The Collectors Club

Philatelist

A Magazine devoted to Philatelic Study & Research

Volume XXXII, No. 1 January, 1953

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The unused ex-Crocker copy of the rare 4p dull rose (catalog $2,500) has fine, fresh color. A used copy of the same stamp (#5, cataloging $450) shows margins all around. There are also unused copies of #8, the 8p brown ($800) and #13, the 2sh blue ($400) with notable margins.

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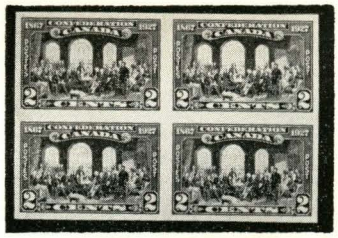
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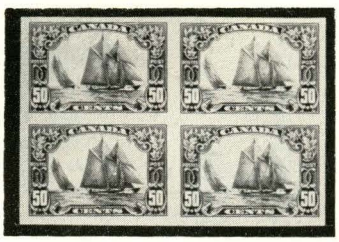
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The Collectors Club
Philatelist

JANUARY 1953 Vol. XXXII, No. 1

HENRY M. GOODKIND, **Editor**
Editorial Committee
WINTHROP S. BOGGS
ELLIOT G. CORIN
HARRISON D. S. HAVERBECK
EDWIN MUELLER
STEPHEN G. RICH

A Misconception

Our ears have heard it, but we were inclined to pass it off as idle gossip. Now that our eyes have seen it in print, we realize its existence.

Specific reference is made to the fact that THE COLLECTORS CLUB — an international philatelic organization—is regarded by some as a local group—just because its headquarters are located in New York.

"The American Philatelist", November 1952, page 134 of the Report of the Proceedings of the 66th Annual Convention of the American Philatelic Society stated as quoted:

"By An Unidentified Speaker—We, people of the Middle West, look upon The Collectors Club of New York as one of the Eastern affairs - - - ".

Of course, this idea is completely erroneous, and our concern is less with its cause than with the effect. It deprived the speaker of valuable philatelic services as well as having a harmful effect upon the audience.

The vital thing for every member to do is to scotch this foolish notion once and for all.

THE COLLECTORS CLUB has served philately in the finest tradition for close to sixty years. It has a rich heritage and prestige. The greatest names of World philately past and present are or have been affiliated with our organization.

THE COLLECTORS CLUB happens to be one of the few international philatelic organizations owning its own clubhouse. Obviously, the use of its headquarters is contingent upon convenient geographical location. The nearer a member is to New York—the hub of American philately—the more frequently and fully will he be able to use the Club's facilities. Our three classes of membership—Resident, U. S. Non-Resident and Foreign—take this into consideration.

THE COLLECTORS CLUB is of, by and for the stamp collector, serving American philately. If the hobby is to prosper in this country, it can do so only on a nation-wide scale, not

sectionally, with each part pulling its own little red wagon.

If we stop to analyze the inherent weakness present in the structure of philately, a good part of it is caused by the many splinters into which it has divided itself.

The United States has assumed a position of world leadership. American philately must follow this pattern. This can be done by organizations on a national scale, such as the old-established Collectors Club, although each section will play its contributing part.

Everyone should regard philately in this light.

H. M. G.

C. C. P. Changes

There are some changes to report in connection with the staff of this magazine. The name of *Elliot G. Corin* is added to the list of those on the *Editorial Committee.* Mr. Corin has served THE COLLECTORS CLUB PHILATELIST for more than three years in various capacities. He has advised on manuscripts submitted for publication, especially in the field of 19th Century Latin America. He has reviewed handbooks and catalogues. And finally, during the past year, most of the descriptions of the Club's regular meetings have been reported by Mr. Corin. He is a thorough, all-around philatelist. His knowledge and services will continue to benefit the readers of this magazine.

The *Publications Committee* has undergone a change in leadership. *Mr. Malcolm Johnson* has been forced reluctantly to relinquish the Chairmanship because of increased business activities which will take him out of the country for a few months' duration one or more times each year. We pleaded with Mr. Johnson to retain his Chairmanship, but because he has now so little time to give us he felt compelled to relinquish this work.

All members who have expressed satisfaction with THE COLLECTORS CLUB PHILATELIST since 1949 owe a vote of thanks to Malcolm Johnson. It was he who accomplished the re-organization, and who selected those to take charge of this magazine. After this was under way, Mr. Johnson, a professional publisher, was exceedingly helpful in assisting the editor and his staff. Few can realize the real worth of his innumerable services. The editor ever since 1949 wished to add his name to the Editorial Committee because Malcolm Johnson not only wrote for this magazine but edited many manuscripts and editorials. The many learned articles on Chinese philately came to us mainly through Mr. Johnson. He read each manuscript carefully offering many suggestions for improvement. In performing all this, he insisted that it be done anonymously.

These few complimentary remarks cannot do justice to Mr. Johnson's services as Chairman of the Publications Committee. They may, however, afford the reader some slight knowledge of his work.

Mr. Harrison D. S. Haverbeck, one familiar to the readers of THE COLLECTORS CLUB PHILATELIST, has been appointed the new Chairman of the Publications Committee.

One of the most valued members of our magazine's staff has been inactive since early in November, 1952 because of illness. It was not until after *Winthrop S. Boggs'* absence from our midst that we began fully to appreciate the extent and depth of his general philatelic knowledge, which he has diligently applied to THE COLLECTORS CLUB PHILATELIST ever since he was appointed to the Editorial Committee.

Many know him best as a writer and authority on B. N. A. because of his Canada and Newfoundland books. It is our opinion that there is no one at present in philately who has a superior all round knowledge, whether it concerns American, European or Asiatic stamps. We know that all of our members join us in wishing Mr. Boggs a speedy recovery and we all look forward to an early resumption of his fine services to this magazine.

H. M. G.

Ship Mail and Postal Markings of

THE HAMBURG-AMERICAN LINE

on the West Indian Routes

By ROBERT G. STONE

Introduction

The long and glamorous career of the Hamburg-Amerikanischen Paketfahrt Aktien-Gesellschaft (abbrev. "HAPAG"), known in English as the Hamburg-American Line, is reflected for the philatelist in a remarkable series of postal markings used on its ships, as well as by an adhesive postage stamp (Fig. 1) once issued by the Company. The Hapag adhesive (1875-80) has been treated rather thoroughly in the literature,* but the postal history of the Company's later West-Indian — Central-American routes remains little known.† As it is a subject which should be particularly interesting for collectors of the many American countries connected by the Hapag routes, we are placing in the record herewith some notes compiled over fifteen years of casual study in this field. No claim to completeness can be made; undoubtedly much more information can be uncovered.

The Kinds of Hapag Ship-Letters

The philatelic material one can collect referable to the West Indian routes of the Company briefly can be described under the following headings:

A. Letters or covers from or to Caribbean countries, sent in closed pouches via a Hapag ship, whose name was inscribed on the letter by the sender.—Now, to most collectors it would only be a matter of incidental interest, if any, to know that a particular cover went by a Hapag ship. However, a few enthusiasts for things pertaining to ships



Fig. 1. The private adhesive postage stamp of the "Hamburg-American Packet Co." used in the West Indies, 1875-1880. This copy is cancelled with the regular 5-rings-around-a-dot killer of the St. Thomas post office of the Danish West Indies. At St. Thomas the government required all letters franked with such stamps (private, foreign, etc.) to be deposited in its post office, which then placed them on board the boats in closed pouches. In general, the stamp was required to defray carriage costs only on Hapag routes within the Caribbean, on which the Company had no contracts nor subsidy from any country to carry mails. There was not much scope for the Hapag mail service with its relatively high rates, because the Royal Mail and the French Line (C. G. T.) and a few others, all having government subsidies, served most of the ports of the region on frequent schedules. (See Stone, "American Philatelist", Aug. 1945).

Photos by Boutrelle

* See, e.g.: Sachse, *Phil. Zeit.*, Jan.-May, 1929; Klein, *Coll. Club Phil.*, 1936, p. 192ff; Miller, *Stamps*, June 29, 1940, pp. 450-459; Hurt, *The Philatelist*, v. 7, 1943, pp. 95-98; Stone, *Amer. Phil.*, Aug. 1945, pp. 840-843; Kelly, *Amer. Phil.*, Nov. 1951, pp. 85-92.

† In the philatelic literature we have found some scattered notices of the Hapag purser markings but the trivial and inaccurate information in these sources proved almost totally useless for the sort of study we desire to make. Judging by Kricheldorf's article in *Deutsche Zeit. f. Briefmarkenkunde*, 1949, Nr. 22, p. 544, even in Germany no very extensive collections nor careful studies of these markings exist.

and ship mails collect covers for the ship names written on them by the senders, especially seeking famous early vessels. From about 1875 on, many covers from certain Caribbean countries have names of a Hapag ship on them, to witness the fact that this German company had rapidly developed an important role in the mail services of that area. From an historical point of view, for example, one would like to have a cover with the name of the first of the Hapag ships to make a regular call on the West Indies run (excluding the Havana-Mexico service, which began in 1867)—the *S. S. Bavaria*. It sailed from Hamburg for St. Thomas on March 27, 1871. A list of Hapag vessels which presumably served one or more trips to the Caribbean is appended to this article.

B.—Hapag ship's stationery (corner cards, etc.)—these have about the same philatelic status as the *A* class of material. The usual type has the firm's coat of arms, or its flag, with a view of a ship. (See Figs. 7, 14, 16, 18, 27).

C.—Covers with Hapag purser's seals (paper, wax or embossed)—usually found on letters from members of the crew and on the ship's business mail. Interesting because of their fancy style and similarity to some of the purser's handstamps, they keep company with classes *A* and *B*.

D.—Covers or letters with Hapag adhesives (1875-80), sometimes in combination with stamps of other countries—in general these rank from rare to very rare, and to the connoisseur very desirable.

E.—Covers bearing the purser's handstamp of one of the Hapag boats, either tieing stamps of one or another country or endorsing the face or back—these are loose ship-letters, mailed on board the boats at dock or at sea. (See Figs. 2-24).

F.—Covers with official German seapost or "shipspost" cancellation used on Hapag ships —these are letters mailed on board in a travelling postoffice of the German Postal Service. On the high seas German stamps would be sold and used, but while the vessel was in foreign ports only the stamps of the country were supposed to be accepted (—this principle being generally violated, however, where the authorities have not been insistent on their territorial rights). (See Figs. 27, 28, 29.)

The rest of this article shall be concerned almost exclusively with classes *E* and *F*, which form the most varied and interesting of these groups from a general philatelic point of view. But first it will be helpful to have a little historical background about the Company's operations during the period and in the region where these markings were used.**

Development of the Hapag Caribbean Services, 1867-1952

Hapag began its ventures into the Caribbean in 1867 with a Hamburg-Mexican line. In 1871 a general Hamburg-West Indies service was opened. For the first decade the company lost money in this area while it was slowly building up a clientele in face of competition from established British and French lines as well as from the Norddeutscher Lloyd (NDL). St. Thomas was made the main station for the region in 1873 and became a focus of the routes, excepting only some of those to the Gulf ports. There were four routes by 1886 and seven in 1890.

In 1890 began a long period of aggressive expansion under the directorship of Albert Ballin. Early in that year lines from New York to Haiti, St. Thomas and Venezuela were tried but soon given up. In 1891 a local inter-island service was created. By 1897 Hapag lines made 35 ports of call in this area.

The Atlas Line, a 30-year old British company operating seven boats on three routes from New York to Jamaica, Haiti and Costa Rica, was purchased in June 1901, a bid to cut in on the United States—Caribbean traffic and especially on the expanding tropical fruit trade. In order to

** We have depended mainly on the following sources: R. Landerer: "Geschichte der HAPAG zur Feier des 50-jahrigen Bestehens der Gesellschaft", Hamburg 1897; Hamburg-Amerika Linie: "75-jahre Hamburg-Amerika Linie", Berlin, 1922; F. B. Herschel: "Entwicklung und Bedeutung der Hamburg-Amerika Linie", Diss. Erlangen, 1912; B. Huldermann: "Albert Ballin", London, 1922; F. W. v. d. Linde: "Die Hamburg-Amerika Linie", Berlin, 1930; HAPAG: "Jahresberichte", for years 1871-78, 1898-1911.

capitalize on its goodwill the identity of the "Atlas Service" was retained. At first the former Atlas boats, continuing under their old names *(Adirondack, Alene, Allegheny, Altai, Alps, Andes, Athos)*, made the same calls as before. But soon other boats from the Hapag fleet were added, and from time to time a few ships were chartered for one or several trips, to augment the Atlas service as needed. In 1902-03 Atlas tried out a St. Thomas-Brazil line but without success. Gradually the routes from New York were extended: to Colombia and Panama, 1901; to British Honduras and Guatemala, 1904; to Colon direct, 1905 (for the Panama-Canal construction traffic); and to Cuba, 1910. With the assignment to it of five of the "Prinz" class ships in 1906-07, Atlas Service became rather well stabilized, except for the addition in 1910 of the New York-Cuba line.

Meanwhile the Hamburg-West Indies lines were expanded in spite of the rather unfavorable political and economic conditions in many Caribbean countries. As many as 80 different Hapag ships per year were used in this service after 1900, although only about 20 would be en route at a given time. The need for such a large number of vessels can be readily appreciated when the lines and schedules are considered. There were 10 to 12 Caribbean lines from Europe each having fortnightly or more frequent sailings. As a round trip from Europe to the Caribbean and return then required over two months, and time-out was needed for refitting, etc., even ships continuously assigned to this service could not make over 3 or 4 trips per year at best. Also a considerable number of non-schedule trips to handle special cargo or to transfer vessels from one service to another were necessary. Although some boats for years regularly made several trips or more annually to the Caribbean, many others saw only one or an occasional assignment there. Even those regularly assigned on Hamburg-West Indies-Mexican lines were frequently alternated on Hamburg-South American runs (which had similar requirements) and to a lesser extent on the U. S., Levant and Oriental routes. For this reason, the "turnover" in vessels assigned to both Hamburg-Caribbean and Atlas services became inordinately high around 1898-1907; thereafter it was very much reduced, partly as a result of the business recession in 1908 and partly because of the increasing size and speed of the newer ships (notably the "Prinz", "-wald" and "-burg" classes).

It was Ballin's practice to seek cartel arrangements where the competition became stiff. Accordingly, Hapag made arrangements with certain Caribbean competitors, such as the Cameron Line (N. Y.-Haiti), the United Fruit Co., and the NDL. These agreements covered tariffs, scope of service, and frequency of sailings; in particular they set the schedules for specific ports so that ships of the companies concerned would call alternately instead of simultaneously. The Royal Mail Steam Packet Co., however, steadfastly refused to enter any such pacts and thus came to be regarded as Hapag's arch-rival in this region; their efforts to outdo one another, which reached a high pitch during 1905-08, were only bridled by the depression of 1908. The United Fruit Company abrogated its agreement in 1911, at the same time that Hapag and the Atlantic Fruit Co. joined in a scheme to promote the Colombian-Hamburg banana trade.

The Hamburg-Mexican line had run via Haiti during the 1890's and then direct in 1900. It was rerouted via St. Thomas in 1901 and direct again in 1903. In April 1903, in accordance with an agreement, both Hapag and NDL opened their first fast direct passenger services from Germany to Mexico. The new vessels *Prinz Adalbert* and *Prinz August Wilhelm* inaugurated this service for Hapag. This "Prinz" class of steamers was particularly designed for fast passenger-freight traffic to the tropics. A direct Hamburg-Havana service was also provided from 1903 to 1906.

Ballin was persuaded to an agreement in 1905 with the A/S Ostasiatiske Kompagni to lease and jointly operate five Danish West India Co. "motor ships" (among the first built to use turbines) between Copenhagen, St. Thomas and Mexico; this agreement ended in 1906 when the Russian stockholders of Ostasiatiske objected, whereupon Hapag bought three of the ships and continued the service itself *(St. Thomas, St. Jan, St. Croix)*.

In 1907 Hapag engaged in a "shipping war" with the Lamport and Holt Line, in

course of which a service between the United States, Barbados and Brazil was started.

As a result of the expansion policy and the rivalries, routes and schedules were being frequently adjusted and reorganized; but after 1908 the pattern was relatively stable (see Table of lines and ports of call in APPENDIX II).

A winter pleasure cruise which Hapag pioneered to the West Indies in 1895 proved so successful that it became an almost annual event thereafter. A number of the large "luxury yachts" *(Oceana, Prinzessin Viktoria Luise,* and *Viktoria Luise)* maintained by the Company for this type of service visited the Caribbean; they usually started in January at Hamburg, calling at New York, St. Thomas, Martinique, Barbados, Trinidad, Venezuela, Curacao, Puerto Rico, Jamacia, Bermudas, and returning in March.

Disasters took a toll of the ships while on West Indian service. Lost were the *Valencia* (1904) and *Castilia* (1905); *Pr. Viktoria Luise* and *Pr. Waldemar,* both striking the same Jamaican reef in the same year (1906)!; the *Altenburg,* wrecked at Havana in 1909, and the *Alleghany* in a collision in 1911.

International incidents also involved Hapag: the *Markomannia* ran afoul of Haitian revolutionaries in 1902, who seized her for carrying "contraband" munitions; but her release was quickly effected when *S. M. Panther* sank a Haitian gunboat which resisted the Kaiser's ultimatum. The *Sibiria* was busy in December, 1902 and January, 1903 transporting German troops for the allied blockade of Venezuela when she refused to settle her debts.

With the opening shots of the first World War the Allies blockaded and confiscated the part of the Hapag fleet caught in American waters. After the War, Hapag services were resumed (1922-) on a smaller scale than before but mainly with new motor ships, the Caribbean lines running from Hamburg to Mexico via Cuba and via Trinidad - Venezuela - Colombia - Panama - Central America and to the West Coast of America. A number of passenger cruises were operated with ships diverted from their regular Hamburg-New York run. In 1935 Hapag and NDL were merged on the financial and management level but continued to be operated separately.

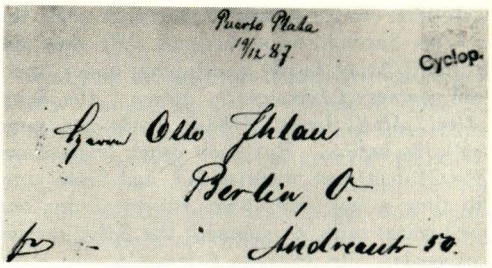


Fig. 2. Dominican Republic postal stationery envelope, mailed to Berlin from the "Cyclop" at Puerto Plata, 19/12/87, cancelled with purser mark of this ship, Type SUS-1e. This is the earliest Hapag purser mark from the Caribbean which we know of. The letter was apparently sent by one of the crew (name and purser mark on back).

The ships were either called home, captured, sunk or interned, early in the 2nd World War and the company did not resume service until 1950 (Hamburg-Bremen to U. S. east coast and gulf ports, Venezuela, Curacao, Dominican Rep., Haiti, Cuba, Mexico).

On the Use of the Purser's Marks

In modern times the pursers of practically all ships have had handstamps (consisting at least of the name of the boat, and often also the company, line, date, etc.) to apply on tickets, waybills, vouchers, receipts and other documents. Since the 1880's these handstamps (see Cockrill: "Ocean Mails") have been used more and more to cancel the postage stamps of many countries when affixed to loose ship-letters mailed on the boats while in port or on the high seas (Fig. 2). Some of the lines with heavy or considerable passenger traffic arranged to have their flag country place official travelling post offices on board providing seapost service, which includes selling of stamps and cancelling them with a special postmark (Figs. 27-29), registering letters, sorting and pouching of closed mails, etc. Obviously, on boats with seapost service there is no need for the use of purser's handstamps on ship-letters—except perhaps on the purser's own mail.



Fig. 3. A very fine example of a ship-letter card mailed at St. Thomas on the "Hungaria", the 3c DWI stamp being both tied by the purser's mark (Type SUS-2a) and dated "20/4/98" with a pen. On the card is a clear strike of the oval Coln-Verviers railway postmark.

From about 1898 on, the pursers on many Hapag ships generally applied their handstamps to loose ship-letters handed to them —before this usually only manuscript markings are seen, if any. About 1906 the Atlas Service pursers began to use special marks for mail including the words "Posted on High Seas", an expression introduced several years earlier in marks of the ships of Hapag's strongest rival in the Caribbean—the Royal Mail Steam Packet Co. The Hapag purser marks come in an interesting variety of styles —to be described later—a number of them quite distinctive of the Company while the rest are similar to those of other lines. Some of these handstamps are rather commonly seen on adhesives and/or covers of Haiti and Colombia, and as such are well known to specialists in stamps of those countries as well as to collectors of ship cancellations. However, they can be found more occasionally on stamps or covers of many other countries, including, in the Caribbean area for example:—United States, Bahamas (rare), Cuba, Puerto Rico, Mexico, Panama, Canal Zone, Dominican Republic, Jamaica, Danish West Indies, Trinidad (rare), Barbados (v. rare), Martinique (v. rare), Venezuela, Curacao (rare), Guatemala, Honduras, British Honduras, Nicaragua, and Costa Rica.

