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January 1983

Volume 62 Number 1

1982 — Our 64th Year

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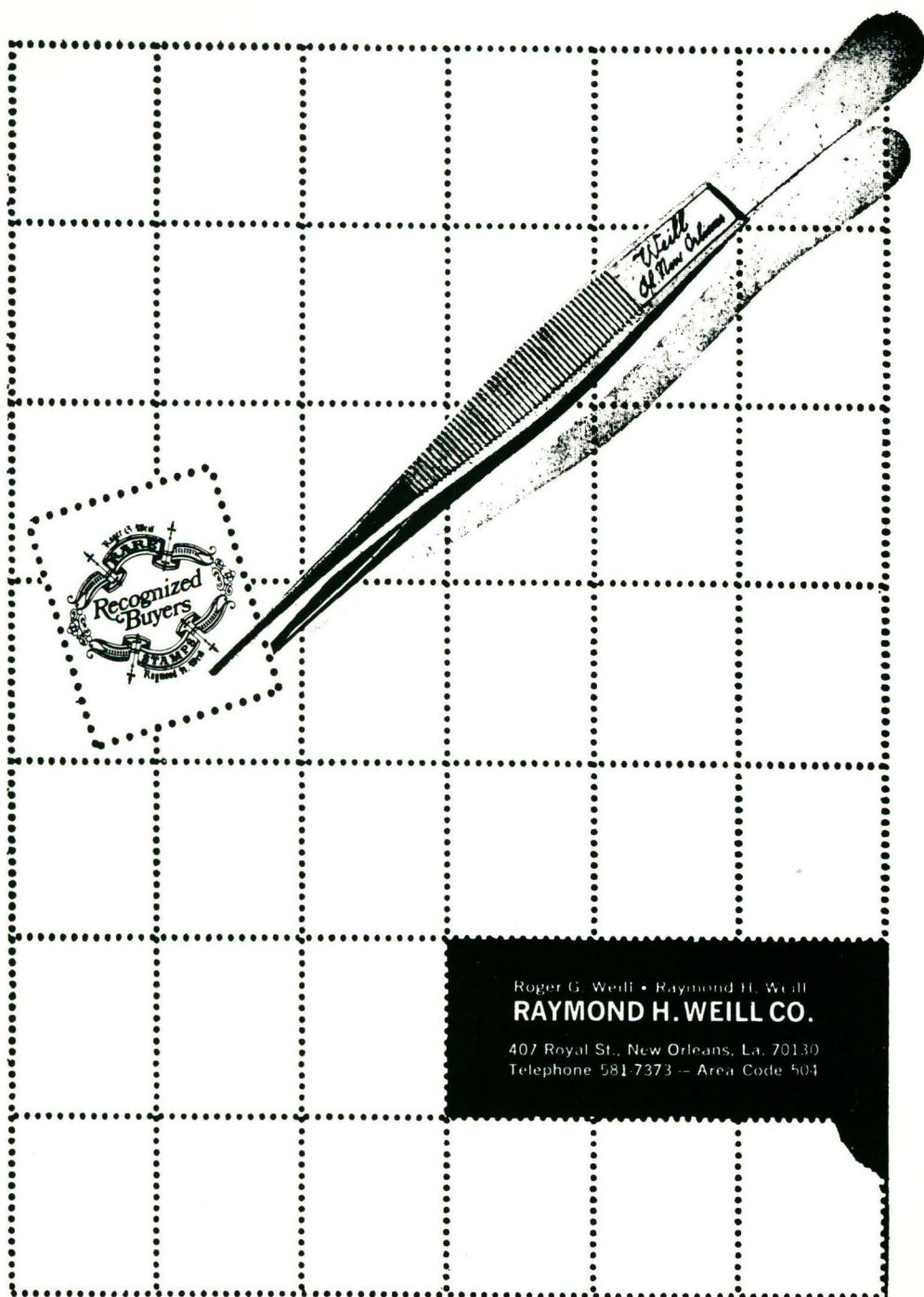
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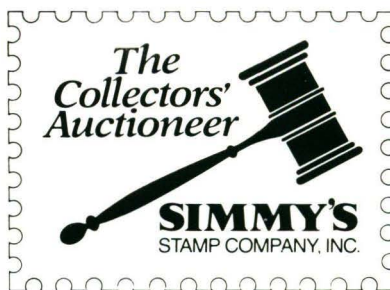
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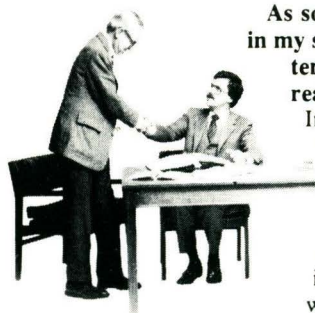
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The Collectors Club Philatelist

Volume 62, Number 1

January-February 1983

E. E. Fricks
Editor

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Business Manager

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1982 Dorothy Colby Award for best original article appearing in the philatelic press, to Abbot Lutz for "Post Office Machines: Metered Mail—Coin Fed for Public Use," July 1981

The £25 Stamp of Northern Nigeria

P.O. Beale, F.R.P.S.L.

One of the rarest and most valuable of British colonial stamps is the £25 value issued in the reign of King Edward the Seventh. Its story can be found in the records of the printing firm, Messrs de la Rue, which have been deposited at the National Postal Museum in London. With the kind co-operation of the former curator I have been able to put together this account.

On the 8th of September 1903, the Crown Agents wrote to Messrs De La Rue concerning a requisition they had received from the Government of Northern Nigeria. It related to the supply of embossing presses and the firm was asked to make their comments. The original indent from the Government has been preserved in copy form in the Correspondence Books now preserved at The National Postal Museum. It asks for a set of five embossing presses to impress stamps to the values of 1d, 6d, 2/6d, 10/-, and £25, with a seal and dating stamp. These were to be used for revenue purposes. The indent continues:

Fitted with, say, 1-inch engraved dies, also with patent lock and staple (with two sets of keys), or box with duplicate locks to protect the seal from improper use. Presses to be fitted with self-acting number recording apparatus. A catalogue of Impressing Presses is not available for reference but what is required has probably been supplied by Messrs De La Rue and Co. to other Colonies or Protectorates for the use of Stamp Commissioners. 1 seal engraved 2 inch die, Arms of the Protectorate with 'Commissioners of Stamp Duties' fitted to lever press, with patent lock and staple (with two sets of keys) or box with duplicate locks to protect the seal from improper use. 1 Dating Stamp for marking date on instrument before impression of stamp. (Sd) J.H. Platt, Ag Treasurer, 4.8.03.

The printers replied on September 9th:

In complying with your request we enclose our printed report on the subject, from which you can see that we advocate the use of over-embossment. The expense to the Colony by adopting this system would be—One colour embossing press complete . . . £90.19.5. One overembossing die . . . £10. Two sets of plugs (96 in all) at 4/- each . . . £19.4. One seal die as requisitioned. We are unable to give the price of this seal until we have further data. Above and beyond this, it would be necessary to manufacture overprint plates for the 10/- and £25 stamps at a cost of £12 each.



