, Minde, Norway
Ogden, Warren G., Boston, Mass.
O'Hurley, Rev. John F., Philadelphia, Pa.
Oleson, E. M., Minneapolis, Minn.
Oleson, Olaf J., St. Paul, Minn.

O'Meara, Col. John S., Quebec, Canada
Oppenheimer, Berthold A., Springfield, Mass.
Osborn, Edwin T., Alameda, Calif.
Osborne, Rockewell C., Winnipeg, Canada

Paalzow, John, Orange, N. J.
Pade, A. E., Denver, Col.
Paine, Horace W., Westport, Conn.
Palm, Max J. Jr., Cincinnati, O.
Palmer, Theodore P., St. Paul, Minn.
Palmer, Jay W., New Brunswick, N. J.
Park, Ernest S., Nashua, N. H.
Park, J. Alex, Grosse Pointe Farms, Mich.
Parker, Kermet E., New Britain, Conn.
Parker, W. R., Oroville, Calif.
Parkinson, A. Eric, Upper Darby, Pa.
Passer, Adolf, Prague, C. S. R.
Pease, Rev. Ralph B., South Barre, Mass.
Peck, T. W., Leamington Spa, England
Pelander, Carl E., Woodside, L. I.
Peltz, W. L. L., Albany, N. Y.
Pemberton, Percy L., London, England
Percival, Dr. M. Fraser, Philadelphia, Pa.
Perkins, Henry A., Hartford, Conn.
Perry, Dr. A. E., Albany, N. Y.
Perry, Andrew R., Providence, R. I.
Perry, Elliott, Westfield, N. J.
Perry, H. D., Teaneck, N. J.
Perry, Thomas D., Philadelphia, Pa.
Peterson, Dr. Hugo O., Worcester, Mass.
Peters, John L. D., Great Barrington, Mass.
Philipp-Mendoza, A., Mexico D. F., Mexico
Phillips, Frederick S., London, England
Phillips, Herbert L., Chestnut Hill, Pa.
Pickard, F. W., Wilmington, Del.
Pickman, Dudley L., Boston, Mass.
Pierce, Dwight S., Worcester, Mass.
Pierce, Wm. S. F., Philadelphia, Pa.
Pierson, William D., Waterbury, Conn.
Poehlmann, Martin H., San Francisco, Calif.
Poillon, Col. Arthur, New York, N. Y.
Pollock, E. V., Ottumwa, Ia.
Poole, Bertram W. H., Los Angeles, Calif.
Pope, Albert J., Oakville, Conn.
Porter, Willard Hall Jr., Wilmington, Del.
Powers, Leland, Boston, Mass.
Pratt, Elmer Campbell, Haddonfield, N. J.
Pratt, L. K., St. Paul, Minn.
Pratt, Hon. Thomas H., Kingsport, Tenn.
Preston, R. B., San Juan, Puerto, Rico
Price, B., Eureka, Mo.
Price, Wm. J., Pittsburgh, Pa.
Prohaska, Frank J., Chicago, Ill.
Purves, J. R. W., Melbourne, Vic., Australia

Quevli, A. A., Windom, Minn.
Quigley, James A., Lock Haven, Pa.

Rachitoff, J. Santiago, Paris, France
Radasch, Henry E., Philadelphia, Pa.
Radford, E. P., St. Petersburg, Fla.
Raineri, Waldemaro, Genova, Italy
Ramsden, Charles T., Santiago, Cuba
Randall, Wainwright, Natal, Brazil
Rankin, Arthur E., Hamilton, Canada
Ransom, Harold B., Fort Worth, Tex.
Rapaport, Walter, Vienna, Austria
Rapkin, George C., London, England
Rasmus, Carl G., Woodmere, N. Y.
Ray, Samuel, Chicago, Ill.
Redfield, Lt. Col. Henry S., Hartford, Conn.
Reed, Joseph, Pasadena, Calif.
Reed, M. Clarke, San Juan, Porto Rico
Reford, Dr. L. L., Montreal, Canada
Reggio, A. Nicholas, Boston, Mass.
Reichelt, O. G., Ridgewood, N. J.
Reid, F. W., Honolulu, H. I.
Reif, Louis N., Cincinnati, O.
Reimers, C. D., Fort Worth, Tex.
Reinoehl, Walter A., Cohasset. Pa.
Reussille, Leon Jr., Red Bank, N. J.
Reynolds, J. S., York, Pa.
Rice, Edson K., Ingleside, Ill
Rice, Frederick R., Arlington, Va.
Richardson, Dr. Horace K., Stockbridge, Mass.
Richey, S. W., Cincinnati, O.
Ricketts, William R., Wilkes-Barre, Pa.
Riesco, R. F. A., London, England
Ritzman, Dr. Ralph R., Aurora, Ill.
Roberts, Richard, London, England
Roberts, Rowland E., Bryn Mawr, Pa.
Robinette, H. A., Washington, D. C.
Robinson, P. G., West Hartford, Conn.
Robison, Warner S., Mentor, O.
Rosell, Frank W., Albany, N. Y.
Rosen, Hon. Theodore, Philadelphia, Pa.
Ross, Reuben W., W. Rutland Vt.
Rothermel, Albert N., Lynn, Mass.
Rothschild, Baron Alfons, Vienna, Austria
Rowell, Albert R., Oakland, Calif.
Rubsamen, Robert, Mexico, D. F. Mexico
Russell, John J., Glendale, Calif.

