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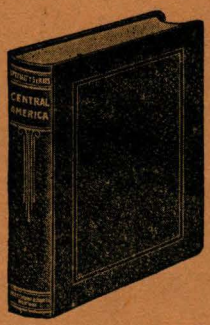
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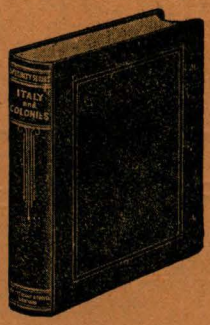
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COLLECTORS CLUB PHILATELIST

Vol. XV. JANUARY, 1936. No. 1.

Ancient Posts

By CHARLES J. PHILLIPS.

"Of all inventions the alphabet and the printing-press alone excepted, those inventions which abridge distance, have done most for civilization."
Lord Macaulay.

"A strange volume of real life in the daily packet of the postman."
Douglas Jerrold.

"When I was stamp'd some coiner with his tools made a counterfeit.
Cymbeline Act II, Sc. 5.

THE study of the different methods of communicating news adopted in the early days of the world's history is a fascinating subject and I have been at some trouble to gather together the following information in regard to posts, letters, etc.

Origin of the Word "POST"[1]

Originally a post was something "posited", or placed firmly in the ground, such as an upright piece of wood or stone, such meaning still remains in the cases of a lamp-post, a gate-post, signal post. As a post would often be used to mark a fixed spot of ground, as in a mile-post, it came to mean the fixed or appointed place where the post was placed, as in a military post, the post of danger, the post of honor. The fixed place where horses were kept in readiness to facilitate rapid travelling, during the times of the Roman Empire, were thus called posts, and thence the whole system of arrangement for the conveyance of persons or news came to be called *the posts.*

The name has retained an exactly similar meaning to the present day in most parts of Europe, and we still use it in post-chaise, post-boy, post-horse, and postillion. A system of post conveyance for letters having been organized for over three centuries in England and other countries, this is, perhaps, the meaning most closely associated with the word post at present, and a number of expressions have thus arisen, such as post office, postage, postal guide, postman, postmaster, postal telegraph, etc. Curiously enough we now have iron letter-posts in which the word post is restored exactly to its original meaning.

Some early records to posts and letters that I have found, are as follows:—

Runners were used to carry early communications. In the time of the Pharoah's they appear to have carried letters, as a picture of one of them thus occupied, is given on the tomb of Amenhotep II. 1449-1423 B. C.

(1). Elementary Lessons in Logic—W. S. Jevons.

Mention of Posts are found in the Bible:—

Esther, ch. VIII. verse 10:—

"And he wrote in the King Ahasuerus' name and sealed it with the King's ring, and sent *letters by post* on horseback"—and in verse 16 of the same chapter "So the *posts* that rode upon mules and camels went out, being hastened and pressed on by the King's commandment."

Also in the *Book of Job,* ch. IX. verse 25, we read:

"My days have been swifter than a *post,*" and in 2 *Sam.* ch. XI. a *letter* is mentioned as being sent by King David to Uriah the Hittite, addressed to Joab, and instructing him to put the bearer in the forefront of the hottest battle and to retire from him that he might be smitten and die.

Runners were used by the early Greeks and among other things brought news of the victors in the Olympic Games, to Athens.

Herodotus tells us that a runner took but one day and one night from Athens to Lacodaemia a distance of nearly 150 miles.

Herodotus (484-425 B. C.) also tells us that the Persians shaved the heads of their messengers and wrote the message on their scalps. They were then shut up until the hair had grown again and concealed the message, when the runners were sent off upon their journeys. A messenger on reaching his destination was again shaved and the writing was made plain to the eyes of the beholder.

The first institution of Posts is ascribed to the Persians:—

They placed sentinels on eminences and at different distances, who gave notice of public occurrences to one another, with a very loud shrill voice, by which news was transmitted very speedily from one end of the kingdom to another.

The Roman Emperor Augustus, first set up public Posts, which were running footmen, afterwards changed into Post Chariots and horses for the greater expedition.

In France, Louis IX. "St. Louis" 1226—set up Posts at two leagues distance throughout the Kingdom.

The Incas of Peru used a curious form of letter called the "guipu" which consisted of a stick of wood having a lot of colored strings tied to it. Different colors stood for different objects and knots in the strings, were used to express numbers, a single knot being ten, a double knot a hundred, and so on. Details of an enemy were easily sent in this manner.

Pigeon posts are now well known especially since the use made of them in the Great War.

The first time I find them mentioned is in 530 B. C. when Anakreon used pigeons to convey his love letters.

The earliest date in European history in which postal service is mentioned is in 807 A. D. when an organization was planned by Charlemayne.

About the year 844 A. D. in the reign of Abdulrahman II. of Spain regular couriers for conveying intelligence throughout that kingdom were established, and postmasters appointed, under whose charge were placed the necessary messengers and horses.

Monastery Posts were instituted by the Monks in the Middle Ages 1200-1500 A. D. in order that they might keep up communications with other monasteries and also with their headquarters in Rome.

About the 9th Century Universities in Europe instituted a system of messengers, as their students were gathered from all parts of the Continent and it was necessary to keep in touch with the various towns. The University of Paris had a very complete system of posts. The University of Heidelburg in 1397 A. D. had its own posts.

The German butchers in the olden days were great letter carriers as they travelled long distances in search of cattle, and in some towns licenses were



Interior of a French Post Office Under Louis XV (1715-74)
(From a Print in the Berlin Postal Museum)

only granted to butchers on condition that they also carried letters. These posts were so important that in Thurn and Taxis the postmaster, Jacob Henot, was removed by the Emperor Rudolf II. in 1597, and a patent was granted to the Order of Butchers to perform the postal service.

Posts of the Order of Knighthood existed from 1380 to 1525 and the duties were carried out by the Order of Knights of Marienburg. These posts were costly, the charge for sending a letter from Marienburg to Rome being ten shillings, whereas the monks only charged one shilling.

Commercial Guilds first started a postal service in the 12th Century, when Strassbourg kept a staff of twenty-four messengers.

In Cologne at the end of the 14th Century a regular service existed between that town and Brussels and Heidelburg.

In 1463 A. D. Louis XI. of France had a private system of messengers over the whole of that country.

In 1693 A. D. the Italians started a post over the St. Gothard to Berne.

In Holland there was no regular postal system until about 1710 when a Royal post was instituted.

In 1653 a "petite-poste" was established in Paris for letters and parcels, the charge was at first a sou, soon afterwards doubled, and Voltaire speaks of the two sous post as being still in vogue.

In Spain Royal Posts were started in 1514 and in 1716 a new postal system was formed and used "the arms of Castile and Leon enclosed in an oval" as an indication of the postage paid.

Early Posts in Great Britain

Prior to the reign of Henry VIII. the only letters of which any records exist, letters to or from the Court, and those on affairs of State, were sent by special Courier, and were the origin of our Kings Messengers of the present day.

In 1590 Queen Elizabeth granted a patent to John Stanhope as Master of the Posts.

Two kinds of Posts were established in James 1st. Reign. The "Through Post" and the "Post for the Packet".

The first consisted of messengers who rode "through post" for the whole distance with horse and guide. For the Packet Post two horses were kept ready at each post office and the Packet had to be sent on within a quarter of an hour of its receipt.

The Couriers of the Crown, were, down to the time of Henry VIII, subject to Martial Law, and if they lingered on the road with their despatches were hanged on their arrival, as an example to all dilatory posts.

The letters of the sixteenth century frequently bear a sketch of a Gallows on the cover, with a Courier officially *suspended* in the literary sense, and underneath the stirring admonition:—

"Haste! Post! Haste—Post Haste for thy life."

The following are the endorsements on a letter of the year 1623, from Mr. Bagg, Deputy Mayor of Plymouth to Sir Edward Conway:—

"For his Majesty's special service.

"To the Right Honorable Sir Edward Conway, Knight, one of His Majestys Principal Secretaries.

These at Court, Post haste, Post haste, haste, with speed.

"Plymouth 17 June, 1623, 11 o'clock in the morninge.

"Ashburton, 17 June, 1623, four o'clock in the afternoon.

"Exeter at four in the morning June 18, 1623.

"Received this packet at Honyton at 11 o'clock in the forenoon.

"Sherborne late at night, 18 June 1623.

"At Sarum 19 June at 6 in the morning.

"Andover past 9 o'clock in the morninge the 19 day of June.

"At Basing at 12 at noon.

"Hartford Bridge ½ past 2 in afternoon.

"Staines at past 5 o'clock in the afternoon June 19.

"The Strand, **at house,** past 8 o'clock at night."

Thus the letter was received, acknowledged, and sent on from one post house to another no less than ten times, till it finally reached its address and again acknowledged.

The above shows that the Courier did 214 miles in fifty seven hours: the average being little more than three miles and three quarters in the hour.

In 1653 under Cromwell the Post was "Farmed Out" and John Manley who held the first contract paid £10,000 per annum.

During the years when the post was "Farmed Out" political parties caused a great abuse of the mails by opening letters before they were delivered.

Lord Macaulay tells us, that in the year of the Restoration:

A Committee of the House of Commons, after strict enquiry, had estimated the net receipts for carrying letters at about £20,000.

At the close of the reign of Charles the Second this had then amounted to little short of £50,000, which at that time was thought a stupendous sum.

1660. This year a Bill was introduced into the House of Commons, which contained a proviso securing the right of Members to frank letters.

1635. King Charles the First issued a Proclamation for the "establishment of a running post or two, to be run night and day, between Edinburgh and Scotland and the City of London, to go thither and back again in six days.

Branch Posts were also to be established with all the principal towns on the road.

The rates of postage were fixed at 2d. under 80 miles; 4d. for 140 miles; 6d. beyond—and 8d. to Scotland.

This is evidence that a regular Post Office Establishment then existed.

1660. Privilege of sending letters free through the post, or franking was claimed by members of the then Parliament.

1680. In this year several hundred Receiving Officers were opened in London, at which Messengers called every hour and then delivered these letters at private houses at a charge of one penny a letter, and parcels also, provided neither exceeded one pound in weight.

At the same time was established the two-penny post, which extended to Hackney, Islington, Newington Butts, and Lambeth; they being considered as Towns outside London.



Letter-Carrier on Stilts in the Department of Landes

(From a Print in the Berlin Postal Museum)

1732. In *"New Remarks of London"* or a *"Survey Collected by The Company of Parish Clerks" 1732,* we read:

"The Penny Post Office, a very convenient Project and principally under the care and inspection of a Comptroller, and by Act of Parliament made IXth of Queen Anne 1709-10, for establishing a General Post Office, it is there enacted:

"That for the Post of all and every the Letter and Packet passing or repassing by the Carriage called the Penny Post established and settled within the Cities of London and Westminster and Borough of Southwark and Parts adjacent and to be received and delivered within ten English miles distant from the said General Letters Office in London *One penny."*

The General and Chief Penny Post Office was then in St. Christopher's Churchyard in Threadneedle St. near Stocks Market.

Though called a Penny Post it was in reality a *two penny post,* for it appears that it was "The custom of the Office to receive one penny upon the *Delivery* of every Letter or Parcel, *over and above* the one penny which was paid at the time of putting in every letter or parcel", and further, that *"All letters and parcels that were brought in were registered"* without extra charge.

1829. Some years before Mr. Hill applied the stamp to his invention of a uniform postage, Chas. Whiting printed a proposal to the Government to issue stamped Bands, or, as he termed them

"Go-frees"

which were intended to frank a certain weight of printed matter.

Mr. Hill acknowledged that he owed to Chas. Knight the *suggestion* of a postage stamp.

Mr. Louis the Superintendent of the Mails in 1829, said that the principle was proposed to the Post Office several years previous by a Mr. Stead.

1833. Chas. Knight suggested stamp covers for the prepayment of newspaper postage this year.

1839. August 6th. Viscount Melbourne moved the Second Reading of the Penny Postage Bill.

The Duke of Wellington very reluctantly gave his support to the measure, and said that, although Rowland Hill's was one of the best plans that could possibly be devised, he still doubted very much whether it would answer the purpose of keeping up the amount of Revenue.

He could state from his own knowledge that, in the Army, freedom from postage had not the effect of increasing correspondence.

He felt persuaded that the plan would not work well in country parts.

Not wishing to commit a breach of the conventional rules which were established between this and the other House of Parliament, he would vote for the measure, but he assured their Lordships that he did so with very great reluctance.

After some further conversation the Bill was read a second time.

The Commission to engrave the first postage stamp was originally given to Mr. Charles Heath, but as he feared his eye sight was not good enough for such fine work, he handed it over to his son Frederick, the price agreed upon was £60.

The first plate was so lightly engraved that it was impossible to electrotype it, so it was re-engraved in a much darker manner.

On the 10th of January 1840 the penny post was adopted.

The first stamps were black, and so continued till May 1841 when red stamps were substituted.

Blue two penny stamps soon followed.

1852. Post Boxes, that is Pillar Letter Boxes, were put up first in London this year.

They were from the beginning painted scarlet, or scarlet and black: Apparently because scarlet was the color distinguishing *"His Majesty's Mail."*

The Daily Telegraph of July 3, 1889, stated that when Queen Victoria came to the Throne: "The streets of London were parambulated at intervals by the "two penny postmen", who rang a *Bell*, as an advertisement of their propinquity and collected letters as they walked; while from the Courtyard behind St. Martins-le-Grand, there periodically issued small boys mounted on weedy ponies, with Letter Bags at their saddle bows, who blew horns as they clattered over the stones."

On December 12, 1936

THE COLLECTORS CLUB

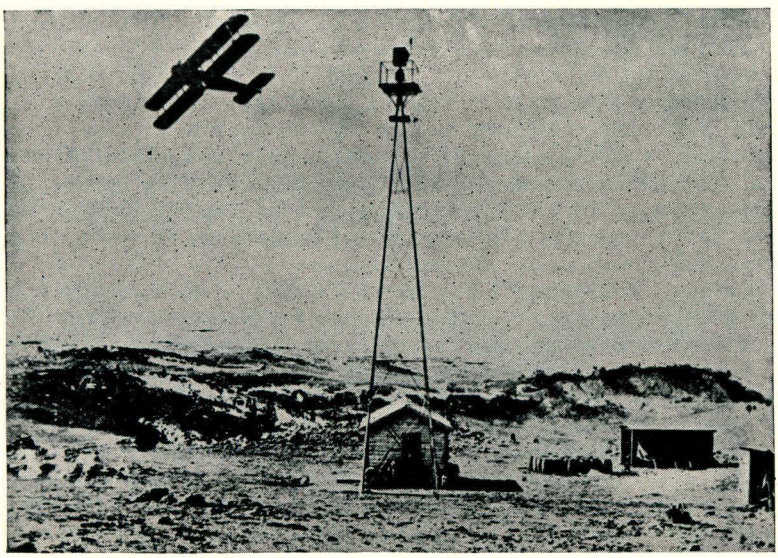
will celebrate its

FORTIETH ANNIVERSARY

Keep That Date Open

The United States Postage Stamps of the 20th Century

By Max G. Johl.



The Sherman Hill Air Mail Beacon

The highest beacon light in the World. This 5,000,000 Candle Power Beacon is located on the top of Sherman Hill between Cheyenne and Laramie, Wyoming, 8,600 feet above sea level. It is used to guide air mail pilots on the night flights on the Trans-Continental Route.

SERIES OF 1928

FIVE CENT BI-COLOR AIR MAIL

To further increase the use of the air mail service, the Post Office Department, in the early part of 1928, decided to reduce the rate to five cents per ounce. On June 19, 1928, Third Assistant Postmaster General Robert S. Regar announced that a new five cent air mail stamp would be issued July 25, to prepay the postage under the new rate effective August 1st. In the June 1928 Postal Guide supplement it was announced that thereafter the use of air mail stamps for other than air mail charges would no longer be permissable. However this was slightly modified on August 17, 1928 by the Third Assistant Postmaster General who stated that these stamps were also good for any extra service such as special delivery and registry when so used on air mail matter.

This stamp was placed on sale at Washington, D. C. on July 25 and first day covers needed a pair of the new stamps to pay the then current ten cent rate. A New York firm of yacht designers and brokers effectively used the first day of the new rate by sending out 30,000 circulars, via air mail, using

the new stamp and calling attention to the early cancellation as all letters were postmarked August 1, 12.30 A. M., the earliest possible cancellation under the new rate.

As this was a bi-colored stamp, two sets of plates were needed, both contained 100 subjects. A vertical guide line was placed on the frame plates for perforation and cutting registry, and it was along this line that the sheets were cut into panes of 50 for issuance to post offices. The frame plates also had a horizontal guide line which passed between the fifth and sixth rows for registering the horizontal perforations, but no cut was made along these lines. The vignette plates had guide line markings, only at the edges of the sheet margins, for printing registration.

When the first group of plates were made for the border and center, a heavy marker was placed at the extreme ends of the guide lines. These markings consisted of a solid, or cross hatched equilateral triangle with one quarter inch sides having a right angle cut taken from each side. These were intended to assist in more easily registering the vignette in the frame. The top and bottom markings were about fifteen sixteenths of an inch from the stamps and were usually found on the issued sheets, one half appearing to the right or left of the vertical guide line. The side markings were located about one and a half inches from the stamps and were cut off in trimming the sheets, so consequently were not available.

Above the second stamp to the right, and left of the vertical guide line is the word "TOP" in heavy capital letters. The border plates printed the "TOP" on the left pane and the vignette plate on the right. The border plate numbers are over the fourth stamp, to the right and left of the guide line, while the vignette plate numbers are over the third stamp from the center. The red number precedes the blue on the left pane and follows it on the right with the latter having in addition an "F" before both numbers.

After the first group of plates had been to press it was found that better registration could be effected by using a plain line instead of markers. The heavy markers were therefore removed from all finished plates and omitted on the later ones. To further aid in the registration a horizontal line was cut into the border plate parallel to the top line of the stamps and about half an inch above them. These lines start about three quarters of an inch from both sides of the vertical guide line and vary from about three quarters of an inch to an inch and three quarters in length, also differing in width from a hair line to one thirty-second of an inch.

#1310—Five Cent, Carmine and Blue. Air Mail Beacon. No Wmk. Perf. 11.

Issued July 25, 1928.

When the Post Office Department decided to reduce the air mail rate to five cents it was necessary to prepare a new stamp in this denomination for exclusive use on air mail matter. On June 18, 1928 the Postmaster General approved the die proof and work was immediately started on the plates. On June 28th, printing was started on the frame plates and after the sheets were seasoned the centers were printed beginning July 5th. On July 17th, the first shipments were made to post offices and before August 1st the initial general distribution had been completed.

This stamp was designed by A. R. Meissner, after a photograph of the beacon light at Sherman Hill in the Rocky Mountains, furnished by the Air Mail Service of the Post Office Department. The engraving was executed by L. S. Schofield and E. Hall.

The stamp is a horizontal rectangle 1 3/32 by 1 15/32 inches in size printed in two colors, the frame being carmine and the vignette blue. In the center, in addition to the beacon light, is a mail plane in flight. A panel at the top of the frame has the words "U. S. POSTAGE" in white Roman letters and on ribbons directly below, supported by acanthus scrolls, are the words "AIR." on the left and "MAIL" on the right. Square ornamental designs appear in both upper corners and in the lower corners, within circles with dark backgrounds, are the numeral "5." A white bordered panel at the bottom of the stamp contains the word "CENTS" in white Roman letters.

The plates used for printing these stamps may be divided into three groups as determined by the marginal markings. As previously mentioned, the first plates for both frame and vignette design had heavy triangular registration markers which were later removed. All border plates up to and including 19606 and all center plates up to and including 19580 went to press showing this heavy marker. The removal began first on the border plates and later on the center plates. This removal was accomplished by burnishing out the design of the heavy marker cutting beneath the hardened surface of the plate. Wear soon took place at these points, causing a circular hollow about one half inch in diameter, which soon resulted in a light color disc appearing on the sheets around the top and bottom of the vertical guide line. This first group therefore exists with heavy markers and with the color discs. The erasure was done over a period of about three months and combinations exist showing the color disc from the frame plate, and the heavy marker of the vignette plate.

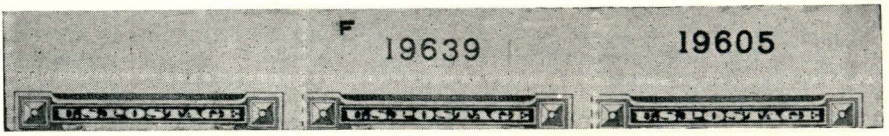
There were but two in the second marginal group, namely center plates 19597 and 19598, which had the markers removed prior to being used and show only the impressions with the guide line and the color disc.

The rest of the plates were made without markers and show only the guide line from the frame plate and the short vertical registration line from the vignette plate. The horizontal red line in the top margin appears on all frame plates except 19552, 19589 and 19592.

The stamp was current for more than a year and a half and in that period three groups of plates were used for both the centers and the frames and many plates had been cancelled before others were put to press, and some combinations could not exist. The blue ink did not wear out the plates as rapidly as did the red, and border plates far outlasted their group of vignette plates. The first twelve center plates made about 486,500 impressions while the first twelve frame plates made only about 379,200 or about 22% less.

The Bureau first printed the frame design using four plates to a press with a daily production of about 2200 sheets per day per press. After the frames had been printed the sheets were dried, examined and allowed to season while stored in the vault. Later the vignettes were printed also with four plates to a press. Due to the necessity of careful registration of the vignettes, this second printing was slower, with a daily output of about 1700 sheets per day per press. This difference in printing speed between the first and second impressions is one of the causes for the irregularity of the plate number combinations.

The necessity of careful registration and the double wetting of the paper with its unequal shrinkage caused an excessive amount of waste in printing these stamps. In an effort to reduce this waste the Bureau prepared four vignette and four frame plates which were slightly smaller in size than the standard, and better suited for the odd size of the 100 subject plates. The paper had to be trimmed to fit these plates, and complications in the gumming of the small sheets led to an almost immediate discontinuance of these plates. The four vignette plates numbered 19636 to 19639 inclusive were used to print 100 impressions of each plate and then discontinued. These plates have the usual marginal markings found on the late group of plates with this exception, there was no TOP on the vignette plates. Almost no combinations of these plates



One of the Four Special Vignette Plates

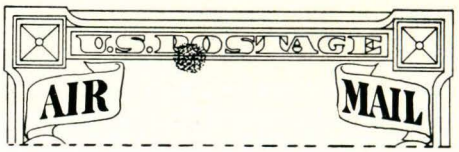
This strip shows no blue Top. There is no "F" before 19605 although this strip is from the right pane, this being normal for that plate.

have been reported and it is likely that most of the sheets never left the Bureau and were destroyed. The frame plates 19640 to 19643 inclusive were certified but never went to press. In an endeavor to reduce perforating waste some sheets were printed with the grain of the paper horizontal instead of vertical. These stamps are about a half mm wider, and about the same amount shorter the normal stamps. This, too, was soon discontinued.

In laying out the plates, certain oddities occurred in the marginal markings. On center plate 19597 the "TOP" was transferred on the wrong side of the vertical guide line so that it appears on the left pane instead of the right. Now being in the same position as the red "TOP" the printings from this plate show a double "TOP" on the left panes and no "TOP" on the right pane. Both varieties are equally desirable but most collectors passed up the right pane without the blue "TOP" and this is now actually scarcer than the "double TOP." On frame plate 19605 the "F," instead of preceding the right plate number, appears before the left number. On frame plate 19626 a wrong numeral was evidently added for the last figure as both right and left plate numbers usually show a disc of color around the last "6" which also seems to have been cut deeper than the others. This plate also showed marked effect of wear as there are many recuts on the right pane.

