The Collectors Club

Philatelist

A Quarterly Devoted to Philatelic Study & Research

Volume XXVII No. 1 January, 1948



Published by The Collectors Club Incorporated, New York, N. Y.

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The Collectors Club Philatelist

VOL. XXVII NO. 1

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The Collectors Club Philatelist is published quarterly by

The Collectors Club, Inc.
22 East 35th Street
New York 16, New York

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

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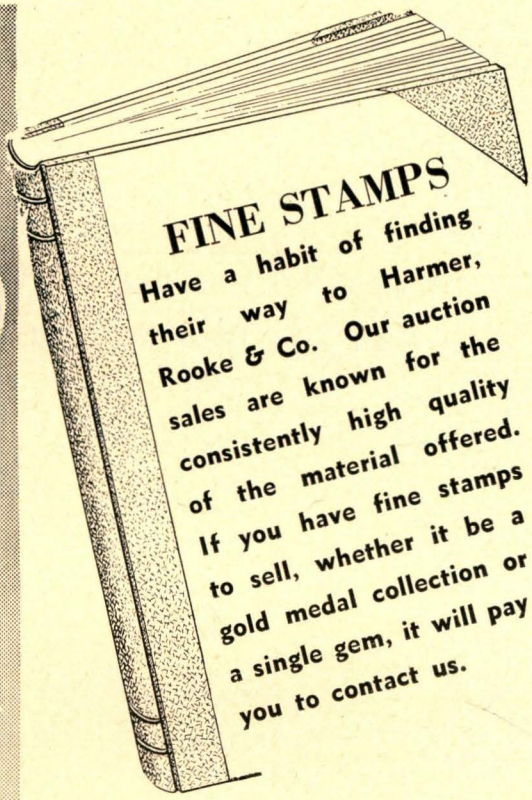
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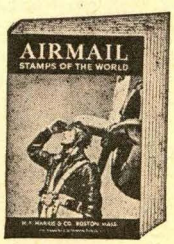


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Memo to Members:

The Collectors Club Philatelist comes to our members this month in new type dress, format and cover. It has long been our thought to make these changes, and to add features which we believe will increase interest in our publication.

The new make-up in two-column pages makes for easier reading. The combination of Caslon and Metro type faces makes for better legibility, and gives the printed page as a whole a more pleasing appearance. The design of our new cover is symbolical not only of the world-wide membership of **The Collectors Club,** but also of the stamps our members collect and study. We believe it makes an attractive combination with the revised body of our publication.

It has also been felt that our out-of-town members should be better informed on what takes place in their club. Therefore, each issue will include a two-page philatelic "calendar," one presenting the program of **The Collectors Club** for each quarter, the other listing the meeting dates of the various study groups which meet in our club rooms. We hope that this "calendar" will provide members who visit New York with an opportunity to plan their philatelic activities along lines of greatest interest to themselves.

Another feature which we plan to develop is a "Letters to the Editor" department. We feel that it can be made a very useful and constructive feature. Many times our readers have doubtless felt that they would like to comment on subjects which appear in **The Collectors Club Philatelist,** or to

Memo 2

offer constructive criticisms or suggestions for its improvement. This department is planned to provide such an opportunity, and it is our hope that free use will be made of it.

There are other features which we plan to add to our publication from time to time, as their details are worked out. As they are prepared, they will be announced and their purpose described in full detail. It is our purpose to make **The Collectors Club Philatelist** even more informative and useful than it has been in the past, and to use it as a means to keep our far-flung membership in closer touch with what is going on at headquarters.

Your Board of Governors, at the November, 1947 meeting, decided that outstanding contributions to **The Collectors Club Philatelist** should receive some recognition besides the "thank you" of a grateful editor. To this end it was decided that a suitable medal, properly inscribed, will be awarded each year to the author of the outstanding article which represents original research and study published in **The Collectors Club Philatelist.** It is hoped that the award can be made a feature of our annual meetings. The first such award will be made for the year 1948.

And so the new **Collectors Club Philatelist** makes its bow.

H. G. Zervas

President

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Rotary Printing by

PHOTOGRAVURE

Knowledge of plate manufacture as well as printing process helps to explain varieties in issues of South Africa and Great Britain

By J. A. Perkins with F. E. Sellmansberger

Photography has been used in the preparation of printing surfaces for postage stamps since the 1890's, but at first the use of these was confined to the reproduction of designs in the form of essays. The earliest recorded essays of this sort seem to have been made by the half-tone process for the New South Wales twopence and twopence-halfpenny stamps of 1897. They are described in the Royal Philatelic Society's New South Wales handbook (page 302). Since then, photographic reproduction has been used a great deal for this class of work.

The term *photogravure* indicates that the designs were transferred to a plate by a photographic process, and that the printing was intaglio, i. e., from recesses in the plate. It was not until 1914 that such plates were used for postage stamps, when the first photogravure stamps were issued by Bavaria. These and most other early photogravure issues were printed sheet by sheet from flat plates. Continuous printing from cylinders onto reels of paper was a later development.

Here we are concerned with the modern type of production, of which the issues of South Africa and Great Britain are typical examples. It is the object of this article to show how the various stages of this process can be traced by the study of the finished stamps, and how the varieties occurring on the stamps can be explained by reference to the process. No attempt is made to describe the technical details of preparing the plates, or printing from them, except where these affect the stamps. The details vary with the printers; and it is almost impossible to obtain information of a technical nature from the printers, either in South Africa or in Great Britain.

The photogravure process for making cylinders has already been described by A. J. Sefi *(An Introduction to Advanced Philately* and *Philatelic Journal of Great Britain,* Vol. XLIII, *page* 115); F. J. Melville *(British Philatelist,* Vol. XXVII, No. 6); and J. H. Baxter (Collectors Club Philatelist, Vol. XV, No. 3). In its most modern and widely used form, it is as follows:

Manufacture of the Plates

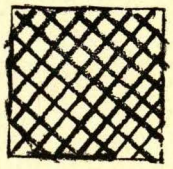
The artist's drawing or a copy of it, such as a lithographic print, is photographed, and a negative of it is obtained. This is the master-negative, and it is developed to get the maximum contrast in tones. The contrast may have to be accentuated by retouching, since some of it is lost during the process of transferring to the cylinder.

The master negative is used to make a secondary negative, which may consist of more than one design, often four in a block, and which is known as the working negative. This is placed in a step-and-repeat machine, which is a camera of very fine adjustment capable of laying down a succession of prints on a flat surface and insuring that they are correctly aligned and have an equal exposure. By means of it, prints are made from the working



Original model

Master screen

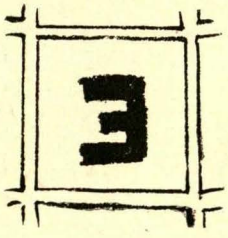




Negative

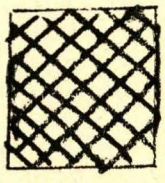
Screen

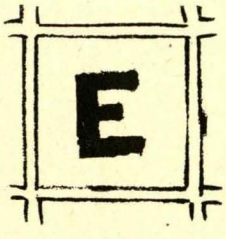




Multi-positive

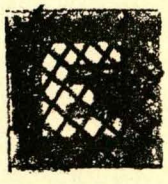
Screen printed on carbon tissue

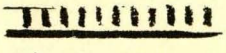




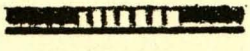
Multi-positive turned around

Multi-positive printed on screened carbon tissue

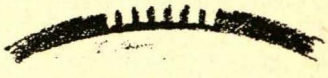




Insoluble gelatine, gelatine, paper backing

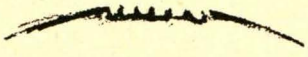


Multi-positive printed on screened carbon tissue

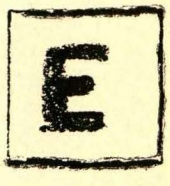


Carbon tissue applied to cylinder, backing removed





Etched cylinder, gelatine removed; print from cylinder



negative onto a sensitized glass plate the number of times necessary to make up the layout required for a sheet or pane of stamps.

This glass plate is known as the multi-positive. It is turned around and used as a negative to print onto a sheet of bichromated gelatine backed with stout paper, which has previously been prepared by having a screen imposed on it. It is known as the carbon tissue.

The screen is prepared by ruling a glass plate with fine intersecting lines very close together (see drawing), and rubbing graphite into them to make them opaque. This is the master-screen, and through it a print is taken onto another plate of glass, which consequently has the lines transparent and the squares formed by their intersections opaque. It is this plate which is used as a negative to print the lines on the carbon tissue. Generally the screen consists of 150 to 175 lines to an inch. Extra detail gained by using finer screens is likely to be lost by the ink smudging over the cells in printing.

The screen is printed onto the gelatine of the carbon tissue in vacuum frames by contact, with arc lamps. The gelatine contains a red pigment which acts as a guide to exposure, and enables the images on the cylinder to be seen more clearly during etching. Previously, the gelatine has been soaked in potassium bichromate to make it sensitive to light. The action of light causes the gelatine to become insoluble, so that now the carbon tissue consists of minute walls of insoluble gelatine outlining squares which are still soluble.

Next the multi-positive (used as a negative) is placed in contact with the gelatine in a vacuum frame, and a print is taken through it, which causes the gelatine in the cells to become insoluble to varying depths, depending on the different tones in the multi-positive. The exposure is such that slightly less light is admitted through the lightest parts of the multi-positive than was admitted through the transparent parts of the screen. The hardening of the gelatine should not extend throughout its entire thickness, since that would make it difficult to remove the paper backing. The carbon tissue is now ready to be applied to the cylinder.

The type of cylinder generally used in photogravure work consists of an iron or brass core on which a surface layer of copper has been electro-deposited. After electro-deposition the surface is rough, and the cylinder has to be very carefully polished. First it revolves in a water bath and is ground by a rough stone, such as Scotch snake stone, then by a closer grained stone. Then it is polished by wood charcoal, and finally by a linen mop in a buffing machine. About 0.004 inch is removed from the surface. It is then cleaned by momentary applications of dilute acid and alkali, and is ready for the carbon tissue.

These cylinders are expensive and difficult to store, and it is not usual for a printing works to keep many of them in reserve. They can be ground down after use, about 0.007 inch of the surface being removed, and then re-etched. After doing this once or twice, it is necessary to deposit some more metal. Recently, thin plates curved round iron cores, similar in principle to the steel line-engraved plates used in American Stickney presses, have been used, but I do not know of any stamps printed from such plates.

A stream of water is run over the cylinder, and the carbon tissue is squeezed in contact with it, paper uppermost. The position of the carbon tissue can be adjusted as long as there is any water between it and the surface of the cylinder; but if there is not, it sticks to the copper. The cylinder with the gelatine wrapped round it is placed in a tank of hot water, which dissolves the soluble gelatine and allows the paper backing to be peeled off. Then it is cooled and dried, and the exposed parts not covered by gelatine are coated with acid-resisting varnish (powdered bitumen in spirit).

As a result of the application of the carbon tissue, the part of the cylinder which will become the printing surface is covered by a layer of gelatine which is shallow in the areas that are to be the deepest tones, and thickest along the lines of the screen. This provides the resist for etching.

It is now immersed in a bath of etching solution, consisting of dilute ferric chloride. This penetrates through the gelatine, and reaches the copper first in the places where the gelatine is thinnest. It darkens the copper when it attacks it, and from this the workman can tell what stage the process has reached. The etching requires more skill and care than

any other stage in the manufacture of the cylinders. Concentrated ferric chloride will not penetrate gelatine; usually there are five or six baths containing various dilutions with water which will penetrate at varying speeds, and the process can be controlled by these. Many other factors have to be taken into account, and it is especially important to keep the humidity and temperature of the etching room constant.

When the etching is finished, the resist is washed off, and the cylinder is examined. It may be necessary to add cylinder numbers or other markings. This is usually done by means of local etching through small carbon tissues.

The greatest depth of etching is about 0.003 inch. As the cylinder is etched to different depths, the different tones in prints from it are produced by different thicknesses of ink on the paper. In this respect photogravure differs from most other processes, and by its means it is possible to produce a much more subtle and accurate gradation of tones than by any other means.

Finally, a surfacing of chromium is deposited on the cylinder. This enables the surface to stand up to the wear and tear of printing; and it can be removed and the cylinder rechromed when necessary. Over 500,000 impressions are often obtained from a cylinder by this means.

Mechanics of Printing

During printing, the web (reel) of paper passes between the printing cylinder below it and an impression cylinder, which is covered with rubber or a similar material, above it. The paper is already gummed, and it is not dampened. The printing is done by pressure and absorption, and the pressure between the impression and printing cylinders has to be considerable.

As the printing cylinder revolves, it is inked, and the excess ink is scraped off the surface by a "doctor" knife, which is a flexible steel blade set at an angle to the surface of the cylinder. Generally it has a slight side-to-side movement to avoid the possibility of wearing one part of the cylinder. Thus the ink remains in the cells only when the cylinder reaches the paper. Photogravure is intaglio, in which respect it differs from other photomechanical methods, although the relief is very much smaller than it is in line-engraving. When the paper is pressed into the deepest cells, so much ink is absorbed that it spreads to form solids in the printed design.

In the cases with which we are dealing, the inks have a spirit (xylol) base, and so dry rapidly, but drying can be accelerated by blowing moist air over the surface of the web. On the presses used for printing English stamps, the web is allowed to hang in a series of festoons before it is rewound.

There are also devices which print numbers in the side margins at intervals, once or twice opposite each sheet. These are for purposes of checking, and are practically universal on web-printed sheets; but sheets which are fed sheet by sheet occasionally print them as well, so they are not entirely distinctive.

The South African presses also perforate the web and guillotine it into sheets, but the presses in use in Great Britain do not perforate. Some rewind the web and some guillotine it, according to whether the stamps are to be perforated in the web or in sheets.* The English presses also punch register holes in the side margins of the web, which will be considered later.

Causes of Varieties

Such was photogravure printing in 1934, when the production of Great Britain stamps by this method started. The varieties occurring on almost any photogravure stamps can be explained according to it, but the variations in the process have been many. The stamps can be printed sheet by sheet from cylinders; or they can be printed from flat plates, in which case the multi-positive is not essential; and the designs can be printed direct from a working negative onto a suitably prepared plate. In some earlier photogravure work, the screen was introduced in an entirely different way, which will be referred to again under the South African issues.

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* Mr. Perkins wrote (February 26, 1939) that although some English stamps were perforated in the web, they usually were perforated in sheets of 480.—F. E. S.

It can be seen from the above that varieties in a photogravure issue can be caused by modification of the original model or the master-negative, in which case the modification will occur on every stamp of an issue, producing different types equivalent to "dies" in line-engraved stamps. Variation can also occur in one or more of the images of a working negative, and this will be reproduced on one in every four or one in every two stamps in a sheet. The multi-positive will inevitably contain some marks; and these will occur only once in a sheet of stamps. They will be on sheets from all of the cylinders made from the multi-positive, and will differ in this respect from marks originating later in the process. In fact, the multi-positive is equivalent to the "master-plate" of some processes.

Under a glass, the individual cells of the screen can generally be distinguished in the lighter parts of the design. The superimposition of the screen can cause variations in the design, especially if there are fine lines parallel to those of the screen. These variations sometimes have the appearance of a limited number of "types," which may be misleading, but they are generally different on different cylinders from the same multi-positive, and this fact established their later origin.

The gelatine can become creased or torn, or bubbles may be included between the cylinder and it during etching. The type of variety resulting from this is known as a "gelatine flaw." Flaws can occur on the cylinder, and since they are sometimes well-marked, their importance is often exaggerated. They are especially interesting when they have been retouched, before or after the cylinder goes to press.

There may be variations in the depth of etching, either between different parts of one cylinder, or between two cylinders of the same issue. Excessive etching causes a faint "screen" to appear in the colorless parts of the design and between the stamps. The surfacing of a cylinder may be defective, or it may become worn. Or the cylinder may be resurfaced, and this may produce two states.

In the printing, some ink may pass between the doctor knife and the surface of the cylinder, causing a smudge, which always runs more or less in the direction in which the stamps are printed. The knife may become damaged, and such damage may cause a smudge to be constant in one printing; or grit between the knife and the cylinder may scratch the cylinder. All these varieties are "doctor scratches" or "doctor smudges."

It is common for the solid parts of a photogravure design to cast shadows of ink in the direction of printing. These are often very slight, but sometimes they give the whole design a shifted appearance.

Insufficient printing pressure can cause variations in the tone of the stamps. If there is a blank space on the cylinder across the direction of printing (generally the gutter between the top and bottom of the block of designs) when the printing speed is high, the first designs to be printed after this will be defective at their bases, owing to failure of the ink to be picked up properly. Many things can cause variations in the fluidity of the ink, since it dries so quickly. Stamps printed with dry ink have small colorless flaws and patches breaking the design. Generally this effect is slight, when present. A too-fluid ink is likely to produce the "shadows" already described, as well as a mottled effect in the deep tones.

The web may tear during printing, or two reels may be gummed together end to end so that the press need not be stopped when one is exhausted. These joins are usually marked, and the affected sheets are rejected after printing, but occasionally sheets are found with one or two rows of stamps on double paper.

It now remains to consider the issues of Great Britain and South Africa individually. It will be found that all the varieties described above occur on one or the other of them. In addition, there are many other varieties which are not of such a general nature.

Issues of South Africa

Early in 1930 new machinery for printing postage stamps was installed in the Government Printing Works in Pretoria. The new presses were made by a German firm, and they printed and perforated stamps in the web from photogravure cylinders. The process was generally known as "rotogravure."

The existing designs were hardly altered for the new process, and it is difficult to imagine any less suited to photogravure work.

The stamps were remarkable in that they were bicolored and required two cylinders to print each design. The frames were printed first, and then the vignettes. A further complication was that there were two designs for each value; one with the inscriptions in English, and the other in Afrikaans. These were repeated alternately across and down the sheet.

It is only necessary to consider the halfpenny, onepenny, and twopence values of the ordinary series, which are by far the most important of the rotogravure issues from the philatelic point of view. For each of these the original (reproduced from the artist's drawing) consisted of two designs. In the halfpenny and onepenny, there have been two successive modifications. In the case of the twopence, the working negative was taken from a single print from the master negative, and consisted of only two images, but for the halfpenny and onepenny the working negatives consisted of blocks of four images.

The multi-positives do not present any difficulties as far as the issues in sheets are concerned; it is the screen that is the most remarkable part of the stamps. The method of screening is a secret, which is disclosed only to purchasers of a license to use it, but it is certain that the screen is introduced very early, probably during the preparation of the master negatives. This screen is irregular and extremely fine, so that it is more or less invisible on the printed stamps. It has been very successful for the designs, which consist mainly of lines rather than solids, and for which ordinary ruled screens would have been altogether unsatisfactory.

It should be mentioned that in much early photogravure work, the screen was introduced in an entirely different way — directly onto the plate instead of onto the carbon tissue. Before receiving the carbon tissue, the plate was exposed in an atmosphere of finely divided resin or bitumen dust. The minute grains were allowed to settle evenly on the surface of the plate and were afterwards slightly melted by heating. This caused them to stick to the plate, and on them the carbon tissue was developed. The areas covered by the grain were resistant to the etching.

This type of screen, known as a "grain," produced an effect of irregular specks of varying sizes and shapes visible under a glass, which can be seen, for instance, in the 1923 issue of Egypt. As far as I know, it was used only for flat plates, and is now almost entirely superseded.

The cylinders for the South African stamps printed a single post office sheet at each revolution. This consisted of 240 stamps, 20 rows of 12, for the smaller designs, or 120 stamps, 20 rows of 6, for the large ones. There were no cylinder numbers in the margin; the only marginal marks were four arrows, one half-way along each side of the sheet, and two sheet numbers, generally in the right side margin. These were impressed by a numbering device after the designs had been printed. The two numbers on a sheet are the same, but they run upwards from 0000 to 9999 on consecutive sheets. In some printings and on the high values the arrows were not present.

On the first printings of the onepenny and threepence there was a single capital letter in black facing outwards in the margin above each of the numbers. This was the "control letter" and is generally supposed to represent a series of numbers from 0000 to 9999, but it appears to me that such an explanation is unlikely.