Fig. 1. The embossed £25 revenue of the Gold Coast. (All photos courtesy Robson Lowe.)

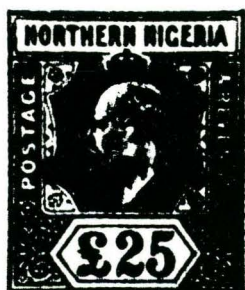


Fig. 2. Specimen copy of the £25 of Northern Nigeria overprinted in violet.

The firm was therefore advocating the use of the existing Keyplate stamps bearing the inscription Postage Revenue, and the overprinting plates referred to were those used to signify the country and value on the stamp. The rest of the stamp design was that common to all the Colonies that used it. At this time many governments were adopting a procedure for stamping paper and parchment documents similar to that suggested by the firm. An adhesive stamp, or stamps, was gummed to the document if it was made of paper; if it was made of parchment or vellum the stamp was stuck on what was known as an *escutcheoning paper* and this was gummed onto the document. The stamp or stamp plus *escutcheoning paper* was further attached to the document by piercing it with two slots through which was passed a strip of lead in the shape of a staple. The ends of the staple were pressed flat on the reverse side of the document over a cypher paper bearing the crown and the initials of the reigning sovereign. The whole was then placed in a press which impressed a dated stamp partly on the adhesive and partly on the document. In this way the stamp was most firmly attached and could not be reused because it had been twice pierced and also overstruck by a die containing a permanent ink. The embossing die was supplied with two sets of date plugs as the embossing stamp was to be dated at both the top and the bottom, the intention being that one should fall on the stamp and the other on the document. At the same time it might be necessary for the stamping office to be able to supply suitable paper or parchment.

We can now see why a stamp for the value of £25 inscribed Postage Revenue came to be issued. For reasons of economy, the existing Keyplate stamps were used for all revenue purposes including a very high value which, it is understood, was intended to pay for liquor licences.

Matters now moved quickly. On October 6th, Crown Agents were instructed to make the £25 overprint plate and to supply the colour embossing press, the die, and the two sets of plugs. They were also sent an impression of the seal of the Northern Nigeria Protectorate.

By the 12th, Crown Agents were ready with a design:

We enclose a design for the over-embossing die, which we trust will meet with your approval. In addition to the usual two sets of day and month plugs, we suggest sending five year plugs. We shall be glad to receive your instructions as to whether the colour embossing press is to be fitted with volute or india rubber springs. We think it might be wise to send a set of each, in order to see which the Colony prefers. We enclose a design for the special embossing die, which has been made as large as possible to work with the press. The cost of the die will be £8.15s, and we shall be glad to receive your authority to put it in hand. We suggest sending the following: A piercing apparatus with double blade. 5 lbs of vermilion ink in tubes. 5 lbs of metal foil. 500 sheets, 120 set, of perforated cyphers. 60,000 *escutcheoning papers*. 1 dozen quarter pint bottles of fish glue. We would propose to put the over-embossing die and plugs in a box, and the special die in a box

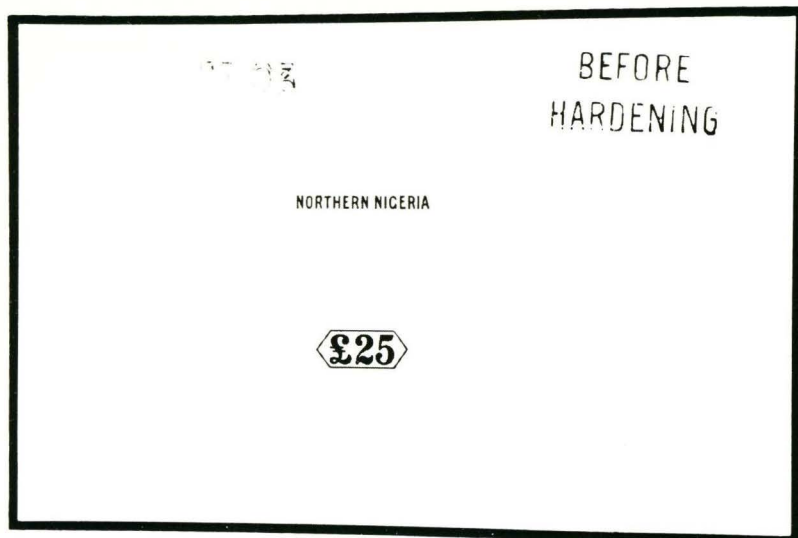


Fig. 3. Die proof of the duty indication dated October 26, 1903.

fitted with two locks. The over-embossing-die box would cost 30/-, and the special die box 15/-.

These suggestions were accepted on the 19th and the firm promised delivery within ten to twelve weeks. As yet Crown Agents had not put in a specific order for the £25 stamps and so De La Rue wrote on November 11th enclosing specimens for a selection of colors. As with all the stamp material referred to in this article, these specimens have been removed from the Correspondence Books. However, the four Proofs were sold by Robson Lowe at the De La Rue sale on December 21, 1978 though curiously they are described as dated 11th March 1903 which must be an error for October. They were mounted on an Appendix sheet and are imperforate in green and violet, green and orange, green and black and green and carmine, the last being marked "approved WHM."

Crown Agents approved the color on the 16th and the firm had a die proof of the overprint plate struck and marked "Before Hardening"—that is, before the master die was hardened so that other dies could be taken from it—dated October 26th. A piece from the firm's records was also auctioned dated "October 26 60 leads", indicating that there were 60 stamps on a pane, and also "January 18th 04", presumably the date when the cut down die proof was entered into the firm's archives.

As yet no particular number of £25 stamps had been ordered and the authorization came from Northern Nigeria by telegram in January. They wanted 120 copies! Crown Agents asked that the minimum number i.e. 1000 should be supplied. The firm had the rest of the order ready by January 19th and despatched it to Crown Agents that day. The particulars can be traced through the Private Day Books and they show that all the items discussed in this article were actually supplied together with a set of instructions for using the press. The stamps were sent on February 9th comprising nine sheets of $£25 \times 120 = 1080$ stamps at a cost of 16/8d.

Evidently there were two panes each of 60 stamps which together comprised what the printer called a sheet.

Very few of the mint stamps must have survived. The writer remembers the late Mr Cameron telling him that he had known an acquaintance who had been offered one or two at face but had been unable to afford even one at the time! Properly used the stamps will exist perforated by two slots and overstruck by a vermillion embossing die. Has anyone seen an example? The Specimen stamp placed in the firm's archives and also sold at the Robson Lowe sale is hand-stamped Specimen in violet. It is described in Marcus Samuel's book *Specimen Stamps of the Crown Colonies* as being the only known example. Not being a postage stamp, it would not have been supplied to The Universal Postal Union for general distribution, as was the custom with all British postage stamps at this time.

