

VOLUME IV, No. 3

JANUARY, 1957

THE AERO
PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- FEZZAN
- CHINA 1942 SINKIANG
- URUGUAY 1921 BLACK OVPT.
- CATALOGUE REVIEWS

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Vol. IV

THE

No. 3

AERO

PHILATELISTS

PHILATELIST ANNALS

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Henry M. Goodkind, Editor

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FEZZAN

Air Mail Stamps

By SEBASTIAO AMARAL

Editor's Note: The author of this article resides in Belo Horizonte, Brazil. He exhibited at FIPEX in New York, N. Y., his highly specialized collection of Fezzan air mail stamps, which was awarded a Silver Medal in this large international philatelic exhibition. The author also visited the United States during this exhibition, at which time we became acquainted. We were so impressed with this exacting study made of stamps so little known, although they were a rather recent issue, that we received permission to publish the following article in this magazine.

Later in 1956 when we visited Rio de Janeiro, Brazil, we renewed our acquaintance with the author and became quite friendly with him. As an example of his dedication to philately, he presented to us all the photographs used for the illustrations in this article, saying to us that he was pleased to do this as a gesture of good-will to his fellow members of AERO PHILATELISTS.

Introduction

Exhaustive research made along with detailed studies of catalogues, magazines and other philatelic literature have produced many important and interesting facts about the seven air mail stamps issued by Fezzan; also that some of the information now catalogued is incorrect.*

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JOHN A. FOX

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FEZZAN



Fig. 1. A block of nine of the first air mail stamp. The basic stamp, Position 5, was already damaged before the overprint was applied.

Four issues were actually made, but only three have been catalogued. One French catalogue even ignores the existence of the air stamp of the second issue. Quantities and dates of issue are also incorrectly listed, in some cases in striking conflict with reality. These notes should, therefore, prove of value to those collectors, who desire full and accurate information about these air mail stamps.

Fezzan had its own stamps only when under the French dominion.

Before the second World War, Fezzan was a part of Tripolitania which, with Cyrenaica, comprised the Italian Colony of Lybia. In January 1943 Fezzan was occupied by the forces of Free France, that issued provisional stamps (regular mail, air mail, postage dues and parcel post). These were exhausted in a few months' time. Then Fezzan was placed under the postal administration of Algeria, and used Algerian stamps. In the interim period and to overcome the acute shortage of stamps, the "port payé" or postage paid ("P. P.") system was resorted to. This operated from April 27 to May 15, 1943, and from July 1943 until Fezzan's official incorporation into Algeria. In 1946 Fezzan again issued regular postage stamps, this time definite ones, which were used until December 1951. Issues of definitive air mail stamps were also made in 1948 and 1951.

In 1948 France subdivided Fezzan into Ghadamés and Fezzan. In December 1951, The United Nations created the Kingdom of Lybia including again Fezzan, Ghadamés, Tripolitania and Cyrenaica (the entire area of the former Italian colony).[†]

This study refers exclusively to the air mail stamps of Fezzan.

* This study was completed in August 1955. Since that time some specialized catalogs have incorporated information contained in this article.

† "The N. Y. Times" of Nov. 30, 1956 reported that France had finally, but reluctantly signed a Treaty with Libya to withdraw all French Forces from Fezzan. About 450 men were garrisoned at Sebha, Ghat and Ghadamés. (Ed.)

FEZZAN

First Issue Airs Nos. 1 and 2

When the forces of Free France occupied Fezzan in January 1943, Colonel Delange, the Military Commander, requested the authorities at Brazzaville to supply stamps of French Equatorial Africa overprinted "Fezzan Occupation Française", so as to re-establish normal postal services in Fezzan. Since his request was not complied with, he issued "Note de Service N-1/CC", on January 21, 1943 to the Commanders of the Districts and to the Postal Administration ordering the immediate withdrawal of all Lybian stamps in



Fig. 2. A block of eight of Fezzan's No. 2 air mail stamp. This block shows how the overprinting was done twice. Notice where the overprint on the four stamps at the left is near the bottom, whereas the four righthand stamps have the overprint higher.

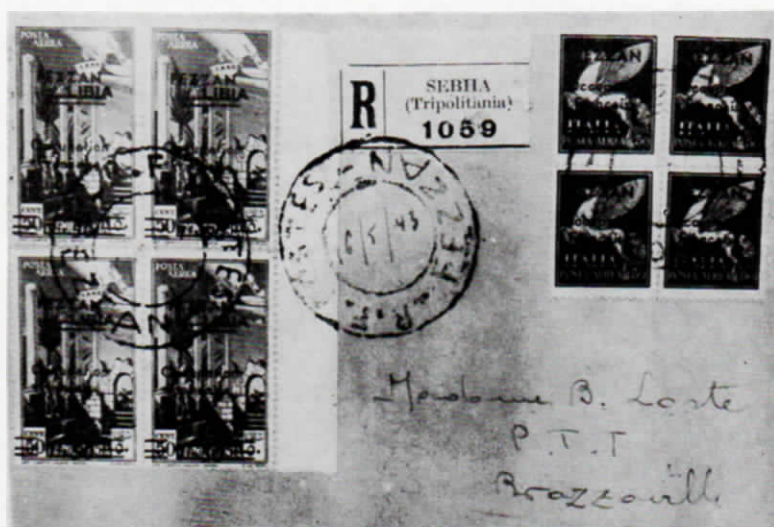


Fig. 3. A cover flown from Sebha to Brazzaville, French Equatorial Africa franked with blocks of four of the first air mail issue. The cancellation has the date, May 16, 1943, handwritten.

FEZZAN

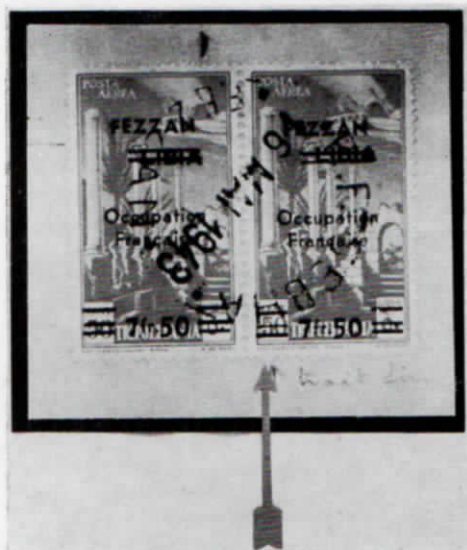


Fig. 4. The variety 2b with a first day cancellation, May 16, 1943.

the area. The "Note de Service" explained that these stamps would be sent to Cairo (Egypt) to be overprinted "FEZZAN A. F. C. 1943".

The only stamps to be found were those in the Post Office at Mourzouk. These were sent to Alger (Algeria) instead of Cairo, as air service had meanwhile been established between Fezzan and Alger. A printer, V. Heintz, was instructed to overprint the stamps. But for some reason the overprint read "FEZZAN OCCUPATION FRANCAISE" instead of as stipulated in the "Note de Service". The overprinting was made with plates of 25 clichés each. As the Italian air mail stamp sheets consisted of 100 stamps (10x10) and those of Lybia only 50 stamps (10x5), it was necessary to run the sheets more than once through the press. This explains why irregular pairs are found; some with a normal overprint combined with a double overprint, some with a normal overprint combined with a triple overprint; some with a normal overprint combined with an off-center overprint; and other varieties.

These stamps were received at the Post Office at Sebha on May 13th by a Treasury Committee consisting of Messrs. Cleyra Aramis (Chairman), Butet André, Desanti Stephan and Gaston Patte (Postmaster). The same day, a "Proces Verbal de Reception" was drawn up to register the quantities received of regular postage stamps, air mails and postage dues. The air mails were:

- No. 1—0,50 olive brown (Italy C13), issue 3,783 stamps;
- No. 2—7,50 Fs. on 0,50 purple (Lybia C25) issue 3,457 stamps;

In this set we have found the following varieties:

- No. 1a On dark sepia basic stamps;
- No. 1b With double overprint, probable issue 10 pieces;
- No. 1c With triple overprint, probably issue 10 pieces;
- No. 2a With two bars instead of three obliterating the old value on the right hand. This variety is encountered at positions 45 and 48 of each sheet; probable issue 140 pieces;
- No. 2b With center bar of the surcharge over the old value on the left hand side much thinner. This variety is found on positions 15 and 20 of each sheet. Probable issue also 140 pieces.