Shades: Carmine and blue, bright carmine and deep blue

Varieties: a: Plate number blocks
b: "Double TOP" plate number block 19597 left
c: "No TOP" plate number block 19597 right
d: Position blocks
1. Complete right and left arrows
2. Right and left halves top and bottom guide lines showing
a. Heavy marker
I. Solid
II. Cross hatched
b. Discs of color
3. Right and left halves, center line block



The "Blue Moon"
19618 Right Pane #6

e: Plate flaw. "Blue Moon"
19618 R #6. Due to a slight damage to the plate in the vicinity of "PO" of "POSTAGE", but on the vignette plate, there appears in this position a light blue stain (Illustrated.)
f: Shifted transfer
19569 L. #40. This shows a doubling of the left inner and outer frame lines as well as the shading lines in the left ribbon and acanthus scroll (Illustrated.)



Shifted Transfer
19659 Left Pane #40

g: Scratched plate

19630 R. The top row of this red plate shows several marked scratches in the lower part of all five stamps.

h: Recuts

As the red ink wore out the plates faster than the blue ink, it is natural to assume that copies may be found showing "worn plate" impressions of the frame designs. In several cases those positions showing excess wear have been recut and each copy found to date shows only recutting on the left side of the stamp. The stamps adjoining the left side of recut copies show worn impressions on the side nearest the recut area. The normal stamp shows the four vertical lines of the inner frame lines as straight and evenly spaced (Illustrated.)



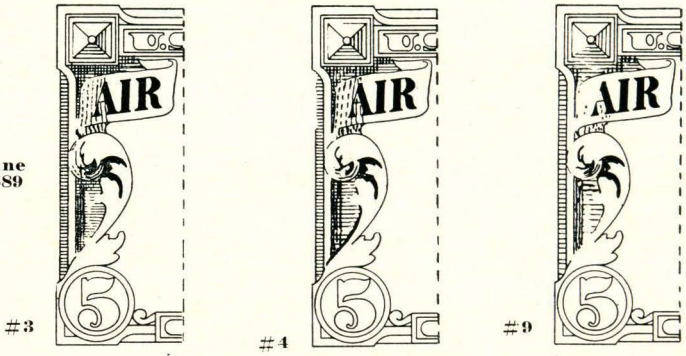
Normal Impression. Left Inner Frame Line. This usually consists of four evenly spaced light lines.

19589 R. #3. This shows considerable wear in the shading lines at the left as well as the inner frame lines. In the recutting the four lines have been strengthened. Line 1 is thin and of full length, 2 is thin but incomplete, 3 and 4 are heavy and do not run all the way to the bottom or top of their normal position.

19589 R. #4 shows a worn impression with all four lines recut, the third line being broken and irregular (Illustrated.)

19589 R. #9. This worn impression has all four inner frame lines as well as two horizontal shading lines recut (Illustrated.)

Right Pane
Plate 19589



#3 #4 #9

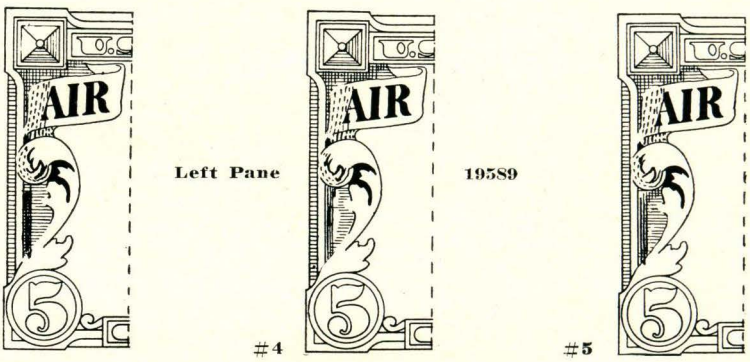
Left Side of Design Worn and Recut

19589 L. #3. Worn impression recut. The four inner frame lines have been heavily recut and extend down into the acanthus leaf. The inner lines are more numerous and do not reach the curve of the scroll (Illustrated.)

19589 L. #4. Worn impression recut. The recut lines are heavier and only #3 runs into the acanthus leaf. Several of the vertical shading lines below the scroll have been recut (Illustrated.)

19589 L. #5. Worn impression recut. The four inner lines are regular and of full length, but are considerably thinned near the bottom. There is one additional short line below the scroll (Illustrated.)

Left Pane 19589



#3 #4 #5

Left Side of Design Worn and Recut

19589 L. #8. The four inner frame lines have been recut on a heavily worn impression. Only line 2 runs the full length, #3 is incomplete at top and bottom, #4 is broken near the bottom. There are also additional vertical shading lines (Illustrated.)

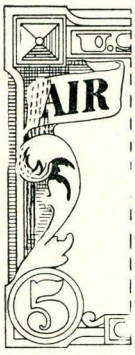
19589 L. #10. Worn impression recut. Three inner frame lines have been heavily recut and are extremely irregular. All three thin out near the bottom. The shading line below the scroll has been recut (Illustrated.)

Left Pane Plate 19589



#8

Left Side of Design Worn and Recut



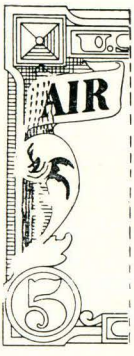
#10

19626 R. #9 shows a worn impression having all four inner frame lines recut. These recut lines are irregular with the fourth line not continuous (Illustrated.)

19626 R. #19. A worn impression with all four inner frame lines recut, lines 1 and 2 being joined (Illustrated.)

19626 R. #24. Another worn impression having all four inner frame lines recut. Lines 1 and 2 are straight but 3 and 4 are joined at top (Illustrated.)

Right Pane Plate 19626



#9



#19



#24

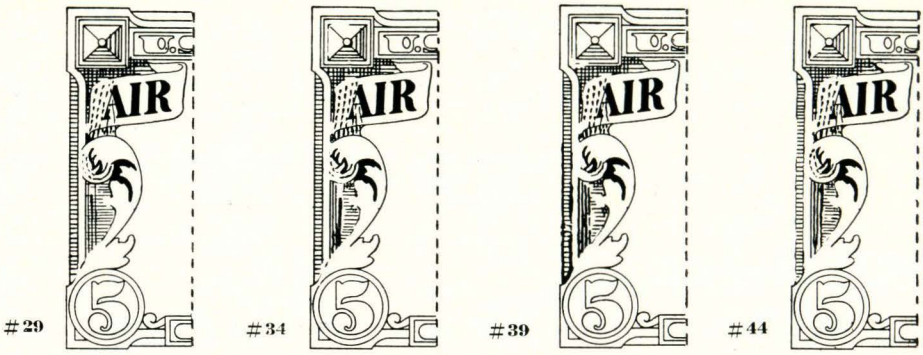
Left Side of Design Worn and Recut

19626 R. #29. A worn impression slightly recut. The four inner frame lines have been strengthened with line 3 heavy at the top (Illustrated.)

19626 R. #34. A worn impression with the inner frame lines recut. Lines 2 and 3 are heavy and irregular at the bottom, line 4 is heavy but incomplete (Illustrated.)

19626 R. #39. Worn impression with inner and outer frame lines recut. Both sides of the outer frame line have been recut. The four inner frame lines are heavily recut, all lines are irregular with 4 incomplete (Illustrated.)

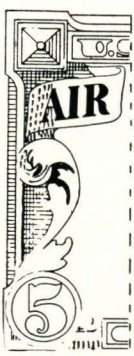
19626 R. #44. Another worn impression with the four inner frame lines heavily recut. Lines 2 and 3 are joined near the bottom to form one line. Line 4 is especially heavy (Illustrated.)



Left Side of Design Worn and Recut
Right Pane, Plate 19626

Another recut (position unknown but believed to be from plate 19567) reveals a marked worn impression especially in the lower left corner. This has the first of the inner frame lines heavily recut (Illustrated.)

A stamp showing a plate layout line under the entire design (position unknown) displays little plate wear but has been heavily recut. The four left inner frame lines have been strengthened, the last three being incomplete. One of the horizontal shading lines has also been recut (Illustrated.)



Left Side of Design Worn and Recut

Position Unknown. Believed to be from Plate 19567

Position Unknown. Plate layout line under entire stamp



Plates used:

Frame. Printed with heavy markers and again after the removal of these markers.

19549—50, 51, 52, 65, 66, 67, 68, 69, 70, 71, 72, 85, 86, 87, 88, 89, 90, 91, 92
19605—06

Only with short line of color.

19607—12, 13, 14, 15, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 70, 71, 72, 73, 96, 97, 98, 99
19700—01, 02, 03

Vignette Plates. Printed with heavy markers and again after the removal of these markers.

19545—46, 47, 48, 73, 74, 75, 76, 77, 78, 79, 80

Only with heavy markers removed.

19597—98

Only with short line of color.

19599
19600—08, 09, 10, 11, 16, 17, 18, 19, 66, 67, 68, 69, 74, 75, 76, 77, 88, 89, 90, 91, 92, 93, 94

Special small plates.

Center 100 impressions made, few copies reported.

19636—37, 38, 39

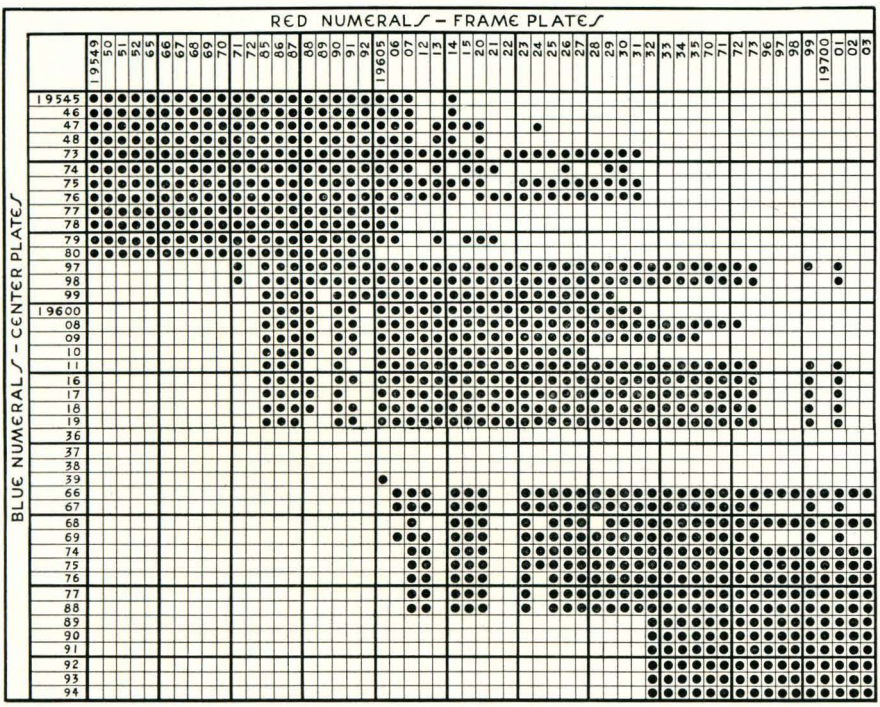
Plates not used:

Center, 19695
Frame, 19704—05, 06, 07, 12, 13, 14, 15, 16, 17, 18, 19

Special small plates not used:

Frame, 19640—41, 42, 43

The following are the combinations known to exist up to October 1, 1935:



Check List of All Plate Number Combinations Known to Date on the 5c Red and Blue Airmail.

Quantity issued: 106,887,677

Proofs. Large die proofs are available.

SERIES OF 1930-31

The cost of the five cent bi-colored air mail stamp was about four times that of the regular issue. The small daily production due to the necessity of close registration of the vignette impression taxed the Bureau to the limit to supply the ever increasing demand. These facts made it advisable for both the Department and the Bureau to produce a stamp printed in one color.

In the middle of November 1929 it was officially reported that a new five cent air mail stamp would be issued. This new stamp was to be printed in blue, about the size of the special delivery stamp and has the same design as the current five cent air mail to which the title "Sherman Beacon" had been added. It was stated that the Postmaster General had approved the design and that the stamp would soon be issued.

The Postmaster General however changed his mind about the design and asked the Bureau to submit additional designs. Those submitted included both vertical and horizontal designs of an airplane in flight, the Sherman Hill Beacon Light, and the Air Mail Service insignia. The Postmaster General approved the latter design in the early part of January, 1930, and work was immediately started on the plates.

These were printed in sheets of 200 subjects divided by horizontal and vertical guide lines into panes of 50. The sheets were cut along these lines and so issued. The first eight plates had two plate numbers to each pane, above or below the third stamp of the top or bottom row and to the right or left of the fifth stamp from the outside corners of the sheet. A short time after these plates had been made, the Bureau decided, for the purpose of economy, to eliminate the side plate numbers and the last group of plates had only four numbers, one to a pane, in the top or bottom margin.

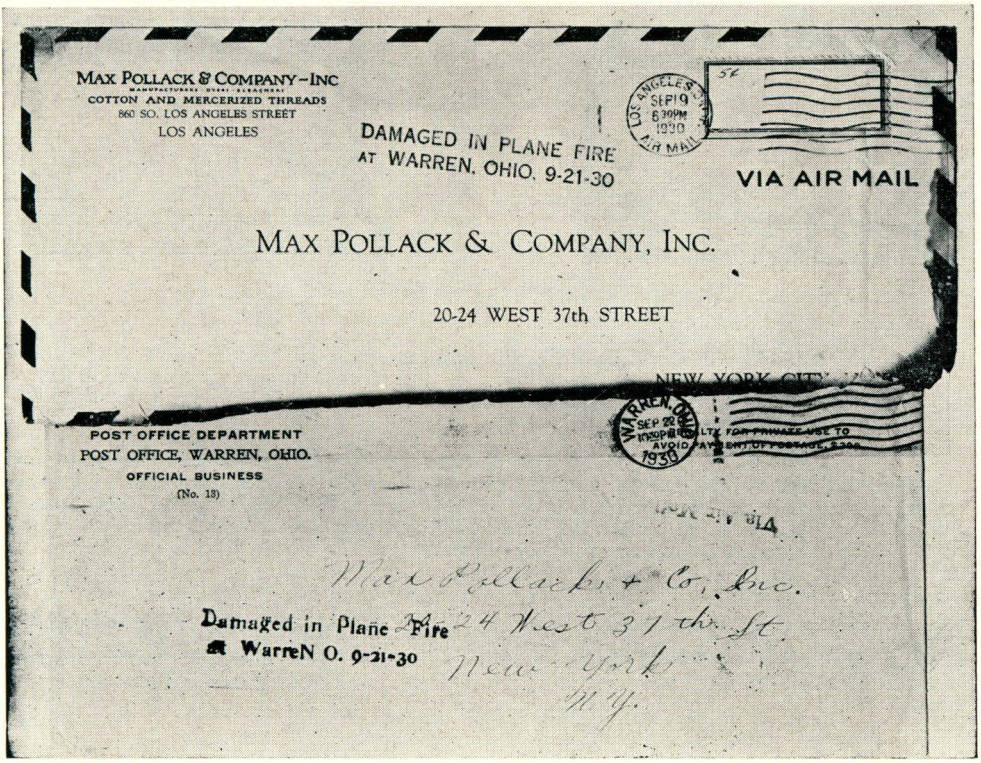
By 1931 the stamps printed on the rotary press were considered equal to those printed from flat plates. The increased production coupled with decreased cost caused the Department to instruct the Bureau to print the current ordinary issues above the ten cent as well as air mails and special delivery stamps on the rotary press after June 30, 1931, the end of the current fiscal year. Printing of this new air mail variety was started on August 14.

The stamps printed on the rotary press were also made from 200 subject plates. As is common with rotary sheet stamps, the plates were divided into four panes by horizontal and vertical gutters five sixteenth of an inch wide. The sheets were cut through the center of these gutters and issued in panes of 50 with a margin on all four sides, thus eliminating straight edged copies. The stamps were curved endwise on the plate with the plate numbers in the outside margins. However, when the panes are held in normal position, these numbers appear above or below the first vertical row in the left panes and in similar position to the tenth row of the right panes. The custom has been to recognize the panes by the position of the plate number, i. e., if the number is in the upper left corner it is the upper left pane, in the upper right corner it is the upper right pane, etc.

#1311—Five Cent, Violet. Winged Globe. No Wmk. Perf. 11.

Issued February 10, 1930.

After several designs had been submitted, the Postmaster General approved the sketch by C. A. Huston and A. R. Meissner, after a photograph of the insignia of the Air Mail Pilot. The vignette was engraved by F. Pauling and the frame and lettering by F. Lamasure. The die proof was approved on January 25, printing was started on January 30, the first delivery to post offices was made on February 3, and on February 10, the stamps were placed on sale at Washington, D. C. post offices and at the Philatelic Agency.



An Airmail Crash Cover and Its "Ambulance Cover" Used to Forward It.

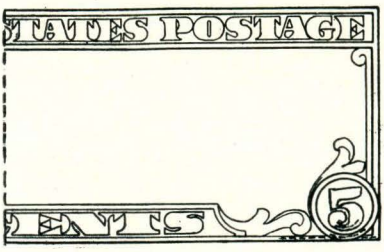
In size and shape this stamp is identical to the current 10, 15 and 20 cent air mail issue, 75/100 by 1 84/100 inches and was printed in purple ink instead of blue as had been originally intended. The central design shows the insignia of an air mail pilot, a globe with wings extending from either side and a background simulating rays of light. Upon the globe are the words "U. S. AIRMAIL." In a horizontal panel across the top of the stamp are the words "UNITED STATES POSTAGE" in white Roman letters and at the bottom, in an ornate panel, is the word "CENTS." The white numeral "5" appears within circles in both lower corners.

Thirteen plates were made and all went to press. Little variation appeared in the shade, any slight differences being mainly due to the quantity of ink. There was only one plate 20189 that showed any worthwhile plate varieties. On this plate the left vertical row (this appears as the right vertical row on the printed sheets) was evidently entered out of line as almost every stamp on the row both in the upper and lower panes shows evidence of a fresh entry resulting in a double transfer.

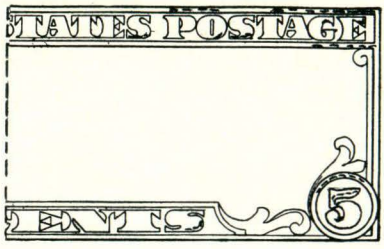
Shades: Violet, bright violet

Varieties: a: Plate number blocks
b: Usual four pane position blocks
c: Double transfer
20189 U. R. #30. The doubling can be seen in the circle around the right figure "5" and in the numeral (Illustrated.)

20189 U. R. #35. There is a slight doubling above and below "POSTAGE" as well as "OSGE". The "S" of "STATES" and the "S" of "CENTS" show added lines of color as does the right numeral "5" and the circle around it (Illustrated.)



#30

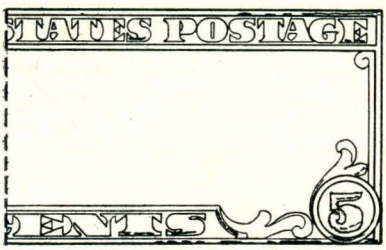


#35

Double Transfers Plate 20189 U. R.

20189 U. R. #40. This is similar to #35 but is more pronounced especially on the lower part of the design showing quite strongly in "TS" of "CENTS" below the inner frame line and on the right "5" (Illustrated.)

20189 U. R. #45. This is the strongest double on this pane and shows almost the entire right side doubled. It is quite marked above and below and on all the letters of "POSTAGE", added lines are in the "S" of "STATES" and "S" of "CENTS" as well as over, under and on the numerals "5" (Illustrated.)



#40



#45

Double Transfers Plate 20189 U. R.

20189 U. R. #50. Traces of the previous entry may be found in the upper right corner above and below "POSTAGE" also in and around the "5" in the lower right corner (Illustrated.)

Double Transfer

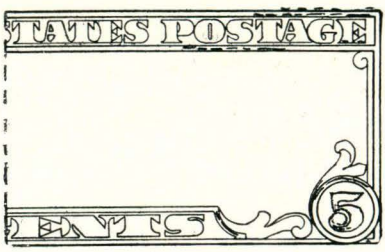
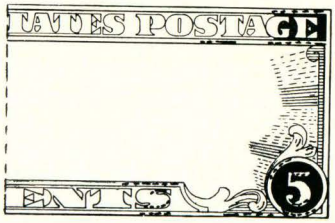


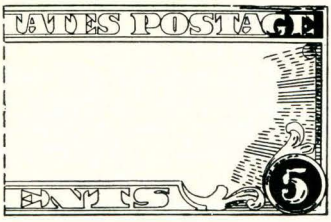
Plate 20189 U. R. #50

20189 L. R. #5. The doubling shows above and below "POSTAGE", above, below and on the "S" of "CENTS" as well as on and around the right "5" (Illustrated.)

20189 L. R. #10. The fresh entry has a marked defective transfer of the shading lines at the right. Added lines are above and below "POSTAGE" as well as in the "TA," and above and below the "NTS" of "CENTS" and on the "S" (Illustrated.)



#5

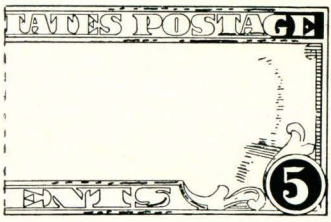


#20

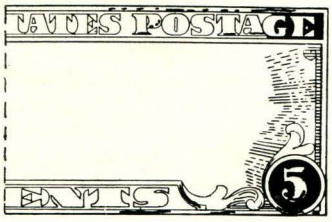
Double Transfers Plate 20189 L. R.

20189 L. R. #15. This too shows a defective transfer as a result of the removal of the first entry. The signs of the earlier design may be seen on the "PTG" of "POSTAGE", above this word, on and below the tablet around "CENTS" and on and below the right "5" (Illustrated.)

20189 L. R. #20. This shows a marked upward doubling of the right side (Illustrated.)



#10

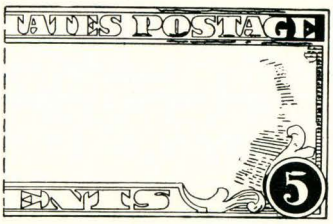


#15

Double Transfers and Defective Entries Plate 20189 L. R.

20190 L. R. #25. The shading lines at the right are almost non existent. The horizontal shading lines at right are doubled as are the frame lines above and below "POSTAGE" (Illustrated.)

Double Transfer



Defective Entry

Plate 20189 L. R. #25.

Plates used:

Eight plate numbers to each plate.
19941—42, 43, 44, 45, 46, 47, 48

Four plate numbers to each plate.
20187—88, 89, 90
20323

Plates not used: 20324—25, 26

Quantity issued: 97,641,200

#1315—Five Cent, Violet. Winged Globe. Rotary Press. No Wmk. Perf. 10½x11.

Issued August 19, 1931.

For purposes of economy, the air mail stamps along with several other stamps, were to be printed by the rotary press as soon as practical after the start

of the fiscal year of 1932. The Department did not consider that these were new issues, as did the collectors, so no official first day was announced. The printing of this stamp was started on August 14, 1931, and on August 17th the first delivery was made. On August 19, the new air mail stamp was issued at the Philatelic Agency. This is the earliest known date of this variety.