It may seem an odd fact that *regular and extensive postal use* of this class of ship marking by Hapag was largely confined to the

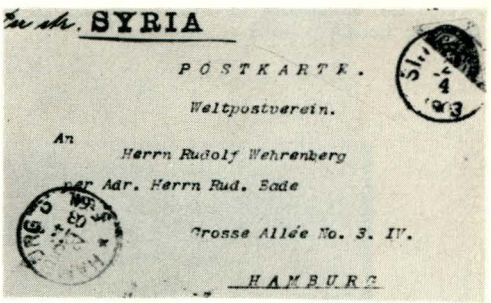


Fig. 4. Another postcard to Germany, with DWI bisect (inverted frame!) but cancelled in the St. Thomas postoffice. In the upper left is written in the sender's hand: "per str ——" and the name of the boat struck in with a handstamp (purple) for the "Syria" (Type SUS-2a). We believe this is the purser's handstamp, as it is of the right dimensions and style, but it could have been struck by someone at St. Thomas—the sender, or the postoffice, or a hotel clerk, or the Hapag agent's office, etc. Also, possibly the card was mailed on board at the dock, struck by the purser, and then deposited by him in the postoffice for cancellation (—compare Figs. 19, 20).

West Indian lines of the Company.* This was undoubtedly related to the lack of German government seapost service, which, though installed on most other German lines since the 1880's, was until a relatively late date generally omitted from the Caribbean lines and entirely withheld from those under the banner of the Atlas Service out of New York. The first German seapost offices in this region were opened on the new passenger ships of the Hamburg-Cuba-Mexico lines (and on the NDL Bremen-Mexico line) about 1903, but were always limited to a few at a time (—not over three or four). Evidently in prior years and on other lines the passenger traffic on German ships to the West Indies had never been heavy enough to justify seapost service. The marking illustrated in Fig. 26 suggests a seapost service of some sort was in operation on the Hapag Intercolonial line around 1908, but the absence of the designation "Deutsche" leads us to believe that this was merely a pretention of the pursers.

In the absence of seapost service then, the Company's vessels operating between Europe, or United States, and the Caribbean had ample opportunity to use their purser marks on ship letters, at least in the period prior to the first World War. Though these marks are frequently found on letters to North America, covers bearing them addressed to other Caribbean countries and to Europe seem to be much scarcer, except from St. Thomas and Haiti (—not common, either—) and after 1925. Perhaps collectors in Europe see more of the Hapag ship letters addressed there from the Caribbean than do those in America.



Fig. 5. An example of the "Rhenania" purser's mark (Type SUS-2a) on a loose ship-letter mailed on board at Ponce, Puerto Rico. It was an U. S. envelope U362 with U. S. stamps #s 268 and 281, which the purser pen-crossed; dated "14/4/02" with pen, beneath the handstamp. The letter, being addressed to England, was put off at Havre, where it was postmarked on arrival.

* Out of over 400 ships which Hapag operated between 1870 and 1914, purser marks on mail are recorded from about ¼th, of which about 2/3rds are from the Caribbean lines!



Fig. 6:—

(a) Right: Unusual combination of Type SUS-2a purser mark for the Rhenania with "St Thomas" separately struck beneath, on Danish West Indies 3c and 7c stamps of 1873 which were also pen-crossed by the purser.

(b) Center: One of the rarest and oddest purser marks, the rimless circular style (Type SUC-1a) for the "Adirondack", on Haiti no. 33. This copy probably dates from the period before the boat had been purchased by Hapag in 1901.

(c) Left: Stamp of Haiti cancelled by an oval cachet of the Hapag agent at Port-au-Prince and the purser mark of the Elberfeld, probably ca. 1896. *(Irving Green coll.)*

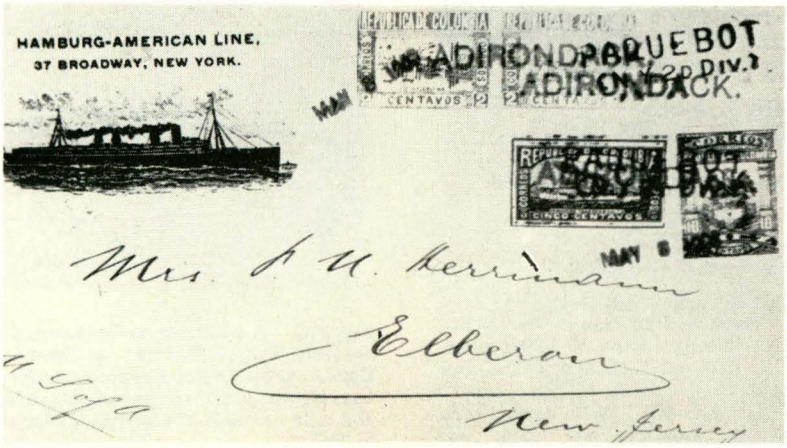


Fig. 7. Hapag business stationery mailed from Colombia, May 1903, to New Jersey; the Colombian stamps are cancelled with a straightline purser mark of the "Adirondack" (Type SUS-1a), also with datestamp and New York "Paquebot". *(Irving Green coll.)*

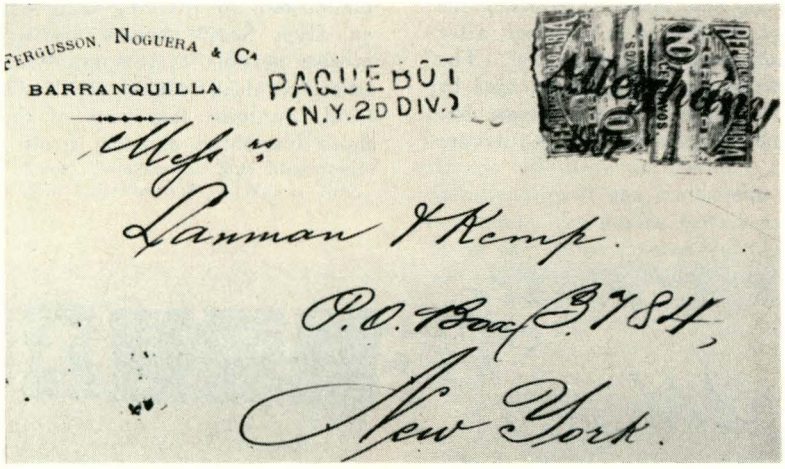


Fig. 8. Cover originated at Barranquilla, where it was posted on the "Alleghany", Dec. 2, 1902, addressed to New York. The purser mark cancelling the stamps is of the unusual Type SUS-2f. *(Irving Green coll.)*

One naturally asks: Why do the purser marks occur so often on Haitian and Colombian mail from 1898 to 1914? It will be recalled that this period was one of considerable political instability in those countries. We presume that the business firms and individuals in the ports generally preferred to post their letters on board the boats while at dock rather than in the local postoffice. In that way any delay or danger of loss was obviated.

International conventions (UPU) have not required that the pursers cancel stamps on loose ship-letters. On boats of many other



Fig. 9. Cover addressed to Havre from Haiti, with 3c and 7c Haitian stamps of 1896, postmarked "Port de Paix, Haiti, 6 Mai 1903" but also pen-crossed by a purser. The purser's mark of the "S/S Flandria" with date (Type SUS-1a), however, indicates the letter was posted at a previous Haitian port of call on May 1; the postmark of Port-de-Paix was acquired when the letter was put off there, probably because the boat was westbound.

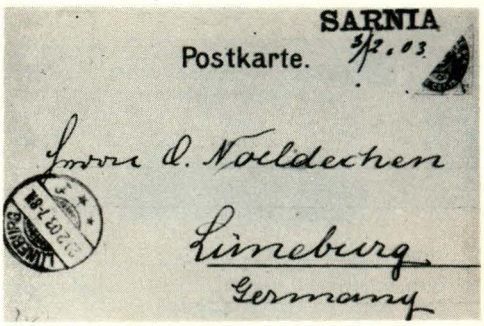


Fig. 10. A postcard to Germany, 1903, mailed on board the "Sarnia" at St. Thomas with Danish West Indies bisected 4c stamp of 1901; the stamp is pen-crossed, the date written to the side beneath the purser's handstamp (Type SUS-2a).

companies during this period (1900-14) the pursers did not usually do it, although after 1920 the practice became quite general. The Hapag pursers were probably encouraged by the Company to cancel stamps on loose letters in order to advertise its services; we are inclined to this hypothesis because one of Hapag's chief rivals in the Caribbean, the Royal Mail Steam Packet Co., had started the custom of marking mail with "Posted on High Seas" cachets around 1902. It is also possible that stamps were cancelled to protect them from removal. On the other hand, we must take note of the fact that those Caribbean shipping firms which first

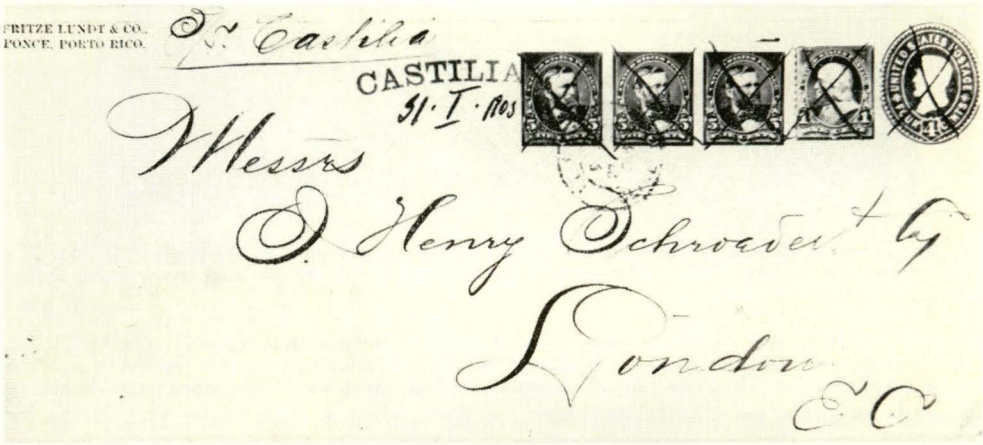


Fig. 11. Another letter to England from Ponce, Puerto Rico, on U374 with U. S. stamps of 1898, cancelled on board the "Castilia". As in the previous illustration, the stamps are pen-marked, the handstamp and MS date ("31 I 1903") to one side; Havre arrival postmark. The purser's mark in an arc is a style known to us only from the "Castilia" (Type SUA-2a).

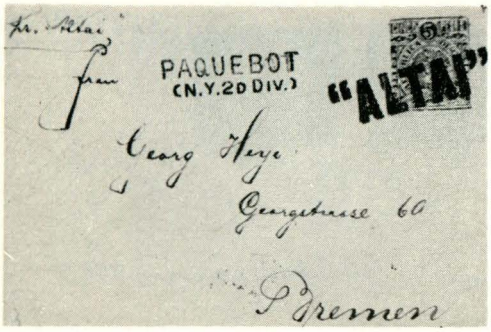


Fig. 12. Cover mailed on the "Altai" at Barranquilla, March 1904. N. Y. "Paquebot" and backstamp. The purser's mark cancelling the stamp is a striking example of Type SUS-1d. *(Irving Green coll.)*



Fig. 14. Hapag shipboard-stationery of a type issued for passenger use, mailed from Colombia, May 1905, to Berlin. The sender requested (top center) the letter to go via the "Alemania" (sic) but it was posted on the "Graecia", whose purser mark (Type SUS-1a) is seen on the face, and sent via New York (backstamp and "Paquebot"). The purser's date stamp cancels the postage stamp. *(Irving Green coll.)*

made a general practice of this were all engaged in the tropical fruit trade: RMSP, Hapag, United Fruit Co., Atlantic Fruit Co., Elder and Fyffes, Quebec SS Co., and several small Scandinavian operators.*

As will be seen on some of the covers illustrating this article (Figs. 3, 5, 6a, 9, 10, 11), the Hapag pursers frequently pen-cancelled the stamps with a St. Andrews cross or wrote the date across them, striking the handstamps elsewhere on the face of the letter. Occasionally, if the handstamp was lost or not handy, the purser even wrote the name of the ship in ink *(Athen,* 1993). The use of an auxiliary straightline datestamp, struck

* See: R. G. Stone, "Scandinavian Ship Mail from the Caribbean", *The Posthorn,* Vol. 1, No. 1, Nov. 1943, pp. 3-5.

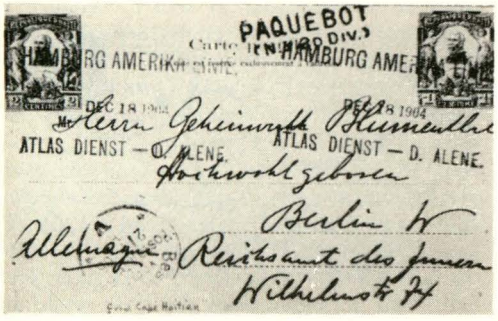


Fig. 13. Postcard from Cap Haitien, Haiti, to Berlin, bearing Haiti 1c and 3c stamps of 1904, each cancelled by Type HUS-1a purser mark for the "Alene", dated Dec. 18, 1904. The card went via Atlas Service to New York, where it was struck with the regular "PAQUEBOT/(N. Y. 2d DIV.)" mark.



Fig. 15. A piece of cover showing use of two types of marks on one letter by the purser of the "Prinz Eitel Friedrich" (Types SUS-1g and HOK-1a-e). This was frequently done on the Prinz boats around 1908-12. *(Irving Green coll.)*

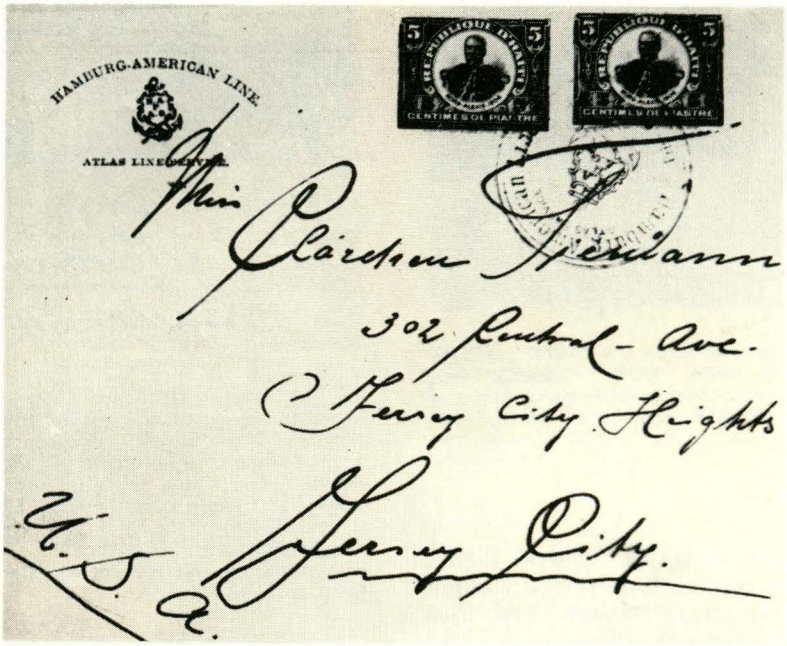


Fig. 16. Hapag-Atlas stationery used (according to notation and mark on the back) by the purser of the "Alleghany", who mailed this letter, however, on the "Prinz Eitel Friedrich" (—probably the two boats were both in the same Haitian port that day—), addressed to Jersey City. The fancy circular cachet of the "Pr. E. Friedrich's" purser which cancels the stamps is the only recorded example and was perhaps normally used only on company papers. *(Irving Green coll.)*

below or beside the name of the ship (Fig. 9) or perhaps on the stamps (Figs. 7, 8, 14) was also common—as noted in the listings appended.



Fig. 17. Letter from Puerto Colombia to Chicago, mailed on the S. S. "Allemannia", whose purser cancelled the stamps with the oval "Posted on High Seas" mark (Type HOP-1a-e). Note the absence of any "paquebot" mark or arrival postmark (no backstamp either). *(Irving Green coll.)*

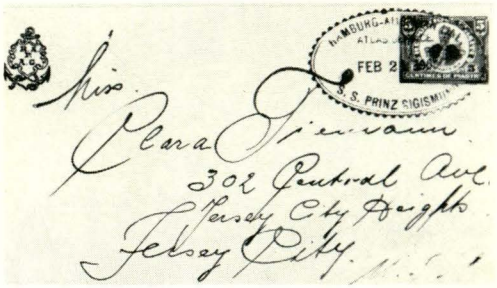


Fig. 18. Hapag (Atlas) ship's stationery used for a letter to Jersey City, posted on board the "S. S. Prinz Sigismund" in some Haitian port, with the Haitian 5c/p stamp of 1906 cancelled by a pursers mark in one of the oval styles (Type HOK-1a-e), dated Feb. 21, 1909. (There is no New York arrival mark on face or back of this cover.)



Fig. 19. Cover to Hamburg from St. Thomas with DWI stamps, mailed and postmarked in the postoffice there. In the upper left is a direction instruction "per ——" in the sender's writing, the blank being filled in with a handstamped "SAVOIA" similar to the purser's mark of that ship. We believe this mark may have been put on either by the sender or the DWI postoffice, but certainly not by the purser since the letter was registered and must have gone in a closed pouch which the purser had no right to open.



Fig. 20. Another cover from St. Thomas similar to that of Fig. 12, with instruction written by the sender: "per St Jan" which was handstamped over with "BAVARIA", a mark similar to the pursers handstamp of that boat. In this case, it looks as though the handstamp may have been added by someone other than the sender or purser, but who?

Collectors may be misled by the habit of certain business firms (in St. Thomas and Puerto Rico especially) of applying to their outgoing letters a handstamped name of the ship on which they wish the letter to go—the sort of instruction to the postoffice which is usually written in longhand or in typewriting by the sender in the upper or lower left corner of the face; these belong of course to the "A" class of ship letter described at the beginning of this article. However, these private handstamps were sometimes almost identical with those used by the pursers of the same ships! Two examples are illustrated here (Figs. 19-20), "per *BAVARIA*" and "per *SAVOIA*", on registered bank mail from St. Thomas—both were obviously mailed and postmarked on shore and went in closed pouches rather than as loose ship-letters, and therefore had no chance to receive a purser's mark. Possibly the DWI postoffice used such handstamps (note Fig. 4).

The pursers handstamps originally used on some of the Atlas S. S. Co. ships since about 1895 were apparently continued in use on the same vessels for a year or more after they were purchased by Hapag in 1901, their names (listed above) not having been changed (see Figs. 6b and 8).

A large proportion of the ship letters with Hapag purser marks have a "paquebot" mark (Figs. 7, 8, 12, 13, 14, 26, 27) and/or a regular postmark (Figs. 5, 9, 11, 21) of the port-of-arrival at which the letter was put off and deposited in the postoffice; this is the normal procedure for any loose ship-letters, in accordance with UPU convention (*ca.* 1890). The purser marks have no official status on mail and hence the "paquebot" or other arrival marking should always cancel the stamps. However, the "paquebot" is not consistently applied because some seaport postoffices ignore the pertinent regulations and because many countries interpret the UPU rule to require it only on stamps of a foreign country; thus ordinary postmarks are often used instead of the "paquebot", or the "paquebot" is struck only on the face of the cover. Due to carelessness or lack of time the port postoffice may frequently fail to apply any mark at all on the loose letters received, so that only the purser's mark cancelling the stamps appears (Figs. 17 and 18).



Fig. 21A. Cover with Colombian stamps postmarked at Cartagena, Sept. 1901, addressed to New York. However, there is a purser's mark of the "Altai", Type SUS-1d, on the face, indicating that the cover was probably posted on board that ship at some other Colombian port and put off at Cartagena postoffice to go to New York via closed pouch on some other boat. Cartagena had no "paquebot" so it used an ordinary postmark. The cover illustrated in Fig. 9 is analogous though in that case the purser pen-crossed the stamps. *(Irving Green coll.)*

The UPU convention also requires that loose letters be deposited in the postoffice at the very *next* port of call; but this rule has never been followed to any great extent, for one sees innumerable ship letters from remote and intermediate stops that were carried right through to New York, Havre, Hamburg, etc. (Figs. 8, 11, 12, 14, 17). On the other hand, a Barranquilla (Colombia) firm, just to make sure that the purser would not put its letters off elsewhere, for some years (1904-07) used to stamp them with a cachet reading: "TO BE SENT TO / N. Y. POST OFFICE"! When the ship is not headed in the direction of a loose letter's destination, however, it is customary for the purser to put it off at the first port where mails can be dispatched more directly or sooner to that destination. The covers shown in Figures 9 and 21A were handled in this way, though there was a special circumstance in these cases in that the letters were posted on board at one port of a certain country and put off at another port of the *same* country, thence to go by closed mail to their foreign destination. Such covers should have been struck with a "paquebot" mark at the port of deposit, but in Haiti and Colombia (in each of which Hapag made a number of ports) the postoffices never had "paquebot" marks, so they cancelled the stamps on ship letters with regular town postmarks. What is specially to be noted, however, is that the pursers did not, apparently, always cancel or pen-cross the stamps on such letters, possibly because some postoffices would not accept them otherwise.

The interesting card illustrated in Figure 22 presents some difficulties which we have not been able to definitely resolve (—one must expect a few mysteries in this field, which only makes the study more intriguing).

