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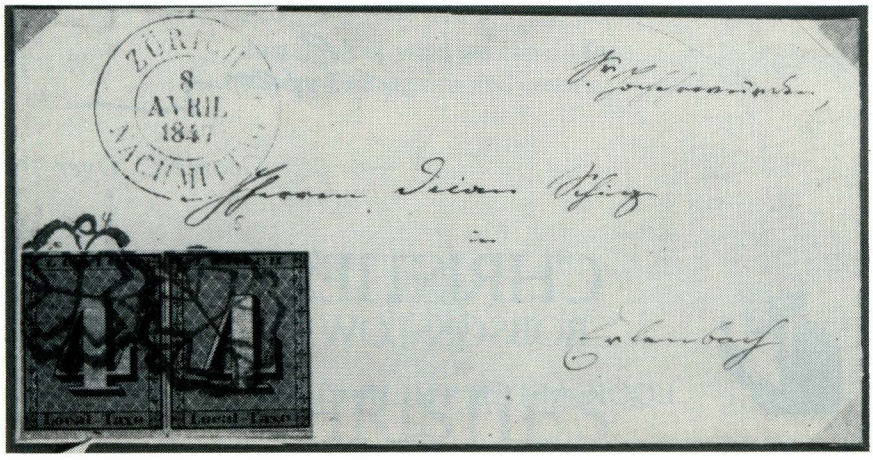
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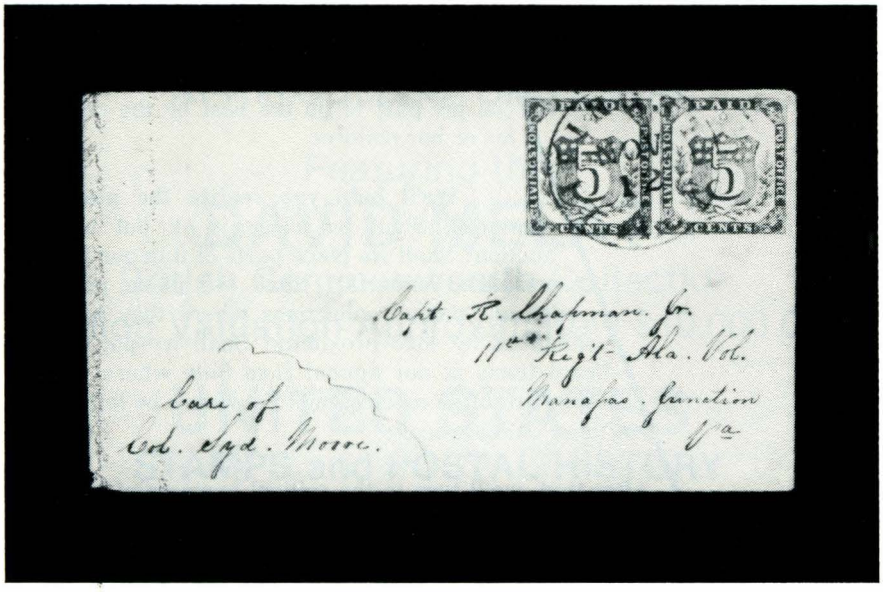


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The Collectors Club Philatelist

Volume 64, Number 5 **September-October 1985**

Articles

A Census of U.S. Classic Plate Blocks 1985 Supplement, by John C. Chapin 303

Ethiopian Flights and Air Mail Service 1929-1935, by Nachum Kaplan 305

Twentieth Century United States Bisects, by Henry Stollnitz 319

Soruth Despatch and Receiving Memo, by Kusum and Dhirubhai Mehta 331

Departments

Italia '85, by Ernest A. Kehr. 332

President's Report 334

Capital Fund Update 336

Letter to the Editor 338

Book Reviews 339

Publications Received 351

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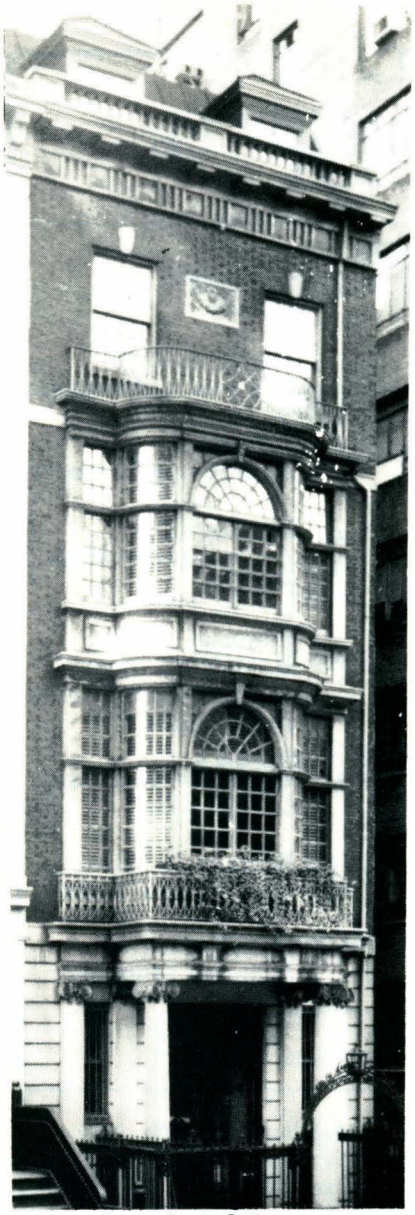
John D. Dowd
Business Manager

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1982 Dorothy Colby Award for best original article appearing in the philatelic press, to Abbot Lutz for "Post Office Machines: Metered Mail—Coin Fed for Public Use," July 1981.
1983 ESPAMER '82 Medalla de Plata Grande for Volume 60.
1983 Dorothy Colby Award to Philip Silver for "United States: The Beacon Air Mail Stamp of 1928 Revisited".

A Census of U.S. Classic Plate Blocks 1985 Supplement

by John C. Chapin

This brief listing will update the 1984 supplement that appeared in the May-June issue of *The Collectors Club Philatelist* (vol. 63, no. 3). Both will serve as addenda to *A Census of U.S. Classic Plate Blocks, 1851-1882*, published by the Club in 1983. The scope of all these is limited to plate number multiples between the 1 cent blue, type II, Scott no. 7, and the 5 cent yellow brown Garfield, Scott no. 205.

Census No.	Cat. No.	Size	Gum	Selvage	Plate No.	Position	Source	Comments
40	24	10 x 10 = pane 100	uwog	CIPN	8	L	*Add*—Kell—Lot 383—2/5/85	SAME
49	24	2 x 4 = 8	O.G.	CIPN	10	R	*Add*—Qual—Lot 81—6/6/84—Sim—Lot 147—11/9/84	SAME
119	26	2 x 4 = 8	O.G.	CIPN	24	L	*Add*—Kauf—Lot 89—12/8/84	SAME
Add 169A	35	2 x 4 = 8	O.G.	CIPN	2	L	Collector 1/85	Bought from Stanley Gibbons: $7500
Add 267A	73	2 x 1 = 2	O.G.	PIPN	31	B	RAS—Lot 111—8/8/84	No photo—reinf.—thins
288	88	4 x 2 = 8	US	CIPN	55	B	*Add*—Sim—Lot 297—7/18/84	
297	93	2 x 1 = pr.	O.G.	PIPN	53	B	*Add*—HRH—Lot 186—6/12/84	SAME
303	94	6 x 1 = str. 6	O.G.	PIPN	36	B	*Add*—RAS—Lot 196—10/23/84	SAME
332	114	6 x 3 = 18	O.G.	CIPN	26	T	*Add*—Mole—PT—9/84	SAME
Add 370A	145	3 x 2 = 6	uwog	PNO	50	T	Sim—Lot 422—7/18/84	

Delete 378B	152	2 x 2 = 4	O.G.	PNO	20	T		Does not exist
Add 387A	156	5 x 2 = 10	O.G.	PIPN	531	T	Kenedi—Lot 59—10/13/84	Reinf.—soiling
382A	155	5 x 1 = str. 5	US	CIPN	23	B	*Add*—Qual—Lot 142—6/6/84	Canc. removed, thin, L stp. stain, tear in B selvage—PFC 115, 118
412	159	6 x 2 = 12	O.G.	CIPN	18	T	*Add*—RAS—Lot 809—12/10/84	*Add*—Friedl certificate

An analysis of the above tabulation reveals the following:

1. There were very few transactions in the field during the whole year. While there were undoubtedly some retail sales, of which I have no record, I trace only 12 auction sales and one private treaty offering (plus one deletion from the book's primary listing). In addition, one collector furnished new data.

   When one considers the scores of thousands of lots auctioned in one year, the tabulation represents a minute fraction. Partly this is due to the overall rarity of classic plate number multiples; however, surely the stagnant philatelic market of the last year has also had a dampening effect. One has to surmise that owners of this type of material are simply holding back on offering it for sale until they see a revival in market activity and prices.
2. Of the 13 sales entries, only five (with an A added to their census number) represent new additions to the supplement printed last year. Three of these have only "Part Imprint and Plate Number" or "Plate Number Only"; one is a strip. Only one of the listed transactions represents a new "Complete Imprint Plate Number" block. This one was, curiously, purchased from a British dealer.

   Thus the remaining eight census numbers cover previously recorded pieces that were resold.

That, in summary, is all that can be told about classic plate block quantities in this year's supplement. Your contribution of additional data will be welcomed. Please send it to John C. Chapin at the Club.

Editor's Note

John Chapin's original book, *A Census of United States Classic Plate Blocks, 1851-1882* is available in hardcover at $19.50 and softcover at $12.50. A copy of the 1984 supplement will be included with the book. Orders should be sent to the Executive Secretary, The Collectors Club.

Ethiopian Flights and Air Mail Service 1929-1935

by Nachum Kaplan

Much has been written on this subject during the past 50 years, primarily on the philatelic aspects, with comparatively little information on the flights themselves. In order to follow the flights, we have to know something about the aircraft, pilots and mechanics, and the airfields or landing strips in Ethiopia during this period. We have to remember that, unlike more developed countries, the landing strips had no facilities for refueling, no maintenance, and no spare parts for repairs. The tiny handful of pilots and mechanics took their spares aloft with them. This is primarily a background article, assembled from bits and pieces in the press and the philatelic journals, but by no means complete as gaps in our information still exist.

Landing Strips

There was not a single strip available for the arrival of the first Ethiopian aircraft on August 18, 1929. Prior to this date, Ethiopian airspace had been closed. Then, two months prior to the arrival of the first flight, Andrew Maillet, pilot of the first flight, directed the preparation of the first three landing strips:

Jan Meda, the polo ground of the diplomatic corps, located five km northwest of Addis Ababa;
Bishoftu, located about 20 km southeast of Addis;
Gueferssa, located about 20 km west of Addis.

Another strip was prepared at Dire Dawa, close to the railway station, and one in Harrar.

In July 1930, a landing strip was cleared in Djigdjiga and a flight school opened there. By the end of 1931, landing fields were prepared in Dessie, Djimah and Debre Markos for local flights.

Aircraft

During 1929, Ethiopia purchased four aircraft: three Potez 25A-2 from France and a Junkers W33c from Germany. They all arrived by sea at Djibouti around mid-June; the French authorities did their utmost to assist the French crews and placed every possible impediment in the path of the German crew. As a result,

one of the Potez craft was the first to enter Ethiopia and the first to be presented to the Regent Ras Tafari (later known as Emperor Haille Selassie) on August 18, 1929.

The Junkers was taken by train to Dire Dawa, assembled there, and flown to Addis Ababa on September 5, 1929. The remaining Potez duo were flown from Djibouti on September 22, 1929, one by Andrew Maillet, the other by a German pilot, Graf Schaesberg (crew member from the Junkers). Although the German crew lost the race to Addis, they were the first to carry airmail into Ethiopia. The Junkers crashed near Dessie on December 12, 1929; the parts of the aircraft were recovered to Jan Meda and the aircraft was returned to service in 1934.

Eight additional aircraft arrived during 1930 including three Potez 25A-2 armed version (arrived by train at unknown dates) and a Fiat AS1 in the beginning of the year (crashed during July 1930 and not repaired).

The first flying tourists arrived in Ethiopia in March 1930: the Comte de Sibour and his wife in a Gypsy Moth DH 60M. While on a visit to Djibouti, they secured permission to overfly Ethiopia on condition that the aircraft display Ethiopian markings and that the aircraft be offered to the Regent should he wish to purchase it. Upon arrival in Addis, the Regent was taken for a flight. He gave de Sibour permission to fly anywhere in Ethiopia but insisted upon purchasing the plane. On March 27, 1930, de Sibour took off for a flight over Lake Tana where rebels were fighting the Regent's army. He was accompanied by Maillet who dropped bombs while de Sibour dropped pamphlets. De Sibour was permitted to fly to Djibouti where he handed the aircraft over to the Regent's representative. The Moth was used by the flight school in Djigdjiga until it crashed in 1932.

In June 1930, a Farman 192 was delivered by train from Djibouti.

Two aircraft were gifts to the Regent on the occasion of his coronation as emperor on November 2, 1930. The French had sent a Farman 192 that was flown by a French crew from Paris. On the last leg of the flight from Djibouti to Addis on October 31, 1930, the plane carried mail. The Italians had sent a Breda 15 that arrived on November 2, 1930 (no additional details are known of this aircraft).

No aircraft arrived during 1931-33, but during 1934, one additional plane arrived, a Fokker F.VIIb/3m flown from Switzerland by M. Mittelholzer on February 23, 1934.

In addition to the crashes noted above, there were two more. The first Potez crashed early in 1934. The Farman 192 that was given by the French crashed during a mail flight from Addis to Djibouti on February 14, 1932.

Pilots

Although the first pilots to serve in Ethiopia were French and German, the Regent decided in early 1930 to open a flight training

school for his subjects.

Andre Maillet arrived from France, as noted, to fly the Potez aircraft. He became the Regent's private pilot and chief advisor, flew most of the early mail flights, and left Ethiopia in August 1930.

Paul Corriger, French, arrived in December 1929 to aid Maillet and replaced him as chief pilot after Maillet's departure. He flew many mail flights, crashed in the mail flight of February 14, 1932, and was ordered back to France by the French government in 1936.

Gaston Vedel, French, arrived in April 1930 as chief instructor of the flight school. He left Ethiopia in October 1933.

Baron H.W. von Engel, German, arrived in June 1929 to fly the Junkers. He flew the first mail flight from Dire Dawa to Addis on September 5, 1929. He left Ethiopia after the crash of the Junkers.

Graf Schaesberg, German, copilot of the Junkers, flew the Potez from Djibouti to Addis on September 22, 1929. He was not on the first mail flight and left Ethiopia with von Engel.

Ludwig Weber, German, arrived in February 1932 to direct the rebuilding of the Junkers. He left Ethiopia in May 1936 as the Italians arrived in Addis.

Mishka Babitcheff, the first Ethiopian to fly solo, on September 1, 1930, became chief pilot as Corriger left in 1936.

Asfaw Ali, the second Ethiopian to fly, soloed on September 4, 1930.

Six other Ethiopian pilots finished flight school from the end of 1932 to the end of 1935.

Mechanics

The mechanics played an important role, as they assembled the aircraft, participated in every mission with their tools and parts, and when needed helped to navigate.

Fernand Picaper, French, arrived in June 1929 to assemble the Potez. He was the chief mechanic of Addis Ababa and the flight school until 1933.

Jacob Sarafian, French, served from 1930.

Jean Balade, French, arrived in April 1930 and survived the crash of the Farman during the mail flight on February 14, 1932.

Thierry Maignal, French, served from 1930 to 1936.

In addition, there were German mechanics who were busy with rebuilding the Junkers, and some Ethiopian mechanics who worked as assistants.