Sampson, J. Waldo, Hallowell, Me.
Sanborn, Mac H., Chevy Chase, Md.
Sanderson, J. C., Cleveland Heights, O.
Sargent, Thomas P., Redlands, Calif
Sargent, Ziegler, New Haven, Conn.
Savage, Paul W., Worcester, Mass.
Saxton, W. G., Canton, O.
Scales, Lincoln J., Pasadena, Calif.
Schaefer, John W., Vancouver, Wash.
Schaff, Hon. Harrison Hale, Boston, Mass.
Schenck, C. A., Powell, O.
Schirmer, Robert, Princeton, N. J.
Schmalzreidt, Fried R., Detroit, Mich.
Scholes, Edgar, Victoria, Canada
Schoonmaker, Daniel J., Bethel, Conn.
Schroeder, H. H., Normal, Ill.
Schumacher, August H., Houston, Tex.
Schwabacher, Frank, San Mateo, Calif.
Schwabacher, James H., San Francisco, Calif.
Seebohm, Edwin P., San Francisco, Calif.
Selvig, Hon. Conrad G., Crookston, Minn.
Serphos, Mrs. Norman, New Rochelle, N. Y.
Shatz, Herbert L., Philadelphia, Pa.
Shaughnessy, Leo J., Sharon, Pa.
Shaw, Carroll H., Jackson Heights, N. Y.
Shaw, Douglas A., Montreal, Canada
Sheldon, Theodore, Chicago, Ill.
Shreve, Forrest, Ph.D., Tuscon, Ariz.
Shultz, J. Duval, Fayetteville, W. Va.
Shute, Franck, Miami, Fla.

Silver, Joseph, San Francisco, Calif.
Simon, Felix, Buenos Aires, Argentine
Sinclair, Harry M., Conway, Mass.
Slater, Max, Boston, Mass.
Smeth, Paul de, Brussels, Belgium
Smith, George K., Columbus, O.
Smith, Ralph N., Worcester, Mass.
Smith, Samuel J., Shamokin, Pa.
Smith, Sherwood W., Rochester, N. Y.
Snegireff, Dr. L. S., Trenton, N. J.
Sommer, Dr. George N. J., Trenton, N. J.
Southgate, H. M., Chevy Chase, Md.
Spencer, John J., Saginaw, Mich.
Spencer, John P., Chicago, Ill.
Sperry, Pierepont E., Sunbury, Pa.
Stackhouse, G. F. Jr., Jersey City, N. J.
Stacy, Ralph S., Seattle, Wash.
Stafford, Dana H., Brattleboro, Vt.
Stahn, Justus M., San Francisco, Calif.
Stanford, Mrs. J. W., Piedmont, Calif.
Stangebye, Dr. Thorlief, L., New England, N. D.
Stanard, John D., Chattanooga, Tenn.
Starr, Floyd T., Philadelphia, Pa.
Starr, James, Philadelphia, Pa.
Staub, C., Chicago, Ill.
Steefel, Lawrence D., Minneapolis, Minn.
Steeg, Adolph, Buffalo, N. Y.
Steinkellner, Peter, San Francisco, Calif.
Stephens, R. H., Detroit, Mich.
Stern, Julius L., Wilkes-Barre, Pa.
Stevens, Clark L., Durham, N. H.
Stewart, Wm. T., Cincinnati, O.
Stone, William C., Springfield, Mass.
Storrs, Dr. H. R., Vancouver, Canada
Strandel, Nils, Stockholm, Sweden
Straus, P. G., Baltimore, Md.
Stuart, Lyman K., Newark, N. Y.
Studd, Col. M. A., Singapore, Str. Settlements
Suarez, Victor M., Merida, Yuc, Mexico
Swan, William M., Detroit, Mich.
Swartz, Louis I., Albany, N. Y.
Swearingen, Lt. Cmdr. Ralph W., Pearl Harbor, T. H.