FEZZAN



Fig. 5. An air mail cover with Fezzan air No. 2. To its left is the air mail stamp of Lybia.

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FEZZAN



Fig. 6. A most interesting cover dated July 14, 1943. The large marking in the upper left corner is the "Post Paid" marking.

Also we have in our possession other varieties of these stamps with overprinting off-center or otherwise irregular.

These two stamps constitute the first set of Fezzan air mails. They were first sold on May 16, 1943. The issue was quickly exhausted.

A "Note Circulaire" dated May 10th. was issued by Colonel Delange to announce the issue and restricting the purchase by each European to one complete set of the postage, air mail and postage due stamps. We have a copy of this document, duly authenticated by Postmaster.

Second Air Mail Issue No. 3

On June 9, 1943, "Arrete" No. 58 of Colonel Delange authorised the issue of a second set of stamps consisting of one air mail and two regular postage stamps. For this purpose, 352 air mail stamps of Italy (Scott C13) were overprinted "R. F. 0,50 Fezzan" in a double circle. The overprinting was done by hand in the city of Sebha. The stamps were first sold on June 10, 1943. A certain air post catalogue lists this stamp with a double overprint variety. But as the same catalogue does not list the double overprint of air mail No. 1, we believe this to be a mistake. Despite intensive and voluminous correspondence, we have found only one copy with a double overprint and this proved to be a counterfeit.

For overprinting this second issue, singles and pairs of the basic stamps were used. But as they had been stored away in a basket in the local market place to be discarded as trash, the majority are in extremely poor condition. Perfect specimens are very scarce and pairs are seldom found. No blocks are known to exist. We believe these stamps have turned out to be some of the rarest air mails of the world. An authenticated copy of the "Arrete" No. 58 in our possession restricted the sale of these stamps for immediate use only. There were therefore, no unused specimens sold. Only 2 unused copies are known to exist. One of these remained in the archives of the Army, the other in the files of the Postmaster M. Patte. One unused copy is now in our possession.

FEZZAN

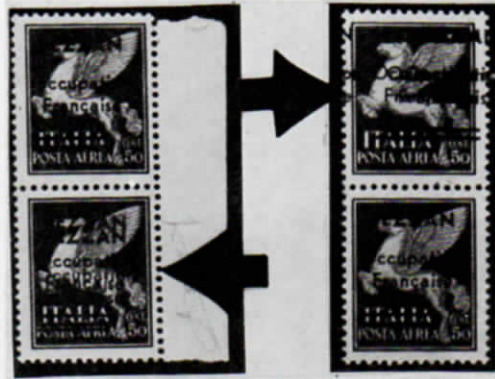


Fig. 7. Left: A pair of the first air mail issue with double overprint on the lower stamp. Right: A pair with triple overprint on the top stamp.



Fig. 8. Two pairs of No. 2, each showing the bars in different positions. Furthermore the two end stamps have double instead of triple bars, one on the left value tablet, the other at the right.

The basic Italian stamps of those two issues had been printed in the "Officina Carte Valori" of the "Istituto Poligrafico dello Stato" in Rome, on crown watermarked paper, perforated 14. The 50c air mail of Italy was designed by Prof. E. del Nery and the Libyan 50c by E. de Rosa.

All cancellation dies used during this period (1943) as well as the small handstamp used for overprinting the air mail stamp No. 3 and the "Port Payé" dies were made by M. Patte himself from copper shrapnel fragments. They are now on permanent exhibition in the French Postal Museum.

Third Air Mail Issue Nos. 4 and 5

This set was first offered for sale on March 5, 1948. They were designed by A. Boutet. They are line-engraved, No. 4 by Feltesse and No. 5 by Paul Dufresne. They were printed by the "Atelier de Fabrication des Timbres Poste" in Paris, France in sheets of 25 stamps (5x5) on unwatermarked paper, perforated 13.

No. 4—100 Fs. Scarlet, issue 80,000;

No. 5—200 Fs. Ultra, issue 80,000.

In this set we have the following in our collection:

FEZZAN



Fig. 9. Air mail No. 3 with first day cancellation. The overprint is shown on the top.



Fig. 10. Examples of the cancellation used on the 1943 Provisional issues.

Please note our change of address to:

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FEZZAN

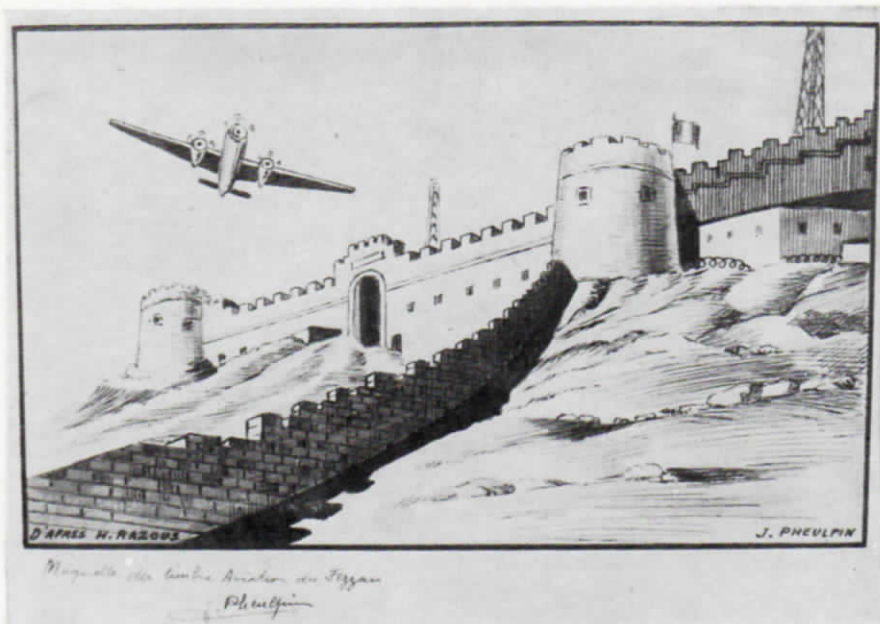


Fig. 11. Original drawing for the 1951 issue signed by the engraver.

- No. 4a Corner block with lower left margin dated 12-2-48.
- 4b Imperforated;
- 4c De Luxe presentation proof, issue 300 pieces;
- 4d Artist's die proof in scarlet, probable issue 20 pieces;
- 4e Artist's die proof in dark-blue, probable issue 20 pieces;
- 4f Artist's die proof in ultra, probable issue 20 pieces;
- 4g Artist's die proof in green, probable issue 20 pieces;
- 4h Artist's die proof in brown, probable issue 20 pieces;
- 4i Artist's die proof in brown on watermarked paper, probable issue 2 pieces.;
- 4j Artist's die proof in black, probably issue 20 pieces;
- 4k Progressive proof, unshaded, in black, probable issue 2 pieces.

- No. 5a Corner block with lower left margin dated 13-2-48;
- 5b Imperforated;
- 5c De Luxe presentation proof, issue 300 pieces;
- 5d Artist's die proof in blue, probable issue 20 pieces;
- 5e Artist's die proof in black, probable issue 20 pieces;
- 5f Artist's die proof in black on watermarked paper, probable issue 2 pieces;
- 5g Progressive proof, unshaded in black. **ONLY PIECE AVAILABLE.**
- 4/5 De Luxe presentation collective proof, issue 15 pieces.

Fourth Air Mail Issue Nos. 6 and 7

The fourth and final set of Fezzan air mails was first issued on June 25, 1951. For the engraving in "taille douce", photographs by M. Razous of various Fezzan regions were used instead of drawings as the previous practice. Based on these photographs, the engravers submitted drawings of the photographs for approval. One of these is in our possession. The dies were engraved by Paul Dufresne and Jean Pheulpin respectively.