The different cylinders of each value are distinguished by the arrows, which were often engraved by hand on the cylinders, and by gelatine flaws and cylinder marks. The last of these are very numerous indeed, and some have picturesque names such as "sailor falling from rigging," "flying bird," and "aeroplane in sky." It is fortunate that these occur, since they enable specialists to separate the printings, but their importance to the ordinary collector has been greatly exaggerated. Long and meaningless lists of these marks have done more than anything else to frighten would-be collectors away from these issues, and it cannot be emphasized too strongly that the way to collect these stamps is according to plates and printings, and not according to varieties.*

* This is a personal opinion. The cylinder marks are constant, and the many collectors who include them are entirely justified in doing so.—J. A. P.

It is suggested that, in the sheet issues, a set of four arrows from each plate, and any gelatine flaws or retouches should be collected, as well as one multi-positive mark followed through each series of plates, if that is considered necessary. Additional material can be added when there have been several different printings from the same plates.

Anyone who wants more information about these stamps should read the *South African Philatelist*. In that magazine, there has appeared a fine series of articles, many by G. N. Gilbert, dealing with the rotogravures. As far as I know, they were the first ever to show how varieties on photogravure stamps could be explained according to the process, and how the cylinders could be grouped according to the multi-positives. The following notes owe very much to those articles. It is difficult to see how anyone could write about the early rotogravures without making this acknowledgement. I am also indebted to Mr. Gilbert for information which he has given personally, and which has enabled me to group my collection accurately.

Types of the Halfpenny

There are three types of this stamp:

1. SUID AFRIKA without hyphen.
2. SUID-AFRIKA with hyphen; design otherwise similar to Type 1.
3. SUID-AFRIKA with hyphen; design strengthened. The frame-plate background consists entirely of horizontal lines, and the head-plate background of thicker lines than previously.

The frame working-negative for the first type had a small uncolored flaw in the unshaded part of the frame in the top left corner. This was on the lower right image of the negative, and occurs on all Afrikaans stamps of even rows throughout sheets.

From a pair of multi-positives were made five cylinders, which were used for sheet issues: three were frames and two were heads. They were used as follows:

Frame-plate 1 with head-plate 1 (plate 1)
Frame-plate 2 with head-plate 1 (plate 2)
Frame-plate 3 with head-plate 2 (plate 3)

The first cylinders for rolls and booklets were also made from these multi-positives, and there are many marks which occur on all printings of Type 1.

Of the sheet issues, the "plates" can be distinguished by the arrows (they are all irregular green ones), and generally by the colors: plate 1 printings are in myrtle green, and plate 3 stamps are in bright green with clear and deep black heads. Very large printings were made from plate 2, and there are several shades; but none is the same as those from plates 1 and 3. Towards the end of its life, head-plate 1 was cleaned, and the last printings were very pale and grayish.

There are two interesting retouches on head-plate 1. Both are common.

Row 4, No. 11. On printings with frame-plate 1 and the first with frame-plate 2, the background in front of the buck's breast is defective. On most printings with frame-plate 2 this is retouched.

Row 9, No. 5. On printings with frame-plate 1 there is weak shading (and a spot) between the horns. When frame-plate 2 came into use, this was retouched.

On the lower left image of the working negative of Type 2 there was a colored scratch from the lower left part of the shield to near the G of POSTAGE. This occurs on every English stamp in even rows. From a pair of multi-positives of Type 2 were made a pair of booklet cylinders (with advertisements for the third booklet issue) and a pair of roll cylinders (from which the "gutter sheets" were made. See later). On plate 4 the arrows are thick and rather wide, and they may have been on the multi-positive. The top and left ones have been outlined on the cylinder by hand.

The working negative from Type 3 had no obvious flaws. From multi-positives from this, three pairs of sheet cylinders have so far been made and printed from (plates 5, 6, 7); also cylinders for the fourth and fifth issues of booklets, and for rolls. The sheet cylinders are distinguished by the arrows and the shades of the stamps. Plate 5 had three good examples of creased gelatine. The best is on frame-plate row 18 No. 1, and the others are on head-plate row 15, Nos. 4 and 5.

Types of the Onepenny

There are three types:

1. SUID AFRIKA without hyphen, the horizontal shading in the side panels is closely spaced.
2. SUID AFRIKA without hyphen; the horizontal shading at the sides is wider spaced, giving a lighter effect. In the vignette, the horizon is not well defined.
3. SUID-AFRIKA with hyphen; frame redrawn.

On the working negative of Type 1, the lower left image has a nick in the left outside frame half-way up. This occurs on all English stamps in even rows.

From the first pair of multi-positives five frame-plate and six head-plate cylinders were made and used, and also some cylinders for printing booklets and rolls. A number of small multi-positive marks occur on all printings from these. A second frame-plate multi-positive was used to make one cylinder for use with the last head-plate cylinder made from the first multi-positive. Printings from these are known as "plate 7." Plate 3 seems to have had two lives. After being used in 1930 to print sheets without arrows (and with controls), it appears to have been retouched, arrows were added, and it was used in 1931 to print sheets without controls. The two printings are so distinct that the second is known as "plate 6."

The sheet issues of the Type 1 onepenny are therefore plates 1 to 6 from the original multi-positives, and plate 7 from the old head-plate multi-positive with a new frame-plate one. The first frame-plate multi-positive had a red spot in the top of "1" of "1d." on row 11, No. 2, besides other marks.

Plates 1, 2, and 3 did not have arrows, but sheets from them had control letters. These were A and B for plate 1; B, D, and E for plate 2; and F for plate 3. No issue was made with control C, and there were no controls after F. A curious variety of plate 3 sheets is with the control in albino. Stamps from plate 1 are in a rather dull, rose-carmine and black; but those from plates 2 and 3 are generally bright carmine and jet-black. There were no important varieties on plates 1 and 3, and only one on plate 2:

Row 5, No. 12. On head-plate the top of the mast and the sky above it were damaged and retouched.

This occurs in pairs with the upper of the two controls in the right margin, and is known with controls B, D, and E. With D and E it is common, but with B it is very scarce. (Most B printings were from plate 1).

Plates 4 and 5 were the first with arrows, which were thin and irregular and on the frame-plates. These arrows are scarce. There were no control letters. Printings from plate 4 are in deep carmine, sometimes approaching a maroon shade, and intense black. There are no notable varieties on either of these plates.

Plate 6 (plate 3 repaired) was the only one to have head-plate arrows; these are thin and black. Some printings are in carmine and intense black, others are in rose-carmine and black. Sometimes the vignettes are very blurred, producing a "ship in mist" variety. There is one very fine retouch on this plate: on head-plate row 10 No. 1, the sea and sky along the left side of the oval are heavily retouched. This occurs in conjunction with the left arrow, and it is not scarce.

Printings from plates 1 to 5 all had the watermark upright; printings from plate 6 and many later plates have it either upright or inverted. As the stamps are printed in the web, this variety is more interesting and more constant than it is on stamps printed sheet by sheet.

Plate 7 exists in two states: the first and commoner has small even red arrows; the second has large thick arrows engraved over them. The stamps are in rose-carmine and black or carmine and black (to intense black). There are two head-plate gelatine flaws:

Row 18, No. 1. Lines of shading over the third yardarm missing, and lines thickened above.

Row 19, No. 10. Lines of shading under lower yardarm thickened and bent slightly upwards.

The working negatives for type 2 did not have any obvious marks. From a pair of multi-positives from them, two pairs of sheet cylinders and a pair of roll cylinders were made. The sheet cylinders are known as

plates 8 and 9. Very large printings were made from plate 8, which had fairly thick arrows on the frameplate; and smaller printings were made from plate 9, which had arrows similar to those of plate 8, but more splayed. Plate 8 printings are in a variety of shades, from rose-carmine or pale rose and black to rose-mauve and black. The last of these are striking and quite scarce. Plate 9 printings are in rose-carmine and bluish-black. There are many small blemishes on these plates, but no notable varieties. Multi-positive marks occur on both plates.

The Type 3 frame working-negative has a minute colorless flaw extending outwards from the top left part of O of SOUTH. This occurs on the top right image of the negative, and is repeated on all English stamps in odd rows.

From a pair of multi-positives from the frame and head negatives, four frame-plate cylinders and three head-plate cylinders have so far been made and used. The first of the frame-plate cylinders was used in conjunction with head-plate 9. Printings from them were very large and are known as plate 10. The other pairs of cylinders are plates 11, 12, and 13. Several pairs of cylinders for printing booklets and rolls have also been made from these multi-positives. The frame multi-positive was damaged on row 20, No. 4 at the top of the oval under D of SUID.

Plate 10 had fairly thick red arrows, the side ones having colorless "bubbles" in them. There are no notable plate marks, but there is a variety of shades—rose-carmine to deep carmine, and gray to black.

One printing from plate 10 had the sheet numbers in the left margin of the sheet; all other printings of the ordinary series have them in the right margin. This variety was caused by the cylinders being put into the press the other way round, so that the stamps were printed from top to bottom instead of from bottom to top. Consequently, the "shadows" of the designs are cast downwards instead of upwards. As might be expected, this printing has the watermark inverted, but that could be caused by the paper being fed the wrong end first.

Plates 11 and 12 have thick red arrows of similar shape, but more splayed than those of plate 10. They were either on the multi-positive or were etched through small pieces of gelatine which had been printed from one negative. The arrows of plate 11 have been outlined by hand on the cylinder. Those of plate 12 are not outlined. The arrows of plate 13 are deeper and are cut by colorless diagonal lines.

Plates of the Twopence

There has been only one type of this value, and the working negatives consist of two images only, the frames being English and Afrikaans.* From one pair of multi-positives three pairs of sheet cylinders, a pair of booklet cylinders, and a pair of roll cylinders were made. Printings from the roll cylinders were never issued.

Plate 1 exists in two states: the first is with small purple arrows (in the frame-plate); the second, which is rare, is with large purple arrows engraved over the small ones. The stamps are lilac-mauve and slate-gray with a greenish tint. There are numerous spots and marks, the best of which is a gelatine flaw:

Row 17, No. 3: Part of the inner frameline at bottom left is misplaced upwards.

Plate 2 also exists in two states: with small purple arrows; with large ones engraved over them. Neither state is particularly scarce. The stamps are deep mauve and slate-gray. There are two interesting varieties on the frame-plate, caused by bubbles being included under the gelatine during the etching:

Row 19, No. 5: Blister between framelines at left.

Row 1, No. 1: Small faint bubble in the design at top left corner.

Plate 3 has large purple arrows more splayed than those on plates 1 and 2. This plate had a very long life, and large printings were made from it. The most obvious shades are purple and deep slate, purple and slate gray, and purple and slate blue. There are

* Since this was written (February, 1939), a second type, with SUID-AFRICA hyphenated, has appeared.—J. A. P.

very many flaws and spots, which make it easy to reconstruct the plate from blocks of used stamps; but there are no notable varieties. On many stamps of later printings there are frame-plate scratches almost horizontal, running slightly upwards to the left, through the base of SOUTH AFRICA and SUID AFRIKA. These vary with the position on the sheet, but appear to be constant for any one position. They do not occur, or are very faint in early printings. It is difficult to account for them.

Production of Booklets

, The make-up of the cylinders for the first issues of rotogravure booklets has been fully described in the *South African Philatelist* (Vol. 9), but since it is not generally known except to specialists, and because the varieties are remarkable and of great technical interest, it is impossible not to include an account of them, after acknowledgement has been made, to illustrate the philatelic possibilities of photogravure.

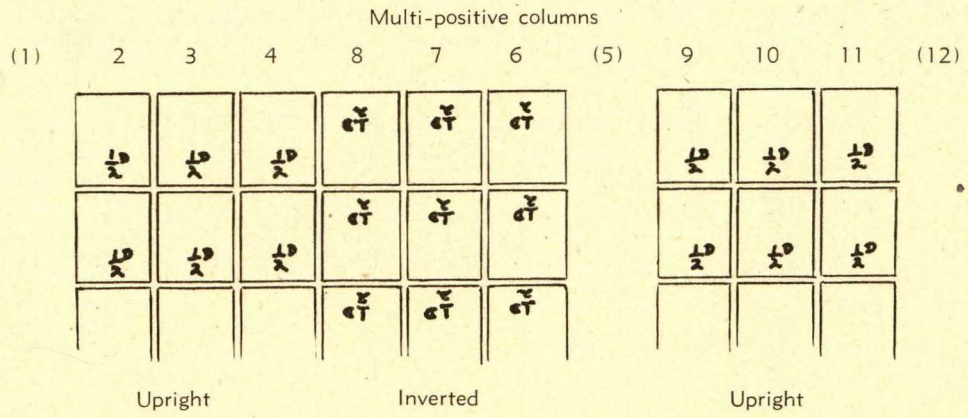
The first booklets of rotogravure stamps contained four pages of six onepenny and two pages of six halfpenny, and were sold at 2/6d. They were stitched down the left side. The cylinders for both values were made from sheet multi-positives. They consisted of 180 designs and made up 30 pages, with room for the binding margins. The gelatine transfers from the sheet multi-positives contained 240 images in 12 columns. From these the first, fifth, and twelfth columns were removed, and the eighth and ninth were separated. This left three panes of 60 (each three images wide), consisting of columns 2, 3, 4, columns 6, 7, 8, and columns 9, 10, 11. The one containing columns 6, 7, 8 was inverted, and the three were set up on the cylinders so that the designs were arranged as shown below.

The left side margin provided binding for the left pane; the space between columns 6 and 9 provided it for the other two panes. Stamps printed from the middle pane have the watermark inverted; others have it upright. Multi-positive marks occur on all the panes, and prove the arrangement when compared with those on sheets. This arrangement was first described in *South African Philatelist,* Vol. 9, No. 9 (September, 1933).

The vignette of the onepenny design is approximately central in the frame, but the head of the halfpenny is approximately 1.5 mm. above center. This was overlooked when the halfpenny booklet head-plate was made, and the heads, upright and inverted, were laid down in straight rows across the cylinder. The inverted rows would have printed about 3 mm. too low, so they were erased and the 60 heads were re-entered from a fresh gelatine transfer.

Traces of the original entries remain and are visible on many of the stamps, certainly on all of the pages, printed from this pane. As an example of multiple re-entering on a photogravure cylinder they are unique. Pages showing the re-entries are somewhat scarce but by no means unobtainable.

To complete this fascinating series, there is one stamp (multi-positive row 20, No. 8) which, besides the re-entry, has a very fine frame-plate retouch in the value shield and



the leaves surrounding it. Probably this is the only photogravure stamp to have both a retouch and a re-entry. It should be noted that the two varieties occur on different cylinders.

It has been suggested that the reason for using the sheet multi-positives was that the working negatives consisted of blocks of four and would not have been suitable for laying down units of six.

There is one unusually large multi-positive flaw on the onepenny booklet head-plate. This is a colorless flaw and is known as the "dragon" variety. It appeared only towards the end of the multi-positive's life, and it occurs on sheet plate 7 in an incomplete form, being known there as the "small dragon."

Surplus printings of the halfpenny cylinders were issued for use as sheets, in panes of 60. Stamps from these are very scarce.

The second issue of rotogravure booklets contained three pages of six onepenny and three pages of four twopence; the booklets were sold at 3/6d. each. I have not seen intact specimens of either the first or the second issues, and I am indebted to G. N. Gilbert for details of their constitution.

The onepenny was similar to the first issue, but in different shades; a new frame cylinder was used. The first issue has clearly printed jet-black centers; the second has the centers blurred and indistinct, the general appearance of the stamps being very similar to sheet printings from plate 7. The "dragon" variety occurs as on the first issue, and frame-plate multi-positive:

Row 11, No. 8: Broken frame at right.

It seems likely that this was caused by faulty trimming of the gelatine transfer. Surplus printings were issued in panes of 60 for sale as sheets.

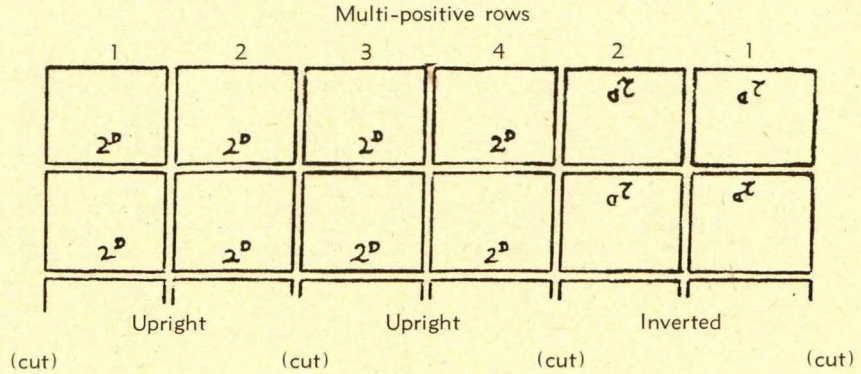
The twopence cylinders were made from the sheet multi-positives, which consisted of 120 images in six columns. From each, two gelatine transfers were taken, one of the first four columns and the other of the first two. The second of these was inverted, and they were set up on the cylinder as shown below.

Only the stamps at the sides could be used for booklets; columns 3 and 4 did not have a binding margin. It follows that each multi-positive of columns 1 and 2 is repeated, once with the watermark upright and once with it inverted. The two are accompanied by different plate marks. An obvious multi-positive mark occurs on:

Row 1, No. 1: (Same as sheet multi-positive at this position).

Columns 3 and 4 were not wasted. They were issued to some post offices for use as part sheets, and are known to specialists as "economy sheets."

The third issue of booklets of rotogravure stamps was in 1935. The new booklets contained four pages of six onepenny and two pages of six halfpenny. The pages were bigger than those of preceding issues; they were three stamp spaces high, the extra space being filled with advertisements. The halfpenny stamps were Type 2, and the onepenny, Type 3. The cylinders were from the sheet multi-positives; from gelatine transfers from these,



the 1st, 5th and 9th columns and the 3rd, 6th, 9th, 12th, 15th, and 18th rows were removed. The spaces in the rows were filled with advertisements etched on the cylinders; the spaces in the columns were left blank *(see diagram)*. At each revolution the cylinders printed 21 pages. Single pages can be plated, as they mostly have different advertisements and the layout is known.

These printings are almost free from plate marks, and there are no important varieties. Surplus sheets had an ignominious end; they were over-printed and sold at Johannesberg International Philatelic Exhibition (1936).

In 1937 the booklets with advertisements were replaced by the fourth issue. It was very similar, but contained stamps from new cylinders without advertisements, the halfpenny being Type 3, and the advertisement spaces being left blank. A narrow blank margin was left at the right of each page. Apart from this, the constitution of the booklets and the make-up of the cylinders were not altered. There were no notable varieties.

In 1938 a further alteration was made. The pages no longer had any margins except those at the left for binding, so the booklets were smaller. This issue was from new cylinders, which presumably had all the rows filled with images, though the blank columns remained.

Towards the end of 1937, an issue of sixpence books (two pages of two each of onepenny and halfpenny) was made for issue in slot machines in large centers. They were soon followed by threepence booklets with only one page of each value. These stamps were printed from new cylinders.

Production of Rolls

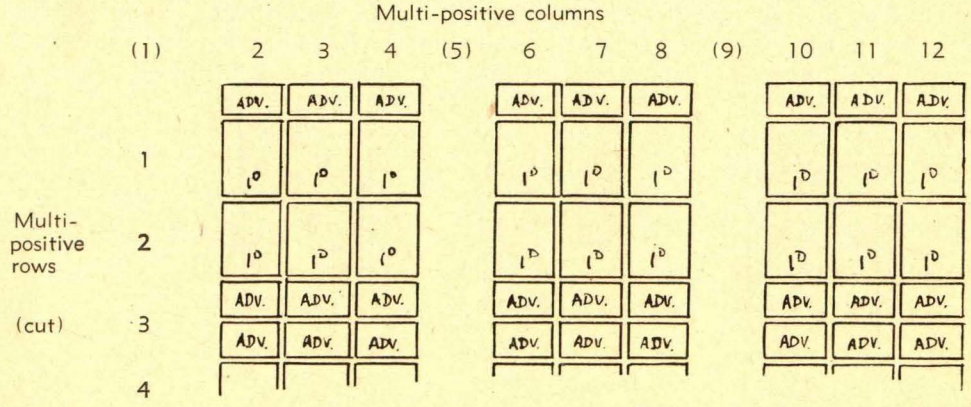
The roll printings of the South African rotogravures are interesting, but difficult to collect, especially since the wrappers of the rolls were not attached to the stamps. There are four sorts of rolls, 500 and 1000 of ½d. and 1d., and are sold at face value.