Most interesting are the types of arrival cancellation seen on loose ship-letters carried by Hapag from the West Indies to Germany. These mails were generally put off at Ant-

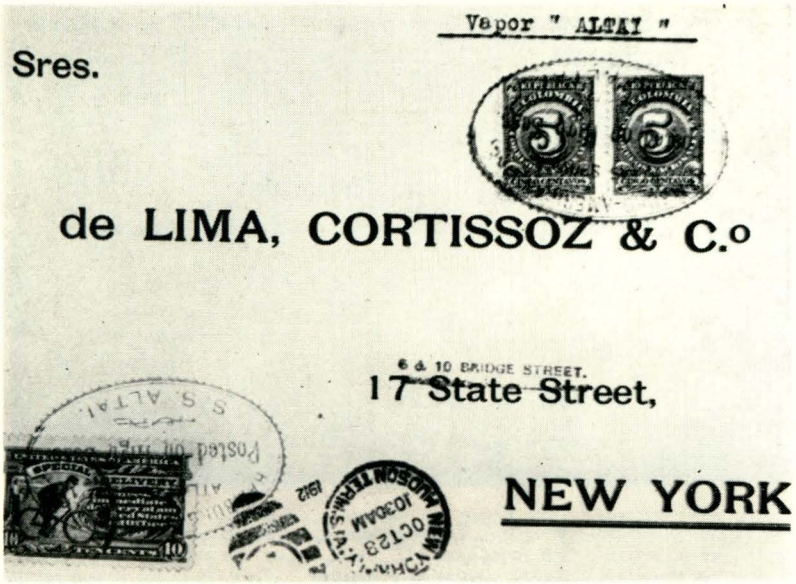


Fig. 21B. Cover from Colombia (Santa Marta, Cartagena, or Savanilla) to New York, posted on board the "S. S. Altai", 1912. It is remarkable to note a U. S. special delivery stamp (E6, 1902) was applied by the sender in addition to the pair of 5c blue Colombian Republic stamps of 1908; both are cancelled with the oval style purser's mark, Type HOK-1a-e. The usual "New York, N. Y., Hudson Term. Sta." duplex arrival postmark (which was used instead of a paquebot mark in view of the U. S. Stamp) is struck at the bottom. This use of the U. S. special delivery stamp is not an isolated case—we have seen a number of commercial covers from the Caribbean countries before 1920 with this stamp affixed by the senders in order to obtain special delivery handling in New York. Apparently some firms imported stocks of the stamps for this purpose.

werp or Havre and sent overland by train in order to save several days delivery time; the railway mail sorting-clerks had special postmarks for cancelling stamps on the loose letters, used in lieu of the arrival or "paquebot" marks of the ports by special arrangement with the French and Belgian postal services. From about 1877 to 1890 we find the straightline mark: AUS WESTINDIEN PER HAMBURG. DAMPFER UBER COLN; it is rather rare. From 1890 to 1914 a circular postmark inscribed:

AUS WESTINDIEN / P. HAMBURG. DAMPFER / UBER COLN /[date] (Figs. 23, 24) was commonly used. However, if the stamps were already cancelled this mark may appear elsewhere on the face or back of the cover, or instead the cover would only be indorsed with the standard oval German railway postmark for the Cöln-Verviers or Cöln-Hannover line (Figs. 3, 24).



Fig. 23. Danish West Indies 3c postcard mailed on the "Galicia" to Frankfurt, Germany, with purser's handstamp Type SUS-2a. The stamp is cancelled by the arrival postmark inscribed: "Aus Westindien uber Coln/P. Hamburg. Dampfer" with date "10 12" (Oct. 1912), used on the Verviers-Cologne railway mail car.



Fig. 22. A rather puzzling piece, this Costa Rican 2c postcard with 1c stamp added. The message on the back is dated San Jose, Jan. 30, 1902. But the purser mark of the "Alene" (Type SUS-1b) on the face suggests a shipboard mailing. This could be if the sender was on the boat inbound to Limon, or at the dock. The "Port Limon" handstamp cancelling the stamps, however, might be taken as a Costa Rican postmark, either of arrival or departure, were it not that "Port" is an un-Spanish spelling. Possibly the purser or the company's dock office used this mark—a thesis which is supported by the fact that both it and the "Alene" mark are in an identical shade of purple, and by the fact that we have seen the Port Limon mark struck, along with an "Athos" purser mark, on numbers of Costa Rican stamps of 1900. Evidently some special procedure was used for ship mail at Limon. *(Irving Green coll.)*



Fig. 24. Another Danish West Indies postcard (2c), to Germany (Altona) mailed on board the "Rhenania", whose purser's mark cancels the stamp, which is also tied with the same type of arrival mark of the Verviers-Cologne railway mail car as seen on Fig. 23 except the date is omitted. In the lower left corner is a strike of the regular oval type of railway-mail postmark for the "Coln (Rhein) - Verviers Bahnpost Zug 1" dated "8/5/99" (see Fig. 3 for a clearer example of this). We have also seen a reply (double) postcard of Danish West Indies mailed on the "Rhenania", and on which the unused reply half of the card was "precancelled" with the purser's handstamp!

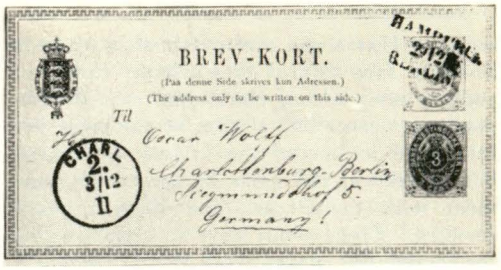


Fig. 25. An early issue of Danish West Indies (6c) postcard with 3c stamp added addressed to Berlin, 1886. The card was undoubtedly mailed on board a Hapag boat at St. Thomas, but there is no purser's mark because they were not yet being generally used on mail at this early date. One stamp is tied with the railway postmark "Hamburg / 2/12/III / Berlin", the mail presumably being first sorted and postmarked on the train, as there is no Hamburg arrival mark.

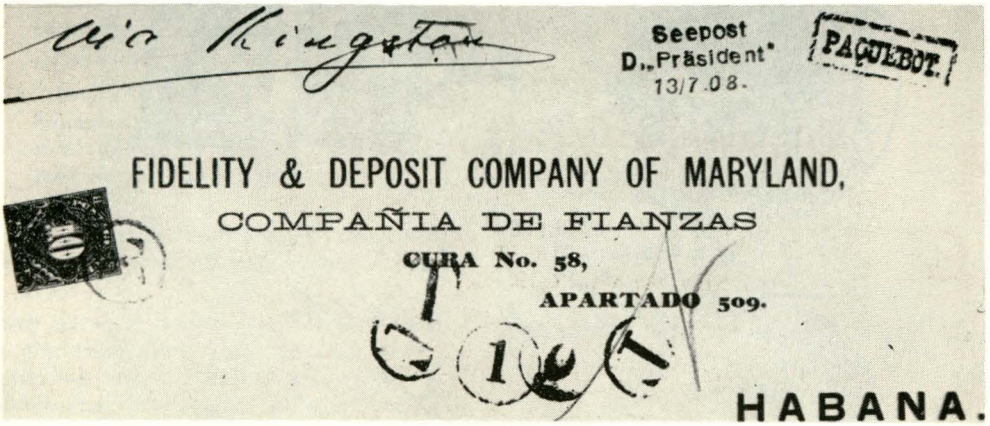


Fig. 26. Cover addressed to Havana, mailed on board the "Dampfer Prasident" en route between Haiti and Kingston (Cuba and Kingston?), in a (German?) seapost office, whose three-line postmark appears on the face (—a unique type). The Kingston "PAQUEBOT" mark in a box is also seen, and the Kingston postmark is on the back. As no stamps were applied by the sender, the letter was charged postage due at Havana (10c Cuba due stamp, J4, tied with "T"-in-circle). The facts that the sender had no stamps and that the "Seepost"-mark lacks the word "Deutsche" make us question whether this was truly an official seapost service on the "Prasident"—it may have been merely the company office on board.

Some letters were carried through to Hamburg by boat, and if the stamps were not cancelled at origin or by a purser mark they would be struck with a straightline: AUS WESTINDIEN VIA HAMBURG, or with the railway postmark of a line out of Hamburg (see Fig. 25)—at least in the 1870-90 period.

The Seapost Markings

By comparison with the purser marks, the German seapost (and "shipspost") cancellations used on Hapag ships in the Caribbean are few in variety and number. The pre-First World War ones are definitely rare; we illustrate (Fig. 26) one of an unusual if not unique type in three lines unboxed: "Seepost/D. Präsident"/13 / 7. 08", which is probably only a purser's mark since the word "Deutsche" is missing; and also one in the standard oval "Deutsche Seepost" style (Figs. 27, 28). In the latter the Roman numerals at the bottom indicate the different ships: thus "XI" was used on the *Corcovado*

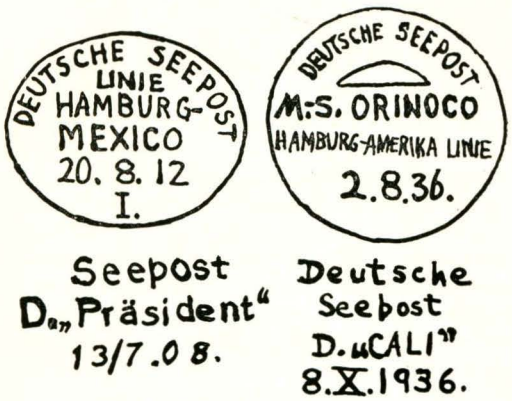


Fig. 28. Types of German Seapost Marks from Hapag Ships in the Caribbean:

TOP: Standard oval and circular types;

BOTTOM: Unusual straightline types—the one for D. "Praesident" is probably only a fancy purser's mark since the adjective "Deutsche" is missing.



Fig. 27. One of the rare Hamburg-Mexico seapost covers of the 1903-14 period. This example, from the collection of Robert S. Gordon, was evidently mailed at sea somewhere between Jamaica or Havana and Tampico on the westbound leg, as the stamps are struck with the Tampico "paquebot" mark (in blue). The ship being on the high seas, German stamps were used and cancelled with the oval "Deutsche Seepost" mark for the line, dated "20.8.12"; at bottom the numeral "I" is for the "Allemannia" (written at lower left by the sender). The Hapag stationery with the flag in the corner was of the type usually dispensed in the foyers of the larger transatlantic passenger boats (—the Atlas freighters used the types shown in Figs. 16 and 18).

in 1910, "I" on the *Allemannia* in 1912, "II" on the *Sachsen* and "III" on the *Magdalena* during 1925-32. Numbers up to XIII are reported from the 1903-14 period, though they were by no means all in use at once. For the post-War period only I-III are known. The NDL ships on the Bremen-Mexico and Bremen-Cuba lines had the same style of postmark but the ships were indicated by small letters ("a", "b", etc.) at the bottom.

Around 1929 the circular type of seapost cancel illustrated in Fig. 28 for the *MS Orinoco* appeared; at first the name of the ship was struck in separately but later (1935-36) it was made an integral part of the cancel, used also by the *MS Galicia* and *MS Magdalena*. The type illustrated for the *Dampfer Cali* in four straightlines has been reported in the literature as used in the Caribbean in 1936, but this ship was owned by a subsidiary South American west-coast service (H. A. L. de Colombia).

About 1936 the services to the West Indies were converted to what the German Post Office designated as *Schiffspost* (literally translated as "shipspost"), i.e., seapost offices attended by the ship's personnel rather than by governmental postal clerks. Four types of postmarks for these are reported from the West Indies routes: (see Fig. 29)

(a) "Deutsche Schiffspost / Hamburg-Cuba-Mexico / (name of ship / (date')" seen for the "M. S./Orinoco", "MS/Iberia", and "MS/Galicia".

(b) Similar to the above except the area below the date band has instead of vertical ruling the words: "HAPAG/ Hamburg / a", seen for the "MS/ Orinoco" and "MS/Iberia".

(c) "Deutsche Schiffspost / Hamburg-Westindien / (name of ship) / (date) / HAPAG / Hamburg / a", seen from the "MS/Caribia" and "MS/Cordillera" and "MS/Magdalena".

(d) ".Deutsche Schiffspost./ Hamburg-Sudamerika Westküste / (Name of ship) /(date) / Hapag / Hamburg", seen for the "MS/Patria".

Types similar to (a) and (d) are being introduced on some of the present Hapag lines (1951-).

Since purser's marks are found on mail from the same ships which also are known to have had seapost offices at some time, we presume that the seapost service was restricted to certain runs and periods only; however, in the 1928-39 period purser's marks are found contemporary with the seapost or "shipspost" marks and we therefore suspect that the pursers were obliging to collectors even when the official post office on board was open—most of these covers are obviously philatelic.

The Types of Purser Markings

We have attempted to classify all the seen or recorded Hapag purser markings from the Caribbean into a systematic manner of types convenient for philatelic purposes. The designations of each type are in the form of a code by which any mark can be identified and concisely described. The classification is based mainly on the style or format of the marking and the font of the letters. In the following section the classification is outlined in full with complete descriptions of the types and a listing of all marks found of each type; the lists also give certain additional data not used in the classification scheme, such as dimensions, colors, and dates of use. Illustrations of most of the types appear in Figures 30-33. This cataloguing reveals an impressive variety of types as well as certain tendencies to standardize some of the styles. The unframed straightline types were more or less common to all Hapag lines and ships from the 1880's to 1914, whereas the fancy framed styles appeared only after 1903 and were mostly peculiar to the Caribbean service.



Fig. 29. Types of German "Shipspost" Marks used on the Hapag Caribbean Lines, 1936-39.

Other companies used very similar unframed straightline markings, and therefore in identifying a mark of this type it is necessary to verify from other sources that the particular ship of that name belonged to Hapag at the time of the use of the mark and was operating in the appropriate region —which we have done in every case listed (see Appendix I). It will be noted that many of the Hapag ships were using a number of types of markings simultaneously, especially during the years 1903-08 when the fancy styles were being introduced and the straightline unframed types were still common. After 1906 the ovals predominate. Examples of covers stamped with two types of marking of the same ship are not uncommon (Fig. 15).

Although the code for each type is given beside the descriptions in the catalogue below, the significance of the code letters and numbers will not be entirely obvious without a separate key to them. We believe that from this key the code can be easily learned and used as a sort of shorthand for reporting markings to the philatelic press in the future. The code designations consist of 2 or 3 capital letters followed by a hyphen and then a number 1 or 2 and a small letter (a, b, c, etc.). The key to these is:

First letter:

S=ships name only
H=company's name, with or without ships name added

Second letter:

U=unframed
B=box framed
C=circular framed
O=oval framed

Third letter (unnecessary and omitted for some categories)

S=straightline
A=arc-line
C=circular line
P=plain border-line
K=scalloped border-line

Number and small letter

1=Gothic letters (non-serif)
a=capitals
b=capitals in quotation marks (European style)
c=capitals in thick block letters
d=same as c, but in quotation marks (European style)
e=initial capitals and lower-case letters
f=same as e, but in quotation marks (European style)
g=script capitals and lower-case letters

2=Roman letters (serif)
a=capitals
b=thick capitals
c=sloping capitals
d=initial capitals and lower-case letters
e=initial capitals and lower case, in quotation marks (Eur. style)
f=script italic initial capitals and lower-case letters
g=same as f, but in quotation marks (Eur. style)

Thus, Type SUS-1a means a ship name, unframed, straightline handstamp, in Gothic capitals. In case of fancy H-types almost every reported example of a given type differs in certain conspicuous features (such as wording, presence of a coat of arms, etc.) which are not considered in the type definitions because it is desirable to retain some degree of generalization in the classification scheme. To identify these varieties within the H-types, we arbitrarily assign them capital letters in parentheses in alphabetical order. Varieties within the S-types on the other hand are quite trivial (such as periods at the end, or the prefixes S/S, D, etc.) and therefore are not specially designated, though noted in the catalogue listings.

Measurements (in mm) include the period or quotation marks.

Descriptive Catalogue of Hapag Purser Markings from the Caribbean

I. Name of Ship Only (S) (See Fig. 30 for illustrations)

UNFRAMED MARKS (U)
STRAIGHTLINE (S)
GOTHIC LETTERS (NON-SERIFED): (1)

Type SUS-1a: Non-serif capitals, usually with period at end, sometimes straightline datestamp or manuscript date added below or nearby on cover; in purple, violet, magenta, blue, red or black:

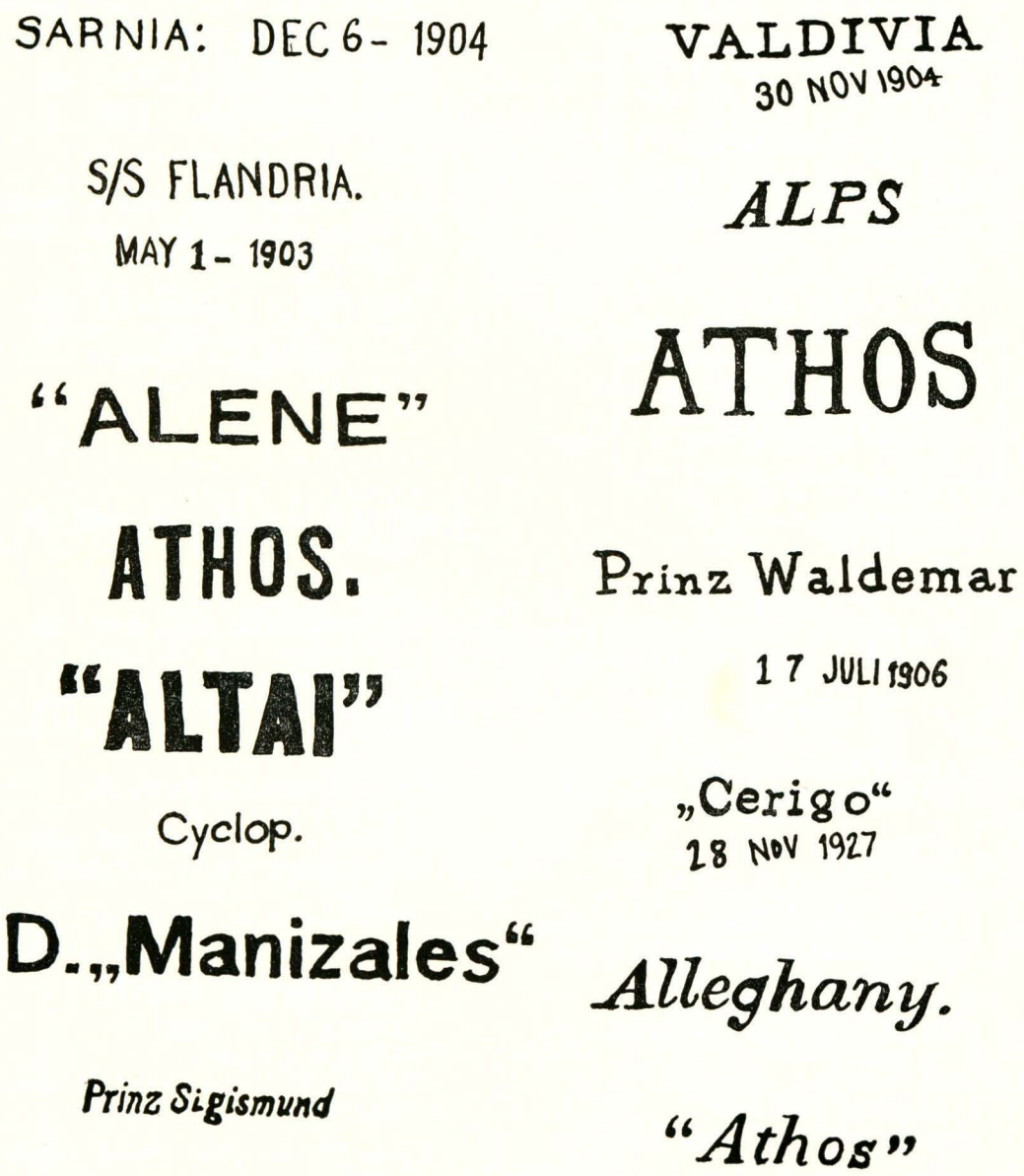


Fig. 30. Types of Hapag Straightline Purser Marks with Name of Ship Only:
LEFT COLUMN, top to bottom: Types SUS-1a (Sarnia; Flandria), SUS-1b (Alene), SUS-1c (Athos), SUS-1d (Altai), SUS-1e (Cyclop), SUS-1f (Manizales), SUS-1g (Prinz Sigismund).
RIGHT COLUMN, top to bottom: Types SUS-2a (Valdivia), SUS-2c (Alps), SUS-2b (Athos), SUS-2d (Prinz Waldemar), SUS-2e (Cerigo), SUS-2f (Alleghany), SUS-2g (Athos).

ADIRONDACK. 44 x 4.5mm; (with datestamp, 1903)
ALLEGHANY. 49 x 5 (1903), often with ds.; 51 x 5 (1908)
ALLEMANNIA. 36 x 4
ALENE 22 x 5; 21 x 4
ALTAI. 33 x 7.5 (1912)
ATHOS. 23 x 4; with ds.
S/S ATHOS. 34 x 4.5 (1902)
S/S FLANDRIA. 36 x 4.5; (with ds., 1903)
GRAECIA. 30 x 4 (ds., 1905)
GRAECIA 28 x 4
MECKLENBURG (?)
PRINZ AUGUST WILHELM 51 x 4 (1906)
PRINZ JOACHIM 33 x 4 (1908)
SARNIA: 25 x 5 (with ds., 1904)
SIBIRIA. 29 x 5 (with ds., 1904); 28.5 x 5.5
VALENCIA. 42 x 5.5
VALENCIA 40 x 5.5
VIRGINIA. 31 x 4
WESTERWALD. 54 x 5.5

Type SUS-1b: Non-serif capitals, name enclosed by quotation marks, no period at end; blue
"ALENE" 52 x 7mm (1902)

Type SUS-1c: Non-serif capitals, large thick block letters over 10mm high

ATHOS. 33 x 10; 45 x 11
ALTAI 45 x 11

Type SUS-1d: Non-serif capitals, thick block letters over 7mm high, in quotation marks; blue, purple, red

"ALTAI" 43 x 11 (1904); 46 x 7.5 (1900-01)
"ALTAI." 46 x 11
"ALPS" 38 x 8
"ANDES" 41 x 10 (1898-); 50 x 8

Type SUS-1e: Non-serif capitals and lower case letters

Cyclop. 19 x 4 (1887)
Westphalia (?)