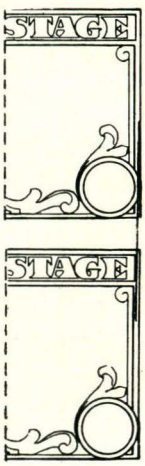
Because of the size of the stamp, and the necessity of curving it endwise on the plate, a new technique had to be developed to prevent the rotary printed stamp from being out of proportion. Previously it had been the custom to roll the stamps parallel to the narrow end of the design. Thus the transferring started at the bottom of the stamps, that were higher than wide and at one side or end of stamps that were wider than high. This method slightly increased the length of the largest dimension. This increased length, plus that which results from the curving of the plate to fit the rotary press, would have entirely destroyed the correct proportion of this stamp. To overcome this the Bureau began to rock in these designs from top to bottom instead of from side to side, and the slight increase in height kept pace with the increased length, and allowed the rotary product to keep its proper proportions. The flat plate stamp measures 46¾ mm. long by 18¾ mm. high, whereas the rotary is 47¾ mm. long by 19¼ mm. high.

Collectors should have no difficulty in distinguishing between the two types of printing on this stamp, for in addition to the difference in size there are also variations in the perforations and the color. These stamps being curved endwise on the press are, perforated 10½ horizontally and 11 vertically. The stretching of the plate caused by the curving, slightly decreased the depth of the engraved lines, and the impressions from the rotary press are not as deep in color as the flat plate issue.

Two plates were made and used for this stamp and only one minor variety has been discovered. On Plate 20606 L. R. there is a heavy line, which runs just inside the right frame lines from the middle of stamp No. 40 to No. 45. This is too heavy to be a plate layout line and may safely be called a scratch. It is quite marked and easily seen without a glass.

Shades: Violet, dull violet

Varieties: a: Plate number blocks, top and bottom only
b: Plate scratch
20606 L. R. #40-45. Line just inside right frame line (Illustrated.)



Marked Plate Scratch

20606
Lower Right
40-45

Plates used: 20606—07

Plates not used: 20702—03

Quantity issued, through August, 1935: 57,340,050

SERIES OF 1932

On June 8, 1932 Postmaster General Brown announced that coincident with an increase in the first class postage rate, there would be a similar increase in the air mail rates, and that effective July 6th, the new air mail rate was to be eight cents for the first ounce, and thirteen cents for each additional ounce or fraction. On June 10th Third Assistant Postmaster General F. A. Tilton, announced that no action had been taken to provide new air mail stamps for the revised rates, and that until further notice postmasters were to continue to stock the current five cent air mail and make up the new rates with that stamp and a three cent stamped envelope or with ordinary stamps.

A short time later the Postmaster General instructed the Bureau to prepare a new air mail stamp in the eight cent value. The die proof of the stamp was approved on August 17th. On August 29th, the Department announced that the new eight cent air mail stamp would be issued at Washington, D. C., September 26, which date President Herbert Hoover had set aside for the laying of the corner stone of the New Post Office Building. Printing was started on August 30, and the first delivery to post offices was made on September 20. The eight cent air mail stamp went on general sale on September 27.

These were printed on the rotary press from 200 subject plates divided into four panes by horizontal and vertical gutters. The sheets were cut through the center of these gutters and issued in panes of 50 subjects. The plate numbers were again in the upper or lower outside corners of the panes when held in normal position. On the upper panes the plate numbers were over No. 1 of the left and No. 5 of the right pane. On the lower panes they were below No. 46 on the left pane and under No. 50 on the right.

#1316—Eight Cent, Olive Bistre. Winged Globe. Rotary Press. No Wmk. Perf. 10½x11.

Issued Sept. 26, 1932.

This stamp is the same size, shape and design as the previous five cent air mail issue except for the substitution of the numerals "8" in the lower corners. The official description of the new color was olive green but the issued stamps were actually olive bistre, which contains a considerable amount of yellow.

Unlike other recent air mail stamps the Department did not handle first day covers and the official notice was issued sufficiently early to permit collectors to make private arrangements for the handling of their covers. The covers mailed had a special cachet applied by the Post Office Department, portraying the mail carrier of 1789 mounted on a horse and the mail carrier of 1932 in an airplane. The wording called attention to the date, the one hundred and forty-third Anniversary of the establishment of the United States Post Office and the laying of the corner stone of the New Post Office Department Building.

In spite of the duplex air mail rate of eight cents for the first ounce and thirteen cents for each additional ounce only the lower value was issued in a special air mail stamp. This value was current for a little less than two years and no major variations in shades were noted, nor were any worthwhile plate defects discovered.

Early in 1934 the carrying of air mail by commercial lines was interrupted and once again turned over to Army Fliers. Effective February 19, 1934, Postmaster General James A. Farley, by executive order, cancelled all existing air mail contracts and between this date and the latter part of June, the air mail was flown on temporary routes by planes of the army air corps. The latter were not as well equipped as the commercial planes nor were the pilots as experienced in certain phases of air mail flying which resulted in an increase of accidents to the detriment of the air mail service. The skeletonized routes,

coupled with the increase in incompleted flights caused many users of air mail to discontinue this means of forwarding their mail. New commercial contracts were subsequently made, and once again the flying of the air mail was turned back to private contractors. In many cases new air routes were laid out and more cities were connected with distant points. These new points were in most cases supplied with official cachets for use on first day covers, although none had been provided when the army began flying the air mail. The assurance of prompt delivery again being certain, and the addition of many new points served by air mail soon caused business men to return to this form of mail service in increasing numbers.

Shades: Olive bistre, deep olive bistre

Varieties: a: Plate number blocks, top and bottom only

Plates used: 21028—29, 30, 31, 32, 33

Quantity issued, through August, 1935: 72,122,550

SERIES OF 1934



An Unusual Airmail First Day Rate Cover 6c Stamp, July 1, 1934.

Early in June 1934 while the army air corps was still flying the air mail, Congress passed Act No. 308 which reduced the air mail rate to six cents per ounce for the first, and each succeeding ounce. On June 13, President Roosevelt signed the bill, and the Post Office Department immediately ordered the Bureau of Engraving and Printing to prepare a design for a six cent air mail stamp. On June 18 the die proof was approved and work was started on the plates.

These were again printed on the rotary press from 200 subject plates divided horizontally and vertically, by 5/16 inch gutters into panes of 50. The plate numbers were in the top or bottom outside corners of the panes, above or below the first row on the left panes and in similar position to the last row of the right panes.

#1318—Six Cents, Orange. Winged Globe. Rotary Press. No Wmk. Perf. 10½x11.

Issued June 30, 1934.

This stamp is identical in size and shape to the eight cent air mail issue it replaced. The only alteration was that of the denomination numeral to "6" and color change from olive green to orange.

Printing was started on June 28th and the following day the first deliveries were made to post offices. July 1st, being a Sunday, the postmaster at Baltimore

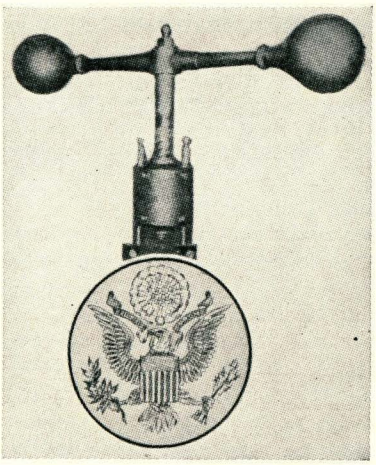
placed these stamps on sale on June 30th, and a few covers were mailed on that day bearing the new stamp plus additional postage to pay the eight cent rate. In Washington a new precedent was started when these stamps were first placed on sale on Sunday, July 1st. There was no official "first day" and July 1 covers therefore rank only as "first day new rate" items.

This is the last of the ordinary air mails to be issued prior to October 1, 1935. How long this rate will continue in force is open to question. England has recently reduced its air mail rate between various parts of the British Isles, and there are many who have long advocated a similar policy for the United States. History often repeats itself. At the end of 1918, the air mail rate was 6 cents. After a career of many variations it was re-established at the same amount in 1934. During the experimental transcontinental flights beginning on September 7, 1920, the rate was two cents per ounce. Perhaps this, too, may some day return as a regular feature.

Shades: Orange, bright orange

Varieties: a: Plate number blocks, top and bottom only
b: Defective transfer
The top row of plate 21234 contains numerous defective transfers of the bottom frame lines. #3 U. L. shows a defective transfer of the bottom frame line at the right and in the right corner. #4 U. L. the bottom frame line is thin, being almost non-existent below the ornament to the right of "CENTS". #1 and #2 U. R. is almost exactly like #4 U. L. while on #3 U. R. the bottom frame line is through at the right.

Plates used: 21234—35, 36, 37



The Great Seal of the United States and a reproduction of its impression.

Courtesy of "STAMPS"

SERIES OF 1934

AIR MAIL SPECIAL DELIVERY

Although the air mail speeded transportation of the mail between distant points, too much time was still being lost in local delivery. To further accelerate the delivery of air mail, the Post Office Department decided to issue a sixteen cent stamp to prepay the combined air mail and special delivery rate.

On June 28, 1934 the Bureau of Engraving and Printing was instructed to prepare a design for a sixteen cent special delivery air mail stamp. On July 3, the Information Service of the Post Office Department made the following announcement:

Air Mail Special Delivery.

Washington, July 3.—Postmaster General James A. Farley last night approved and sent to the Bureau of Engraving and Printing the final model of the new 16-cent combination Air Mail-Special Delivery postage stamp which is soon to be issued by the Post Office Department.

The central design on this stamp will be the official United States Coat of Arms, depicting the American eagle with wings spread. Across the top of the stamp are the words "U. S. POSTAGE", while in the lower left and right hand corners are the denomination numbers "16" between which is the word "cents." At the left of the stamp in vertical formation are the words "Air Mail" flanked on the opposite border by the words "Special Delivery." This stamp will be approximately the same size as the current Special Delivery issue.

The color of the new stamp, which will be announced following Bureau of Engraving and Printing dye tests, will be of a most distinctive character, and will be of such a tint as to enable postal clerks to discern instantly that both Air Mail and Special Delivery handling are required. This will insure all mail bearing the new stamp being rushed to the first departing plane for immediate dispatch. Upon reaching the airport nearest the addressee, this Air Mail Special Delivery mail will be rushed at once to the person for whom it is intended, thereby affording patrons of this service a most expeditious and reliable means of communication.

In spite of this official announcement the design was changed before the die proof was approved. On August 16, the steel blue color was adopted from among the die proofs submitted in nine colors. On August 21, printing was begun with an elaborate ceremony. The press release of the information service of the Post Office Department contained the following report of this event:

"Washington, Aug. 21.—Printing of the new 16-cent combination Air-Mail Special Delivery postage stamp, soon to be issued by the Post Office Department, was begun shortly after noon today at the Bureau of Engraving and Printing.

"Before a representative gathering of the Post Office Department and Bureau of Engraving officials, Acting Postmaster General Clinton B. Eilenberger, threw on the switch which started the first run of the big flatbed presses on which the new stamp is being printed.

"As the first sheet of the new stamps came through the press, Acting Postmaster General Eilenberger, in presenting it to Acting 2nd Asst. Postmaster General Jesse Donaldson, said:

"It is particularly a pleasure to attend this ceremony incident to the first press run of the new special delivery air-mail postage stamp.

"As indicated by its name, this stamp is intended to serve a double purpose. A letter bearing one of these stamps will receive preferential treatment from the time it is collected and dispatched by airplane until delivery is effected by special messenger at destination.

"This special-delivery air-mail stamp is, therefore, unique in that it will not only be of interest to philatelists and a valued addition to their collections, but it will also mark a departure from the general run of stamps because of its usefulness from a practical standpoint.

"The central subject reproduces the great Seal of the United States of America, which very properly denotes the majesty of the air-mail service. It is of the 16-cent denomination, its beauty is pronounced, and it is particularly gratifying to my Bureau to participate in the authorization of its issuance."

In response, Mr. Donaldson said:

"With approximately 29,000 miles of air-mail routes giving service to forty-six states and practically every large city in the United States, and with a rate of 6 cents per ounce or fraction thereof, the air-mail service offers a means of communication to the public unexcelled by any other country.

"The air mail with the added facilities of this new air-mail special-delivery stamp will be first in arrival, first in delivery, first opened and first answered.

"The Second Assistant appreciates the beauty of this new stamp and is very grateful to Mr. Eilenberger for having worked this out and made it possible for the public to use this speedy service. I am sure that the public will greatly appreciate this new facility which will be placed at its disposal."

Also gathered around the presses at the first press run of the new stamp this noon were Acting First Assistant Postmaster General Vincent Burke; J. Austin Latimer, Special Assistant to the Postmaster General; Deputy Third Assistant Postmaster General Roy North; Charles Graddick, Superintendent of the Air Mail Service; Kildroy P. Aldrich, Chief Inspector; Karl Crowley, Post Office Department Solicitor; William L. Slattery, Post Office Department Comptroller; Owen Keen, Chief Clerk of the Post Office Department; Robert E. Fellers, Superintendent, Division of Stamps; and Alvin W. Hall, Director of the Bureau of Engraving and Printing.

This new Air Mail-Special Delivery stamp, which is to be placed on first day sale at Chicago, Illinois on August 30, is steel blue in color and has as its central design the official United States Coat of Arms, depicting the American Eagle with wings spread on a white background, from which rays of light are cast out into the blue surface of the remainder of the stamp.

Across the top of the stamp are the words, "U. S. Postage," while in the lower corners are the denomination numbers "16" between which is the word, "cents." At the left of the stamp in vertical formation are the words, "Air Mail" flanked on the opposite border by the words "Special Delivery." This stamp will be approximately the same size as the current Special Delivery issue.

The color of the new stamp is of such a tint as to enable postal clerks to discern instantly that both Air Mail and Special Delivery handling are required. This will insure all mail bearing the new stamp being rushed to the first departing plane for immediate dispatch. Upon reaching the airport nearest the addressee, this Air Mail-Special Delivery mail will be rushed at once to the person for whom it is intended, thereby affording patrons of this service a most expeditious and reliable means of communication.

It will be noted that the press release mentioned that the first sheet off the press was presented to the Acting Second Assistant Postmaster General. These stamps were printed in sheets of 200 subjects and those intended for public distribution were later gummed, perforated and cut into panes of 50 and so issued to post offices. The sheet mentioned above and additional ones presented to President Roosevelt and other officials were taken from the press in full unperforated sheets of 200 subjects and as such were in a form not available to the general public.

This practice had been started by Postmaster General Farley who, not being a collector, may not have realized that he was creating "made to order" varieties of great value. Stamp collectors, realizing the gross unfairness of this practice, requested that it be discontinued and the irregularly issued sheets be returned and destroyed. Little attention seems to have been paid to the pleas of philatelists and the practice was continued.

On January 28, 1935 however, Congressman Charles D. Millard, of Westchester County, New York, at the request of the *Westchester County Chapter No. 85 of the American Philatelic Society* introduced a resolution of inquiry as to the number of imperforate sheets so presented and further requested that the practice be discontinued. The able handling of the resolution by Congressman Millard made the matter one of national importance and the full story was carried by the *Associated Press* into every corner of the country. Although the resolution was defeated by a strict party vote, (Congressman Millard being a Republican), Postmaster General Farley believed it advisable to order that the sheets in question be duplicated immediately, and placed on sale at the Philatelic Agency for the benefit of stamp collectors. He further ordered that the practice be discontinued, and issued instructions that will undoubtedly prevent any recurrence in the future.

The reprints of the stamps which were already known as the "presentation sheets" were ungummed and unperforated. They were issued in sheets of 200 subjects and in blocks of four. The full sheets had horizontal and vertical guide lines terminating in arrows and the complete arrow and center line

blocks were obtainable for the first time as the sheets for the regular issue had been cut along these lines to make panes of fifty. Both types of issue had plate numbers above the third stamp in the top row of upper panes and in similar position below the bottom row on the lower panes. The plate numbers on the upper right pane was preceded by an "F."



First Design.

Photograph of Original Drawing Not Used.

#1400—Sixteen Cent, Steel Blue. Great Seal of the United States. No Wmk. Perf. 11.

Issued August 30, 1934.

The design for this stamp was suggested by President Roosevelt, an active stamp collector for many years. Victor S. McCloskey, Jr., made the finished sketches which were then submitted to the Postmaster General for approval.



Second Design

Photograph of Original Drawing Not Used.

Two designs were submitted (illustrated) and one was tentatively accepted. This showed "Air Mail" at the left, and "Special Delivery" at the right. This was however modified by placing the "Special Delivery" at the top and "U. S. Postage" at the right. The die proof was engraved by John Eissler and Edward Helmuth.

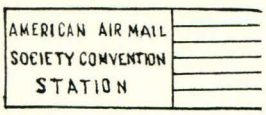
As a compliment to the *American Air Mail Society* the stamp was first placed on sale in Chicago on August 30 during their Annual Convention, and a special post office station was installed. The covers mailed from the convention have the cancellation of the "American Air Mail Society Convention Station, Chicago, Ill." They were placed on sale in Washington the following day and available in other cities on September 1.



First Day Cancellation.
16c Air Mail Special Delivery
A. A. M. S.
Convention Station.

Courtesy Air Post Journal.





Four plates were made and all went to press. There were but two shades and these were mainly due to the amount of ink absorbed by the paper in the printing process. Several scratches were reported but no worthwhile plate varieties have been found.

There were many complaints that mail containing the stamp received neither air mail nor special delivery service. In 1935 it was reported that a request had been made to print this stamp in two colors so that postal clerks would be less likely to overlook the dual special service due a letter bearing this stamp. It had not been issued prior to October 1, 1935 and reports from official circles indicate that no such bi-color stamp would be issued. Few commercial covers have been seen bearing this stamp and as a single stamp pays the combined rate it is not likely that covers bearing more than one of this stamp were other than "made to order" items.

Shades: Steel blue, bright steel blue

Varieties: a: Plate number blocks
b: Usual four pane position blocks

Plates used: 21312—13, 14, 15

#771—Sixteen Cent, Steel Blue. Great Seal of the United States. No Wmk. Imperf.

Issued March 15, 1935.

This stamp was placed on sale at the Philatelic Agency, Washington, D. C., along with all the other reprints of the "presentation sheets" on March 15, 1935. These stamps were sold only at the Agency and remained on sale until June 15, 1935, at which time the stock remaining was returned to the Bureau to be perforated, gummed and issued in regular sheets.

As this stamp was available only as an Air Mail Special Delivery, it was not purchased in as large quantities as the other stamps, and it is likely that it will in time be more desirable, especially in position blocks, than any of the other imperforate stamps issued on the same date. While most collectors believed that this stamp was only good for its full face value, an ounce of airmail plus special delivery service, there were some who thought differently. According to the announcement of the Postmaster General, this stamp and all others of the presentation sheet reprints were issued for the benefit of collectors, and a few collectors insisted that these were good for any air mail purpose and were able to obtain a department ruling allowing them to use blocks of the 16 cent imperf airmail using only one ten cents for the special delivery fee and the remainder of the face value of the stamps for the air mail charge. This, therefore, allows cancelled blocks on or off cover to be classed as legitimately used stamps.

Shades: Steel blue, bright steel blue

Varieties: a: Plate number blocks
b: Imperf position blocks
1. Center line
2. Arrow blocks
3. Center guide line blocks

Plates used: 21312—13, 14, 15

		Totals
Quantity issued:	51,056 blocks of 4	204,223
	5,734 full sheets	1,146,800
		1,351,024

GRAF ZEPPELIN AIR MAIL STAMPS ISSUE OF 1930



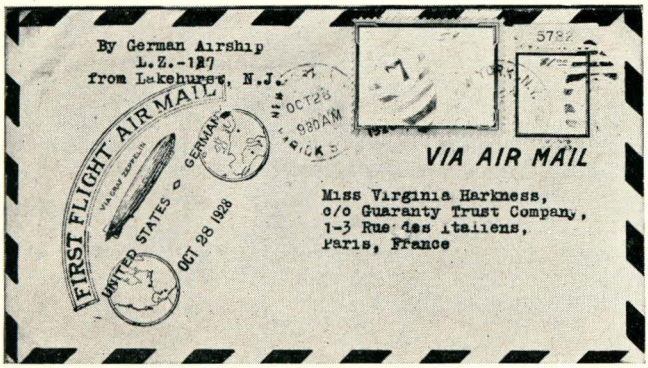
GRAF ZEPPELIN

Courtesy of "STAMPS."

In 1928 the Post Office Department ruled that air mail stamps could only be used on air mail matter. In 1930 the restrictions were still further limited when a new issue of air mail stamps was announced for a special type of air mail, via the Graf Zeppelin on its intended European-Pan American Flight.

In the fall of 1928 the Graf Zeppelin had made its first flight across the Atlantic. It flew to Lakehurst, N. J., and carried mail in both directions. In 1929 the Graf Zeppelin again made new air history by flying around the world carrying mail to and from various ports and on the round trip. The success of this trip prompted the Zeppelin Company to p'an a trip to the United States, via Spain and South America, in May 1930, on which it was planned to carry mail both ways. As a gesture of good will towards Germany, the Postmaster General decided to issue a series of three stamps for use on cards and letters to be sent on the contemplated flight, and accordingly, on March 29, instructed the Bureau of Engraving and Printing to prepare designs.

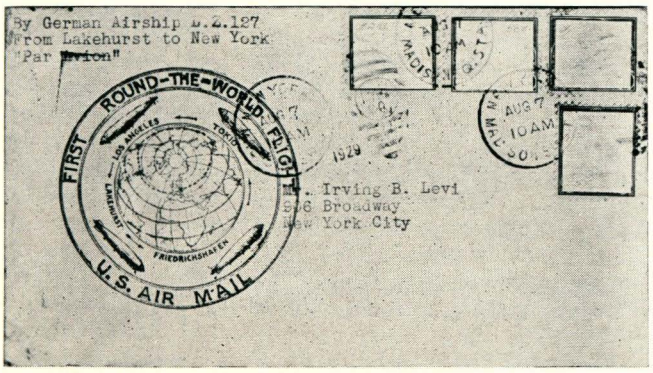
On April 3rd, Third Assistant Postmaster General F. A. Tilton announced that these stamps would be issued at the Washington, D. C. post office and at the Philatelic Agency on April 19. The stamps were also placed on sale on



First Flight Zeppelin Air Mail United States to Germany, October 28, 1928. Rate $1.05.

From the Collection of J. J. Klemann, Jr.

April 21st in 99 other cities divided among each of the 48 States. The dates were sufficiently early to allow mail from these cities to be sent to the Postmaster at New York for despatch via steamer, to Germany. The official notice stated that United States stamps could be used on mail from Friedrichshafen, Germany to the United States via Lakehurst, N. J., and on the return trip from Lakehurst via Seville, Spain, or Friedrichshafen to the United States, or any European country.



First Round the World Flight Graf Zeppelin, August 7, 1929, Lakehurst to Lakehurst via Friedrichshafen, Tokio, and Los Angeles. Rate $3.55.

From the Collection of Irving B. Levi.

The Postal Bulletin of April 25th announced that the closing date for the Zeppelin mail to be sent to Germany had been extended to May 7th, the flight having been postponed until May 18th. It also listed several additional points to which mail bearing American stamps could be dispatched. These consisted of all stops enroute to Seville, Spain, Pernambuco and Rio de Janeiro, Brazil. Three loads of mail were forwarded by steamers on April 30, May 2 and May 9 and on May 19th the Graf Zeppelin left Friedrichshafen for Lakehurst, N. J., via South America. The giant airship reached its destination on May 31, and began the return trip on June 2.

While the Zeppelin was at Lakehurst the Post Office presented Dr. Hugo Eckener, Commander of the airship, with a set of the proofs of the stamps issued especially for the flight. This event was reported by the New York *Times* as follows:

"Die Proofs Given Eckener.
Hon. Irving W. Glover presents aviator with Valuable Album.