All roll cylinders have been made from the same multi-positives as sheet cylinders, with two extra rows added to fill the gutters between the top and bottom of consecutive sheets in the web. The two added rows were from separate transfers, and often stamps from them have a different depth of color than the others. They generally contain multi-positive marks which indicate their original position.

The first rolls were issued before the sheets, and the onepenny in rolls was the first rotogravure stamp to appear (March, 1930).

An error was made in laying down the first halfpenny frame cylinder for rolls. The transfer of these two extra rows was taken from multi-positive rows 16 and 17. These started at left with English and Afrikaans, respectively; and as the rows above and below them also started with English and Afrikaans, respectively, the languages were out of order all along the two rows (*Diagram on page 21*). Consequently, it is possible to get two English or two Afrikaans stamps se-tenant in vertical pairs.

There appear to have been two pairs of roll cylinders of onepenny Type 1. Printings were also made from a pair of cylinders with Type 2 images, but these were issued as sheets



of 240. I am not sure whether any rolls of this type were issued. The sheets from these cylinders were without top or bottom margins and without any arrows. The two sheet numbers were in the right margin. As the numbering devices were set to print each number twice opposite every 22 rows, and as the web was cut into units of 20 rows, the positions of the numbers vary from sheet to sheet; and on every tenth sheet the numbers are consecutive instead of the same. The added rows on the frame cylinder were from multi-positive rows 3 and 4.

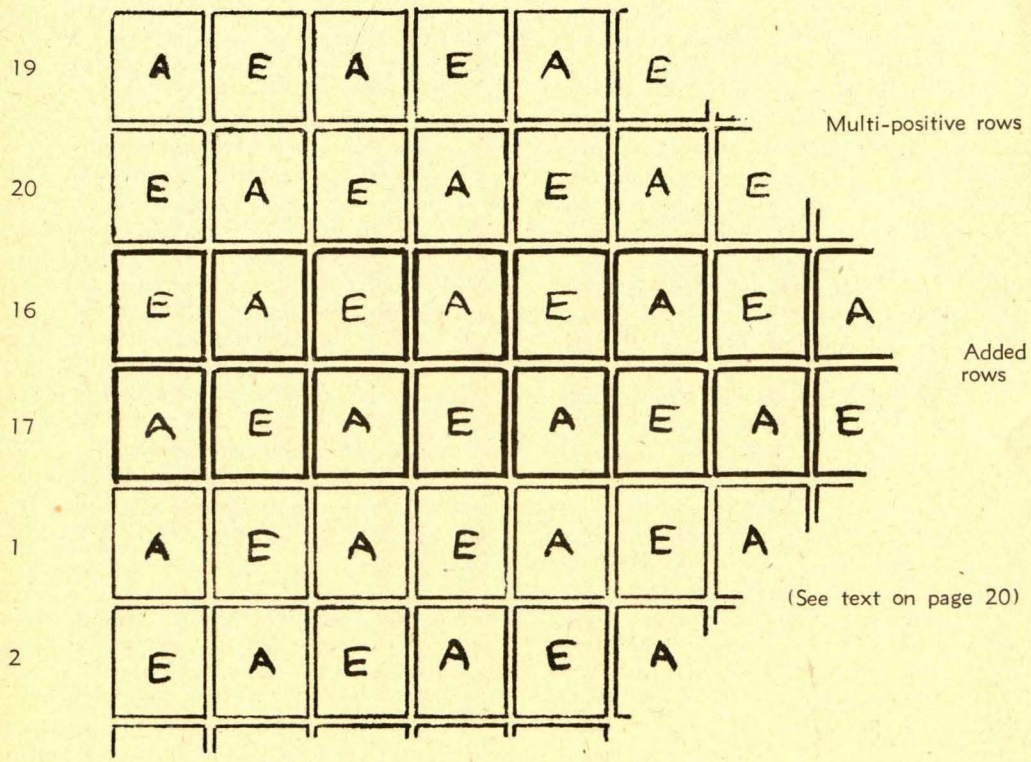
In 1935 printings were made from halfpenny Type 2 and onepenny Type 3 roll cylinders, which were of a new type with a narrow gutter running round the middle, dividing the images into two panes of 120 (20 rows of 6). Surplus printings from these were issued to a few post offices in sheets of 240. These were without top or bottom margin, but with the gutter. The sheet numbers were in the left side margin and every tenth stamp had two different numbers. The extra rows were noticeably deeper than the others; there were three distinct shades of the halfpenny.

These sheets were the only rotogravures which were not perforated on the printing presses. For some reason they were perforated by a single row horizontal comb, which was evidently an old crock, as the pins were very irregular and sometimes missing. The center gutter was perforated across; there was one hole extending into the left margin, and either one or two into the right. The gauge was 14 x 14 instead of 15 x 14.

Fortunately many of these "gutter sheets" were saved, but the onepenny is scarce. The next (current) onepenny roll cylinders did not have the gutter.

This is the first of two articles by J. A. Perkins of Dorset, England, with additions by F. E. Sellmansberger of Pittsburg, Kansas. The second, dealing with the first photogravure issues of Great Britain, will appear in the April issue of

THE COLLECTORS CLUB PHILATELIST



(See text on page 20)

MOROCCO

Postal Conditions Before 1912

Additional findings, corrections of articles on subject previously published in C. C. P.; four publications listed as source material.

By E. F. Hurt, (A. P. S., B. P. A.)

So essential do I hold it to be that information on any particular subject should be not only up-to-date but accurate, that I feel certain that Alf. G. Johnson will not object to my making the following addenda and corrigenda to his articles on the subject in the C. C. P. for April and July, 1947 (Vol. 26 Nos. 2 & 3).

Unfortunately, as Mr. Johnson himself admits by his bibliography, he did not have at hand for consultation any of the later authoritative works on the Local Posts of Morocco. It is also a great mistake to depend, for a complete listing of stamps, on a catalogue issued by a dealer for the sole purpose of trade, since the latter naturally only lists what he has to sell in the majority of cases.

For much later and more accurate and complete information, I would recommend Mr. Johnson and others interested to refer to the following:

1. The excellent and studied series of articles by A. L. Cords *(American Philatelist,* Vol. 52 Nos. 9-12, and Vol. 53 Nos. 2-6), which are doubtless in the library of the Collectors Club.

2. *"La Poste Locale de Maroc"* by Hofstetter, Lesueur and le Comte Exelmans. Published by Yvert & Co., Amiens, 1945. This is a much more specialized and up-to-date work, by three specialists on the subject, than was the book with a similar title published in Paris by the Groupement Philatelique, from the pens of Hofstetter & Bonafous, in 1935. M. Hofstetter is president of the French Society of Collectors of Local Stamps; M. Lesueur, the vice president; and Count Exelmans, a noted specialist on cancellations.

3. *"P.T.T.-L'Office Chérifien des P.T.T. et l'Evolution Postale au Maroc"* by Renée Michel (1938), an employee of the Direction of Posts, Telegraphs and Telephones of the Cherifien Service. This is a history of the Moroccan Posts, well documented, from the middle of the 19th century, in all its phases, almost up to the time of publication.

4. *The Handbook of Local Stamps* which Messrs. L. N. & M. Williams, the well known philatelic authors, compiled with myself and published in 1942-45. This contained, in condensed form, all available information to date on all the local posts and their stamps, and much previously unrecorded information which we gleaned from my own and other leading specialized collections. There are plenty of copies of this in libraries and elsewhere in the U. S. A.

In order to avoid unnecessary length, I propose to let Mr. Johnson's article stand as written, but to discuss it page by page where I am able to supplement or correct what he has written.

Foreign Posts in Morocco (Page 62)

The British Post. A consular post was opened in Tangier in 1857, although from 1834 a courier service had been in existence between Tangier and Mogador in connection

with the mails sent by boat from Gibraltar. This courier service at first functioned only once a month, but from 1858 it was put on a regular schedule and stamps of Britain were used on letters from both places from 1885. At first the date stamps were only applied to the covers, the stamps themselves being cancelled on arrival at Gibraltar, but in 1881 all stamps were cancelled with the date stamp of Tangier in passing through from other consular offices. In 1886, British post offices were opened at Rabat and Laraiche under the Gibraltar post office, and Gibraltar stamps were used. Further offices of a similar nature were opened at Casablanca in 1887, Mazagan in 1888, Tetuan in 1890, Safi and Mogador in 1891, Fez in 1892, and El Ksar, Tangier and Meknes between 1893 and 1907. Except in Tangier, at this period the British post was represented by the consuls or their agents.

THE FRENCH POST. As Mr. Johnson states, the first French office was opened in Tangier in 1854, but this was only a consular post responsible to Oran (Algeria). A distributing post office was opened at Tangier in 1862, and was made a receiving office in 1888. Other offices were opened in Alcazar, Fez and Laraiche in 1893, and in Tetuan in 1895.

THE GERMAN POST. The German post offices opened in December, 1899, were in Tangier, Laraiche, Rabat, Casablanca, Mazagan, Safi and Mogador. Stamps of the German fatherland were never officially used in Morocco.

Route No. 1 Mazagan-Marrakech
(Page 65-68)

This service of Brudo's was weekly, not daily.

The stamps of the 1891 issue were first printed from stones of 132 subjects (12 x 11), while the second printing was from stones of 100 (10 x 10). The paper can be found white, grayish or cream.

The date of issue of the surcharge provisional was September, 1892.

ISSUE OF 1893. None of these stamps are on laid paper. The paper was plain wove, but before printing the design itself, the paper was passed over a lithographic stone which printed on the face, in a pale lithographic wash of color, a background of fine parallel lines, running horizontally for the first issue and vertically for some later stamps. The stamps were printed over this.

The stamps on horizontal background were from sheets of 126 subjects, perforated 10, but those with the vertically lined background were from new stones printing sheets of 100 in four panes of 25.

The 10c. *ultramarine* is also known on horizontal ground perforated 10; the 50c. is known as an error in blue. No. 5a is also found perforated 11, but the 10c. perforated 11 only occurs in the gray and blue-gray shades.

The cancellation used at Marrakech is that of "Jacob Hazan Mirakez," Brudo's agent there.

Mr. Johnson's No. 8 of 1894 again is not on laid paper, but on paper treated as described above. For No. 9 there are not only several shades, but it was printed from two stones which gave either a wide or narrow setting making formats of 20 x 35 mm. or 23 x 28 mm. The sheets in this case were of 96 (8 x 12).

BRITISH AND ITALIAN MAIL. This did not close until March 20, 1900.

Nos. 16 to 21 are known imperforate. No. 17 is also known bisected for the 5c. rate. No. 22 is also found with surcharge in black.

Mr. Johnson fails to list the two provisional surcharges of July, 1899, made necessary by a cut postal rate, i. e., "8" in black or violet on the 10c. Note: No currency is mentioned in the surcharges of any of these provisionals, as Mr. Johnson's listing seems to imply.

The 20c. color trials were, I believe, all for the postcard printings. Incidentally, the 10c. postcard was on pale blue, not green.

Printer's error, "centessimi" (Italian currency), should read "centesimi."

THE FRENCH MAIL. It may be immaterial, but the Bedouin depicted on the stamps is, I am assured, hunting gazelles, not antelopes, although both are found in Morocco.

ISSUE OF 1899. The stamps were from sheets of 50 (10 x 5). The 25c. is also known in bistre.

I have never come across the "double brown lines on the back" of these stamps, which I think must be due to the fact that some in

Mr. Johnson's collection had been stored on lined paper which had transferred.

POSTAGE DUES. These were printed at Marseille in sheets of 50 (5 x 10).

Imperforate at one side is a variety found on many stamps of most of the Moroccan local issues, and such copies come most often from sheet margins or from pairs imperforate between which have been divided.

Route No. 2 Tangier-Fez (Page 69-70)

FRENCH POST. This mail made connection, by agreement, with the French Post in Morocco. Branch offices en route were at Laraiche, El Ksar and Meknes, and postmarks of these places appear on the stamps.

No. 40 on slightly blued paper. I cannot find No. 40a recorded anywhere else, and I have certainly never seen it.

Nos. 42 and 43 should be listed on straw-colored paper, any other tints being due to careless printing, or not cleaning entirely the printing surface of the machine, thus giving a slight surface of the color of the ink used for the actual stamps. This effect is common on many Moroccan stamps.

Nos. 38a to 44a are forgeries mentioned in most lists. This service ceased January 1, 1893, but the French post office took over the stamp stock and used it until April 1 of the same year, so that French postmarks can be found on them during this latter period. These again, therefore, become forerunners or adjuncts to the regular French issues. It may be remarked that at one time, previous to the recent World War, Yvert did list many of the local stamps in their well-known standard whole world catalogue.

Route No. 3 Mogador-Marrakech
(Page 70-73)

FRENCH POST. The real reason for the closure of this post was that the Cherifien Post was running a service over the same route and charging half the fee — 10 mouzounas against Brudo's 20 centimes.

ISSUE OF 1892. It would be better to say "similar," rather than "same" design as that of the stamps of Mazagan-Marrakech, since there are differences, notably in the corner crosses and the lettering of the inscriptions.

No. 45 is known imperforate.

THE GERMAN POST. The Cherifien Post had knocked out the French Post, as shown above, which was why Marx & Co. started on a 10c. letter rate (30c. for registered letters), hoping to succeed by a better service. Marx & Co.'s agent in Marrakech was Nissian Coriat.

The 5c. No. 46a, does not, I believe, exist perforated 11½, but in 1897 a 5c. was issued in the same design, perforated 11 x 11½, in a new shade of yellow green, printed from a new stone, with a wider setting yielding stamps of larger format. This 5c. was issued simultaneously with No. 47a, which was also from a new stone with wider setting than the first 10c. stamp.

The "further prints" mentioned are pure forgeries, very common, often canceled to order, and mentioned by all leading authorities. They cannot be "reprints," since they are from a new die and different stones.

Nos. 51 and 52 (1896) had the surcharge 19 mm. x 5 mm. high.

Hofstetter also lists the "10 centimos" on 15c. blue with 16 mm. surcharge, and there is a third measuring 6 x 21 mm., in which the lettering is much broader and shows double lined, in black on the 15c. I have a number of used copies all showing various dates covering some two months, my attention being first called to it by a well-known English philatelist, I. I. Hamilton, M.A.

The "10 centimos" on 1 peseta must be added to the listing of provisionals.

The 1899 issue is correct in five values only. The paper of this issue is sometimes toned, and the 5c. and 10c. both exist on a thin, transparent paper.

PROVISIONALS OF 1900. The 5c. surcharge exists double. Of the surcharge with a star after the "5," in violet, only 17 copies, all in the hands of members of the French Society of Local Stamp Collectors, exist with the surcharge reading downwards—all certified by M. Brun.

Route No. 4 Fez-Sefro (Page 89)

FRENCH POST. This post was organized by M. S. Abudarham, and managed by Aaron Cohen, September 1894. One mail per week.

The perforations cover a wide range. These

may be from two or more printings. I have recorded 11½; 13; 13½; 13 x 12½; 12½ x 13; 13 x 13½; 13½ x 13; 11½ x 12 x 13; 12½ x 13 and 14. Perforation 11½ is always on toned paper, and is very scarce. So far, I have not had time to examine any quantity of used copies to see if particular perforations can be assigned to certain periods. A number of distinct shades suggest several printings.

Route No. 5 Tangier-Arzila (Page 90)

Cohen is said to have affiliated this post with the Spanish Moroccan Post.

The 5 pes. exists imperforate.

Nos. 64b to 67b, perforated 14 are from a separate printing, from new stones with a wider setting of the subjects yielding stamps of slightly larger format. Hofstetter assesses these as worth 50 per cent premium.

Of other perforations, I have recorded: (a) On the first printing with smaller format, all values perforated 12½ x 13, or 13 x 12½; the 20c., 25c. and 5 pes. perforated 12½; (b) In the second printing with larger format, 20c. perforated 14 x 13½. Doubtless other values will be found in these unusual perforations. The first issue, normally perforated 13, can be found with thin white gum or thicker brownish gum.

Route No. 6 Alcazar-Quezzan (Page 91-92)

FRENCH POST. Created by M. Galantuomini, agent for Borgeaud, Rentemann & Co., it was administered by M. Sirfaty in El Ksar. Service twice weekly.

The stamps are lithographed and found perforated 12½ (very scarce), and 11½.

NOTE:—The Spanish mail, issuing stamps of the "Dove over Minaret" design, inscribed ALCAZAR-WAZAN, began in June, 1897. These very rare stamps, of which I have only four, were lithographed, and are either coarse perforated 10 or clean perforated 13½. The sheets were of 50 (5 x 10). The eight values were 5c. green, 10c. orange, 20c. rose, 25c. deep yellow, 50c. red, 75c. blue, 1 pes. violet, 2 pes. deep blue-green.

Route No. 7 Tetuan-Chechuan (Page 92)

FRENCH POST. Date of stamp issue is now agreed as March, 1896. Most authorities can find no evidence that it continued service after the end of 1896.

The 25c. exists imperforate.

NOTE: The Spanish local post was organized by M. Cohen of Tetuan in June, 1897, and carried on for only about six weeks, as far as can be ascertained from recorded used stamps. The remaining stock of stamps was destroyed in the same year, so that these are among the great rarities of these local posts. The stamps are of the "Dove over Minaret" type, inscribed TETUAN-SHESHUAN. One cover is known. I have two mint copies. They were lithographed in sheets of 50 (5 x 10) perforated 10, rough or clean. The values are as given by Mr. Johnson, but the 5c. is green, the 1 pes. violet, and the 2 pes. deep blue. The 25c. is known imperforate. Probably these stamps were from the same printing stone as the similar type for ALCAZAR-WAZAN mentioned above, only a change being made by substituting a new transfer for the place names on the stone.

Route No. 8 Tangier-Tetuan (Page 93)

PORTUGUESE POST. Organized by Jaimito Nahon, son of Isaac Nahon of the Mosid Nahon Bank in Tangier, it had branch offices in Tetuan and El Ksar. Although a Portuguese post by the nationality of its organizer, it was carried on in conjunction with the Spanish postal service in Morocco and one some times finds Spanish cancellations. The 10c. is known imperforate. Size of all stamps varies considerably.

Route No. 9 Tetuan-Alcazar (Page 93)

PORTUGUESE POST. Organized by Si Allal Abdi, French postmaster at Tetuan. Original stamps are on thin paper, which accounts for the high proportion of defective and thinned copies one sees today. They are printed in bright colors on white, or dull colors on yellowish, although the latter may, in my opinion, be due to climatic change.

Clandestine imitations were made of the 5c. and 10c. on thick paper with shiny gum.

Route No. 10 Fez-Meknes (Page 94-95)

FRENCH POST. Organized by M. Bensi-

mon, joint director of the Jewish Allied School in Fez. Twice weekly service in conjunction with the British Tangier-Fez service, from March 20, 1898.

The lithographed sheet was of 150 stamps in six panes of 25 (5 x 5)—not 100 in four panes as Mr. Johnson states, and this applies to both issues, postage stamps and dues.

All these stamps are known imperforate one side, and the 50c. and 1 fr. are recorded in pairs imperforate between.

The postage dues were in sheets, as above. All authorities now seem to call the perforation 12. Mr. Johnson makes it 11½, while I find it is usually nearer 11¾. I think the differences are due to paper shrinkage, possibly in gumming or from climatic causes.

The 20c. is known imperforate between in pairs, and I have such a pair.

Route No. 11 Tangier-Laraiche (Page 95)

BRITISH POST. I find no evidence to call this a British Post. It seems evident that its organizer was Portuguese. The post began in February, 1898, but the date of closure has not been discovered.

A number of interesting transfer varieties can be found; notably, the "comma between 50 and the value." There are also some shifted transfers, and I have a clear double transfer example over the larger part of one stamp. The stones were made up by transfers from one setting for the main design, while the value tablets were laid in by secondary transfers on their respective stones.

Route No. 12 Tangier-Alcazar (Page 96)

SPANISH POST. This post was created in August, 1898.