The author thanks the staff of the National Postal Museum for their help in making available the Correspondence Books and Private Day Books of the De La Rue Company, and also Mr. Leonard and Mr. Martin for their assistance.

Fig. 4. The green and carmine color proof marked "approved WHM."

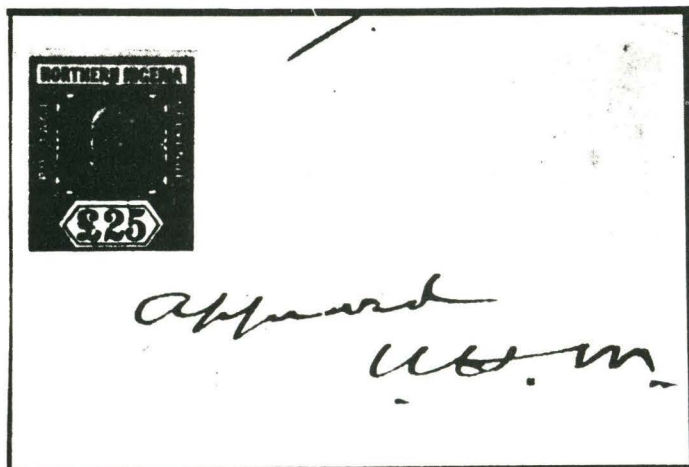
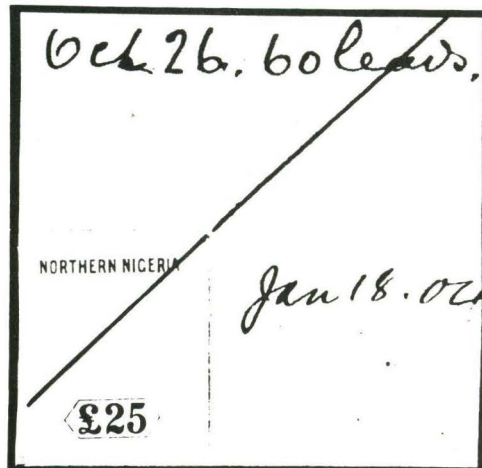


Fig. 5. Duty die proof marked "60 leads."



What About Philatelic History?

Ernest A. Kehr

There has been hardly a subject so widely discussed in recent years as postal history. Indeed, this writer has commented on the trend in a previous editorial to provoke differing but pertinent views.

But what about *philatelic* history?

This seems to be an all but ignored field, yet one that ought to be developed lest those of us who enjoy our greatest avocation forget those giants who helped make it that. That thought was sparked by a few observations in the last several months.

Only last September, a prominent auctioneer offered an air-mail cover in a postal history sale. It was illustrated as usual along with the description, and again in color on the back cover of the catalogue to stress its rarity and importance.

The auctioneer made much of the fact that it is one of only five covers carried on the first solo flight around the world by Wiley Post and is signed by the intrepid one-eyed aviation pioneer.

He even mentioned that it has an advertising corner card of the A. Wittnauer Co. and is addressed to that watch firm. What was completely ignored or overlooked is the additional rubber hand-stamp, "J.P.V. Heinmuller."

In our opinion, that name is every bit as important—at least to a serious collector—as the pilot of the "Winnie Mae" and recalls a titan of aero-philatelic history.

John Petrarch Virgil Heinmuller was president of the A. Wittnauer (and later, the Longines-Wittnauer) watch firm and was largely responsible for its growth to become an internationally distinguished maker of precisely accurate timepieces in the verdant Jura Mountains of western Switzerland.

In addition, he served as chief timer for both the National Aeronautic Association and the Federation Aeronautique Internationale which were responsible for the verification of records established by so many of our pioneer flights around the world.

Just as important was Mr. Heinmuller's vital role as one of the keenest aero-philatelists of his time. Were it not for his vision,

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we'd be without covers actually carried by some of the greatest record-setters. The late Capt. Eddie Rickenbacker put it succinctly in the foreword of Heinmuller's *Man's Fight to Fly*: "It has been my good fortune to know him as a friend for many years . . . a statement that can be made by every one of the long list of pioneering pilots and navigators during the hard, trying years of aviation's infancy."

Those friendships, coupled with his passion for philately put him in an unique, advantageous position. The early planes could carry only the barest essentials that had to be weighed down to the last pound and ounce. How often did fliers decline requests to carry covers for contemporary stamp dealers (like J.J. "Jake" Klemann, Louis Charlat, and Theodore Champion, to mention but the most prominent) because they'd have to sacrifice an extra quart of fuel or a sandwich!

John, however, usually prepared just a few covers and as a personal favor asked the aviators to carry them in a pocket—often at the very last moment before take-off.

But he didn't confine himself to the collection of these great treasures. He was concerned with everything aero-philatelic. His collection of Zeppelin mail possibly was one of the greatest ever assembled. This collection and other ones were not built for profit, so they never came to the market. Instead, he donated them to such repositories as the Smithsonian Institution, where they now are available for public viewing and philatelic researchers.

We might also mention that his financial benefactions enabled the American Air Mail Society to launch its publication of catalogues, handbooks, and journals that now are definitive reference works!

Only a few months ago, we viewed a display of other aero-philatelic material in a museum. In each case, the annotations on pages mentioned the flights, the aircraft, even the pilots, but nary a word about the philatelists who sent or received these exciting souvenirs while history was being made.

As aviation enthusiasts, we can appreciate Knight, Macready, Rowe, Cobham, Chamberlin, Mittelholzer, Ulm, Turner, Smith, Boardman, Pangborn, Balbo, Codos, Merrill, and all the others who made today's air-mail possible. Yet, as philatelists, we are more impressed by what those within our avocation did to record permanently their accomplishments via covers carried by them. Were it not for such visionaries as Ed Buser, Sam Bayer, George Angers, Bart Gatchell, Joseph Steinmetz, and other members of the Collectors Club in the past, we'd have no such *philatelic* records.

Nor is this lack of tribute confined to the United States.

Over in Europe, we viewed aero-philatelic entries at the fabulous LIBA-82 exhibition in Liechtenstein and there saw entries with covers which also were annotated with facts about the flights, but without any credit to those who were responsible for

their preparation and transportation: Oskar Stahel, Dr. Robert Paganini, Hermann Sieger, etc., without whom there would have been a complete lack of the covers that today are classics!

This by-passing of *philatelic* history is by no means confined to the aero specialty field.

We strongly feel that one can carry it a step further. What one can do is pay deserved tributes to yesteryear's great philatelists by owning items sent by or received by them. We recall seeing a card sent to the late John M. Bartels by Count Ferrary and signed by the latter. Because it had a price tag of \$5, and because we just didn't have that much in pre-Depression days, we never purchased it and to this day regret the failure.