Tanner, William R., Wauwatosa, Wisc.
Taylor, C. M., Camden, N. J.
Taylor, J. R., Trenton, N. J.
Taylor, Morgan W., West Hartford, Conn.
Tedeschi, Ing. G., Torino, Italy
Tedesche, Dr. L. G., Cincinnati, O.
Telfer, Eugene, Detroit, Mich.
Thayer, John B., Haverford, Pa.
Thomas, John, Sharon, Pa.
Thompson, A. G., London, England
Thompson, Everett E., Springfield, Mass.
Thompson, Dr. Howard K., Boston, Mass.
Tondra, Prof. Albert B., Yonkers, N. Y.
Townsend, Everett H., Springfield, Mass.
Tripp, Alfred N., North Haven, Conn.
Tubman, Thomas H., Akron, O.
Turner, B. A., San Antonio, Tex.
Turner, C. Brinkley, Wynnewood, Pa.

Uznanski, Dr. Matthew E., Chicago, Ill.

Vallancey, F. Hugh, London, England
Van Auken, Wilbur R., Washington, D. C.
Van Deusen, Richard J., Scotia, N. Y.
Vanier, Anthony P., Montreal, Canada
Van Malder, W. F., Dorchester, Mass.
Van Vlissingen, Arthur Jr., Lake Bluff, Ill.
Vaughan, Charles H., Washington, D. C.
Von David, Prichard, San Antonio, Tex.
Voorhees, B. L., Chicago, Ill.
Voss, F. G. Jr., San Francisco, Calif.
Voss, George E., Berwick, Pa.

Wagner, C. A. Jr., New Orleans, La.
Wagner, C. Corwith, St. Louis, Mo.
Wagner, Robert J., Fostoria, O.
Wainwright, F. King, Bryn Mawr, Pa.
Ward, Philip H. Jr., Philadelphia, Pa.
Wardwell, Daniel W., Rome, N. Y.
Warner, A. L. D., Beverly Hills, Calif.
Warns, M. Owen, Milwaukee, Wisc.
Warren, Philip S., Washington, D. C.
Warth, Dr. A. H., Baltimore, Md.
Waterhouse, Sir Nicholas, London, England
Weber, William F., Rutherford, N. J.
Weed, Edward F., Darien, Conn.
Weiergang, Valdemar, Washington, D. C.
Weill, Raymond H., New Orleans, La.
Weill, Roger G., New Orleans, La.
Weinberger, Alfred, Brunn, C. S. R.
Weiss, Philip M., Cincinnati, O.
Welch, Stephen A., Providence, R. I.
Wellford, I. Mc. D., Richmond, Va.
West, Wm., Merion, Pa.
Wheeler, Miss Elena, White Plains, N. Y.
Wheeler, Howard S., Cohasset, Mass.
Whitbread, Thomas F., W. Cummington, Mass.
White, Marcus W., Worcester, Mass.
Whitehouse, L. M., Honolulu, H. I.
Whiteley, Leonard, Port Antonia, Jamaica, B. W. I.
Whiting, H. B., Minneapolis, Minn.
Wieler, Fred J., Bridgeport, Conn.
Wild, A. Clement, Old Lyme, Conn.
Wilhelm, A. H., San Francisco, Calif.
Willock, Thomas F., Utica, N. Y.
Wilson, Forest B., Nashville, Tenn.
Wilson, Frank E., Sutton Coldfield, England
Wilson, F. G., Tulsa, Okla.
Wilson, Sir John M. H., London, England
Wilson, J. Roberts, Baltimore, Md.
Wiltsee, Ernest, San Francisco, Calif.
Wimberly, Dr. Jules A., Chicago, Ill.
Windner, Julius, Philadelphia, Pa.
Wolf, J. Carlton, Baltimore, Md.
Wood, Fenton M., Oklahoma City, Okla.
Woodward, A. M. Tracey, Cadaujac, gir. France
Worms, Anthony de, Egham Surrey, England
Worms, Percy de, London, England
Wortham, Alvin, Lakeville, Conn.
Wright, Prof. Joseph A., Bloomington, Ind.
Wyer, J. I., Albany, N. Y.
Wylie, Willard O., Beverly, Mass.

Yardley, R. B., London, England
Yarry, Dr. Irwin M., Woodside, L. I.
Yeckel, L. F., St. Louis, Mo.
Yelverton, Edward E., Schenectady, N. Y.
Yuile, J. Watson, Montreal, Canada

Zegler, John, San Francisco, Calif.