Lakehurst, N. J., May 31.—An Album containing the only die proofs made of the three special stamps the Post Office Department issued for the Graf Zeppelin's flight was presented to Dr. Hugo Eckener soon after his arrival by W. Irving Glover, Second Assistant Postmaster General in charge of air mail and representing Postmaster General Brown. An inscription signed by the Postmaster General, commemorative of the flight and commending Dr. Eckener's contributions to aviation, was printed in the front of the album.

In accepting the book Dr. Eckener said he would always treasure it and asked Mr. Glover to express to Postmaster General Brown his appreciation of 'the great support the Post Office Department has given on this trip as well as on past flights.'

Mr. Glover said later that $5,000 would be a conservative valuation for the book, as it is the only one of its kind."

The official notice of this series of Zeppelin stamps stated that after the flight all stamps remaining unsold at post offices were to be returned to Washington for destruction. Under instructions from Third Assistant Postmaster General F. A. Tilton, the general sale of these stamps was discontinued on June 7th. On June 30, 1930, the sale was discontinued at the Philatelic Agency and the remainders recalled for destruction. Although the intention to follow this procedure had been given publicity in the philatelic press, few collectors or dealers laid in a supply of these items and it was soon apparent that those in the hands of philatelists were entirely inadequate to meet the demand. This lack of foresight was almost entirely caused by the belief that these stamps were only good for use on the Zeppelin flight, and had no postal value after the airship had left for Europe.

All three values were printed in sheets of 200 subjects, divided by horizontal and vertical guide lines into panes of 50. These stamps made especially for collectors, were treated in a special manner. The straight edges so despised by the average collector were avoided. After perforating in one direction between all rows (the knife in the center being replaced by perforating pins) the sheets were torn in half, then perforated in the opposite direction and again torn in half into post office panes of 50 and so issued. There were eight plate numbers, two to each pane, above or below the third stamp of the top or bottom row and to the right or left of the fifth row from the outside corners of the sheet. This too was indicative of the fact that these stamps were made especially for collectors as the Bureau had decided just prior to this issue to eliminate, as unnecessary, the side plate numbers on flat plate stamps.

The issuance of these stamps, especially the high face values of the set, caused considerable criticism. Many collectors felt that this unnecessary issue was below the dignity of our government. The general opinion was versed by the comment in the May 1930 issue of the *Bureau Specialist*, which read as follows:

"The general feeling of our correspondents is that the Grafs are a decided imposition upon the Fraternity and one calls attention to a paragraph of Mr. Hoover's veto of the bill for the "Gadsden Purchase" half dollar which reads as follows: 'The Monetary System of the country is created and exists for certain well defined and essential purposes. Sound practice demands it should not be diverted to other uses.' Is this not true of the Postal System also?"

#1312—Sixty-five Cent, Green. Graf Zeppelin, Heading East. No Wmk. Perf. 11.

Issued April 19, 1930.

The three stamps in this group had a uniform border with the necessary changes representing the numerals of value. They were the same size and shape as the current air mails, 75/100 by 1 84/100 inches. At the top of the stamps in a straight line are the words "GRAF ZEPPELIN" with the words

"EUROPE-PAN AMERICAN FLIGHT," directly beneath. At the bottom in a dark panel appear the words "UNITED STATES POSTAGE" and within circles in both lower corners are the numerals showing the denomination. The Post Office Department furnished the Bureau of Engraving and Printing with a photograph of the Graf Zeppelin, C. A. Huston and A. R. Meisner, the designers of the stamp, embodied the Zeppelin with the surrounding designs.

The stamp for this value was printed in green ink, and contains, as the central design, a representation of the Graf Zeppelin in flight across the Atlantic in an eastward direction. It was engraved by J. C. Benzing, E. M. Hall and W. B. Wells. The die proof was approved on April 5th, printing was started on April 7th, and one week later, the first shipment left the Bureau.

This value paid the postage on a card from the United States by steamer to Germany and from Friedrichshafen via Zeppelin to Seville, Pernambuco and Rio de Janeiro. It also paid the postage on a card via the Graf Zeppelin on its return flight.

The round trip rate on a card was $1.95 and this value was frequently used to pay part of this rate in conjunction with the $1.30 stamp.

Four plates were made for this value and all went to press. No worthwhile plate defects were discovered and the shade showed no distinct variations. The Bureau of Engraving and Printing issued 1,135,000 copies of this stamp, of which 477 were sent to the *Universal Postal Union* for distribution to its members. These were specimen stamps but had no overprint to distinguish them from the regular issue, and were in every way identical to those sold to the public. All stamps remaining unsold after June 30, 1930 were destroyed. The report of the Postmaster General listed the quantity of this value actually distributed as 93,536, less than 10% of the original issue. There were 32,105 cards sent via the Graf Zeppelin, of which 17,740 had the 65 cent and $1.95 rate. Although numerous covers were franked with ordinary stamps, it may be safely assumed that at least 20,000 stamps of this value were used. The mint available supply is, therefore, likely to be less than 75,000. Although the used copies are scarcer, it is unlikely that they will ever be considered more desirable than the mint copies, though these on cards or covers properly cancelled are especially desirable.

Shade: Green

Varieties: a: Plate number blocks
b: Usual four pane position blocks, with the guide lines perforated.

Plates used: 20077—78, 79, 80

Total issue: 93,536



Europe Pan-America Round Trip via Graf Zeppelin, 1930.

This cover carried by Graf Zeppelin from Friedrichshavfen via South America and Lakehurst to Friedrichshafen. Rate $3.95. Cachet shows full route.

From the Collection of L. B. Gatchell.

#1313—One Dollar Thirty Cent, Brown. Zeppelin Between Continents. No Wmk. Perf. 11.

Issued April 19, 1930.

On this stamp the airship is similarly shown sailing westward with a partial outline of the eastern and western continents on either side. It was printed in brown ink and gave a very pleasing result. C. A. Huston and A. R. Meissner were the designers, and the engravers were J. C. Benzing, E. M. Hall and W. B. Wells, all of the Bureau of Engraving and Printing. The die proof was approved on April 7th, and two days later printing was started. Shipments to distant post offices were begun on April 14th.

This value paid the postage on letters dispatched by steamer to Friedrichshafen and thence via the Graf Zeppelin to Seville, Pernambuco and Rio de Janeiro on the westward flight, and on cards along the same route to Lakehurst. It also paid the entire postage on letters on the return trip to points in Europe or to the United States via Seville or Friedrichshafen. It could also be used to pay part of the postage, on cards and letters making the round trip.

The Bureau originally issued 1,005,000 of these stamps which included the 477 copies for the *Universal Postal Union.* Of this total more than 92% remained unsold. After June 30th the remainders were destroyed, leaving a total of 72,428 bought by collectors. There were 17,279 covers mailed which had a $1.30 rate or a rate that much in excess of $2.60, the highest stamp in the set. In addition there were 14,465 cards from Friedrichshafen to Lakehurst carrying the $1.30 rate, and 1756 cards bearing a rate of $1.95 for the round trip. These totals are slightly in excess of 33,000, and although some covers had ordinary stamps, and combinations not necessarily those that might be expected by the rate, it can safely be assumed that about 30,000 copies were used. This would leave the total of available mint stamps at about 42,000. This stamp should therefore be scarcer in mint condition, than either of the other two values.

Four plates were made and used. There was little variation in the shade, and no worthwhile plate defects were discovered.

Shade: Brown

Varieties: a: Plate number blocks
b: Usual four pane position blocks with the guide lines perforated

Plates used: 20085—86, 87, 88

Total issue: 72,428

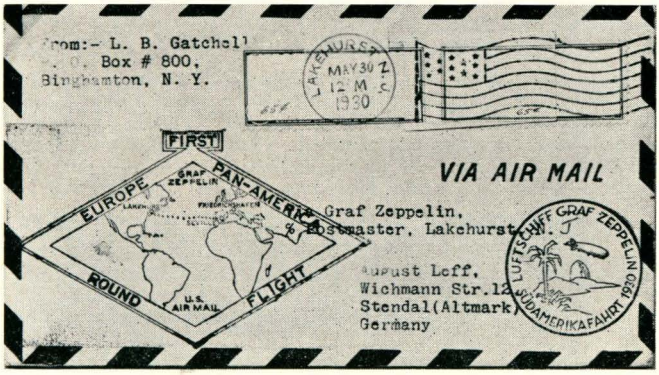
#1314—Two Dollars Sixty Cents, Blue. Graf Zeppelin and Globe. No Wmk. Perf. 11.

Issued April 19, 1930.

In the same frame as the two lower values, this stamp depicts the Graf Zeppelin emerging from the clouds, passing a globe representing the earth, and traveling on to the west. C. A. Huston and A. R. Meissner also designed this stamp, which was printed in blue. J. C. Benzing, E. M. Hall and W. B. Wells executed the engraving. Along with the $1.30 stamp the die proof was approved on April 7th, but the printing was not started until April 10th, one day later than the lower value. In spite of its late start, copies were ready in time for the first delivery of all three values on April 14.

Possibly due to a smaller waste in perforating, a larger quantity was issued of this stamp than that of the next lower value, the total issued being 1,070,000. Four times as expensive as the lowest value and twice as expensive as the in-

termediate denomination, a smaller amount of this stamp was bought before the remainder was destroyed. The available total was 61,296. This rate paid the entire postage on letters going the full route, by boat, from New York to Germany, and by Graf Zeppelin from Friedrichshafen via Seville, Pernambuco and Rio de Janeiro to Lakehurst. It also paid part of the $3.90 rate on letters making the round trip. There were 5,465 letters sent along the full route to Lakehurst and 475 additional covers, made the round trip, a total of 5,970 covers requiring at least a $2.60 rate. Some of these rates may have been



Europe Pan-America Trip via Graf Zeppelin, 1930.

Cover carried from Lakehurst to Friedrichshafen. Rate $1.30. Cachet shows only the route of the east bound flight.

From the Collection of L. B. Gatchell.

made up by pairs or blocks of the lower values and some covers were franked with ordinary stamps but it can safely be assumed that about 5000 copies of this stamp were used. This leaves a total of about 56,000 mint copies available for collectors.

Five plates were made but only four were used as the first plate was found defective and not finished. No plate varieties were found and the shade showed no marked variation.

Shade: Blue

Varieties: a: Plate number blocks
b: Usual four pane position blocks with guide lines perforated

Plates used: 20090—91, 92, 95

Plate no used: 20089

Total issue: 61,296

Proofs: Aside from the set of Proofs presented to Commander Hugo Eckener, none seem to have reached philatelic hands though it is believed that others exist.

The material in this present series of articles is all included in Volume III of The United States Postage Stamps of the 20th Century, by Max G. Johl. Now available at $3.50 per copy.

H. L. LINDQUIST

100 Sixth Ave., New York, N. Y.

SERIES OF 1933

In 1933 the city of Chicago was the scene of a world's fair known as a "*Century of Progress,*" at which exhibits from all over the world were shown. Numerous nations were represented, and Germany decided to send its Aerial Ambassador of Good-Will, the Graf Zeppelin, on a "Century of Progress Flight" to Chicago via South America.

On August 20, the information service of the Post Office Department issued the following press release:

New U. S. Stamp for Graf Zeppelin Visit.

Washington, August 20.—Postmaster General James A. Farley announced last night that the German airship Graf Zeppelin will make a special flight from Friedrichshafen, Germany to the Century of Progress Exposition at Chicago the latter part of October. The big German airship, which circled the globe in 1929, will leave its Friedrichshafen hangar on or about October 14, and will proceed to Chicago via South America with Dr. Hugo Eckener, famed German Zeppelin designer, in command.

Eckener proposes to fly from Friedrichshafen to Rio de Janeiro, Brazil, thence to Pernambuco, also in Brazil. From the latter city the commander of the Graf will point the nose of his giant craft northward, with Miami, Florida, as the next scheduled stop.

The Graf Zeppelin will take on an additional supply of gas at the Miami mooring mast before continuing on to Akron, Ohio, where she will dock in the hangar of the Goodyear-Zeppelin Corporation for refueling and re-gassing before proceeding to Chicago. On the return journey to Germany the Graf will fly directly to Friedrichshafen.

Arrangements have been completed with the Post Office department for the Graf Zeppelin to carry United States mail from Miami and Akron for delivery within the United States and from Miami, Akron and Chicago for dispatch to Europe on the return trip. A special 50-cent commemorative stamp will be issued by the Post Office Department for use on United States mail to be carried on this flight.

The rate to be charged will be 50 cents per letter not exceeding one-half ounce in weight, regardless of its destination. A special cachet will be used at Miami, Akron and Chicago on the letters dispatched from those offices.

The forthcoming visit to this country of the big German airship will mark the fourth time that the Graf Zeppelin has flown over the United States. Previous visits were made in 1928, a flight from Friedrichshafen to Lakehurst, New Jersey, and return. In 1929 the Graf Zeppelin crossed the continent on its world flight, making a stop at Lakehurst before continuing on to its home port. In 1930 the Graf Zeppelin made a Friedrichshafen to Lakehurst journey by way of Seville, Spain, Rio de Janeiro and Pernambuco.

Although special cachets were issued for mails sent on all of these flights, special postage stamps were issued only in connection with the European-Pan American flight in 1930.

On August 30th, the Department ordered the Bureau of Engraving and Printing to prepare designs for a fifty cent stamp for use on the forthcoming Graf Zeppelin trip. On September 21, Third Assistant Postmaster General Clinton B. Eilenberger announced that the new stamp would be issued at New York on October 2nd, described the new stamp, but did not mention the color as this had not yet been decided. It is interesting to note that the official notice stated that, "The special Zeppelin stamp is being issued solely for use on mail matter carried on the flight of the Graf Zeppelin.

On September 25th the die proof was approved after having been submitted in brown, blue, green and violet. Two days later, printing was started, using green ink, the color ultimately selected. On September 30th the first delivery was made to the Postmaster at New York City.

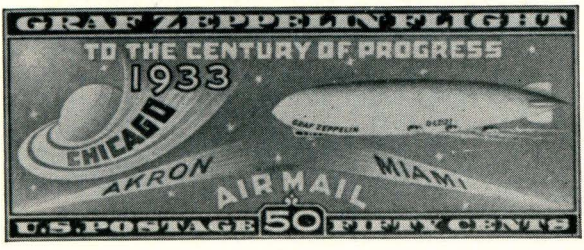
There was much agitation against this stamp by the people throughout the country. The issuance of the stamp was interpreted, by some, as a political move. After the Department had announced that the stamp would be issued, the order was rescinded, but was ultimately reversed in favor of issuance.

This stamp was printed in sheets of 200 subjects divided into panes of 50 by horizontal and vertical guide lines. The full sheets were handled in the same manner as the previous issue of Zeppelin stamps and the panes of fifty had perforated guide line edges. There were, however, only top and bottom plate numbers, one to a pane, being either above or below the third stamp in the top or bottom row.

These stamps were printed during the era of the "presentation sheets" and it was rumored that they had also been issued in full sheets unperforated and ungummed. This rumor persisted and at the request of H. M. Southgate, President of the *Bureau Issues Association*, Third Assistant Postmaster General Clinton B. Eilenberger in a letter dated April 22, 1935, stated:

"According to the records of the Department and The Bureau of Engraving and Printing no 50-cent Graf Zeppelin stamps were issued imperforate."

This can well be accepted as conclusive that these stamps ungummed and unperforated do not exist.



Designed by A. R. Meissner

Photograph of Original Drawing Not Used

#1317—Fifty Cent, Green. Zeppelin in Flight. No Wmk. Perf. 11.

Issued October 2, 1933.

The official notice stated that the stamp would first be placed on sale in New York and at Miami, Florida; Akron, Ohio; and Chicago, Illinois, as soon thereafter as circumstances permitted. The Bureau efficiency made it possible to make deliveries to other points in time to allow Chicago and Akron to place these stamps on sale on October 2nd, as shown by first day covers. On October 5, the stamps were placed on sale at the Philatelic Agency.



Designed by Victor S. McCloskey, Jr.

Photograph of Original Drawing Not Used

Designs were prepared by A. R. Meissner and Victor S. McCloskey, Jr., emphasizing the three stops that the Zeppelin would make in the United States. The Meissner design (illustrated) included the symbol of the Century of Progress, while the first McCloskey sketch (illustrated) showed prominent features of the three American ports of call, palms for Miami, factories for Akron and

the Federal Building at the exposition for Chicago. Both of these were rejected and Victor S. McCloskey, Jr., made two additional designs, both similar to the final design. The first included the starting point and the destination of the flight, as well as the words "Air Mail" (illustrated). The other is almost like the accepted design except for the changes in the Friedrichshafen hangar, the Federal Building and the addition of "A" before "Century of Progress Flight" (illustrated). The accepted design was also prepared by Victor S. McCloskey, Jr. The engraving was executed by J. C. Benzing, E. M. Hall and W. B. Wells.







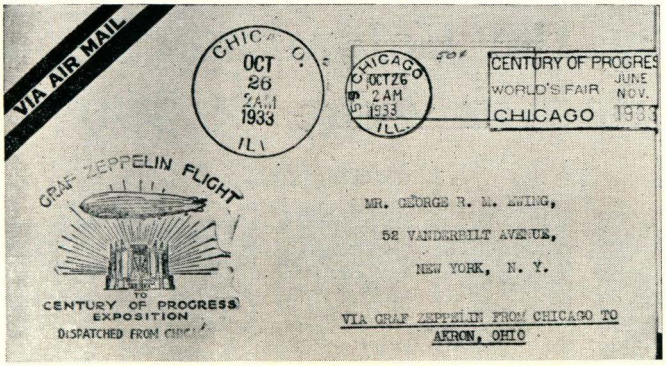
Development of the Final Design

By Victor S. McCloskey, Jr.

Photographs of Original Drawings Not Used

The stamp is the same size and shape as the current air mails, 75/100 by 1 84/100 inches. The central design is a representation of the Graf Zeppelin flying over the Atlantic Ocean. To the right appears the hangar at Friedrichshafen, and to the left is shown the Federal Building at the Century of Progress Exposition. Across the top of the stamp appear the words "UNITED STATES POSTAGE" in solid Roman letters, and immediately below this are the words "A CENTURY OF PROGRESS FLIGHT" in small bold type. Below the central design in a large oval with dark background, is the denomination designation 50c in white lettering. The entire design is enclosed in a border formed by two narrow white lines.

This value paid the postage on a postal card, or a letter, weighing ½ ounce or less on Zeppelin mail via Sevil'e, Spain, or Friedrichshafen to other parts of the world. It also paid the rate from the United States (New York) to



Graf Zeppelin Century of Progress Flight, 1933.

Cover carried from Chicago to Akron. Rate 50 cents.

From the Collection of George R. M. Ewing.

Friedrichshafen by steamer, then via Graf Zeppelin to Rio de Janeiro or Pernambuco, Brazil, and, if addressed to the United States, returned by steamer. A pair of these, or an equivalent amount in ordinary postage, paid all the charges on the boat trip and airship to Miami. Mail, carried along the full route to Akron or Chicago, needed an additional stamp, while the round trip and return by steamer needed a block of four of these stamps or its equivalent. These rates were considerably cheaper than those on the 1930 flight to Lakehurst and many more covers were mailed.

The various post offices supplied with these stamps returned their remainders after the airship had left for the return trip, but unlike the previous issue they were not immediately destroyed. The Philatelic Agency kept them on sale until early in 1935.

Four plates were made and all went to press although the first lots to reach New York were only printed from the first pair of plates. There was little variation in the shade, and no important plate varieties were discovered.

Shade: Green

Plates used: 21171—72, 77, 78

Quantity issued: 324,000

Death of H. L. Calman

Henry L. Calman, who was at one time very active in the affairs of the *Collectors Club*, passed away in September 1935. He was born in 1863 and was, therefore, in his 72nd year.

In 1876 he started, with his brother Gus, in the stamp business and the two brothers bought the business of J. W. Scott and also that of Henry Collin and formed the firm of The Scott Stamp and Coin Co., Ltd.

In 1902 Calman lost his father, who was the owner of a large wholesale paint and varnish business, so he decided to sell out of the stamp business in order to take charge, with his brother Albert, of his father's business.

Outside his two businesses, Henry's chief pleasure was in the Jewish Harmonic Club.

Plating the Columbian Republic Bolivar Issue of 1904

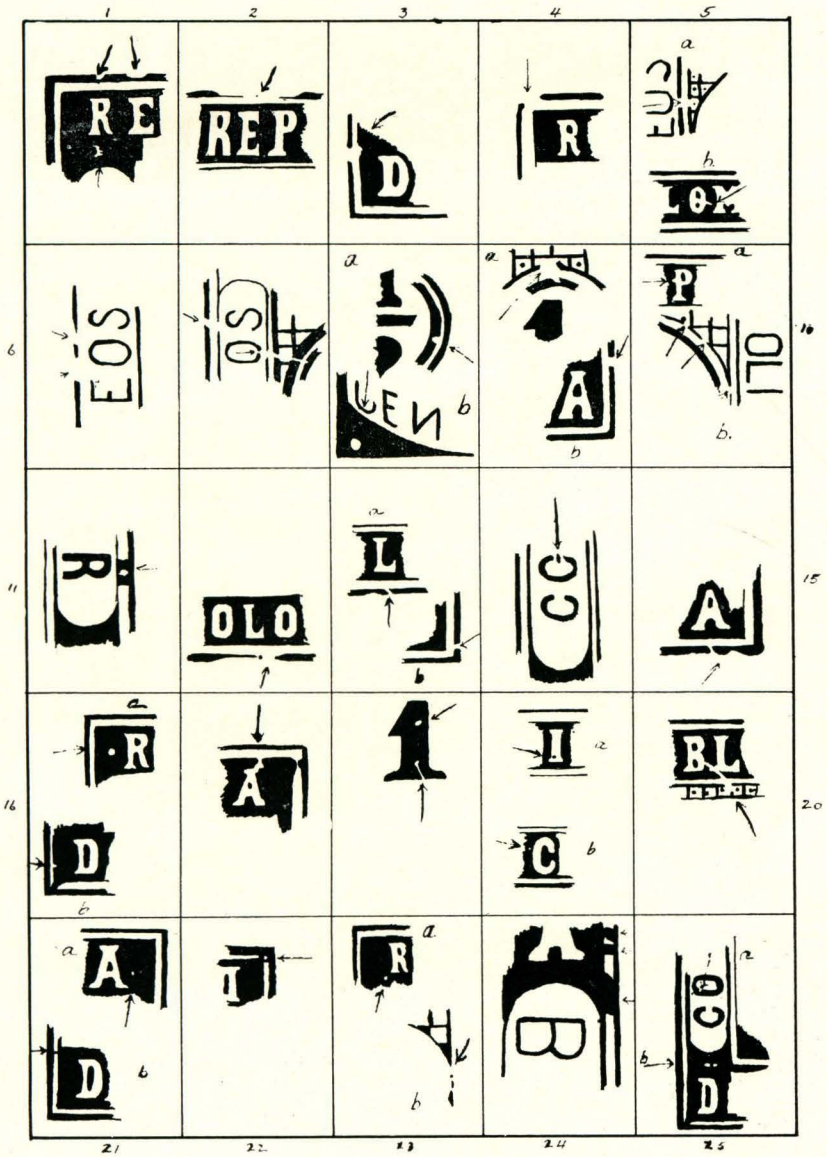
By GEORGES CREED.