Type SUS-1f: Non-serif capital and lower case letters, in quotation marks

D. „Manizales" 70 x 8 (1920's-30's)

Type SUS-1g: Non-serif script capital and lower-case letters; purple

Prinz Eitel Friedrich 41 x 4 (1908)
Prinz Sigismund 34 x 4 (1908)

ROMAN LETTERS (SERIFED): (2)

Type SUS-2a: Serif capitals, usually without period at end; purple, violet, blue, red, magenta, or black

ASCANIA. 37 x 4.8; 38 x 5 (1903)
ATHOS 20 x 4.8; 24 x 5 (1900-03)
AUSTRALIA 40 x 7 (1890's)
BAVARIA 47 x 5 (1905)
BOLIVIA 34 x 5 (1900-03)
CALABRIA 41 x 5 (1905) (1912)
CHERUSKIA 46.5 x 5 (1913)
CONSTANTIA 52 x 5.5 (1901)
ELBERFELD 29 x 5.5 (1890's)
FLANDRIA. 43 x 4.5 (1898-99); 41 x 4.2 (1903)
GALICIA 34 x 5 (1912)
HUNGARIA 42 x 5 (1898); 42.5 x 4.5 (1899); 44 x 4.8 (1904)
MARKOMANNIA (?)
NUMIDIA 37 x 5 (1901)
PATAGONIA 47 x 4.5 (with ds., 1907)
POLYNESIA 43.5 x 4.5 (1895)
PRAESIDENT 48 x 4
RHENANIA 45 x 4.8 (1898-1902)
RHENANIA. 48 x 5 (1898); 47 (1893)
RHENANIA./St THOMAS 48 x 5 and 43 x 7, resp., separately struck one above the other (1898)
SARNIA 25 x 5
SARNIA. 32 x 5 (1903)
SYRIA 29 x 5 (1903)
VALDIVIA 43 x 4.8 (with ds., 1904)
VALENCIA 43 x 4.5 (1902-03)

Type SUS-2b: Thick serifed capitals; purple

ATHOS 45 x 12.5 (1895-98)

Type SUS-2c: Sloping serifed capitals

ALPS 23 x 5 (1895-1902)

Type SUS-2d: Serif capital and lower case letters

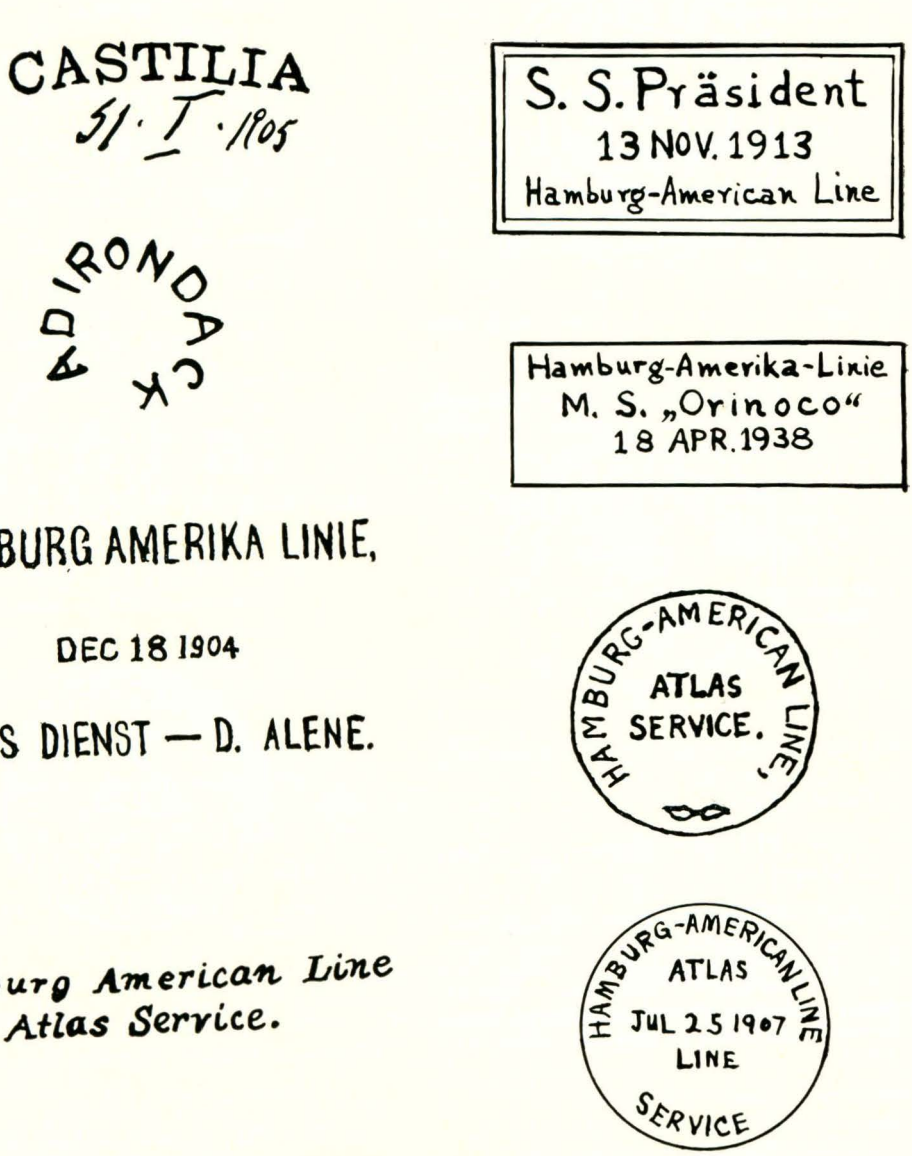


Fig. 31. Types of Hapag Purser Marks:—Name of Ship Only, in Arc and in Circular Format; Name of Company, Unframed, Box Framed, and Circle Framed:
LEFT COLUMN, top to bottom: Types SUA-2a (Castilia), SUC-1a (Adirondack), HUS-1a (Alene), HUS-2f (Atlas Service).
RIGHT COLUMN, top to bottom: Types HB-1e (A) (Prasident), HB-1e (B) (Orinoco), HC-1a (A) and (B) (Atlas Service).

Prinz Waldemar 56 x 4.5 mm (with ds.; 1906), purple
Grunewald 38 x 5 (1912)

Type SUS-2: Serif capital and lower case letters; in quotation marks;

„Cerigo" (with ds., 1927) 28 x 5, purple

Type SUS-2f: Serifed script italic Capital and lower-case letters; blue, purple, red

Alleghany. 47 x 7, often with date (1901-03)

Type SUS-2g: Serifed script italic capital and lower-case letters; in quotation marks; blue, purple, red

"Adirondack" 53 x 7 (1890-1903?)
"Andes" 33 x 7 (1896-1903?)
"Athos" 33 x 7 (1896-1903?)

ARC-SHAPED LINE (A) (See Fig. 31)
ROMAN LETTERS (2)

Type SUS-2a: Serif capitals

CASTILIA 39 x 4.8 (1903)

CIRCULAR ARRANGEMENT OF LETTERS (C) (See Fig. 31)
GOTHIC LETTERS (1)

Type SUC-1a: Non-serif capitals; purple

ADIRONDACK 5mm high letters; 22mm outside diam.; 12mm inside diam. (1895-1901?)

II. Name of Company, With or Without "Atlas Service" and Name of Ship (H) (Figs. 31-33)

UNFRAMED MARKS (U)
STRAIGHTLINE (S)
GOTHIC LETTERS (1) (Fig. 31)

Type HUS-1a: Non-serif capitals in three-line expanded format; blue, purple, red, black, magenta

HAMBURG AMERIKA LINIE, / MAY 4 1906/ATLAS DIENST—D. ALENE. 61x31mm overall, top line 5 mm high, date line 3mm, bottom line 4-4.5 mm. (1903-06)

same for:
ADIRONDACK. 61 x 30mm overall (1903-05)
ALLEGHANY. 60-62x29mm overall
ALTAI. (ditto) (1903-08)
ATHOS. (ditto) (1903-04)
SARNIA. (ditto) (1904-06)
SIBIRIA. (ditto) (1903-06)
VALENCIA. (ditto) (1903-06)

ROMAN LETTERS (2)

Type HUS-2f: Serifed script italic capital and lower case letters; in two-line format; purple, red

Hamburg American Line/Atlas Service
top line 67 x 3mm; lower line 35 x 3 mm (1912)

BOX FRAME (B)
GOTHIC LETTERS (1)

Type HB-1e: Non-serif capitals and lower case letters; three-line format enclosed in rectangular box

(A): S. S. Präsident/(date)/Hamburg-American Line
in double-lined box 55 x 26mm; (1913) purple
(B): Hamburg-Amerika-Linie / M. S. "ORINOCO"/(date) in single-lined box 52 x 20mm (1930's) black

same for:
M. S. "CORDILLERA", 1930's, black, purple
M. S. "MAGDALENA", 1930's, black, purple
M. S. "CARIBIA", 1930's, black, purple

CIRCULAR FRAMED (C) (See Figs. 31 and 32)
GOTHIC LETTERS (1)

Type HC-1a: One, two or three circles, variously inscribed in Gothic capitals with name of Line and Service, ship, date, or coat of arms, etc.

(A): Single circle, 32mm in diameter, inscribed at top: HAMBURG AMERICAN LINE, in center: ATLAS/SERVICE. (two lines), at bottom: (a fleuron). Reported around 1908-09; used on S. S. Alleghany, 1909, as a wax-seal die. (Purple).



Fig. 32. Types of Circular Hapag Purser Marks with Name of Company and Ship:
LEFT COLUMN: Type HC-1a (A) (Valdivia), (B) (Grunewald), (C) (Kellerwald).
RIGHT COLUMN: Type HC-2a (Galicia), HC-2d-1a-e (Prinz Eitel Friedrich).

(B): Single circle 33mm in diameter, inscribed at top: HAMBURG-AMERICAN LINE
in center (three lines): ATLAS/(date)/LINE
at bottom, SERVICE
Reported 1907, blue and purple.

(C): Single circle 38mm in diameter, inscribed
at top: HAMBURG-AMERICAN LINE,
at center, in 3 lines: S. S. (name of ship)/(date)/(a fleuron)
at bottom: ATLAS SERVICE.
Reported for: S. S. VALDIVIA (1904-07) purple
S. S. SIBIRIA. (1905-06) purple.

(D): Same as (C) but date omitted, reported for S. S. VALDIVIA

(E): Single-lined outer circle 36mm in diameter, inner circle 24mm in diameter, inscribed between the circles:

at top: *HAMBURG-AMERIKA LINIE*
at bottom: D. "GRUNEWALD"
Inside inner circle, the Hapag coat of arms.
Reported also for: *D. "PATRICIA"*; purple.

(F): Double-lined outer circle 35mm in diameter, single inner circle 21mm in diameter, inscribed
at top: HAMBURG-AMERIKA LINIE
in center: Hapag coat of arms
at bottom: * D. (name of ship) *
Reported for: Kellerwald (1920's) purple; Spreewald (1920's) purple

(G): Single-lined circle 39mm diameter, inscribed
at top: HAMBURG-AMERICAN LINE
in center: Hapag coat of arms, and below it: Posted on High Seas
at bottom: S. S. GRAECIA
Reported about 1906?, purple.

ROMAN LETTERS (2)

Type HC-2a: Double-lined outer circle 39mm. diameter, inner circle (single) 24mm in diameter, inscribed

at top: DAMPSCHIFF
in center: Hapag coat of arms
at bottom: GALICIA
Seen only as a wax-seal die, about 1909.

MIXED, ROMAN AND GOTHIC LETTERS (2-1)

Type HC-2d-1a-e: One, two or three circles, variously inscribed in Roman and Gothic letters, partly all capitals and partly capitals and lower case letters, with name of Line (and sometimes Atlas Service), the name of ship and the Hapag coat of arms.

(A): Double-lined circle, 36mm in diameter, inscribed
at top: *Hamburg-American Line* (Roman caps. & l. c.)
in center: ATLAS SERVICE (in small Gothic caps, in an arc just beneath the top line) and Hapag coat of arms
at bottom: Prinz Eitel Friedrich (Gothic caps & l. c.)
Reported about 1908, in purple.

OVAL FRAMED (O) (See Fig. 33)
PLAIN BORDER—DOUBLE-LINED (P)
GOTHIC LETTERS (1)

Type HOP-1a-e: Double-lined oval 48-49 x 32-33mm, inscribed
at top: HAMBURG-AMERICAN LINE,
in center (two lines): ATLAS SERVICE./Posted on High Seas. (latter in fancy serif type, c. & l. c.)
at bottom: S. S. (name of ship in caps or caps & l. c.).
Reported for S. S. ALLEMANNIA.
S. S. ALBINGIA.
S. S. Westerwald.(1912-)
(1910-14) black, blue, purple, and red.

Type HOP-1a: Same as above, but:

(A): in place of "Posted on High Seas," the month, day and year in capitals.
Reported for: S. S. VENETIA. (1906-08)
S. S. SARNIA. (1906-12)
S. S. VIRGINIA (1906-07)
S. S. GRAECIA. (1906-08)
(purple, red, and blue)

(B): Same as (A) but "S.S." is placed in a separate line just above the name of the ship.
Reported for: S. S./PRINZ JOACHIM (1906-)
S. S./PRINZ EITEL FRIEDRICH (1906-)
S. S./PRINZ AUGUST WILHELM. (1906-) (purple, blue)

SCALLOPED OUTER BORDERLINE, PLAIN INNER BORDERLINE (K)

GOTHIC LETTERS (1)

Type HOK-1a-e: 48-56 x 31-35mm dimensions, inscribed similarly to

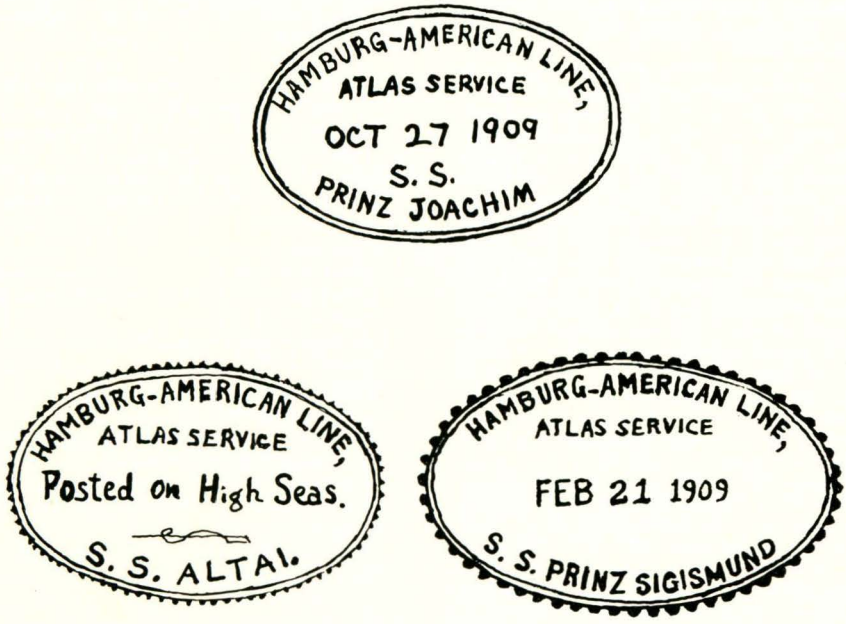


Fig. 33. Types of Oval Hapag Purser Marks with Name of Company and Ship: TOP: Type HOP-1a (B) (Prinz Joachim); BOTTOM LEFT: HOK-1a-e (Altai); BOTTOM RIGHT: HOK-1a (Prinz Sigismund).

Type HOP-1a-e except that a fleuron is added just above the name of the ship.

Reported: S. S. ALLEGHANY (1906--12)
S. S. ALTAI. (1906-13)
S. S. PRINZ AUGUST WILHELM (1911-)
S. S. PRINZ EITEL FRIEDRICH (1908-)
S. S. PRINZ JOACHIM (1913-)
S. S. Prinz Sigismund (caps and lower case) (1910-14)
S. S. PRINZ WALDEMAR (1906)
S. S. SARNIA (1906-12)
S. S. SIBIRIA (1908-12)
S. S. VENETIA. (1907-08)

Type HOK-1a: Same as HOK-1a-e but with date in capitals in place of "Posted on High Seas".

Reported for: S. S. PRINZ SIGISMUND. (1907-)
S. S. VALDIVIA. (1906-07)
(black, blue, purple, maroon)

Acknowledgements

The writer is grateful to *Irving I. Green* for the loan of his outstanding collection of Hapag covers and markings, for our study and to illustrate this article. *Robert S. Gordon* has given freely of his vast information on seaposts. We are indebted to *Edwin Dreschsel* for useful hints on sources of information and for cover data. *Dr. Clarence W. Hennan* kindly searched his extensive collections for additional data.

APPENDIX I:

List of Hapag Ships Which Served in the Caribbean, 1870-1939

It would be a very tedious and difficult task to compile and complete an accurate list of all Hapag ships which made one or more trips on the Caribbean lines since 1870; scarce files of old newspapers would have to be searched, and perhaps even the records of the Company itself. However, a useful first approximation to such a list has been obtained in the following ways: the names of boats seen on many covers and stamps from the region were noted and compared with lists of boats owned by Hapag each year according to the Company's annual reports *(Jahresberichte)* or to *Lloyd's Register of Shipping;* for the years 1900-1914 files of the *New York Journal of Commerce* were searched for announcements of Atlas Service sailings; for the years 1900-1910, 1912-13, the files of the *Hamburger Nachtrichten* were searched for reports of Hapag shipping movements to, from and within the Caribbean (Atlas shipping not reported in this source).

For convenience the results are compiled into two lists, one (A) for the Hamburg-West Indies-Mexico-Central America and West Indies-Brazil service, and the other (B) for the Atlas Service. It will be noted that for the years 1880-1899 we have very little data, the *Hamburger Nachtrichten* and Hapag *Jahresberichte* for that period not being available in the Library of Congress. However, this gap will not be seriously felt as there was little use of markings by the ships at that time. On the other hand, the record is very nearly complete for the periods of greatest philatelic interest, 1871-79, and 1900-1914. For 1922-39 we have depended on philatelic evidence.

After the name of each boat the separate years in which a boat of that name was operated by Hapag in the Caribbean are given, as far as known to us, even if only for one trip or to call at one port. However, a considerable number of boats which were only chartered or leased by Hapag for brief periods and used for one or several Caribbean trips are omitted because it is not very likely that pursers on these trips used marks of Hapag issue, if any.

Those of the listed ships which are known or reported to have used a purser mark or seapost mark on mail are indicated by an appropriate sign prefixed to the name: an asterisk means a purser mark seen by us, a ♯ means a purser mark reported by others but not seen by us, and $ means a seapost mark seen or reported. It is immediately obvious that probably many more of these marks remain to be catalogued. However, the chances are very small that collectors will find purser marks on Caribbean mail in case of those ships which served only one or two trips there in all and which did not call at Haiti, Colombia or St. Thomas. We note that most of the ships with markings seen or reported were the boats which returned to the region more or less regularly for some years,—an illustration perhaps, of the laws of chance at work. If we may assume that a given mark served its boat for a long time, then the same mark was probably used on runs in other areas as well as in the Caribbean, which we know to have happened in a few cases at least; *vice versa,* marks reported from elsewhere may indicate what to expect from the Caribbean.

(A). Hapag Hamburg-West Indies-Mexico-Central America (east coast) Service; West Indies-Brazil; N. Y.-West Indies (1890); 1871-1939

Acilia—Dec. 1902; June 1903 (Galv.-Mex.); Dec. 1907 (Panama); Jan. 1908.
**Albingia*—1890 (N. Y.-St. Thos.-Ven.); 1905-10 incl. (See Atlas Serv.).
♯*Alexandria*—April 1903; June 1908 (Panama).
*$*Allemannia*—1871-96; 1900-03; 05-10 (see also Atlas Serv.)
♯*Altenburg*—1904-09.
Amazonas—1905.
Antonina—1906; July 1909; Jan. 1910-1914.
Arabia—Sept. 1902.
Armenia—Aug. 1907 (Mexico).
**Ascania*—1890 (N. Y.-St. Thos.-Ven.); 1900-07.
♯*Assyria*—1906; 08-14.
**Athen*—1903-04.
Augusta Viktoria—1890's (winter cruises).
**Australia*—1890's; 1900-02.
**Bavaria*—1870-80's; 1905-14.
**Bolivia*—1890's; 1900-02; 04-14. (see Atlas Serv.).
Borussia—1871-75.
**Calabria*—1890's; 1900-14.
Caledonia—1905-12.
$*Cali*—1930's.
♯*Canadia*—1900-05.
*$*Caribia*—1930's.
**Castilia*—1890's; 1900-05.
**Cerro*—1920's.
♯*Cheruskia*—1890's; 1900-09; 12-14.
♯*Christiania*—1890's; 1901; 03-06; 08-10.
Colonia—1890 (N. Y.-Haiti-Ven.)
**Constantia*—1890's; 1900-14.
$*Corcovado*—1912-14.
**Cordillera*—1930's.
**Croatia*—1890 (N. Y.-St. Thos.-Ven.); 1898-99; 1900-10.
**Cyclop*—1876-79; 1887.
Dania—1905-14.
**Elberfeld*—1890's.
**Flandria*—1890's; 1900-02 (see also Atlas Serv.).
Francia—1890's; 1900-03.
Franconia—1874-79;
Frankenwald—1908-14.
Frisia—1890's; 1900-06.
Fuerst Bismarck (Furst B.)—1906-14.
*$*Galicia*—1890's; 1900-10; 1912; 1930's; (see Atlas Serv.).
George W. Chase—1879.
Georgia—1904-14; (see Atlas Service).
Germannia—1872-76.
Goethe—1876.
**Graecia*—1904; 1908-13; (see also Atlas Serv.).
**Grunewald*—Feb. 1912-1914.
Hellas—1902-04; Nov. 1906.
♯*Helvetia*—1890's; 1900-07.
♯*Hercynia*—1890's; 1900-05.
Herodot—Feb.-March 1904.
♯*Hispania*—1890's; 1900-08; 1910.