FEZZAN

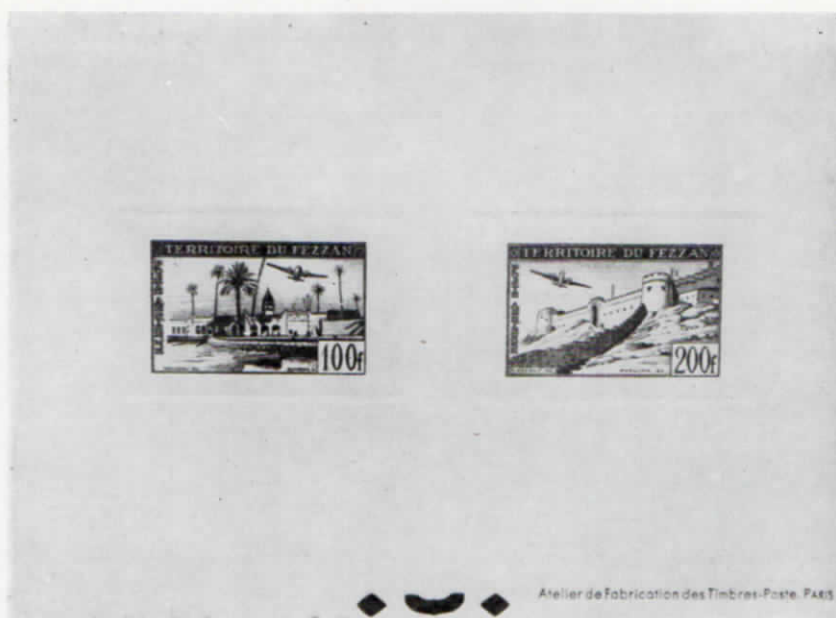


Fig. 12. A De Luxe Presentation Proof Sheet of the 1951 issue. Only 15 are said to have been made.

The set was printed by the "Atelier de Fabrication des Timbres Poste" in Paris, France in sheets of 25 (5x5) stamps each on unwatermarked paper, perforated 13.

No. 6—100 Fs. Indigo, issue 100,000.

No. 7—200 Fs. Vermillion, issue 100,000.

In this set we have the following:

Stamps 6 and 7 in se-tenant pair, quantity issued 11 pieces.

- No. 6a Corner block with lower left margin dated 6-4-51;
- 6b Imperforated;
- 6c De Luxe presentation proof, issue 300 pieces;
- 6d Artist's die proof in dark-blue, probable issue 20 pieces;
- 6e Artist's die proof in violet, probable issue 20 pieces;
- No. 7a Corner block with lower left margin dated 5-4-51;
- 7b Imperforated;
- 7c De Luxe presentation proof, issue 300 pieces;
- 7d Artist's die proof in black, probable issue 20 pieces;
- 7e Artist's die proof in blue, probable issue 20 pieces;
- 7f Artist's die proof in green, probable issue 20 pieces;
- 7g Artist's die proof in blue-green, probable issue 20 pieces;
- 7h Artist's die proof in dark-green, probable issue 20 pieces;
- 7i Artist's die proof in dark-yellow-green, probable issue 20 pieces;
- 7j Artist's die proof in violet, probable issue 20 pieces;
- 7k Artist's die proof in bright-violet, probable issue 20 pieces;
- 7l Artist's die proof in sepia-black, probable issue 20 pieces;
- 7m Artist's die proof in sepia-carmine, probable issue 20 pieces;
- 7n Artist's die proof in sepia-red, probable issue 20 pieces;
- 7o Artist's die proof in red-lilac, probable issue 20 pieces;
- 7p Artist's die proof in brown, probable issue 20 pieces;



Fig. 13. The 1951 in a special Souvenir Sheet, perforated and gummed. Only 11 sheets were made.

- 7q Drawing signed by the engraver, ONLY PIECE AVAILABLE.
- 6/7 De Luxe presentation collective proof, issue 15 pieces;
- 6/7a De Luxe presentation collective proof, perforated and gummed, issue 11 pieces.

This 1951 issue closes the story of Fezzan's air mail stamps.

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Editorial

The High Ranking Of Air Mail Stamps

It is generally accepted that stamp collecting is about a century old. Thus philately was about in its 70th year, when the first air mail stamps came into the picture. Taking this into consideration, it is truly remarkable now to observe the prominent position in the whole of philately that air mail stamps have gained in approximately 30 years time.

Those none too conversant with stamp collecting mistakenly associate antiquity with rarity. Consequently, many falsely think that for a stamp to be a great collector's item, it must be old. Nothing could be further from the truth.

Pick up any one of the world's leading general stamp catalogs—Scott would be the one over here—and examine it country by country to select the most valuable stamps. Since

EDITORIAL

this may be too time-consuming, one may start with leading nations like the United States or a prominent group like the British or French Empire. Let's start with the U. S. and ask:

"What is the most valuable U. S. stamp?"

One will see that right near the top will be the U. S. 24c air mail invert of 1918. This stamp still has established the highest price ever brought at an American auction, when a block was sold for \$27,000.00 some years ago. No doubt on a single copy basis, a few U. S. stamps do exceed the air mail invert, but not by much. Then when one looks for sets, the 1930 Graf Zeppelin set of the United States is certainly one of the features of U. S. philately.

As for the British group, one's eyes immediately focus upon the Newfoundland air mail stamps — the "Hawker", "Martinsyde" and "DePinedos" — as standouts. These might not equal the ancient "Post Office Mauritius" or "the British Guiana", but a block of four of the Newfoundland "DePinedo" is not far behind in value.

Now turn to France. Examine the catalog prices of the classic first issue of 1849-50. Then jump to 1928 and compare the price of the blue "Ile-de-France" stamp. Next look at the Colonies. One will find that among the best stamps of Madagascar, New Caledonia and Reunion are some of the air mails.

Then one can inspect in a catalog, the section on the American nations. Start with Mexico. Some of the air mail stamps like the 20 pesos of "the University" set, "the Amelia Earhart" and the 1929 Official 1 peso black are valued for far more than the old classic stamps of the 19th century.

Next go to Central America, commencing with Honduras. Here one finds one of the most valuable stamps in the whole world, Honduras C12, catalog priced at \$10,000. How many other stamps issued since 1840 can one find in the world catalogs at a higher price? Nicaragua's best stamps are some of the air mails. The same applies to Costa Rica, Guatemala, Panama and Salvador.

Looking at the vast continent of South America, one can begin with Colombia to note how the 1919 to 1921 air mail stamps are more valuable than any other Colombia listings, which incidentally are very long. One will see a similar pattern in most of the other South American republics from Argentina through Venezuela.

Finally taking a glance at the Orient, look at the Philippine stamps. The "Madrid-Manila Flight" stamps hold top place. Among the best collector's items in China are the 1932 Sin-Kiang air mails.

Many more examples could be given country-by-country. But those mentioned should be sufficient to demonstrate the stellar position of air mail stamps among the thousands upon thousands issued since 1840.

These are the facts proving the leading position air mail stamps have taken in a relatively short space of time. It was a natural growth. Some have wrongly maintained that this came about through artificial pressures. Were this true, then the air mail stamp market would have collapsed years ago and never recovered. Philately has seen certain groups of stamps skyrocket into a great demand and then plunge into a depressed state, never to recover. It is a fact that the air mail stamp market has fluctuated since its beginning. But after a downward move, prices not only recovered but moved on to a higher plane than ever. A record of many years proves this. The valuable position gained by air mail stamps in the complete picture of all philately is truly remarkable.

There are some, who mock the rare and expensive stamps. These, they stoutly maintain, are not for the masses but for only a few connoisseurs. Such thinking, in our opinion, is anti-American. If this free country of ours rightfully deserves the title—land of opportunity—then each and every stamp collector, be he rich or not, must long to someday own a few philatelic gems. Consequently, the premier standing of so many air mail stamps makes our specialty an attraction, not something to be derided by a certain unfortunate type of malcontent thinking.

CHINA

The Sinkiang Airmails of 1942

By H. D. S. HAVERBECK

The Sinkiang "Provisional Use" surcharges were first used in 1914 (Third year, Chung Hua Min Kuo). This was due to the fact that, as in all other provinces, the provincial currency was not at a parity with that used elsewhere in China. In Sinkiang—at that time—three Sinkiang dollars equalled one Chinese dollar. It fluctuated from time to time. But much later, during the Japanese war, it went the other way, so that one Sinkiang dollar was worth five Chinese dollars. As these fluctuations could provide a profit for alert business men at the expense of the government, the post office introduced provincial surcharges to prevent the forwarding of money in exchange transactions by means of stamps. All the stamps used in Sinkiang Province were overprinted at the General Post Office in Tihwa.