Because of our own involvement in all fields of our avocation, we received letters and covers from such philatelists as Kings Carol, Alphonse, and Fouad; Steinway, Knapp, Lichtenstein, Wilson, Burrus, Strandel, Bally, etc., not to mention artists and engravers Nicastro, Bickel, Ewert, Svingsbir, Hartz, Seizinger, and others. Their names might not mean much to modern collectors, but we've always felt that these covers represent worthy relics of those who contributed much to philately's progress and have a very definite place in a collection.

Acquisition of philatelic history material does not require personally-sent cards and covers of the greats of the past, even though the alert collector can find them. Not infrequently, while going through shoe-boxes at dealers' shops or bourse tables, we have found some. The vendors reckoned prices (usually at \$1 or less) on the value of the affixed stamp(s) and/or postmark(s) without any consideration of the names on them to add much more historical worth. The 50-cent price of a two-cent Burgoyne commem on cover was fair enough, but its value was enhanced by the addressee, Beverly S. King, for he was the author of the monumental handbook on twentieth century U.S. stamps, a detail that was overlooked by the dealer.

Even if one can't find material related to the immortals, we can watch for the work and contributions of today's researchers, writers, and collectors, for our avocation will give them a permanent place in its history.

Pitney Bowes and the Growth of the Postage Meter

George B. Harvey

The ubiquitous postage meter and the Pitney Bowes Company have become so identified in the minds of the public that few realize that there are other meter marking companies or that Pitney Bowes has other interests as well. The meter, disdained by so many philatelists, is collected by a few. The text of an address which follows was delivered at an annual stockholders' meeting in Connecticut on May 10, 1982 by George B. Harvey, president of Pitney Bowes. It is important for what he sees in the growth of the United States mail system and for the continued health of his company.

. . . Mailing products is, of course, the traditional business of Pitney Bowes. Today, it accounts for just over half of the company's revenue, and it remains the single largest planning entity. It is a growth business, since postal services worldwide continue to provide the most cost-effective way of transmitting information which is not extremely time-sensitive. Growth of our mailing products business has been spurred by development of electronic products such as the electronic meter, the Remote Meter Resetting System (RMRS), electronic scales, and the Computer Output Mailing System. We expect our mailing products business to increase 16 percent a year while generating cash flow.

Related to this, I would like to share with you the results of a recently completed analysis of postal service, mail patterns, and their relationship to Pitney Bowes.

In this age of electronic communications, we are often asked about the future of hard-copy mail which, of course, affects the growth of our mailing products business. It is a legitimate question, and one that concerns Pitney Bowes as much as the stockholders who are investing in our future.

This analysis is an update of one we published in 1976, which was prompted by concerns raised by many at the time that tradi-

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tional mail would decline because of a decline in mail service, increasing postage rates, and competition from electronic communications and private delivery services. Much of that concern was stimulated by the fact that the growth of U.S. mail volume appeared to be slowing and had actually decreased in fiscal year 1975.

The major conclusions of the 1976 analysis have proved to be correct by the experience of the Postal Service and Pitney Bowes since then. They are that:

- Although mail volumes have always decreased or had a lower rate of increase in recessionary periods, mail volume over the last five years has grown at an average rate of 4.3 percent.
- There are several positive indications in the changing patterns of mail flow. Business-to-household mail, that category of mail of most significance to the company, showed strong growth even during the periods of a slowdown in mail volume growth. Such growth continues to be strong.
- Pitney Bowes' domestic postage meter and mailing equipment outlook is dependent upon our own product development and marketing efforts, rather than growth in mail volumes. Over the last five years, Pitney Bowes postage meter and mailing equipment business has grown at an average annual rate of 13.6 percent—a significantly greater rate than the 4.3 percent annual growth in U.S. mail volume.

Our analysis shows, in brief, that U.S. mail volume is growing and should continue to grow, at least through this century and probably beyond. As noted in our earlier analysis, mail volume is susceptible to economic conditions. The only major decline in mail volume in the last hundred years occurred during the great depression, and the only recent downturn in volume came during the recession of 1974-1975. Over the long term, letter mail volume has grown in relation to but at a greater rate than the number of households and the growth of the national economy—despite truly revolutionary developments in communications technology, including the telegraph, telephone, radio, and television. In fact, mail volume has accelerated from an average growth rate of 1.5 percent in the first five years to 4.3 percent, in the latter five years, which is greater than the growth of real GNP over the same period.

An assessment of the outlook for mail volume has to be based on an analysis of the various sender-receiver subsegments since each has significant characteristics which determine its possibility of being replaced by electronic communications or private delivery services. Business mailers, for example, should accelerate their use of electronic communications—including facsimile, communicating data, and word processors, and of course the telephone—especially for time-sensitive communications, particularly intra-company communications. While business-originated mail accounts for over 82 percent of all mail, most of that is business-to-household. Considering that the average

household receives only six pieces of first-class mail per week, it is unlikely that terminal and other equipment necessary to receive so few messages electronically could be cost-justified in the near future. Such household-received mail, relatively impervious to electronic diversion, is the largest category of mail, over 62 percent, and the business-to-household subsegment, 55 percent of all mail, is the most rapidly growing major segment of mail. It grew nearly 31 percent over the period 1968-1979 that we analyzed. Additionally, recalling that 75 percent of all mail goes less than 300 miles and receives next day delivery, and that the U.S. Postal Service is providing acceptable delivery for most messages at a very competitive cost, it is unlikely that any significant volume of such mail would be diverted to alternate, higher-cost delivery systems.

In summary, we can draw some important conclusions from our analysis of postal service, mail patterns, and their relationship to Pitney Bowes. Mail volume as a whole is continuing to grow along with the U.S. economy, driven by increases in the largest segment, business-to-household, which more than offsets a slowdown in increase or actual decrease in other segments.

In terms of its significance to Pitney Bowes, our analysis is very encouraging. It shows, first of all, that mail volume should continue to increase in the near future. More important, it shows that the mail of greatest significance to Pitney Bowes should increase even more than total mail volume. In other words, mail most likely to be run through a postage meter and mailing machine is the largest category of mail and is increasing, while that mail most susceptible to diversion is a small and declining percentage of mail.

Beyond that, the preceding analysis might be considered somewhat academic from the point of view of Pitney Bowes. While the company's business has been and still is related to mail, its prospects for continued growth are not dependent on growth in mail volume.

Based on our analysis, we believe that Pitney Bowes' U.S. postage meter and mailing equipment outlook is much more dependent upon marketing efforts responsive to the needs of mailers who, facing increasing labor costs and shortages of suitable office, mailroom, in-plant printing, and shipping room staffs, are looking for cost-effective, labor-saving equipment to prepare, dispatch and receive mail, and also, for ways to improve their cash flow.