Holsatia—1890 (N. Y.-St. Thos.-Ven.); 1901-06.
**Hungaria*—1898-99; 1900-09; (see Atlas Service).
$*Iberia*—1930's.
Istria—Jan. 1910 (Mexico).
Itaparika—April 1905.
Ithaka—Dec. 1902-1904.
Karthago—1904; (see Atlas Service).
**Kellerzwald*—1913-14.
Konprinzessin Cecilie—1906-14.
La Plata—Jan. 1908; Dec. 1909-1914.
Lessing—1877.
Lotharingia—1874-80's.
Lydia—1902-03.
*$*Magdalena*—1920's-30's.
**Manizales*—1930's.
Maracaibo—1874-76.
‡*Markomannia*—1890's; 1900-06.
‡*Mecklenburg*—1904-14.
Moltke—Jan. 1903 (Jamaica); Jan.-March 1910.
Nassovia—Oct. 1902; Dec. 1906 (Mexico); Jan. 1913 (Barbados).
Nauplia—Dec. 1909—Jan. 1910 (Cuba-Mexico).
‡*Niederzwald*—1907-14.
‡*Nubia*—1900-03.
**Numidia*—1900-02.
Numantia—Jan. 1910.
Oceana—1908-09 (Jan.-Mar. winter cruises).
Odenzwald—1907-14.
*$*Orinoco*—1925-39(?).
Parthia—1902-07; 1913.
**Patagonia*—1905-14.
$*Patria*—1930's.
**Patricia*—1913-14 (?).
‡*Polaria*—1890's; 1900-03.
**Polynesia*—1890's; 1900-03.
*$*Praesident (Prasident)*—Dec. 1905-1906; (see Atlas Serv.).
Prinz Adalbert—1903 (April-, Mexico).
**Prinz August Wilhelm*—May 1903-1906; (see also Atlas Serv.).
**Prinz Joachim*—1903-06; (see Atlas Serv.).
Prinz Oskar—1908-10.
Prinzessin Viktoria Luise—1902-06 (winter cruises, Jan.-Mar.).
**Rhenania*—1874-90's; 1898-99; 1900-03.
$*Sachsen*—1920's-30's.
Sachsenzwald—1907-14.
St. Croix—1905-07.
St. Domingo—1905-06.
St. Jan—1905-07.
St. Thomas—1905-07.
‡*Sardinia*—1900-14.
**Sarnia*—1899; 1901-03; March 1912-14; (see also Atlas Serv.).
**Savoia*—1904-06; April 1913.
‡*Saxonia*—1871, 1874-77; 1890 (N. Y.-St. Thos.-Ven.); June 1912.
‡*Schaumburg*—1903-14.
‡*Schwarzburg*—March 1912-14.
Scotia—1903-10.
**Sibiria*—1902-03; Sept. 1912-1914; (see Atlas Serv.).
‡*Sicilia*—1906-14.
Sieglinde—1907-09 (Barbados).
Siegmund—1907-09 (Barbados).
Silesia—1877-78; 1903.
Sparta—1902; 1905; (see Atlas Service).
**Spreezwald*—1908-14.
Steigerzwald—March 1912-1914.
Suevia—1878.
**Syria*—1890's; 1900-14.
‡*Teutonia*—1871-74; 1900; 1902-05.
Thuringia—1890 (N. Y.-Haiti-Ven.).
Togo—Feb. 1909 (St. Thomas).
Troja—1901-03.
**Valencia*—1890's; 1900-02; (see Atlas Serv.).
‡*Valescia*—1900-01; 03-05; May 1913 (Barbados).
**Valdivia*—1900; 03-05; (see Atlas Serv.).
Vandalia—1874.
**Venetia*—1910-14; (see Atlas Serv.).
**Virginia*—1910-14; (see Atlas Serv.).
Viktoria Luise—Feb.-Mar. 1912; Jan.-Mar. 1913 (Winter cruises).
Vulcan—1874-77.
Wasgenzwald—March 1912-1914.
**Westerzwald*—July 1908-1914; (see Atlas Serv.).
‡*Westphalia*—1903-14.
Ypiranga—1911-14.

(B). Hapag Atlas Service, July 1901-July 1914

**Adirondack*—July 1901-late 1905.
**Albingia*—July 1910-July 1914.
**Alene*—July 1901-July 1906.
**Allemannia*—July 1910-July 1914.
**Alleghany*—July 1901-Feb. 1912.
**Alps*—July 1901-Jan. 1903.
**Altai*—July 1901-May 1913.
**Andes*—July 1901-mid 1902.
**Athos*—July 1901-mid 1904.
**Bolivia*—May 1903-Jan. 1904.
‡*Carl Schurtz*—March 1913-Feb. 1914.
**Flandria*—May 1903-Jan. 1908.
**Galicia*—Aug. 1902-early 1903.
Georgia—May 1911.
**Graecia*—Dec. 1904-1908; Feb.-July 1914.
**Hungaria*—Oct. 1901-mid 1902.
Hamburg—Nov. 1910-Spring 1911.
Karhago—Aug. 1902-early 1903.
Kingston—April 1913-July 1914.
Minnesota—May 1913-March 1914.
**Prinz August Wilhelm*—March 1906-July 1914.
**Prinz Eitel Friedrich*—July 1906-July 1914.
**Prinz Joachim*—Dec. 1906-July 1914.
**Prinz Sigismund*—Feb. 1907-July 1914.
**Prinz Waldemar*—July-Dec. 1906.
**Sarnia*—Feb. 1904-Feb. 1912.
**Sibiria*—Dec. 1903-Feb. 1912.
Silvia—Oct. 1904.
Sparta—Aug. 1902-early 1903.
**Valencia*—May 1902-Aug. 1906.
**Valdivia*—early 1905-late 1907.
**Venetia*—Nov. 1905-May 1908.
**Virginia*—Oct. 1905-late 1907; March-July 1914.
**Westerzwald*—March 1912-May 1913.

(Continued on Page 32.)

Holocaust In

HAWAII

By IRVING I. GREEN

Sudden calamity stunned Honolulu, Hawaii on December 12, 1899 when five deaths from bubonic plague occurred in its Chinatown, located in the heart of the city. Though ultimately fewer than one hundred deaths resulted from the plague, drastic safety measures were promptly invoked to control its spread. Consequently every inhabitant of Honolulu as well as persons living on the outlying islands felt the impact of the strict regulations. Schools were closed, Chinatown quarantined, and a minute inspection was made of every dwelling and place of business in this crowded section. There was revealed such an appalling lack of sanitation that in many instances destruction by fire appeared to be the only effective method of combating the menace.

On January 20, 1900, several days after official destruction by fire was agreed upon, one of these official fires raged out of control due to a sudden strong shifting wind and consumed thirteen blocks of the infected Asiatic section from Kukui Street to Queen and from River to Nuuanu. Only the heroic efforts of the able-bodied white residents, who joined with the National Guard and police, prevented the panic-stricken Chinese, Japanese and native Hawaiians from scattering over the city and carrying with them the contagion of the deadly plague. The homes, places of business and possessions of some 4,500 persons were laid waste by this conflagration. Kaumakapili Church, the oldest edifice on the islands, with its fine organ, beautiful stained glass windows and its chimes also fell prey to the flames. Large quantities of fireworks stored in shops awaiting the Chinese New Year exploded adding to the general alarm. The frenzied fire-victims were herded into public squares. When the fire was partly subdued, they were marched between armed lines to the Kawaiahao Church and churchyard, and held there in quarantine for weeks. At first it was thought that this big fire was a blessing in disguise because it had wiped out the seeds of the plague. But after several days new cases of the infection appeared, so that the enforcement restrictions had to be continued.

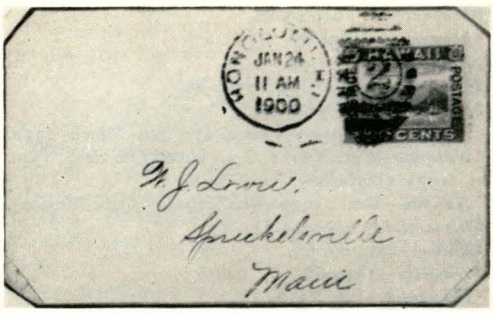


Photo by Boutrelle

The quarantine soon seriously affected the food and labor supply of the entire city; for in Chinatown were located the more important markets, bakeries and butcher shops, and there also lived most of the servants and day laborers. Freight piled up high on the wharves as interisland shipping was forbidden because most of the stevedores were in quarantine. Freight from the Far East, suspected from the beginning as the source of the plague, was fumigated and placed in storage. Some steamship lines only stopped at the harbor entrance for mail transfer and then proceeded seaward while others, less cautious, entered the harbor so that their freight could be loaded upon barges to be rowed to the wharves. During the quarantine no vessel was permitted to tie to any wharf overnight. Outgoing passengers were required to show a certificate indicating they

(Continued on Page 48.)

AZERBAIJAN

The Allied Occupation Stamps

By H. D. S. HAVERBECK

There has long been a question in the minds of serious collectors of Russian stamps regarding the status of the Russian stamps overprinted, "Occupation Azirbayedjan." The period, when these stamps were issued, was one of rampant chaos and saw the complete breakdown of all governmental functions. I have for some years been endeavoring to ascertain the true facts surrounding their issuance. The following letter addressed by M. Sirotkin to Engineer S. I. Kusovkin throws some light on the problem.

"In answer to the present inquiry I respond:

1. In March 1917 the Central Post Office in Baku with its enormous store of stamps was accepted by me for the purpose of public sale as well as for providing the needs of all institutions in Azerbaidjan.
2. Stamps were sold to all. The quantity was not limited.
3. Up to the last days of July, 1918, the power was in the hands of the Soviet of National Commissars.
4. The English entered Baku on the 4th of August, 1918 at the epoch of the temporary dictatorship of the so-called "Caspian Fleet." Since at that time the management of the Baku Post and Telegraph district was in my hands, I gave permission to apply the surcharge 'Occupation Azirbayedjan' on postage stamps. This act was required by the English Commandant.
5. On the 15th of September, 1918, there was no power at all at Baku. The English remnants had retired.
6. On the 17th of September, 1918, the Turks entered. By an order of the Minister of Posts and Telegraphs and of Ways of Communication, it was proclaimed that the administration of the P-T department was exclusively governed by the Director of the District (Order No. 1). This was my function.
7. On the 18th of October, 1919, I received from the Printing Office the first Azerbaidjan stamps and the Russian stamps were left to be kept in safety. On the 31st of October the permission was given to sell stamps for collections.
8. On the 12th of November, 1919, upon a declaration made by the citizen Hassan Mirza Hade Alieff there were sold Russian stamps obliterated with the Baku Post Office stamps for the amount of 1 million rubles. The persons who called for them were French, a man and a woman. Since the 10th of November, 1920, the remaining Russian stamps were put on sale at a hundredfold price. There being no more stamps of the Azerbaidjan types.

My answer, being founded on documents, may be published according to your wish.

The Administrator of the Organiz. Instr. and Revis. sections of the Commissariat of Posts and Telegraphs of the Azerbaidjan Socialist Soviet Republic.

Baku, March 31, 1922. M. Sirotkin

This letter definitely seems to point to the issuance of these stamps during the brief period of the British occupation of Baku. In order to definitely establish this fact, it would be necessary to have some supporting documentation from the British Occupation forces. Up to now this has been impossible to obtain. Perhaps our British colleagues can fill in this gap.

There are some comments that I would like to make regarding the above letter. Engineer Kusovkin appears to have been a philatelist. It is also apparent that he was intending to make public the contents of this letter. The letter is not my property but belongs to a Russian woman who escaped from Russia with the effects of Engineer Kusovkin after his death in 1922 in the Ukraine. Certain records indicate that Engineer Kusovkin was employed in the Baku oil fields at the time this letter was written. With these facts in mind, I believe that the letter is genuine. In translating this letter from the original Russian, certain changes in wording had to be made in order to make it intelligible. The original text was examined both by philatelists and non-philatelists to check on the accuracy of the English translation. I regret that the express desire of the persons who aided me in this work prevent me from giving credit publicly to them for the excellent detective work involved in finding this letter and having it translated for publication.

HAMBURG-AMERICAN LINE (Continued from Page 29)

APPENDIX II:

Routes and Ports of Call of the Hapag Services into and within the Caribbean, 1907-14

Routes and Ports of Call of the Hapag Services into and within the Caribbean, 1907-14

I. New York-West Indies-Central America and Colombia (ATLAS SERVICE) (1901-):

A. New York, Fortune Id., Kingston, Savanilla, Cartagena, Puerto Limon.
B. (Same as A).
C. New York, Inagua, Cape Haitien, Port-de-Paix, Port-au-Prince, St. Marc, Aux Cayes, Santa Martha.
D. New York, Inagua, Cape Haitien, Petit-Goave, Miragoane, Jeremie, Jacmel, Santa Marta.
E. New York, Kingston, Greytown, Puerto Barrios (1908-), Livingston.
F. New York, Jamaica, Colon, Puerto Limon (1911-). (1905-).
G. New York, Havana (1910-) (in 1910, also Cienfuegos, Santiago, Kingston, Colon).

II. West Indies Intercolonial Line (1891-):

St. Thomas, San Juan, Santo Domingo, Haiti, Kingston, and return. (3 boats).

III. Hamburg-West Indies-Northern South America-Central America (east coast) (1871-):

A. Hamburg, Antwerp, St. Thomas, Puerto Rico, La Guaira, Pto. Cabello, Curacao.
B. Hamburg, Grimsby, Havre, St. Thomas, Sanchez, Samana, Puerto Plata, Cape Haitien, Gonaives, Port-au-Prince, (alt. months: Monte Cristi, St. Marc), Port-de-Paix, Jeremie, St. Thomas.
C. Hamburg, Antwerp, St. Thomas, Pto. Cabello, Cartagena, Colon, Puerto Limon, Bocas del Toro.
D. Hamburg, St. Thomas, Trinidad, Carupano, La Guaira, Pto. Cabello, Curacao.
E. Hamburg, Antwerp, St. Thomas, Havana, Cienfuegos, Santiago de Cuba, and other Cuban outports.
F. Hamburg, Antwerp, St. Thomas, Puerto Colombia, Cartagena, Colon, Pto. Limon.

IV. Hamburg-Cuba-Mexico (1867-):

A. Hamburg, Antwerp, Kingston, Tampico, Vera Cruz, Progresso.
B. Hamburg, Antwerp, Vigo, Cadiz, St. Thomas, Havana, Tampico, Vera Cruz, Puerto Mexico or Coatzacoalcos (1908-).
C. Hamburg, Havre, Southhampton, Santander, Corunna, Havana, Vera Cruz, Tampico. (1906-).
D. Hamburg, Havre, Bilbao, Corunna, Vigo, Havanna, Vera Cruz, Tampico. (1906-).

V. Copenhagen - Hamburg - Galveston (-Tampico at times). (1905-) (via St. Thomas & Cuba, 1905-07).

VI. Barbados-Brazil-Hamburg; Barbados-U. S. East Coast ports. (1907-).

UNITED STATES

Patriotic Song Envelopes of the Civil War, Including A Check-List of Magnus Patriotic Song Lettersheets.

By GEORGE N. MALPASS

The writer, a collector of Civil War Patriotic Envelopes and Stationery for many years, has written numerous papers on this subject during the past decade.[1] Prior to that time there was a dearth of information due to the fact that most collectors do not usually think of the Patriotic design *per se,* or of its creator, but choose to consider the "Patriotic" merely as one example of postal usage during the war years of 1861-1865.

Happily this is no longer the case, because students are endeavoring to trace the origin of designs as well as the artists and publishers who participated in bringing Patriotic Envelopes and Stationery before the public. The fine catalog of Robert Laurence describing and illustrating the Patriotic Covers comprising the famous George Walcott collection has done much to stimulate interest in these historic fragments of Americana.[2] Confederate Patriotic designs have been the subject of intensive study by Van Dyk MacBride and others. The results of these studies have been made available to all students of Confederates.[3-4-5]

Further research includes a complete checklist of Patriotic publishers, compiled by the writer some time ago.[6] Recent investigations have given us an insight into the life and work of Charles Magnus, foremost publisher of Patriotic designs, and a bibliography of Magnus research has been tabulated.[7-8-9]

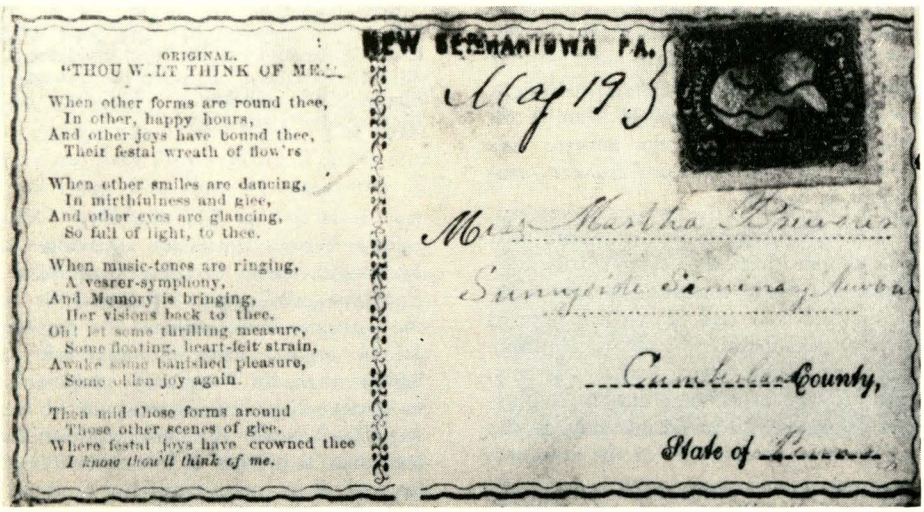


Fig. 1. Typical example of Patriotic Song words printed on cover. This bears the scarce straight line postmark of New Germantown, Pa. Published by J. A. Howells, Jefferson, Ohio.

Each contribution brings us one step nearer to a better comprehension of a vast subject that has many ramifications.

During the dark days of the early 'Sixties patriotic sentiment was nowhere more volubly or vehemently expressed than in song. There were fervent patriotic songs of old, new lyrics written to be sung to well known tunes, ballads, humorous songs or parodies designed to build morale among the Union troops and the folks back home. All had their place and use. Many new songs and lyrics were created to commemorate special events as the drama of war produced new heroes or crises.

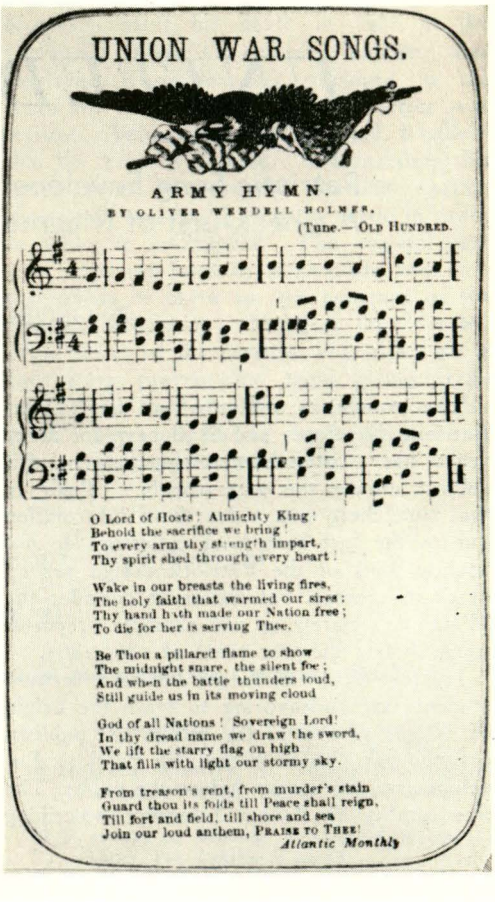
Patriotic Envelopes were frequently used for creating interest in camp or community singing or for advertising new songs. Some bore the words of a new song, or perhaps a stanza below other suitable design or emblem.

The large series of cover designs issued by J. A. Howells, Jefferson, Ohio is a good example of Patriotic Song words on envelopes. The song in full usually appears at the left side, surrounded by an ornate frame. Either on the face or flap of the envelope are the words "20 Envelopes of various sizes and colors, with different songs, sent free by mail for ten cents." These were widely distributed, and the writer has seen postmarks from Michigan, Ohio, Pennsylvania, Massachusetts and Washington, D. C. A typical example is shown as *Figure 1.*

Many of the beautiful Patriotic designs printed by Charles Magnus, of New York and Washington, bear on the reverse side the words of the *Star Spangled Banner,* usually printed in brown.