Mail Flights

From the above lists we can learn that for the December 1929 flights, there were three Potez planes, two pilots, and one mechanic. The number of aircraft and mechanics increased during 1930 and so did the duty of the two pilots. They flew missions against the rebels after Maillet left on August 3, 1930 and until Babitcheff and Asfaw Ali became pilots. Only Corriger flew all the missions.

The mail flight of August 18, 1929 was described in some detail in the May, 1985 *Collectors Club Philatelist*. No mail was ever recorded from this flight.

All publications report that the Junkers flight Dire Dawa-Harar-Addis on September 5, 1929 carried 18 mail bags. A report by von Engel reveals that he had 13 bags to Addis and one to Harar. All that mail was from Europe and was sent from Djibouti to Dire by train. It was canceled in Dire September 5, 1929 (in some cases the clerk erred and canceled August 4 or 5, 1929). Upon arrival in Addis, all letters had a special cachet applied. Very few letters were recorded with Addis arrival, none with Harar.

The two remaining Potez aircraft were flown from Djibouti on September 22, 1929 by Maillet and Schaesberg with Picaper as mechanic. The flight was reported by Ing. Vogel (a German philatelist in Addis Ababa during the period) and later by Ethiopian Air Lines. There is no mention of mail.

There is much confusion about the flights that took place December 26-29, 1929. For December 26, most publications state that a flight took place from Addis via Dire to Harar. Some mention Addis to Djibouti. The fact is that no mail was recorded to Harar; some of the mail is addressed to Dire Dawa and backstamped the same day. Some of the mail is addressed to Djibouti or abroad and backstamped on the same day or December 27. Some letters were canceled in Addis on the 27th and on the same day in Djibouti.

Most publications state that Maillet in a Potez took a mail flight on December 29 to Dire Dawa, returned to Addis, then flew to Dji-



Fig. 1. First flight Addis-Dire Dawa, 26.XII.1929. Philatelic franking, non-philatelic address. Dire Dawa arrival 26.XII.1929 backstamp.

bouti to bring a new plane to Addis, all on the same day. A flight from Addis to Dire and back took almost five hours. From Addis to Djibouti and back took about seven hours. That was flying time, with no time for refueling or servicing. During the short days of December, it meant night flying and landing, unlikely then in Addis Ababa. No new aircraft was due to arrive on or about that date. Only mail to Dire Dawa and mail from Djibouti to Addis is recorded; no mail was recorded from Addis to Djibouti on that date.

In my opinion, the flights that took place should be classified in the following order.

December 26: Addis-Dire Dawa-Djibouti-Addis. The flight carried mail to Dire and Djibouti. All the mail was canceled in

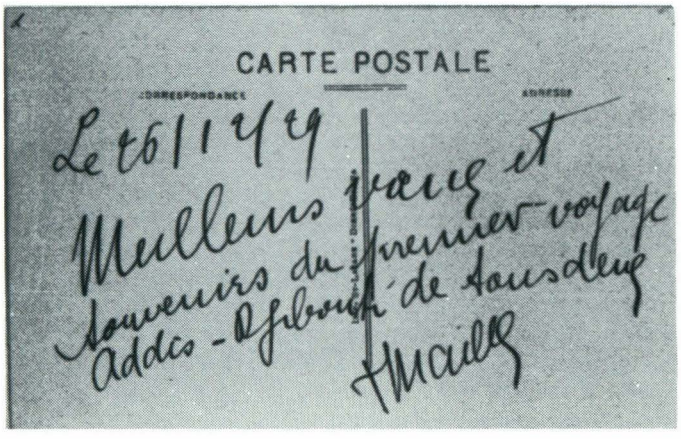


Fig. 2. Nonphilatelic document, a greeting card signed by the pilot of the first Addis-Djibouti flight on December 26, 1929.



Fig. 3. First flight cover to New York. Most of the covers to overseas destinations were not canceled in transit at Djibouti. It is therefore impossible to determine if they were flown on 26 or 27 December 1929. This cover is backstamped at Djibouti 26DEC29 and in New York on January 23, 1930.

Addis 26.XII.1929 and on the same day on arrival. No mail is recorded from the return flight (Figs. 1, 2, 3).

December 27: Addis-Djibouti-Addis. The only report of this flight is in Vogel's *Abyssinian Airposts*. The flight carried mail that was canceled in Addis on the 26 and 27.XII.1929 and backstamped in Djibouti on the 27th (Fig. 4). It is possible that due to weight limitations of the Potez, some of the mail that was ready for the flight of the 26th could not be taken, necessitating this flight. No mail is recorded from the return flight.

December 29: Addis-Dire Dawa-Djibouti. This flight carried mail to Dire Dawa only and continued empty to Djibouti (Fig. 5).

All the mail carried during those four days is considered first

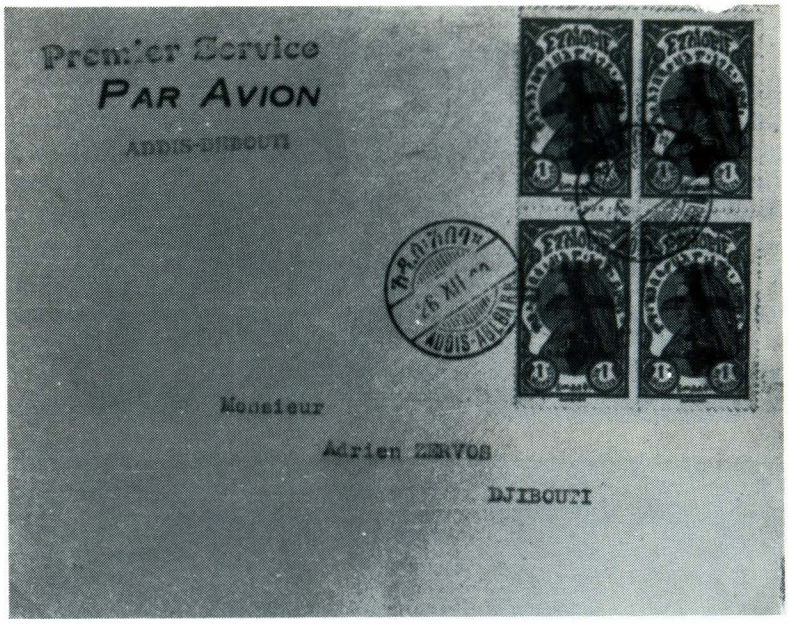


Fig. 4. Correct rate to Djibouti, canceled on 26.XII.29 but flown on the next day. Backstamped at Djibouti 27 DEC 29.

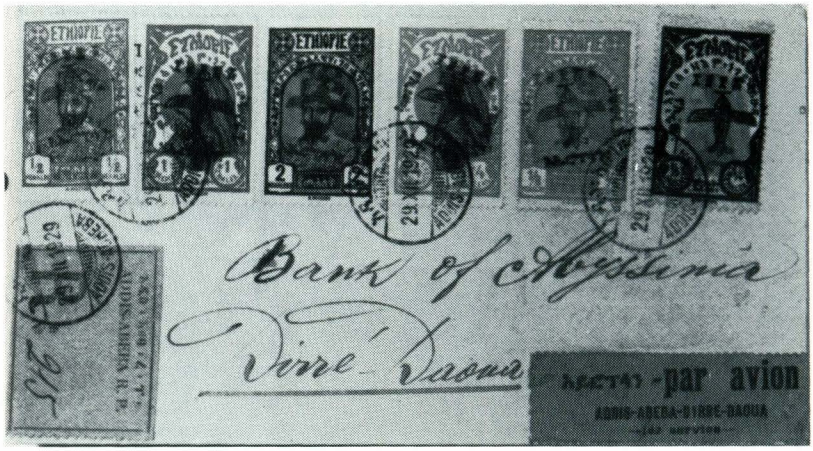


Fig. 5. Philatelic franking to a nonphilatelic addressee. Flown on December 29, 1929 to Dire Dawa. Although it was the second flight, the cover bears the 1er SERVICE cachet like all the others.

flight mail.

Reports of quantities of mail vary from 500 covers per flight to 500 covers on all flights. Regardless which number is correct, makes no difference, or at least not much, in the rarity of these covers.

December 29: Djibouti-Addis. The return flight by the Potez carried about 800 covers. The covers were franked with French Somali stamps overprinted with 1 SERVICE AVION after they had been affixed to covers. Mint stamps with this overprint do not legitimately exist (Fig. 6).



Fig. 6. Registered first flight cover Djibouti-Addis 29 DEC 29. Adhesives are handstamped with 1 SERVICE AVION. Such adhesives are unobtainable in mint condition.

The revised edition (1970) of Frank Muller's 1950 Air Mail catalog reports a second flight that took place on the same day from Djibouti to Dire Dawa. So far, no mail has been recorded from this flight.

The 1930 flights can be arranged in the following order.

January 30: Dire Dawa-Addis. Although this flight has not been previously reported, I have in my collection two covers from this flight. The covers are franked with adhesives of the 1928 issue. On one cover, the adhesives are handstamped with PAR AVION. The cover is addressed to Maillet and signed by him. The second cover is also handstamped with the same PAR AVION but on the cover only. The adhesives were handstamped upon arrival in Addis with the handstamp used for the 1929 Air Provisionals type 2 (Figs. 5,6 in May article).

February 22: Addis-Djibouti. This is the second mail flight in this direction. The covers were handstamped with 2 SERVICE

SPECIAL and ADDIS-DJIBOUTI. The Djibouti arrival is 23 FEV 30. I therefore have assumed that the flight took place on this day and not on the 22nd as reported. Only a fraction of mail was ever recorded from this flight that was performed in a Potez. No information on the pilot and on mail from the return flight to Addis is available (Fig. 7).



Fig. 7. Correct rate to a non-philatelic address from the second flight Addis-Djibouti. Backstamped DJIBOUTI 23 FEV 30. A handful of covers are recorded from this flight.

February 12: Rome via Massawa to Mogadiscio. I have no information on the return flight but the plane must have returned to Rome. I mention this flight because of a cover in my collec-



Fig. 8. Addis Ababa, 15.III. 1930 — Roma 19.3.30-8?

tion which is franked with adhesives of the 1929 Air Provisional type 3 canceled with ADDIS-ABEBA 15.III.1930. The cover is handstamped with VIA AIR MAIL in a rombus-shaped frame and canceled on arrival with ROME CORRISPONDENZE (FERMO POSTA) on 19.3.30-8. Everything about this cover looks genuine. If there were a flight from Addis to Djibouti or Massawa and a flight that collected mail to Rome, the arrival time of five days later is correct. Flying time from Djibouti or Massawa to Rome in those days was four days only (Fig. 8). Does any reader have more information on such a flight?

April 17: Djibouti-Addis, second flight. I tend to believe that this flight was done with the Gypsy Moth by Maillet after he received the aircraft from de Sibour in Djibouti.

October 31: Djibouti-Addis, third flight. This flight was the last leg of the Farman's flight from Paris. The plane, a gift from the French government, was flown by a French crew (Figs. 9, 10).



Fig. 9. The cover was flown in the Farman presented to the emperor at his coronation. The covers on this flight were backstamped upon arrival with the same cachet that was used on the mail of the Junkers flight on September 5, 1929.

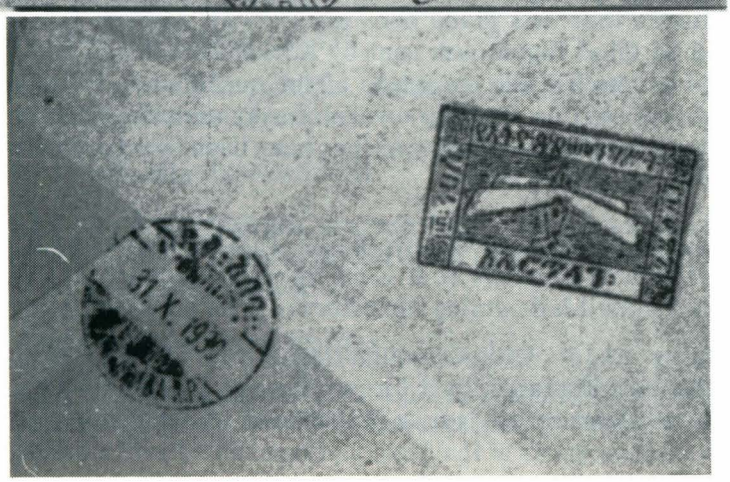


Fig. 10. Addis arrival 31.X. 1930 and flight cachet.

Similarly, the flights for 1931 can be arranged as follows.

June 4: Djibouti-Addis, fourth flight (Fig. 11).
June 18: Addis-Djibouti, third flight.
June 20: Djibouti-Addis, fifth flight. Return flight of June 18.
June 3: Addis-Djibouti, fourth flight (Fig. 8 in May article).
July 4: Djibouti-Addis, sixth flight. Return flight of July 3.
November 26: Addis-Dessie, first flight.
November 27: Dessie-Addis, first flight. Return of November 26.



Fig. 11. Adhesives hand-stamped with airplane for the fourth flight Djibouti-Addis. Unobtainable in mint condition.

The dates are the dates of the flights and not those of the cancelations on the covers. In some cases, mail was accumulated for several days before the flights but canceled upon delivery to the post office. This is why some lists give other dates.

The November flight to Dessie was the first of a series of many local flights that took place between 1932-34. Most of the mail carried on those flights was sent by Adrien Zervos and was addressed to him. On the occasions of the mail flights, he always gave receptions; he was the owner of a local commercial company. I will not list those flights as they have been listed previously. For 1932, the flights follow.

January 9: Djibouti-Dire Dawa-Addis. This flight was never listed. The only mention of it is in the 1970 revision of Frank Muller's Air Mail catalog; he refers to it as the seventh flight.

January 13-16: Addis-Djigdjiga-Dagabur-Bourcellia-Djigdjiga-Addis. I mention this flight for two reasons. It was the longest flight in Ethiopian navigation (2400 km or 1600 miles). Only the first and last parts of the flight had been listed previously. Cor-

riger and Dalade took off in a Potez on the morning of January 13 with mail bags. They landed in Djigdjiga and delivered the bags. The mail from this part of the flight was handstamped PREMIER SERVICE and ADDIS-DJIGDJIGA the next morning. On January 14, they flew to Dagabur and Bourcellia in the Ogaden desert to deliver mail and back to Djigdjiga; no mail was ever recorded from this part of the flight. This segment was described in an article that was written in February 1932. On the morning of January 16, the aircraft took off to Addis; mail from this segment was handstamped with PREMIER SERVICE and DJIGDJIGA-ADDIS.

February 4: Addis-Dire-Djigdjiga-Djibouti, fifth mail flight to Djibouti. By order of the emperor, two planes took off that morning, a Farman 192 with Corriger and Balade and a Potez 25A-2 with Babitcheff and Sarafian. The Farman carried two mail bags, one to Djigdjiga and one to Djibouti. Both planes were to fly together and if one failed, the mail would be carried on by the other. They flew as far as Djigdjiga. Due to weather, they could not continue and the Farman went on to Djibouti to complete the mission on February 6. The Farman remained in Djibouti until February 14 due to weather; no mail has been recorded from the bag to Djigdjiga.

February 14: Djibouti-Addis, seventh or eighth mail flight (?). The flight took place in the Farman that remained in Djibouti since February 4.

February 14: Addis-Djibouti, sixth flight. This was the *first* mail crash in Ethiopian aviation. Soon after the Farman landed in Addis, it was loaded with mail for a return flight to Djibouti. It took off for the 3½ hour flight at 2:20 p.m. At 5:30 p.m., the plane was over Holl Holl 40 km from Djibouti. A sand storm forced the aircraft to fly so low that it struck a large rock and crashed, throwing the mailbags and crew out. The crash was seen from a nearby railway station and a train was sent from Djibouti to collect the crew and mail that was scattered all over. Despite the late hour, the mail was canceled in Djibouti the same night (Figs. 12, 13).