Of the many overprinted issues, one of the most interesting is that of the second airmail, on the long Peking and Hong Kong printed airmail stamps. This was first done in November, 1942, and was used until withdrawn in early 1944. The chop itself was made of wood, and handchopped on the stamps with common red Chinese ink. The original inscription was written by a Mr. Ho of the Tihwa post office on an ordinary piece of paper, pasted on the wood for the chop and then carved out. Copies of this original chop were then made upon paper which, in their turn, were pasted on the other chops to be carved, an estimated ten chops having been made. Since this was a hand-written chop, carved by hand on wood, which may have had different grain and hardness, and used for a long time, it is natural to find that the various chops had worn, but not uniformly, by the time they were retired from service two years or more later. Therefore it is important to know whether the stamps were overprinted during the early or late stages of the period of use. As a matter of fact, at the end, some stamps are found



Fig. 1. A cover flown from Tihwa postmarked January 4, 1944 with the first air mail set.

hit with only half of the character on the right end of the line. This is especially true of the Hong Kong print \$2.00 and \$5.00, which were overprinted only toward the end of the period of issue, and, of which poor copies are frequently found. Since the ink was common Chinese red type, we find color varieties as well as thick and thin prints.

The first stamps to be overprinted were the Peking print 15, 25, 30, 45, 60 cents and \$1.00, and Hong Kong Commercial Press print unwatermarked 25, 50, and 90 cents, all surcharged in quantity. The second printing was on Hong Kong watermarked issue, 15 and 25 cents, and Hong Kong unwatermarked 30 cents (three stamps), while the final printing was on Peking print 50 and 90 cents and Hong Kong unwatermarked \$2.00 and \$5.00 (four stamps), which were added because of the need for higher denominations. With the increased demand for airmail, the Tihwa postmaster asked for supplies from the Chungking post office. In transit many sheets of stamps became stuck together so that they had to be soaked apart before overprinting, thus losing their gum. This was not replaced before the stamps were put on sale and thus many copies are found without gum.

Considerable interest is added because the postmaster made no effort to sort out stamps according to basic printing, but simply surcharged whatever values were called for by the need. Thus, long and short Peking printing issues, watermarked and unwatermarked Hong Kong prints, as well as the Hong Kong 30 cent, both with the full bottom line and the broken line, are found in various quantities. Of all the stamps, the Peking print 25 cents is about the rarest, since only a few hundred were overprinted. Also less than twenty copies of the Hong Kong unwatermarked 90 cents have ever been reported. This has been found both mint and used, but the latter only with commemorative Chiang Kai Shek chop. It has never been seen on cover. Apparently some clerk slipped in the twenty for his own benefit without orders from the postmaster, who never knew of this.

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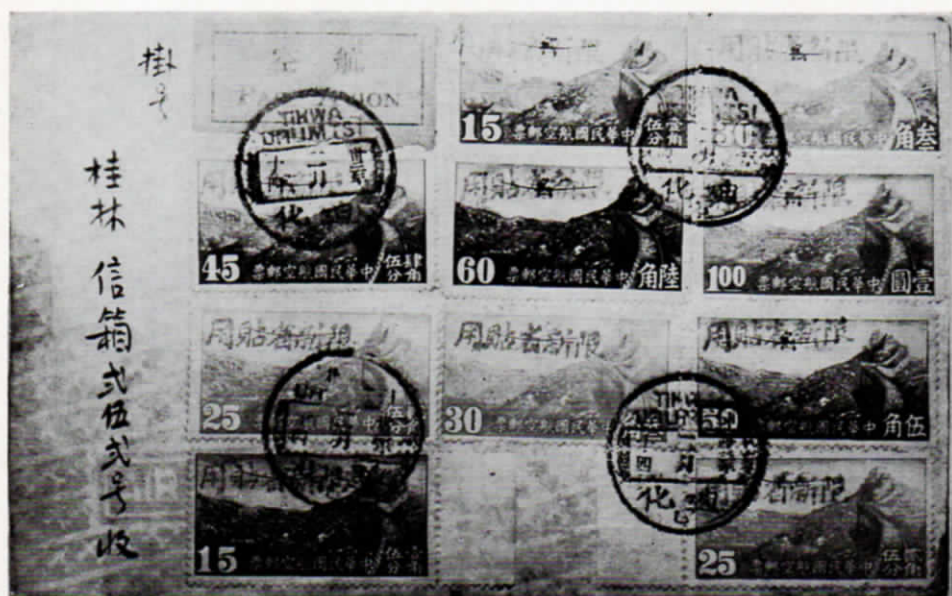


Fig. 2. The first air mail set of ten on a cover flown from Tihwa postmarked Feb. 14, 1944.

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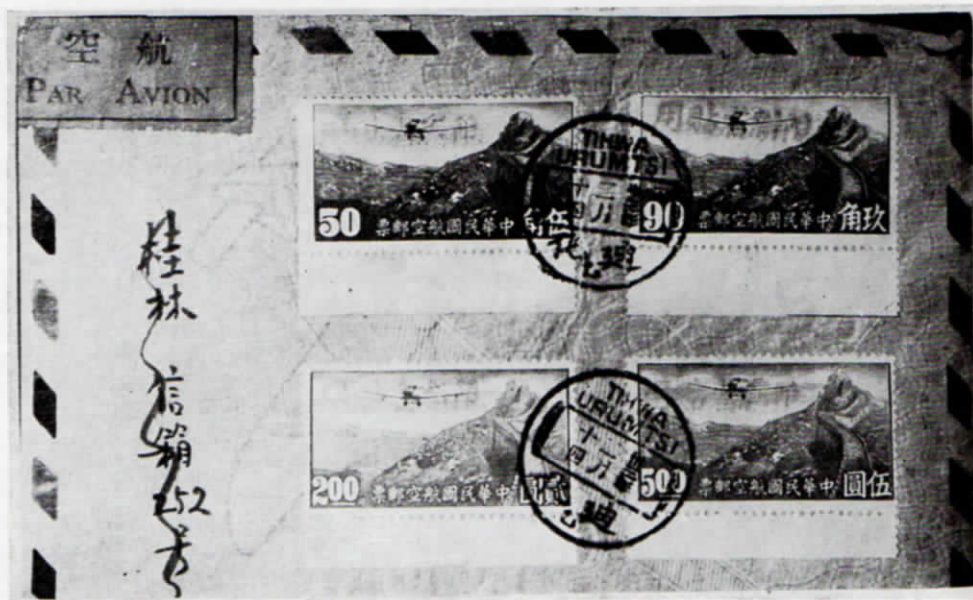


Fig. 3. A cover with four denominations flown from Tihwa on Feb. 4, 1944.

Since these overprints were hand chopped, one finds inverted surcharges, double overprints, as well as blocks where one stamp escaped the overprint.

The issue was withdrawn from usage in March, 1944. This was fortunate because the wood chops had become well worn by this time. The various branch post offices then returned the unsold stamps to the Tihwa General Post Office where the balance were sold at the philatelic window. It is understood that only about 100 copies of the Peking print 25 cents were available at this time, including those that had previously escaped overprinting, but were then overprinted. This accounts for the poor copies of surcharge found on this stamp.

Mr. Ho used Kai characters, writing from right to left. The important thing for knowing genuine stamps is that the measurement from the center of the right-hand down stroke of the left character to the center of the left-hand down stroke of the right character is 17.5 mm. This is the best method to measure the ten original chops. Changes occur in contour of the curves and down strokes, but this measurement is a certain check for the determination of the genuine and counterfeits. (See Fig. 4)

To demonstrate this fact, illustrations of three covers which are in a well known Hong Kong collection are shown. Every denomination, except the Peking 25 cent and Hong Kong unwatermarked 90 cent, is found on these three covers. The date of the first cover is January 4, 1944, (Fig. 1) while that of the second (Fig. 2) and third (Fig. 3) is February 14, 1944. The first two covers went registered airmail, while the third was not registered. In every stamp one finds the first character slightly different. Several of the central characters show small differences, while the last character on the right shows that some of the chops had become so worn from use that almost half of that character is missing. However, in every case, the measurement 17.5 mm.—between the strokes mentioned is found. It is unfortunate that the cancellations found on a few of the stamps prevent full study of all the characters. As mentioned previously, the overprints on the third cover show the greatest wear as they came from the final printing. Considerable search has been made to find a cover with earlier prints and mailing but, to date, this has been unsuccessful.