Only a few designs are known which bear musical notes in addition to song words. Several, which are fairly common, portray a female at the left side, and the closing bars of the *Star Spangled Banner* at the right, printed in red and blue from woodblock cuts. The most striking of all such designs is illustrated as *Figure 2.* The design may appear on either face or reverse side of the envelope.

Army musicians were plentiful, and a number of brigades had their own bands. Brigade Band Leaders received $45 per month, while the pay of an ordinary musician in such a unit


UNION WAR SONGS.

ARMY HYMN.

BY OLIVER WENDELL HOLMES.

(Tune.— OLD HUNDRED.

O Lord of Hosts! Almighty King!
Behold the sacrifice we bring!
To every arm thy strength impart,
Thy spirit shed through every heart!

Wake in our breasts the living fires,
The holy faith that warmed our sires;
Thy hand hath made our Nation free;
To die for her is serving Thee.

Be Thou a pillared flame to show
The midnight snare, the silent foe;
And when the battle thunders loud,
Still guide us in its moving cloud

God of all Nations! Sovereign Lord!
In thy dread name we draw the sword,
We lift the starry flag on high
That fills with light our stormy sky.

From treason's rent, from murder's stain
Guard thou its folds till Peace shall reign,
Till fort and field, till shore and sea
Join our loud anthem, PRAISE TO THEE!

Atlantic Monthly

Fig. 2. A wartime Patriotic Song written by Oliver Wendell Holmes and published in the Atlantic Monthly. Sung to the old well known hymn "Old Hundred". Published by James Magee, of Philadelphia.

was from $17 to $34 monthly. Other musicians were a lowly lot receiving only $12 per month, unless they had the rank of "principal musician" (that of soloist or head of the section), in which case the pay was $21. In the regular army a bugler was a niche higher than an "ordinary musician", since he received the munificent sum of $13 each month. Actually the poor musician made $1 less than a private in the infantry or artillery. It was more profitable to carry a gun than a trumpet—but also more work! The only cover I have ever seen bearing names of band personnel on a Patriotic Envelope is



Fig. 3. Unusual Patriotic design bearing names of 7th Regiment Band personnel. This cover is illustrated in the Laurence Catalog of the George Walcott Collection as No. 1323. It is a scarce design.

the one here shown as *Figure 3*. This cover was formerly in the George Walcott collection. It is rare, and probably unique.

Magnus published one cover design showing a group of army musicians standing on parade at the Belger Barracks. This is number one in a series of three which gives a panoramic view of this army camp at Baltimore.

Camp life was occasionally brightened by the strains of *Home, Sweet Home* or other nostalgic tunes played by some soldier-fiddler. Several Patriotic envelope designs portray such scenes, the most striking of which is here shown as *Figure 4*.

An advertisement for a Patriotic Song appears on a well known design by A. Judson Higgins, of Chicago. This bears the Stars and Stripes at the left and a crumpled South Carolina flag at the right. The cover advertises the song *Down With The Serpent Flag,* and bears four lines of verse from it. Illustrated as *Figure 5*.

Root & Cady, prominent music publishers of Chicago, issued an advertising broadside in 1863 which is interesting and perhaps unique. It consists of four pages describing Patriotic and other songs, with a musical border. George F. Root was himself one of the most prolific and popular of all Patriotic Song writers, being both composer and lyricist. The firm lost an opportunity to further advertise its wares by using a plain outer envelope for mailing. One page of the enclosure and the envelope are shown as *Figure 6*.



Fig. 4. Camp scene crudely printed from woodblock. Published by James Gates, Cincinnati. Shows fiddler sitting on drum, playing before group of soldiers whose thoughts turn to the loved ones at home. A scarce design, Cataloged in Walcott as No. 885.

An interesting but neglected sideline is the collection of Patriotic Lettersheets. Although the envelope was the most conspicuous and effective medium for expressing sentiment and spreading propaganda—since it could be viewed by all who handled it—the lettersheet enclosure also found extensive use, and many such examples bearing Patriotic sentiment are known.

Such sheets are generally 10 x 8 inches in size, folded once, and appearing as a two sheet folder of four pages, with the design on the front page and the other three sides ruled for letter writing. In many instances, the second page has been torn off so as to

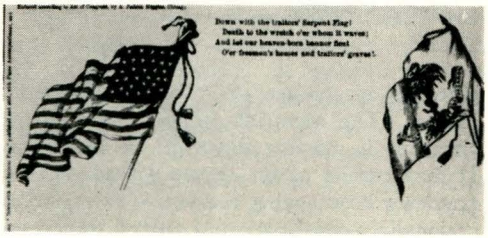


Fig. 5. Envelope advertising the war song "Down With The Serpent Flag", published and sold, with piano accompaniment, by A. Judson Higgins, Chicago. A well known design, of medium rarity.

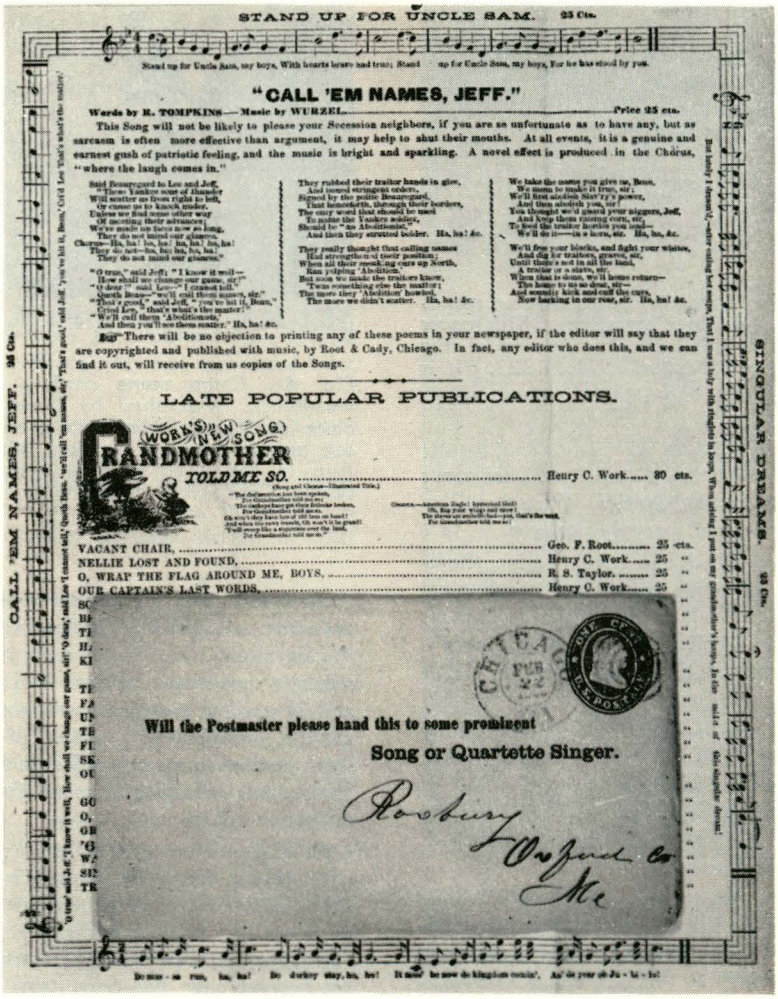


Fig. 6. Unique example of advertising broadside distributed to postmasters by the music publishers Root & Cady, Chicago. This is one page of four, devoted principally to advertising Patriotic Songs.

give the appearance of a single sheet 5 x 8 inches. The pictorial design is variable in size, but is usually about 3⅛ x 4¾ inches. It may consist of an ornate spread of fancy framework occupying the entire sheet, or occasionally a combination of central design and fanciwork.

Although a number of publishers produced Patriotic Song Lettersheets, Charles Magnus, of New York and Washington, takes top honors both for the number of designs produced as well as for beauty and originality. Other prominent publishers were James Magee and James Gay, both of Philadelphia; Mumford & Co., Cincinnati; John G. Wells, New York; G. P. Hardwick, Washington; to name but a few. A few Confederate song publishers are known, but their products are beyond the scope of this paper.

Patriotic Song Lettersheets should not be confused with ordinary song "broadsides", which were printed on plain paper, and were

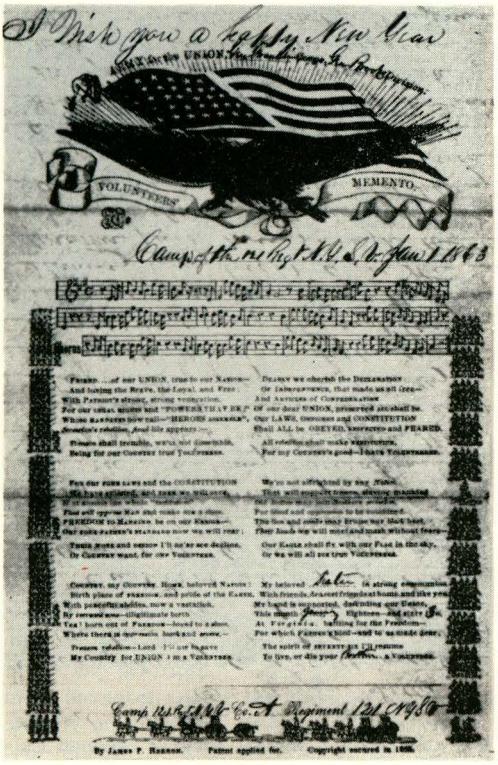


Fig. 7. Rare and unusual used song lettersheet bearing musical score. Anyone who can read music will readily recognize the tune. The words of the song leave several blank spaces to be filled in by the writer, according to relationship to addressee, date, regimental affiliation, etc. The border at the left is composed of miniature infantrymen, while cavalrymen adorn the right side. This is an interesting war letter written as a New Year greeting, 1863.

never intended for letter writing, but merely for distribution in group singing. Many such Patriotic "broadsides" are known. Among them are the Magnus Song Books, consisting of six different Patriotic songs printed on heavy paper and made up into a folded booklet. Several different groups of such songs are known. The same designs and verses used in the booklets also appeared on individual Song Lettersheets of Magnus origin.

Charles Magnus advertised his products by various statements printed on some of the lettersheets. A typical example is:

> "Civil War Illustrations (over 1,000 kinds) printed on Note Paper, as heading for Songs, and on Envelopes. Evidence of the immense assortment will strike you at once, if you only look at the 100 different Battle Scenes, illustrating that one song 'When This Cruel War Is Over'. Chas. Magnus, 12 Frankfort St., N. Y.; Branch Office 520 7th St., Washington, D. C."

One can well imagine the endless varieties possible with several hundred songs and so many different illustrations available. It is, therefore, rather surprising that relatively few designs have survived to this day.

Numerous illustrations were used in decorating the Magnus Song Lettersheets. Many of these are identical to the designs appearing on envelopes. They include portraits, camp and battle scenes, public buildings, military hospitals, State seals, female or male figures, flags, eagles, shields and miscellaneous designs. Some of these were issued in sets of two to twelve views on a single subject. Others, usually of sentimental or humorous rather than patriotic intent, bear ornate scrollwork, females in fancy dress, negro minstrels, etc.

The lyrics themselves may hark back to ancient hymns, Irish ditties, college songs or folklore tales. In many instances new verses were written to commemorate special events or occasions, sung to familiar old tunes or occasionally to new music composed for the specific event. A few lyrics were written in dialect, German, Irish or Negro, and several were actually printed in German for use among the numerous "Pennsylvania Dutch" soldiers.

The songs of Stephen Foster were even then widely sung and acclaimed, although but recently composed. A number of them appear on Magnus song lettersheets, including *"Beautiful Dreamer", "Bring My Brother Back To Me", "Oh, Susanna", "Old Folks At Home", "She Was All The World To Me", "Was My Brother In The Battle?", "We've A Million In The Field", "Willie Has Gone To The War", "Willie, We Have Missed You",* and perhaps others. One of these was the subject of an article by the writer, a few years ago.[10] There is a fine representation of Foster songs appearing on

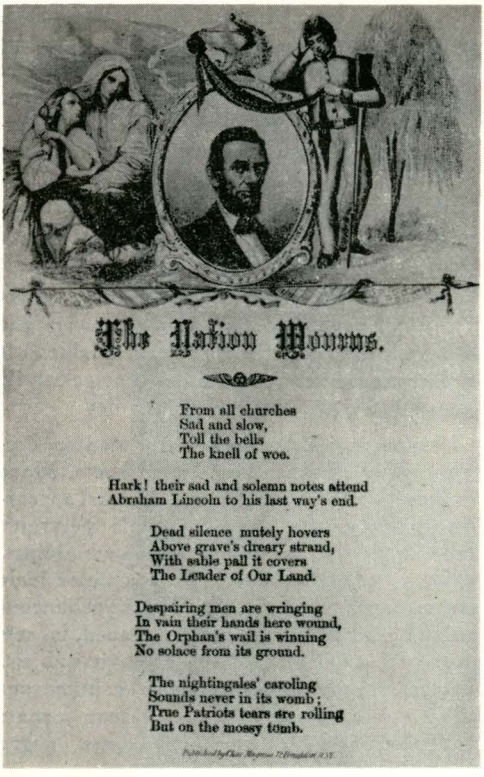


Fig. 8. One of a number of new songs composed on the death of Abraham Lincoln. The portrait and parts of the frame were also used on envelopes. A very scarce and popular print.



Fig. 9. Famous popular song of Stephen Collins Foster. A number of Foster's works appeared on Magnus Song Lettersheets. The scene above was not used on envelopes, only on the Song Lettersheets.

Photos by Boutrelle

Magnus Song Lettersheets displayed at the Foster Museum in Pittsburgh. Some are described in an article by Fletcher Hodges Jr., Curator of the Museum, under the title "Stephen Foster, Democrat."

Other lyricists and composers whose names appear on Magnus Song Lettersheets are as follows:

Lyricists H. Angelo, Charles E. Atherton, Charles Bender, Captain R. W. Burt, J. Cross Casten, George Reed Cromwell, John E. Cross, Henry De Ville, John Ross Dix, James D. Gay, Stephen C. Foster, John A. Fowler, Charles Hall, George P. Hardwick, Alice Hawthorne, George P. Holt, R. L. Hudson, Eugene Johnston, Robert Johnston, Lt. Harry B. Kelly, M. A. Kidder, Max Langenschwartz, E. Walter Lowe, J. P. Lundy, Thomas MacKellar, Ambrosius Metzger, M. J. Million, Robert Morris, Tony Pastor, John F. Poole, George F. Root, Anne Rush, Charles Carroll Sawyer, Henry Schroeder, J. Scott, Silas S. Steele, J. H. Taylor, J. R. Thomas, Louise E. Upham, C. A. Vosburgh, James Walden, Edward Willet, Thomas Williams and Henry C. Work.

Composers William B. Bradbury, William Buckley, Jabez Burns, Wm. N. Butcher, George Reed Cromwell, Alfred Delaney, Stephen C. Foster, James D. Gay, Alice Hawthorne, Eugene T. Johnston, Charles Koppitz, Tony Pastor, Anne Rush, George F. Root, Charles Carroll Sawyer, Henry Tucker, Henry C. Work.

It will be noted that some individuals were both the lyricist and composer, and that there were comparatively few composers of new music. It was much easier to sing new words to old familiar tunes, than to compose airs which would have to be learned anew.

The following list is an initial attempt to classify the Patriotic Song Lettersheets published by Charles Magnus. The tabulation is compiled wholly from the collection of the writer, and no claim is made for completeness. There are doubtless others unknown to me. Due to the fact that one Patriotic design was often used for a number of different songs the number of possible varieties is tremendous. While most designs were printed in black and hand-colored by means of a "brush stencil", a few were printed in bronze, gold, blue or other single colors. No attempt is here made to list color varieties, although *the basic design known to have been used with each song is tabulated.* While lyrics may be easily classified by title it is a difficult task to describe each *design.* The notes of description here given should in most instances enable the collector to readily identify an individual design. *The identification number of each pictorial design appears after each song title with which it was used.* Thus there is a cross index of both by title and scene.

Whether a stamp collector specializes in Civil War Patriotics, musical subjects, folklore, Americana or United States Philately, the colorful and interesting Magnus Song Lettersheets will brighten up and stimulate interest in any presentation. As for research, the possibilities are endless. Who wrote some of the lyrics, the music, or created the designs? These are questions that may never be answered completely, but their solution is an interesting quest to pursue in some small measure.

The writer will be interested in corresponding with collectors who have designs, lyrics, or their combinations differing from those herein described, which may facilitate a future augmentation and revision of this listing.

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KEY TO DESIGNS APPEARING ON MAGNUS SONG LETTERSHEETS

No. Description of Illustration

1 Washington standing beside horse
2 Washington crossing the Delaware
3 Washington portrait within flag held by eagle
4 General Scott, seated
5 General McClellan, portrait
6 General McClellan beside horse
7 General Grant portrait
8 Family scene, General Grant portrait in background
9 Secretary of Treasury Chase, portrait
10 Fortifications around Washington, and General Wadsworth portrait
11 Jefferson Davis and John Breckenridge, portraits
12 General Kilpatrick, portrait
13 General Meade, portrait
14 Generals Meade and Grant, portraits
15 Generals Pope, Shields and Sturgis, portraits
16 Generals Reno, Schoepf and Chas. Smith, portraits
17 Potomac Army Corps Commanders, Banks, McDowell, Keys, Heintzelman, Sumner
18 Colonial army scene within map of United States
19 General Halleck portrait and map of Tennessee
20 General Reno portrait and map of North Carolina
21 General Pope portrait and map of Kentucky
22 Commodore Foote portrait and map of Tennessee
23 General Butler portrait and map of Louisiana
24 Connecticut State shield and female figures

25 Delaware State shield and female figures
26 Illinois State shield and female figures
27 Indiana State shield and Indians
28 Kentucky State shield and female figures
29 Maine State shield and female figures
30 Maryland State shield and portrait of George Washington
31 Massachusetts State seal and male figures
32 Michigan State seal and female figures
33 Minnesota State seal and Indians
34 Missouri State seal and male figure
35 New Jersey State seal and female figure
36 New York State seal and male figure
37 New York State seal and shield
38 New York State seal and male and female figures
39 Ohio State seal and female figure
40 Ohio State seal and female figure (different)
41 Pennsylvania State seal and male figure
42 Pennsylvania State seal and female figure
43 Pennsylvania State seal and female figure (different)
44 Vermont State seal and female figures
45 Libby Prison, Richmond, Virginia
46 Belle Isle Prison, Richmond, Virginia
47 View of Charleston, S. C. and Fort Sumter
48 View of Richmond, U. S. troops taking possession
49 View of United States Capitol, plate 3B
50 Full view, United States Capitol
51 President's House, Washington, D. C.
52 Panorama of Boston
53 View of Philadelphia and male figure
54 Birdseye View of Alexandria, Virginia, plate No. 3C
55 Encampment of U. S. troops at Newport News, Va., No. 1
56 Harrisburg, Pa. No. 2
57 Harrisburg, Pa. No. 3
58 Richmond, Virginia
59 U. S. General Hospital, Patterson Park, Baltimore No. 2
60 U. S. General Hospital, McKim's Mansion, Baltimore No. 1
61 Fortifications on Price's Hill, Cincinnati, Ohio
62 Belger Barracks, Baltimore, Md. No. 1
63 Belger Barracks, Baltimore, Md. No. 2
64 Belger Barracks, Baltimore, Md. No. 3
65 Camp Cheseborough, Baltimore, Md. No. 1
66 Camp Cheseborough, Baltimore, Md. No. 2
67 Camp Cheseborough, Baltimore, Md. No. 3
68 Camp of the 5th Penna. Cavalry, near Williamsburg, Va.
69 Scene between Fortress Monroe and Hampton, Va.
70 Scene between Fortress Monroe and Hampton, Va. No. 1
71 Scene between Fortress Monroe and Hampton, Va. No. 2
72 Picket Post, Farmhouse in Virginia
73 Volunteers at Home
74 Rendevous of Distribution, Virginia, No. 2
75 Rendevous of Distribution, Virginia, No. 4
76 Rendevous of Distribution, Virginia, No. 5
77 Soldiers on Guard
78 Soldiers on Guard (different)
79 Soldier by campfire
80 Soldier dreaming by campfire
81 Officer writing
82 Camp Scene (from photograph) No. 11
83 Camp Scene (from photograph) No. 13
84 Camp Scene Refreshment tent
85 Soldiers around punch bowl
86 A Foraging Party, Tennessee
87 Troops Embarking
88 Soldiers climbing mountain
89 Cavalry crossing the Rappahannock, Virginia
90 View of city of Chattanooga, Tenn.
91 Officer ordering troops
92 The Pontoon—troops crossing
93 Artillery caissons on march
94 Cavalry on the march
95 McClellan at head of marching troops
96 Advance guard cavalry, near Alexandria, Va.
97 Union fort—Petersburg Weldon Railroad
98 Marching Zouaves
99 Union troops on night march
100 Soldier resting at farmhouse
101 "Honor to the brave"
102 Soldier and lady, seated
103 Soldier telling story to family
104 Women waving farewell to departing horsemen
105 Parade of returning soldiers
106 Battle scene
107 Battle scene
108 Union batteries near Charleston, S. C.
109 Soldier in arms of officer
110 Cavalry charge
111 Soldier leading horse
112 Soldiers holding flag over fort
113 Battle scene, mounted officers directing
114 Charging the fort
115 Battle scene, broken cannon on left
116 Charging up mountain
117 Firing cannon from fort
118 Confederate cavalry fighting Federal infantry
119 Artillery bombardment, officer on horse
120 Battle scene, artillery at right
121 Battle scene, field piece at left
122 Battle scene, infantry behind fence, attack by cavalry
123 Battle scene, Zouaves attacking
124 Battle scene, Confederates attacking fortified hill
125 Battle scene, Mounted officer shot by an enemy officer
126 Battle scene, Attack on fortified hill
127 Battle scene, Cavalry engagement
128 Battle scene, Union cavalry attacking Confederate infantry
129 Battle scene, Union Zouaves capturing a fort
130 Battle scene, Mounted officer at left
131 Sinking of the Alabama
132 Monitor and Merrimack (The Virginia)
133 Troops landing from naval expedition
134 Colored couple watching naval engagement
135 Fort Sumter under bombardment
136 Fleet of monitors
137 Monitor firing shell into Confederate fort
138 Dying soldier and angels, female figures on left
139 Dying soldier and angels, home scene on right
140 Marshall House, Alexandria, Va., and shooting of Col. Ellsworth
141 Wounded soldier being bandaged
142 Soldier in rocking chair reading paper
143 Wounded soldier receiving drink from a canteen
144 Soldier drilling recruit