December 4: Djibouti-Addis, eighth or ninth flight. Not listed previously but mail recorded.

For 1933 only one flight is listed.

April 14: Addis-Djibouti, seventh flight. Mail from this flight was sent via Port Taufiq to Cairo and then by air to London or to Karachi and Colombo.

In 1934, two flights are recorded.

September 12: Addis-Zeila (British Somaliland). The first recorded flight of the rebuilt Junkers, piloted by Weber, took ten covers.

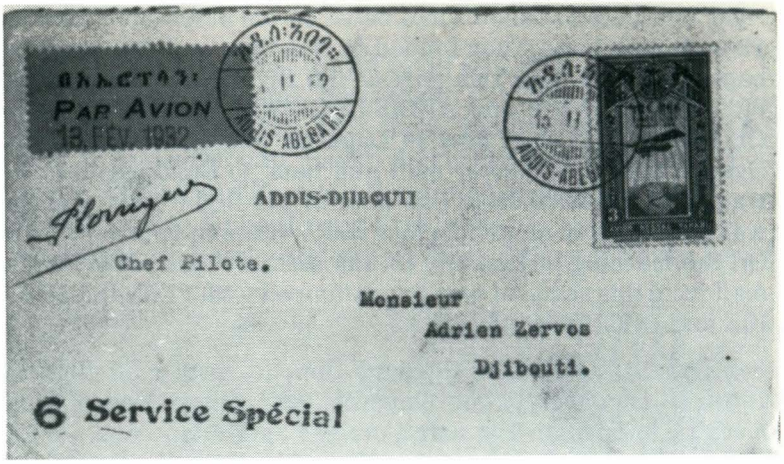


Fig. 12. Cover from the crash flight to Djibouti signed by pilot Corriger. Backstamped Djibouti 14 FEV 32.

September 14: Addis-Djibouti, eighth flight. This flight also used the Junkers. Another flight into Ethiopia was made by Mittelholzer who delivered a Fokker F.VIIb/3m. He left Zurich on February 2, 1934 and arrived in Addis on February 23. No official mail was carried but the pilot took along three covers franked with Swiss stamps canceled in Zurich, then in transit in Kassala, and upon arrival in Addis. One of the covers is in the Berne Postal Museum.

No special flights took place during 1935. Soon after the Italian invasion in October 1935, the Ethiopian post office suspended the airmail rate.



Fig. 13. Another crash cover, this one franked with the correct airmail rate. Backstamped Djibouti 14 FEV 32 and Linkoping arrival.

Airmail Rates

Although there was no regular airmail service before the Italian occupation, the Ethiopian post office introduced an airmail rate as early as September 1929 (arrival of the Junkers). At first they had two rates, local and to Djibouti. Upon the issuance of the 1931 airmail definitives on June 17, 1931, a new rate was introduced for mail beyond Djibouti (Table 1).

Most of the mail for the various flights was prepared at the initiative of a few European businessmen with philatelic knowledge, who lived in Addis. Often they worked in cooperation with the pilots who signed the letters. The franking of most of the mail does not correspond with rates; in most cases, they are overfranked.

Most of the information that we have is due to those businessmen; they provided the philatelic press with the news as it happened in order to sell the covers.

The air provisionals and definitives were also used for ordinary mail so that we must check the cancelation dates to establish whether a cover is a flight cover.

Table 1

Dates	Local	To Djib.	Beyond Djib.	Reg.
Sept. 29 - June 31	2g.	4g.	—	3g.
June 31 - Mar. 32	2g.	5g.	7g.	3g.
Mar. 32 - Sept. 32	2g.	5g.	7g.	4g.
Sept. 32 - End 35	3g.	5g.	7g.	6g.

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   a. The Sept. 5, 1929 flight.
   b. The Dec. 27, 1929 flight, Addis-Djibouti.
   c. The Dec. 29, 1929 flight, Djibouti-Addis.
7. *Ethiopian Philatelic Bulletin,* March 1932 issue, Addis Ababa.
   a. The Feb. 4, 1932 flight.
   b. The crash flight of Feb. 14, 1932.
   c. The Air School.

8. "The Jan. 13-16, 1932 flight," *Dans L'Aviation Ethiopienne*, Feb. 1932.
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11. *Frank Muller's Air Mail Catalogue*, revised 1970 edition.
12. *Airmail Flights to 1934*, Norman Cape.
13. *Histoire Postale De La Cote Des Somalis*, Henri Tristant.





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Frederick Frelinghuysen, *New Jersey*
Clifton K. Hillegass, *Nebraska*
Jonathan L. Johnson, Jr., *Connecticut*
Choo Ming Lim, *Singapore*
Thomas C. Mazza, *New York*
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Twentieth Century United States Bisects

by Henry Stollnitz

The nineteenth century portion of this article was devoted to demonstrating the continuous use in this country of bisected stamps to pay postage. This practice has persisted from 1847 to the present day despite a complete lack of any official authorization. In listing various stamps which have been bisected and accepted for postage, it became necessary, because of the extent of the list, to deal separately with nineteenth and twentieth century examples. The latter are the subject of this section.

Neither section purports to be exhaustive. New and formerly unknown uses appear from time to time. However, there is some logical justification for the separate consideration of examples of bisect usage after 1900. One important element is the proliferation of sophisticated eager collectors and the dealers that cater to them. Hence, "philatelic" bisect covers are numerous, frequently passed by postal authorities and are often difficult to distinguish from innocent non-philatelic use.

The criteria used in the following examples are fairly obvious. The reader can use his own standards. However, whatever standards he applies, he is apt to find a solid core of unquestionably genuine postal covers franked by bisects in the following list.

Twentieth Century United States Bisects

1902 two cent 279B diagonal used on U294 one cent entire, Ridgefield, New York to Medina, Ohio (Fig. 20).

1902 same stamp diagonal on tiny San Francisco local cover (Fig. 21).

1903 *two* two cent bisects used as two cents, Lumberman's Credit Association, Chicago, Illinois to First National Bank, Lynn, Massachusetts (Fig. 22).

1903 four cent 254 diagonal as two cent Woodstock, Vermont to Royalton, Vermont (Fig. 23).

1906 two cent diagonal on Limerock, Connecticut to Lakeville, Connecticut (Fig. 24).

1908 2 cent diagonal on Baltimore, Maryland forwarded local (Fig. 25).

1910 two cent (1902) diagonal tied by Oakland Station, Philadelphia to Brooklyn, New York (Fig. 26).

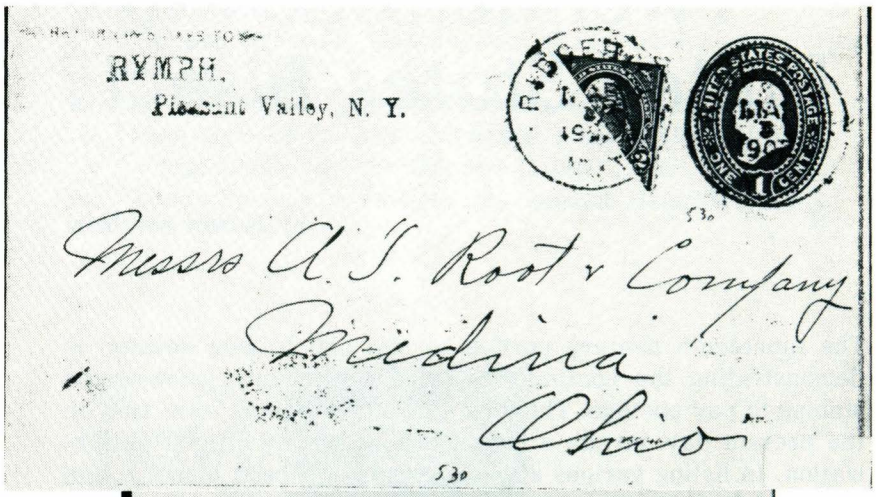


Fig. 20

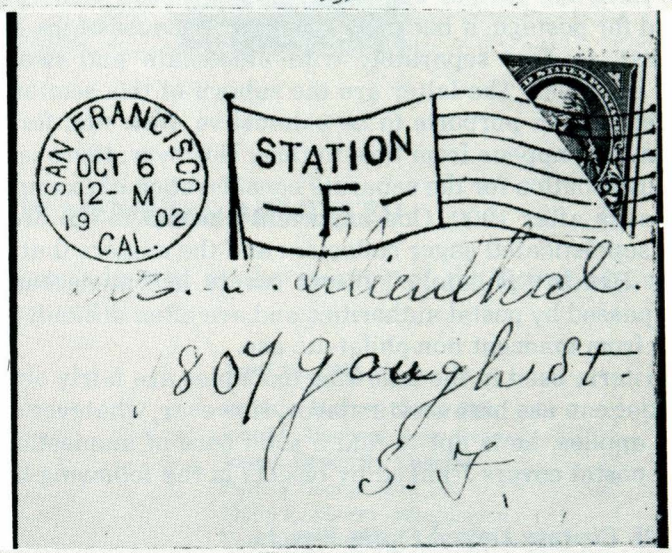


Fig. 21

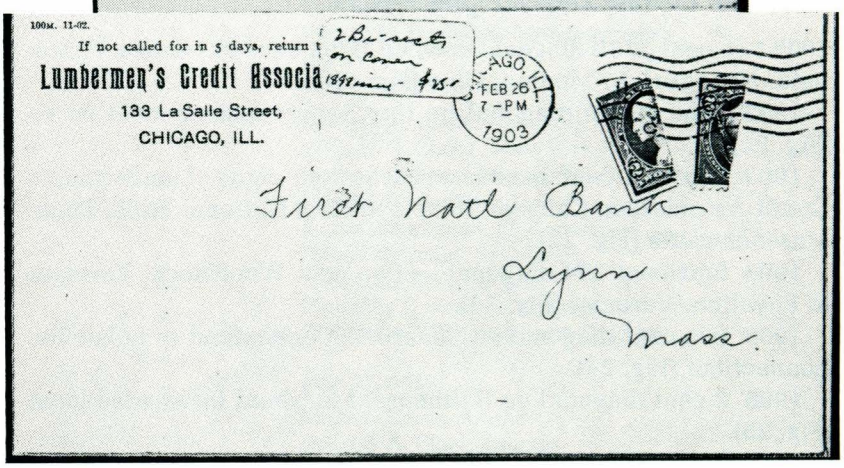


Fig. 22

1906 four cent Pan Am vertical half tied on piece San Francisco wavy lines (Fig. 27).

1907 Freak two cent entire "bisect" imprint on envelope (Fig. 28).

1908 Providence to Wakefield, Rhode Island vertical two cent on postcard (Fig. 29).

1911 two cent stamp diagonal Detroit, Michigan local use (Fig. 30).

1916 two cent Parcel Post stamp vertical bisect on postcard Detroit, Michigan to St. Louis, Missouri (Fig. 31).

1919 three cent vertical tied St. Louis, Missouri to piece "passed by censor" (Fig. 32).

1919 two cent imperf. whole plus vertical two cent Omaha, Nebraska to Milwaukee (Fig. 33).

1922 four cent diagonal Dallas, Texas local use (Fig. 34).

1924 two cent Harding diagonal on Philadelphia and Norfolk R.P.O. to Lynchburg, Virginia (Fig. 35).

1929 two cent (492) vertical bisect used as one cent by Springfield Gas Light Co. — bills mailed unsealed were one cent postage, like Christmas cards (Fig. 36).

The 1925 Rate Fiasco

Unquestionably, the largest number of United States bisects resulting from any single cause were the result of a slight miscalculation in timing by the postal service.

On the very appropriate date of April 1, 1925, the Post Office Department announced a new rate for unsealed domestic letters of one and one half cents. They had anticipated the change by ordering the distribution and delivery of one and one half cent stamps to all post offices but did not allow sufficient time for production and delivery of the stamps to the smaller post offices. No greater encouragement to the use of bisected stamps has ever occurred in this country.