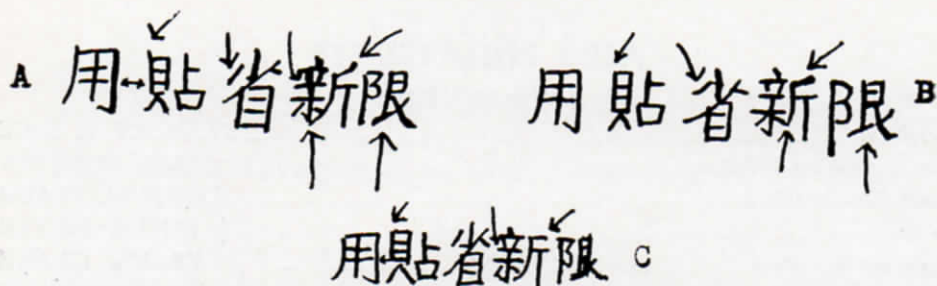


Fig. 4 A. (upper left). Hand-drawn sketch of the GENUINE woodblock handstamp.
 B. (upper right.) Sketch of the GENUINE bronze chop.
 C. (bottom). Hand-drawn sketch of the COUNTERFEIT chop.

Even though the issue had been withdrawn from use in March, 1944, considerable pressure from collectors for these stamps continued, so that the postmaster decided to overprint more copies. However, the old chops were worn out, so that he had a new chop made. Although smaller, they were produced in the same manner as before, namely, by being written by hand on paper which was then placed on wood and handcarved. Only one chop was made. The measurement between the two key down strokes was only 13.5 mm. This chop was written by a Mr. Lau, using new Sung lead-type characters. The ink used was black. The first printing was on Peking print 15, 45, 60 cents, and \$1.00, the Hong Kong unwatermarked 25, 30 cents and watermarked 30 cents. A later printing was made on Hong Kong watermarked 15 and 50 cents and \$2.00 and \$5.00 (11 stamps in all). Again the printing was done on stock sent from the Chungking General Post Office. This issue was for philatelic sale only, and was not used. Any stamps of this series found cancelled must have been specially cancelled by some postal clerk for a friend.

The most difficult of these stamps to find is the Hong Kong unwatermarked 15 cents, of which only three thousand copies were made. The next comes the Peking print 45 cents, 60 cents and \$1.00, of which about four thousand copies each were made. The rest are estimated to have been issued in quantities of about twenty thousand copies each. Since there was plenty of time for the work of overprinting, and only one type of chop was used, there are not too many errors found with the black overprint. The Peking print, 45 cents, is known with the overprint omitted, and there may be others which have not been reported. Again it is reported that about forty copies of the Peking print 30 cent, were slipped in by a clerk without the order of the postmaster or with his knowledge. They were never put on sale to the public, but only got into the hands of favored friends of the postal clerk. According to "the Shanghai Philatelic Magazine", Vol. 1, No. 10, counterfeits of this overprint on the Hong Kong 15 cents have been found.

As a final effort, the postmaster at Tihwa caused a bronze chop to be made on September 23, 1944. As the only stamps, which were sent to Tihwa at this time, were the Peking print 25 cent, this is the only stamp which was overprinted. Total number of stamps issued is not known. It is possible that this was done because the Postmaster wanted to fulfill the desire of collectors, who had heard of the rare red chop on the Peking print 25 cents. After all, the wooden chop used with the red ink had been destroyed in March of that year. This was withdrawn from sale with the entire issue in December, 1944.

This attempt at clarification of the problems raised by these stamps does not mean to be final. There is still much study to be done.

The author wishes to acknowledge the aid of Mr. C. W. Chiu of Hong Kong, whose invaluable notes on these stamps published in his Journal, "Chiu's Supplement" form the basis for much of this study.

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URUGUAY

(Part 4)

The Black Overprint of the First Air Mail Issue

Preface

This Black overprint on the first air mail issue of 1921 is a very scarce item, only 100 being known. In other words, there was one sheet (10x10). The current edition of "the Sanabria Air Post Catalogue" prices it at \$350.00 unused and used, and \$400.00 on cover. It has been a controversial stamp ever since it first became known. To substantiate this statement, let us go back to the time when there were two specialized air mail catalogs in America and review what had been written in each.

"The 1946 Sanabria Air Post Catalogue," then edited by the late Nicolas Sanabria, had the following textnote:

"No. 4 is recognized by all outstanding European cataloguers as a stamp of merit and rarity."

But "the 1946 Scott Catalogue of Air Post Stamps", edited by the late Hugh M. Clark, stated the following:

"No. C1 with black overprint is believed by us to be bogus."

The direct contradictions in these two catalogs is obvious.

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Back in 1947, in one of the early numbers of "*the Aero Philatelist's News* (Vol. II, Nos. 11-12)", the writer attempted to determine this matter by seeking authoritative articles and decrees, if available, in the New York City philatelic libraries. He found very little. But what was found was not favorable to the official status of this controversial stamp. Our conclusions in 1947 were based upon only one article found quoting the Postmaster of Uruguay in 1921.

Since then, with the assistance and advice of others, a great deal more documentation on this black overprint has been found. Most of it will be reprinted in this article. Therefore, the writer wishes to announce that he negates all he had previously written, and at the end of this article will come to a new conclusion.

The article that follows will be presented in the form of a debate. It will open with the affirmative side, followed by the negative. Then each side will offer a rebuttal and a decision will be rendered. So on with the debate!

Is the Black Overprint of Uruguay Official or Bogus?

Affirmative — The Stamp is A Legitimate Issue

Since our 1947 article, the writer has been privileged to meet and get to know some outstanding philatelists from Uruguay, all of whom had knowledge of this controversial stamp. Their names and short background sketches are given in alphabetical order.

Robert Hoffman now residing in Argentina, has written several fine books on the stamps of Uruguay. He achieved fame in 1956 by his collection of the classic issues of Uruguay earning the Grand Award at FIPEX. Mr. Hoffman also has an extensive collection of Uruguay air mails, and is a member of AERO PHILATELIST'S.

Dr. E. Hormaeche of Montevideo, Uruguay, former Vice-President of the Club Filatelico el Uruguay, and co-editor of the 1948 "Catalogo de los Sellos Aereos del Uruguay" (Uruguay Air Mail Catalogue).

Santiago Rachitoff of Montevideo, Uruguay, one of South America's leading stamp dealers, as well as a recognized philatelic authority.

The writer has met with each of the above at different times, and has discussed this Black overprint independently with each of them. All three have agreed that this stamp was a legitimate issue. Since they all independently said about the same, here is the crux of their contentions.

The official decrees for the 1921 air mails, as published in full in "the Revista del Centro Coleccionistas del Uruguay (No. 14 April, 1924)" show that:

Decree No. 388 authorizes 10,000 blue overprints.

Decree No. 403 authorizes 15,000 red overprints.

Decree No. 411 authorizes 15,000 green overprints.

Our previous writings on the first air mail issue of Uruguay (AERO PHILATELIST ANNALS, Vol. III, No. 4, Vol. IV, Nos. 1-2) showed that:

9,900 of the blue overprint were issued.

15,000 of the red overprint were issued (incl. the inverts).

15,000 of the green overprint were issued (incl. the yellow green).

Thus if only 9,900 of the blue overprint were issued, what happened to the other 100?

The answer is that one sheet (10x10) was overprinted in black, and sold with the 99 sheets of the blue overprint to make up the total amount of 10,000 as authorized by Decree No. 388.

This is logical because a similar event followed shortly after this when the green overprint was placed on sale. The two sample sheets submitted to the Post Office for approval were considered unsatisfactory, and the color was ordered to be made a darker green. The same thing probably happened with the blue overprints. One sheet was run

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off with a black overprint. But the decree called for blue, so the other 99 sheets were done with a blue ink. But 100 sheets were delivered by the printer to the Post Office for sale. And the 100 sheets including the one with black overprint were placed on sale.

There is another theory to account for the black overprint. This holds that the black was done in error by the printer, but delivered with the blue sheets. Here is what Robert Hoffman wrote in a letter to the writer on August 28, 1956:

"As happens in other cases, the printing firm made an error with one sheet, probably the first one, but all of the 100 sheets were returned to the Government and sold to the public.

"Of course, the 100 sheet could have been checked up carefully by the Post Office upon return from the printers, and the one sheet with black overprint could have been returned to them. Then somebody would have had to pay \$25 for the damage. But this did not happen, just as it did not happen with the inverted center sheet of the famous U. S. air mail stamp. The Uruguay air mail overprint was made by a private firm and not by the Government Printing Office, as they did not have facilities for overprinting stamps.