145 Dead soldier draped in flag
146 Soldier taking observation with spy-glass
147 Raising flag over captured fort
148 Capture of Jefferson Davis
149 Male figure (Tony Pastor)
150 Band of colored minstrels
151 Picture of an Irishman
152 Two Negro boys standing
153 Two Negro boys, one sitting on barrel
154 Two Negro boys, one with carpet bag
155 Two Negro boys, one at music stand
156 Two Negro boys, one with lighted candle
157 Negro boy playing banjo
158 Minstrel, with hat on
159 Irish minstrel
160 Sailor, seated on cannon
161 Minstrel in cutaway coat, holding hat (Tony Pastor)
162 Negro man and woman, singing
163 Young man and woman, seated at foot of tree
164 Female figure at left, eagle and shield at right
165 Female figure at left, flag, shield, cannon etc.
166 Female figure at left, between flags
167 Female figure at left, by statue, with angel
168 Female figure at left, seated, eagle, shield, train etc.
169 Female figure at left, standing on globe, with flag, etc.
170 Female figure at left, standing, flag on right
171 Two females and cherubs, ornate frame
172 Children in bed, mother praying
173 Girl with canary in cage
174 Female holding cup. Eagle, fancy frame etc.
175 Female with feathered headdress, eagle, shield, train etc.
176 Female standing, holding flag
177 Female standing, holding apron of flowers
178 Comic. Two ladies with hoopskirts. Man tipping hat
179 Female holding flowers and envelope
180 Female holding bouquet
181 Female feeding birds and barnyard fowl
182 Female, standing by fence
183 Female, standing by fence, ornate frame
184 Mother holding child in arms
185 Female, fancy frame
186 Female, fancy frame of flowers
187 Female seated, tempted by devil
188 Female seated, ornate frame
189 Female minstrel, standing on stage
190 Female minstrel, standing on stage waving flag
191 Fancy arch frame, with cupids
192 Eagle holding flag of Ireland
193 Large red rose on stem, green leaves
194 Ornate flower frame, female with lyre
195 Ornate flower frame, male and female figures
196 Hand holding bouquet, fancy frame
197 Hand holding bouquet, fancy frame (slightly different frame)
198 Female, messenger with letter, soldier and flag
199 Female, seated, fancy floral frame
200 Male seated at left, female at right, floral frame
201 Female, seated, holding urn
202 Couple at left, fancy frame
203 Hand holding bouquet, dove at right
204 Couple at left, seashell ornament at right
205 President Lincoln, holding flag presented by officer
206 Lincoln Funeral Procession
207 Female at left, portrait of Lincoln in star, etc.
208 Angels and soldier, portrait of Lincoln
209 Colored couple watching gunboats
210 No illustration, fancy frame
211 Female waving banner- soldiers- female with flag and shield, on large sheet (8⅝ X 10¼ inches)

CHECK LIST OF SONGS APPEARING ON MAGNUS LETTER SHEETS

(Designs are identified by a key number. The initials SB signify this design was used also in Song Books.)

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Battle Cry of Freedom 108, 169.
Battle of Gettysburg, The 125.
Battle of Lookout Mountain 86.
Beautiful Dreamer 189.
Better Times Are Coming 166.
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Bonnie Blue Flag 4, 30, 44.
Bounty Jumper, The 84.
Boy Lay on the Battle Plain, The 115.
Boys of Uncle Samu'l, The 116.
Brave Boys 89, 126.
Brave Little Mac 5.
Bring My Brother Back To Me 101.
Brother Tell Me of the Battle 114.
Call Me Not Back From That Echoless Shore 161.
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Darling Little Sophie 196.
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Dearest Spot On Earth To Me Is Home, Sweet Home 189.
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Dixie's Land 150(SB).
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Drummer of Antietam, The 96.
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*How Are You, Green-backs? 9, 158.
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Soldier's Farewell to his Bride, The 104.
Soldier's Funeral, The 145.
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Soldier's Return, The 143.
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Young Eph's Lament 144.
Young Recruit 98.

Additions to

*"THE POSTAGE STAMPS OF MEXICO"**

A book by S. Chapman

By ROBERTO GARCIA-LARRANAGA

Page
lxvi.
MEXICO.—
OVERPRINTS.
14 x 2 with — before and after name. 2r. emerald on letter.
14 x 2 UNUSED ½r. 1r. 2r. USED ½r, on letter *Agosto 2-1856* (second day). ½r. strip of six on letter, bronze blue. 1 r. on letter Agosto 9-1856 (early date). 4r. 4r. on letter.
14 x 2 double letters. UNUSED. 1r. 2r. blue green. 4r. 8r. USED 4 r. pair on letter.
lxvii.
CANCELLATIONS:
A series of dots in form of a rhomboid. 8r. two pieces on letter.
Admon. Gral. de Correos in oval. 1r. 1r. and 2r. on letter.
Certificado 14 x 2. 8r. three pieces and 1 r. on letter.
14 x 2 double letters. 4r. 4r. strip of three and 8r. on letter. 8r. three pieces and 1 r. on letter. 8r. strip of four on piece.
Diligencias Office in Mexico. ½ r. 1r. strip of four on letter.
Office in Toluca. 1r. 2r.
Cuernavaca. 1 r.
USED OUTSIDE JURISDICTION OF MEXICO OFFICE:
Lagos 1r.
San Martín 2 r. emerald (14 x 2). 1 r. 2r. double 14 x 2.
Veracruz. 8r. on letter.
ACAPULCO.—
UNUSED ½ r. USED 4r. 4r. and 1r. on letter. 8r.
CANCELLATIONS:
Pen strokes ½r.
Franco Acapulco in large letters. 1r.
Acapulco only 4r.
Acapulco in oval 2r.
SUB-OFFICES:
San Gerónimo 2r. emerald.
USED OUTSIDE DISTRICT:
Colima 2r. Manzanillo name in pen Colima cancel 2r.
AGUASCALTES.—
Without name ½r. and on letter.
lxviii.
APAM.—
Overprints.
In blue UNUSED ½r. block of 24, of 6, of 4, pairs and singles 1 r. complete sheet of 60 and various blocks.
In black USED 2r. emerald
CANCELLATIONS:
Bars. name in black ½r. 1r. Name in blue ½r. 1r. 8r.
Apam. Circular in black 1r. 2r. emerald. 4r.
Apam. Franqueado en Apam. ½r. 1r.
SUB-OFFICES:
Otumba. Without name ½r. 1r. 8r.
Soltepec. Without name ½r.
USED OUTSIDE DISTRICT:
Mexico 2r. emerald on letter.
CAMPECHE.—
OVERPRINTS.
In red, 2r. emerald. 4 r.
In black half of 2r. on piece, Campeche red can.
CANCELLATIONS:—
Large figure 0, black name, half of

* Published in 1926 under the auspices of THE COLLECTORS CLUB, New York, N. Y.

2r. Red name ½r. 1r.
¼ black name ½r. 1r. 4r. Red name 2r. 4r.
½ black name ½r.
5 black name 1r.
8 black name 1r. Red name 8r.

lxix.

SUB-OFFICES:
Hecelchakan black name. 2r.
Merda black name 1r. Red name 1r. 2r.
Sisal red name 1r.

CHALCO.—
Unused ½r.
SUB-OFFICES:—
Amecameca 1r.
Morelos ½r. strip of four on letter. Half of 2r. on piece.
Texcoco 1r. pair.
Tlayacapan ½r.
Yautepec ½r. pair on letter. 1r. and 2r. emerald on letter.

CHIAPAS.—
Unused blue name 2r.
CANCELLATIONS:—
Black name San Cristobal, blue can. ½r.
Blue name San Cristobal, black can. ½r.
Black name San Cristobal, black can. ½r. 2r.
Blue name San Cristobal, blue can. 1r. 2r. 4r.
SUB-OFFICES:
Comitan black name 1r. Blue name half of 2r. 8r.
Chiapa black name 8r.

lxx.

CHIHUAHUA.—
Unused ½r. pair.
SUB-OFFICES:—
Allende 2r.
Guadalupe y Calvo 1r.
Guajuquilla 2r. emerald.
Parral (in blue) 1r.
Rosales ½r. 1r. quarter of 4r.
Santa Rosalia 2r. on letter.

CORDOVA.—
No name ½r. 1r. 2r.
CANCELLATIONS:—
Name in oval wreath 4r.
SUB-OFFICES:
Coscomatepec 2r.
Huatusco 1r. Without name 2r.
USED OUTSIDE DISTRICTS:
Mexico 8r.
Puebla 2r.
Veracruz 4r.

CUAUTITLAN
2r.
SUB-OFFICE:
Zumpango de la Laguna, without name 1r.

CUERNAVACA.—
Unused 1r. 2r. Used 2r. pen can. 2r. folded paper.

lxxi.

SUB-OFFICES:
Puente de Ixtla 1r.
Tepecoacuilco. 1r.
Tetecala ½r. 1r. 2r. emerald. 2r.
Yguala ½r.
USED OUTSIDE DISTRICT:
Mexico 4r. 8r.
Diligencias Generales Mexico. 1r.
Puebla 1r.

DURANGO.—
UNUSED 2r. sap. USED 4r.
WITHOUT NAME 2r.
SUB-OFFICES.
Canelas (in blue). 1r. 2r.
Cerro Gordo (in blue). 1r. (in black) 2r. sap.
Cuencame. ½r. 1r. 2r. without overprint 1r.
Gavilanes, 2r. sap. 2r.
Guanacevi ½r. pair. Quarter of 8r.
Inde. ½r. 1r. strip of three.
Mapimi (in black). 1r.
Mineral del Oro (in red). ½r. (in black) 1r. pair 2 r. on letter.
Nazas. 2r. emerald. Without overprint 2r. sap.
Papasquiaro. ½r. strip of four on letter. 2r. pair.
Peñon Blanco (in red). ½r. 1r.
Real de San Dimas (in red). 1r. 2r. sap.
San Juan del Rio. 2r. sap.
Santa Catalina. 1r. pair.
Topia. 2 r.
Valle del Suchil ½r.

lxxii.

GUADALAJARA.
OVERPRINTS:
23 x 2¼ between periods (The period before G. generally missing) UNUSED ½r. USED 4r.

21 x 2 with period. UNUSED 1r. 2r.
20 x 2 with period. UNUSED 1r. 2r.
USED. 1r. 2r. pair half of 4r. 4r. strip of three.

USED WITHOUT OVERPRINT:
8r. block of four and strip of three.
Quarter of 8r.

SUB-DISTRICTS:
Acaponeta 1r.
Ahualulco ½r.
Autlan ½r. 1r.

lxxiii.
Cocula 4r.
Cuale. Conventional design in red 2r. Name in rectangle (in red) ½r.
Cuquio. ½r. 2r. emerald.
Guachinango. 1r. 2r.
Ipala. 1r.
La Barca. 2r. sap.
Magdalena (in red). ½r. 2r. sap. 2r.
San Blas. ½r. 2r. on letter.
San Gabriel. 2r. emerald. 2r. sap.
San Miguel el Alto. 2r. sap 2r.
Sayula. ½r.
Talpa. 2r. sap.
Tamazula. 2r. sap.
Tapalpa ½r. 2r. emerald.
Tecolotlan. In rectangle 2r. Circular ½r.
Teocuicatlan. 1r.
Tepic. Franqueado en Tepic in rectangle. 2r. pair. 4r. pair. Conventional ornamental 1r. 4r.
Tequila 2r.

lxxiv.
Ixtlan (in red) ½r. (in blue) 2r.
COLIMA, 2r. on letter and in pair. 4r. on letter.

USED OUTSIDE DISTRICT:
Aguascalientes 1r.
Encarnación 1r.
Diligencias Generales Mexico 1r. and 4r. on letter.
Diligencias Generales Queretaro 2r.
Lagos (in red) 1r.
San Juan de los Lagos 2r. sap. 4r.
Teocaltiche 1r.

GUADELUPE HIDALGO.—
Mexico name ½r.

GUANAJUATO.—
OVERPRINTS:
19½ x 2 between periods. UNUSED 1r.
18 x 1¾. Half of 2r. Quarter of 4r. Both on letters.
Without overprint 2d.

CANCELLATIONS:
Correos-Franco en Guanajuato (in three lines) 1r. 2r.
Cancelled with a Peseta (silver money) 1r.
Certificado 8r.

lxxv.
SUB-OFFICES:
Irapuato in rectangle. Half of 2r. on letter. 2r. pair.
La Luz. Circular. 2r. emerald.
Leon. Oval. Three quarters of 4r. on letter.
Pueblos del Rincon. 2r.
Silao. Eagle. 2r. on letter
The two cancellations mentioned by Mr. Chapman as not yet located are Guanajuato. Rhomboid ½r. 1r. on letter. Circular shape 1r. on letter.

USED OUTSIDE DISTRICT:
Celaya. 1r. 2r.
Diligencias Generales. Puebla. 2r.
Queretaro. 2r.

lxxvi.
HERMOSILLO.
Hermocillo in black 2r. emerald.
Franco en Hermocillo in black 1r.
SUB-OFFICES:—
Altar (in red) 2r. emerald.
Guaimas (in red) 1r. 2r. 4r. 8r.
Guaymas (in red) 2r.

USED OUTSIDE DISTRICT:
Mazatlan. ½r. strip of three. 1r. pair.
Diligencias Generales. Puebla 2r.

HUEJUTLA.
SUB-OFFICES:
Ozuloama ½r.
Tamazunchale 2r. emerald.
Tuxpan. Name in oval. ½r. 2r. emerald pair on letter. 8 r. strip of three and single on letter.
Valles (?) ½r.

USED OUTSIDE DISTRICT:
Diligencias Generales Mexico 2r.
Mexico 2r. 4r. 2r. Mexico name and 1r. Huejutla name used together, on piece, from Mexico.
SantaAna de Tampas. 2r. emerald.

CANCELLATIONS:—
Ciudad Iturbide 2r. Without overprint ½r. 2r.
Yguala without overprint (brown-red can) ½r. 1r.

lxxvii.

ISLA DEL CARMEN:
OVERPRINTS:
In black 1r. 4r.
In blue ½r.
CANCELLATIONS:
Laguna de Terminos (in blue). 8r. on letter.
USED OUTSIDE DISTRICT:
Isla del Carmen in blue, and Campeche in black overprints, cancelled ¼. 2r.

IXTLAHUACA.
CANCELLATIONS:
Franco en Ixtlahuaca 1r.

JALAPA.
UNUSED ½r.
SUB-OFFICES:
Altotonga 1r. 2r. on letter.
Atzatlan 2r. on letter.
Jicaltepec. Half of 2r. on letter. 2r.
Misantla. Name only. ½r. 1r.
Noalingo. 2r. on letter.
Perote. Name in rectangle ½r.
Oval ½r.
M/S. 1r.
San Juan de los Llanos. 1r. 2r. emerald.
Santa Maria Tlapacoyan. 1r.
Teciutlan. 2r.
Tesiutlan. Name in frame. 1r. 4r. Name and date in rectangle. 2r. emerald.
Zacapoaxtla. 1r.
USED OUTSIDE DISTRICT:
Puebla 2r.
Veracruz 2r.

lxxviii.

LAGOS.—
CANCELLATIONS:
Pen 2r.
Oval with date 2r. pair.
Diligencias Generales. Admon. de Lagos 2r.
SUB-OFFICES:
Encarnacion ½r. pair. 2r. Without overprint ½r. pair.
Tepatitlan (pen) ½r. strip of four. 2r. sap.
Teocaltiche. 1r.
USED OUTSIDE DISTRICT:
Colima 2r.

LERMA.
CANCELLATIONS:
Lerma. Without overprint. 1r.
SUB-OFFICES:
Tenango del Valle. Without overprint 2r.

MARAVATIO.
UNUSED Block of eleven, eight, four and strip of three 2r.
SUB-OFFICES:
Acambaro. 1r. 8r.
Indaparapeo. 2r.
Zinapecuaro. Without overprint 1r. on letter.
Zitacuaro. 1r, 2r. sap.
NOT YET LOCATED:
J.S. 1r. on letter.

MAZATLAN.
UNUSED. ½r. pair. 1r.
CANCELLATIONS:
Pto. de Mazatlan. (in black) ½r.
Wilson type three. 1r. and 8r. on piece.
SUB-OFFICES:
Cosala. (in red) 2r. on letter.
Fuerte. 1r. (in red) 2r. emerald.
Mocorito ½r.
San Ignacio ½r.
San Sebastian 2r.
USED OUTSIDE DISTRICT:
Guadelupe y Calvo (in red). 1r.

lxxx.

MERIDA.
UNUSED 2r. 4r.
CANCELLATIONS:—
Franco Merida in oval. ½r.
Name with date in rectangle 8r.
SUB-OFFICES:—
Izamal. Strips of ten, eight, six, pair and single and block of seventeen 2r. and strip of three and single 4r. on piece.
Sisal. 1r.
Tizimin. 2r. emerald.
Valladolid (in black). 2r. emerald. 2r.
NOT YET LOCATED:
Dots in straight lines, forming a circle. 1r.

Franco (in red) 1r.
MONTERREY.
8r. used on piece.
SUB-OFFICES:
Bustamante. 1r.
Lampazos. 2r. sap.
Linares. oval cancellation 1r.
Montemorelos. 1r.
Villadama (in red) 1r. 2r.
MORELIA.
UNUSED. 1r. 2r. sap. USED 2r. sap strips of three and four. Three quarters of 4r.
WITHOUT OVERPRINT. 1r.

lxxxi.
SUB-OFFICES:
Ario 1r.
Colima. Intersecting ovals with "En" in centre 4r. 8r. Oval with date in centre. 1r.
Cotija. 2r. sap. 2r.

lxxxii.
Huetamo. 1r.
Indaparapeo. 2r. sap.
La Piedad. 1r. 2r. sap. 4r. strip of five and single on piece.
Los Reyes 1r.
Patzcuaro. ½r. Without overprint 1r.
Penjamillo 1r.
Purundiro ½r. 2r. emerald.
Santa Clara. 1r.
Tancitaro. 1r.
Taretan. ½r. 1r. 2r. sap.
Uruapan. ½r. 1r.
Zamora. 1r.
USED OUTSIDE DISTRICT:
Ciudad Guzman 1r.
Guadalajara. 1r.
Guanajuato. 2r.
Tepic (in red) 4r.

(To Be Continued.)

HAWAII

(Continued from Page 30.)

had been in quarantine for the previous fifteen days. Letters were fumigated at the main Honolulu post office by clipping off two opposite ends of the envelope (see illustration) and spreading out a batch of such mail in an airtight room where it was subjected to a three hour treatment of sulphur fumes after which the mail was forwarded to its destination. Occasionally, however, an unclipped cover of this period is found, indicating that this procedure was not 100% effective. The strict quarantine, the uncompromising clean-up, and the general treatment by serum inoculation eventually brought the epidemic under control On April 30, 1900, much to everyones relief, the quarantine was lifted and life on the islands resumed its normal course, but not for long.

After a busy week of readjustment came the exciting and welcome news that the United States had passed the Organic Act thereby incorporating Hawaii into our great republic as a Territory. Sanford B. Dole, President of the former Republic of Hawaii, was appointed by President McKinley as its first Governor. June 14, 1900 was chosen to be Admission Day when the new Territorial Government was to take over control.

A special representative of the U. S. Postal Department arrived to reorganize the service and with him came modern mechanical equipment for use in the larger post offices. Thus ended the day of those interesting and much sought after handdated and handstamped cancellations. Free mail delivery was planned for Honolulu necessitating the naming of every street and the numbering of every building. Hawaiian postage stamps were to be valid for postal use until midnight June 13, 1900 when they were to be superseded by the postal issues of the United States. Speculators cornered the entire stock of the current twelve-cent value, Scott #78. But with this one exception, full sets of Hawaiian stamps were available, being purchased in large quantities. The last few days prior to the deadline were busy ones as everyone seemed bent on mailing "Last Day of the Republic of Hawaii" letters. The entire postal staff remained on duty to service mail until midnight June 13, 1900 when the postal use of the stamps of the Hawaiian Republic came officially to an end.