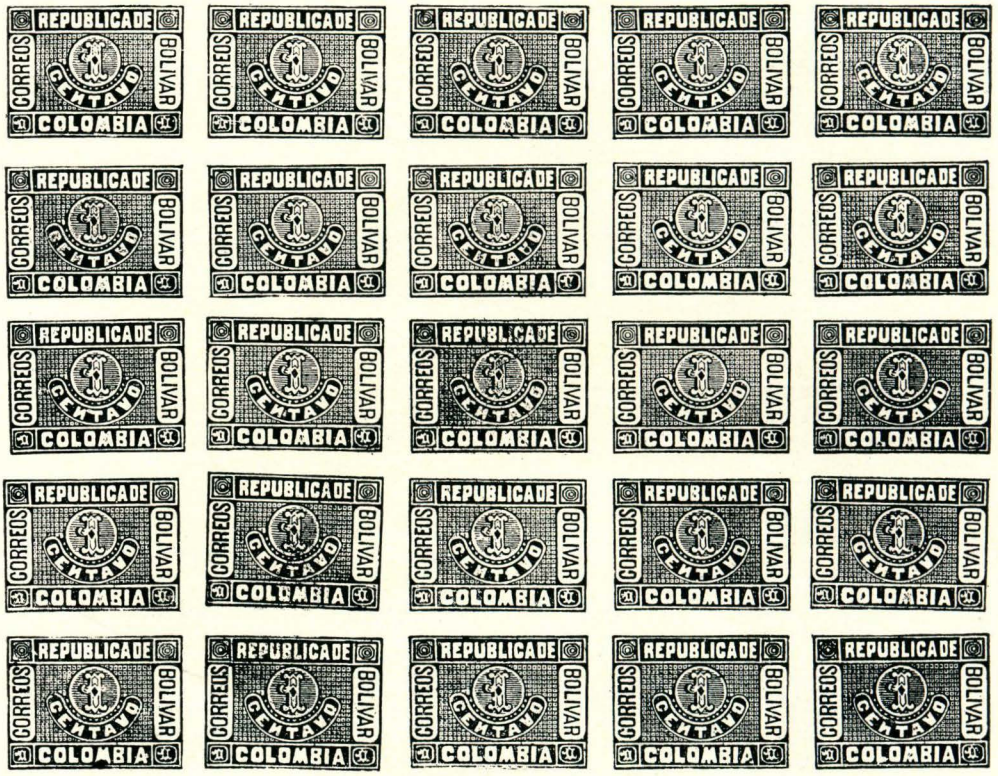


Plating of the ½ Centavo

1. Top frame line thin over R and E. Bottom frame line thin and ragged.
2. Top frame line broken over E. Dot under R near oval.
3. Left frame line broken opposite top of D.
4. Upper left corner broken.
5. Two inner frame lines broken under second O of Correos (a). Second O of Colombia crossed by diagonal white line (b).
6. Left frame line thin and broken over EOS.
7. Left frame line broken between O and S. O connected to inner circle line by white line.
8. Nick in circle line to right of ½ (a). Dot under C of CENTAVO (b).
9. Outer circle line broken above 1 (a). Right frame line broken opposite top of A of COLOMBIA (b).
10. Small white spur on P (a). Outer circle line broken under O and L (b).
11. White line above BOLIVAR broken twice over R.
12. Bottom frame line thin and broken under OLO.
13. Bottom frame line broken under L (a). Right frame line broken (b).

14. First O of CORREOS broken.
15. Small break in bottom frame line under A.
16. White dot before R of REPUBLICA (a). Nick in dark space before D (b).
17. A of REPUBLICA connected to white line above.
18. White line in base and white dot in top of 1.
19. Dot in I of REPUBLICA (a). Dot before C of COLOMBIA (b).
20. B and L join and connect with white line under REPUBLICA.
21. Small dot after A of REPUBLICA (a). White line broken to left of D.
22. Téte-Bêche. There is a small white dot where the dark space around DE joins the frame lines. The best way to identify # 22 is by the absence of identification marks found on other stamps.
23. Small dot before R of REPUBLICA (a). Outer circle line broken under L of BOLIVAR (b).
24. The white line at the right is broken three places between B of BOLIVAR and A of REPUBLICA.
25. First O of CORREOS broken at top (a). Small white dots above D of DE (b).

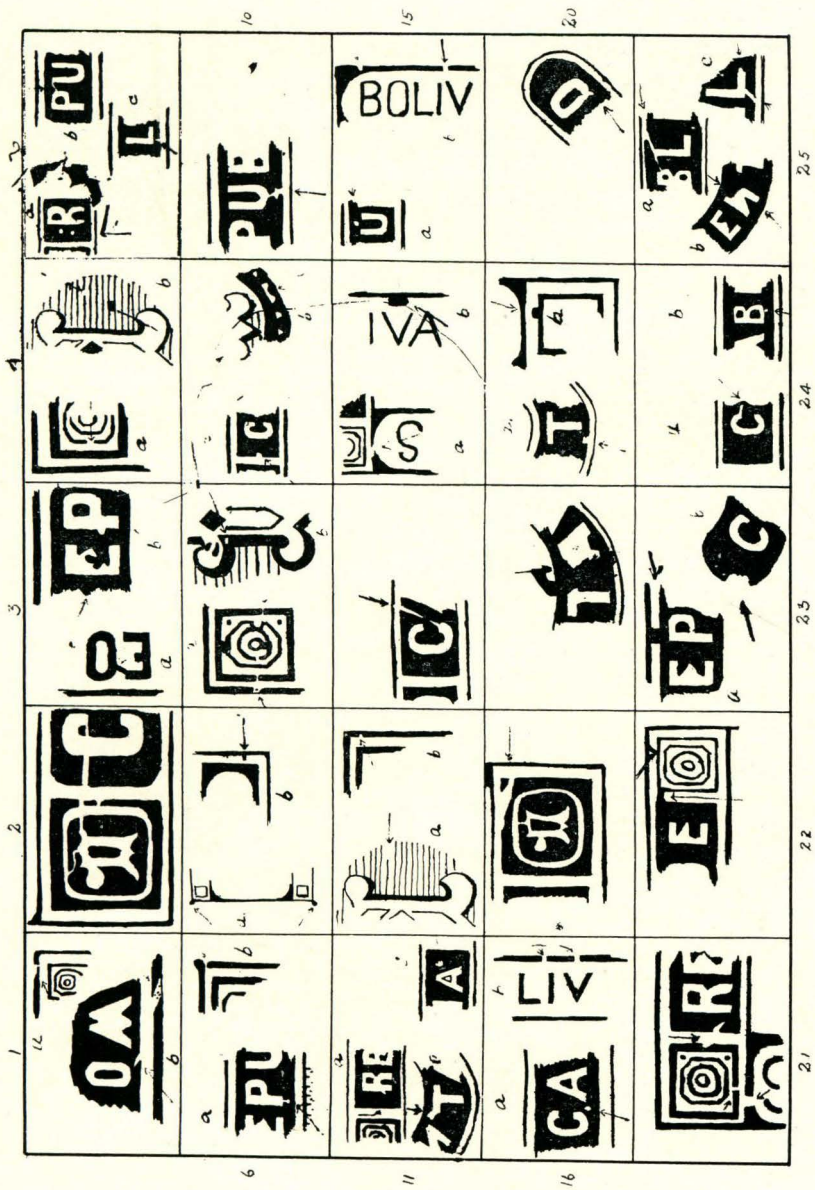




Plating of the 1 Centavo

1. Upper frame line thin or broken near right corner (a). White line connects O of COLOMBIA with lower frame line (b).
2. Figure 1 in left corner connected to C of COLOMBIA by white line. This 1 also connects with white oval surrounding it.
3. E and O of CORREOS connected (a). First E of REPUBLICADE broken (b).
4. Break in outer line of design in upper left corner (a). Line of background of large 1 broken, two other lines connected (b).
5. Two white dots before R of REPUBLICADE, the P and U are connected, white spot under the L (a, b & c).
6. White spot connected to bottom of REPUBLICADE (a). Right frame line broken at top (b).
7. Blue projections at both ends of left frame line (a). Small projection on inner side of right frame line at bottom (b).
8. Break in left frame line near top, design in this corner broken (a). White spot on left side of large 1 (b).
9. Small break in solid blue in front of C of COLOMBIA (a). Two pearls under large I joined together (b).
10. The U of REPUBLICADE joined to white line beneath.
11. White spur on front of R of REPUBLICA DE (a). Broken T in Centavo (b). White dot after A of COLOMBIA (c).
12. Line in background of large I broken (a). Break in top of right frame line (b).
13. Left side of C of COLOMBIA connected to white line above it.
14. Blue oval broken above S of CORREOS (a). Projection on the right frame line above V of BOLIVAR.
15. White dot over U of REPUBLICADE (a). Right frame line brokn (b).
16. Dot between C and A of REPUBLICADE (a). Two breaks in right frame line over I and V of BOLIVAR (b).
17. The solid square enclosing the I in right corner is broken.

18. The A of CENTAVO is broken.
19. Dot before T of CSNTAVO (a). Break in white line over square in lower right corner (b).
20. White dot on O of CENTAVO.
21. Break in oval above S of CORREOS, break before R of REPUBLICADE.
22. Solid blue around REPUBLICADE connected with square in the right corner. This square also connected to top frame line.
23. Upper frame line connected to solid blue around REPUBLICADE above P (a). Blue oval broken before C of CENTAVO.
24. White line from C. white dot at base of B of COLOMBIA.
25. B and L of REPUBLICADE connected to white line above (a). N of CENTAVO broken (b). White line from base of L of COLOMBIA (c).

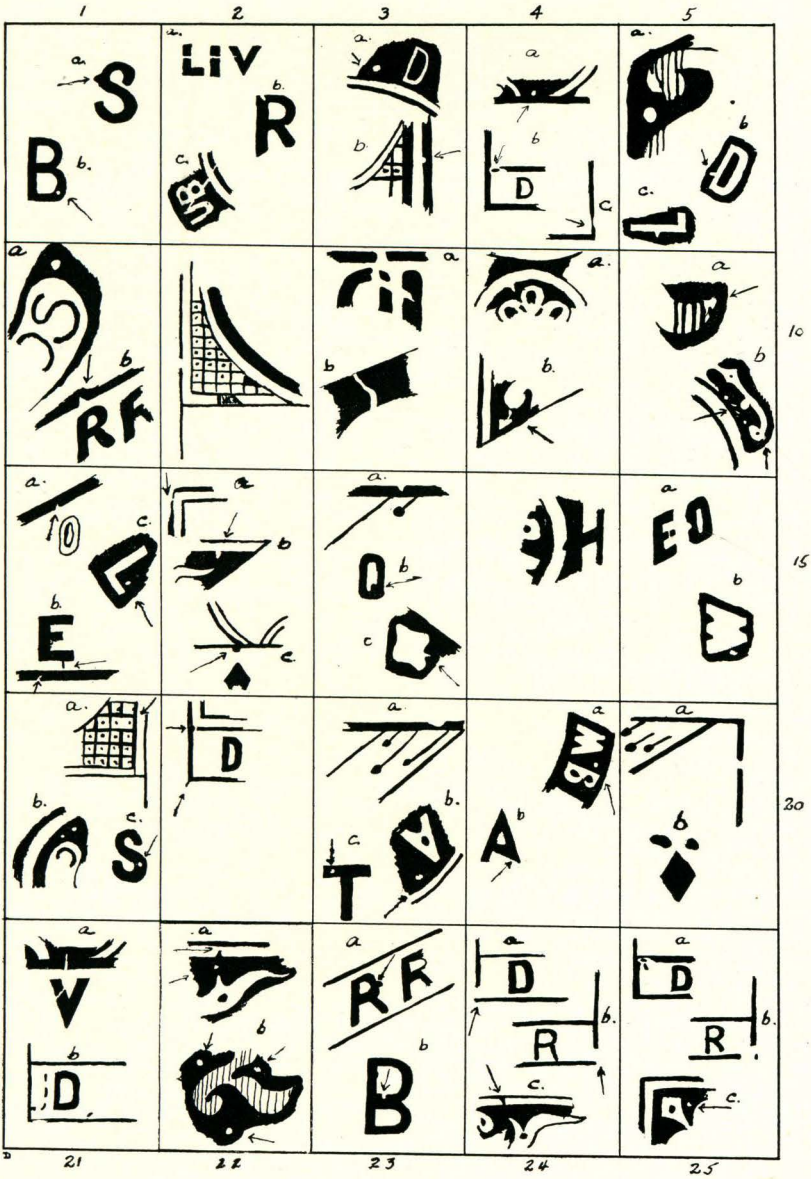




Plating of the 2 Centavos

1. Small solid projection on S of CORREOS (a). Dot in B of BOLIVAR (b).
2. Line through LIV of BOLIVAR (a). Cut in top of R of CORREOS (b). White line runs from U of REPUBLICA through B and into C of CENTAVOS (c).
3. White dot in solid space before DE (a). Notch in right frame line (b).
4. White dot above V of BOLIVAR (a). Break where lower inner frame line joins left frame line (b). Right frame line thin at bottom (c).
5. White dot before 2 (a). Spur on D (b). Spur on L of REPUBLICA (c).
6. White dot after S of CENTAVOS (a). Notch above R of CORREOS (c).
7. Break in left frme line.
8. Line connecting circle around 2 with band containing CORREOS (b). O and L of BOLIVAR broken (a).
9. White spur breaks solid color surrounding design above OF of BOLIVAR (a). White triangle connected to design in upper left hand corner (b).
10. Line broken in tail of 2 forming white dot (a). Series of dots in solid space enclosing design above COL of COLUMBIA (b).
11. White notch in solid color above second O in CORREOS (a). Dot above bar of L of COLOMBIA (c). Notch in bottom frame line under E (b). Hair line extends from bottom of this E (b).
12. Small break near top of left frame line (a). White notch in solid color above right end of design in upper left corner (b). Colored dot above ◆ between E ◆ B. Dot touches line (c).
13. Notch in top frame line (a). Blue dot on inner side of second O of CORREOS (b). White spur on design after A of COLOMBIA.
14. Line connects circle around 2 with right frame line.
15. Cross bar of E of CORREOS cut by white line, second O broken (a). White dot after M of COLOMBIA (b).

16. Line missing in background of lower right corner (a). Two white dots above C of CENTAVOS (b). Dot in S of CORREOS (c).
17. Lower inner frame line broken at left. Hair line from lower left corner.
18. Notch in top frame line (a). Dot after A of COLOMBIA (b). Dot in T of CENTAVOS (c).
19. Dot between M and B of COLOMBIA (a). A of CENTAVOS damaged (b).
20. Right frame line broken (a). Two dots above ◆ between E and B (b).
21. Inner lower frame broken above V. This V broken at left (a). The D of DE at bottom of the stamp shows clear double transfer in space before D (b). Top frame line practically double.
22. Blue spur in white line at top above point of design. There is also a white dot above this point (a). Three dots around 2 (b).
23. First R of CORREOS damaged (a). White dot in B of BOLIVER (b).
24. Left frame line broken at bottom (a). Right frame line broken at bottom (b). White line at top broken above point of design (c).
25. Lower inner frame line browen at left (a). Lower right corner broken (b). White dot in upper left corner (c).

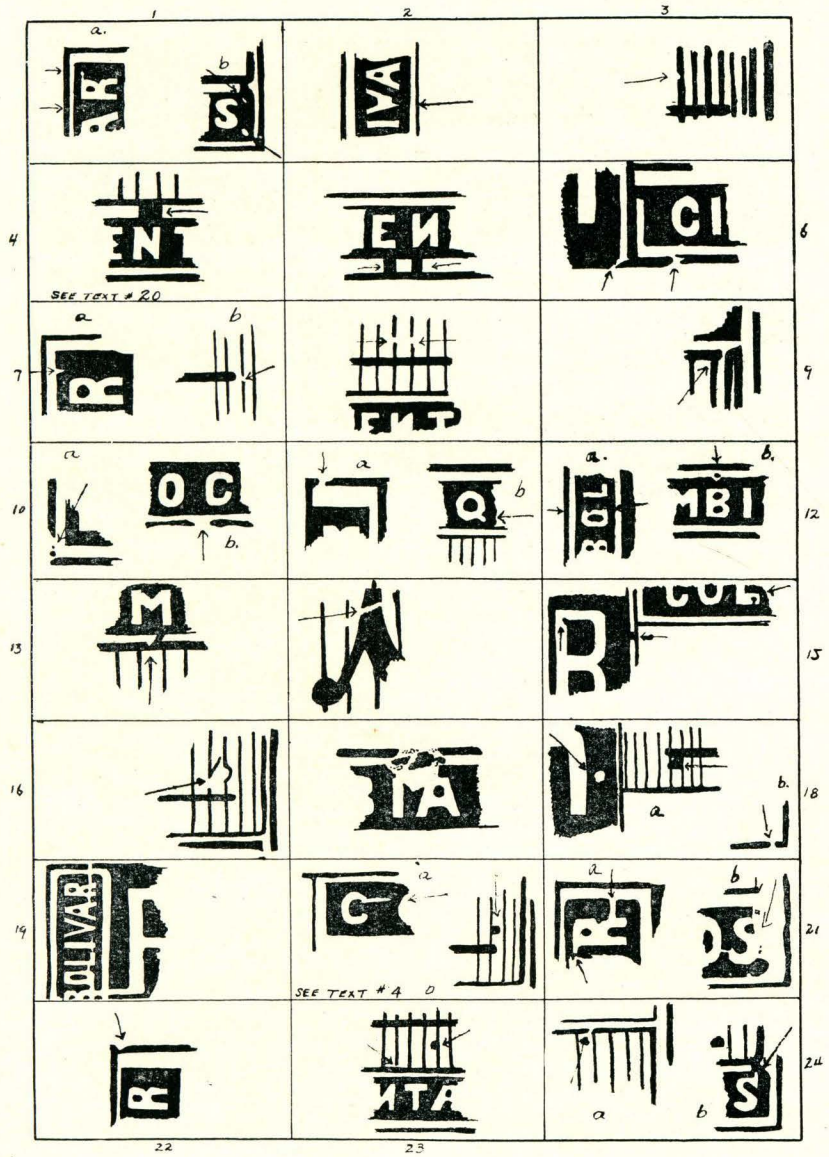




Plating the Registration Stamp

1. Break in top of R of BOLIVAR, two dots before this R (a). Period after S of CENTAVOS (b).
2. Bottom of V of BOLIVAR broken.
3. Seventh vertical line from left in background nicked.
4. White line broken over N of CENTAVO.
5. White line broken twice under EN of CENTAVO.
6. Bottom frame line broken under C and end of white line to left of CINCO.
7. White V in black space above R of BOLIVAR (a). Third vertical line of background, from left ,broken (b).
8. Two vertical lines above N of CENTAVO broken.
9. Black line broken, between second and third vertical line from left of background, at top.
10. Left frame line broken at bottom (a). Bottom frame line broken between O of CINCO and C of CENTAVOS (b).
11. Top frame line broken over R of BOLIVAR (a). First O of COLOMBIA has white dot at bottom making O resemble a Q (b).
12. O of BOLIVAR broken (a). White v above B of COLOMBIA (b).
13. White line broken under M of COLOMBIA.
14. Top of the large N broken at left.
15. Black line at top of large R. White line at right of large R is broken. Dot in base of L of COLOMBIA.

16. Fourth line of background from left is bent, fifth line broken.
17. I and A of COLOMBIA join, A broken, top frame line broken.
18. White dot before large R, dot in background below left end of horizontal line (a). Lower frame line broken at right (b).
19. B and O of BOLIVAR joined and connected with large R.
20. Break similar to #4. Line from C of COLOMBIA (a). Dot above right end of horizontal line in background (b).
21. R of BOLIVAR joins white space above (a). S of CENTAVOS broken and joined to O (b).
22. Top frame line thin where it joins left frame line.
23. Dot on vertical line between T and A of CENTAVO below the horizontal line.
24. White line broken above S of CENTAVOS (b). Break where fifth line from left in background meets top line (a).

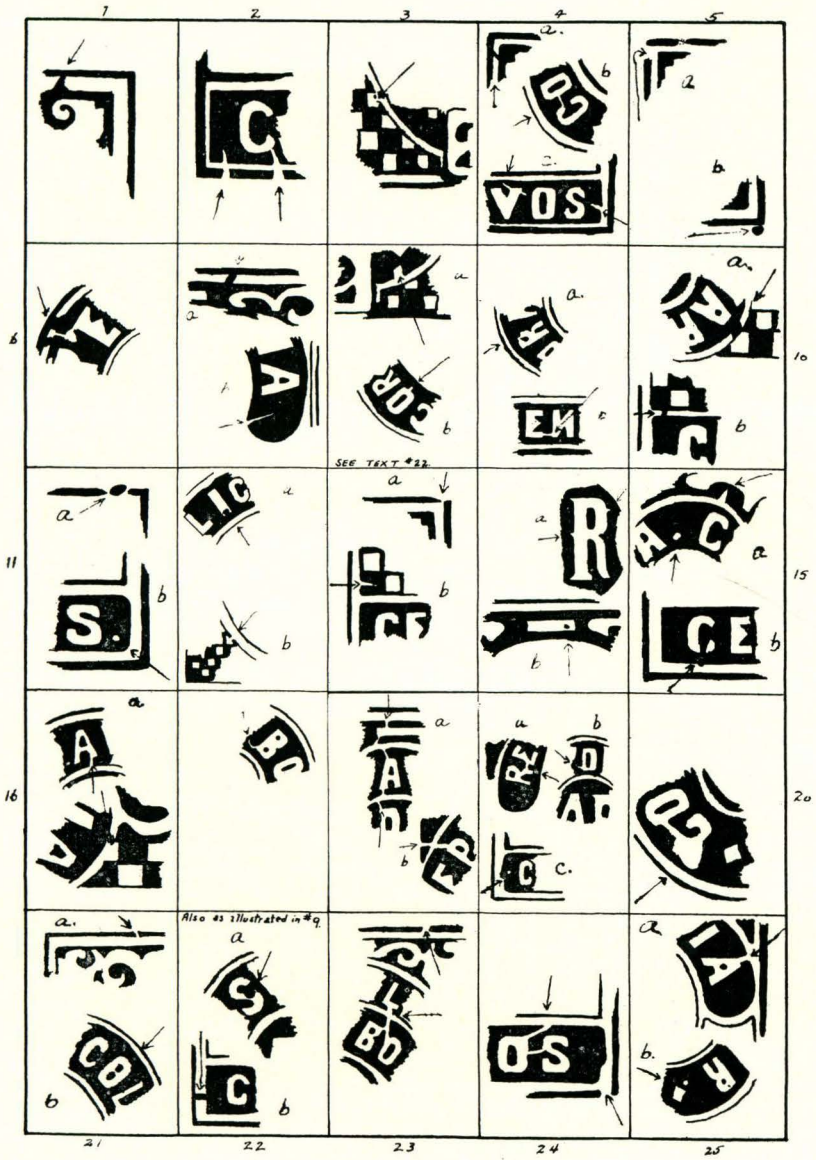




Plating the Acknowledgment of Receipt

1. Top frame line joins solid color around scroll in upper right corner.
2. Solid color and lower frame line broken before and after C of CENTAVOS.
3. Outer circle line broken above E of CENTAVOS.
4. Inner frame line broken in upper left corner (a). C and O of CORREOS joined. (b). Line crosses V, another after S of CENTAVOS (c).
5. Upper left corner broken (a). Dot outside lower right corner (b).
6. E of CORREOS broken and joined to white line above.
7. Inner frame line broken above C of COLOMBIA, break after A (a, b).
8. Solid color broken to right of 2. Break under O of CORREOS (b).
9. Second R of CORREOS broken (a). E and N of CENTAVOS joined (b).
10. White circle line broken above A of BOLIVAR (a). White line above CENTAVOS broken to left of the C (b).
11. Top frame line broken at right (a). Period after S of CENTAVOS (b).
12. I of REPUBLICA broken at bottom (a). Outer circle line broken above E of CENTAVOS (b).
13. Top frame line broken at right (a). Break below lowest white square in background on left edge (b).
14. Two white projections on large R (a). Dot in oblong of design at top (b).
15. Period after A of REPUBLICA, spur on white line over C of COLOMBIA (a). C of CENTAVOS broken at bottom (b).
16. A of REPUBLICA joined to line beneath (a). Outer circle line broken between VA of BOLIVAR (b).
17. White hook on back of B of BOLIVAR.