"This then confirms the authenticity of the black overprint. Is it necessary to discuss the question whether anyone in the printing firm made this overprint error intentionally or not? Nothing is known in this sense, so the situation is identical with any and all 'errors and varieties', which we fortunately pick out among what is sold at the Post Office."

Besides the independent opinions of these three philatelists, there is another authoritative source that supports the black overprint. E. J. Lee's great book, "The Postage Stamps of Uruguay" makes the following statement on page 274:

"Hence this stamp must be considered as a rare and genuine error."

Negative — The Black Overprint is Bogus

In order to properly present the negative side of this debate, quotations from many original articles in Spanish are necessary. Thus these negative arguments will be lengthier than the affirmative. The translations from Spanish into English was done by *Philip Silver*, for which we express our sincere thanks. This was tedious, difficult work.

In the Uruguayan publication "Revista del Centro Coleccionistas del Uruguay" (hereafter it shall be called simply "Revista") No. 13, January, 1924 has a long article on this black overprint by Dr. S. M. Pintos. It commences by noting that most of the important European catalogs, like the French Yvert & Tellier, have listed and priced this variety in the rarity class. Its price then was 300 frs. (about \$200 U. S.).

Dr. Pintos then wrote that the proper manner to determine the status of the black overprint was to examine word-for-word "the Resolutions of the Directive Council and of the General Administration" (in other words, the official decrees) to see whether any reference had been made to a black overprint. The author then proceeded to do this in great detail. We do not think it necessary to reprint all this. Anyone interested may consult the abovementioned source.

Dr. Pintos' conclusion was that since one finds no mention of a black overprint in the decrees, the stamp must be regarded with suspicion.

The next number of "Revista", No. 14, April, 1924 is now quoted:

"Air Mail/OVERPRINT IN BLACK.

"Mr. Director-General of Posts & Telegraphs, Dr. O. Cesar Miranda: "By reason of the letter signed by Dr. Salvador M. Pintos and published in volume No. 13 of 'the Revista' of this club, which is enclosed herewith, many persons and organizations have written to this club interested in the clarification of the truth about the 25 centesimo air mail stamp overprinted in the color black.

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"Because of this general and rightful desire on the part of those interested in philately, the presiding officers, knowing of the good inclinations of the Director-General, have decided to write him, requesting a clarification of the following:

- "(a) If said stamp was actually overprinted in black, or if it is simply an essay?
- "(b) How much of a printing was made with the overprint in black?
- "(c) If said stamp was put into circulation with the due authority of the Post Office?

"(signed) Hilario Beramendi, President. Pedro F. Suarez, Sec'y."

There is the detailed reply by the Director-General of Posts, which we quote in its entirety:

"Mr. President, I comply by informing you:

"1. That there were not printed by order of the Council of Posts any re-issue of stamps in black corresponding to the airmail stamps as can be seen in the Notice of March 18, 1921 and decrees of November 12, 1921 and January 14, 1922.

"2. That proofs only were made of the first impression on glazed white paper and they were destroyed.

"3. That the quantity of stamps withdrawn from the Safe Deposit Vaults under the supervision of the State Auditor's Office of Administration was 40,000—of which 10,000 were re-issued in blue, 15,000 in red and 15,000 in green.

"4. That the printing was done under the exclusive control of the National Printing Office by virtue of the regulations then in force and that no employee of the Post Office Department could intervene in these operations.

"5. That the participation of the Post Office Department was limited solely to the delivery of stamps and to their receipt once they were printed.

"6. That there exists no official manifestation of the overprinting in black, from which the conclusion is that the Council of Posts could not authorize the circulation of a stamp printed in a color different from the one ordered.

"7. That for the reason expressed previously, it is not possible to establish the possible number of printings that the black overprint may have had.

"8. That the Post Office in its letter to the National Council of Administration under date of October 2, 1922 relative to a reclamation of the National Printing Works because it had contracted with Barreiro & Co. for a printing of postage stamps, by accident, in replying to a criticism that the abovementioned establishment had made, said:

"With reference to the plates with inverted stamps, for which stamp collectors pay a good price, I cannot comprehend this repeated reproach to the particular establishment, and here I insert like pearls the refrain, that a rope should not be mentioned in the home of one who was hanged, because there is not known any stamp overprinted by the National Printing Office that is not included in the stamp catalogs with errors of distinct value: inverts, letters broken, changed colors, etc.: the proof being found in the airmail stamps: they exist with black overprint when the official emission was blue,—red overprint inverted,—green with Correo instead of Correo, etc. etc. Of the last overprints off the press, there are some inverted as well'. (*Editor: the reference here is unclear*).

It is sufficient to have recourse to a catalog in order to verify that of all the postage stamps of Uruguay overprinted by the National Printing Office, there exists errors of which the most common is the inverted overprint.

"9. That since I have been in charge of the Post Office Department all essays of stamps, as well as proofs of the surcharges have invariably been destroyed.

"(Signed) Cesar Miranda, Director-General of Posts."

Before proceeding further with more quotations, the writer feels it essential to interrupt at this point to give his opinion about the Postmaster General's reply to three pertinent questions put to this official. He does not answer one question directly, and the writer believes that all the readers will agree.

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Now here are the comments published in "the Revista" by H. Beramendi, president of the Centro Coleccionistas del Uruguay:

"The distinguished Director of Posts, Telegraphs & Telephones of Uruguay, Dr. D. Cesar Miranda, in a clear and blunt manner has made a final end to this affair with an official documentation, which only reveals with what intelligence and correctness he knows and demonstrates how to administer the complicated agency entrusted to his care; if there has been or there have been presented punishable acts, none of them have anything to do with the National Post Office and its branches, which he so wisely directs.

"The stamp in question is not official. There exists no manifestation of its printing in black, with the result that the Postal Council could not authorize the circulation of a stamp different from the one ordered. That proofs were only made of the first impression on glazed white paper, and they were destroyed.

"I have here the 'coup de grace'. It has even destroyed our first supposition that it was an essay, and that as such it could or might have some value; none of this is left standing; there has been destroyed the basis upon which the catalogs valued it at no less than 3,000 francs.

"The result is, therefore, that the celebrated overprint in black of the airmail stamp has neither existed as an essay, nor as a specimen, essay or whatever else. It is simply an invention.

"It is now the duty of the Honorable Committee of the Club, sustained by an official communication full of verification, to take a stand in this matter and without cowardice, since it does not have any, write to the catalog makers that with respect to Uruguay, they clean out the anomalies pointed out, which can only injure the prestige of our noble philately.

"Others may have more valor than we, but modest and more than humble patriots, we wish only to preserve inviolate and without further stain our stamps in their just and true worth."

A second argument against the black overprint is that it is *not* known properly flown on a cover either in 1921 or even 1922. A few copies are known on cover, but these must be disregarded for two reasons—1) they are philatelic; 2) they show a late use. A good example of this is a cover with the black overprint in the collection of the late Sir Lindsay Everard that was sold at auction by H. R. Harmer, Inc., New York, N. Y. on October 27, 1953. Lot 562 read:

"25c optd in black, used on cover flown Aug. 25, 1925 with Florida 14c. (Photo.)"

The Rebuttals. The Stamp Is Bogus

After a careful investigation and based upon the writings of the man who is the final authority, the Postmaster General of Uruguay, he declared that "the back overprint is bogus." The matter rests here.

The Stamp Is Legitimate

Reading every word of Dr. Miranda's letter as published in the "Revista", there is not one statement or even an intimation that he considered the black overprint "bogus". The conclusion drawn by Mr. Beramendi is entirely false and based upon emotion rather than fact.

As for its use on a few known covers, Mr. Robert Hoffman agrees that the few in existence no doubt show philatelic usage in 1925. But he argues that the sheet of 100 with the black overprint was found around the time that the blue overprints were placed on sale in March, 1921. At once they became valuable philatelic property. Thus no cautious collector or dealer would chance a copy of such a valuable stamp in the mails back in 1921. It was far too risky. For the same reason the U. S. 24c air mail invert is not known on

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cover. A few years later, when air mail was less hazardous, a philatelist in Uruguay did prepare and send a few covers with the black overprint on the 1925 Florida-Montevideo flights—the one for which the small “Stork” stamps were issued. It is alleged that because of the controversy, the sale of the black overprints was not brisk. Someone, having a few copies still unsold, decided to have them on cover with the hopes that in this way he might be able to sell them.