I now will resume my report on our mailing products business. This business is organized into several subsegments, determined by the mail volumes of customers. Each of these subsegments requires different competitive, product, and marketing considerations. The subsegment of large volume customers, for example, where demand is for more sophisticated and expensive equipment, is growing most rapidly. Here, our strategic plan calls for us to strengthen our technological/cost leadership while empha-

ing our direct selling effort to higher volume customers. In the meantime, we are testing a number of indirect selling methods to support direct sales to low volume customers. At the same time, we will continue to provide the same high level of service, which is one of our strengths in all market segments. We believe differentiated marketing approaches for distinct customer groups will increase sales and sales force productivity.

I might add here that we are well on our way to production of the 126 optical character reading mail sorters under the \$112 million U.S. Postal Service contract. A model of the equipment, which can sort mail at the rate of 30,000 pieces per hour, has been assembled at our facility in Danbury, Connecticut and it is being used this month as a testing and training model for a force of advanced customer engineers who have been assigned to the equipment. As a result of this contract, Pitney Bowes will further develop its expertise in document feeding and separation, optics, computer link-ups, ink jet printing, code reading, and sorting and stacking, all of which can be applied to the sophisticated mailing and office products that customers are demanding for the future.

Pitney Bowes has a large established network of sales and service representatives. In a move to improve training and enhance mailing and office productivity, the company last week announced that it will build a new national training center near Atlanta. It will represent an investment of over \$15 million, including land, site preparation, construction, and internal furnishings. This campus-style facility is to be completed in 1984. Forty-five fulltime instructors from the various company operations will train sales and service representatives of the company's mailing, copying, dictating, word processing, and facsimile equipment.

Book Reviews

Forty-Seventh American Philatelic Congress Book. 173 pp. illustrated, hardbound. 1981. Available from American Philatelic Congress, Secretary, P.O. Box 937, Brookhaven, Pa. 19015, \$10.

In recent years, the *Congress Books* have included a wide variety of philatelic writing. This has been a source of strength for it helps to retain the interest of a diversified readership, retain Congress subscribers, and allow continued publication. However, the *Congress Books* seem to have drifted from the original purpose of the Congress: the publication of significant philatelic scholarship. Founded in an era when the outlets for scholarly articles with narrow readerships were very few, the *Congress Books* have been overtaken by a plethora of specialized publications that skim the very cream of informed writing and leave, frequently, only articles of general interest. Perhaps the Congress, having helped to raise the level of philatelic scholarship, has outlived its purpose?

Ernst Cohn's "A Reporter's Lot" provides from contemporary newspapers and letters some indication of the extremities to which press reporters went to get the news from besieged areas during the Franco-Prussian War of 1870. He uses descriptions of the launching of the balloons and the smugglers (messengers and diplomatic pouch) to flesh out the methods of communicating with the outside world. While it does not deal with the deeper questions of the influence of the environment upon the reporters, as Phillip Knightley did in *The First Casualty*, the article forms an enlightening background for Cohn's other postal history work.

"Washington, D.C., The Early Years" by Thomas J. Alexander describes the first decade of settlement of the nation's capital as a backdrop for illustrating the quite early manuscript and hand-stamp postal markings. Alexander properly references

Taylor's postal history from the *Chronicle* which provides detailed coverage of the early markings.

German post offices abroad have always fascinated Jesse and Diane Boehret. Their "German Troop Ships in the Boxer Rebellion" continues the exploration of cancellations and postal activities in the Far East. The regulations, provisioning of marking devices, and examples of usage for the small German squadron of ships meld together in a worthwhile example of the informed use of published sources. This article should be grouped, someday, with the Boehrets' other efforts into a single publication.

Cacheted covers are now a permanent fixture in the philatelic landscape. This situation results from a change in collecting taste and the high degree of skill with which they are produced. Marjory Sente's "New York-Washington Bicentennial-Federal Hall Cachets and Cancellations" documents the machine and hand stamp markings to be found on covers posted at New York's Federal Hall postal station with issuance of the 1932 Washington Bicentennial adhesives. Gathered in one place is all the important data on the cachets to be found on the covers. The cachets are interesting and, for the enthusiasts, the compendium will be of value.

It seems, however, unimportant to most enthusiasts that few "event" covers saw postal service via the means commemorated on the cover. Rueben R. Thompson's story, "The Rigid Airship U.S.S. Akron" provides highlights on the construction, use, and eventual loss of one of a few dirigibles built in the United States. The author illustrates two examples of covers actually carried on board; the others mark associated events. As reportage of aviation developments, the article is most interesting. Perhaps an article of this type enhances our understanding of dirigible

postal activities.

Finding examples of a possibly unreported U.S. local post prompted Bob Stets to pursue the details of Johnson's Free Post Office Box. In "Johnson's Box—Label or Local?", Stets rescues from oblivion a 1915 article in a local Philadelphia stamp club publication regarding the status of the label on 1860 period covers. He concludes they are advertising stickers.

The so-called full-face McKinley postal card has occupied Ted Bozarth's attention for at least a decade. The background provided in the *Congress Book* article helps us fathom why the only examples of this card emanate from a New York trash hauling company. Using illustrations of proofs, Bozarth demonstrates why the full face card was not acceptable for issue and was replaced.

In a more traditional postal history vein, Theron Wierenga's "The 22 Cent Rate from Cuba to France under the U.S.-French Convention of 1857" explains one of the four rates used by the United States to areas within the Western Hemisphere. The rate structure is illustrated with pages from the relevant documents and with covers.

It seems currently fashionable to publish the contents of a series of letters in a correspondence and to call such postal history. When the contents deal with postal affairs, the appellation is perhaps appropriate. In the case of Milton Mitchell's "Discovery of Civil War Correspondence relating to the Union 'Ironclad'—the U.S.S. *Montauk*," we have a first-hand description of a number of military incidents. However valuable from a historical view, these seem to have no postal relevance either as background or of direct pertinence.

Pat Herst's "The Seventh Regiment Goes To War" retells a story he first published in *Covers* (January 1965) and which has been dealt with more carefully in Calvet Hahn's "Adam's 'Free for the Regiment' Postmark—A Philatelic Front Page Story" (*American Philatelist*, January 1973). In the name of literary license, Herst treats the historical

details loosely, misunderstands some of the basics regarding the military aspects (the mixup between "snafu" and red tape is the most amusing), and ingenuously hides the correspondents' names when they were revealed in the earlier articles. This is a prime example of the problems facing the *Congress Book*.

Larry Paige has judiciously used published handbook information to produce a fine illustrated monograph "Canadian Flag Cancells, The Classic Era—1896-1902." All the types are covered with examples and essential information. A neat piece of work.

Ray Ruthrauff, who doubled as an editor for this *Congress Book*, surveyed "The Edward VIII Stamp of Great Britain" to show the diversity of this short issue. It is marred by inattention to grammar and spelling but suggests how a modern issue could be treated in an engaging manner.