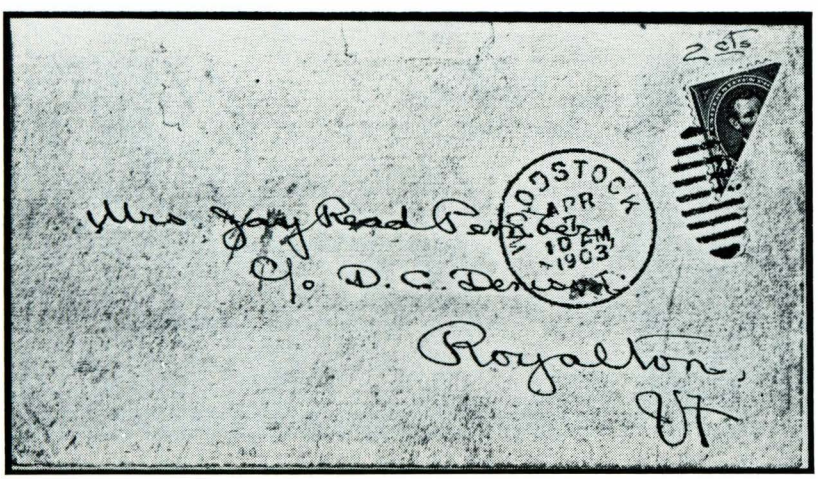


Fig. 23

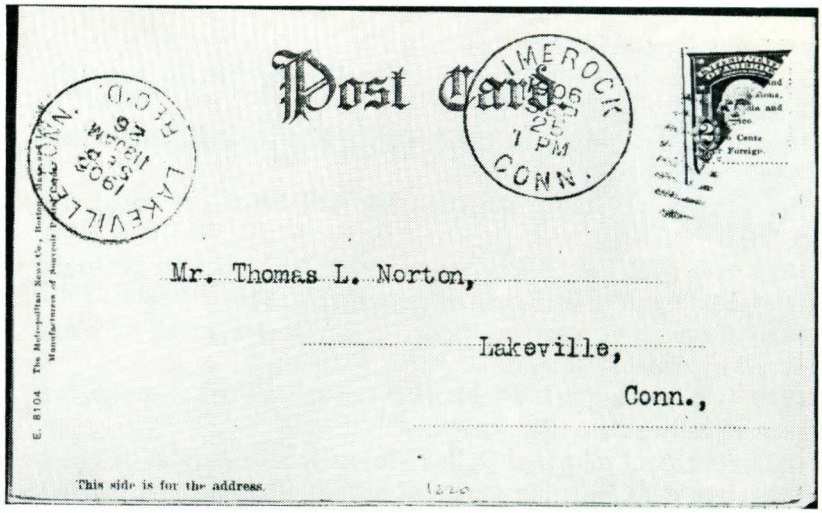


Fig. 24

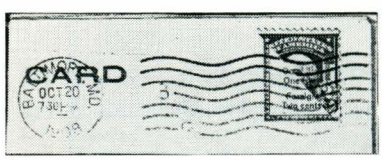


Fig. 25

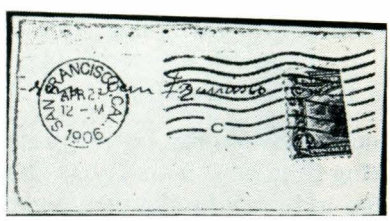


Fig. 27



Fig. 26

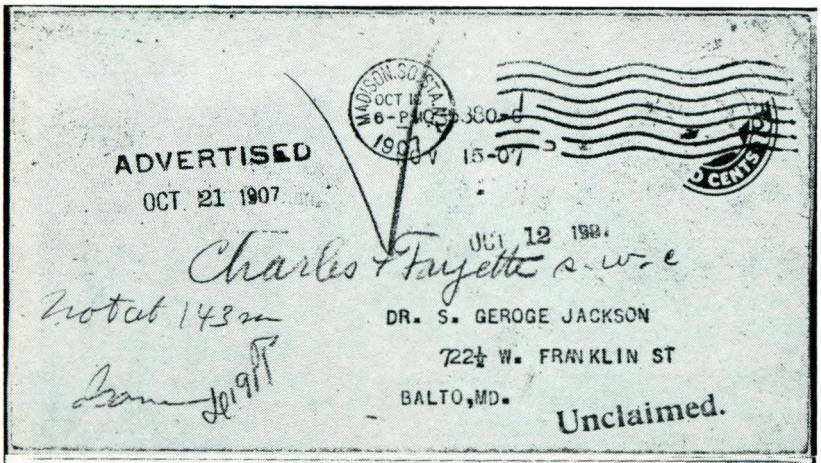


Fig. 28



Fig. 29

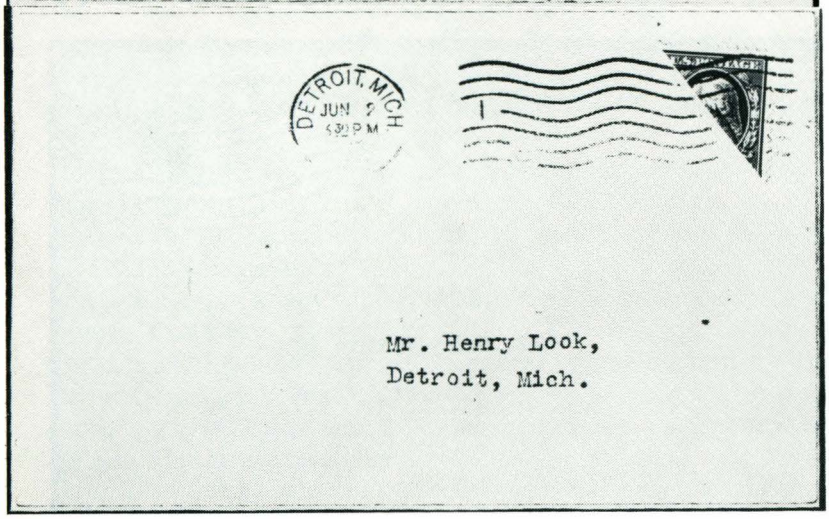


Fig. 30

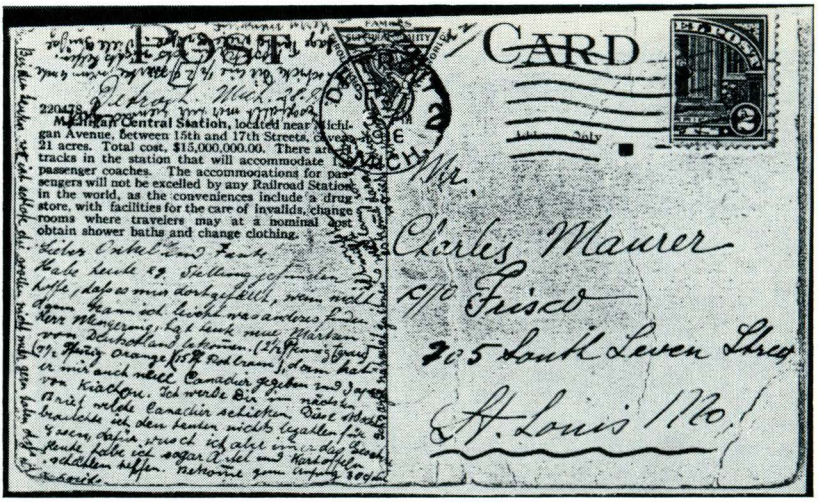


Fig. 31

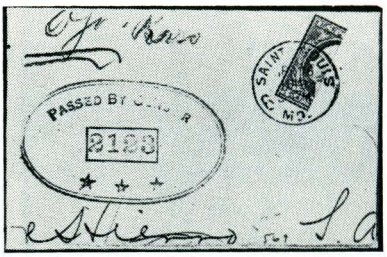


Fig. 32

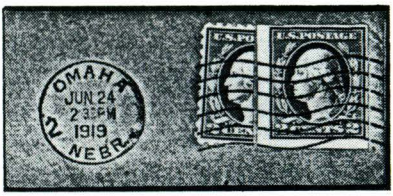


Fig. 33

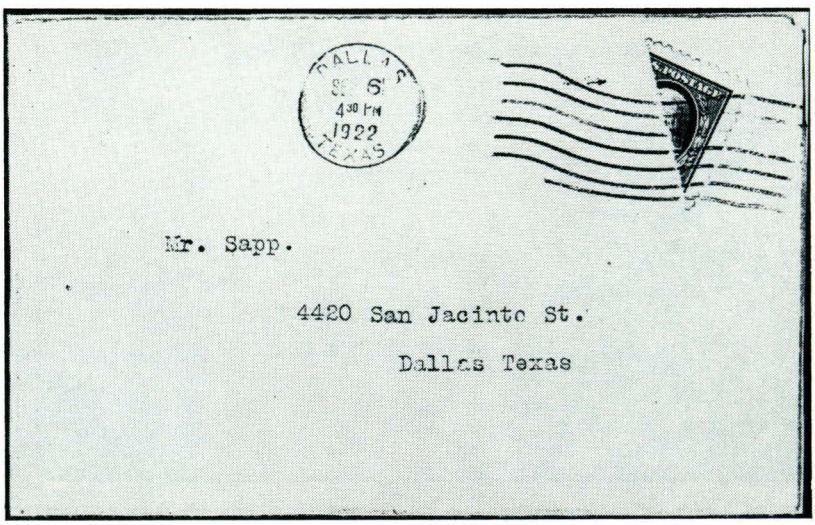


Fig. 34

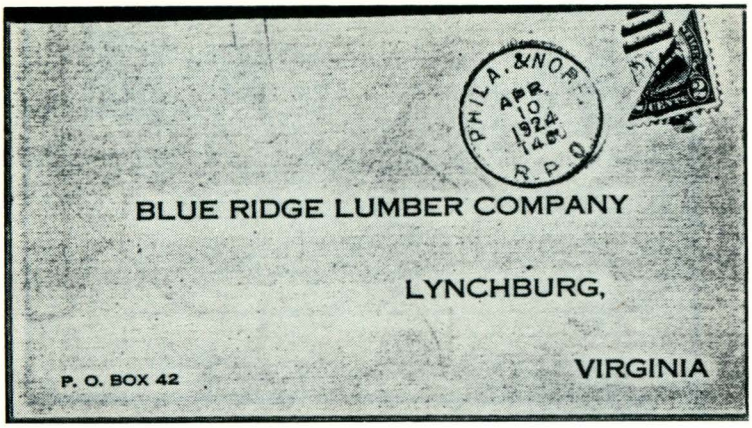


Fig. 35

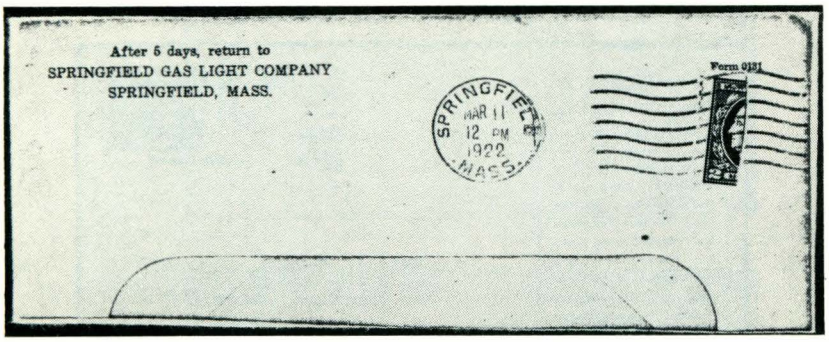


Fig. 36

Faced with an official authorization of the new rate (backed with wide publicity), but without stamps to meet the demand, the postmasters had no choice. They had to fall back on bisecting one cent stamps, and they did. The following examples will give some idea of how widespread official bisecting suddenly became.

A Few of the 1925 Bisects

April 15, 1925 one cent 552 single plus diagonal U.S. Ridgely, San Francisco, California (Fig. 37).

April 15, 1925 three cent 555 diagonal The Geysers, California (Fig. 38).

April 16, 1925 one cent Walloon vertical on one cent entire St. Paul, Minnesota.

April 16, 1925 one and one half 553 vertical on one cent entire, St. Paul, Minnesota.

April 17, 1925 one cent Walloon vertical on one cent entire Fresno, California.

April 26, 1925 one cent 1923 vertical on one cent entire Toms River, New Jersey.

April 21, 1925 one cent 1923 vertical on one cent entire Saint Helena, California (Fig. 39).

April 21, 1925 one cent Walloon vertical on one cent entire Fowler, California.

Fig. 37

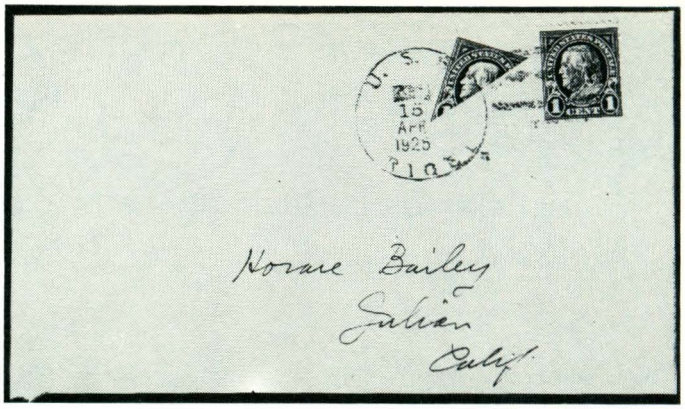


Fig. 38

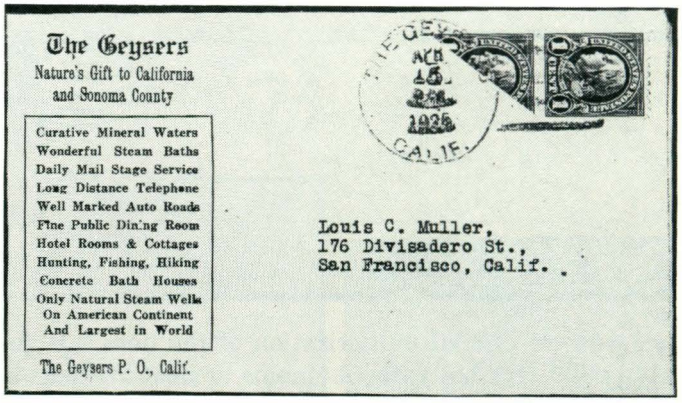
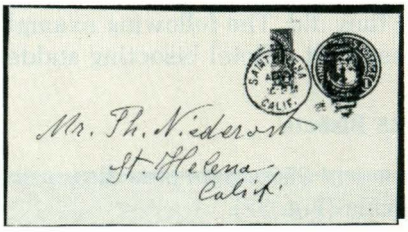


Fig. 39



April 21, 1925 one cent 552 vertical with one cent entire Selma, California to Fresno (Fig. 40).

May 5, 1925 one cent 552 diagonal with one cent 552 Pittsburgh, Pennsylvania.

May 8, 1925 one cent 597 one cent coil whole and vertical Pittsburgh, Pennsylvania to Braddock, Pennsylvania.

May 15, 1925 one cent 552 one cent whole and vertical Pittsburgh, Pennsylvania to Braddock, Pennsylvania.

May 30, 1925 one cent 552 single and diagonal Cushing, Massachusetts to Haverhill, Massachusetts (Fig. 41).

June 7, 1925 one cent Walloon one plus diagonal Riverton, New Jersey on window envelope (Fig. 42).

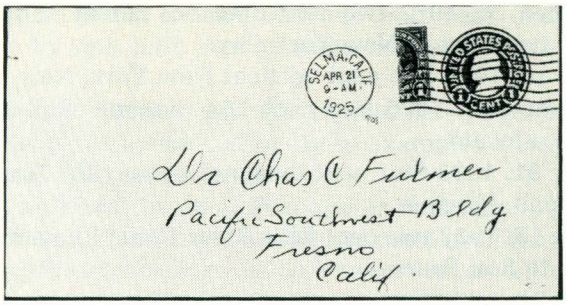


Fig. 40

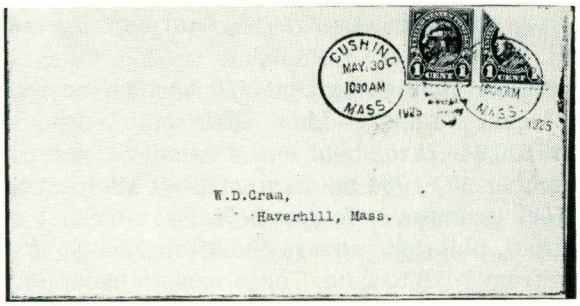


Fig. 41

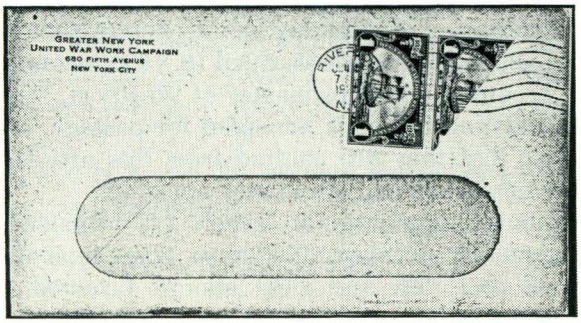


Fig. 42

April 24, 1925 one cent 552 vertical on one cent entire local use.

June 12, 1925 three cent 529 diagonal Wooster, Ohio local use.

May 8, 1925 four cent diagonal for correct two cent postcard rate to England.

Later Twentieth Century Bisects

Many are suspiciously philatelic even when they seem to conform to proper rates, etc.

February 2, 1926 five cent 621 Norse diagonal postmark Wichita, Kansas.

September 9, 1926 four cent 585 diagonal Charlottesville, Virginia Monticello, R.V.R.

October 12 1926 two cent Lexington Concord Philadelphia, Pennsylvania local.

August 26, 1922 two cent diagonal perfin Asbury Park, New Jersey postcard to New York City.

July 16, 1926 five cent vertical New York, New York local.

January 12, 1926 two cent 554 diagonal Philadelphia, Pennsylvania local.

May 31, 1932 four cent diagonal Greenville, South Carolina to Richmond, Virginia.

June 15, 1932 two cent Ohio River Canal (diagonal) U.S.S. Long Island to San Pedro.

June 18, 1932 four cent 709 diagonal Kerrytown, Ohio to Bucyrus, Ohio.

July 12, 1932 six cent 711 diagonal Cold Spring, New York to Carmel, New York.

March 15, 1938 three cent 720 vertical on window envelope "no 1½ cent stamps"—Lima, Ohio.

April 2, 1940 three cent torn vertical Scranton Electric Co."

November 17, 1934 six cent vertical Madison Square Station, New York business envelope to St. George S.I.

Outright, philatelic covers constitute almost the entire crop of bisects from 1926 to date. There was an exception in 1933 when there was a temporary shortage of one and one half cent and one half cent stamps in some small offices. The postmasters resorted in the emergency to bisecting as they had in 1925 (see articles by Dr. W.L. Babcock in *Mekeels* April 18, 1933 and later dealing with bisect created by the postmaster of Westport, New York). Other late bisects, even though accepted for postage, are so blatantly philatelic that they are omitted from this article. They are extremely numerous and sometimes amusing.

Accidental (unintentional) bisects are occasionally created by affixing machines using coil stamps. Some typical examples: ten cent coil pair, left and right stamps bisected, center whole, twenty cent flag stamp on piece comprising left and right halves. Two thirds of a three cent stamp remained from defective Chicago machine.

Bisects Rejected

Only rarely does the post office refuse bisects in payment of postage, as with:

The six cent bisect cover "held for postage" until a proper three cent stamp was affixed to a 1934 Johnson City, Tennessee letter to Bluefield, West Virginia.