18. Crooked white line connects D of DE with top inner frame line (a). P of REPUBLICA connected with inner left frame line (b).
19. RE of REPUBLICA joined (a). White spur on base of D of DE (b). White dot before C of CENTAVOS (c).
20. C of CORREOS broken and connected to the O.
21. Top frame line broken (a). First O of COLOMBIA broken in center (b).
22. S of CORREOS broken. Inner frame line crossed before C of CENTAVOS (b).
23. L of COLOMBIA joins BO of BOLIVAR. Top frame line broken.
24. O of CENTAVOS joined to white line above, also to the following S. Lower frame line broken at right corner.
25. A of COLOMBIA joins white space at right (a). Period after R of BOLIVAR near white diamond (b).



The First Postmaster General of the United States

By Harry M. Konwiser.

AMERICANS generally and stamp collectors especially regard Benjamin Franklin as the leading figure in the development of the American post office system of the Colonial period, and that viewpoint is quite correct, based, as it is, on Franklin's postmastership at Philadelphia, his wider activities as surveyor for Colonial postal affairs, and his later employment as a Deputy Postmaster-General for the Crown.

Franklin was at Philadelphia in 1753, and was then made a Deputy Postmaster General, with William Hunter, and remained in that capacity until 1761, when Hunter died and was succeeded by Thomas Foxcroft. Franklin was in England from 1757 to 1762 as lobbyist for the Colonies, and upon his return to America made a tour of inspection of the post office, in 1763, returning to England the following year.

Benjamin Franklin was dismissed from the Colonial post office service on January 3, 1774, and it was not long thereafter when *finis* was written to the British Post Office in America. Franklin again came into postal prominence with the May 29, 1775 resolution of the Continental Congress, reading:

"*Resolved*, That Mr. (Benjamin) Franklin, Mr. (Thomas) Lynch, Mr. (Richard Henry) Lee, Mr. (Thomas) Willing, Mr. S(amuel) Adams, and Mr. (Phillip) Livingston, be appointed a committee to consider the best means of establishing posts for conveying letters and intelligence through the continent."

This resolution, as quoted, appears in *The Journals of the Continental Congress* (Washington, 1893) and would therefore seem to set the correct date of the origin of the post office for the Thirteen Colonies.

Following this we have the minutes of the Continental Congress of July 26, 1775, and by these minutes, as also the report (to Congress of July 25, 1775), definite arrangements were made for postal activities and Benjamin Franklin was made Postmaster-General.

Franklin was succeeded, in the post office, by his son-in-law, Richard Bache, and in 1782 Ebenezer Hazard assumed charge of the post office, remaining in office until President Washington appointed Samuel Osgood as Postmaster General of the United States.

Hazard had become the Postmaster for the District of New York, by appointment of October 5, 1775; and from 1777 up to 1782 had been the Surveyor-General of the Post Offices of the United States; and on January 28, 1782, was made the Postmaster General, serving until September 27, 1789.

When Washington was inaugurated (April 30, 1789) he found a fairly well-equipped post office at New York, and he permitted Hazard to continue in charge of the Federal Post Office for five months. This establishes Ebenezer (Ebenezier) Hazard as the *first* Acting Postmaster-General in the Washington Cabinet.

Hazard was succeeded by Samuel Osgood. Osgood, according to the Year Books of the *Society of the Sons of the Revolution* in the State of New York, was a private at Lexington; Brigade-Major, Massachusetts Militia, 1775; Member Massachusetts Provincial Congress, 1775-76; Aide de Camp to Major-General Artemas Ward, 1775-76; Representative Massachusetts General Court, 1776, 1779-84; Member Massachusetts Senate, 1780; Member Continental Congress, 1780-84.

(Continued on page 68.)

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Entered as second-class matter July 5, 1927, at the Post Office at Federalsburg, Maryland, under Act of March 3, 1879.

THE 1936 INTERNATIONAL PHILATELIC EXHIBITION

One of the most important decisions that the Committee in charge of the *International Philatelic Exhibition* was called upon to make was that of selecting a suitable design for the medals. These medals, it must be remembered, are a permanent record of the Exhibition and a constant reminder of it for scores of years after it has been held.

The Committee was therefore exceedingly fortunate in securing the services of Mahonri Macintosh Young, grandson of Brigham Young, and a man who spent much of his early life in the West. There he became imbued with the traditions of our Western country and particularly with the stirring stories of the early pioneering days.

It was therefore quite fitting that when he was called upon to suggest an idea for the medals that he should immediately think of the Pony Express as emblematical of America and its postal history, and this is the motif around which his creation has been built. The result as shown in the early models is indeed striking and it will be further enhanced by being produced in a manner that has never before been applied to medals of this kind.

We hope to have an illustration of the design to present to our readers in the next issue. In the meantime, we quote the following item regarding Mr. Young verbatim from the *Encyclopedia Britannica*:

"American sculptor, painter and etcher, was born at Salt Lake City, Utah, on August 9th, 1877. He studied with J. T. Harwood, of Salt Lake City, at the Art Students League, New York City, and at the Julien and other academies in Paris. After his return to the United States he became instructor in drawing at the Art Students League and later instructor in sculptor at the American School of Sculptor.

His works are characterized by simplicity, dignity and breadth of conception, united with exquisite workmanship. He is known chiefly through statuettes, figures of labourers and cowboys, which exhibit close observation of nature and virile form. Among his best known works are, "Man with Pick" in the Metropolitan Museum of Art; Hopi and Apache groups in the Museum of Natural History; "A Labourer" and "The Rigger" in the public library, Newark, New Jersey; the "Sea Gull" monument in Salt Lake City; "Rolling His Own" and "Monument to the Dead" (with Bertrom Goodhue) in Paris."

The stage is practically all set for the big event and in our next issue, which will be the last before the formal opening of the show, we will hope to have the story in very complete detail.

THE FIRST AMERICAN PHILATELIC CONGRESS

For a number of years the annual *Philatelic Congress of Great Britain* has been an important feature of the philatelic year in Europe and for the first time, the idea is being tried out in America.

Eugene Klein, president of the *American Philatelic Society*, is responsible for the innovation, and he was fortunate in securing the services of James Waldo Fawcett of the *Washington Star* to act as secretary.

The Congress was held at the Ritz-Carlton Hotel in Philadelphia on Friday and Saturday, December 27 and 28, 1935. Papers were read by many prominent philatelists and others connected with enterprises of interest to collectors, including the following: S. B. Ashbrook, J. H. Barr, R. A. Barry, G. T. Beeckman, C. W. Brazer, A. M. Davis, J. W. Fawcett, A. D. Fennel, A W. Hall, Dr. Ellis Haworth, M. G. Johl, F. W. Kessler, Eugene Klein, A. B. Levy, Mrs. Catherine L. Manning, Delf Norona, D. P. Peters, C. W. Phillips, James Starr and P. H. Ward, Jr.

Admissions to all sessions except the dinner was free to the public, and a Bourse was conducted during the two days. The interest shown would seem to justify that it be continued as a regular feature.

INVITE YOUR FRIENDS TO JOIN

During 1936, especially on account of the *International Exhibition* to be held in New York, this city will be the mecca for many collectors.

As a consequence, membership in the *Collectors Club*, as well as membership in the *Association for Stamp Exhibitions, Inc.*, are both particularly desirable.

Non-resident membership in the *Collectors Club* is but $5.00 per year, which includes a subscription to the *Collectors Club Philatelist*. We want to enroll in our membership serious collectors from all sections of the country, and will appreciate it if our present members will see to it that their friends are invited to affiliate with us.

And membership in the *Association for Stamp Exhibitions, Inc.* should be considered a pleasant duty on the part of every stamp collector. This Association is not only responsible for the show to be held next May but is a permanent organization continually fostering and assisting stamp exhibitions in all sections of the world. If you are not already a member, send $2.00 to Theodore E. Steinway, 109 W. 57th St., New York, N. Y.

FORTY YEARS OLD NEXT DECEMBER

The *Collectors Club* was organized on October 5th, 1896 but it was not until December 14th, 1896 that it was Incorporated under the Laws of the State of New York, and this later date is therefore considered as the official birthday of the Club. As a consequence the Club will be 40 years old on December 14th, 1936 and it was decided at the Meeting of the Board of Governors held Dec. 30, 1935 to officially celebrate the event in a suitable manner.

It has been the custom during the past few years to hold an Annual Banquet in February or March of each year but in view of this approaching milestone in our existence and the further fact that the club and its members will have a series of entertainments during the International Philatelic Exhibition in May, it was decided to forego our usual Dinner and concentrate on the more important event in December. As the 14th falls on a Monday it has been decided to advance the celebration by two days and so Saturday, December 12, 1936 will be a big night in the history of the club and members are urged to mark this date on their calendars at once so that they will have the evening free when the time arrives. The Dinner will probably be held at the Astor Hotel, where so many of our previous dinners have been held and further plans will be announced as they develop.

H. L. LINDQUIST.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club,** who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear. Furthermore we want to know whether or not this work appeals to our members. Letters pertaining to this subject should be addressed to Alfred F. Lichtenstein, P. O. Box 994, City Hall Station, New York City.

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Danish West Indies (3)

1 dollar=100 cents; since 1905 : 1 Franc=100 Bit

Translated by MICHAEL MILLER.

Translator: As previously stated the prices quoted in the original text has been converted on the basis of four marks to one dollar. Scott catalog values, which were omitted for the bi-colored issues, are resumed and placed in ( ).

1903 (End May/beg. June). D. 3. Definitive issue of 2C. and 8C.; watermarked W 2; perf. 12¾.

26	2 C. carmine rose (End May)	$ .21 (.50)	$ .16 (.20)
27	8 C. brown (beg. June)	.68 (.85)	.68 (.85)

Sheet arrangement, etc., as before. A remainder of 440 sheets of No. 27 was burnt on November 15, 1906. No. 26 exists with inverted watermark.

1905 (June?). D. 4. New Currency. Drawing by Architect P. Jensen-Klint. Color typography by H. H. Thiele. Thick white paper with watermark W 3 (new crown); perf. 12¾.



D. 4



W 3

28	5 Bit green	$ .08 (.12)	$ .06 (.08)
29	10 " Red	.08 (.15)	.05 (.08)
30	20 " Blue green/blue	.50 (.75)	.50 (.75)
31	25 " Ultramarine	.50 (.60)	.50 (.60)
32	40 " brick red/br. gray	.50 (.60)	.60 (.60)
33	50 " Yellow/br. gray	.65 (.80)	.75 (.80)

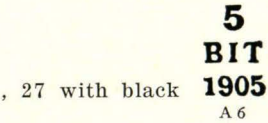
Sheet arrangement, etc., as before. Nos. 28 and 29 exist with inverted watermark.

Translator: No. 31 is also known with inverted watermark. The new watermark W-3 differs from type W-2 in the form of the crown used; the wings are larger and the horizontal line of the cross is wider than in the earlier watermark.

(Provisional Issue)

1905 (June). "Using-up issue" (?)

On account of change of currency: stamps Nos. 17, 21, 27 with black typographed surcharge A6; produced in Copenhagen.



A 6

				Issue	Burnt	Sold
34	5 Bit on 4c yellow brown/blue	$.65	(.60)	2.15 (1.00)	1248	1028	220
35	5 Bit on 5c blue	.65	(.60)	2.15 (1.00)	564	344	220
36	8 Bit on 8c brown	.65	(.60)	2.15 (1.00)	687	467	220

According to *Nord. F. T.* (Dec. 1905) Nos. 34-36 were only sold at the counter of the three post-offices for perhaps a quarter of an hour and the 220 sets of sheets sold, with knowledge of the government, went almost into the possession of a charitable institution for the erection of a home for lepers. The money for the purchase of these sheets was advanced by a branch of a Copenhagen bank at St. Thomas, which used a part of these stamps on its correspondence to the main office at Copenhagen. The remainder was sold by the charitable society through a broker at a profit of 50%. In fact the 220 sheets of each kind sold represented only a portion of the actual issue, the balance being officially burnt in the above stated number of sheets, with other remainders, on November 15, 1906. Recently, whole sheets bobbed up in the market, the No. 34 also in a somewhat different shade.

(*Translator*: *Perforation* 12¾. *No.* 34, *being originally No.* 17, *is therefore known with inverted watermark and inverted frames. From the sheets in the possession of the translator, the inverted frames appear on position No.* 51 *in one printing and on positions Nos.* 51 *and* 91-100 *in a later printing.*

1905 (Dec.) D. 5. Supplementary values. Drawing by P. Jensen-Klint. Engraving by Imperial Printery at Berlin; printing by Thiele, Copenhagen; the frames by typography and the center in copper-plate. Thick white paper. Watermark W 3; perf. 12 (line perforation).



D. 5

37	1 Franc blue-green/steel blue	$ .75	(1.25)	$ .88	(1.25)
38	2 Franc dark brown/salmon red	1.37	(2.50)	1.50	(3.00)
39	5 Franc dark brown/ochre yellow	3.13	(5.00)	3.50	(6.00)

Sheets of 25 (5x5) stamps. Watermark W 3 twice in each stamp, and also found inverted in all three values. Margin watermark as before. Certain imperforate stamps of No. 38 come from a sheet, where the right row along the outside margin remained unperforated, or the perforation pins fell too far over to the right on the sheet margin. From such stamps both horizontal perforations, as well as the left one, were later cut off, (*resulting in imperforate stamps*). Sheet margins are mostly cut too close.

A part of the remainders of Nos. 37-39 was sold at the postoffices of Copenhagen, in 1918. As to those sheets that really had been in the West Indies, the paper was toned yellowish by the effect of the tropical climate, whereas the sheets sold at the Copenhagen postoffice and such stamps that were immediately used in the colonies had white paper. (Price for the yellow paper somewhat higher.)

1908 (1 Aug./24 Oct.). D. 6. Center medallion after a photograph, engraved by the Imperial Printery at Berlin, frame drawing by Gerhard Heilmann. Printing by Thiele, Copenhagen; the frames typographed and the centers in copper-plate. Watermark W 3, Perf. 12¾.



D. 6

40	5 Bit light green (1 Aug.)	$ .05	(.12)	$ .05	(.08)
41	10 Bit red (1 Aug.)	.05	(.12)	.05	(.06)
42	15 Bit mauve/red brown	.15	(.25)	.15	(.25)
43	20 Bit soft green/slate blue (1 Aug)	.38	(.75)	.39	(.75)
44	25 Bit blue, dark blue/dark blue, blue (1 Aug.)	.30	(.50)	.20	(.20)
45	30 Bit lilac brown/black	1.75	(2.50)	1.75	(2.50)
46	40 Bit brick red/brown gray	.50	(.75)	.65	(.75)
47	50 Bit yellow/dark brown	.65	(.80)	.65	(.80)

The stamps Nos. 42 and 45-47 are given out in the catalogs with the date of issue as Nov. 1; a correspondent of *I. B. J.*, who on Nov. 1 happened to be on board a ship in St. Thomas, reported to the latter that the four values which he was forwarding, were on sale there as early as Oct. 24. (A statement of *D. B. Z.* that the values were already given out in the middle of September must be incorrect.) Due to the production by a two-printing process, the center is often more or less out of register. The colors incline to oxidation because of the tropical climate, especially No. 41, by reason of its vermillion content. The center of No. 44 occurs from dark blue to a decidedly light blue, with the frame vice versa. Sheet arrangement as before.

(*Translator*: *Nos.* 41 *and* 44 *are known with the watermark inverted.*)

1915 (Sept.)/1917. D. 7. Issue similar to D. 6, but now a bust portrait of King Christian X, engraved by the Imperial Printery at Berlin after a photograph; frame drawing by Gerhard Heilmann. Frames typographed and center copper-plate printing by Thiele, Copenhagen. White paper with watermark W 4 (multiple crosses) distributed over the whole sheet; perf. 14:14½.



D. 7

48	5 Bit light green (Sept. 15)	$ .08	(.10)	$ .13	(.12)
49	10 Bit red	.15	(.20)	——	(2.00)
50	15 Bit mauve/red brown	.18	(.30)	——	(2.00)
51	20 Bit green/dark slate blue	.25	(.40)	——	(2.00)
52	25 Bit blue/blue	.20	(.40)	.20	(.30)
53	30 Bit lilac brown/black	.38	(.40)	——	(2.00)
54	40 Bit vermilion/brown gray	.45	(.60)	——	(2.00)
55	50 Bit yellow/dark red brown	.50	(.85)	——	(2.00)

Of Nos. 49-51 and Nos. 53-55 but few sheets are said to have reached the West Indies before the colony became a U. S. possession. Beware of the species with false cancellations!

Sheet arrangement of 10x10 stamps as before. The crosses of watermark W 4, exactly as in the corresponding issues of Denmark, are spread over the whole sheet, and in place of the marginal watermark the sheet margin is given the marginal imprint. (*Translator*: *There is a grated border, in the color of the frames of the stamps, around the* 100 *subjects. The "Printer's Numbers" (either* 11*D or* 50*D) are imprinted clockwise on the four corners of the sheets in the same colors of the border.*)

A part of the remainders of all values was sold in 1918 in the post offices of Copenhagen at nominal value.

Postage Due Stamps

The Postage Dues were not cancelled in St. Croix, whereas in St. Thomas and St. John they were mostly cancelled. The first column is, therefore, for the unused stamps; the second for cancelled, or unused without gum.

1902 (Jan.) D. 8. Drawing by Fristrup. Lithographed by H. H. Thiele, Copenhagen. White paper of varying thickness and unwatermarked; perf. 11½ (line perforation).



D. 8

1	1 C. blue	$ .50 (.30)	$ .25 (.30)
2	4 C. blue	1.00 (.80)	.75 (.80)
3	6 C. blue	1.00 (1.00)	.70 (1.00)
4	10 C. blue	.85 (.75)	.50 (.75)

Sheets of 100 (10x10). All values were printed in two separate issues but a new arrangement of the stone was made for the second issue. The stones of both issues were so arranged that a strip of five subjects appears twice in each horizontal strip of ten, side by side, then 10 times underneath each other; so that on every sheet each of the five types appear twice in a horizontal row, (in position 1 and 6, 2 and 7 &c.) while each perpendicular line shows the same type ten times under one another. These 5 types are accordingly different in all the values of each of the two issues. The color of the first issue varied from indigo to gray blue; that of the second issue in several shades of blue, but some of these are so close to the first that it is difficult to distinguish single stamps on account of color alone. (The paper of the 1st issue only is partly thinner).

On the contrary, not only sheets but even strips and often single stamps are recognizable by means of the above mentioned type variations according to which issue they belong. The characteristic distinguishing marks of these types are usually so minute (tiny dots, differences of distance, &c.), that a general reproduction of the same must be omitted. (An illustration of only one value in *Gibbons M. J.* XVIII p. 51.) In the 1st issue, only type IV in the strip of the 1C. value shows a striking difference—the top of the left figure "1" is omitted so that it is flat instead of pointed. This type difference is found only on the 4th, 9th, 14th, 19th, &c., stamp of every sheet (*in other words, on every stamp in the 4th and 9th vertical rows of the sheet*).

In the second issue all of the five varieties of the 4-cent value are conspicuous, principally by reason of the different way in which the perpendicular (approximately triangular) top stroke of the figure "4" is sloped off at the top (see illustration).



Type I Type II Type III Type IV Type V

T. I: The top stroke of the left "4" is diagonal from upper left to lower right, the right "4" is reversed.

T. II: The top stroke of both left and right "4" slopes diagonally from upper left to lower right.

T. III: The numerals as in T. II, however, the right "4" has its upper left angle more obtuse than in T. II. The horizontal lower stroke of "AE" is almost completely missing.

T. IV: Top stroke of the left "4" slopes diagonally from lower left to upper right; the same is also true with the right, although the triangular form of the latter is much narrower and more acute.

T. V: Like T. IV, but with the top stroke of the right "4" similar to that of the left "4" (not narrow and acute as in type IV).

In all of the 5 type settings of the 1st issue of the 4C. value, the top stroke of the left "4" slants from upper left to lower right, while the stroke on the right "4" slopes from upper right to lower left.

After the appearance of the stamps of the following issue, the remainders of Nos. 2 to 4 were burned, to wit: 138 sheets of No. 2, 297 of No. 3 and 172 of No. 4.

1905 (June) D. 9, 10. Changed values. Drawing by Architect P. Jensen-Klint. Lithographed by H. H. Thiele, Copenhagen. Yellowing paper, unwatermarked; perf. 12¾; No. 8 also perf. 14x14½.



D. 9



D. 10

5	5 Bit orange-red/brown—gray	$ .20 (.30)	—— (.30)
6	20 Bit orange-red/brown	.25 (.40)	—— (.40)
7	30 Bit orange-red/brown	.45 (.40)	—— (.40)
8	50 Bit orange-red/brown	.45 (.75)	—— (.75)
	Z_1 perf. 14x14½	8.75	

Sheet arrangement as before. As to No. 5, the 40th stamp in the sheet shows the vertical stroke of the (DANS)K lengthened downward (the so-called "tailed K," price: $1.50). Imperforate stamps No. 5-8 are probably essays.

A part of the remainders together with the stamps Nos. 37-39, 48-55, were sold by the post-offices of Copenhagen at a norminal price.

On January 17th, 1917, the Danish West Indies were transferred to the U. S. A. through an exchange of the documents of ratification. On April 1st, the American flag was raised on the "Virgin Islands of U. S."

(*End of Translation*)

(Various appendices follow, including reprints of official documents and tables and check-lists prepared by translator.)

Appendix A

The following is the Decree under which the Postage Stamps of the Danish West Indies were first introduced (the Decree was published in English as well as in Danish, and it is therefore given in its original form) :—

WE FREDERICK the SEVENTH

By the grace of God King of Denmark, the Vandals and the Goths, Duke of Slesvick, Holsteen, Stormarn, Ditmarsh, Lauenborg, and Oldenborg,

Make known: On the report of Our Minister of Finance, who has laid before Us the deliberation of the Colonial Council on a Draft of Ordinance, extending the Law of 11th of March 1851, concerning transmission by post of letters and packages, to the Danish West-India Possessions, We most graciously decree:

The Law of the 11th of March 1851 for the kingdom of Denmark, concerning transmission by post of letters and packages, is hereby extended to the Danish West-India Possessions, in the following manner, and with the modifications contained in this ordinance.

§ 1.

The postage of letters originating in, and addressed to any place in the Danish West-India Islands shall be uniform, without regard to the distance.

The present rules for exemptions from

paying postage shall remain unchanged until further.

§ 2.

1) The postage of single letters shall be 4 cents, unless post-stamps are affixed to them; these stamps to be seld by the post-department, at the rate of 3 cents a piece for a single letter, or $2.75 for 100 stamps.

Letters weighing one Danish Lod (half an ounce) or less, shall be considered as single letters.