Report on Furniture and Fixture Fund

To the Board of Directors:

Acting with the advice and consent of the Board of Governors I issued a letter of appeal to the members of the Club for contributions towards a fund for additional furniture for our new building. Later, further letters of appeal were issued.

We had a most wonderful and liberal response and with most profound appreciation and gratitude we list the following 213 members as

DONORS TO FURNITURE AND FIXTURE FUND

Alder, Siegmund
Albro, Geo. W.
Anderson, Spencer
Angers, Geo. W.
Arms, John T.
Aronson, Howard S.
Atherton, Frank C.
Auerbach, Arnold F.
Barrett, Sidney F.
Bartels, J. M.
Bartlett, Geo. G.
Bates, Chandler
Beamish, Charles
Beattie, Jos. H.
Bell, H. B.
Berdanier, Paul F.
Berolzheimer, D. D.
Betrix, E. C.
Bingham, Jr., Arthur W.
Bissell, Harvey S.
Brandli, Ernest
Brohel, Jos. A.
Brooks, Harold C.
Brown, Stephen D.
Brown, Warren D.
Bruechig, Emil
Burr, David H.
Buxton, T. H.
Cabot, Geo. D.
Capron, C. G.
Cartwright, Bruce
Chambers, Robert F.
Charlat, Louis W.
Chattin, Wm. J.
Clark, Hugh M.
Cole, E. D.
Cole, Philip G.
Cooke, James H.
Cook, Mrs. M. G.
Copestake, C. H.
Costales, E. N.
Davis, Archibald Mac A.
Deas, Arthur W.
Dietz, August
Doane, P. G.
Dorsch, John C.
Dunbar, Howard W.
Dunbar, Seymour
Dunsmoor, A. H.
Evans, Charles H.
Ewing, Geo. R. M.
Fay, Geo. H.
Firth, L. Gerald
Ford, Ben K.
Fried, Emil
Fox, J. W.
Gatchell, L. B.
Gearhart, E. M.
Gesner, A. T.
Gibson, Edwin F.
Gibson, Henry C.
Glover, W. Irving
Goodrich, Geo. S.
Green, Norvin H.
Hall, Arthur G.
Hall, J. H. Jr.
Hall, Willis M.
Hamblin, Geo. B.
Ham, Geo. C.
Harris, H. E.
Harris, R. W.
Hartwell, Horace F.
Hausmann, Erich
Hayden, Mrs. C. D.
Hayward, Mrs. Thos. B.
Heath, W. Lloyd
Heavenrich, Max P.
Heiman, Irwin
Heineman, Bernard
Helme, James B.
Hennan, C. W.
Hessel, Sidney A.
Hitt, Henry C.
Hollowbush, Frank A.
Homan, B. H. Jr.
Huberich, V. H.
Hutchins, Fernald
Hutchison, Frank R.
Hyde, Fred W.
Jefferys, Harry L.
Johl, Max G.
Johnson, C. H.
Johnson, Frederick M.
Judd, M. Hubert
Keffer, Harry B.
Kehr, Ernest A.
Kelleher, Daniel F.
Kent, George
Kessler, Frido
Kimmel, A. Murl
Kissinger, C. W.
Klein, Eugene
Klemann, Jacob Jr.
Klemann, John A.
Knapp, Edward S.
Kovarik, Frank J.
Kremer, J. B.
Kremer, J. B. III.
Leimer, Charles J.
LeRoy, Louis C.
LeSesne, Richard H.
Levis, Arthur B.
Lewinson, Leonard J.
Lichtenstein, Miss Louise
Liechtenstein, B.
Lindquist, Harry L.
Little, Philip Jr.
Logan, Allen
Longnecker, J. W.
Lukens, Geo. E.
Mason, Laurence B.
Means, Carroll, A.
Mechin, R. J.
Meyer, H. A.
Michael, Leonard
Michel, A. Eugene
Miller, M. E.
Millikan, E. J.
Mills, H. S.
Morris, T. F.
Mozian, Vahan
Mueller, Harrie S.
Murdock, Harold C.
Needham, Henry C.
Newbury, Saul
Nickles, Mrs. C. E.
Ohlman, Max
Owen, Arthur E.
Paalzow, John
Palmer, Jay W.
Park, J. Alex
Pelander, Carl
Peltz, W. L. L.
Perkins, Henry A.
Pfeiffer, C. Leonard
Phillips, Charles J.
Pickard, F. W.
Pickman, Dudley L.
Pierson, Wm. D.
Porter, Jr., W. H.
Powers, Leland
Price, B.
Quevli, A. A.
Radasch, H. E.
Randall, Wainwright
Rasmus, Carl G.
Redfield, Henry S.
Reimers, C. D.
Richardson, Horace K.
Richey, S. W.
Rich, Stephen G.
Rosell, Frank W.