The Swiss postal authorities refused to accept the bisected Red Cross stamp on a 1931 letter from New Bedford, Massachusetts, using a postage due stamp to collect from the addressee.

The letter from which a three cent stamp had been torn before it was canceled by the U.S. German Sea Post Office also had to pay postage.

1926—one cent bisect on one and one half cent overprint entire replaced by one half cent postage due at Swarthmore, Pennsylvania.

Even the Revenue Service and the Diplomatic Corps are no strangers to bisects, as evidenced by three examples known.

Half of ten cent 1861 as revenue.

Two and one half cent Internal Revenue as five cent.

Consular Service RK21a bisect, $10.00 diagonal used for $5.00.

Finally, United States postage due bisects furnish us with some genuine rarities.

Only twenty copies are known of the 1895 Jefferson, Louisiana. Surcharged "Due one cent" on half of the two cent stamp. See footnote after page 39 in *Scott Specialized Catalogue.*

1896 diagonal two cent surcharged "Due one" and tied Clinton, Iowa with U294 entire. Very rare.

1896 J16 two cent diagonal bisect tied to forwarded cover Chicago to Brooklyn with 1895 one cent stamp.

Diagonal bisect of two cent due to pay postage on open envelope tied 1917 Elka Park to New York City. Scarce use of due to pay full postage.

Vertical two cent added to 1933 two cent cover Boston to Brookline, Massachusetts and forwarded to Marblehead.

1935 one cent franked Ashland, Kentucky with vertical one cent due canceled "Parcel Post" and S.L. "Returned for Postage" and "Postage Due one half cent", paid by a one half cent postage stamp.

1925 diagonal one cent due on one cent entire New Philadelphia to Dennison, Ohio (unsealed).

Summary

Bisects in the United States have resulted from:

1. Honest innocence of sender or postmaster (before regulations).
2. Ignorance of prohibition (sender or postmaster).
3. Change of rate (*i.e.* 1851, 1925).
4. Philatelic—accepted by post office.
5. Philatelic—rejected by post office.
6. Pure philatelic chicanery (*i.e.* unaddressed).
7. Accident (coils).
8. Fraud (two halves to make one stamp).
9. Fun and games.

As far as can be determined, this is the first survey of United States bisect usage. Any additions, corrections, or comments will be greatly appreciated.

Mr. Stollnitz, a former governor of the Collectors Club, presented this paper before a meeting of the Postal History Society, one of the study groups which meets at the Club.

Soruth Despatch and Receiving Memo

By Kusum and Dhirubhai Mehta

The state of Junagadh in the Kathiwar Peninsula popularly known to the philatelic fraternity as Soruth had a very efficient postal administration, and perhaps the longest survival amongst the Indian states. The postal department used different types of forms and followed procedures. One such related to the despatch of mail bags. Along with the mail bag a despatch memo was sent by the despatching office. It also served the function of a receipt of the article. Illustrated here is one such memo. On the top left is the postal marking of the office of despatch and on the right is the stamp of the office of receipt. Above the stamp in the left, in the manuscript is written the stamp of the office of despatch and on the right, the stamp of the office of receipt.

In the present case, the illustration which shows the oval marking reads, "Shri Sorath Sarkar" on the top and "Bhesan" in the bottom, the name of the office of despatch. On the left in smaller oval is the name of the receiving post office, in the present case Junagadh. Unfortunately, the postal marking is inverted. The entire manuscript writing indicates the despatch and acknowledgement of the article.

The memo is sent to the Mulki Daftar bearing the date 5-11-1886. The date also bears the corresponding Samvat Year. At the bottom, in manuscript is "Answer" in one line and in the next line is the acknowledgement and the date 5 November 1886, and signature. It may be noted that this procedure was followed for inter-governmental despatches.

Italia '85

by Ernest A. Kehr

While still a month away, *ITALIA '85* promises to be the major philatelic event of the year, according to advance information received from Rome. All of the preliminary and preparatory work, under way since 1983, has been completed and all that remains for the ultimate arrangements for the enjoyment of exhibitors, professionals and visitors is concerned with the philatelic and social programs that will fill the 10 days (Oct. 25 through Nov. 3) of the exhibition.

Many American and overseas members of our Collectors Club have been extremely active in working under the supervision of Dr. Enrico Veschi, Director of Central Services of the Ministry of Italian Posts, and president of the Organizing Committee. To mention only a few, we single out Domenico Facci, who serves as U.S. Commissioner. He reports that he has received more than the usual number of provisional entry applications and meticulously screened each before transmitting them to the Selection Committee for final allotment of frame space. Like all other 53 commissioners around the world, he was urged to use utmost discretion in forwarding only the most significant material for display. In view of the fact that more than 7,500 frames have been requested, and that only 4,200 will be available for competitive entries, some will have to be reduced or eliminated so that only the most important treasures will be shown.

(The remaining 800 have been reserved for the Court of Honor, displays by postal administrations in the Official Class, and archival documents being sent by philatelic museums.)

ITALIA '85 will be staged in the "C.I.R.," the brand new Centro Internazionale Roma, an immense self-contained high-rise complex on the via Aurelia, a mere 10 minutes from Vatican City, and 15 to 20 from the very heart of the capital. The C.I.R.'s main salon measures 20,000 square meters to allow not only ample space for the attractive arrangement of the frames, but special displays provided by the Italian, San Marinese and Vatican postal-philatelic museums, such as mail vehicles and equipment used as long as three centuries ago.

Adjacent salons will accommodate the many dealers who will occupy booths for their business, while an assortment of meeting rooms will be made available to societies, clubs and other groups for gatherings, lectures and audio-visual programs covering every possible philatelic field.

The C.I.R. also has such accommodations as a 2,000-bed hotel, a pharmacy, several restaurants, a bank, etc., so visitors will not need to leave it, even though frequent bus service will be provided.

While in the Eternal City last year, our member, Dr. Enzo Diena (who is serving on two of the major *ITALIA '85* organizing committees), gave me a personally escorted tour of the then not-yet completed complex which proved to be a showman's dream of efficiency, convenience and comfort.

We also must comment on the frames, for across the city at the *EUR* Ministry of Posts, we were shown prototypes of both the frames for album page displays and cases for such three-dimensional exhibits as literature, postal history, documents, etc. In the more than half a century of attending stamp exhibitions and seeing everything from crude wooden to somewhat more sophisticated show cases, I can, without hesitation, say that *ITALIA '85*'s represent a spectacular innovation. Designed by a distinguished government architect, they are constructed of aluminum in a way that while making mounting simple, still guarantees protection against pilfering . . . a problem that has increasingly bedeviled shows of the last decade or two.

We also learned that the Instituto Poligrafico, which produces stamps for Italy and a number of other nations, already has designed and printed particularly attractive souvenir cards that will be given to visitors without cost as souvenirs. (It is understood that Washington also will have souvenir cards, but these will be sold — in Rome and through the Philatelic Agency in Washington — to help defray expenses of sending a staff to Rome.)

Among other CC members who have volunteered to work toward the success of *ITALIA '85* are Guido Craveri, Silvio Gamacchio, Adriano Landini, Renato Mondolfo, of Italy; Jack Luder, of Zurich, Switzerland, and this commentator. Lester Winick, of Chicago, will be indirectly involved since he — as head of *AMERIPEX '86* — will host a reception at the exhibition in an endeavor to stimulate participation and interest in our U.S. international stamp exhibition.

ITALIA '85 is particularly fortunate in that it seems to have no financial problems. The entire cost of the show has been underwritten by the Ministry of Posts, thus eliminating the necessity of soliciting guarantee pledges and outright contributions from the philatelic sector.

Noteworthy is the carefully planned campaign to give the exhibition saturation publicity from the northern Alps right down to the southern tip of Sicily. Preliminary news was provided by four stamp issues staggered into circulation during the last few years. Now a few million posters and placards are found in every station of the State Railways, in the trains themselves and in public squares of all cities and communities, not to mention postoffices and schools.

Many Americans already have made individual travel and hotel reservations, but for those who prefer the economy advantages of a "package deal," Alitalia, designated as *ITALIA '85*'s official carrier, is offering an all-inclusive group tour through its District Sales offices in the U.S. and Canada.

We conclude with the announcement that the Collectors Club has accepted an invitation to display selected pages from its own Brazilian gold-medal collection formed and donated by the distinguished collector, the late Charles Lathrop Pack, who served as Chairman of the Second International Philatelic Exhibition held in New York in 1926.





President's Report — January 9, 1985

Louis Grunin, President

This past year has been one of accelerating changes as we try to have our Club play a more active role in the lives of its members and philately in general.

William Latzko and Ernest Wilkens resigned from the Board this year. They will be missed. Our best wishes go with them and also our thanks for years of good work performed.

We have continued to encourage study group use of the Club's facilities. Along with this we have encouraged Board members to participate in Junior activities here at the Club and have met with some success.

After some investigation, it was decided to once again hold auctions on our premises. Abbot Lutz has done yeoman service in building this activity. Lou Robbins kicked off this activity in December with his book auction; everything went extremely well. This should provide an increasing source of revenue for us in future years. Since Abbot was made advertising manager of the *CCP* and for Publications, our advertising revenues and book sales have increased substantially. Working from an office on our fourth floor, he has devoted a tremendous amount of his time to Club business and is to be commended for it.

On the subject of publications, I must inform our members of the work of Gene Fricks and John Dowd. These past eighteen

months have seen the release of three books with two additional ones imminent: *Jammu-Kashmir, U.S. Classic Plate Blocks, Ecuador, Central America, Postal History of Newfoundland.* Under their direction, their work in publishing the *CCP* and supervising its move from the hands of Moretus Press to that of Dover Litho Printing Co., has resulted in finally getting the magazine into our members' hands in timely fashion. Special thanks are due them. Incidentally, Gene tells me that he could use some additions to his list of book reviewers. Anyone who feels they would like to get involved in this activity, could you please drop Gene a note here at the club.

As you all know by now, our annual competition last March was a great success. The date for 1985 is March 13.

The Board decided to be a guarantor and participant at Ameripex in 1986. As the leading Club in the United States, and, I think, the world, we could do no less. I have always thought of the Club as being international in scope, as is stamp collecting. I think our membership breakdown reflects this very well.

The Club has been working closely with the Philatelic Foundation—which, I would like to remind all, was founded by us—in educational endeavors such as their Roundtable held here before our regular Wednesday night program. Our 1985 schedule is going to the printer and will once again reflect the outstanding programs to which we are accustomed.

You all know that running this Club and maintaining it properly is expensive. We employ a full-time executive secretary—this costs money. We have a man who takes care of the daily clean-up and maintenance—this costs money. We have a person who devotes excessive amounts of time for what he gets from us to take care of our most valuable asset—our library—again money is needed. In the past we have been able to make up deficits from the interest generated by our Capital Fund. Unfortunately, we can see a growing disparity developing. This will continue if we continue to operate the Club actively, unless we increase Capital and Building Funds. Donations have not been "pouring" in and the possibility exists that we will have to curtail our operations in future years unless we start seeing some action. A handful of our members have been generous and continue to be so. *But,* we are not an elitist organization. We depend on support from our rank and file and to our rank and file I appeal. As an example, did you know that it costs the Club twenty dollars per year per member to put the *CCP* into their hands? That the preservation of this building for future members will cost well in excess of $100,000? The Club depends on its members for survival. Show your support! Respond to the Capital and Building Fund appeals.

I thank you for having me as your President, and I would personally like to thank our staff of Carole Edlin, Bill Cleary, and Werner Elias.

CAPITAL FUND UPDATE

In most of my Capital Fund letters and "Updates," I have stressed that contributions are cumulative. In my spare time—private joke; I seem to have less time available now than eleven years ago when I was still gainfully employed—I keep all of the individual Capital Fund accounts current. Any contributor to the fund may have an updated balance by sending a post card request to my home address, 863 Red Oaks Drive, Elberon, N.J. 07740.

Recently, the Board of Governors approved a resolution to credit all contributions made to the Building Fund to the cumulative Capital Fund balances. As a consequence, I now have a list of more than 125 names to be etched on to the second Capital Fund Roll of Honor bronze plaque that will be installed in the Club's main lobby next year on the occasion of our 90th birthday celebration. I hope that the editor will be able to make space available so that the names on that list may be printed in the next issue of this publication.

In the meantime, here is an updated list of those members who have achieved a first or changed category of giving or have made a pledge to achieve one in the future.

BENEFACTOR

Cheston, Col. D.M. III	(P)
Hecker, Arthur	(A)
The Philatelic Foundation	(A)

SPONSOR

Allen, Neal M.	(A)
American Stamp Dealers Association	(A)
Bertrand, Richard	(P)
Byne, Richard H.	(P)
Daniels, Bruce G.	(A)
Mix, Robin H.	(A)
Salm, Arthur	(A)

DONOR

Brown, Carey	(P)
Friedman, Deborah	(P)
Ivanier, Sydney	(P)
Employees Incentive Plan of America, Inc.	(A)
Kondo, Dr. Yutaka	(P)
Kramer, George	(P)
Kutz, Kenneth J.	(A)
Martin, Marc W.	(A)
Ray, Samuel	(A)
Schneider, Henry S.	(A)
Smith, William G.	(P)

CONTRIBUTOR

Bansner, Philip T.	(A)
Basel, Louise	(A)
Beard, Judge Edward A.	(A)
Boutrelle, Adrien	(A)
Danzer, Robert	(P)
Dougan, Charles W.	(A)
Foley, Joseph E.	(A)
Galatan, Helen	(A)
Herzog, William K.	(P)
Lane, Maryette B.	(A)
Madden, Henry	(A)
Maresch, William H.P.	(A)
McVickar, David L., M.D.	(A)
Repeta, Louis	(A)
Ruggiero, Michael E.	(A)
Shellhamer, Robert H.	(P)
Sheridan, Richard N.	(A)
Skinner, Hubert C.	(P)
Smith, William G.	(A)
Stupell, Keith	(A)
Stone, Robert G.	(A)
Trepel, Scott R.	(A)
Waldie, Gordon	(A)
Wenck, Henry C. III	(A)

PLEDGED CATEGORY ACHIEVED

Ascher, Alan	BENEFACTOR
Bardack, Lester S.	SPONSOR
Denison, Ellery	BENEFACTOR
Menaker, Austin H.	SPONSOR
Mueller, Barbara R.	SPONSOR
Ogle, Francis E.W.	DONOR
Stollnitz, Henry S.	SPONSOR
Torrey, Dr. Gordon H.	DONOR
Van Altena, Adele R.	CONTRIBUTOR

CHANGE IN CATEGORY

	From	To	
Massler, Jerold M.	DONOR	SPONSOR	(A)
Miller, William H., Jr.	SPONSOR	BENEFACTOR	(P)
Stiss, Seymour B.	CONTRIBUTOR	DONOR	(P)

(A) = achieved (P) = pledged

Philip Silver

Letter to the Editor

To the Editor:

It was with great interest that I read friend Haverbeck's article, "Some Notes on the 1931 Issue of Charkhari State" in the *Philatelist* for Jan.-Feb. 1985. I have considered Charkhari a challenging State to collect and any additional information thereon is always very welcome. Even when, as in the article, additional questions are also raised!

In my accumulation of 86 stamps of this 1931 issue, mint, used and cancelled-to-order, one copy bears an incomplete imprint in dull black on the reverse. This consists of segments of two parallel arcs, the outer line being slightly thicker than the inner. These arcs fit a circle of approximately 3″ to 3¼″ in diameter, which probably inclosed the State Seal as specified in the marginal imprint of the bottom sheet margin block illustrated. The elusiveness of examples of this official control backstamp suggests that it was only applied to the initial printing.

The fact that several printings were made is evidenced by the color ranges of some values and the use of three perforator gauges; 11, 11½ and 12. For the record, in my collection 50% of the stamps are perf 12, 38% are perf 11 and only 12% perf 11½. The latter are difficult to find, and may not have been used on all values. The 1 anna stamp with the back control stamp is perforated 11. This suggests that the stamps perforated 11 come from the early printings. Why so few show up perforated 11½ raises one more question.