The stamps are typographed, not lithographed, and printed in sheets of 45 (5 x 9) either in bright colors on white, or dull colors on yellowish paper. These paper color variations are as given by Hofstetter, but I feel sure the dull colors and yellowish papers are the results of climatic exposure.

Route No. 13 Mazagan-Azemour-Marrakech (Page 96-97)

SPANISH POST. This post started in July, 1897, and ceased in 1899 because the detour via Azemour made the service less efficient than the more direct competitive service run by M. Brudo.

The stamps were in sheets of 30 (5 x 6). All stamps except the 5c. are perforated 11 or 13½; the 5c. being only known perforated 13½, on white paper. But the 15c., 25c., 50c. and 1 fr. are also known perforated 11 or 9½ on yellow paper, presumably from a second printing.

Route No. 14 Safi-Marrakech (Page 97)

FRENCH POST. The date of opening has been established as June, 1899, with two services weekly in either direction.

I have used copies perforated 13, and stamps with this perforation are rare.

Nos. 135a to 141a cannot be clandestine prints, I think. They may be reprints, using a new stone for the values, or even, just as likely, a second issue of which there were very large remainders.

The post closed down at the end of 1899 because of persistent loss of revenue.

Route No. 15 Mogador-Agadir (Page 98)

SPANISH POST is the post of M. El Maley David, merchant, of Mogador; date of closing unestablished.

The flag and values on the stamps are in red, not black, as Mr. Johnson states, and were printed in sheets of 100 in four panes of 25 (5 x 5) with broad colored lines horizontally across the interpanel margin.

The 20c. is known imperforate, and I have a strip of three of the 5c. with the above panel margin imperforate horizontally. I also have the 1 peseta with fine roulette on one side, probably an attempt to remedy a sheet which was vertically imperforate.

Route No. 16 Demnat-Marrakech (Page 99)

FRENCH POST. Opened in October, 1906, by M. Charles Firbach (not Firback); closed early in 1907.

There were two separate printings. The first stamps were in deep red on grayish paper and were printed in sheets of 24 (3 x 8)—

(continued on page 60)

An Early European

POSTAL GUIDE

The Collectors Club library yields an early 17th century volume which describes postal service in Italy and surrounding countries.

By Elliott G. Corin

In the Collectors Club Library, which is the source of so much material for serious philatelic students, there is a small octavo volume of 446 pages, bound in vellum, which was published in Venice in 1620. It is entitled "New Postal Guide for the Whole World" by Octavio Codogno. So important was this work that it ran through many editions over a period of at least sixty years, and perhaps, longer.

In the monthly periodical of the Universal Postal Union, "L'Union, Postale for 1886," there is an interesting discussion of this work, which we quote practically verbatim, with such notes as we feel are necessary for a fuller comprehension of this remarkable little book.

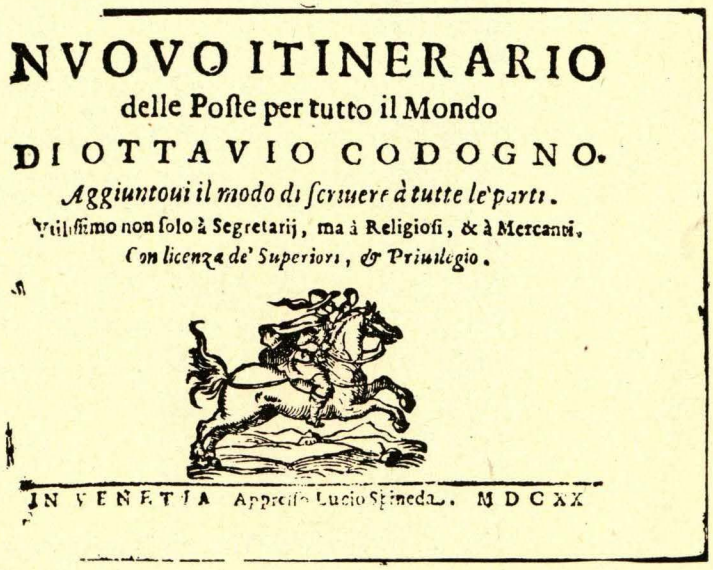
The article quoted has the title:

The most ancient Italian Postal Guide.

(This was not quite correct, as we will see later.)

By Mr. Loeper, Postal Director at Markirch.

New Postal Guide for the Whole World, by Octavio Codogno, published in Venice in 1620


NVOVO ITINERARIO
delle Poſte per tutto il Mondo
DI OTTAVIO CODOGNO.
Aggiuntoui il modo di ſcriuere à tutte le parti.
Vtiliſſimo non ſolo à Segretarij, ma à Religioſi, & à Mercanti.
Con licenza de' Superiori, & Priuilegio.
IN VENETIA Appreſſo Lucio Spineda. M D C XX

We have lately come into possession of a Postal Guide published in 1676 at Venice, in the Italian language, which affords considerable interest from the fact that it is not only one of the oldest works of the kind, probably the oldest of all, but also because it gives a—for that period—remarkably detailed account of the postal arrangements of the time.

(Loeper is referring to the 1676 edition, which had 478 pages. There were editions in 1608, 1611, 1620, and 1656, and probably other years. The title in full follows)

"Nuovo Itinerario delle Poste per tutto il Mondo. Di Ottavio Codogno. Con il modo di scriuere a tutte le parti. Utilissimo non solo a Segretarii, ma anco a Religiosi, & a Mercanti. Aggiontoui in questa nuoua impressione vn Compendio di viaggi, e Poste & le Fiere principali, che si fanno in diuerse Parti del Mondo, con alcune cose nottabili dell' Alma Citta di Roma. Con Licenza de' Superiori, e Priuilegio."

Translated, this means—

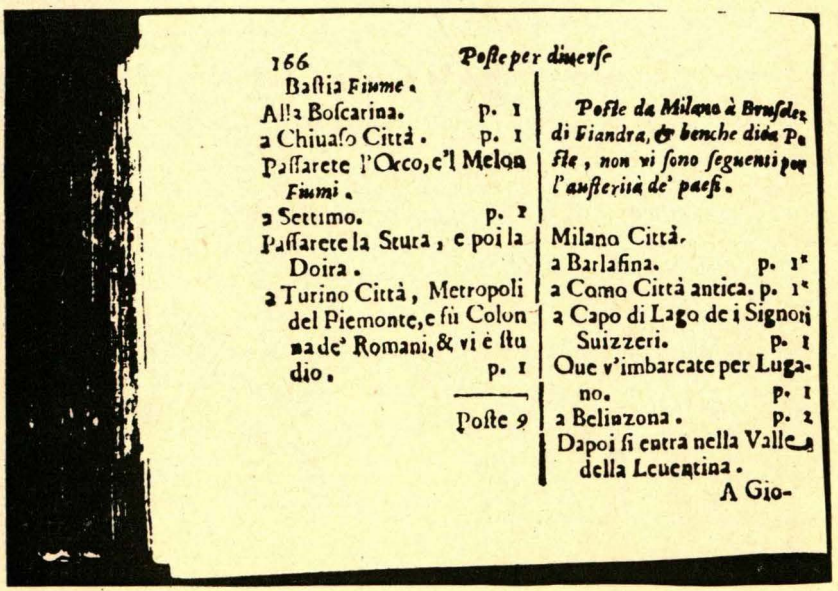
"New Postal Guide for the whole world, by Octavio Codogno. With instructions how to write to all countries. Most useful not only to Secretaries, but also to members of religious brotherhoods, and merchants. This new edition has been enlarged by the addition of a list of routes of travel, and of postal services, as well as of the principal fairs "held in the various parts of the world, and also of the principal sights of the great city of Rome. Published by permission of the authorities, all rights reserved."

(The "authorities" mentioned were probably the Postmaster at Milan, where Codogno was a deputy postmaster.)

As may be seen from its title, this Postal Guide is a copy of an enlarged edition of the work. Earlier editions must have come out about 1640 and 1660, for L. Hornigk, the oldest German postal writer, mentions this Postal Guide in a treatise entitled *"De regali postarum jure"* (Vienna 1648), and recommends it to the attention of German and other postmasters; judging, moreover, from some figures in the book itself, it is more than probable that it dates as far back as 1610.

(Loeper was correct in the assumption of "earlier editions," since the one in the Collectors Club is the 1620 edition.)

The most ancient German Postal Guide



166 Poſte per diuerſe

Baſtia Fiume.
Alla Boſcarina. p. 1
a Chiuaſo Città. p. 1
Paſſarete l'Orco, e'l Melon
Fiumi.
a Settimo. p. 1
Paſſarete la Stura, e poi la
Doira.
a Turino Città, Metropoli
del Piemonte, e fù Colon
na de' Romani, & vi è ſtu
dio. p. 1

Poſte 9

Poſte da Milano à Bruſelz di Fiandra, & benche dida Poſte, non vi ſono ſeguenti per l'auſterità de' paeſi.

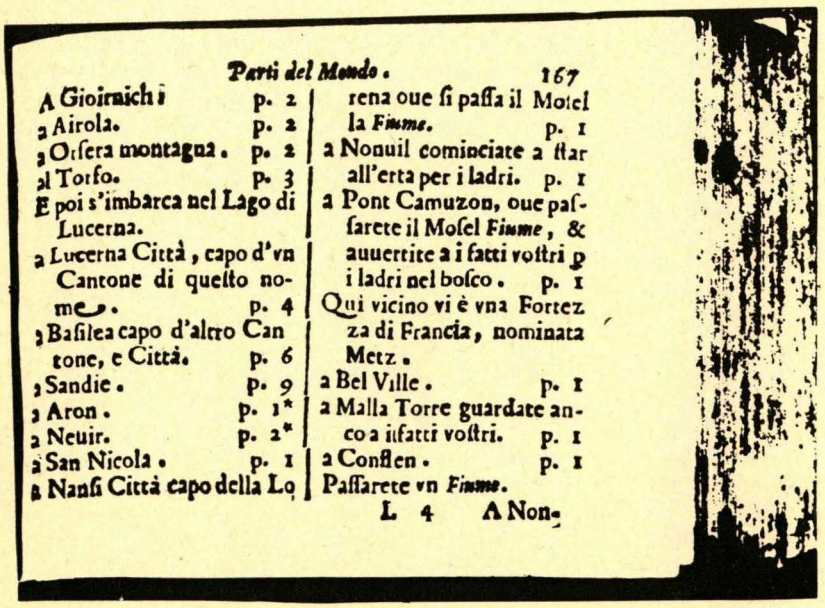
Milano Città.
a Barlafina. p. 1
a Como Città antica. p. 1
a Capo di Lago de i Signori
Suizzeri. p. 1
Que v'imbarcate per Luga-
no. p. 1
a Belinzona. p. 2
Dapoi ſi entra nella Valle
della Leuentina.

A Gio-

was not published till 1703, the earliest French work came out rather after than before this date, so that in point of fact the book of which we are treating may be looked upon as the most ancient Postal Guide that has ever existed. It is true that there are "Itineraries" of much older date, but they contain no information as to the time of arrival and departure of mail-coaches, etc.

The work under review is of great value chiefly because it has an *international character,* as may even be inferred from the words *"per tutto il mondo"* contained in its title. As a matter of fact it not only treats of the postal service in Italy, but also gives particulars concerning the postal lines to the various civilized countries which possessed postal services at that early period.

It may be inferred from the thorough knowledge of postal arrangements displayed by the author that he was a postal officer. This supposition is confirmed by a remark in the preface to the effect that he holds an office the duties of which take up a considerable part of his time; the statement on the title page referring to the permission granted by the authorities, also points to the same conclusion. In the preface, the author speaks of the many blunders committed during the journeys of the couriers with the Post, and also in addressing letters to be sent by this means to different parts of the world, blunders which were the cause of much inconvenience to travellers and senders of letters, and says that they are chiefly attributable to the fact that travellers and senders of letters have no sufficient knowledge of the distances from one place to another, nor of the routes by which they have to travel, or by which letters are forwarded. That he has been induced by these considerations to draw up the Postal Guide in the interest of the world at large, to have it printed, and to bring each new edition into accordance with existing requirements. He at the same time explains that the book is written in a very matter-of-fact style, and often in harsh and coarse language. Although this is true on the whole, yet the statement must not be taken too literally, for according to the custom of the writers of the XVII century, the author has embellished the specially historic pages of his work with quotations from classic writers, and has not disdained to enliven his otherwise dry style by the occasional use of flowery language and rather far-fetched comparisons, perhaps in order to show that he was not devoid of a general culture. Thus, he mentions, for instance, that he does not intend treating his Postal Guide in the same manner as the Em-



Parti del Mondo. 167

A Gioiraich i p. 2
a Airola. p. 2
a Oſſera montagna. p. 2
al Torſo. p. 3
E poi s'imbarca nel Lago di Lucerna.
a Lucerna Città, capo d'vn Cantone di queſto nome. p. 4
a Baſilea capo d'altro Cantone, e Città. p. 6
a Sandie. p. 9
a Aron. p. 1*
a Neuir. p. 2*
a San Nicola. p. 1
a Nanſi Città capo della Lorena oue ſi paſſa il Moſel la *Fiume.* p. 1
a Nonuil cominciate a ſtar all'erta per i ladri. p. 1
a Pont Camuzon, oue paſſarete il Moſel *Fiume*, & auuertite a i fatti voſtri p i ladri nel boſco. p. 1
Qui vicino vi è vna Fortezza di Francia, nominata Metz.
a Bel Ville. p. 1
a Malla Torre guardate anco a itfatti voſtri. p. 1
a Conflen. p. 1
Paſſarete vn *Fiume.*

L 4 A Non-

peror Nero did the bronze statue of Alexander the Great, which he first ordered to be gilt, and then soon afterwards had the gilding taken off in order to restore the statue to its original beauty.

Codogno's work is divided into three parts.

The *first* part deals with the privileges and duties of the Postmasters General, of their Substitutes, of Secretaries (in the General Post Office), of Postmasters, of couriers, of postal messengers, and of foot messengers and gives particulars as to the kinds of money most convenient for travelling.

The *second* part contains detailed information of importance to travellers, in the shape of a list of numerous post routes, together with the indication of the distances from one place to another reckoned per "stage" and "half stage." Special attention is bestowed upon large towns, mountains, and rivers.

In the *third* part information is given as to the hours of departure of the ordinary mail coaches running between all the important towns in Italy, as well as in Germany, France, Spain, Portugal, etc. Then follow particulars with regard to the principal sights of Rome, and a list of the most important fairs and markets in the various countries. The Postal Guide is furnished with an index which enables the reader to take a rapid survey of its principal contents.

The author considers, and rightly so, that the contents of his work will be particularly useful to the Secretaries of Princes, to merchants, and other persons, an opinion enunciated in a similar manner on the title-page.

The first part of the work which treats of the duties and privileges of the various officials, from the Postmaster General down to the postal foot messenger, affords special interest. In the historical description of the development of the postal arrangements appended to this part, the author goes as far back as to the legendary King Theseus and to Bellerophon, in whose time—about 2600 years before Christ—it is alleged that the use of the horse must have been known.

In the course of his description the author also speaks of the *Taxis* family, called *Tassi* in Italy, about whose work and doings he tells us much that is new. We therefore give below as literal a translation as possible of the passage referring to this family:—

(Tassi was Teutonized into "Taxis." One member of the family had the appellation "de Tour et Tassi," which became "Thurn and Taxis." This family dominated western European postal systems for nearly 500 years. In 1935 Belgium issued a souvenir sheet with a portrait of Francois de Tassis for the Brussels Philatelic Exhibition [*SP68*].)

"These capable men, the Tassi, who hold the office of Postmaster General for the whole Empire, Spain, Italy, Flanders, and Burgundy, not so much for the convenience of their sovereigns, as rather for the common good of all merchants, have invented many fine means for despatching letters to all parts of the world, and for receiving correspondence from all countries. It was Raimund de Tassi in Spain, and his cousin Antonius in Rome, who so wisely despatched a regular courier from Rome to the all-powerful Catholic King (of Spain), and from there, once a month, to Rome. It is true that during the French wars in the time of King Henry III and King Henry IV (1574-1610) this regular courier ceased to be sent by land, but soon made use of the sea route instead, taking ship at Genoa and sailing to Barcelona whence he continued his journey *via* Saragossa to Madrid. This service left much to be desired in point of safety from the fact that the courier had to entrust himself to the treacherous waves of the Ocean, thus running the risk either of getting drowned, or of being caught by pirates, or of being made a prisoner by the French, or of being carried to Africa to fall into the power of the Moors, or, as frequently happened, of being kept on the ship (as a rower).

"When peace was once more restored, the old route *via* Alessandria, Lyons, Limoges, Bayonne, Bordeaux, Irun, Vittoria, and Burgos, was resumed, not because it was shorter than that *via* Avignon, Narbonne, Perpignan, Barcelona, and Saragossa, but for the reason that the French preferred it because Lyons is an important commercial city, and because the route *via* Lyons is more conveniently situated for despatching news of the events occurring in Italy to Paris, than the route through the Provence and the Languedoc. This is the reason why the French have forbidden all

persons travelling by Post to take the latter route. Rudiger or Roger Tassi, Simon's successor, abolished the regular mail service between Milan and Rome, and substituted a postal courier * service in its stead. He accelerated the postal communications between Rome and Naples, on the one hand, and Rome and Florence, on the other, to such a degree that the postal messengers travelled at a speed which has not yet been surpassed. The Post does the distance between Rome and Venice and *vice versa* at all seasons in less than two days to the infinite convenience of those who use it, for a regular postal service in winter from Rome to Venice in less than two days is truly no small matter. I do not wonder that this service was not thought of sooner, seeing that the most illustrious Republic only appointed special messengers 22 or 24 years ago.