With respect to letters weighing above one Lod, the following scale shall be employed, viz:

above 1, but not exceeding 2 Lod, two rates or 2 post-stamps,
above 2, but not exceeding 3 Lod, three rates or 3 post-stamps,
above 3, but not exceeding 4 Lod, four rates or 4 post-stamps,
above 4, but not exceeding 5 Lod, five rates or 5 post-stamps,
above 5, but not exceeding 6 Lod, six rates or 6 post-stamps,
above 6, but not exceeding 7 Lod, seven rates or 7 post-stamps,
above 7, but not exceeding 8 Lod, eight rates or 8 post-stamps,
and so on, one rate (1 post-stamp) being added for every Lod up to 32 Lod.

2) For letters marked "Recommended" or "NB" shall be paid, besides the ordinary, an additional postage of 7 cents.

If, at the request of the sender, the letter is accompanied by a written acknowledgment of the receipt of the same, to be returned with the signature of the receiver, the sender shall prepay the rate of a single letter, for the return.

3) Dead letters, that are returned on demand, and letters addressed to persons who have changed their residence, shall only be charged with the postage, that originally should have been paid.

4) Envelops enclosing letters and other articles sent by the light mail, shall be charged with the same postage as letters.

§ 3.

For conveyance by the post of other articles than letters, the following charges shall be paid:

A. The Light (Letter) Mail.

1) For packets in general, not exceeding 32 Lod, shall be charged as for letters.

Letters of address accompanying a packet, shall be weighed together with this, i norder to calculate the postage.

2) For prepaid packets not exceeding 8 Lod, sent in cross bands or single bands, and not containing any thing written but the address, the name of the sender, the place from where the packet is sent, and the date, shall be paid:

not exceeding 4 Lod, one rate or one post-stamp,
above 4, not exceeding 8 Lod, two rates or two post-stamps.

To this class belong printed price-currents, even if the prices are added in writing, and proof-sheets on which only the corrections are written.

If accompanied by a letter of address, postage shall be paid for the same, as for a letter.

B. The Heavy (Package) Mail.

1) Packages and valuable in general. The postage shall consist of:

a fundamental postage of 4 cents,
a postage for the weight or volume, and
a postage for the value.

The postage for the weight or volume and for the value shall be calculated separately, according to the following tariffs:

Weight- or Volume-Tariff.

For transmission by sea:

between the towns of Christiansted and Fredericksted in St. Croix,
between the town of St. Thomas and one of the towns in St. Croix,
between the town of St. Thomas and Cruxbay in St. Johns,
between Cruxbay and one of the towns in St. Croix, shall be paid:

For volume less than one Danish cubic-foot, according to the weight, viz:

weight not exceeding one pound, 2 cents,
weight above one pound not exceeding 2 pounds, 3 cents,
weight above two pounds not exceeding 3 pounds, 4 cents, and so on 1 cent for each additional pound, not exceeding 10 cents, this amount being the highest postage for weight.

For volume of one Danish cubic foot, 10 cents.

For volume above one Danish cubic foot, 7 cents per cubic foot.

If the transmission is not direct between the above mentioned places, but the route combined, the different postages for the weight on the volume shall be added together. Transmissions by a vessel shall however be considered direct, if the vessel—though touching at other places on its passage—does not unship the goods, sent by the mail.

The Government may raise or lower the weight or volume tariff, of which however previous information must be given to the public.

Value-Tariff.

Not exceeding $2½	2 cents,
over $2½ not exceeding $5	4 "
over $5 not exceeding $25	8 "
over $25 not exceeding $50	12 "
over $50 not exceeding $100...	16 "
over $100, for each $100,	12 cents.

If the value of a package is not stated, the postage shall be calculated according to its weight which shall be rated at 50 cents per pound, if the volume is less than one Danish cubic foot, and at $5 per cubic foot, if the volume is one cubic foot or more.

Separate postage is not charged for letters of address not exceeding one Lod.

The key belonging to an article, that is locked, and to be transmitted by the mail, shall not be calculated in the weight.

2) For packets not exceeding 8 Lod, without money value, with or without letters of address, shall be paid at the rate of a double letter, or they may be franked by two post stamps.

3) For documents, bonds on name and other written or printed matters filled up by writing, shall be paid as for letters, viz:

a, not exceeding 8 Lod:
not exceeding 1 Lod, one rate (or one post stamps),
above 1 Lod, not exceeding 2 Lod, two rates (or 2 post stamps),
above 2 Lod, not exceeding 4 Lod, three rates (or 3 post stamps),
above 4 Lod, not exceeding 8 Lod, four rates (or 4 post stamps),
If letters of address accompany such packets, the postage shall be calculated according to the combined weight of the letters and the packet. If the value is stated, postage according to the value-tariff shall be added.

b, Above 8 Lod: according to the common postage for packages (B. 1), however not less than 12 cents.

4) For heavy mail articles, sent to the post office to be conveyed, after the expiration of the ordinary time for delivering packages, the above stated rates for weight or volume with addition of one half shall be paid.

5) For transmission in an envelop of any kind of paper-money payable to the bearer, accompanied by coin not exceeding $2½ in whole and half dollars or 49½ cents in change, shall be paid according to the value-tariff with addition of the fundamental postage.

The postage for the weight or volume shall be added in case the transmissions be made in any other packing than the above mentioned. For an accompanying letter of address not exceeding 1 Lod no charge is made.

§ 4.

Packets not exceeding 8 Lod, in the form of a letter, or sent in cross-bands, also envelops, containing coin or papers of money value, shall be supplied with a complete address; but may be transmitted with or without a letter of address or a plain address, according to the option of the sender.

But all other packets or packages of money-value, whether they are supplied with a complete address or only a mark and the places of desination, shall be accompanied by a separate letter of address or a plain address.

Letters weighing more than one Lod or enclosing valuables, shall not be considered as letters of address.

§ 5.

It shall be observed by transmissions of valuables, such as coin and papers of money-value, payable to the bearer, as also other articles of a value of 50 cents or more pr. Lod, that the content and the real value in West-India coin be stated when they are given in.

It is prohibited to enclose letters and other written matters in any article that is to be transmitted, unless full postage is paid for the same.

§ 6.

At the delivery of a package the receiver shall pay the following fees, whether he calls himself for the package, or the same is sent to him, viz:

either according to weight:

not exceeding 1 pound .....1 cent,
above 1 pound not exceeding 10 pound, 2 cents,
above 10 pounds not exceeding 25 pounds, 4 cents,
above 25 pounds for each additional 25 pounds, 2 cents,

or according to value:

not exceeding $25 .....1 cent,
above $25 not exceeding $100, 2 cents,
above $100 not xeceeding $1000, 1 cent pr. $100 and for each additional $200, 1 cent more, however under no circumstance more than 25 cents according to value for one package.

The highest of the above mentioned two tariffs is invariably to be employed.

§ 7.

These tariffs contain a statement of all that in general is to be paid for the receipt, conveyance and delivery of letters and packages.

In case a certificate in due form be requested from the post office for the receipt of a letter or a package (§ 2.) 2 cents shall be paid for the same. Two or more pieces belonging to the same transmission, given in simultaneously by the same sender, and to be received by the same person, may be entered in one certificate.

For other special services requested from the post offices, such as marking, supplying envelops, addressing, reporting the arrival of expected goods &c., the post offices are entitled to a fee of 2 cents for each.

If coin or paper-money are sent to the post office in open envelops, in order to be counted, the following fees shall be paid: for an amount not exceeding $100, 2 cents, above $100, 1 cent more for each additional $100. However, neither this, nor the above-mentioned fee for a certificate in due form shall be demanded in cases concerning the royal service.

§ 8.

When the payment of cents is made in the still current stivers, 1 stiver equal 1⅓ cent, the following scale shall be employed,

1 cent to be paid with 1 stiver,
2 ..... 2 "
3 ..... 2 "
4 ..... 3 "
5 ..... 4 "
6 ..... 5 "
7 ..... 5 "
8 ..... 6 "

and so on, the payment in stivers never to exceed the rate in cents, with more than ⅔ cents and never to come under the same with more than ⅓ cent.

§ 9.

1) Letters or packages transmitted by post may, according to the option of the sender, be prepaid or not; letters marked "recommended" and letters above 8 Lod are however not received unless they are prepaid. Prepayment for a part of the distance is not permitted. Letters and packages marked "free" "paid" or "franco" cannot be franked by post-stamps.

2) Letters and packages from private persons to the authorities, concerning the public service, as also to military men in service, shall be prepaid, unless the outside of the letter or package is supplied with a certificate signed by the sender himself, that the content concerns solely reports or declarations that have been officially demanded from him.

For letters and packages from the authorities to private persons shall postage be paid by the receiver, unless they concern reports or declarations officially demanded.

§ 10.

All post charges for newspapers transmitted through and distributed by the post department are fixed to 20 per cent of their original price, unless exemptions in this respect are made in post-conventions with foreign governments.

§ 11.

The post-department is responsible for the delivery of letters and packages without diminution of weight and with undamaged packing and seal, to the person to whom they are addressed.

Damages for deficiencies, that may be imputed to the post-department, shall be paid according to the value stated by the sender, or if no value has been stated, at the rate of 50 cents pr. pound, or $5 per cubic foot, unless it is proved that the value in reality is less.

Only when coin and paper money, transmitted in envelopes, have been previously counted and sealed at the post-office, the post-department shall be responsible for the contents.

For "recommended" letters that have been lost, a damage of $5 shall be paid.

Responsibility ceases:

a, When the receiver has given his receipt for the acceptance;
b, When the damages are not claimed, from the islands within 3 months, from foreign places within 9 months, after the letter or package has been delivered in.

The post-department shall not pay damages for loose letters, packets or packages, that have only been charged at the rate of postage for letters.

§ 12.

1) Coin, Royal paper-money, or other notes payable to the bearer, and letters, packets or packages, whose value has been marked on their outside, shall be transmitted only by the heavy (package) mail.

With regard to the payment and receipt through the post-offices of smaller amounts, by so called post-checks and post-advances, without any cash-transmission, the regulations made in this respect by the post-administration, are to be followed.

2) Letters and packets not above 32 Lod, whose value has not been marked on their outside, shall be received for transmission by all the mails, by the light (letter) mails, however, only in form of a letter in cross-bands or other light packing not exceeding one sheet of writing-paper.

3) When articles delivered in for transmission without any mark of value on their outside are not requested to be forwarded by a particular mail, such of those articles as letters and packets and likewise written or printed papers and prints filled up by writing not exceeding the weight of 8 Lod each parcel, will be transmitted by the light letter mail, but other things will be sent by the heavy mail.

4) Powder, aquafortis (nitric acid), sulphuric acid, muriatic acid and other corroding acids, lucifer matches and other matters, whose transmission is connected with danger, unsavory things and parcels, which are so bulky and heavy that they cannot conveniently be transmitted, are excluded from transmission by the mail.

5) Agreeable to the regulations sub No. 1, 2 and 3, the post-departmeant is bound to transmit by the mails all such

matters, which according to § 15 can be numbered under its privileges. The post-administration shall decide whether the size of a package will allow is transmission or not.

6) All letters, packets, and packages shall, unless otherwise directed on their outside, be transmitted by the first mail to which they belong.

§ 13.

With regard to transmission by post in Danish vessels, between the mother-country and the Danish West India Possessions, the following rules shall be observed:—

a, For transmission by the light (letter) mail is to be paid the treble of the common, either Danish or West India postage, that is fixed for the place, where the payment is made (cash or by post-stamps).

b, For transmission by the heavy (package) mail, a fundamental postage shall be paid of 4 cents or 6 skilling R. M., and value-postage, according to the rules prescribed at the place, where the payment is made; the weight- or volume-postage consists of a sea-postage to be fixed by the post-administration, combined with the Danish and the West India weight- or volume-postage, that is fixed for those routes in the mother-country and in the West India possessions, on which the transmission must be made, in order to reach the place of destination.

With respect to transmission of money, as well as of gold and silver in bars, it is left to the post-department to decide, whether and on what conditions such transmissions between the islands and the mother-country may be made per post.

Otherwise the general rules for transmissions by post shall be applied, subject to the change that results from the above regulations, viz: that where things belonging to the heavy (package) mail, are rated according to the postage of letters, the postage fixed sub "*a*" shall be employed.

§ 14.

For letters from and to the Danish West India possessions to and from foreign places, the general West India postage shall be paid, unless exemptions are made by conventions or agreements with foreign post-administrations.

§ 15.

The privilege of the post-department with regard to transmissions, is defined as follows:—

1) The articles whose conveyance and delivery is reserved for the post-department, as far as the post-district, with pertaining harbors and roads, extends, are:—

a, Sealed letters and written or partly printed and partly written matters, of every description and weight.

b, Coin and paper-money payable to the bearer, in sealed envelops, in case the post-department undertakes such transmission. Foreign letters shall on their arrival immediately be delivered for conveyance by post, at the nearest post-office or custom-house. This rule shall however not be applicable to vessels, conveying mails from and to other post-territories, if on their passage they only touch a Danish West India harbor, without unshipping the mails or shipping them in other vessels. It shall likewise be left to the government, according to circumstances, to make exceptions from the rule.

2) The abovementioned articles may, without interference of the post-department, be sent from one place to another in the post-district in the following cases:

a, When conveyed by the sender's own messenger.

b, When they do not pass through 2 or more places, where royal post-offices are established for their conveyance, nor are sent from a Danish to a foreign post-station mutually connected.

c, When the articles mentioned above are despatched on other days than those on which the mail starts.

§ 16.

Letters may be sent from one Danish West India harbor to another by such vessels that do not convey the royal mails or run as packets; it is however to be observed that on the arrival of the vessel at the place of destination or at the harbor where it has been compelled to seek shelter, the letters shall immediately be delivered to the royal post-office at the place, or if no such be established there, to the custom-house department, or the nearest local magistrate, who shall send them to the nearest post-office. Such transmissions shall be rated according to the general postage for letters. The master of the vessel is not allowed to cause the letters to be delivered in any other way than through the post-department.

§ 17.

1) It is the duty incumbent on all Danish vessels, at the request of the post-department, to convey the royal mails from the starting-place to the harbor for which they are cleared.

Such request being made, either in a special instance, or by public advertisement to vessels in general, the master of the vessel shall in proper time report to the post-office the day and the hour he intends to start. With regard to voyages between the mother-country and the Danish West India possessions such report shall be made at least 7 days, and with regard to the passage between the islands, at least 6 hours, previous to the departure of the vessel, unless it is proved to the post-office that peculiar circum-

stances compel the vessel to leave prematurely. The custom-house and harbor-department shall co-operate with the post-department to the effect, that the above-mentioned report is made, and that the vessel does not leave before the time fixed, unless the mail has been carried on board, accompanied by two corresponding notes of parcels, of which the one shall be returned to the post-department supplied with the receipt of the master of the vessel, who keeps the other for himself.

For the information of the custom-house-department at the place of arrival, it shall be entered in the clearance, that the vessel carries the royal mail, and the post-office of the place shall give a receipt on the note of parcels for the delivery of the mail, which receipt shall be produced on entering the vessel at the custom-house.

In the Danish West India possessions the master of the vessel shall, as hitherto, report himself to the post-office half an hour before sailing, and receive the letter-mails.

It is a duty incumbent on the master of the vessel, during the passage to keep the mail confined to his care, in the safest and best guarded place in the vessel, especially to put the light (letter) mail in his own cabin and in case of any accident to take particular care of it.

In case the master of the vessel should be compelled to seek another harbor, than the one to which he is bound, he shall report at the post-office of the place—or in want of such office—to the custom-house-department, that he has the mail on board; it shall then according to circumstances be decided whether the mail is to be conveyed further in another way, or not. If it is in a foreign country, he shall report himself to the nearest Danish consulate that shall cause the needful to be done with regard to the further conveyance of the mail.

On arriving at the place of destination, the master as soon as the vessel has come to anchor, shall immediately deliver the light (letter) mail at the post-office, and the rest of the mail as soon as circumstances will allow.

2) Sailing vessels and steamers intending to run as packets from any harbor within the post-district, shall in proper time, at the latest simultaneously with the first public advertisement thereof, make a report to the post-administration, as well of their route in general, and of the places where they intend to stop, as of the hours of starting and arrival, and likewise of all such changes that subsequently may take place in the original arrangement; and they are bound to receive, and in accordance with the above regulations, to keep and deliver the royal mails at the different stopping-places.

The post-department has a right, at a convenient and accessible place in the vessel, to place locked boxes, for deposit of letters; these boxes, together with the mail, to be exchanged at the different stopping-places.

§ 18.

1) The obligation resting on Danish vessels, according to the regulation of the 1st of November 1781 § 7, viz: without any remuneration to convey the West India mail, between the mother-country and the Danish West India islands, and between the islands, shall remain unchanged.

To foreign masters of vessels conveying the West India light (letter) mail, or carrying letters to the Danish West India possessions, shall be paid 1 Cent pr. Lod of the combined weight of the letters to or from places in America, and the double amount of letters to or from any other part of the world. This rule is however not applicable if the mail or letters are carried for a foreign post-administration or if otherwise fixed by conventions.

Danish vessels conveying West India letters to or from foreign places are to be paid at the same rate.

Letters deposited in the letter boxes, mentioned sub § 17 No. 2, are not included herein, unless they are supplied with post-stamps.

2) For all parcels, pertaining to the heavy (package) mail, shall be paid to the owner or the master of the vessel concerned, the weight- or volume-postage for the sea-transport on the articles transmitted, applied to the total weight or volume of the same.

The master of the vessel shall not be bound to keep more room than 25 cubic feet vacant for the reception of heavy (package) mail articles.

Post-boxes and post-bags shall be conveyed without any charge of freight.

§ 19.

All special regulations that are considered necessary or advisable with regard to post-transmissions, shall be made by the administration of the post-department, viz: for the transmission between the mother-country and the Danish West India possessions, by the administration in the mother-country, and for the post-department in the Danish West India possessions, by the Government. Such regulations shall be made publicly known, if according to their nature it is considered suitable.

§ 20.

Acts infringing the monopoly of the post-establishment shall be punished with fine of $2 for a single letter, and for letters of greater weight and other articles, with a fine of 50 times the amount of the postage; the legal postage to be paid besides. The cases are to be prosecuted by the police court; and the finest accrue to the poor-fund at the same place.

§ 21.

This ordinance shall take effect 4 months from date. From the same time all previous and contrary regulations, especially the postage-tariffs hitherto followed, are abolished.

To which all concerned have to conform.

Given at Skodsborg the 10th July 1855.

Under Our Royal Hand and Seal,

FREDERIK R.

Appendix B

Ordinance containing certain modifications of the Ordinance of the 10th July, 1855, extending the Law relating to postal despatches of the 11th March, 1851, to the possessions in the West Indies.

"Skodsborg, August 30, 1861.

"WE FREDERIC VII, by the Grace of God King of Denmark, the Vandals and the Goths, Duke of Sleswick, Holsteen, Stormarn, Ditmarsh, Lauenborg, and Oldenborg,

"Make known:—Having had laid before us by Our Minister of Finance the draft proposed by the Colonial Council of our possessions in the West Indies, with a view to an ordinance containing certain modifications of the ordinance of the 10th July, 1855, on the subject of the extension to the said possessions of the Law relating to postal despatches of the 11th March, 1851. We have been pleased to ordain as follows:—

"§ 1. The reduction in the price of the stamps of the West Indies allowed under the ordinance of the 10th July, 1855. paragraph 2, when 100 copies are purchased, should be allowed in future on all purchases of 20 copies at a time, so that the charge for them will be 55 cents for the 20.

"§ 2. The general rate to the West Indies established by the ordinance of the 10th July, 1855, paragraph 14, for letters from and to the Danish possessions in the West Indies, addressed to and coming from foreign countries, so far as this instruction may not be contrary to any postal convention, will be established in future at double the ordinary letter rate (8 cents) for letters of a weight of more than 2 lod, provided that they are despatched from post offices in the Danish possessions in the West Indies.

"The subsidey granted under the same ordinance, paragraph 18, to the captains of ships which take letters or bring them to the Danish West Indies, provided that they do not carry the mails at the charge of a foreign government, or that it is not otherwise arranged under postal convention, will be in future at the rate of 1 cent for each letter the postage of which is received by the post office in the West Indies, without regard to the weight of the letter or to the foreign country from or to which the letters are despatched.

"§ 3. For the newspapers published in the Danish West Indies, provided that they are despatched from the West Indian Islands or the towns in St. Croix, and that the despatch or the distribution (but not the delivery or the wrapping), and the payment of the subscription is made through the Post Office Department, there should only be charged for postage 5 per cent of the rate of subscription, which the publishers must pay at the commencement of each quarter.

"§ 4. Newspapers and reviews in wrappers, single or crossed, bearing no other writing than the address, the name of the addressee, the destination and the date, are despatched through the post between the Danish West Indian Islands and the towns in St. Croix at the following rates:—

"Up to 16 lod, as a single rate letter (1 stamp).

"Above 16 lod, up to 32 lod, as a double letter (2 stamps).

"§ 5. The charge for delivery, under § 6 of the ordinance of the 10th July, 1855, for postal packages with an accompanying letter, may be paid in advance by the sender, together with the postage.

"§ 6. For postal packages with an accompanying letter, which, under § 3, B 5, of the ordinance of the 10th July, 1855, do not correspond with any of the fixed charges relative to weight or size, the charge established by paragraph 13b of the ordinance will be trebled.

"To which all concerned have to conform.

"Given at Skodsborg the 30th August, 1861.

"Under Our Royal Hand and Seal,

"FREDERIK R."

Appendix C

The following Ordinance extends to all values the discount of 8⅓ per cent allowed on purchases of twenty stamps at a time.

Ordinance of July 14, 1874.

"Upon the most respectful proposition of the Minister of Finance, His Majesty the King has been pleased to approve, by a royal decision of the 14th July, 1874, the following Ordinance passed by the Colonial Councils of St. Thomas, with St. John and St. Croix, having been read a third time on the 24th March and 7th April, 1874, by which the arrangements made under the Ordinance of the 10th July, 1855, paragraph 2, and the Ordi-

nance of the 30th August, 1861, paragraph 1, for the reduction in the payment for the 3 cent stamps of the Danish West Indies, is made applicable also to other stamps of the Danish West Indies.

"The reduction of 8⅓ per cent in the price of the 3 cents stamps of the Danish West Indies, established by the Ordinance of the 10th July, 1855, paragraph 2, and the Ordinance of the 30th August, 1861, paragraph 1, for quantities of at least 20 stamps, should in future be applied also to the other stamps of the Danish West Indies."

Appendix D

New Rates and Regulations adopted after the entry of Danish West Indies into the Universal Postal Union in 1877.

Publication.

"From the 1st April, 1879, the Correspondence between the Danish West India Islands and all other countries comprised in the Universal Postal Union will be subject to the following rates of postage, viz.: to and from

to and from....	Guadeloupe, Pto. Rico Vieques,	Other Countries.
For prepaid letters despatched, per single rate of 15 grams ..	5 cents	10 cents
,, unpaid letters arriving, per single rate of 15 grams	10 cents	15 cents
,, insufficiently prepaid letters arriving: Double the amount of the deficiency declared by the despatching office	3 cents	3 cents
,, Post cards	3 cents	3 cents
,, Newspapers and other printed matter .. per 50 grams	1 cent	2 cents
,, Business papers (documents) . .... per 50 grams	1 cent	6 cents
,, Samples and patterns . . . . . per 50 grams	1 cent	3 cents

For packets of newspapers and printed matter, business papers, patterns and samples, the maximum weight is fixed at resp. 4 lbs., ½ lb. and 4 lbs.