Conclusion

The black overprint is not bogus. It is a legitimate issue of Uruguay. It was sold in error. It may or may not have been printed in error. There is no evidence accounting for its creation. It is not an essay, a proof nor a specimen. The Postmaster General proves this.

Too often philately becomes bogged down in intricate arguments, leaving the relevant issues forgotten and beclouded. This seems to have happened with the black overprint. Here are the facts as this writer now sees them.

1). The decree called for 10,000 stamps to be sold in March, 1921.

2). There were only 9,900 with blue overprints.

3). The Post Office checked the stock and verified that 10,000 stamps had been delivered by the printer for sale.

Therefore, there are 100 copies unaccounted for. This must be the one sheet with the black overprint.

APPENDIX

Having completed this study of the first air mail issue of Uruguay, which because of its length had to be published in this magazine in 4 parts, a recapitulation now seems in order. This is done in the style of a catalog listing. It is hoped that the editors of all catalogs will make reference to the listing that follows, especially those in charge of the specialized air mail catalogs. It is also hoped that the following suggestions will be utilized. A common (and justifiable) complaint from the dedicated philatelic authors is that the knowledge, which they so laboriously compiled, and then published as a labor of love, has been ignored too often by the catalog editors. The writer hopes that this will not be the case with the data that follows:

Catalog of the 1921-22 Air Mail Issue of Uruguay

No.	Description	Date of Issue	Quantity	Price Mint	Used	Cover**
1	blue ovpt*	Mar. 20, 1921	9,900	\$ 3.50	3.75	50.00
2	black ovpt	Mar. 20, 1921	100	350.00	350.00	350.00
3	red ovpt	Nov. 11, 1921	14,700	1.75	1.75	25.00
	a. Inverted ovpt		300	25.00	25.00	100.00
4	green ovpt	Apr. 1, 1922	14,800	1.00	1.00	2.50
	a. “Corrco” instead of “Correo”		148	20.00	—	75.00
5	yellow green ovpt	Apr. 1, 1922	200	20.00	20.00	75.00
	a. “Corrco” instead of “Correo”		2	100.00	—	—

** These are average prices, tending to show the relative supply. First Flight covers seem to be very scarce, and thus are more valuable.

* There is no *ultramarine* variety. All authorities in Uruguay agree with the writer on his opinion.

Catalogue Reviews

Sanabria Air Post Catalogue—1957 Edition. Published by Nicolas Sanabria Co., Inc., 521 Fifth Avenue, New York 17, N. Y.—Robert J. Lyon, Editor. Price—\$7.00 With Thumb Index—\$8.00.

This important catalogue replete with new illustrations and many innovations appeared too late to be reviewed in the October 1956 number of this magazine. It covers practically all the facets of air mail collecting; pricing and listing stamps as singles, sets, and on covers. A portion is set aside for Essays and Proofs, De Luxe Presentation Proofs, Specimens, Airmail Postal Stationery and Aero-grams, all of which are well described and priced.

In spite of the many air mails issued since the 1954-1955 editions, by the use of various devices, the editors have managed to limit the pages to 567, only some twenty more than the older catalogue.

It will be necessary for the collector to read the notes in the beginning of the catalogue to become familiarized with the various symbols and abbreviations which are used throughout, to get any sort of use from the Sanabria catalogue.

Each country has its own listing of the Scadta Consular issues as well as a further listing under Colombia. We believe this to be an excellent innovation for the specialist by country.

A conscientious attempt has been made to identify the various types of planes illustrated on many of the air mail stamps. This innovation should prove interesting to many collectors.

We note a new listing of some hundred Polish propaganda stamps issued by the Aerial Defense League. The stamps have proven mysterious to many a collector, so that the listing now sheds much more light on these emissions.

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CATALOG REVIEWS

Canal Zone Officials have been augmented by the listings of stamps with the perforation "P", as well as a carefully compiled listing of the overprinted series, showing all the types, and pricing these stamps in postally used, cancelled-to-order, as well as the mint condition.

Price changes are many. The U. S. Zeppelin set rises from \$135.00 to \$145.00. The R. F. overprints all are higher, especially No. M13 which is now priced at \$75.00 against \$17.50. We should like to see these stamps priced on cover. The Aegean Island Soccer commemorative issue, always rare on cover, rises from \$7.50 to \$35.00. The Angola Emergency Issue of 1945 goes from \$175.00 to \$500.00 mint. All the early issues of Argentine are higher. The Canadian Semi-Official No. 503 has risen from \$500.00 to \$750.00 mint. At the same time we note a complete revision of the listing of the Patricia Airways and Exploration Semi-Official stamps in the same country. While Chile Nos. 1 to 5 was reduced from \$500.00 to \$475.00 mint, the same stamps on cover rose from \$95.00 to \$160.00, and from \$70.00 to \$135.00 in used condition. In Colombia, No. 2 to 10 showed wide advances. Nos. 2 to 6, from \$150.00 to \$275.00 each, Nos. 7 and 8 from \$200.00 to \$300.00, No. 9, \$150.00 to \$300.00, No. 10 from \$150 to \$275.00. Used and on cover show similar wide advances.

All the regular Colombia Scadta issues have been raised in price, with the Consular overprints showing sensational gains. The TAG issues of French Guiana show marked increases, ranging from 33 1/3% to 50%. Germany's "Inselpost" stamps show large advances. All the German Semi-Officials have been boosted in price, particularly those of the Regensburg Aviation Meeting which more than double at \$100.00 each mint. The mightiest gains of all occur in the case of the two rarest air mail stamps, No. 5 and 14 of the first issue of Honduras. The 5c with red surcharge rose from \$10,000.00 to \$15,000.00, while the rarest air mail stamp, the 25c on 10c with black surcharge, jumped from \$15,000.00 to \$25,000.00. The Italy Balbos #51 and 52 on cover are now priced at \$100.00 per cover. This seems to us to be far too high, especially since the scarcer Aegean Islands, Cyrenaica and Tripolitania Balbos on cover are still priced at \$50.00 each. The former price for Italy of \$30.00 each is much nearer the true value. The Newfoundland Hawker in mint condition now catalogues \$3,000.00, used \$2,000.00, on cover \$2,500.00. The Martinsyde was increased from \$3,500.00 to \$5,000.00; the DePinedo up \$1,000.00 to \$5,000.00 mint, also higher used and on cover; the Columbia from \$700.00 to \$1,000.00 mint. Papua shows a marked increase. The rare Harrison 3 pence rises from \$60.00 to \$100.00. All Uruguay stamps show a marked improvement in price, also cover prices. The Resellado overprints of Venezuela #148 to 160 mint jump a \$50.00 to \$200.00, while the same trend is also maintained for used copies. The Coat-of-Arms series show large advances.

We believe the editors have succeeded in keeping this catalogue top notch among publications of its kind. Some mistakes are noted, but they seem rather unimportant when the scope of the complete work is considered. We understand a supplement is in the offing and doubtless these slips will be rectified.

We heartily recommend the 1957 Sanabria Air Post Catalogue to air mail collectors. (Stanley R. Rice)

Scott's Standard Postage Stamp Catalogue, Vols. I and II, 1957 Editions. Editors Gordon Harmer and Eugene N. Costales. Publishers, Scott Publications, 461 Eighth Avenue, New York 1, N. Y.

Something new—but yet old—has been added to the latest editions of this country's leading general stamp catalog. This addition has achieved a great improvement when one views these books from the air mail stamp viewpoint. Reference is, of course, to the new editor, Eugene N. Costales. Too few recall Mr. Costales' earlier work with air mails. Years ago he was associated with the old Scott Stamp & Coin Co., when the famous late John N. Luff was its head. This reviewer through personal acquaintance

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with Mr. Costales over the years regards him as a "Luff" man. This is a reference used with great admiration.

Let's turn back to 1929. Remember one of the first air mail catalogs ever issued in the United States? It was "the Scott's Standard Catalogue of Air Mail Stamps. 1930 Edition"—a small paper-bound booklet of only 15 pages. Mr. Costales, unless our memory fails us, was one of the editors of the first two or three Scott Air Mail Catalogues. So with this background, this reviewer anxiously awaited the new editions, that marked "Gene" Costales' resumption with catalog work.

The results are most pleasing. Gone seems to be the puritanical thinking that was applied to postage stamps. Air mails, that have never been recognized by Scott, finally have been listed. The number that appeared in the 1957 edition truly surprised.