Phillip Rochlin and Clyde Jennings provide updates to articles previously published; Rochlin's in the 1971 *Congress Book* and Jennings' in the October 1976 *SPA Journal*.

Catalog of Classic American Airposts and Aeronautica 1784-1900, by Robert Schoendorf. 1982. Postilion Publications, 605 Northland Towers West, Southfield, Mich. 48075. 100 pp. Illustrated. \$26.25.

Robert Schoendorf has enjoyed a life-long, passionate love affair with early air-mail covers and assiduously acquired and studied all he could find through patient hunting. And if he could not locate an example of the first ones, of which only one or a few were carried aloft, he contented himself with uncovering their history and background data.

He simply wanted to know just about everything related to those "air-mail" messages transported by balloons long before the Wright Brothers made their 1903 flight at Kitty Hawk. Bob tracked down every recorded communications cover

and/or note since that carried by John Jeffries on November 30, 1784.

As is the common case with anything related to an historical event, reports of flying have been generously sprinkled with fanciful tales. But having a combination of an inquisitive mind and a demand for absolute fact, Bob had to read and sift through a ponderous amount of reference material before he was content that what he learned was the unvarnished truth, even though it concerned accomplishments as long as two centuries ago.

During the several years needed to research his subject for this book, he not only consulted existing aero-philatelic sources but went to such references as are in libraries of Amherst College, Bowdoin College, the British Museum, the Library of Congress, the Minnesota Historical Society and the Smithsonian Institution, to mention but a few.

The results of these efforts now are permanently available to his contemporary and future philatelists in a really informative and accurate work.

The text is excitingly concise in describing the trials, tribulations—and successes—of those intrepid pioneers and their flying balloons. Its value and interest are augmented by some 127 illustrations of documents, letters, flown covers and portraits of the airmen involved.

It all adds up to the kind of volume serious aero-philatelists must own, and others interested in aviation will find enjoyably informative. While it catalogues the flights, the author wisely does not venture to quote prices because almost all of these precious covers repose in institutions. Even if one were to reach the market, there's no estimator who could accurately predict what it would bring. E.A.K.

The Chosen Instrument: Juan Trippe, Pan Am, The Rise and Fall of an American Entrepreneur, by Marilyn Bender and Selig Altschul. Simon & Schuster, New York, 605 pp. Illus., index, 1982.

The CCP does not frequently review non-philatelic publications because of space limitations and better coverage elsewhere. However, this book provides a significant view of United States aeropostal history that has not heretofore been reflected in any publication to this reviewer's knowledge.

Juan T. Trippe, scion of a well-to-do Maryland family, took time from a Yale education to become a Naval aviator in World War I. Returning to civilian life and bored by the Wall Street scene in the 1920s, he parlayed family and old school ties into America's only international airline in the 1930s. A firm believer in the efficacy of monopoly and "the business of America is business," Trippe fought off U.S. interlopers in international air transport until after World War II. He captured exclusive control of the Foreign Air Mail routes by astute lobbying and mergers, often representing his airline as "the chosen instrument" of the U.S. government. Negotiating with Latin American nations, Hong Kong, Macao and Portugal, and China (often without the knowledge of our own government), he was able to lock up long-term landing and airmail concessions.

What is particularly fascinating, given L. J. Harris' recent articles in the CCP and the work of our governor Philip Silver, was the ownership control of SCADTA and the Chinese national airline by Pan Am. The control of SCADTA was finally broken by pressure from the U.S. and Colombian governments to remove German pilots and the appearance of German control, in order to protect the Panama Canal and to permit national control of Colombia's airways. Trippe lost out because of his own vacillation and lack of cooperation; in fairness, he acted to protect Pan Am's parlous cash flow situation and to buy out von Bauer's interest at the cheapest possible price. Pan Am's financial status has not changed much in 40 years.

Bender, former business editor of *The New York Times*, spends a fair amount of

time discussing European (especially German) interests in South American airlines as well as a detailed dissection of the "secret agreements" between Pan Am and British Imperial Airways to share the Atlantic routes. She also reveals the ploy behind the use of Macao as the termination of FAM 15 for the Pacific Clipper service and the role of Pan Am's monopoly of Pacific service in setting airmail rates.

Unfortunately, the authors do not make use of any of the multitude of aerophilatelic publications which have dealt with international airmail service, SCADTA, and the like. The book has a set of notes at the end which are cross-keyed to page numbers but are not indexed to particular passages. There are many assertions and even direct quotations which prompt the question, again and again, of "how do they know that?" One searches in vain for the source that the *Paris Balloon Monte* resulted in the delivery of 4,000,000 letters (page 53). Or that FDR, when shown the proofs for the 25 cent airmail stamp, recognized that the clipper ship has only two masts instead of three (page 296) and sent the proofs back to the Bureau of Engraving for changes.

The authors' biases against Trippe's business style and philosophy are readily apparent; they disapprove of him, fundamentally, because he did not believe, as they do, in some mythical American tradition of business competition. Nevertheless, the book is essential for a thorough understanding of U.S. airmail history. EEF

APS Stamp Identifier, by Barbara S. Staub. American Philatelic Society, P.O. Box 8000, State College, PA 16801, 66 pages, soft-bound. \$2 (\$1.60 to APS members). 1982.

Only a wide exposure to and long-time experience with the stamps of many countries gives a ready facility with identifying those with inscriptions in languages other than English or with strange currencies. Consequently, stamp identifiers have helped

many hobbyists, particularly those lacking that wide experience, to correctly place a stamp. This reviewer recalls many years ago using a handy pocket size guide published by the H. E. Harris organization, a guide which, unfortunately, is no longer in print.

The APS has produced another publication in the series of jacket pocket format which will serve a most useful purpose, educating collectors and increasing their enjoyment of philately. The editor, Dick Sine, indicates that it is a quarter larger than any similar booklet yet produced, listing inscriptions and overprints in alphabetical order with an indication of the issuing postal administration. Worthwhile for all collectors and especially beginners.

EEF

New York Postal History. The Post Offices and Postmasters from 1775 to 1980 by John L. Kay and Chester M. Smith, Jr. 556 pp. American Philatelic Society, Box 800, State College, Pa. 16801. \$40 (\$32 to APS members).

This is the third venture into the listing of postoffices and postmasters for a state by the Kay and Smith team. Each has shown progressive improvement over the preceding as the team has learned new techniques. This work gives a list of postoffices by county, a list of first postmasters, and an alphabetic list of postoffices. For each office, or sub-unit, this work gives the name, name of parent office (if any), zip, county, establishment and discontinued date, first postmaster's name, name changes, county changes, and the place from which mail was available when an office was discontinued.