I have no ready answer as to why two different Bombay printing works are given credit for producing this 1931 Series. Perhaps one printery was given the basic contract and printed the bicolored rupee values and sub-contracted the lower mono-colored denominations to a less qualified (and cheaper) firm.

Sincerely,
Frank E. Patterson III

Book Reviews

The Stamps of Jammu & Kashmir by Frits Staal. 286 pages, buckram-bound, 16 color plates, New York: The Collectors Club, 1983 (first distributed in 1985). Available for $125 postpaid from The Collectors Club, 22 East 35th Street, New York, NY 10016.

The inside front and back cover pages have a colored relief map of Jammu and Kashmir. There is a three page Table of Contents, 129 black and white illustrations, 57 postmark illustrations and the text contains 32 tables. The 16 pages of color plates show 17 covers, 19 sheets and 98 stamps, pairs and pieces with an easy to follow, six page detailed description of the color illustrations. There are five appendices, a six page bibliography organized in chronological order and a seven page index.

One of the most useful features of the book is a 12 page checklist with 291 items listed. Each stamp is logically categorized and numbered for easy reference. Scott and Gibbons catalog numbers, the denomination and color are included as part of the checklist. The checklist has a relative scarcity classification, including four classes of rare stamps ranging from 25 to 100 copies estimated to exist to unique or almost unique.

Fifteen Jammu & Kashmir stamps are known to be rarer than the "POST OFFICE MAURITIUS" issues, 20 copies or less are known of these 15 Jammu & Kashmir rarities. The elusiveness, bold and exotic designs and brilliant colors combined to make Jammu & Kashmir stamps a necessity for a collection of classic British Empire rare stamps before the turn of the century. Today, Jammu & Kashmir rarities are usually overlooked in such collections.

A major philatelic scandal around the turn of the century resulted in numerous reprints and forgeries entering the market. This scandal virtually eliminated widespread collector interest in these classic stamps. The combination of these reprints and forgeries, heated philatelic debates over the denomination of the circular stamps and the inability of Western philatelists to read and understand the inscriptions on the stamps or covers so reduced the demand for Jammu & Kashmir stamps that classic rarities are available at a fraction of the cost of more popular classic rarities. For over three-quarters of a century, Jammu & Kashmir stamps and covers have been neglected by most philatelists, they have been branded as just "too complex to collect."

Professor Staal's book overcomes this "complexity problem" in two ways. First, in a two page appendix, he presents a quick and easy to understand step by step method of identifying a particular Jammu & Kashmir stamp. This appendix also allows someone to rapidly determine a genuine stamp from a reprint or forgery. Throughout the main section of the book are brief summaries to aid in visually identifying the characteristics of the different papers used for the stamps, types of ink, and the characteristics of the forgeries and reprints. The two page appendix references these summaries to help in the identification process.

The color plates allow, in many cases, the stamp's color and cancel to be rapidly identified and classified. If a genuine stamp is found, the appendix analysis allows one to find the stamp in the detailed checklist and determine the Gibbons or Scott catalog number. The checklist also allows someone to immediately determine how difficult the stamp is to acquire, i.e., its rarity.

Another appendix, of three pages, uses the same procedure to identify and classify a Jammu & Kashmir cover. Many Jammu & Kashmir covers have the date of mailing written on the outside of the cover in native script, using one of two oriental calendars. Again, Professor Staal's easy to follow references allow you to interpret the native script dates and convert the dates to the Christian calendar.

The second way of overcoming the complexity problem is by a logical analysis of the development of Jammu & Kashmir philately by writing a "computer software tutorial handbook" for a first time computer user. His discussion of the geography, history and culture explains why a postal system was needed. His discussion of the postal system then explains the numerals, scripts and calendars. Once this knowledge base is established, the basic designs, papers and colors of the stamps are presented.

By the time the book has presented the designs, papers and colors of the stamps, the reader has enough background to understand one of the major philatelic accomplishments of this book. This accomplishment is the solution to the century-long debate over which circular stamp represents the one anna value and which stamp the four anna (quarter rupee) value. Is the stamp with two strokes in the center a one anna stamp or is the stamp with one stroke in the center the one anna?

The half anna circular, with three strokes in the center of the stamp, has been accepted by philatelists, its half anna denomination has not been a serious item of contention. Professor Staal's solution to the one anna and four anna (quarter rupee) denomination question was possible because of his linguistic background, his contacts with Indian scholars and the access he had to the Indian archives because of his background and contacts. He solves the problem by doing something no other Western philatelist has done, seek the solution to the denomination question in India.

Official records only tell us what the three values were, not which stamp design represented a particular value. Professor Staal is not stopped by this lack of official records, he uses his linguistic knowledge to fully research the native script system used by merchants and other residents of Jammu & Kashmir to indicate monetary values. This was a sort of shorthand for indicating monetary values widely used by Jammu & Kashmir merchants.

The solution to the denomination question is that the stamp with two strokes in the center is the one anna stamp and the stamp with one stroke in the center design is the quarter rupee value. This answer can now be safely used to revise the catalog listings of the Gibbons catalog and we understand that this change will be made.

Professor Staal then presents an analysis of the circular issues in chronological order. This analysis includes an indication of the difficulty of finding an unused and used copy of each stamp. The chapters on the Old Rectangular Stamps are ably written by H. Garratt-Adams. An interesting feature of these two chapters is the institutional memory of specific stamps that Garratt-Adams has added to the chapter. He is able to refer to specific auctions that contained rare Jammu & Kashmir stamps over the last forty years.

Professor Staal's understanding of the script has also uncovered a previously unknown error in the design of the last eight annas stamp produced by Jammu & Kashmir. Stamp number seven in the sheet of eight has a character completely missing. Normally such an error in Western style letters, i.e. a missing letter, would be immediately noticed and separately catalogued as a variety. Not so for the neglected field of Indian philately, the error just remained hidden for over a century, even missed by Indian philatelists.

A fascinating appendix tells the story of the discovery of the original dies and cancels used to produce and cancel most Jammu & Kashmir stamps. The dies and

plates were officially defaced in February 1898, but unfortunately these philatelic treasures have never been available for study by the great Jammu & Kashmir philatelic researchers in the past. A Jammu and Kashmir scholar, B.P. Sharma, discovered these devices in a Kashmir museum. In 1981, he and professor Staal spent three days in the Museum cleaning and making clear strikes suitable for reproduction of these devices. These strikes, a complete inventory of the devices and the number of prints made by Sharma and Staal are recorded in the appendix. This appendix permanently records this philatelic information that has been hidden for over 80 years.

This book has a publication date of 1983, yet it was not generally available until mid-1984. Unfortunately, this delay was not used to correct errors in the book prior to distribution. An Errata sheet that comes with the book lists 25 errors, and more will be found as philatelists read the book. The delay and Errata sheet resulted from the pages being bound prior to the author's review of the printed pages. The cost and additional delay of tearing the books apart, reprinting the pages with errors and rebinding the books was just too high to make this a practical solution. Instead, the Errata sheet, signed by "The Collectors Club," was used to make the necessary corrections. Luckily most of the errors are minor in nature, leaving the philatelic accomplishments of the book intact.

Unfortunately one publication error is major. A note on the Errata sheet best states the error: "NOTE: The colors of the color plates have not been checked by the author and some (e.g., the emerald greens) are not correct." This reviewer also found the three illustrations of the yellow circulars to be off. Luckily most of the other colors are very accurate. You can take red, orange, blue, etc. Jammu & Kashmir stamps and compare them to the color illustrations and have almost perfect comparisons. This feature of the book alone, something never before available to those interested in Jammu & Kashmir stamps, makes the book worth owning.

Another minor irritant is the printing on some of the pages of the book. Sometimes there is not enough ink on the typeface of the letters (at least this is the physical appearance of the problem) and many letters appear broken. Page 27 shows examples of clearly printed letters as well as lightly printed letters. This is somewhat annoying at first, but the eyes soon get accustomed to it and forget the problem. Considering the expense that went into the color photos, binding, and paper, it is somewhat surprising that such an inexpensive appearing printing method was selected.

The complexity that has surrounded Jammu & Kashmir philately since the turn of the century is eliminated by Professor Staal's book. The ability to distinguish the genuine stamps from the reprints and forgeries and the rare from the common make Professor Staal's book a valuable addition to a philatelic library. *W. Danforth Walker*

King George V by Kenneth Rose. Published by Alfred A. Knopf, New York. ISBN 0-394-53448-4. Hardbound, 514 + xiv pp., 26 plates, index, 1984, $19.95.

Although nonphilatelic, a book about the first patron of the Royal Philatelic Society, London should be of substantial interest to members and stamp collectors everywhere. Unfortunately, His Majesty's philatelic activities and involvement are disposed of in a handful of pages.

The first biography of George V in a generation, this work refers to its predecessor, by Nicholson, several times as "tactful and urbane." The context makes one wonder if Mr. Rose is not being 'tactful' in his evaluation. Rose characterizes the king as poorly educated, with minimal in-

terest in the arts and history, and primarily concerned with hunting, sartorial excellence, and sailing. Educated to be a naval officer, his succession to the throne owed itself to the untimely death of his elder brother. An intensely private person, the king remained shy all his life, undertaking his public functions only as a duty owed to his subjects.

Rose deals at length with George V's upbringing and his relationship with his children, especially his eldest son, the future Edward VIII. Much of the politics of the interwar years is delved into, with sketches of the king's outspoken opinions of most of the key actors. Much like his contemporary, Franklin Roosevelt, the king regarded his stamps as a release from the intensity of public business. *EEF*

Great Britain: The De La Rue Years — 1878-1910 (Volume I) by W.A. Wiseman. Published by Bridgen & Kay Ltd., 24 Pall Mall, London, SW1P 5LP UK; 364 + xii pp with 4 color plates. 1984 [ISBN 0 902784 06 4]. £55.

The book has a great deal to offer the dedicated student of Queen Victoria consolidated contract period (1880-1910). It also includes denominations issued prior to 1880, but only deals with printings after that date and therefore, does not give completeness such as the various die proofs and their stages.

Volume 1 contains:

Part 1.—Introduction involving 101 pages. This will be required for the further two volumes as it appertains to sections in these as well.

Part 2.—"The 1880 Provisional Issue", 90 pages covering the tenders, ½d to 5 pence 1880 issues, and the carry overs of all previously issued denominations to £5 still in use. These, as with all stamps, are itemised with Mr. Wiseman's own special coding.

Part. 3—"The First Unified Stamp", 25 pages. Here the Penny lilac is dealt with, including all various controls through "X", varieties, and states number of sheets issued. But gives no reference to any of the essays of other values overprinted on this issue.

Part 4.—"The I.R. Overprint Issue", 52 pages. All Queen Victoria I.R. and King Edward VII I.R. official stamps are reported to 1904. But the collector of all other official stamps of the reigns will be required to buy one or both other volumes of the series.

The volume concludes with 5 appendices and a glossary of terms, the latter probably required for the further two volumes. Added is an index, making 364 pages in all, plus four color plates which are just passable and not of the quality one likes to see in a book that retails for £55 in London.

There are problems with Mr. Wiseman's *The De La Rue Years*. The first, whether the collector specialises in Queen Victoria through to 1900, or just Jubilee issues, or King Edward VII, or Official stamps, at least two volumes will be required, and probably three, at a cost of £55 each or more. The second is that he or she will probably need to refer to all two or three volumes at once because of the unwieldy way in which the contents have been split.

However, there is much new and accurate information to be gleaned from an exacting and dedicated work which has been caringly put together by the author. He has painstakingly extracted the relevant information from De La Rue records, the National Postal Museum of Great Britain, H.M. Queen's Philatelic Collections and various knowledgeable personages who have, or have given access to, material in this field which they either own or have control over. *John O. Griffiths*

Airlines of Latin America Since 1919, by R.E.G. Davies, published by Smithsonian Institution Press, Washington, D.C., 1984 (originally published in 1983 by Putnam, London, England), 698 pages, hardbound, illustrated, $39.95(?).

This is a monumental work destined to take its place as a sourcebook of information for all persons interested in the development of the airlines south of the United States border. It is not, however, a sourcebook for the postal historian interested in rates as well as routes. Nevertheless, because the opening and flying of air routes is part and parcel of postal history, this book will serve a useful purpose for philatelists, especially those of the aerophilatelic persuasion.

Davies' methodology is to list most countries in separate chapters and, starting with the very first airline, pursue its history, accomplishments, route extensions, tragedies if any, consolidation with other airlines and, in many cases, its demise. Each airline of the specific country is then treated in the same fashion.

This is not a humorless book by any means. Interspersed among the life and death throes of the airlines are the politics of the period, assassinations, feats of accomplishment by individuals, pioneering aviators, and even an anecdote or two to liven interest if, indeed, that were necessary.

Because of its proximity to its northern neighbor, the readers might expect — and Davies does not disappoint them — that the story would begin with the airlines of Mexico. The author devotes three full chapters to Mexican airline development. Surprisingly enough, the first airlines in Mexico were concerned with domestic flights, not flights to the United States. Early flights by CMTA, (Compania Mexicana de Transportacion, S.A.), the first airline contractor in Mexico, were from Mexico City to Tampico, the site of the oilfields, and to Tuxpan.

The second airline contractor, also flying the same route at first, was CMA, (Compania Mexicana de Aviacion, S.A.). CMA acquired the assets of CMTA, and eventually was taken over by Pan American Airways in 1929. Mexicana, for short, as it began to call itself in the middle 1950s, is the oldest surviving airline in Latin America, according to a table prepared by the author. It traces its beginnings to July 12, 1921, actually the date on which the predecessor CMTA was awarded the first contract by the Mexican Government.

After Lindbergh had completed his epic, solo 1927 flight from New York to Paris, he was invited by the United States Government to make a goodwill tour of Central America and the Caribbean. He landed at Mexico City on December 14, 1927. Later, after Pan American Airways had taken over the entire capital stock of Mexicana, Lindbergh made another flight to Mexico that is of great interest to aerophilatelists. This was on March 10, 1929 from Brownsville, Texas, via Tampico and Tuxpan. This was the flight on which some mail was left in a special compartment in the wing of Lindbergh's plane, unknown to the ground staff. That mail was recovered a month later, and is eagerly sought after by Lindberghiana collectors and by aerophilatelists as well.

Pan American was virtually unchallenged in Mexico until the government, at the instigation of President Aleman, initiated the steps that started Aeronaves de Mexico as a serious competitor. Aeromexico, as it is now known, mounted a successful challenge to Pan Am's Mexicana; today, both airlines still compete vigorously for passengers.

Davies relates how Pan American's Mexicana introduced ten-seat Lockheed Electras in April of 1934 on a fast service between Mexico City and Los Angeles, California. On a personal note, I recall that 1934 period very well. I was a student taking graduate courses that year at a summer session of the National University of

Mexico. At the end of the semester, my friend, Leon Cowles, flew back to Los Angeles in one of those Electras. His other friends and I drove him to the airport and trembled at his audacity while we admired his courage in flying home. We all "flew" back home the safe way, by train.

Davies devotes 84 pages to the Mexican "connection," more than to any other country with the exception of Brazil. However, no attempt will be made to digest those 174 Brazilian pages, because this review would then take more pages than are available in the *Collectors Club Philatelist.*

Of special interest to aerophilatelists is the story of the Colombian airlines starting with CCNA, (Compania Columbiana de Navegacion Aerea) and continuing with SCADTA, (Sociedad Colombo-Alemana de Transportes Aereas). The first CCNA flight was made on June 18, 1919 from Barranquilla to Puerto Colombia by William Know-Martin, a United States flyer. The distance was a mere 12 miles, but as Davies says, ". . . the effect on the transport development of Colombia was measured in terms of psychology rather than cold logic, and the potential of the aeroplane was recognized as a solution to the chronic communications problem." Colombia's problem was geography, the country being divided by three mountain ranges, with Bogota, the capital, sitting on a plateau 8,700 feet above sea level.