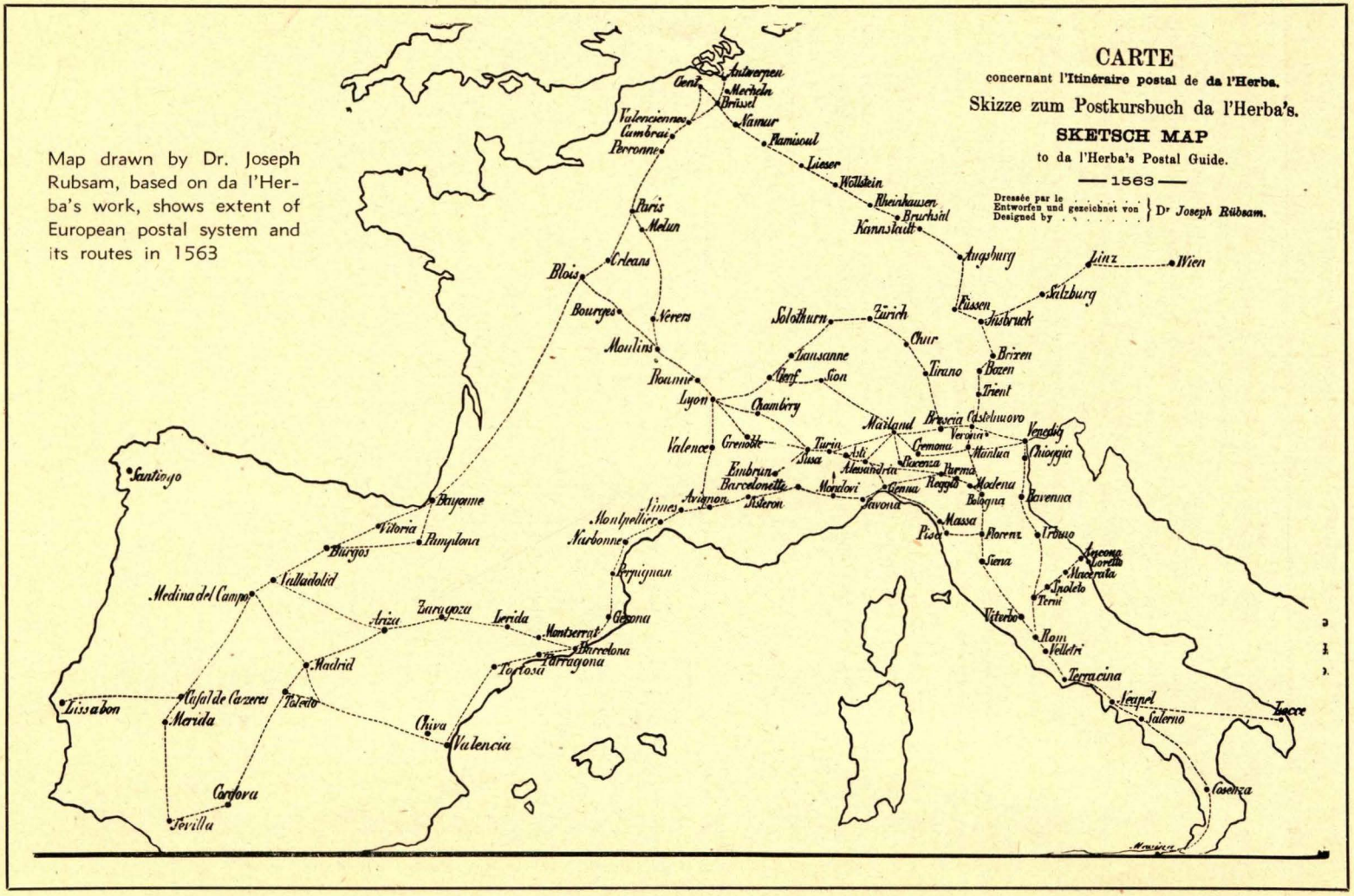
"Were I to speak of every single mail and every regular postal service that has been organized by other Tassi in those States in which they have started postal arrangements, I should weary my readers extremely. I only add that, induced thereto by the good reputation which the Tassi have enjoyed, and still enjoy, others have derived advantage from this well earned renown, and this principally in Germany. It will be found that the most ancient postmasters added the name of Tassi to their own; as if they had tacitly felt bound to call themselves Tassi when wanting to obtain this office. Now the fact that the above-mentioned Tassi were so highly valued and so much beloved by the Kings and Emperors, more particularly by those of the house of Austria, was the reason why some men, either actuated by envy of the glory and high position acquired by the former through their constant and confidential intercourse with their sovereigns to whom they had free access at all times for the purpose of giving information about the persons arriving or leaving by Post, or moved by cunning covetousness of the advantages and profits attached to this office, endeavoured to oust them of their position, and to secure for themselves so honourable an office. These practices principally prevailed at time of the victorious Philip II of blessed memory, who had a certain likeness to the good Emperor Adrian. As is related by historians, and more particularly by Doglioni, it was his habit to give the officers successors who had been nominated beforehand, and he never deprived the holders of offices tenable for two years of their position before the end of this time, unless they had committed some grievous crime. He did not lend his ear to persons coveting their position, however large the sums of money offered by these suitors, but deprived them of all hope of obtaining the offices in question by the sensible reply:—'One must have consideration for a man who has served'; for this so judicious King, to whose praise it may be said that he valued faithful servants, had the intention of restoring the heirs of the above-mentioned Roger to office. It is true that, owing to the intervention of certain incidents, this intention was not carried out."

(The Thurn & Taxis post, as philatelists well know, functioned until 1867, when it was taken over by Prussia. The stamps of this post first appeared in 1852.)

"As I have now come to the end of this chapter, I may sum up the whole by repeating that the title of *"Corriere Maggiore,"* which means the same as "Postmaster General," belongs exclusively to the functionary who manages the postal service of a whole State, and not to those who, in a State, are delegated to manage offices at which letters are received and delivered and that form the starting points for the couriers, of which officers there are many in Rome, Venice, Lyons, Paris, and other places."

When the author states above that other persons took advantage of the fame attaching to the name of Tassi, and this more particularly in Germany, he was certainly wrongly informed. There is, as pointed out by several writers, more ground for the assumption that after one branch of the Tassi or Taxis family had risen to fame in Germany in consequence of the establishment of the postal service, members of that branch of the Tassi family that was living in Italy may have felt called upon to organize similar arrangements in Italy and other countries. Codogno's asser-

* Codogno distinguishes postal couriers or postal messengers, from couriers despatched by order of sovereigns on special occasions.



Map drawn by Dr. Joseph Rubsam, based on da l'Herba's work, shows extent of European postal system and its routes in 1563

tion is, moreover, in contradiction with his other statement, that it was the merits of the Tassi family which won for them the esteem and affection of the Emperors in Germany. Litta, a modern Italian writer whose information certainly rests on good authority, relates in volume V. of his *"Famiglie celebri Italiane"* (Milano 1850) that Roger Taxis established the Post in Germany as early as 1493, and that since that time a piece of badger skin *(pelle di tasso)* had been placed across the foreheads of horses, while the post-horn was introduced into the armorial bearings of the Tassi.

("Pelle de tasso" is a play on words—"tasso" meaning "badger," and "Tassi" being the original family name. The post horn is a device used for announcing the arrival of the postal messenger at a station so that a relay would be ready and no delay would ensue.)

It would, therefore, first have to be proved that the postal service had been started in Italy at an earlier period than in Germany, a question concerning which we as yet possess no documents. Until proof to the contrary, it may, therefore, be held that the Posts in Germany and in Italy had pretty well a common origin, as Venice at once entered into postal communication with Augsburg and other German cities.

The third chapter of the first part of the Postal Guide, which treats of *Postmasters* (station masters) *and their duties* will be found specially interesting, all the more so from the fact that very little has been said on this subject in other works. Codogno informs us that it was the duty of postmasters to supply couriers, extra-posts, ordinary posts, and travellers with horses, as well as to convey estafets, and to receive, despatch, and deliver letters. When the postmasters owned or rented inns, they also afforded accommodations to travellers arriving with posthorses, a business which yielded large profits. This circumstance, together with the privileges connected with the office of a postmaster, such as, for instance, the exemption from taxes, the right to carry arms, etc., was the reason why innkeepers readily undertook the management of postal stations.

While the postmasters of small intermediate stations, or of stations on branch lines, either carried out the conveyance of the mails, couriers or travellers themselves, or had it carried out by members of their families, the postmasters in towns and large places had to keep special post boys *(Postillone)* who were perfectly acquainted with the roads and the management of horses. As at that period the number of postal articles was small, one of the post boys had also to deliver the letters, a duty which, at small postal stations, was performed by the postmasters or by members of their families. Codogno goes very fully into the question of the breed of horses which should be kept by the postmasters. Probably in order to show his knowledge of the best breeds of horses, he mentions the tiger-coloured horses of Numidia and Tunis, the Turkish horses, those from the neighborhood of the Tagus in Portugal—among which, according to Pliny, those bred whilst the wind Favonius was blowing are particularly fleet —then the jennets or Spanish horses, the palfreys, the Sarmatian horses etc. He is, however, of opinion that these thoroughbred horses are not suitable for the special requirements and hard work of the postal service, and recommends postmasters whenever possible to purchase horses bred in the country itself, among which there were also fleet nags. He further expresses the opinion that the horses must be good looking, and free from serious defects. He requires that the rooms of the postmasters should face the road, or that, at least, the stable boy or the post boy should sleep in a room facing the road, in order that when he hears the post horn at night he may rise at once and either get the horses ready, or cause them to be got ready, for starting, and this both for couriers and ordinary travellers. Codogno also recommends that the harness should be made of good leathers, and that a special piece of badger skin be placed across the foreheads of the horses. We quote the next passage verbatim:—

"The post horn is of the utmost necessity, for when the post boy is within hearing distance of the station, he must blow it, in order that they may begin to get the horses ready and this not only at night but also in the daytime. The same signal is to be given to

ferrymen, in order that they may cross over to this side of the river if they should happen to be on the farther side; or to gatekeepers if night has set in, and the town, the castle, or the courtyard is closed, so that they may come at once and open the gates, or so that the post boy, if he cannot himself carry the letters into these places, may send them into them, and hand them over to the gatekeeper to be carried by him to the post-office."

(The post horn originated from the practice of medieval butchers, often utilized as letter carriers, using a horn to announce their arrival to purchase cattle. It has come down as a symbol in the stamps of many European countries: notably, Hungary, Norway, etc.)

It appears from the particulars given by Codogno that at that early period the postmasters were bound to convey the ordinary and extraordinary estafets by means of post horses from one station to another in a given time, which, however, varied in the different countries, and was fixed according to the kind of estafets to be conveyed, the distance between the stations, and the state of the roads. A stage had to be performed in 1½, 2, or, at the most, 3 hours. "But when the next postal station is 10 miles (14,8 kilometres) off, and the road is bad, they cannot keep time even when carrying small letter-packets, how much less can they do so when conveying large bags, such as those sent from Mantua to Germany, or Flanders, from Venice to Trient, from there to Vienna, from Rome to Bologna, from Milan to Turin, and from there to Genoa, from Paris to Lyons, from Prague to Brussels, and from Madrid to Galicia, because these bags are heavy parcels with which the post boys cannot ride quickly, but are only able to proceed at a trot."

Codogno advises postmasters, in case several persons should arrive at the same time at a postal station, to make a difference between them. Thus, couriers sent by Princes should be despatched first, then ordinary couriers, and lastly private persons.

After having enumerated the duties of postmasters in detail, the author, by way of warning to couriers, and in the interest of ordinary travellers by post, recounts how postmasters used to evade the performance of their duties. First of all, they either neglected to keep good saddle-horses, or hid them from the post boys, for the purpose of giving them to travellers who did not mind paying special fees. Codogno maintains that the heads of the respective Postal Administrations ought not to tolerate such abuses, but should, on the contrary, hold the postmasters responsible in case postal couriers should suffer any injury through their fault. He hints that travellers on bad horses may easily fall into the hands of highwaymen and murderers, and thus admits that at that period there was no lack of miscreants of this sort in Italy. With fleet horses the couriers could reach the different ferries across the rivers in good time, while otherwise they had often to wait for several hours at night, etc.

Codogno advises travellers how to manage when postmasters feigned not to have heard the post horn signal, or when they asserted—as they were especially apt to do towards evening—that they had no post horses in the stable at the moment. They did this in order to force travellers to stay the night at their station so as to make money out of the food and lodging furnished to them. Similar tricks were played by the employes, and this occasionally with the connivance of their masters. The service of Princes was frequently neglected by these people, who either kept back urgent estafet mails altogether, or merely handed them over to private persons for onward transmission as opportunity offered. In order to prevent the discovery of such offences they sometimes made away with the papers which accompanied the mails so as to make it difficult to find out the place where the irregularities had been committed.

In order to prevent such irregularities, Codogno, who would seem to have been employed at the seat of a Postal Administration, proposes that it should be made compulsory for postmasters to keep a book in which they were to enter the time of arrival and departure of each estafet; he further recommends the adoption of a pass for estafets and of a time bill.

As mentioned above, the second part of the Postal Guide contains a list of the various *post routes*. It begins with an introduction which, after the manner of the ancient Italian

Itineraries, is not without a religious tinge:—

"As I am about to speak of the post routes and postal stations, it may well happen in the course of time that travellers will not find these stations at the spots which my Postal Guide indicates, and this because they have, perhaps, been abolished by one of the Princes; I therefore beg that this may not be attributed to a mistake or to negligence on my part, for I assure you that at the moment when my book comes out, these stations are just as I have described them. I begin with the journey from the most sacred House at St. Loreto to San Jago di Compostella in Spain, in order that those who travel to this place and make use of my book, may think of me, and pray for me, because it is the duty of every good Christian to pray for his brother."

Codogno mentions on this route alone more than 193 different postal stations. The next route is that from Rome to the Imperial Court at Prague, *via* Innsbruck, Augsburg and Regensburg, with 85 postal stations. The third route mentioned is that from Prague to Vienna with 16 postal stations. At the beginning of the description of this route the author says:—"I inform you that many forests and rivers have to be traversed on this route, the names of which I have been unable to ascertain, and never even heard. People travel there in carts drawn by two horses, one harnessed in front of the other, and this in the great cold which prevails there!" The fourth route is that from Prague to Madrid by way of Augsburg, Zurich, and Lyons, with 189 postal stations. Among the many other routes mentioned by the author, there is one from Venice to Constantinople. This list is supplemented by another giving the distances between the largest towns in Europe, Asia, and Africa, which, owing to the insufficient knowledge people had at that period of the other parts of the globe, is not, naturally enough, quite correct.

Great interest attaches to the third part of the Postal Guide which contains information as to the hours and days of departure of the *principal mail coaches,* together with much valuable information. The introduction to this part runs as follows:—

"In different post-offices, I saw heaps of letters which were addressed to places with unknown names; I further remarked that even those by whom these letters were sorted —however much experience they had in this work—did not always know where the letters were to be sent to. Now, when the senders of letters receive no reply to the same, they blame the postal officers, while the fault in reality lies with the letter-writers. I therefore propose to teach you how to address letters properly. The sole cause lies in two faults which are not, perhaps, taken into account or thought of by everybody. One of these faults is negligence and the other avarice. Thus, negligence must be ascribed to those letter-writers who omit to state on the letters the route by which they are to be forwarded, or who, when the letters have to be delivered at a distance from a post route, do not address the letter thus:—N. near N. (place of destination and nearest large town). It is further necessary, in case the place of destination is not generally known, to add to the address the name of the town whence the letter is to be forwarded to its ultimate destination. If you are in Rome, for instance, and want to send a letter to Lucerne, then write on the address *"Via* Milan to Lucerne," because Lucerne is known at Milan, and Milan at Lucerne. If you do this, your letter will reach Lucerne safely.

"I now pass on to the second fault, which is, as already mentioned, avarice. Many persons think it curious that postage has to be paid not only on the letters they receive but also on those they despatch. But he who wishes to be served well, must not mind this, because the Post and the couriers have a right to demand such payment. I will give an example. When you want to send a letter from Rome to Lucerne, you must either pay the postage upon it in Rome as far as Milan, or despatch the letter under cover addressed to a person in Milan, to whom it will be delivered and by whom the postage from Rome to Milan will be paid. This person will then, in order to forward it from Milan to Lucerne, hand it over to the same courier. The person in Lucerne for whom the letter is intended, has then only to pay the postage from Milan to Lucerne, because the postage from Rome to Milan has already been paid. If you do not observe this rule, you will not be served properly." *(Note that even in those times prepayment was possible.)*

This description gives us an idea of the manner of forwarding letters in former times, which differed in many points from the mode adopted at present.

At the time when the Postal Guide was written, a Spanish post-office seems to have existed in Rome, for we find the following passage in the description of the ordinary postal service from Rome to Milan:—

"On Saturday evening an ordinary courier is despatched from the Spanish post-office, who takes the following route:—Ronciglione, Montefiascone, Viterbo, Bolsena, Acquapendente, Radicofani, Siena, Florence, Bologna, Modena, and Mantua. There, the mails for Germany and Flanders are left behind. He then proceeds from Mantua by way of Cremona and Lodi to Milan. From Mantua the letters are, by order of the Postmaster General, despatched in a bag by means of a quick estafet *via* Trient, Botzen, and Innsbruck to Augsburg, whence those intended for Regensburg, Pilsen, and Prague are forwarded to their destination. The other part is despatched, likewise by estafet, from Augsburg to Rheinhausen, Cologne, Namur, Brussels, and Antwerp. Letters which can be forwarded to their destinations from these towns, are also sent by the same mail."

The different important post routes in several civilized countries are dealt with in a similar manner. The following towns are mentioned as the starting points of these routes:—Rome, Messina, Palermo, Naples, Florence, Bologna, Mantua, Venice, Milan, Genoa, Turin, Lyons, Madrid, Burgos, Sevilla, Valencia, Barcelona, Toledo, Salamanca, Lisbon, Brussels, Antwerp, and Prague. Less detailed information concerning post routes starting from the following towns is given in the supplement:—Paris, Lyons, Narbonne, Toulouse, Avignon, Grenoble, Orleans, Poitiers, Calais, Strassburg (Alsace), Berne, Lucerne, Basle, Constance, Fribourg, Frankfort on the Maine, Cologne, Dortmund, Augsburg, Nurnberg, Danzig, Breslau, Vienna, Cracow, Salzburg, Linz, etc.

Although Codogno's work leaves much to be desired in point of appearance and print, and is not free from mistakes, still, considering it appeared more than 300 * years ago, it was a very successful attempt in the special sphere of literature of Postal Guides. In reality, it is even more than a Postal Guide, for it contains in the chapter treating of the privileges and duties of the various officials, etc., a detailed description of both the administrative and the technical postal service. Owing to the good advice it contains, this work certainly was in its day of very great use not only to the postal officers, but also to travellers and letter-writers, a fact which is proved by the numerous editions through which the book passed.

Loeper was not mistaken, for we find that there is a still older edition of this remarkable little volume in the Royal Court and State Library in Munich. It bears the date of the year 1608, and was printed at Milan. Loeper's supposition too, that its author must have been a "postal officer" is corroborated by the title page, on which Codogno describes himself as *"Luogotenente del corriero maggiore di Milano"* (Representative of the Postmaster General of Milan). We intend reverting to this edition, which is certainly a literary rarity of the first class, at a later period.

AUTHOR'S NOTE: This article which we have quoted so extensively was the subject of comment by Dr. Joseph Rubsam in the same periodical in 1887, wherein he remarks and goes on to point out that Codogno's work, while very early, was preceded by a similar book published in Rome in 1563, written by one D-Johannis da l'Herba. He also remarks, regarding Loeper's conjectures as to earlier editions of Codogno's work and his position as follows:

In view of the increasing importance of postal history in the studies by philatelists, we are quite certain that this brief discussion of so early a book on the postal services then existing will be welcomed.

* It first appeared 340 years ago.

Attention of resident and non-resident members is respectfully directed to the Calendar of Current Philately which appears on pages 48 and 49 of this issue of The Collectors Club Philatelist. Meetings of The Collectors Club and various Study Groups are listed for the first quarter, for the benefit of members who may wish to plan ahead to attend any or all meetings of interest to them.

Official Data on

U. S. NEW ISSUES

Post Office Department's announcements provide descriptions of stamps, texts of dedications, statistics on first-day sales.

THE COLLECTORS CLUB PHILATELIST *has long felt the need for a comprehensive coverage of the official news releases issued by the Post Office Department concerning new and forthcoming stamps. Despite direct notices mailed to collectors, many thousands of other collectors were unable to secure complete data in the past.*

Now, in view of the new Post Office ruling that individual notices of new stamp issues have been discontinued as of January 1, 1948, such a regular feature becomes almost a necessity.

Since both the Post Office booklet and the revised Johl books on 20th century commemorative issues end with the 1947 Stamp Centenary issues, the logical starting point is the Doctor stamp, as presented here.

* * *

Doctor Commemorative

April 8, 1947.

Postmaster General Robert E. Hannegan has approved the issuance of a commemorative postage stamp honoring the doctors of America, the Post Office Department announced today.

The special stamp will be of the 3-cent variety and will be placed on sale on June 9 on the occasion of the 100th anniversary of the founding of the American Medical Assn.



"In so honoring the American doctor," Mr. Hannegan said, "we are paying tribute to the men and women of medicine who devote their lives to the cause of humanity. Alleviation of pain and suffering and the betterment of mankind is their creed. The contribution which they have made to our national life is one of which all Americans can be proud and grateful."

Details as to the place of sale and description of the stamp will be announced later.

May 13, 1947.

The special 3-cent postage stamp honoring the Doctors of America, which was recently approved by Postmaster General Robert E. Hannegan, will be placed on sale for the first time at Atlantic City, N. J., on June 9.

Maroon in color, and of special delivery size, the stamp will contain a reproduction of

the well-known painting "The Doctor" by Sir Luke Fildes.

The stamp is arranged horizontally with a single outline frame. Across the top is the lettering "United States Postage" in white Gothic. In the lower left corner is the denomination "3c" and in the lower right the wording "The Doctor."

Collectors desiring first-day cancellations may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed, to the Postmaster at Atlantic City, N. J., in time for servicing before June 9. The envelope addressed to the Postmaster should be indorsed "First Day Covers, Doctors Stamp." To expedite handling, first-day covers will be cancelled by machine as much as possible. The stamp will be issued in sheets of 50 and the initial printing is for 125,000,000.

The Doctors stamp will be on sale at the Philatelic Agency, Washington 25, D. C., on June 10 and at other post offices throughout the country as soon as distribution will permit. The Philatelic Agency does not service first-day covers.

June 10, 1947.

Remarks of Joseph J. Lawler, Third Assistant Postmaster General, at the banquet of the House of Delegates, American Medical Association, Atlantic City, N. J., 8 p. m., Monday, June 9, 1947, on the occasion of the first-day sale of the Doctors' Stamp.