THE CLUBHOUSE

Meeting of October 15, 1952

Sanitary Fair Stamps and De La Rue Plate Numbers

Mr. George B. Wray showed and explained for the first time the results of his intensive study on the Sanitary Fair Stamps issued in the United States. The U. S. Sanitary Commission was the forerunner of the present American Red Cross.

In order to provide medical attention, nursing and assistance to the sick and wounded Union soldiers and sailors of the Civil War and to supervise sanitary conditions, with the approval of President Lincoln, the U. S. Sanitary Commission was appointed on June 1st, 1861; Simon Cameron, Secretary of War, authorized the Commission on that date. Branches were opened in nearly every large city in the North.

For the purpose of raising money Sanitary Fairs were opened. During the lifetime of the Commission over $77,000,000 was raised. Six copies of Lincoln's Gettysburg address written in Lincoln's handwriting were sold at these Fairs. President Lincoln donated the original manuscript of the Proclamation of Emancipation which was sold at the Chicago Sanitary Fair being purchased by T. B. Strong for $3000.00.

The Commission had their headquarters in the Treasury Building, Washington, D. C., being vested with full authority by the Surgeon-General of the U. S. Army. Frederick Law Omstead was Resident Secretary in Washington, Henry W. Bellow was President of the U. S. Sanitary Commission during its whole life which ran until 1875, Treasurer was George T. Strong of New York City.

Some of these Fairs had post offices and issued their own stamps. The latter were not issued by direct authority of an act of Congress, yet they had the consent and approval of the Post Office Department. Besides stamps at the Philadelphia Fair, envelopes in seven different colors and a corner card showing a wounded soldier being cared for were sold. The New York Fair sold a corner card depicting a soldier being carried on a stretcher.

The second speaker of the evening was *Mr. Paul P. Lindenberg* who spoke on the various systems of plate or control numbers applied by Messrs. De La Rue & Co., London, for the British, British Colonial and foreign postage stamps.

Originally, i.e., from 1853 to August, 1858, no marginal inscriptions or numberings were used. According to information given by the printers and published by Hausburg, Stewart-Wilson and Crofton in Appendix B of their great work *"The Postage and Telegraph Stamps of British India"*, 115 plates were manufactured embracing postage as well as fiscal stamps.

From then on until the end of August, 1861, 189 plates were produced, numbered 116 to 204, showing the respective figures in rectangles with indented corners in the color of the respective stamp and also containing postage as well as fiscal stamps supplied for motherland and colonies.

Now came the great partition. The stamps supplied for Great Britain herself continued from 205 onwards to most probably 581 which is the highest number as mentioned by Dr. Herbert Munk in the *"Kohl Briefmarken-Handbuch"*. They cover the period from November, 1861, to September, 1879. However, besides these continuous numbers each individual denomination was also given special numbers, white in a colored circular tablet surrounded by a colored circle. Stamps for British India received a separate treatment which consisted of marking the first plates of each denomination with continuous numbers, the next plates with "A", "B", etc. added to the respective number, all white in colored ovals surrounded

by a colored oval. The colonies again started also with number 1 for the first denomination printed, here, however, in color, in rectangles with indented corners. Besides a plate for each denomination received also current numbers, this time in white within a circular tablet surrounded by a colored circle. The rectangles were placed above the second stamp from the left at the upper margin and below the last but one stamp at the lower margin, the circular figures at the two other sheet corners.

During this or later periods we find, however, also stamps printed for other governments showing no marginal figures at all, for instance the Confederate States, 5 c. blue, of 1862; Belgium, 1 franc lilac of 1865; of Siam, 2 to 64 atts, issue of 1887. On the other hand, the hexagonal telegraph stamps of Belgium, 1 fr. and 50 ctms of 1866, show the figures 6 and 7 respectively, in rectangles.

The Indian way of numbering was abandoned in 1882, the colonial system about the same time. Both were replaced by simply giving each first plate of a certain denomination the colored circular tablet with a white "1", the next plate a "2", etc.

From 1887 on, starting with the Great Britain Jubilee Issue, continuous marginal lines were introduced, the so-called "Jubilee Lines," serving to protect the marginal cliché blocks from becoming worn too rapidly. Similar measures had also been taken by other printers, for instance, the Imperial Printing Works at Berlin. As a consequence, we can find the same plates of British Colonial stamps with and without Jubilee-Lines.

Shortly before the date mentioned, perhaps even at the beginning of the 'eighties, British Colonial stamps bore only the colored circular discs with the figure in white, a system which is still employed today.

Beginning in the late 'sixties, De La Rue started to produce stamps from key and duty plates. Theoretically such stamps should show a Jubilee Line for each of these plates. However, no strict rule was followed. So we find frequently, for instance, with Gibraltar, Cyprus, Seychelles, Straits Settlements, etc., stamps positively printed in two operations, but showing only one Jubilee Line, mostly that of the key plate.

During the Reign of King Edward VII. exactly about 1904, these continuous Lines were replaced by interruption lines which allowed for a greater flexibility during the printing process.

Both lectures were followed by discussions regarding details on the two subjects shown at this meeting.

Meeting of November 5, 1952

Philatelic Foundation Night

This meeting began with the request by President Jacob S. Glaser that visitors rise to be welcomed by the Club. Eleven did so.

Richard S. Bohn presented a framed "vote of appreciation" certificate to Stephen G. Rich for his generous gift of furnishings and fixtures for the "Joseph S. Rich" Room on the third floor rear of the Club building.

Vice-President John J. Britt presented to the Club a handsome large album bearing over 100 photographs taken by Adrien Boutrelle at the *Alfred F. Lichtenstein Memorial Award Dinner* held on October 18th.

Clarence W. Brazer presented to the Club for its archives a picture taken at the 1936 Collectors Club Banquet held at the Hotel Astor.

This meeting was originally scheduled to be "Theodore E. Steinway Night". However, a telegram was received from Mr. Steinway advising that illness prevented his scheduled show. *Mr. Winthrop S. Boggs* was prevailed upon to speak in his place, and as *"Philatelic Foundation"* night was scheduled for the first December meeting, the plan was for Mr. Steinway to show on December 3rd instead.

Mr. Boggs brought out from the Foundation property collections some varied pages. This was material from *the John N. Luff Reference Collection,* among which the following were the most outstanding features:

United States five-cent 1847 originals, reprints, proofs and covers.

A study of the United States grills, including all types of the grills and specimen grilled sheets without printing, which show the characteristics of the grills.

Sets of the U. S. Special Printings of 1875 hard and 1880 soft paper varieties.

Tasmania pictorials of 1899, which are one of the few known designs to be steel engraved, lithographed, and also made from electrotype.

Colombia — Tolima 1880 — Designs lithographed and denominations typeset separately.

Other material consisted of Nicaragua airmails, originals and reprints. And settings of 25 of some of the surcharges of the 1908-14 issues were exhibited in six frames.

Mr. Boggs recommended some of the above issues for specialists who require inexpensive material with the possibility of technical study of a high degree, including plating. He closed his talk with a few anecdotes concerning unusual philatelic personalities of the past generation who have disappeared from the scene, not to be replaced. Some about the "great" Nelton and a few personal tales about the late Alfred F. Lichtenstein were relished by the audience. The human interest is great. They are gone, but should not be forgotten.

E. G. C.

Meeting of November 19, 1952

Smithsonian Institution

This meeting was opened by the Club's President who, after introducing various distinguished guests and members not usually seen, called upon Miss Agnes Burlingame, who presented to The Club, earmarked for the Joseph S. Rich Room, a framed picture, "History of the Recorded Word." Mr. Stephen G. Rich accepted this with the remark that it was appropriate to the spiritual atmosphere of the room named for his illustrious father.

The meeting was turned over to the Chairman of the Program Committee who, without further ado introduced the speaker of the evening, Mr. Franklin R. Bruns, Jr.

Mr. Bruns showed a preview of many items from the Smithsonian National Collection, which he had brought to New York to exhibit at the fourth Stamp Dealers Show.

The speaker commenced saying substantially the following: "There is not going to be much rhyme or reason to this showing. I have brought with me a couple of boxes—a hodge-podge—which I shall proceed to show you as I pull it out."

Mr. Bruns did just that. Although his presentation showed no previous planning, the material pulled out of the boxes was outstanding, much of it being a feast for philatelic eyes.

Mr. Bruns explained that when he took over the Smithsonian Collection, he found himself in a stamp collector's paradise, discovering masses of material needing both classification and then integration into a permanent National Collection.

Shown were sources of material, notably the Cromwell Collection. He explained that back in 1911-12 the Post Office Department allowed its Postal Museum to be transferred to the Smithsonian. In addition, the Universal Postal Union sets from all countries found their way to the Smithsonian. At one time it received all the five sets sent to the United States, which were subsequently cut to three and then, through political interference, to one set.

Mr. Bruns very briefly touched upon the Smithsonian Institution's history. It was started about 1848 by an Englishman, Smithson, who never saw the United States.

Some of the highlights of the items shown were as follows:

A Presentation Sheet of Smithsonian Institution stamps.

Various old letters, circulars and Post Office Instruction Sheets from the 1784-1870 period.

Die Proofs of U. S. Stamps on cards.

Books of proofs of U. S. Stamps along with sheets of plate proofs.

Some sheets of scarce U. S. Stamps, especially the 5c red errors, found later in Smithsonian "surplus material".

1902 issue complete in sheets, blocks, etc.

Jamestown Commemorative set.

Lincoln, Alaska, Yukon and Hudson Fulton Imperf. sheets.

Various precancel collections donated by the collectors.

Mr. Bruns estimated that the Smithsonian had over 100,000 varieties. He concluded his talk by mentioning the plan to utilize the National Stamp Museum as a means of help-

ing the hobby. He emphasized that as a governmental agency, the Smithsonian is for the use of the American public, and he asked that anyone who should by chance find himself in the National Capital, call to see what the Smithsonian Institution has in the way of philatelic properties.

At the conclusion, many in the audience stayed to inspect the material because they could not absorb the philatelic significance due to the manner of presentation.

E. G. C.

At the Board of Governors' Meetings held on October 22nd and November 24th, the following new members were elected:

No.

3060 John R. Smith, Youngstown, Ohio. Collects South & Central America.

3061 J. Bernard Eck, Charlotte, N. C. Collects U. S., Postal History, Vatican City & Roman States.

3062 Charles A. McKeown, Berkeley, Calif. Collects Great Britain, Canada, Australia, U. S. 20th Century.

3063 John Brook Marriott, Surrey, England. Collects Trinidad, Tobago.

3064 Ebeet E. Boylan, Caracas, Venezuela. Collects Venezuela.

3065 Oscar Gottfried, Yorktown Heights, N. Y. Collects general.

3066 C. H. Frettingham, West Bridgeford, England. Collects Europe Early Issues, also on Cover.

3067 E. B. Halward, Statesville, N. C. Collects Austria.

3068 Edmond S. McConnell, Berkeley, Calif. Collects U. S. 19th & 20th Century, used; Western Express Covers.

3069 Francisco Ferrer-Llull, Montevideo, Uruguay. Collects First Issues Philippines, Spanish Proofs & Essays.

3070 Takaharu Mitsui, Tokyo, Japan. Collects Europe to 1940, France, Germany, general, Japan Postal History.

3071 Paul Carlton, New York. Collects Hawaiian Islands, Great Britain, France.

3072 Dr. R. Hasbrouck Shrady, New York. Collects mint Airmail stamps.

3073 Henry Kraemer, Elmhurst, N. Y. Collects Airs, Philippines, Venezuela, XIX Century Europe, F. Flights, Zepps, Rockets.

3074 Miss Louise Clemencon, New York. Collects France & Colonies.

3075 Robert T. Weaver, West Englewood, N. J. Collects History of the U. S. Postal Service.

3076 Capt. Edson C. Duffin, Aberdeen, Md. Collects Netherlands, Belgium, Luxemburg, Germany.

3077 James Clement Wheat, Bay City, Mich. Collects covers.

3078 Col. Homer Diman, St. Petersburg 6, Fla. Collects U. S. and B. N. A.

3079 Ritchie Bodily, London, England. Collects Issues before 1890.

3080 Mervyn Arnold Eather, Sydney, Australia. Collects U. S. 1847 to date.

The Library Committee reports the acquisition of the following:

"Deutsche Feldpost 1937-1939" by G. Hoffmann-Giesecke. Donor: Germany Philatelic Society.

"The Commonwealth Catalogue of K. G. VI & Q. E. II Postage Stamps 1953."

"The New South Wales Philatelic Annual 1952" by The Philatelic Society of New South Wales.

"Contributo Allo Studio dei Francobolli di Toscana" by Cesco Giannetti.

"Sanabria's Air Post Catalogue 1953."

"Catalogue of Revenue Stamps of Philippines" by Arnold H. Warren. (Planographed copy). Donor: Theodore Sheldon.

"The Stamp Dealer's Catalogue for 1952". Published by H. E. Harris & Co.

"Stanley Gibbons' Simplified Catalogue 1953".

"Kleines Handbuch der deutschen Feldpost 1937-1945" by Alfred Clement. Donor: Stephen G. Rich.

"Eighteenth American Philatelic Congress—Oct. 31-Nov. 1, 2, 1952.

"Great Britain Stamp of 1942—Overprinted 'M.E.F.'" by J. A. Firebrace. Donor: Albert H. Higgins.

(Continued on Page 54.)

BOOK REVIEWS

Stanley Gibbons Colour Guide for Stamp Collectors.

For one and only one purpose this publication has some use. It enables the collector to know exactly what the color names in the British catalogs of Gibbons mean. The samples of color are named and classified for that aim. Beyond serving that purpose, it may well be a hindrance rather than a benefit. This is the condition because the color names of Gibbons do not agree with either general American use (nor general non-philatelic British use, for that matter) or the usage of American cataloguers. In particular, what Gibbons calls "purple" is not purple; what he calls "red violet" is the purest possible purple; what he calls "cobalt blue" is not the blue of cobalt pigment at all; what he calls "lake" is apparently not even a member of the chemical group of lakes which come in all sorts of colors. But if the user will limit himself to making this chart his guide as to what the Gibbons catalogs mean by color names, scrupulously not carrying its naming further, it may solve some difficulties for him.

S. G. R.

Deutsche Feldpost (German Fieldpost) 1939-1945. In German.

This is a recently published book of about 130 pages by the well-known German philatelist C. Hoffman-Giesecke. It is one of the more important post-war Germanic publications, dealing in detail with the different Fieldpost, Field airmail, Inselpost, Tunis Parcel Post, Ruhr District (Ruhrkessel), Kurland, Krim, Oslo, Hela U-Boat, Military Missions etc., as well as numerous labels and cancellations not catalogued before, whose authorizations are not yet affirmed. It lists all facts known up to now about the production, date of issue, quantities, forgeries, cancellations and varieties. The illustrations are done by sketches. Compiled with the help of the foremost experts in this field, it nevertheless leaves much room for further study and future corrections, because much new data and reports of eye witnesses will have to be expected before the final chapter of this interesting philatelic material is written. Priced at $3.00 it can be obtained here through local dealers carrying German stamp stocks and literature.

George Camnitzer

Cyprus, Its Postal History and Postage Stamps. By Wilfrid T. F. Castle. Published by Robson Lowe Ltd., 50 Pall Mall, London, S. W. 1, England. 14 chapters, 15 appendices, 25 plates. Clothbound. Price 25 shillings (postage 1 shilling).

This exceptionally interesting and informative book on the stamps and postal history of Cyprus is a welcome addition to the list of philatelic literature available for the collectors of British Colonial stamps.

The book is well written in a facile style. It covers the entire scope of Cypriot postal history from the Ottoman Administration through the reign of King George VI. The author has given much information on the early posts and post roads, the Dilligence stations, and has included interesting illustrations pertaining to them. For the collector of cancellations, this book is a boon as the numerous types are clearly described and illustrated, with much space devoted to the Rural Postal Service, Agencies and their postmarks. For the collector of airmails there is much information on the early experimental flights and the regular Air Mail Services.

Especially noteworthy is the inclusion of the valuable and numerous appendices with exceptional information on the mail routes in Cyprus, the lists of the Dilligence Stations, Post Offices and Postal Agencies. The final appendix is devoted to "Some Notes on the Forgeries of Cyprus" by D. D. S. Patton, F. R. P. S. L.

This book should remain the standard work on the stamps and postal history of Cyprus for sometime to come.

Albert H. Higgins

Monographie der Französichen Briefmarke: Band I, von den Vorläufern bis zu den Briefmarken des Kaiserreichs. By Wilhelm Hofinger. Luxembourg and Düsseldorf, Burg & Rhein. 85 pp., 1949; cloth; 8 color plates and 15 plates of postmarks.

Mr. Hofinger's work, issued in 1949 in compliment to the Centenary of French stamps, covers the Second Republic and Presidency issues, those prior to the Empire. It may fairly be compared with the work by Kremer, French Philatelic Facts, published in smaller sections on this side of the water, beginning at almost the same time. In fact, the overlap of content between the two is so striking that only first-hand information that there was no knowledge by either author that the other was at work, makes this reviewer decline to admit cooperation as having occurred.

Mr. Hofinger's work contributes, beyond information also found in Kremer, one conspicuous aid to the collector. That is the series of eight colored plates, which beautifully identify the actual colors particular varieties among the stamps.

The postmark plates or charts, extending the illustrations back into stampless days before the Revolution, attain a high degree of accuracy. The inaccuracies of drawing are remarkably few, and probably not likely to cause trouble to any collector who will use due caution as to the extent to which careless striking of devices produces apparent differences. However, as in postmark cuts 139, 142, the artist mistook accidents of strike for constant features . . . he also has let his own lettering habits creep into his tracings, notably in gothic C's and roman R's.

We cannot deny Mr. Hofinger praise for the fine systematizing of information which he has done. Those of us who read German easily will find his book a very handy one in which to locate information, however detailed, on the first two issues for France. In particular, this is the first properly indexed work on this period which this reviewer has had the pleasure of seeing.

If you know your way around in Kremer, or in the Kohl Handbook original in English (COLLECTORS CLUB PHILATELIST, Oct. 1928), you will probably not need Mr. Hofinger's book save for the color plates.

Perhaps the extent of tabulation of information may make it handy even though the information is in these other works. But watch out for the subtle differences between the German philatelic terms and those in our language apparently similar or allegedly of the same meaning. Mr. Hofinger says precisely what he means, is an accurate observer and a sound student; his words must be taken in their accurate senses if users are not to be misled.

A rather pleasing feature is tables of relative worth of varieties on each stamp, referred to the loose used single copy as base.

In short, it's a good book, a useful book, but by no means the great advance on preexisting works or those in our own language that reviews elsewhere would make us believe.

S. G. R.

(Continued from Page 52.)

"Polish Stamps 'Groszy' Overprints" by Wladislaw Kolakowski.

"Table of Post Offices in the United States with the names of the Postmasters, the Counties & States . . ." 1825.

"Stanley Gibbons' Priced Catalogue of King George VI Postage Stamps 1952."

"The Airmail Digest Vol. I #3 1938" (A Philippine Journal) (Donor: H. M. Goodkind).

"Air Stamp Records" by James C. Heartwell. (Donor: H. M. Goodkind).

Also—50 Air Mail Auction Catalogues. (Donor: H. M. Goodkind).

SCHEDULED MEETINGS FOR JANUARY, FEBRUARY AND MARCH 1953

January	**21st**—	John F. Connor, "Bosnia"
February	**4th**—	West Essex Philatelic Society
February	**18th**—	R. J. Mechin and H. D. Mitchell, "Costa Rica".
March	**4th**—	Henry M. Goodkind "Air Mails of Newfoundland" including the rarities from Mrs. John D. Dale and Oscar R. Lichtenstein Collections.
March	**18th**—	Henry E. Abt, "U. S. Locals in Philatelic Scholarship".

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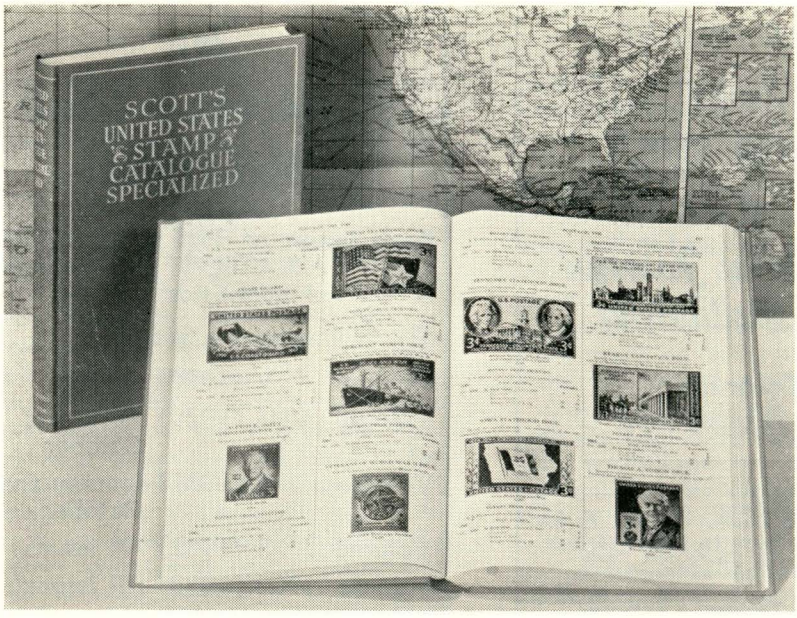
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