Ross, Reuben W.
Rothermel, Albert N.
Rowell, Albert R.
Sanabria, Nicolas
Sargent, Ziegler
Saxton, W. G.
Schwabacher, James H.
Scott, Walter S.
Scott Stamp & Coin Co.
Severn Wylie Jewett Co.
Shatz, Herbert L.
Shelden, Theo.
Silberstein, Elias
Sloane, George B.
Smith, George K.
Sommer, Geo. N.
Southgate, H. M.
Stafford, D. H.
Stanford, Mrs. J. W.
Starr, James
Steefel, Lawrence D.
Stern, Edward
Todd, W. Parsons
Townsend, R. E.
Usticke, G. W N.
Vaughan, Charles H.
Von David, Prichard
Voorhees, B. L.
Voss, F G. Jr.
Wagner, Robt. J.
Wainwright, F. King
Ward, Philip H. Jr.
Webster, L. T.
Weed, Edward F.
Weiergang, Valdemar
Weiss, Philip M.
West, William
Westchester Co. Phil. Soc.
Wheeler, Miss Elena L.
Wheeler, Howard S.
Wheless, D. F.
Wickersham, C. W.
Wild, A. Clement
Wiltsee, Ernest
Windner, Julius
Wood, Howland
Worcester Philatelic Soc.
Yelverton, E. E.

The total of all cash contributions and amount received from sales of stamps donated in place of cash, amounted to $3436.75. Proper cards of acknowledgement were issued to each Donor upon receipt of his contribution.

A large part of these receipts were expended for·

Expense of collection, stationery and postage	$ 103.60
Chairs for main meeting room..	208.00
Chairs for Lounge and Library.	893.45
Office desks, chairs and desk equipments	141.27
Carpets. stair treads and floor coverings	702.00
Reading Lamps and Electric Fixtures	310.41
Miscellaneous small articles Ash trays & Retiring Room Accessories, Library Equipments etc.	265.68
A total expenditure to November 30, 1937	$2624.41
Leaving an unexpended balance, as of November 30, 1937	$ 812.34

Some of this balance will have been spent by the time this report is published and the rest will be reserved for such material as may be found necessary in the future development of the building.

Attached herewith is a bundle of all the letters received and papers and record in connection with the collection of funds.

In presenting this report I wish to emphasize my own personal appreciation of the very kind expressions of good will towards the Club and the donors pleasure of subscribing to the fund as expressed in almost every letter received.

Respectfully submitted,

ARTHUR W. DEAS, President.

Additional donations to the Furniture and Fixture Fund will be very welcome to secure equipment still needed.

Application for Membership

No._____ Date Received _____

Date of Election_____

THE COLLECTORS CLUB
22 East 35th Street
New York, N. Y.

I hereby apply for Resident _____, Non-Resident _____, Junior _____ Membership in THE COLLECTORS CLUB subject to the Constitution and By-Laws of said Organization.

Name_____

Residence_____

_____

Business Address_____

_____

Profession or Occupation_____

Age_____Specialty_____

Membership or Offices held in other Philatelic Societies, and/or writings on Philatelic subjects.

_____

_____

References: (Two references—New York City, if possible—must be given by every applicant unless both proposer and seconder are resident members.)

1)_____

_____

2)_____

Signature of Applicant_____

Proposed by_____

Seconded by_____

Please fill out all spaces provided.

All Currencies (Dollars, Pounds, Francs) must be de-valued and as this takes place the price of Rare stamps must rise. Rare British Colonials offer a safeguard against depreciating currencies—Buy now while obtainable at reasonable prices. Rare British Colonials are the "gilt-edge" Investment of stamps.

Below Are A Few Rare and Desirable Items I Have In Stock

BECHUANALAND—1887, £5 Mint, **Scott's No. 22.**
BERMUDA—1874, 3d on 1d, Mint **BLOCK of 4, Scott's No. 9.**
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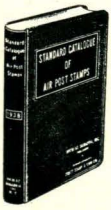
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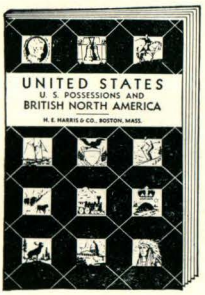
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