Since the dawn of civilization, man's constant and impelling motive has been the betterment and advancement of his lot — socially, economically and physically.

In our own national life — from the first recognition by our forefathers of the right of all men to life, liberty and the pursuit of happiness — we in America have come a long way in demonstrating that man, given the opportunity, will devote his life to the cause of humanity. In fact, all that we have done in government, in social advancement, in industry, in education, has been done because we as a nation and as a people want and demand a better way of life — not only for ourselves but for our children and generations to follow. And so, in a sense, all Americans are enlisted in the service of mankind.

But there are those who, because of the profession they have chosen, have written and are writing brilliant chapters in the book of life. They have overcome the ignorance and prejudices of the past — and through ceaseless study and research have succeeded in giving to all of us the many benefits that they have discovered — benefits in the field of medicine that have helped immeasurably to make our people and our nation strong.

Often, at the risk of their own lives, these men and women — the doctors — have given us a release from many of the fears of former generations. And now, as in the past, they minister to us in time of illness, giving to us not only physical relief but imparting to our hearts and our souls some of their courage, their faith and their confidence.

The relationship between physician and patient is close and intimate. It has need to be so, and our laws and customs go far to protect that relationship. On the part of the patient, there must be a reliance on the professional skill of the physician. On the part of the physician, there is the consecrated giving to his fellow man. So it is that when a physician, exercising his high powers, restores a patient to health, the patient feels a gratitude commensurate with the great gift which has been returned to him. We who are associates of Postmaster General Hannegan know how deeply he appreciates what two eminent doctors did for him. Stricken with serious illness sometime ago, Mr. Hannegan is now well on the way to recovery because of the efforts of Dr. Reginald Hammerick Smithwick, Surgeon in Chief of the Massachusetts Memorial Hospitals, and Brigadier General Wallace Graham.

It is a paradox that war — that mad beast that runs amuck to destroy men and women; yes, even children — brings forth so many miracles in medicine. Perhaps it is because of the urgent need to cure the sick, to heal the wounded, and to relieve the pain and suffering of the dying. But without these miracles, of which the doctor is the instrument, many of our fellowmen would be doomed to a life of pain, helplessness and despair.

And in time of peace, our neighbor, the doctor — a friend, a counselor, and a healer — goes his way, ever seeking to unlock the mystery of the unknown — to give to us his assistance wherever and whenever we need him. No matter who calls — whether it be a suffering elderly person or a feverish child, the rich or the poor — the doctor is always ready to give to all in equal measure the best that is in him.

And so today the Post Office Department is honoring the Doctor by issuing a special stamp on the centennial of the founding of the American Medical Association. The stamp is a representation of a painting which millions have taken to their hearts because it truthfully portrays a common human experience — dependence upon the skill of a devoted doctor — and I think symbolizes the doctor, whether he be in the laboratory, the hospital, or in some isolated spot. But wherever he is, this stamp is an expression of gratitude and thanks to him from his government for the part he has played in making our nation and its people strong and healthy in body, and in mind and heart.

June 23, 1947.

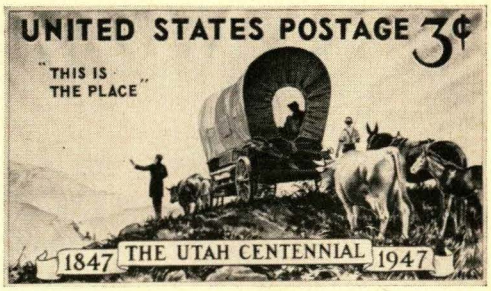
The first-day sale of the Doctors stamp at Atlantic City, N. J., on June 9 totalled 1,400,122 stamps. There were 508,016 covers canceled.

Utah Centennial

June 17, 1947.

To mark the 100th anniversary of the settlement of Utah, the Post Office Department announced today that a commemorative postage stamp will be issued for the first time at Salt Lake City, Utah, on July 24. It was on this date, 100 years ago, that the first pioneers entered the valley of the Great Salt Lake.

Of special delivery size, the stamp is arranged horizontally with a single outline frame. The central design is an original drawing depicting the first pioneers entering the valley of Great Salt Lake. Across the



top in dark Gothic is the wording "United States Postage," and in the upper right corner is the denomination "3c." In the left central portion of the stamp is the lettering "This is the Place," a statement attributed to Brigham Young who led the pioneers on their journey to Utah. On a ribbon across the bottom appears "1847 The Utah Centennial 1947" in dark modified Roman.

Collectors desiring first day cancellations may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed, to the Postmaster at Salt Lake City, Utah, in time for servicing before July 24. The envelope addressed to the Postmaster should be indorsed "First Day Covers, The Utah Centennial." The stamp will be issued in sheets of 50, and the initial printing is for 125,000,000.

The color of the stamp will be announced later.

July 3, 1947.

The Post Office Department's Stamp Division also announced today that the new 3-cent Utah commemorative postage stamp, which will be released for the first time in Salt Lake City on July 24, will be purple in color. A description of this stamp has already been announced by the Post Office Department.

25-Cent Air Mail

June 23, 1947.

The Post Office Department announced today that a new 25-cent air mail postage stamp, intended for use on mail destined to



Pacific and Asiatic areas and to portions of Africa, will go on sale at San Francisco, Calif., on July 30. Blue in color and of special delivery size, this stamp is being issued to conform to the international air mail rate of 25 cents a half-ounce established last November 1 for these countries.

The central design of the stamp depicts a modern four-motor plane in flight above the San Francisco-Oakland Bay Bridge with the City of San Francisco in the background. The wording "Air Mail" in dark Gothic appears in the upper left of the stamp and across the bottom in a dark panel is the lettering "United States Postage." At the extreme right above the panel is the denomination "25c" on a dark circular background.

Collectors desiring first day cancellations may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed, to the Postmaster at San Francisco 1, Calif., in time for servicing before July 30. The envelope addressed to the Postmaster should be indorsed "First Day Covers, Air Mail Stamp." The stamp will be issued in sheets of 50.

The 25-cent air mail stamp will be on sale at the Philatelic Agency, Washington 25, D. C., on July 31 and at other post offices throughout the country as soon as distribution will permit. The Philatelic Agency does not service first day covers.

August 19, 1947.

The first day sale of the 25-cent Air Mail Stamp at San Francisco, Calif., on July 30 totalled 349,700 stamps. There were 201,762 covers cancelled.



15-Cent Air Mail

July 3, 1947

A new 15-cent air mail postage stamp, intended primarily for use on air mail destined for points in Europe and the Middle East, will be issued by the Post Office Department on August 20, it was announced today.

This new 15-cent air mail stamp, which is to be green in color, will be placed on sale for the first time at the New York, New York, Post Office on August 20 with general sale following at post offices throughout the nation the next day or as soon thereafter as distribution will permit.

Arranged horizontally, the new air mail stamp will be of special delivery size. Its central motif will be a reproduction of the Statue of Liberty showing the New York City skyline in the background and a modern four motor-plane in flight. In the upper right portion of the stamp will be the wording "Air Mail" in dark Gothic. Across the bottom in a dark panel is the inscription "United States Postage" in white Gothic, directly above and to the right of which is the denomination "15c" in the same style on a circular background.

August 20, 1947.

Address of Honorable Joseph J. Lawler, Third Assistant Postmaster General, at ceremonies in connection with the first-day sale of the 15-cent air mail stamp, Wednesday, August 20, 1947, 11:30 a. m., at the New York City Post Office.

Mr. Mayor, Mr. Postmaster, distinguished guests:

This is indeed a significant occasion. In assembling here today for the purpose of placing on sale for the first time the Post Office Department's new 15-cent air mail stamp, we are marking another milestone along the sky ways of postal air transportation.

In representing Postmaster General Robert E. Hannegan and the Post Office Department, it is only appropriate that I acquaint our distinguished guests with some of the factors that motivated the issuance of this new air mail stamp in the 15-cent denomination.

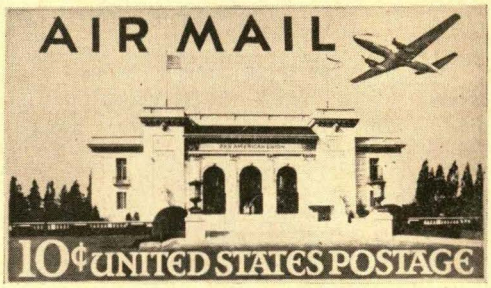
Fully cognizant of the vital link which the air mail service provides between the United States and the rest of the world, we in the Post Office Department are ever alert to our responsibilities in the furtherance of this high-speed postal facility.

It was with a view to bringing the air mail service within reach of all potential users that the Post Office Department last fall reduced the postage rate on foreign air mail.

As a result, the volume of air mail moving to points outside the United States has increased 75% since these rate reductions went into effect. The new foreign air mail rate schedule emphasized the need for a series of new air mail stamps consistent with the basic rates to the several corners of the earth. This 15-cent air mail stamp which we are placing on sale for the first time exclusively today here in New York is the third of an air mail series authorized by Postmaster General Hannegan.

We have selected New York City as the most appropriate point for the first day sale in view of the fact that the 15-cent rate is applicable to points in Great Britain, Continental Europe and certain areas of the Middle East. As a matter of fact, this new air mail stamp in the 15-cent classification is being issued primarily for use on air mails destined to these general areas.

From the days of the old four-masters and the clipper ships New York has forged to the front as the world's number one sea port, a position which it has rightfully maintained over the years. As the hub of world traffic and commerce, New York in recent years has taken its place as the cross-roads of the aviation world.



Description of design and texts of official releases on the 10c Air Mail stamp are on next page

It is from your great municipal air port that giant skyliners start the foreign air mails on their way to points in the United Kingdom, Europe, Asia and Africa. New York today is truly the pulse of international air traffic. It was with this in mind that we selected as the central motif a reproduction of a drawing of the Lower Manhattan skyline as seen from the outer harbor.

Thousands of pounds of air mail are aloft over the Atlantic at this very moment and only the elements can impair the maintenance of split-second air mail schedules between New York and points across the Atlantic.

We in the Post Office Department have every reason to believe that the availability of this new 15-cent air mail stamp will provide a further impetus to the users of air mail between this country and Europe.

The Post Office Department takes a justifiable pride in air transport progress because it was this agency of government which pioneered the first regularly scheduled air service over both the Atlantic and Pacific to new horizons of international commerce.

It is the United States' air mail service which provides that international commerce bond by which not only individuals, but nations as well, are knit together in the pattern of world business, trade and culture.

It is our fond hope that New Yorkers as well as their fellow Americans throughout the 48 states will avail themselves to the greatest possible degree of the advantages that are to be had through the utilization of this new postage stamp in the transportation of their social and business communications abroad.

September 4, 1947.

There were 383,354 of the 15-cent air mail stamps sold at New York, N. Y., on the first day of sale August 20. There were 230,338 covers cancelled.

10-Cent Air Mail

July 23, 1947.

The Post Office Department announced today that a new 10-cent air mail stamp, black in color and of special delivery size, will go on sale at Washington, D. C., on August 30.

To be used primarily on air mail to South and Central American countries where the 10c rate is in effect, the stamp contains a reproduction of the Pan American Union Building in Washington. A twin-motor plane in flight is shown in the upper right. To the left of the plane is the wording "Air Mail" in dark Gothic. Across the lower border of the stamp is the denomination "10c" and the wording "United States Postage" in white modified Roman.

Collectors desiring first day cancellations may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed to the Postmaster at Washington 13, D. C., in time for servicing before August 30. The envelope addressed to the Postmaster should be indorsed "First Day Covers, Air Mail Stamps." The stamp will be issued in sheets of 50.

The 10-cent air mail stamp will be on sale at the Philatelic Agency, Washington 25, D. C., on August 30. It will be available at other post offices throughout the country the next day or as soon as distribution will permit. The Philatelic Agency does not service first day covers.

August 30, 1947.

Remarks of the Honorable Jesse M. Donaldson, First Assistant Postmaster General, at the ceremonies in connection with the first-day sale of the new 10-cent air mail postage stamp at the Pan American Union Building, 11:00 a. m., Saturday, August 30, 1947

It is a distinct honor for me to have this opportunity of participating with so many representatives of our neighbor nations to the south in these ceremonies incident to the first day sale of the new 10-cent air mail postage stamp.

We in the Post Office Department are more than pleased that this morning's program is being held here on the grounds of the Pan American Union, for it is the Pan American Union Building which marks the central motif on this new stamp.

In selecting a design for this particular air mail stamp, which is being issued primarily for use on air mail letters to Central and South America countries where the 10-cent rate is in effect, we chose appropriately enough the Pan American Union Building as being symbolic of hemispheric consolidation. For certainly the Pan American Union has played a major role in the fulfillment of the good neighbor policy between this country and our sister republics below the Rio Grande.

The Pan American design epitomizes in large measure that friendly spirit and unity of purpose with which the United States and those countries of Central and South America are setting such a fine example to the rest of a strife-torn world.

For many years, the Postal Service has provided the major communication link between this country and Central and South America. However, it remained for the advent of the airplane to cement this bond to an even greater degree than was the case when all the mail was carried by the slow surface vessels.

The United States Air Mail Service in recent years has provided a major impetus to the business, social and cultural ties which link individuals and nations of the Western Hemisphere.

The international conference now being held at Rio De Janeiro is but another example of the strength of our ties with our good neighbor nations below the border. Secretary of State Marshall will soon be joined by President Truman at this most

significant conclave which has been marked by a unanimity of thought and action unparalleled in international gatherings in these days of suspicion and distrust.

It is only fitting that the first envelope cancelled bearing this new air mail stamp will be dispatched to Secretary of State Marshall bearing a message from Postmaster General Robert E. Hannegan. This letter, like the millions that will follow in both directions, will arrive in Rio in a matter of hours rather than the days and weeks of old.

It was with a view to emphasizing speed in the mails that we included on the design of this new stamp a reproduction of a twin-motored airplane along with the Pan American Union Building.

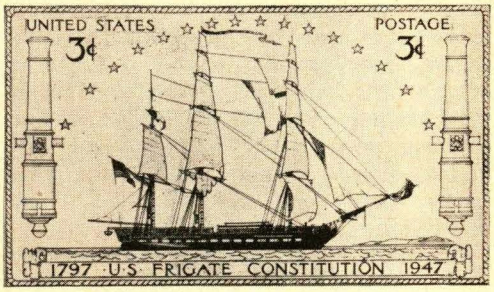
We in the Post Office Department are proud of the part that the United States Mails have played in providing the common communication bond between the United States and Central and South America, for we are fully cognizant as is everyone assembled here today that it has been this postal link which has provided a major instrumentality of our hemispheric solidarity.

The first countries outside of the continental limits of the United States to receive air mail service direct from this country were those of Central and South America, and for the past 18 years we have striven constantly to expand and improve this Central and South American service. The frequency of our schedules and the all-encompassing nature of our routes to and from Central and South America offer the best evidence of the degree to which we have gone to provide the best possible mail service for our neighbors to the south.

In closing, I want to assure you that in the future we shall continue to exert our every effort toward an even better mail service between this country and Central and South America.

September 11, 1947.

There were 265,773 covers cancelled at Washington, D. C., on the first day sale of the 10-cent air mail stamp on August 30. Stamp sales totaled 361,015; post office sales, 251,492, Philatelic Agency, 109,523.



Constitution Commemorative

September 15, 1947.

Postmaster General Robert E. Hannegan today made public the description of the new 3-cent Constitution postage stamp which is to be placed on sale for the first time by the Post Office Department at Boston, Mass., on October 21.

This new stamp, which is being issued in commemoration of the 150th Anniversary of the launching of the U. S. Frigate Constitution, better known as "Old Ironsides," will have as its central design a naval architect's line drawing of the Constitution. The naval architect who drew this design from the best available sources is Andrew H. Hepburn of Boston.

Supporting the main motif on either side are naval guns of that era drawn from Navy Department records of the 24-pounders originally mounted on this famous fighting ship.

Arranged in an arc across the top of the stamp are sixteen stars representing the number of states in the Union in 1797, the year of the launching.

The Constitution is shown running before a light breeze and approaching a home port with her commission pennant at the main.

The stamp is 0.84 inches by 1.44 inches in dimensions, arranged horizontally. This is the same size as the current special delivery stamp. Arranged in the upper left and right corners, respectively, is the wording, "United States 3c" and "Postage 3c" in Roman type. In a ribbon across the bottom appears the inscription, "1797 U. S. Frigate Constitution 1947" in the same lettering. The color of the new stamp will be announced later by the Post Office Department.

Stamp collectors desiring first-day cancella-

tions of the Constitution stamp may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed to the Postmaster at Boston, Mass. in time for servicing before October 21. The envelope addressed to the Postmaster should be indorsed "First Day Covers, Constitution Stamp." The stamp will be issued in sheets of 50.

Elaborate first day sale ceremonies are now being arranged by the Post Office and Navy Departments, and it is planned to hold the first sale on the deck of the Constitution which now lays at anchor in the Charlestown Navy Yard at Boston.

The first day covers, Mr. Hannegan said, will be cancelled on board the Constitution.

The Constitution stamp will be on sale at the Philatelic Agency of the Post Office Department in Washington on October 22, and it will be available at post offices throughout the country on the same day or as soon thereafter as distribution will permit. The Philatelic Agency does not service first day covers.

October 21, 1947.

Address of the Honorable Joseph J. Lawler, Third Assistant Postmaster General, at ceremonies in connection with the first-day sale of the new Constitution commemorative postage stamp, 11:15 a. m., Tuesday, October 21, at the Charlestown Navy Yard, Boston, Mass.

This is, indeed, an historic occasion, one in which I, representing the Postmaster General, feel greatly honored to have a part.

These ceremonies which we are holding here this morning on the deck of this famous old fighting ship in Boston Harbor constitute far more than a simple first-day stamp sale. They are of particular import and significance in these days of unrest and distrust throughout the world.

For, Mr. Secretary (James J. Forrestal, Secretary of Navy), in presenting you with the first sheet of this new three-cent USS Constitution commemorative postage stamp we are honoring not only "Old Ironsides," but of much deeper significance, we are reaffirming our faith in the Constitution of the United States and all that it represents.

It is my fond hope and belief, that this new postage stamp, which in the months ahead, will be seen and used by millions of Americans, will serve not only to commemorate one of America's greatest fighting ships of a bygone era, but in the larger sense it will give visible and tangible re-emphasis to that historic charter of a free people upon which this nation was founded and made great.

Today, as we witness the headlong clash of foreign ideologies and alien doctrines in Europe and Asia, as we contemplate the suffering and privation of a starving Europe, one cannot help to pause and ponder that had some of our less fortunate world neighbors been provided with a similar charter many years ago, they would not find themselves deprived of their individual moral freedom.

The cancerous growth of foreign doctrines and isms which has brought chaos and ruin to millions of people in Europe and Asia, could never have taken root had not the liberties and freedoms of millions of civilized beings been taken from them without the protection of a charter such as our own Constitution.

That is why in this era of privation and suffering on a scale unprecedented in all history the Postmaster General was particularly pleased to authorize the issuance of this Constitution stamp as a fitting symbol of a free America.

While this new postage stamp, having as its central motif a line drawing of "Old Ironsides" is being offered to the public for the first time here in the cradle of liberty today, general sale will follow within the next few days or as soon thereafter as it is physically possible to provide the new stamp to every one of our some 42,000 post offices in every community in the land.

Already, there are advance indications that we shall have a record sale of this new Constitution stamp.

The Post Office Department has directed the requisitioning of 100,000,000 of these stamps from the government's Bureau of Engraving and Printing, and I feel certain that the acceptance of this new issue will be of such proportion that we shall have to increase

this order within the not too distant future.

We chose, appropriately enough, Boston as the site of the first-day sale of this stamp, because it was right here at the historic Charlestown Navy Yard that "Old Ironsides" was launched 150 years ago today. It was from this great North Atlantic port that she sailed to undying fame and glory as one of the nation's greatest fighting ships in a period when the supremacy of individual ships was tantamount to command of the seas.

In closing, I want to reiterate that we in the Post Office Department are proud to have a part in commemorating "Old Ironsides" with a special postage stamp, and in having this means of visibly reaffirming the faith of the nation in that great doctrine of free America, the United States Constitution.