Unlike the earlier Pennsylvania and New Jersey works, there were several existing listings of New York material. Koeberg's work on Ontario, Nichols book on Chautauqua, and Pitt Petri's excellent work on the eight western counties as well as the obsoleted Kaiser work on pre-1850 post

offices. Additionally, there was the immediate predecessor, DeGraff's *Federal Post Offices of New York State 1792-1969*. For anyone needing a postoffice and postmaster listing of New York who does not have the DeGraff work already, this new book by Kay and Smith is a *must buy*. This work adds some 10,000 facts not included in the DeGraff, but most of them are concentrated in modern changes and/or suboffice notations. Whether a specific collector needs this as well as the DeGraff depends upon the shape of their collection. For the stampless collector there is not that much gain in the new work, despite its increased accuracy, to justify a \$40 price tag. For a twentieth century collector, the difference could be important. Dealers in postal history definitely need this work if they don't have the DeGraff and probably should have this even if they do have the other.

Having pointed out the essential nature of this work, what are its short-comings? First, like any compilation there are small errors that creep in. The spelling of the first name of Albany's postmaster in 1776 is "Abraham" not "Ahram". The Onondaga post office is "South Marcellus" not "South Marcelius." The short-lived Dobbs Ferry post office established from August 30 to October 28, 1776 is omitted. The Fort Stanwix postoffice in Herkimer is skipped although covers are known from there from 1786 to October 1796 before the use of the Rome designation. I am told by various county and township specialists that there are a number of other errors and omissions. This is no reason not to buy this volume. The work has been purged of more errors than it still contains.

More disturbing are some of the peculiarities of APS editing. The text on page 9 refers to the "abbreviations section on Page iv." No such section has been included with this work and each reader must figure out abbreviations for himself. The bibliography includes a number of works that have little or no bearing on New York postal history and excludes a large number that are

directly related. For example, taking just works I have written on the subject that are omitted, we can list: *Early Postal History of Long Island I, II, III (LIPH)*, the *Great North Post (AP)*, *Mail Played an Important Role at Saratoga (Stamp Collector)*, *A Letter from Artist's Brother 1799 (SC)*, *Men Who Directed the Carriers and Letter Carrier Service in New York City (Chronicle)*, *Inland Waterways of New York (Essays on P.H.)*, *New York's First Mails (Excelsior)*, *First Postmarks of the U.S. (SC)*, *Days of Wrath New York 1776 Dies Irae cover (Scott MJ)*, *Come Tarry in Tarrytown (SC)*, *Angled Paid circles of New York City (SC)*, *A New Early Marking for the Ogdensburg (Chronicle)*, *Tercentenary of the Founding of the American Postal System (SC)*, *When Did the Postal Services First Become Mechanized (two parts SC, Mayflower)*, *Postal Rates as a Source of Revenue in 1812 (Essays on Postal History)*, *Chautauqua Rural America Stamp (SC two parts)*, as well as a series of articles on New York State locals and independent mails.

My works are not alone in being omitted. I have already mentioned C. Malcolm Nichols classic study *Early Post Offices of Chautauqua County* as a book worth having. In articles, Dan Knowles' study of the county cancels of Suffolk as well as his work on the 3 cent Paid cancels has been skipped. Jarrett's study of the Evans, New York Mail Robbery postmarks, Bond's study on the Attached Rate Handstamps (PHJ), Robert Dalton Harris's *Postal History of Lansingburgh* and his study of Troy, N.Y. postal history as well as Robert A. Hutchinson's reports on postmarks of Newark Valley, Triangle, Clintonville, Whitehall, etc. join a long list of other studies of New York postal history strangely omitted from this work's bibliography.

If the bibliography had been confined to works listing post offices and postmasters, the list would have been much shorter, even assuming omitted works were included. However, by giving the impression that the bibliography covers New York

postal history, this work (with its APS imprimatur) gives students in this area a false feeling that they have an adequate bibliography of the subject when, in fact, the omissions are probably greater than the works included. *Calvet M. Hahn*

Histoire Postale et Militaire de la Deuxieme Guerre Mondiale 1939-45, by C. Deloste. Illustr., 2nd ed., 1980, with up-dated prices and an addendum by B. Sinais. Image Document, 9 rue Jean-Francois-Gerbillon, F75006-Paris. 144 pp. 110Fr.

The late Col. Deloste published privately four books on twentieth century French military postal history, one on the First World War, one on the Second World War, one on the period between the Wars, and one on the Armée d'Orient 1917-1921. They are well-organized, with brief narrative and documentation, and listings of the various types of postal markings with illustrations, the markings all priced. Although not exhaustive in many areas, they provide the best general overview on the subject in recently accessible volumes. There are other more specialized works on some aspects, such as Morocco (Tournier), Indochina (Desrousseaux), the franchise cards (Sinais), naval postmarks (Sinais), Liberation (Lion, Mayer), prisoner camps (Carnévalé-Mauzan, *et al.*), and the old book of Strowski (revised by Sinais 1977) is still a useful reference, not to mention numerous journal articles.

The W.W. II volume of Deloste (1969) has been out of print for some years and in demand as it was one of the best of his works, hence this re-issue is welcome. The W.W. II material is more complex than W.W. I. Deloste first treats the period of hostilities 1939-1940 including Polish and Czech troops integrated into the French army, then the British and Belgian troops. There follow coverage of the occupation troops, the Italian post, "chantiers de jeunesse" (a youth work corps), the Armistice Army, the German "pockets", French Legion against

Bolshevism, Free French Forces in France, England, and elsewhere, Allied Forces in France, the FFI, etc. A second half of the book is devoted to censor marks and prisoner and internee camps. Except for the censor marks, the treatment of the colonies is more sketchy than for France. Bertrand Sinais, the premier specialist now on twentieth century French military mail, has provided prices for the marks, which may be a bit conservative for some items, but reflect recent sales. He also added a section of the stamps used by American troops in France and North Africa.

A valuable reference for a French postal history library and for the war-cover collectors. *Robert G. Stone*

The Stamps and Postal History of The Niger Territories and The Niger Coast Protectorate; The Local Bisects and Surcharges of the Oil Rivers and Niger Coast, 1893-1894: The Stamps and Postal History of Southern Nigeria, by M.P. Nicholson. Published by Phil Cockrill and available from Leonard Hartmann, P.O. Box 36006, Louisville, Ky. 40233. Illustrated, softbound, 1982. \$8 each.

Fascination with the postal affairs in the Niger delta region of West Africa has held a small but distinguished group of collectors since early in this century. Various articles have appeared down through the years to explore the adhesives and postal history; this culminated in the publication of Robson Lowe's encyclopedia 30 years ago.

The present booklets compile much of what has been published with many illustrations from well-known auction sales (the most recent that of Sanderson's collection by Robson Lowe in 1981). However, the booklets do not properly credit the work and publications of the most dedicated group of enthusiasts in the UK during the past decade.

That Nicholson is aware and used this material is demonstrated, for example by his allusions to the published work of one

well-known researcher without properly crediting that work. Proper attribution is not given in the bibliography and one must look askance at the failing in scholarship (dare one say plagiarism?). A proper consideration of the historical context of the issues is not made. Reference to the *Cambridge History of the British Empire* or to Sir Harry Johnston's biography would have well-served here.