From the said date also, the Correspondence between the Danish West India Islands and countries not comprised in the Universal Postal Union will be subject to reduced postage rates, regarding which the public will receive information in the Post-office; printed tariffs will be issued as soon as possible.

From the said date, there will also be established Exchange under Insurance of Letters of Declared Value to and trom the following places: Austria and Hungary, Belgium, Denmark, Egypt, France, Germany, Italy, Luxembourg, Netherlands, Norway, Portugal, Roumania, Russia, Serbia, Sweden, Switzerland, Cayenne, Guadeloupe, Martinique, Senegal, Pondichery, Cochinchina, Reunion, Santiago (Cape-de-Verd Islands), St. Thome, Loanda, Greenland. The exchange will provisionally be effected only by means of French and German Packets. Prepayment of postage is compulsory, and the letters in question must contain only Value-papers, hence no Coin.

The postage for insured letters of declared value is composed as follows:—

Common letter postage, according to weight—

Registration fee—and

Insurance premium.

The insurance premium is payable on every forty (40) dollars or fraction thereof, say with four (4) cents to the destinations of France, Guadeloupe, Martinique, Cayenne (per French packet); with nine (9) cents to the desinations of Greenland, Santiago, St. Thome, and Loanda; and with seven (7) cents to all other of the above-mentioned destinations, and to France, per German packet. For the exchange per German packet with Denmark, Russia, Sweden, Germany, and Greenland, and per French packet with Germany, Martinique, and Cayenne, no maximum has been fixed for the value of a letter, for letters for Italy and Senegal the maximum value is fixed at 5000 Francs; for the other above-mentioned destinations, at 10,000 Francs.

The forwarding of letters of declared value is, further, subject to the following rules:—

Letters of declared value are received by the Post-office only when enclosed in an envelope, sealed, in good sealing wax, with seals bearing a distinct impression or device, and in such a manner as to secure all the flaps of the envelope. No envelope can be used except those authorized for money-letters.

The declaration of value, expressed in Francs and Centimes or in Dollars and Cents, shall be written by the sender on the face of the letter, say in whole letters and in figures, in which regard it should be observed that alteration or erasure in the declaration will not be admitted, even if corroborated by the sender. No higher amount than that actually enclosed in the letter must be declared.

The postage stamps used in the prepayment must be affixed properly spaced, and must not be placed in such a manner as to overlie a fold of the envelope.

For each letter of declared value posted, receipt shall be given the sender free of charge.

The Government of the Danish West India Islands, St. Thomas, 28th March, 1879. AUG. GARDE.

THE COLLECTORS CLUB

30 East 42nd Street - - New York City

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1431 I. M. Landauer, Frederick, Md.
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1433 F. O. Newton, Wichita, Kans.
1434 H. W. Barr, Reading, Pa.
1435 J. Bressler, Philadelphia, Pa.
1436 A. van Vlissingen, Jr., Lake Bluff, Ill.
1437 B. N. Page, Kansas City, Mo.
1438 T. Rosen, Philadelphia, Pa.
1439 L. J. Heizmann, Reading, Pa.
1440 M. J. Hall, Akron, O.

Accessions to the Library

Bureau Specialist, 1933-1934, 2 vols. bound. Gift of G. R. M. Ewing.

Relief Breaks on the 2c Stamp of 1890. F. E. Stanton. Gift of A. F. Auerbach.

Les Premières Emissions du Mexique 1856-74, P. de Smeth. Gift of Author.

Handbook on Precancel Stamps, A. Gunesch. Gift of A. Gunesch.

Stanley Gibbons Priced Catalog, Br. Empire, 1935. Gift of M. D. Joyce.

Stanley Gibbons Standard Catalog, 1934. Gift of M. D. Joyce.

Yvert Catalog, 1932. Gift of M. D. Joyce.

Postmasters Provisional of Tennessee. Gift of M. D. Joyce.

Booklets on Russia, Sudan, Holland, Edwardian Stamps, Canada, Great Britain, Belgian Congo, Togo, etc. Gift of M. D. Joyce.

Postage Stamps of the Red Cross. Gift of M. D. Joyce.

War Stamps of Mexico, G. W. Linn. Gift of M. D. Joyce.

Poste Aerienne, Champion, 1922. Gift of M. D. Joyce.

Standard Airpost Catalog, 1930. Gift of M. D. Joyce.

Postage Stamps of the Great War, 1914-22, D. Field. Gift of M. D. Joyce.

American Catalog of Airmail and First Day Covers, 1927. Gift of M. D. Joyce.

Les Timbres de la Sarre, Maury, 1924. Gift of M. D. Joyce.

War Stamps of Salonika and Long Island. Gift of M. D. Joyce.

Stamps of the Union of South Africa. Gift of M. D. Joyce.

U. S. Guide Lines, Split Arrows, J. H. D. Reynolds. Gift of J. H. D. Reynolds.

America the Beautiful. Gift of J. H. D. Reynolds.

The Story of the Christmas Seal. Gift of J. H. D. Reynolds.
Canada Bill Stamps, F. Jarrett. Gift of F. Jarrett.
Canada Large and Small Cents, 1868-97. Gift of Scottish P. S.
Froede's Briefmarken Preisbuch, 1936. Gift of H. Froede.
Catalogo de Selos Postais de Portugal E Colonias, A. S. Ferreira. Gift of Publ.

Evenings at the Collectors Club

19th CENTURY U. S. SHOWN OCTOBER 2, 1935.

The evening was devoted to a members competition of 19th Century United States.

Hans Lagerloef won first award for a fine lot of stamps on cover, including 1861, 12c, used for Hawaii; 3-cent block of four; 1862 2-cent, 3 bisects—2 with 1½ stamps and one with a one half stamp to pay the drop letter rate; various covers between 1885 and 1895 showing U. S. in combination with stamps of Bavaria, Brazil, Canada, Chili, Samoa, Switzerland, Wurtemberg and Uruguay; also U. S. Cancelled in the Philippines during the Spanish war; Boxer Rebellion; and Shanghai on U. S.

Stephen G. Rich secured second award for the issues of 1861-2; Banknotes; oddities in perforation and cancellations; precancels; and advertising labels.

Third award went to **Edwin J. Milliken** for a display of cancellation varieties of the 1c and 2c Bank notes.

The entries were limited to twenty-five pages.

—R. A. BARRY.

KASHMERE AND ROUMANIA SHOWN ON OCT. 16, 1935.

At this meeting **Abraham S. Arnold** gave an interesting exhibition and talk on the stamps of Kashmere, one of the Indian Native States. Mr. Arnold began with the story of the Kashmir post, a service operated entirely by natives in so lack-a-daisical fashion that it often required ten or eleven days for a letter to travel fourteen miles and then, by the time it reached its destination, it had been read and discussed by one or more persons at each stop the carrier made.

The stamps of Kashmere are also a home product—plates, ink and paper. Each position on the plate varieties, rendering the stamps platable, that is, if one knows the various states of a plate. For should a plate become damaged it would be cut down and stamps printed from the salvaged portion, thus making stamps which had been interior in the first state assume marginal positions in the second. By using various native papers and any number of inks a great variety of stamps has been created.

The Kashmere stamps are none too common on covers and a horde of counterfeits, fraudulent reprints and government reprints give a collector all the action he requires in maintaining interest in the country.

The second part of Mr. Arnold's exhibition included the stamps of Roumania. The speaker described the country and the beauties of the Paris of the Balkans, Bucharest, and showed stamps of the early issues.

—A. W. DEAS.

24 MOST INTERESTING PAGES SHOWN NOV. 6, 1935.

At the November 6 meeting ten members entered into a competitive showing of what they considered their 24 most interesting pages.

The first entry was that of **H. Bedford Jones** of Palm Springs, Cal., and included oddities, plate flaws, cancellations, packet covers, plate positions, color oddities, bisects, and stamps with the autographs of those pictured on the designs. The stamps were shown by Max G. Johl.

Clarence W. Brazer was the second entrant and showed an unusually interesting study of proofs of the 51cent and 10-cent 1847. Included were proofs of the original die in various color with and **without** the cross-hatched frame, these last very rare; proofs on bond paper and a set of proofs on a paper which the manufacturers' records show to have been made about 1893.

In the 1876 reprints, Mr. Brazer included original sketches, card board proofs in five colors and proofs in full sheets.

Stephen G. Rich showed a miscellany of South Africa; Corea on cover; Iceland local postmarks and customs cancellations; French newspaper precancels; Belgian telegraphs; Poland No. 1, a pair on cover and a used strip of four; New Jersey stampless covers including a straight line **Princetown** 1780, collection of worst centered copies; 2-cent 1862 and 2-cent 1890 cancellations.

E. M. Hayden of New Britain showed Switzerland 1850 through 1854 in singles, multiples and sheets, mint and on and off cover.

Max G. Johl's exhibit was 20th Century U. S. issues 1908 to 1922. In the 1908 were included the ordinary varieties, the blue papers and the little known **colored paper** and **China clap paper** experiments which unlike the blue papers never got into general circulation, also a proof of a 12-cent of the 1908 series which was never issued. In 1910 Mr. Johl showed the 2c over the 1c which if it had not been caught would have been a 1c error similar to the 5c error of 1916, and some of the experimental coils picturing Alexander Hamilton. Included also were essays for a parcel post series of 1913 which was never issued and the rotary press coils and coil waste stamps 1914 to 1917. A recent acquisition shown was the original pencil drawing of the 1922 3c picturing Lincoln.

Charles J. Phillips' exhibit was a collection of the official and private carriers from 1842, including the City Despatch Post, Franklin Carrier, Louisville, Baltimore, Boston and the U. S. City Despatch Post all on cover.

George H. Fay showed airmails and included pigeon post, balloon post, crash covers and foreign covers having bisected stamps. In the pioneers were included London-Windsor and Garden City covers of 1911, Post and Gatty around the world, Lindbergh Haiti and Canal Zone, Ship-to-shore, Jackson Heights rocket mail, and a little known cover carried from Camden to Philadelphia by autogyro which landed on the Post Office roof.

B. K. Ford's exhibit included various postage and revenue 1847 to 1926 in shades and with various cancellations. In the 1851 issue was a series of covers of the 3c stamps which came from a strip showing the complete plate imprint—a rare set of covers—and in the revenue exhibit was another rarity, a 1c second issue with Washington's head **double.**

Sidney Lake showed Netherlands Stampless and early stamps on cover. In the former were Thurn and Taxis letter sheets, ship and canal cancellations and a home made envelope of 1793—one of the earliest envelopes known.

Laurence B. Mason, the last exhibitor, submitted 24 pages of early American mail including Beresford, American Letter Mail and other expresses; via Nicaragua covers and a letter of William Walker, a filibusterer who was in control in Nicaragua at the time; covers of the Grieg City Despatch Post; the earliest known "Penny Post" cover; numerous locals; carriers; a strip of four 10-cent 1847 on a cover to California and a strip of three of the same on a cover Panama to New Hampshire.

Laurence B. Mason received first award, **Clarkence W. Brazer** second and **E. M. Hayden** third, with honorable mention to **Sydney Lake. Oscar A. Schenck, Franklin R. Bruns** and **Otto G. Reichelt** were the judges.

Before the close of the meeting the members present signed a letter congratulating **John N. Luff** on his approaching seventy-fifth birthday.

—R. A. BARRY.

VISIT TO UNION COUNTY PHILATELIC SOCIETY NOV. 13, 1935.

On Wednesday, November 13, 1935, a goodly delegation of the **Collectors Club** repaid the visit which the members of the **Union County P. S.** had paid earlier in the season. This feature of interchange meetings was instituted by the **Collectors Club** some years ago and has proven one of the most interesting features of its annual programs.

The various delegations from New York and the surrounding territory assembled at six o'clock at the **Winfield Scott Hotel** in Elizabeth, N. J., for an informal dinner before proceeding to the Y. M. C. A. building, where the regular meeting was held. Here a large group were awaiting our arrival and the meeting was quickly called to order by the president **B. K. Ford** who introduced **Laurence B. Mason,** who acted as master of ceremonies. **Max G. Johl** was the first to exhibit and showed a well selected group of pages from his famous collection of 20th Century U. S. These included the complete set of the blue paper varieties with the rare 4c and 8c stamps, the even rarer "clay paper" varieties, and many unusual items that were fully explained to a receptive audience. **Arthur W. Deas** followed with a collection of **Canadian Airmail Covers,** which were quite attractive in themselves, but made doubly so by the interesting descriptions which accompanied them. **H. L. Lindquist** was third and showed a portion of his **Demonstration Collection.** It consists of one or more pages from various collections, to show methods of collecting and mounting, and has proven an inspiration to many. Eventually it will be fully written up and illustrated as a guide to those seeking suggestions as to the best ways to mount and display their stamps.

Clarence Brazer showed a portion of his wonderful collection of proofs and essays of U. S. stamps. These beautiful issues always attract attention and **Mr. Brazer** has developed a collection that starts with the inception of the idea and carries through the various stages of sketches, partial designs, color trials and proofs, right up to the finished stamp.

Stephen G. Rich had a very interesting collection of Natal which he made particularly interesting by his description of the country, where he lived for some years.

Laurence B. Mason completed the series of displays with pages from his collection of Early Postmasters, Locals and Carrier Stamps and New York Cancellations. His knowledge of the subjects in which he is interested is profound and his collection is filled with items of an historical and sentimental interest as well as of philatelic value.

20th CENTURY U. S. SHOWN NOV. 20, 1935.

On this evening, **James B. Helme** exhibited a four volume collection of 20th Century U. S. including both regular and commemorative issues from 1901 through the Rogers Clark stamp, in specimens (where they existed), large and small die proofs, and reconstructed sheets practically complete. Among the rarities shown were the 1c, 2c and 4c Pan American inverts—this last with and without "Specimen"; 1902-3 1c, 2c and 5c coils, the 4c Schermack coil, two of the three known pairs, one of them with center line, the 5c imperf in complete position blocks, and the $1, $2 and $5 in plate number strips and blocks of four; 1903 2c imperf horizontally; 2c Lincoln, blue paper, reconstructed sheet; large die proofs of the 1902 and 1922 series of which only two sets of each are known; one of six known large die proofs of the 2c Harding and the very rare large die proofs of the 1c, 2c and 5c Walloon issue.

—R. A. BARRY.

THEODORE E. STEINWAY EXHIBIT DEC. 4, 1935.

On Wednesday, December 4th, **Theodore E. Steinway** showed his superb collection of New South Wales at the **Collectors Club** and gave a fine description of the chief issues.

This highly specialized collection is undoubtedly the finest in America, containing as it does the whole of the George Worthington collection and several others that **Mr. Steinway** bought and amalgamated the finest copies of each in this glorious whole.

I took a few brief notes of the best items among them:

Sydney Views.

1d Plate I, reconstructed plates on yellowish and bluish paper; fine block of 4.

1d Plate II, reconstructed plate of 25 types.

In regard to the two penny stamps, **Mr. Steinway** pointed out that although we catalog them as different plates, that only one plate was ever made and that this was recut or part recut on no less than seven occasions, but in the following descriptions I used the catalog terms.

2d plate I, Vertical lines. Earlies impressions, 12 types; medium impressions, 24 types complete; recut bottom row of 12 complete.

2d plate II, Soft yellow paper, complete, 24 varieties; Hard paper, nearly complete, 20 varieties; Lower row, retouched, 9 varieties.

2d plate III, complete, 24 varieties.

2d plate IV, Wove, 22 varieties; Laid, 21 varieties.

2d plate V, Wove, complete, 24 varieties; Laid, 9 varieties.

3d on yellow paper, 18 varieties.

3d on bluish-gray paper, 22 varieties.

In the 2d's I noted two rare blocks of four and several pages of Sydneys on covers.

1851, Laureated Heads, No Wmk.

1d, all the major varieties in pairs and strips.

2d, the plates nearly complete, including the scarce "Stars" in corner, of which 47 varieties were shown. One very rare variety was the 2d blue, clean double print all over and another unusual item was the 2d early impression strip of four with the full imprint.

3d, 42 varieties, including a block of 6 and 2 blocks of 4.

6d, plate I, two complete plates in shades.

6d, plate II, two plates complete, all but one variety.

8d, about 25 varieties, also a superb pair of 8d and on cover 8d + 1d, a soldier's letter to England.

Registered.

Mr. Steinway showed beautiful reconstructed plates of the imperf. in shades and the perforated wmk. "6".

1854 Laureated Heads, Watermarked.

1d, a fine plate including blocks and pairs, on the plate No. 38 is lettered PENOE.

2d and 3d plates complete.

3d, the rare error wmk. double lined "2".

The large square stamps of 1855 are a superb lot and include three of the 5d, two 8d and also two 8d (both shades) on superb covers.

1860-63, Perf. 12.

These are a fine lot of unused including the rare 8d, also 2d retouched used.

The perf. 13 are an exceptional lot of unused with several superb blocks.

Printings of De La Rue Co.

A strong lot very complete in unused and used. One item I do not remember to have been listed is a fine used block of 6d (Gibbons 217) imperf. between the stamps vertically.

The 1885-86 long fiscal stamps surcharged for "postage" are a good lot and include that rarity the £1 overprinted in blue and unused.

The early stamps unused are mounted on separate pages and include some superb unused Sydneys, such as 2d plate I early, and some lovely laureated, no wmk. with grand margins.

Proofs and Essays.

A few pages of these were shown, including Sydneys 1d block of eight and 3d in green and also in black.

—C. J. PHILLIPS.

ATLANTIC CITY DISPLAY ON DEC. 18, 1935.

On the above evening **Jacques Kilcher,** Chairman of the Atlantic City exhibit to be held next March and winner of the grand award at the **New Jersey Stamp Exhibition** in Newark, November 21-24, represented the **Atlantic City Stamp Club** and showed three interesting collections.

The meeting was preceded by a dinner at the **Chemists Club** at which Mr. Kilcher was the guest.

At the opening of the Club meeting, Laurence B. Mason, President, introduced Arthur G. Hall, President of the **New Jersey Philatelic Federation,** under the auspices of which the New Jersey Exhibition had been held. After a few brief remarks, Mr. Hall presented Mr. Kilcher with the grand trophy and cup which the latter had won at Newark for his display of Swiss stamps, and also presented Clarence Brazer with the gold cup which his collection of United States Proofs had won for him in the class of exhibits which had previously won first award in national or international shows.

Mr. Kilcher then showed an unusual collection of Borneo and Labuan stamps used at the correct time on original covers made by R. F. Holdzkom. The covers addressed in English, Chinese and Malay were secured from the correspondence of Missionaries.

Stephen G. Rich explained the stampless cover collection sent by Albert L. Schwarz. This contained an interesting selection beginning with "straight lines" prior to 1800 and included Florida and Missouri territories, a Northern Liberties News Room of Philadelphia, the enclosure dated 1836 and a number of scarce towns and odd postmarks.

Mr. Kilcher then showed his prize winning collection of Swiss stamps, which contained practically everything listed in the catalog and many specialized items which were not. In Zurich he showed several copies each of the 4 and 6rp.; a double Geneva on cover and four singles with different cancellations and also eight copies showing varieties in the second issues; Basle a stamp and a proof; stamps of 1849-50 cancelled Vand, Winterthur and Neufchatel; stamps of the Federal Administration 1850-52 and various issues subsequent. In covers he showed bisects, various foreign rates, postage dues, interned soldiers mail of 1870, private carriers used by hotels on tourist mail 1873 to 1883, League of Nation and Pro Juventute and a collection of postcards.

Mr. Kilcher was roundly applauded and the meeting adjourned with the wishing of the compliments of the season all around.

—R. A. BARRY.

FROEDE'S BRIEFMARKEN PREISBUCH, WELTAUSGABE, 1936. Publ. Hans Froede, Gladbacher Str. 38, Dusseldorf, Germany.

Hans Froede has just published the 7th Edition of his World Catalog, containing 640 pages. Although the text is in German, it can easily be followed due to the many illustrations.

CATALOGO DE SELOS POSTAIS DE PORTUGAL E COLONIAS. A. Simeos Ferreira, 1936, Lisbon, Portugal.

A. Simoes Ferreira has just published his 1936 Catalog of the Stamps of Portugal and Colonies. It contains 136 pp., with many illustrations, and will be of interest to collectors of these countries.

CANADA LARGE CENTS AND SMALL CENTS ISSUES. By Scottish Philatelic Society, Edinburgh, Scotland.

The Scottish Philatelic Society, through its Secretary, A. S. Penn, W. S., has sent the **Collectors Club** a printed copy of some notes on the Canada Large Cents and Small Cents Issues 1868-97, which contains some interesting information for specialistis in these issues.

HANDBOOK ON PRECANCELLED STAMPS, Adolf Gunesch, Chicago, Ill.

This booklet published by Adolf Guneshh is the best work on Precancelled Stamps that we have seen. It gives specific information on all types of Precancels, including both U. S. and Canada.

The First Postmaster General of the United States

(Continued from page 48.)

Prior to his selection as Postmaster General, Osgood, according to the Biographical Directory of Congress, was the "first commissioner of the United States Treasury, 1785-89." After his selection as Postmaster General, Osgood moved to New York City, and held several Federal positions. Osgood served as post-office chieftain from September 26, 1789, to August 12, 1791, at which time Timothy Pickering was appointed Postmaster General.

There is no doubt that the Washington Administration Postmaster Generals should therefore read: Hazard, Osgood, Pickering. Osgood was the first regularly appointed Postmaster General, but Hazard franked letters *as Postmoster General of the United States* in the first five months of the first Washington Administration.

In this connection the history of the Constitution is also helpful. The first written Constitution which any American community framed for itself was the "Fundamental Order of Connecticut" in 1639. The first Constitution of the United States was the Articles of Confederation, promulgated in 1777 and adopted in 1781. The Constitution of the United States was ratified and came into force in 1789. The first Congress met at New York on March 4, 1789. The official records show there was no quorum present, in the Senate or the House, and adjournment was had from day to day, until April 6, 1789, when a quorum of the Senate appeared. The same routine was followed in the House.

It might also be interesting to take cognizance of the *actual first* official minute on "Free Mail" as made by Continental Congress. This minute was made on November 8, 1775, and created free mailing privileges for the members of the Continental Congress and many federal officials. The minute reads:

"On motion made, Resolved That all letters to and from the delegates of the United Colonies, during the sessions of Congress, pass, and shall be carried free of postage, the members having engaged upon their honor not to frank or enclose any letters but their own."

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Canada: Specialized Catalogue of Canadian Airmails by Ian C. Morgan, First Edition, 1931, 64 pages, illustrated, paper cover 1.50
Check List of the Philatelic Publications in the English Language 1909, 89 pages, paper cover ..... .60
Colour Guide for Stamp Collectors, Stanley Gibbons, London ..... .85
Commemorative Postage Stamps of the United States by Ralph A. Kimble, 350 pages, illustrated, cloth bound 1.50
Commemorative Stamps of the World by Prescott Holden Thorp, 512 pages, illustrated, cloth bound 3.00
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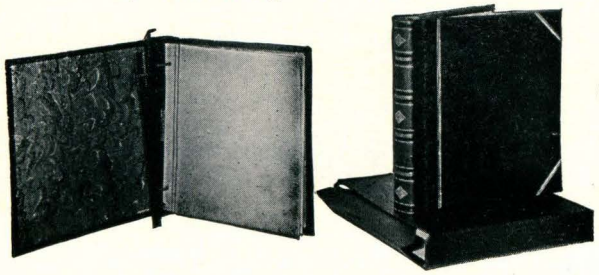
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