No doubt nobody will wish to re-read the past reviews in this magazine of this writer on the Scott catalogs. For some years, although applauding the addition of a set or two, our reviews itemized a number of worthy air mails that still were barred from a Scott listing. There were the "R.F." overprints of the United States, the Brazil Varig and Condor issues, the early air stamps of Colombia, the German Inseposts, the Latvia-Africa Flight issue, the Turkey Air Fund issues and some of the air mail Charity sets of Lithuania.

With a few exceptions, all of these now are listed in the 1957 Scott catalogs. This really marks an enormous step forward plus the indication of true progress.

Furthermore, in many, many instances the pricings of air mail stamps have undergone a change, mostly all of them evidencing a marked improvement.

Oh, sure, there still is lots undone in Scott. The impatient ones may criticize the exclusion of the *Ecuador* Scadta issues (now that the Colombia Scadta's are listed), the Germany Military Inseposts, the Brazil Varig and Condor stamps, restoration of the old Romania C4-6 and C10-12 and Nicaragua C13. This reviewer feels that these all will be in Scott in a few years time. It seems apt to pull out the old chestnut to say that "Rome wasn't built in a day".

This reviewer must confess that even with his elation over the many new listings of air mails by Scott, his joy was somewhat lessened with what he considered errors or omissions. For instance, the "R. F." overprints of U. S. show this. The record stands with the great amount of research and study done by us on these air mails as published in the old "*Aero Philatelist's News*". This all points up the view that the only types deserving a catalog listing are those seen on mail properly used by the French Naval Forces during the last War. This would raise doubt about Scott's Type "e", the script R. F., that this writer has seen used only on philatelic covers. Then again the proper way to collect these stamps is on cover, even 'tho unused copies later came on the philatelic market. Why then should Scott price its new listings UCM1-3, the R. F. on postal stationery, only unused? In our opinion, this is not right.

This reviewer is not an enthusiastic collector of Souvenir Sheets. He has many in his collection of air mails, but perhaps they afford him the least pleasure. Nevertheless, they are a part of philately, as many governments issue and sell them. The Scott catalogs need to completely review their listings of these Souvenir Sheets. Some are listed by Scott as major numbers; e.g. Haiti C19-21. Others as minor varieties; e.g. Haiti CB7a and 7b. Some are not listed but only mentioned by footnote; e.g. Nicaragua C296-308, 309-315 and C316-320. One acceptable way of listing should be determined and applied equally throughout the catalogs. In our eyes, the U. S. "Cipex" and "Fipex" Souvenir Sheets hold no higher philatelic rank than a Sports series of Nicaragua or Peru.

There are a number of listings and pricings relating to air mails only that we feel still needs improvement in the Scott catalogs. But this review shall not be cluttered up with an attempt at a complete tabulation. The essential factor is to realize that the 1957 Scott has made such a commendable step forward that it augurs well for more of the same in the next few editions.

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But what has been done, in general, has been done well. From the aero-philatelic aspect, Scott has become a fine catalog. Certainly, it can go on to a far better status. All that this reviewer hopes for is—keep up the good work! (H. M. G.)

Zeppelin Post Catalogue, 16th Edition. Edited and Published by Sieber-Verlag, Lorch, Württemberg, Germany. 230 pp. Illustrated. Cloth Bound.

The 16th edition of this fine catalog is at hand. This pocket-sized volume has always held a high rank as one of the finest specialty catalogs of its kind. It is indispensable to the collector of Zeppelin flight covers, besides being a valuable reference work for all aero-philatelists. It contains an accurate description of every flight made by the Zeppelins, starting with the early experimental ships years ago. Even the Military Zeppelin flights made during the First World War (1914-18) are recorded.

The text is in German. But this offers no handicap to a full understanding of the flights because of the many illustrations of cancellations and cachets used. Dates of issue are easily understood, so that outside of some highly technical information, a knowledge of German is not necessary.

Despite all of this, the reviewer was keenly disappointed with this latest edition. It is really nothing more than a complete duplicate of previous editions without any important changes except for a few superficial price alterations. Nowhere could this reviewer find the addition of many flight covers that have been exhibited in recent International Philatelic Exhibitions and had earned top awards. Thus many flight covers of Zeppelin mail that were shown at CIPEX, CUPEX and FIPEX still are omitted from the Sieger catalog. For example, the many Central American dispatches as well as the African mail on the 1930 Graf Zeppelin South American flight have not been listed. A truly fine specialized catalog like this should be expanded to include all known material. This reviewer hopes that the future editions will include this.

A second criticism that this reviewer must reluctantly express about this fine catalog is a rather general failure of the editor to take a realistic attitude towards the current market prices. If a priced catalog is to serve a useful purpose, this reviewer has always maintained that prices must accurately reflect the relative difficulty in obtaining material. For instance, one finds prices for covers from Yemen and Madagascar. Such flights are unknown over here, and some keen Zeppelin collectors doubt their existence. But if they do exist, they must be exceedingly scarce. Yet their prices remain the same as in previous editions, while Zeppelin Flights that are almost as common as an ordinary 3c postage stamp are raised in price. The fallacy here is two-fold. Material only should be priced, when it can be supplied. This reviewer has sought intently but unsuccessfully for Zeppelin covers from Yemen and Madagascar. Even the House of Sieger cannot supply them. Thus it is his belief that if such flights are continued to be listed, no prices should be stated. Whereas plentiful material should remain cheap to induce more to come into this specialty, and not to at once mislead, by overpricing flights that can be obtained cheaply.

These criticisms are written in the sincere hopes that they will prove constructive. The Sieger Zeppelin catalogs have been so excellent that they must continue to maintain their high standards. The most recent edition shows that a conscientious effort to uphold this standard was somewhat lacking. (Bernard Fink)

Hevia Catalogo de Sellos de Espana. 1957. Catalogo de Sellos de Colonias Espanolas. 1957. Edited and published by M. Hevia, Madrid, Spain. Price: 4 pesetas and 5 pesetas respectively.

The 10th edition of this Spanish-language catalogue of the issues of Spain has been received. A paper-bound edition on clear white stock, it is printed clearly though in

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rather small type. The cuts are worn which makes this catalogue a rather poor reference work from that standpoint.

The catalogue is not a highly specialized one, and only some varieties are recorded. Similarly, information such as date of issue is not given and only in rare instances are quantities issued given.

The section on the Civil War issues, however, is well illustrated and probably quite invaluable to those who find the similar listings in English-language catalogues on the somewhat sketchy side.

The companion volume on the Spanish Colonies to the above, also in its 10th edition, is similar in its typographic presentation. However, a much more determined effort seems to have been made, particularly in the issues of Cuba, to present data on the size of each issue.

As of the companion volume, the amount of data relevant to each issue is so limited, one really needs little Spanish to use either catalogue. (*Ira Seebacher*)

FOR A BOOK ON AIR MAILS

See Page 80

Deutsche Lufthansa (The Development and Re-establishment of The German Lufthansa Airlines). By Kurt Dahmann, Konstanzer Strasse 9, Berlin-Wilmersdorf, Germany. 40 pp. Bound and Illustrated. German. Price DM.2. (U. S. \$.50).

Sieger Katalog der Flugpost Der Neuen Deutschen Lufthansa (Catalog of the Air Mail of The New German Lufthansa). Published by Hermann E. Sieger, Lorch/Wurttemberg, Germany. 28 pp. Paper cover and illustrated. German. Price DM.1 (U. S. \$.25).

The above two handbooks are mentioned together because in some respects they overlap. The first-mentioned, that of Dahmann, is a handbook covering the history of German air mail from the time of the forerunners in 1912 through the present day. Actually it starts with the year 1919, because the references to the pioneer flights of Bork-Brueck before World War I are very slight. This booklet is a fine aero-postal history of Germany. Although not printed, but multigraphed, there are many illustrations. Also the listings seem to be most comprehensive. Included is not only air mail from Germany, but close connections with the German airlines like the Condor Company in Brazil and others.

Sieger, on the other hand, is a priced catalog, commencing only in 1955 when the German airlines were resurrected after the total defeat of Nazi Germany in World War II. This too is very comprehensive, although the range is far less than Dahmann's fine book.

The significance of both these booklets seems to be that they indicate the revival of a high interest in Germany of air mail collecting. Both are recommended, therefore, to a collector either now specializing or desiring to specialize in German aero-philately. (*H. M. G.*)

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