October 30, 1947.

The Postmaster General also announced that first day sales of the new 3-cent Constitution stamp in Boston on October 21 amounted to $141,000. This figure represents 4,700,000 individual stamps and includes 683,416 first-day covers cancelled in Boston on that date.

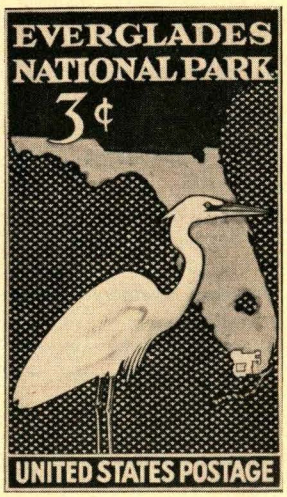
Everglades National Park

October 13, 1947.

Postmaster General Robert E. Hannegan today approved the issuance of a 3-cent commemorative postage stamp honoring the Everglades National Park in Florida.

The stamp will be issued, the Postmaster General said, on the occasion of the dedication of the Park, and will be placed on sale to the general public, some time during the month of December, 1947.

A description of the design and information concerning the place of the first day sale will be announced by the Post Office Department at a later date.



October 30, 1947.

Postmaster General Robert E. Hannegan announced last night that the new 3-cent Everglades National Park commemorative postage stamp will be placed on sale for the first time at Florida City, Florida, on December 5, 1947.

The new stamp will be 0.84 by 1.44 inches in dimensions arranged vertically. Its central design will comprise an outline map of the State of Florida showing the Everglades National Park area thereon.

In the foreground and partly covering the map will be a great white heron, below which will appear a dark panel with the lettering "United States Postage" in white Gothic. Arranged at the top of the stamp in two lines will be the wording "Everglades National Park" in white Roman, beneath which will appear the denomination "3c" in the same style.

The color of the new stamp will be announced later.

November 4, 1947.

The Post Office Department announced today that stamp collectors desirous of obtaining first-day cancellations of the new 3-cent Everglades National Park commemorative postage stamp may send not in excess of 10

addressed envelopes accompanied with cash or money order remittance for the stamps to be affixed to the Postmaster at Florida City, Florida.

It is at this office that the first day sale of the new Everglades stamp will be held on December 5, 1947.

The covering envelope addressed to the Postmaster should be indorsed "First Day Covers, Everglades Stamp," and collectors are reminded that inasmuch as the new stamp is a vertical one, extreme care should be exercised in addressing the covers to see that sufficient space is left for the affixing of the stamps in the proper position.

The Everglades stamp will be issued in sheets of 50, and will be on sale at the Philatelic Agency, Washington 25, D. C. on December 6 and at other post offices throughout the country as soon after December 5 as distribution will permit. The Philatelic Agency does not service first-day covers.

November 7, 1947.

The Philatelic Agency in the Post Office Department Building will not be open for business on Saturday, December 6.

The 3-cent Everglades National Park commemorative postage stamp will be available at the Agency on Monday, December 8, and not on December 6 as previously announced.

November 13, 1947.

The Post Office Department also announced today that the New Everglades National Park commemorative 3-cent postage stamp which will be placed on sale for the first time at Florida City, Florida, on December 5, will be green in color.

December 5, 1947.

Address of the Honorable Joseph J. Lawler, Third Assistant Postmaster General, in connection with the first-day sale of the Everglades stamp.

I have attended many first-day sale stamp ceremonies in various parts of the nation in the past, but never before can I recall one that gave me more pleasure than participating in this ceremony here in Florida City.

Postage stamps of themselves are nothing more than tiny pieces of adhesive paper, but in the larger sense they are one of the most potent of all good will instrumentalities. For this reason this new Everglades commemorative postage stamp will carry the message of Florida, and particularly the Everglades National Park, to every corner of the United States and to points throughout the world.

Tomorrow you are to be honored by the presence of our great President Harry Truman at the dedication ceremonies of this latest of our national playgrounds, and we in the Post Office Department felt that it was only appropriate that our first-day sale precede by a day the President's visit in order that the new Everglades stamp actually be in circulation during the course of the Chief Executive's visit to Florida.

Back in 1934 the Post Office Department issued a series of 10 National Park commemorative stamps, and I have been informed by National Park and Interior Department officials that these played a major role in furthering the popularity of the parks they honored.

I am of the opinion that the Everglades National Park will become one of our most frequented national play areas. Here you have a domain of scenic beauty comprising an area of 2,500 square miles, making this park twice the size of the State of Rhode Island.

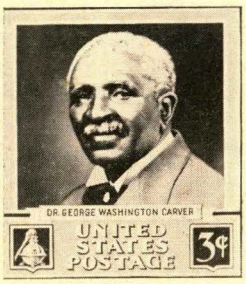
While the Everglades National Park is not as well known as some of our other recreational domains, I feel certain that this Everglades commemorative postage stamp will carry the message of this park to recreation seeking Americans in every state in the Union, and that in the years to come its vast expanses will echo to the shouts and the laughter of joy seeking Americans.

Before closing I must say that I hope that I will have the opportunity in some future date to come and visit with you and spend an extended period here in the Everglades.

To you, Governor Caldwell, to your own Postmaster and to all others who have assisted in carrying out this program in such a highly successful manner, I extend the congratulations of the Postmaster General and the entire Postal Service.

December 11, 1947.

It was also announced by the Post Office Department that first-day sales of the 3-cent Everglades National Park stamp at Florida City, Fla., on December 5, 1947, totalled $24,075.00. This represents 802,500 stamps sold and includes 466,647 first-day covers canceled.



Carver Commemorative

October 14, 1947.

Postmaster General Robert E. Hannegan announced today that the 3-cent postage stamp, purple in color, to be issued in honor of Dr. George Washington Carver, renowned American negro educator and scientist, will be placed on sale for the first time on Carver Day, January 5, 1948, at Tuskegee Institute, Ala.

Born on a farm near Diamond Grove, Mo., in 1864, Dr. Carver lived there until he was about 10 years old. He went through high school at Minneapolis, Kans. He attended Iowa State College, receiving the degree of Bachelor of Science in agriculture in 1894 and his M.S. degree in 1896. Dr. Carver was elected to the Iowa State College faculty, where he devoted his studies to bacterial laboratory work in systematic botany.

It was at Tuskegee Institute, with which Dr. Carver became associated in 1896 as Director of the Department of Agricultural Research, that he gained world-wide fame in the field of science and education. His experiments with agricultural products, especially the peanut and sweet potato from which he derived more than 400 substances, contributed greatly to the economic advancement of the South.

Dr. Carver was elected a member of the Royal Society of Arts in London in 1917. In 1923 he was awarded the Spingarn medal, which is bestowed annually for the highest and noblest achievement by an American negro. In 1928, Simpson College at Indianola, Iowa, conferred upon him the honorary degree of Doctor of Science in recognition of his contributions in the field of agricultural research.

On August 1, 1935, Dr. Carver was appointed as a collaborator in the Bureau of Plant Industry of the United States Department of Agriculture.

Dr. Carver was the recipient of the Humanitarian Award of the Variety Clubs of America in 1940.

He developed for the late Henry Ford a formula for synthetic rubber. He also gave to the medical profession a formula for the treatment of infantile paralysis.

Dr. Carver died at Tuskegee, Ala., on January 5, 1943.

The stamp, 0.85 by 0.98 inches, will be the same size as the Famous American series issued in 1940. The portrait of Dr. Carver appears in the upper part of the stamp in a square panel with a dark background, bordered at the top and sides in a frame of lighter shade. Below the portrait in a conventional ribbon is the wording "Dr. George Washington Carver" in solid Gothic. Below this on a shaded background is the wording "United States Postage" in modified white Roman, arranged in three lines. The numeral "3c" is located in a solid shield on the right side of the lower panel. On the left side of the panel is a similar shield upon which is superimposed a chemist's retort or crucible. The stamp will be issued in sheets of 70 and an initial printing of 60,000,000 stamps has been ordered.

Stamp collectors desiring first-day cancella-

(continued on page 62)

Calendar of Current Philately

Collectors Club

January 7th: **International Stamp Club of Brooklyn**
By Edwin E. Elkins

January 14th: **Collectors Club Annual Meeting**
Election of Board of Governors

January 21st: **Indian Native States**
By Winthrop Boggs and Harrison Haverbeck

February 4th: **Liberia Night**
By Franklin R. Bruns, Jr.

February 18th: **Austria Night**
By Edwin Mueller

March 3rd: **"Information Please"**
With Theodore Steinway, Winthrop Boggs, Ernest Kehr, Sidney Barrett, Elliott Perry

March 17th: **Censorship**
By W. A. Edgar

April 7th: **"The Birth of the Blacks & Blues"**
By Robson Lowe

Study Groups

Aero Philatelists Inc.
January 8 & 22
February 12 & 26
March 11 & 25

American Stamp Dealers Assn.
January 26
February 23
March 29

Australasian Group
January 29
February 26
March 25

Booklet Pane Society
January 13
February 10
March 9

British - North American Philatelic Society
January 6
February 3
March 2

China Stamp Society
January 29
February 26
March 25

Essay Proof Society
January 14
February 11
March 10

France & Colonies Group
January 1
February 5
March 4

Hellenic Philatelic Society
January 1
February 5
March 4

Masonic Stamp Club
January 2 & 30
February 6 & 27
March 5 & 26

Souvenir Issues Assn.
January 26
February 23
March 22

Russian - American Philatelic Society
January 14
February 11
March 10

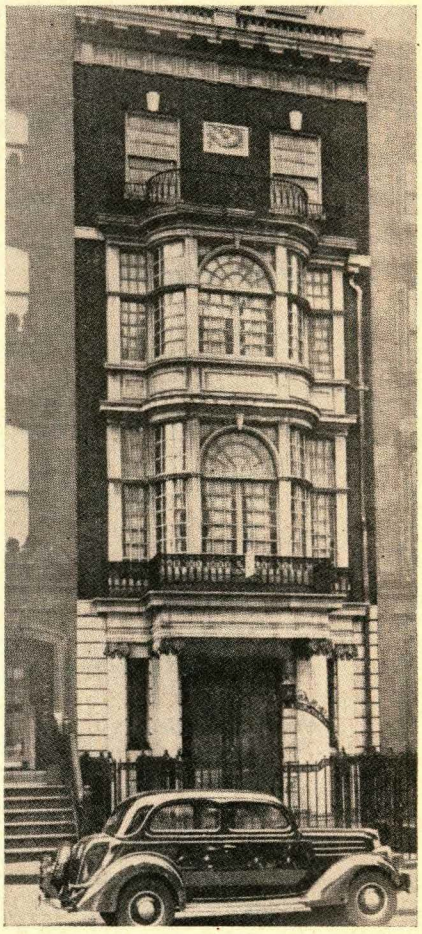
Precancel Stamp Society
January 1 & 15
February 5 & 19
March 4 & 18

Scandinavian Collectors Club
January 14
February 11
March 10

Netherlands & Colonies Philatelists
January 19
February 16
March 15

The Collectors Club Inc.

22 East 35th Street
New York 16, New York



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ROBERT L. GRAHAM JR.
Vice President

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ROBERT L. GRAHAM JR.

(As of December, 1947)

LIBERIA

History of 1947 Harbor Issues

Commercial development commemorated by two sets of stamps designed and printed by E. A. Wright Bank Note Co., Philadelphia.

By Franklin R. Bruns, Jr.

The Liberian Roosevelt set (C. C. P., Vol. 24, No. 4, Pages 143-145) was the end of one era, or almost the end of one, and the springboard for another. It was the last regular set to make its appearance under the aegis of Postmaster General Phillips.

Preceding, and following the Roosevelt issue, were the various "emergency" surcharges of which the full story is yet to be written. Gordon Harmer, editor of Scott's Standard Postage Stamp Catalogue, has a partial listing of both the postage and air mail stamps in his book, but it is far from complete.

Data are known to have been made available to Scott Publications, Inc. from various sources, but apparently even that will have to await the 1949 edition despite the quantities of postage and air mail surcharges used on legitimate commercial mail.

This phase of Liberian postal history is, truthfully, somewhat clouded. The full details were promised to the Liberian Philatelic Agency in 1945 and 1946, but, for some reasons which can only be surmised, none were forthcoming .

Sanabria's Airpost Catalogue, in treating the surcharged air mails, is more comprehensive, but is still far from being accurate.

These surcharges, representing an interesting field of study, are dropped from their rightful place in the study of Liberian philately, pending clarification of several details.

It is hoped the official decrees desired by Gordon Harmer, editor of the Scott catalogues, will be available early in 1948, to prove their actual postal authority and use.

1947 Harbor Issue

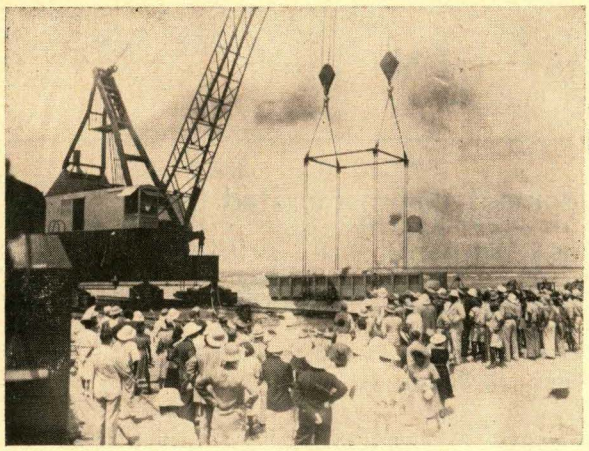
One of the great needs for Liberia's development has always been a good harbor. At Monrovia, the capital, ships were forced to discharge their cargoes via tender. It was natural, therefore, that stamp-minded Walter F. Walker, Secretary of Public Works and Utilities, should foster a set of two stamps to mark the inauguration of this very important project.

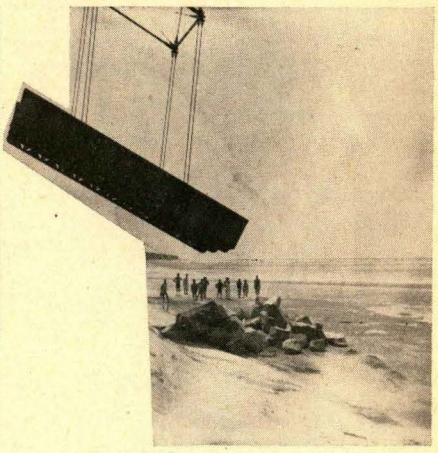
Postmaster General James T. Phillips, in the early summer of 1946, authorized the preparation of special 5-cent and 24-cent stamps, the latter an air mail, to mark the inauguration of the harbor project by President William V. S. Tubman.

Two designs were proposed: one showed a close-up of the President at the controls of a large derrick; the other was a composite of two photographs showing the large derrick dumping the first load of rocks on the beach at Monrovia. The latter was selected as the more desirable.

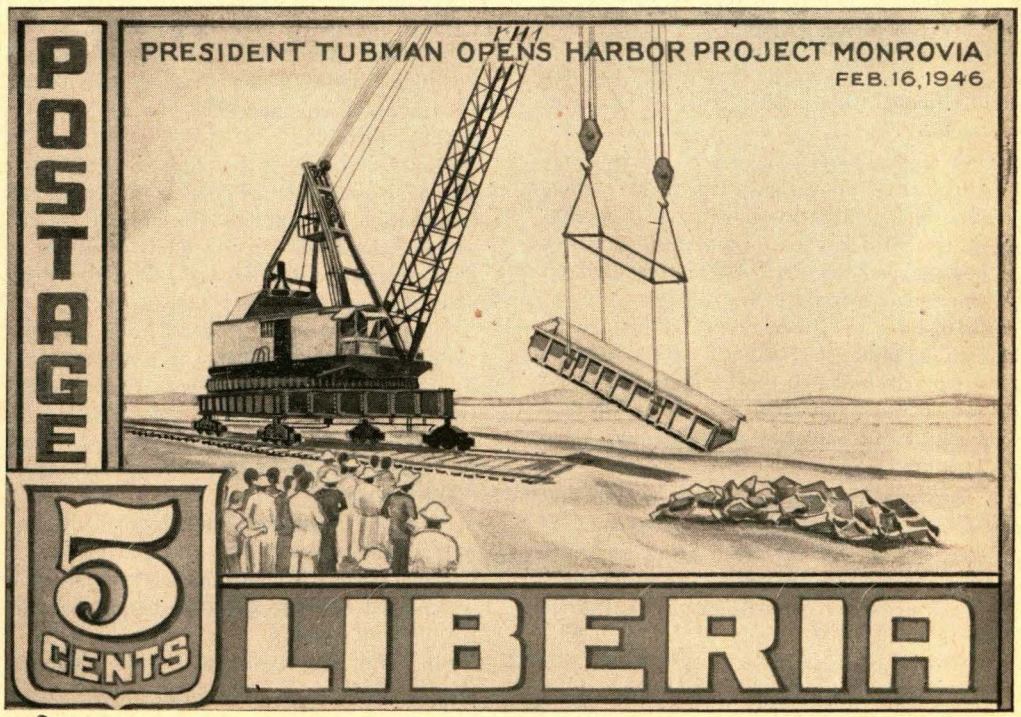
Since the American Bank Note Co. would not accept orders calling for delivery of the finished stamps in less than a year, the order was placed with the E. A. Wright Bank Note Co. of Philadelphia.

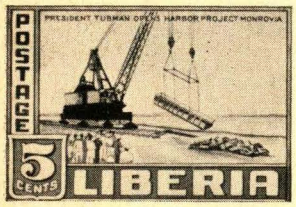
On May 20, 1946, the printer submitted the original wash drawing of the design showing a small cluster of Liberians watch-



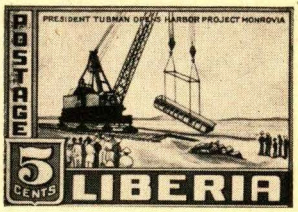


When the Liberian government decided to issue a set of stamps to mark the inauguration of the important harbor project, a group of photographs of the opening ceremonies were considered, and two selected, from which a composite was made. In one photograph, the crane operated by President Tubman held a load of fill rock low off the beach. In another, the truck was tilted and the first load dumped. By super-imposing the second on the first, the crane, truck and load were depicted, and some of the spectators were omitted for clarity, as shown in the enlargement (below) — the actual artists' wash drawing from which the engraver worked.





The first design submitted by the printing firm showed no commemorative date at upper right, and had a small load of rock and several spectators at lower right. The second sketch submitted showed more rock, no spectators and, as yet, no date.



ing the operation at the right of the center vignette; the inscription across the top lacked the date, "Feb. 16, 1946." This design was altered to eliminate the spectators at the extreme right. A modified design was forwarded by the E. A. Wright Bank Note Co. on June 18, and was accepted only with the stipulation that the date be inserted at the top in a second line.

Authority to proceed with the production of the stamps was sent to Philadelphia on July 1, 1946, the order calling for 150,000 of the 5-cent postage value, printed in blue, and 20,000 of the 24-cent air mail, printed in turquoise. Printing was in sheets of 25 with some selvedge on each side.

By August 13 engraving had progressed to such an extent that proofs were submitted in the ordered colors. These proofs, unlike specimens submitted by some companies, were fully perforated and on gummed stamp paper. Two sets were forwarded in all, mounted in a sheet of folder glassine with office staples at each side to make pockets.

Authority to proceed with printing was sent to the E. A. Wright Bank Note Co. on August 14, and shipment followed September 12, 1946. Only one copy of the 5-cent postage value is known to exist overprinted "SPECIMEN" in red diagonally across the stamp.

Issuance, originally planned for September, was delayed by the reshuffling of the Postmaster General's office, and other governmental posts. Finally, on January 2, 1947,



The actual stamps as issued (above) show the addition of the date "Feb. 16, 1946"; (right) a reproduction of the decree.

REPUBLIC OF LIBERIA
POST OFFICE DEPARTMENT
(POSTS & TELEGRAPHS)
MONROVIA.

POSTAL NOTICE No. 7, 1946

"HARBOUR PROJECT STAMPS"

The Public is hereby notified that a special series of two Liberian Postage and Airmail Stamps will be placed on sale at the Monrovia Post Office and the Liberian Philatelic Agency, 25, Beaver Street, New York, U. S. A., January 2, 1947.