CCNA had a very short existence because of a number of mishaps that cut the lines' fleet from four Farman F.40s to one. It is best remembered by philatelists because of the first air mail stamp, Scott no. C1, that was made by overprinting a previously issued ordinary postage stamp with the legend "1er./Servicio/Postal/Aero/ 6-18-19." Also for an attractive group of Curtiss Aeroplane Company multi-colored labels surcharged for use on flights between Barranquilla and Cartagena on February 22 and March 4, 1929.

CCNA was succeeded by SCADTA, founded on December 5, 1919 by a group of five Colombian businessmen and three German nationals resident in Colombia. Because of the ingenuity of several capable German pilots, engineers, and managers, SCADTA enjoyed a fair measure of success. On September 19, 1921, it became the first airline to have scheduled services on a fixed timetable in Latin America on the route between Barranquilla to Girardot with some flight extensions to Neiva. SCADTA, like CCNA before it, is best remembered by philatelists. SCADTA received a postage stamp franchise from the Colombian government that, as Davies indicates, ". . . was almost the equivalent of a subsidy." One must only examine the pages of the Sanabria "World Airmail Catalogue" to see the number of stamps attributed to the SCADTA Company, especially the handstamped and machine-overprinted Consular issues.

Eventually SCADTA—as the Mexican airlines and others—came under intense scrutiny from Pan American Airways. On February 23, 1929, Pan Am and SCADTA entered into a gentleman's agreement. Pan American provided an infusion of much-needed capital, and took control of SCADTA, which withdrew from international routes and confined itself to domestic services within Colombia.

One could go on and on to describe the development of the airlines in each of the countries of Latin America if there were an unlimited number of pages available for the review. However, the developments in Mexico and Colombia are sufficient, in my opinion, to illustrate the value of Davies' book. The book contains many photographs, some previously unpublished, and a large number of maps and charts that make it easy for the reader to follow the story of the airlines of Latin America. Several appendices, especially Appendix 3, "Selected Airline Fleet Lists," and a comprehensive index provide additional tools for the researcher. *Philip Silver*

Connecticut Post Offices and Postmarks, by Arthur J. Warmsley, Connecticut Printers, Hartford, CT, 1977, 257 pp., illustrated, hardbound. Available from Andrew Levitt, Inc., Box 342, Danbury, CT 06810, $25.00 plus $1.00 for postage.

In his introduction, the author states it is his intention that the book shall fulfill three purposes: "to entertain, to inform, and to encompass in one volume a collection of postal-related facts uncovered while collecting 'Connecticut philatelica.'" It is the considered opinion of this reviewer that Mr. Warmsley has achieved each of his purposes.

According to him, one of the most important events in the development of the postal service in Connecticut was the sending out of a post rider in 1673 by Governor Lovelace of New York. The route he traveled, from New York to Boston, started in a northeasterly direction to New Haven, then northward to Hartford, and finally in a northeasterly direction again from Hartford to Boston. This route eventually became known as the Boston Post Road and, according to the author "paved the way for intercolonial communications."

Though attempts were made by the New York and Connecticut governors to establish postal routes on the line of the Boston Post Road, their efforts came to naught because of opposition from the British government. The road was reestablished in 1710 when John Hamilton was given the title of Deputy Postmaster General. But then there were three post routes to Boston:

1. New Haven to Boston along the shore, the lower route;
2. New Haven to Hartford to Boston, the middle route;
3. Hartford to Springfield to Boston, the upper route.

I would guess that the modern route today, still affectionately called the Boston Post Road by many travellers, is the middle route.

Warmsley indicates that Patriot's Day in Massachusetts commemorates Paul Revere's ride on the "Nineteenth of April in '75." But in Connecticut that same day is celebrated for Israel Bissell of East Windsor, CT, a post rider whose tour of duty ran from Boston to New York. On the day of the "shot heard 'round the world," Bissell was in Watertown, Massachusetts. He started off on a ride of more than 350 miles that took five days through Massachusetts and Connecticut, and finally arrived in Philadelphia "with a letter announcing the battles at Lexington and Concord, and the start of the Revolutionary War." The author contends that one of the most important side effects of Bissell's ride was the establishment of the Colonial Post System with Benjamin Franklin at its head.

Warmsley traces the various developments in the carrying of the mails through post riders, coach lines, stage routes, ferryboats on the Connecticut River, and the railroads. Though Robert Fulton is known as the "Father of Steam Navigation," he was not the steamboat's inventor. That honor, according to the author, goes to John Fitch of Windsor, Ct. Because Fulton was able to counter the adverse criticisms that Fitch could not, his steamboat successes were responsible for the passage by Congress of the first steamboat act of February 23, 1813, authorizing contracts for carrying the mails on such vessels. Warmsley relates that many steamboat captains were found to be carrying letters outside the mails. In this, they were no worse than some early post riders who supplemented their meager pay by running errands for customers. In one case, a post rider named Hurd delivered a team of oxen in Connecticut. But Congress finally ended the steamboat captains' extra income by "declaring all navigable waters to be post roads of the United States."

The granting of railroad charters continued the development of carrying the mails. Connecticut had a myriad of small, separate railroads, the New York and Stonington, R.R. and the Boston, Norwich and New London, R.R. to name but two. Each served a small section of the state until they were all merged into the New York, New Haven and Hartford R.R. As Warmsley notes, the history of the railroads in Connecticut has as much interest for philatelists as for railroad buffs because post offices "were established at many railroad stations under names adopted by the railroads."

In his chapters "Postmasters—Good, Bad and Indifferent," and "Our Post Office," Warmsley relates many tales of human interest good enough to become plots for modern television soap operas. Also included is the story about the post office in East Hampton, Ct. where one pane of 100 stamps of the one-cent Pan American invert was discovered. Warmsley's story differs in some details from the one related by Johl in Volume 1 (Revised) of his *The United States Stamps of the Twentieth Century.*

An amusing tale is the one about the theft of the new ball point pens that had replaced the old "scratch-and-cuss" pens in the Hartford area post offices. In desperation, 400 new pens were chained to the writing desks. Three months later, only 95 pens remained. In addition, 100 chains had been stolen along with the pens.

The inscription on the building of the Main New York City Post Office, "Neither snow, nor rain, nor gloom of night stays these couriers from the swift completion of their appointed rounds," adapted from Herodotus' "Not snow, no, nor rain, nor heat, nor night keeps them from accomplishing their appointed courses with all speed," is exemplified in a story about Postmaster Charles H. Sterry of Tolland, Ct:

> When the famous blizzard of 1888 blocked the road for days, Mr. Sterry carried the mail over five miles between two post offices on his back, walking along the tops of stone walls and fences where he could, wading through the unbroken roads the rest of the way. It was five days, his friends recall, before it was possible to get thru with a horse, but the mail deliveries did not fail.

Warmsley provides a chapter on Connecticut fancy cancels with 18 plates showing all of the known cancels from Connecticut towns and cities. Most numerous, of course, are those from Waterbury issued between the years of 1862 and 1871. Other famous fancy cancellations are from Danbury, the well-known Danbury hat cancels touting the city's principal industry. Illustrated also are fancy cancels from Hebron, Meridian, Hockanum, Higganum and Plymouth-Hollow to name but a few.

The concluding chapter in 62 pages lists all of the known Connecticut post offices, including those that were discontinued for one reason or another. Information included gives date of establishment, first postmaster, change of name and date of discontinuance, where required.

In the foreword to the book written by Bennett Tribken, Warmsley's attorney, the following statements are made:

> This book is not the ordinary philatelic reference work; it is that to be sure, but much more. It is about Connecticut post offices and postmarks but what the reader immediately recognizes is that it is about life also. This is the key—Arthur has attempted, and I believe quite successfully, to bring people into his post offices. An old broken down post office or a dull black cancellation becomes something more. Each takes on a character because of people. Life in and around the post office was very real in the nineteenth century and its evolution makes that even more apparent. Arthur's book depicts this evolution through lively tales and adventurous characters, and I say to the reader hear but above all enjoy.

To which this reader adds a resounding, AMEN! *Philip Silver*

American Issue: The U.S. Postage Stamp, 1842-1869. Peter T. Rohrbach & Lowell S. Newman. Published by Smithsonian Institution Press, 955 L'Enfant Plaza, Suite 2100, Washington, D.C. 20560. 232 pp., hardbound, 1984, $19.95.

This is an interesting work, not the least for its odd shape and size (9½ x 6½ in.). Apparently pitched toward a non-philatelic audience, it provides a good background of postal developments in the United States. A substantial number of photographs are included of items in the Smithsonian collection and that of Robert Meyersburg. One would have hoped, however, for somewhat better definition and sharpness in their reproduction.

The bibliography covers most of the standard works that deal with the period. Comparatively few journal articles seem to be cited; an unfortunate omission since the nonphilatelic reader might be misled as to the true depth of coverage that exists in the literature.

However, given the literature cited and the unquestioned philatelic knowledge of at least one of the authors, it is unfortunate that a goodly number of old wives' tales regarding the stamps are repeated here. The philatelic reader will be put off by the inclusion of these and the nonphilatelic reader may be led astray.

Not quite a "coffee table" book, it was obviously published for the museum visitor (copies have been seen in the bookstores of several museums). Entertaining. *EEF*

Postal Cancellations of the Ottoman Empire, Part I, The Lost Territories in Europe. John H. Coles and Howard E. Walker. Published by The Pall Mall Stamp Co. for Christie's-Robson Lowe, London & Bournemouth. Available from Leonard Hartmann, Louisville, KY. 103 + xi pp., hardbound, illustrated. 1984.

One of the longer running serialized articles in current philatelic literature is Coles and Walker's coverage of Ottoman markings beginning in 1840. The result of ongoing inquiry, the series represents the long term compilation of information from many sources. Questionnaires were sent to active collectors of the Ottoman period and much information has appeared after initial publication in *The Philatelist.* Noteworthy among those contributors is former Collectors Club governor Bob Stuchell.

The authors decided to collate what they had learned of the former Turkish territories into this book, incorporating not only the published material but new data as well. The problems of effectively tracing the markings, especially the early seal types, are acknowledged. Similarly the problem of color identification; sensibly the authors refrain from too much concern about color varieties given the age and hard use seen by many of the markings. Major effort has been devoted to making the markings legible, a difficult task at best.

Hand-drawn maps complement short descriptions of the political subdivisions and post offices. While the maps are crude, they convey the essentials.

Scarcity and rarity are dealt with by reference to Brandt, Tomkins, and Pollack as well as the authors' observations. Considering the paucity of some material, this approach is a useful guide but is acknowledged to be not absolute.

Although lacking an index, the book is organized alphabetically by country so that finding the markings is relatively easy.

The book is highly recommended for both the generalist as well as the specialist as a useful handbook and an example of an intelligent approach to a difficult philatelic subject. *EEF*

The Postal Markings of Madrid, 1900-1931 by Anthony C. Crew. Published by Ronald G. Shelley, 9 Chanctonbury Road, Hove, East Essex, BN3 6EL UK. Softbound, 32 pp, illus., £2.75, 1984.

Modern postal markings have come under increasing scrutiny as examples of older material have become scarcer. Older material has frequently been more extensively studied so that comparatively little new information may surface. What Anthony Crew performed previously for Madrid markings for the 1750-1900 period, he has extended to the early twentieth century. That is, simply, to comprehensively record in an easy-to-follow way what is known of the subject for the first time in English.

Each marking is illustrated with a tracing, and, frequently, a very clearly photographed cover. Descriptions of size, variety, and usage period give a reader all the necessary details to understand the evolution of the markings. The CERTIFICADO markings receive extensive attention as do the machine markings.

The centerfold reproduces an 1852-era map of Madrid clearly enough to discern the street names. It is not evident, however, why a contemporary map was not chosen. Branch office locations, for example, are not noted, so the purpose of the map is not defined. *EEF*

The 1971 British Postal Strike—The Madrid to London Service by Ronald G. Shelley. Published by the author. Softbound, illus., 16 pp., £1.75, 1984.

During the now famous 1971 strike, a group of Spanish dealers prepared their own "emergency" adhesives as well as a group of covers. All are philatelic, prepared in a spirit of "fun", and are exhaustively treated here. As in other Shelley publications, excellent photographs complement the text.

Fewer than 300 covers were prepared while the existence of full sheets of the labels indicates many more adhesives were printed. Since these cinderellas were done for a lark, the existence of printing "errors" and varieties, several designs, as well as perforation differences suggest that most of these were deliberate.

The booklet's value lies in the documentation and identification of the labels for the benefit of philatelists of the future. *EEF*

The Postal History of the Baleric Islands by P.J. Elkins. Published by Ronald G. Shelley. Softbound £6, hardbound £12, 80 pp., illus., 1984.

The Balerics (principally Mallorca and Menorca) are a popular European vacation spot by virtue of great natural beauty and splendid climate. They also have a fascinating history, populated with well-known figures, dating back to ancient times. It is, therefore, somewhat surprising to realize that a postal history of such an active commercial crossroads has not been previously published in English. The Balerics were covered in several paragraphs of Theo Van Dam's *A Postal History of Spain* (copies of which are still available from the Club) but this represents a substantial expansion.

Mr. Elkins takes a conventionally chronological perspective, giving us first a thumbnail sketch with pertinent maps. Prior to 1716, postal affairs were handled much as in the rest of Spain, with merchant carriers and the de Tassis franchise in control. Menorca has a much more colorful postal history due to changes in possession and occupation that lasted until 1802.

The preadhesive markings of Mallorca are traced and periods of observed usage given. Prior to 1802, Menorca saw French and Spanish manuscript markings as well as the London Foreign Office and shipletter receiving marks. Several examples of the manuscripts are illustrated with photographed covers. As in the other Shelly publications, photographic reproduction quality is high.

Adhesive period markings are covered in some detail and the illustrations are more prolific. While more postal history background information is provided, references

are not cited. It would have been instructive, too, to place many of the markings in context, i.e., to compare Baleric practices with those in other Spanish provinces. Perhaps this would have helped to explain why the various types came into service.

Special markings (the caterias for the rural postal services, the alcade, and others) receive their share of attention. The discussion of disinfection is fairly detailed. The civil war period was a postally confused one and this is reflected in the variety of adhesives seen used; the markings are a more straightforward matter. Menorca remained in Republican hands almost to the end, while the Nationalists took Mallorca quickly. This period is extensively covered. Unfortunately, the available literature from other countries (not Spain) has not been consulted for the discussions of markings for foreigners involved in the war.

The book finishes off with surveys of postage due, official, air, and hotel usages. A short bibliography of the standard works and useful guidebooks is given but there is no index. *EEF*

The Private Ship Letter Stamps of the World—Part 3, The Suez Canal Company, by Jean Boulad d'Humieres, S. Ringstrom and H. E. Tester. Published by Leonard H. Hartmann, P.O. Box 36006, Louisville, KY 40233, hardbound, 288 pp, copiously illustrated. $45 postpaid, or $55 by air. Deluxe edition $300. Also available from Peter Feltus, P.O. Box 5339, Berkeley, CA 94705. 1985.

Of all the stamps issued during the 19th century's classic era, none are more postally interesting or philatelically exciting than the four known as the Suez Canal set of 1868. Considered by some to be merely "locals," they are not listed in all general catalogs. Nevertheless, they have been subjected to scrutiny, study, and researches intense as any in our stamp world.

The quartet's postal life spanned only a brief 40 days, but the history of that currency has been recorded in numberless articles, monographs, and other literature by scores of scholars since they appeared 116 years ago. It was not until earlier this year, however, that a genuinely *definitive* treatise was completed and published. The 288-page tome represents the combined efforts of three distinguished philatelists: Jean Boulad d'Humieres of Switzerland, S. Ringstrom of Sweden, and H.E. Tester of the United Kingdom.

As one of the great stalwarts of the Philatelic Society of Egypt during its pre-Nasser heyday, and an employee of the Suez Canal Company at Ismailia, Mr. Boulad devoted every spare hour to the collection and study of these distinctive stamps. Following his emigration to Lausanne, he continued his scholastic toil until he became the unchallenged top expert in this limited philatelic specialty field. His articles, first in the *l'Orient Philatelique* of Cairo, and subsequently in several major European journals and the *CCP*, are characterized by their thoroughness and accuracy. The present work is not only a compendium of previously published wordage; it is all that plus what more recent studies—in the Paris archives of the Canal Company, and actual stamps and covers in the albums of fellow philatelists—he was able to pursue.

His friend, Mr. Ringstrom, supplied the spark that fired the author's undertaking of the book's compilation. He already had written the two first books on other private ship letter stamps and possibly could have handled this one, but knowing that Mr. Boulad was the master, convinced him to prepare the manuscript. The text was in French which Mr. Tester then translated into English (with American spelling of some words.)

Following forewords by the trio and Leonard Hartmann, the publisher, one is immediately impressed by the methodical

arrangement of the text. First there is an account of the canal's construction (1859-1869) and the communications facilities builder Ferdinand de Lesseps provided for the engineers and their crews since the Egyptian postal administration had none in the Suez peninsula.

As digging neared completion and more correspondence, not only between the actual construction sites, but to connect with established Egyptian post offices beyond and on to more distant destinations, the company decided, as a revenue-raising measure, to make a charge for such transportation beginning in 1868. This led to the introduction of stamps to pay the modest fees reckoned in French centimes rather than Egyptian currencies. These were ordered from the Chezaud Aine and Tavernier printers in Paris, in April, but did not arrive until early July, when they went into service. The book goes into great detail in the production of the four values, treating the printing surfaces made, the papers used (with or without watermarks) and even the plating characteristics to be found on the individual stamps.

Mr. Boulad explains the Egyptian government's realization that the de Lesseps operation "encroached" upon its services and that it decided to take it over as a part of the Khedeval postal facilities. It therefore mandated that the validity of the canal stamps would be terminated on Aug. 15. It is surprising that the rapid extinguishment was largely due to the cry raised by the local French-language press at the prospect of paying an additional company charge for mail delivery.

Having had such a short life, genuinely used specimens are extremely scarce, with only 21 covers known to exist as of the time the manuscript was finished. Especially important is the description (with illustrations), and their pedigrees listing past and present owners. Mint or unused specimens, on the other hand, are commoner with a number of blocks and a few full sheets still known.

One of the major problems surrounding these stamps is the fact that almost as soon as they reached the market place, unscrupulous fakers began producing counterfeits, a 60-page detailed description of which also is given in the book. In addition to forged stamps, there are many known examples of counterfeited cancellations, and these too are described.

There truly is only one adjective to describe this work: monumental! Just to give us an inkling of how deeply Mr. Boulad researched his subject is to be seen in the bibliography of previous literature he consulted. In all, there are 150, going all the way back to the first Moens reports of 1868-'69. A small number of the many illustrations are not as clear, sharp or contrasty as they might be, but this is understandable. These have come from prints made as early as a century ago, when photographic equipment was not as perfect as it is today. We conclude with the mention that in addition to the black-and-white pictures, this book includes an actual full-color facsimile souvenir sheet produced circa 1950, plus a reproduction (160 percent) of a full sheet of the 40-centime, carmine "reprint forgery" made by one M. Saatjian of France, who one way or another obtained the printing stone which somehow had been "borrowed or stolen" from the Chezaud atelier. *EAK*

Publications Received

Werner Elias

Airmail — World

Henri L. Nierinck, *Recovered Mail: Airplane Crashes 1918-1978.* 1984, R-Editions, Antwerp, Belgium. 367 pp., illustrations, hardbound. Purchased with library funds.

Belgium — Postal History

Berthe Délepinne, *La Poste Internationale en Belgique sous les Tassis.* 1983, Pro-Post, 2 Petite Rue des Minimes, 1000 Bruxelles, Belgium. No pagination, illustrations, hardbound. Price not indicated. Gift of the publishers.

Bibliography — General

Robert Hoehn, Ed., *Literatur-Nachrichten 1980/81.* 1985, Bund Deutscher Philatelisten Verlag, Postfach 430, 4770 Soest, West Germany. 672 pp., stiffbound. Price DM 31.00. Gift of the publishers.

British Commonwealth

Stanley Gibbons Stamp Catalogue Falklands Islands and British Atlantic Islands, 2nd edition. 1985, Stanley Gibbons Publications Ltd., 5 Parkside, Christchurch Road, Ringwood, Hants. BH24 3SH, U.K. 105 pp., illustrations, softbound. Price £9.75 ppd. Gift of the publishers.

Canada

Michael Milos, Ed., *Canadian Stamp Handbooks Vol. 5: Cello-paqs and Souvenir Articles.* 1985, Unitrade Press, P.O. Box 172 Station A, Toronto, Ont. M5W 1B2, Canada. 22 pp., loose leaf, illustrations. Price $4.95 ppd. Gift of the publishers.

Canada — Booklets

Walter De Rooy and John Hall, *Booklet Catalogue Canada 1981/82,* 2nd edition. 1981, Unitrade Press. 46 pp., illustrations, stiffbound. Purchased with library funds.

Canada — Deltiology

W.L. Gutzman, *The Canadian Patriotic Post Card Handbook 1904-1914.* 1985, Unitrade Press, 127 Cartwright Avenue, Toronto, Ont. M6A 1V4, Canada. 139 pp., illustrations, stiffbound. Price $13.95 ppd. Gift of the publishers.

Costa Rica

Ricardo P. Alvarez, *Costa Rica: The "Guanacaste" Overprints.* 1985, Editorial Papiro, C.15 No. 635, San Jose, Costa Rica. 22 pp., illustrations, softbound. Price not indicated. Gift of Dr. Roberto Rosende.

Czechoslovakia — Postal History

Juan E. Page, *Carpatho Ukraine — Postal Markings of the Years 1938-45.* 1985, Czechoslovak Philatelic Society of Great Britain (Monograph No. 4) c/o W.A. Page, 138 Castilian Road, Dartford, Kent DA1 3LG, Gt. Britain. 38 pp., illustrations, softbound. Price U.S. $7.00. Gift of the publishers.

Great Britain

Stanley Gibbons Specialized Stamp Catalogue Vol. 4: Elizabeth II Decimal Issues, 4th edition. 1985, Stanley Gibbons Publications Ltd. 641 pp., illustrations, hardbound. Price £17.20 ppd. Gift of the publishers.

Great Britain — Postal History

James A. Mackay, *Surcharged Mail of the British Isles.* 1984, Pub. by the author. 138 pp., illustrations, softbound. Purchased with library funds.

Clive Smith, *1971 Postal Strike Posts, Vol. I Isle of Man Authorized Postal Service, Vol. II, Posts Beginning with the Letter A.* 1984, Pub. by the author. 14, 51 pp., respectively, illustrations, softbound. Price £3.50, £4.50 respectively. Purchased with library funds.

Italy — Postal History

Anonymous (Dr. Vito Salierno), *Guida alla Collezione di Storia Postale.* 1984, Direzione Centrale Servizi Postali, Roma, Italy. 28 pp., illustrations, stiffbound. Price $10.00 ppd. Gift of and available from: Dr. Vito Salierno.

Miniature Sheets

Sieger Block Spezial Katalog West Europa, 8th edition. 1985, Sieger Verlag, Postfach 1160, 7073 Lorch/Wurtt., West Germany. 310 pp., illustrations, stiffbound. Price DM 9.95. Gift of the publishers.

Philatelic Libraries

Dr. Stanley M. Bierman, *A List of Handbooks, Periodicals and Auction Catalogs in the Bierman Philatelic Library.* 1985, Pub. by the author, 2080 Century Park East, Los Angeles, Cal. 90067. No pagination, hardbound. Price not indicated. Gift of the author.

Postal History, General

Jean Boulad d'Humières, S. Ringstrom and H.E. Tester, *The Private Ship Letter Stamps of the World Part 3: The Suez Canal Company.* 1985, Leonard H. Hartmann, Box 36006, Louisville, Ky. 40233. 288 pp., illustrations. Price $45.00 ppd. Gift of the publisher.

Postal History — Maritime

Bryan Hunt and Philip Cockrill, *The Cross-Channel Services Part I: Southampton-Channel Islands-Havre Routes to 1940.* 1984, Philip Cockrill, Newbury, Berks. Gt. Britain. 92 pp., illustrations, stiffbound. Price $11.00 from Leonard Hartmann, Louisville, Ky. Purchased with library funds.

Revenues — World

Richard F. Riley, *An Indexed Bibliography of Published Pamphlets, Monographs and Catalogues Devoted Wholly or in Part to the Revenue Stamps of the World.* 1985, The American Revenue Association (supplement to The American Revenuer, Vol. 39/4). 24 pp., softbound. Price not indicated. Gift of the publishers.

Spain — Revenues

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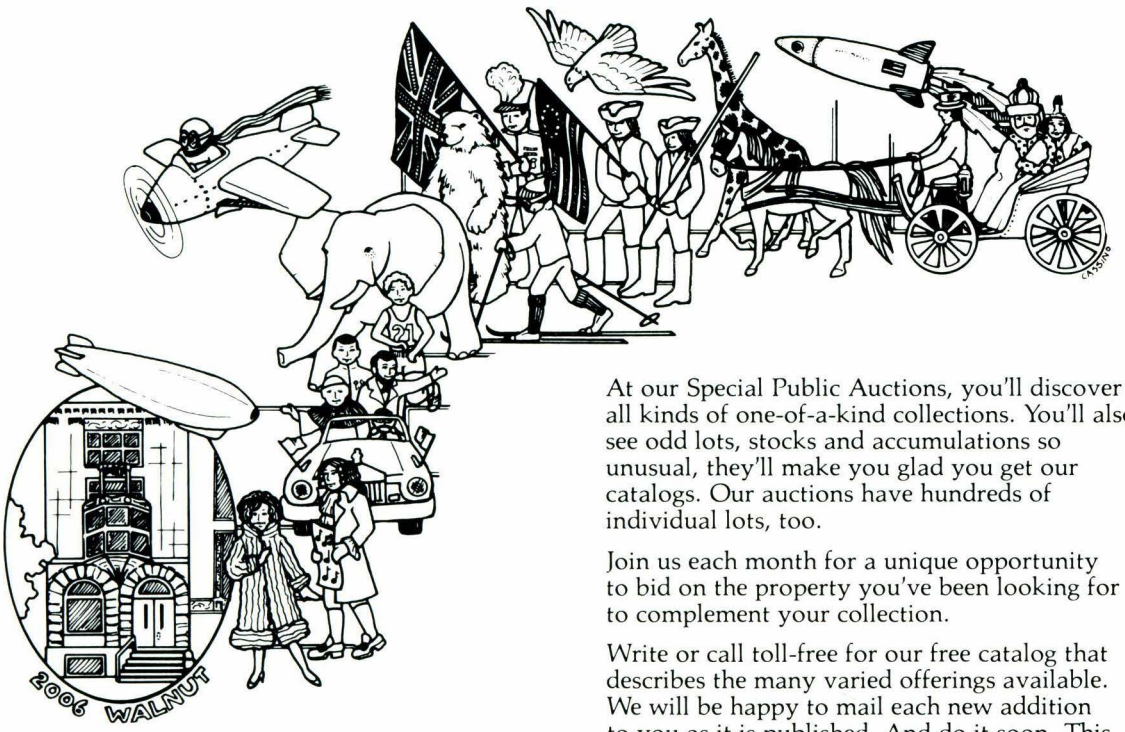
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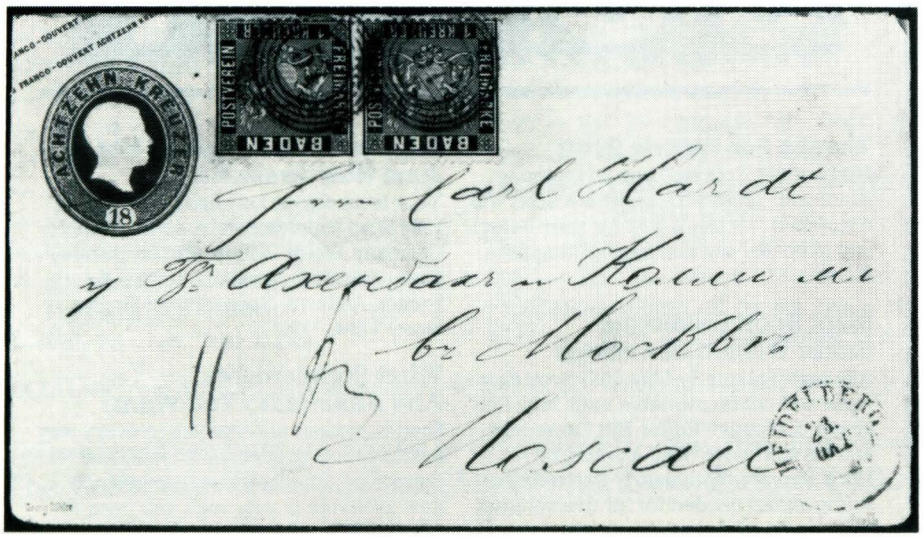
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Inside SCOTT

Thanks For Writing Scott

Many of you accepted our invitation to share your ideas with us, where Scott was concerned. We thank you for your letters and hope you will continue writing us in the future.

Meet Scott Catalogue Editor William Cummings

Although Volume I of the 1986 Scott Catalogue will not be available until July, Catalogue Executive Editor Bill Cummings and his staff have been working on it since January. With nearly half-a-million stamp values needed for all five volumes, the editor's job requires an individual with intelligence, patience, and certainly an excellent philatelic background. Bill is superbly qualified in these areas and many more. When he joined Scott in 1974, he brought with him a strong background in cataloguing, computers, and a broad knowledge overall. A graduate of the University of Chicago, Bill started stamp collecting at the age of seven. He was elected to the Board of Governors of the Precancel Stamp Society in 1984. Outside of the philatelic world, he was active in Kiwanis International and represented his division at the international convention in Vienna, Austria several years ago. The 1986 Scott Catalogue will serve as ample proof of Bill's expertise in the field of philatelic cataloguing.

Standard 1985 Scott US Coin Catalogue Now Available

The coin catalog, now available at your local dealer, lists "buy" as well as "sell" prices in a convenient checklist format. Every item is priced according to condition. Special features focus on grading and identifying coins. Scott numbers are included. If not available at your dealer, send a check for $3.50 to: Scott Publishing Co., P.O. Box 828, Sidney, OH 45365.

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Questions For Scott

Perhaps you have always wanted to ask Scott some particular question. Write us and we'll attempt to answer your question in future issues of *Inside Scott*.



Charles M. Pritchett
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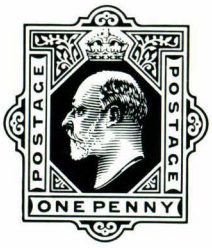
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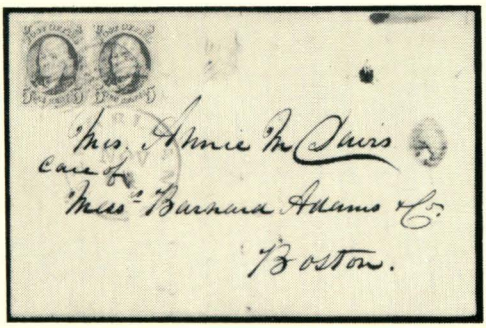
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