The series will include a 5-cent Postage and 24-cent Airmail denominations.

The stamps are in a single design, picturing His Excellency President Tubman dumping the first load of rocks for the Harbour project in Monrovia, February 16, 1946.

Issued this 20th day of December A. D 1946.

Nete Sie Brownell,
Acting Postmaster General of Liberia

the stamps were placed on sale simultaneously in Liberia and at the Liberian Philatelic Agency in New York. Special first day covers were provided.

1947 Harbor Re-Engraved Issue

On February 1, 1947, even before the two Harbor stamps made their appearances, Nete Sie Brownell, as Acting Postmaster General replacing Postmaster General James T. Phillips, authorized the reduction of air mail postage (foreign) from 70 cents per half-ounce to 25 cents per half-ounce, such a change to go into effect March 1.

This change was made in Order No. 1, 1947, and reads:

REPUBLIC OF LIBERIA
POST OFFICE DEPARTMENT
POST & TELEGRAPHS
MONROVIA
POST OFFICE ORDER
NO. 1, 1947

Reductions in Air Mail Rates

"Effective March 1, 1947, the rate of postage on foreign air mail will be reduced from 70 cents to 25 cents per half-ounce."

To meet this condition, since air mail is widely used by those in and out of that country, it was decided to revise the 24-cent by changing the value, eliminating the commemorative inscription and date, changing the 24-cent air mail to 25-cent air mail.

Since the designs were almost identical with the original Harbor stamps, it was only necessary to show trial color proofs of the accepted design. In the case of the 25-cent value, two sets of proofs were submitted. It was also decided to re-issue the 5-cent postage value without the commemorative date.

The imperforate proofs of the 5-cent value were printed in a reddish shade, and a purple.

In the case of the air mails, imperforate proofs were submitted in green and orange. Only two sets of each color trial are known to exist.

Special first-day covers finally arrived here during June. Each had a special post office imprint in the upper left.

(continued on page 61)



POST OFFICE DEPRTMENT
(POSTS & TELEGRAPHS)
Monrovia.

POSTAL NOTICE No. 2.

"RE-ENGRAVED" HARBOUR STAMPS.

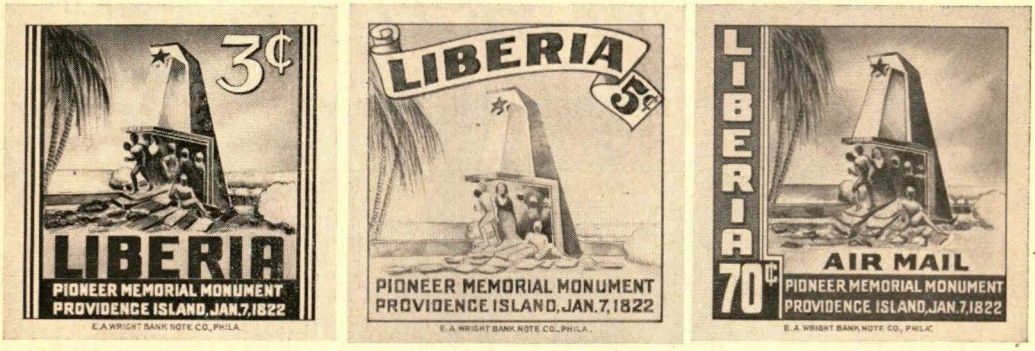
The Public is hereby notified that a special series of the Harbour Project Stamp - "Re-engraved." will be on sale at the Monrovia Post Office and the Liberian Philatelic Agency, 25 Beaver Street, New York, U. S. A. on and after the 16th day of May, 1947.

The Series consist of 5-cent ordinary Postage and 25-cent Airmail.

Issued this 12th day
of May A D. 1947.

Nete Sie Brownell,
POSTMASTER GENERAL OF LIBERIA

Revised stamps, as issued, show the elimination of the commemorative inscription across the top of each stamp, and the change of the Air Mail stamp from 24 cents to 25 cents. Decree which authorized these stamps is shown (reduced) at right.



Artists' wash drawings were submitted for the Pioneer Monument issue. The three projected values are shown above, while the eight original sketches are shown below, marked in order of their popularity with high Liberian officials. Nos. 1, 2 and 3 (b) were accepted. The project was abandoned.



MEXICO

Its Districts and Stamps

Description of various sub-offices which received stamps from Chalco; numerous varieties and errors listed.

By Abraham Odfjell

Chalco. On the marshes of Lake Chalco lies the town of that name, with its ancient history founded on the residence of Indian princes. After the conquest Chalco became what it is today—small and unimportant. The whole district is rich in cereals and other agricultural products. The town is only 38 km. from the City of Mexico, and several canals lead to the capital. Along these canals the natives bring their products, their fruits and flowers to the markets. There is a picturesque church in the town, and several large haciendas. The town has 2,500 inhabitants, and a cold climate.

Chalco had 15 sub-offices, most of which were under neighboring offices, in various periods. The sub-districts and the years under which they received their stamps from Chalco, were:

Amecameca—1861 and 1864 issues
Ayotla—1861 and 1864 issues
Cuautla—1861 and 1864 issues (Under Morelos before 1861)
Ozumba—1861
Papalotla, Tepetlaoxtoc, Texcoco—(Under Chalco from 1856 to 1859, and later Texcoco, which was a principal office from 1859)
Tlayacapan—1861 and 1864 issues
Tlatmanalco—1861, 1864 and 1866 issues
Tlaltizapan—(Under Chalco for a short time, 1857, later under Cuernavaca)
Totolopan—1861 issue
Xoncatepec—1866 issue
Yautepec—1861, 1864 and 1866 issues

Amecameca is a large village which one passes on the way from Chalco to the two famous volcanos of Popocatepetl and Ixtlacihuatl. From the village one has one of the most picturesque views of these mountain giants. Amecameca is pretty. A church and a town-hall face the plaza, which is situated amongst small houses, and in and between the streets run streams of clear crystal water. *Ameca* means river, *metl*—magney and *can* place, so *Amecameca* is Indian for "The place (of the) Magney River."

Ayotla on Lake Chalco is a village of about 900 inhabitants. The natives live by their fishing. *Ayotla* is Indian for a turtle and a pumpkin.

Cuautla, some-time capital of the state of Morelos, is a town of 4,500 inhabitants. It is an important town, well known from the War of Independence in 1812, wherein serious fighting took place. The district has several large sugar plantations.

Texcoco is a large district on the same lake, north of Chalco. The soil is fertile, but the climate is cold. It is 40 km. from the capital, and it has 1,500 inhabitants. It is a very attractive village, rich in history, and was the old capital of Acolhuacan. Here stands a monument to the poet-king Netzahualcoyotl, famous as a warrior, philosopher and poet in the 15th century. Texcoco has numerous ruins of temples and pyramids. The famous baths of Netzahualcoyotl are nearby at the foot of the Texcotcingo mountain. There are also ruins

TABLE NO. 1

	½ r.	1 r.	2 r.	4 r.	8 r.
1856 Invoice No. 11	12,300	11,400	2,220	300	840
1861 Invoice No. 56	2,400	800			
	14,700	12,200	2,220	300	840
Returned	3,585	3,408	100	145	235
	11,115	8,792	2,120	155	605

Chalco overprint is 12 x 2 mm.

1861 Invoice No. 122	1,230	1,266	1,110	300	560
1862 Invoice No. 31		200			
No. 55	600	800			
No. 102	120	200	190	60	
No. 140	480	800	950	120	
No. 143	400	1,200	300	100	
1863 Invoice No. 13		400	190		
No. 32		2,000			
No. 77			570	60	60
1864 Invoice No. 55		3,000			
	2,830	9,866	3,310	640	620
Returned	102	2,798	357	116	421
	2,728	7,068	2,953	524	199

Both first issues have forged postmarks: Morelos, Cuautla, Yautepec.

Overprint is 12 x 2 mm.

Eagles

	½ r.	1 r.	2 r.	4 r.	8 r.
1864 Invoice No. 78 name only	337	1,591	1,015	124	4
Invoice No. 157 large figures		1,500	1,500		
1865 Invoice No. 12		1,500		500	
No. 113		2,000			
No. 195		3,000			
No. 209			2,000		
1866 Invoice No. 76		2,500			

Chalco overprint is 13 x 2 mm. Chalco's stamps have sub-office numbers.

Maximillians

	7 c.	13 c.	25 c.	50 c.
1866 Invoice No. 23	140	350	700	
No. 37		500		
No. 59	305	1,050		
No. 69			2,450	1,053
No. 98		630		
No. 129		1,000		

Overprint is 13 x 2 mm.

No. 98, 25c., with Mexico overprint is an error.

No. 129, 13c., is found with double overprint.

Chalco has sub-office numbers on these issues.

of palaces of kings and "The Unknown God of Fate" temple, of which no details exist.

TEPETLAOXTOC is situated 10 km. northeast of Texcoco. The district has about 5,000 inhabitants and is rich in Magney plantations.

OZUMBA is a village of 3,000 inhabitants, with plains which yield rich cereals.

PAPALOTLA is 6 km. northwest of Texcoco, and has 1,000 inhabitants.

TLATMANALCO is 12 km. southeast of Chalco, with 4,800 inhabitants in its district. It is located amid interesting ruins.

TLALTIZAPAN is on the west bank of the Yautepec river. The district has 2,200 inhabitants, and is 20 km. south of Yautepec.

TLAYACAPAN—its old Mayan name was Tlahacapan—is a district of 2,500 inhabitants and is known for its bad luck, such as a lack of water and poor communications, thus causing its natives to move to other neighboring districts.

TOTOLAPAN is another district hard hit by nature, and has 3,500 inhabitants.

YAUTEPEC is in a mountainous but fertile district—rich in sugar and maize—and is situated at the foot of the San Juan mountain. The district has more than 5,000 inhabitants.

Chalco received the consignments shown in Table No. 1.

1867. Chalco received some Mexico gothics, which were given a Chalco overprint and a Cuautla overprint, but only a few are known to be genuine.

1868. Chalco had none of this issue, since the district was then under Mexico City. Therefore, stamps of this issue are found with both Mexico and Chalco overprints.

1872. District No. 6: 6c., 12c., 25c., 50c., and 100c. The 6c. and 12c. are imperforate; 1878—12c. is imperforate; watermarked papel sellado; 50c. and 100c. are not known imperforate; overprint is 10 x 1¾ mm.

1874. District No. 6: 5c., 10c., 25c., 50c., and 100c.; number and date wide apart; Cossio says that in the fiscal year 1874/1875 the following quantities were sold: 5c., 756; 10c., 6,049; 25c., 68; 100c., 51; 1874—10c. and 25c., on thin, hard paper; 25c. with error Toluca overprint; 1875—10c.; overprint on 10c. is 13 mm.; 1877—overprint on 25c. exists with sans serif characters; 25c. has vertically laid paper and wide horizontally laid paper; 25c. without name; overprint is 10 x 1¾ mm.

1878. 4c., 5c., 10c., 25c., 50c., 100c.; black overprint is 10 x 2 mm. on 10c. and 25c.; 50c. with Tobasco overprint error; 1879—10c., 25c. and 100c.; 1880—10c. and 25c.; vertically laid paper, 1882—5c., 10c. and 25c.; 1883—5c. and 10c.; blue overprint 10 x 2 mm., 1879—10c.; 1881—10c. and 25c.; 5c. has vertically laid paper; 100c. has double overprint and vertically laid paper; 1882—5c. and 25c.; vertically laid paper, 1879—10c. and 100c.; black overprint, 13 x 1¾ mm., 25c.; vertically laid paper, 10c.; soft thin paper, 1880—10c. and 25c.; 1881—10c.; 1882—10c.; 1883—5c. and 25c.; double overprint, 10c.; blue overprint, 1879—10c.; 1881—5c. and 100c.; thin paper, 1882—5c.; 1883—5c.; no overprint, 1881—4c. and 5c.; 1882—4c. and 25c.; 1883—5c., 10c., 25c., and 100c.; error 46 for 41, 10c.

According to Chapman, in the year ending June, 1882, the following quantities of stamps were sold: 5c., 1,353; 10c., 11,770; 25c., 3,037; 50c., 84; 100c., 133.

Cossio says the number of stamps sold in District No. 6 for foreign use in the period 1879—82 was as follows: 1c., 46; 2c., 80; 5c., 875; 10c., 731; 25c., 16; 50c., 11; 100c., 9; no name, 1879—2c., 50c., and 85c.; black overprint, 10 x 1½ mm., 1880—5c.; double blue overprint, 10 x 1½ mm., error 35 for 41, 1881—10c.; no name, 10c.; no name, 1882—100c.; blue overprint, 10 x 1½ mm., 2c.; additional values: 1882—2c.; 1883—12c.

Cossio says that Chalco's stamps are among the rarest, due to its position near to the capital, and because its population consisted primarily of workers in the haciendas. Cossio also lists an error, 21 for 41, but neither year nor value is stated.

In 1881 a weekly correspondence was opened between Cuautla and Mineral de Huautlo.

Locals—1867: 1 real black on white, hand-stamped in Cuautla (Chalco, two copies are known. See Chapman's article in *London Philatelist.)*

(TO BE CONTINUED)

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MOROCCO

(continued from page 26)

not 25. The second printing gave the red and vermilion stamps on white glazed paper, printed from a new transfer setting, but again in sheets of 24. Both were perforated 12.

Stamps of the first printing are rare, and of the second exceedingly scarce. The second printing is known "printed both sides," and in pairs imperforate between.

Most of the remaining stamps were destroyed by fire in Marrakech shortly after M. Firbach's retirement.

Moroccan Official Post (Page 99-102)

CHERIFIEN. From 1892 to 1912 the hand-stamped Maghzen franks were applied to letters. They exist in both octagonal and circular form from all the offices. They can be found in black, blue, green, red, carmine, violet or orange. From some offices, such as Fez, covers are fairly common, although rare in certain colors, and the circular hand-stamps are always the scarcest.

The adhesive stamps were in use in all Morocco until 1914, but continued in use at Tangier until 1919.

The first printing of 1912 was from a stone of 50 subjects in two panes of 25 (5 x 5) and the transfers were set very close together, giving the stamps small margins, so small in fact, that the perforation usually cuts the design at one or more sides. It was probably this difficulty in making a satisfactory perforation that caused new stones to be prepared for the subsequent issues, with a wider setting and, in this case, the 2m. was printed from an altered or new die. Although it is generally agreed that the first printing from the new stones took place in Sept., 1912, the stamps do not seem to have come into general use until February, 1913, presumably as supplies of the first printing ran out. These second stones were used to produce sheets of 150 in six panes of 25 (5 x 5). The first issue is on white paper, the second on toned paper.

Imperforate between pairs are known of the 2m. of 1913. No. 2b was issued at Tangier only.

In November, 1913, a ½-Mouzouna stamp was needed, and a rare provisional was made by surcharging the little-used 50m., in the *deep* violet gray shade of that year, "0.05."

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Apart from the imperforate stamps, which may well be from sheets sent in mistake before perforating, color proofs on card are known of the values in colors as follows: 1m. gray, 2m. brownish red, 5m. green, 10m. vermilion, 25m. blue, 50m. violet.

Ten examples only of the artists' proofs of all six values exist, printed from the die on small sheets of paper 170 x 120 mm., and each consecutively numbered from 1 to 10.

Undoubtedly these stamps call for more study of printings and transfer varieties.

It should be possible to find all the local stamps on cover in combination with stamps of other of the extra-territorial posts (on letters for overseas). The stamps of the Cherifien posts are largely found with French stamps on letters from French troops, the French stamp, of course, paying the overseas postage. Much more rarely one finds them used with stamps of Gibraltar, used at one of the British consular agencies, or at Tangier and, of course, with stamps of the British "Morocco Agencies." I have a number of such covers of various periods, addressed to France, England and Germany, the three countries which had probably the largest trading interests in Morocco.

LIBERIA

(continued from page 54)

Accepted values in the set, which is supposed to feature "Commerce & Industry," include the 5-cent postage and the new 25-cent air mail.

The postage value was produced in purple, with an order of 200,000 copies, and the 25-cent air mail in red, with an order of 50,000. Both values were extensively used for commercial mail from Liberia.

1947 Pioneer Monument Issue

The earliest settlement of the pioneers was on Providence Island on January 7, 1822. From there they went to what is now the site of Monrovia. To mark this small island's place in Liberian history, a monument was to have been erected on Providence Island on the 125th anniversary and, appropriately enough, it was decided that a set of three stamps should be issued.

Based on a large but rough sketch of the

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LIBERIA

(continued from page 61)

proposed monument, an artist of the E. A. Wright Bank Note Co. prepared a group of eight sketches, or roughs, showing various frame treatments. These were shown to a number of individuals connected with, or interested in, Liberia, and curiously enough all selected the same three designs (1, 2 and 3A—*See illustration*), with a few also favoring 3B.

On the strength of this feeling, the E. A. Wright Bank Note Co. proceeded to prepare three designs, for the 3-cent and 5-cent postage values, and 70-cent air mail (which would have had to be changed to 25 cents). These wash drawings were very striking, and were on the verge of being authorized when a sudden change in government plans called the whole thing off.

Postmaster General Nete Sie Brownell, on February 10, 1947, wrote that the statue was not to be erected. There was some consideration of a set of stamps showing Providence Island itself, but available sketches were so poor the whole idea was dropped.

U. S. NEW ISSUES

(continued from page 47)

tions of this new stamp may send not in excess of 10 addressed envelopes, accompanied with remittance for the stamps to be affixed, to the Postmaster at Tuskegee Institute, Ala., in time for servicing before January 5. The envelope addressed to the Postmaster should be indorsed "First Day Covers, Carver Stamp." The stamp will be on sale at the Philatelic Agency, Washington 25, D. C., the next day and at other post offices throughout the country as soon as distribution will permit.

October 30, 1947.

It was announced last night that the designer of the new 3-cent Dr. George Washington Carver stamp is William A. Roach, with the engravers being Edward R. Grove, portrait; James T. Vail, frame; lettering and numeral by James T. Vail and Axel W. Christensen.

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Francis Scott Key; Gold in California

November 21, 1947.

Postmaster General Robert E. Hannegan announced today that he has approved for issuance in 1948 two new commemorative postage stamps.

These new stamps, Mr. Hannegan said, will honor Francis Scott Key, author of the National Anthem, and commemorate the 100th anniversary of the discovery of gold in California at a point near Coloma in that state.

Further details, the Postmaster General added, relative to size, denomination, design, color and respective dates of first-day sale, will be announced later by the Post Office Department.

5-Cent Air Mail Coil

December 11, 1947.

The Post Office Department announced today that it is preparing to issue the current 5-cent air mail stamp (small size) in coils, horizontally perforated.

These will be released through the Washington, D. C., Post Office on January 15, 1948.

Stamp collectors desiring first-day cancelations of the 5-cent coil stamp on January 15, 1948, may send a limited number of addressed envelopes, not in excess of 10, to the Postmaster, Washington 13, D. C., with postal note or money order remittance to cover the cost of the stamps to be affixed. Postage stamps and personal checks will not be accepted in payment. Envelopes submitted should be of ordinary letter size and each must be properly addressed. An enclosure of medium weight should be placed in each envelope and the flap either sealed or turned in. An outside envelope to the Postmaster should be endorsed "First Day Covers." Collectors should refrain from requesting hand cancelations since covers will be machine canceled as far as practicable. Orders for first-day covers must not include requests for uncanceled stamps.

For the benefit of collectors, 5-cent coiled stamps (unselected) will be available at the Philatelic Agency, Post Office Department, Washington 25, D. C., on January 15, 1948, and for a limited time thereafter, in any quantity desired.

(TO BE CONTINUED)

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Published Quarterly by THE COLLECTORS CLUB.
FRANKLIN R. BRUNS, JR., *Editor.*
JOHN G. ZERVAS, *Managing Editor*
WALTER R. SCHUMANN, *Advertising Director*
Office of Publication, 104 Academy Ave., Federalsburg, Md.
Editorial and Executive Offices, 22 East 35th Street, New York, N. Y.

Subscription Rates $4.00 per Year
Single Copies $1.00.

Advertising Rates Upon Request.

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

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