As a condensation of available information and a compilation of known examples, the booklets are useful. The illustrations are generally clear and the maps are a help.

EEF

United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU, by Charles J. Starnes. 160 pages including 58 illustrations, ten appendices, and a bibliography in buckram binding. Leonard H. Hartmann, Box 36006, Louisville, Ky. 40233. Deluxe edition \$300, trade edition \$27.50.

This is a reference book of all the rates from the United States from 1847 until each country joined the UPU. The last listed is St. Helena in 1896. Because this work is tables, tables, and yet more tables, the author chose a publisher known for its concentration upon detail to insure accuracy in both proofreading and printing. Nevertheless, it is probable that an error or two still snuck through considering the amount of statistical detail in the book. An erratum for one, has been announced.

Until this work, rate tables have only been available in the original sources or George Hargest's 1971 work, *History of Letter Post Communications*. Those tables are far less complete and the printing was not as carefully checked in proofreading for accuracy. Thus, this work is the new basic reference work for rate studies. It does not replace Hargest's book except for the rate tables, but rather supplements it.

Mr. Starnes correctly notes that most of the major students of the past neglected this area of study so that there was little pub-

lished material to which a collector might refer to prior to 1950. Those few early pioneers who collected in this area did not begin to disperse their holdings until the 1970's at which time the Hargest book gave new collectors a basis for buying. The result has been that today rate collecting is now one of the hotter areas of postal history with both material and knowledge coming together to create a boom.

While this is now the basic reference work, it should be recognized that it may not cover all the rates in the post-1875 era. For example, the rate to Queensland was still 12 cents direct in 1889 and this applied to Tasmania, Victoria and South Australia, as well as the New South Wales rate published in this work.

Continuing with data from the *Postal Guide* of 1889, we find that both St. Helena and Ascension had a 15 cent rate, mail to Bechuanaland required prepayment of 21 cents, and the China rate was still 13 cents. What this means is that this work is not designed for banknote and bureau issue collectors as rates are not reported in their period when they are not UPU. Nevertheless, some will show. It is my understanding that a work is currently in progress to put together rate tables from 1875 through 1898.

There are also some omissions from the tables in the earlier periods which I cannot explain. For example, I can find no listing for Madagascar, 24 cents per half ounce British mail in January 1875. Other French colony rates such as Senegal are omitted (16 cents via British mail in January 1875).

The appendices with the listings of when countries joined the UPU, charges on unpaid and part-paid letters 1868-UPU, currency equivalents during 1849-75, and various tables on French postage are quite useful. However, readers looking for data on the French "phantom rate" will only find it buried in a footnote on page 16. The precise dates of use are not noted. It would not appear from the Starnes tables to be as rare as it is. This example suggests the

tables must be studied and used with discretion. Other rare rates can be buried in the tables such as the 12 cent Japan or 5 cent treaty pre-UPU Japan rate.

Regardless of the types of shortcomings mentioned above, this is an essential reference work for all collectors of U.S. rate covers going abroad and it can be thoroughly recommended. It is hoped Mr. Starnes will now get to work on the companion volume of foreign rates to the U.S. which is still badly needed. *Calvet M. Hahn*

100 Trivia Quizzes for Stamp Collectors, by Bill Olcheski. American Philatelic Society, P.O. Box 8000, State College, Pa. 16801. 150 pages, softbound. \$4.95 (\$3.95 to APS members).

When this hefty little paperback arrived, this reviewer's reaction was "You've got to be kidding!" After all, with the limited resources available to most philatelic publishing efforts, expending some upon real, honest-to-goodness trivia seems to be less than an outstanding idea.

Nevertheless, a scan through the pages became a more detailed look as item after item caught the eye. Editor Dick Sine said that the book would challenge—and it does do that. Forty of the little quizzes are devoted to U.S. philately, while the remainder deal with foreign, thematic subjects and basic data. Sine can be depended upon for some eminently practical purpose in the most hare-brained scheme and this one is a fun, subtle approach to general philatelic education. The book is ideal for use by local clubs seeking program concepts. It will also stimulate readers (who don't first peek at the answer key in the back?) to take the catalogue down from the shelf and familiarize oneself with philatelic areas that one might not otherwise explore.

EEF

The Russian Post in the Empire, Turkey, China, and the Post in the Kingdom of Poland, by S.V. Prigara. Translated by

David E. Skipton. 196 pp., ill., 1981. Published by the Rossica Society for Russian Philately. \$40.

Sergej Vasilevich Prigara, a Russian emigré, published this work in his native tongue in 1941. It has now been reissued by the Rossica Society in a smooth English translation rendered by David Skipton. A standard work has thus been made available for the first time to all those concerned with the philately of Imperial Russia but not familiar with the Russian language—in other words, the overwhelming majority of us. This is a handsome volume, well printed and illustrated; it provides a comprehensive survey of Tsarist philately and a good amount of postal history. Postmarks as well as stationery are well covered. The advanced collector will appreciate the many plates of illustration and the numerous tables dealing with a variety of subjects—early postmarks, numerical cancelers, T.P.O.s, to name but a few. All in all, a welcome addition to Russian philatelic literature. The book fills a void in a field that has been lacking systematic coverage since times before the First World War—at least in the English-speaking countries—and for this we should all be grateful.

Yet this applause must be coupled with some reservation. Mr. Prigara had limited access to Russian literature and none to his country's postal archives when he wrote his book. Under these circumstances, his work represented an amazing performance. However Russian philately and postal history have not stood still during the past forty years. Even a casual reader of the *Rossica Journal* and the *British Journal of Russian Philately* is aware of the great strides made. Considering the effort, time, and money that had to be invested in publishing the translation—and they must have been truly substantial—one cannot help wondering why this opportunity was not seized to update the book by incorporating at least part of the newly gained knowledge, instead of simply translating the original text. *W.K.E.*

The Private Ship Letter Stamps of the World. Part 2: Australia—Europe—South America, by S. Ringstroem and H.E. Tester. Available from Leonard Hartmann, P.O. Box 36006, Louisville, Ky. 40233. 1981: 215 pp, ill. \$32.50.

A bravura performance covering seventeen private shipping companies from the Australasian New Hebrides Company through Jamtlands Kommunikations Bolag, Sweden. The book contains excellent historical backgrounds with references to usage, forgeries, essays, etc. All very well illustrated plus a bibliography after each issue.

Volume 1 contained the Caribbean and some reviewers said that issues such as Tierra del Fuego etc were missing. They are all here in this second volume. Still to come is volume 3—Finland; Volume 4—The Suez Canal Company; and finally volume 5—Parcel Labels and Bogus Companies.

Both the authors are to be complimented on the loving care and knowledge put into the writing and production of these books. This set will be a necessity in rounding out any philatelic library along with a previous book, in the same format, the *Private Local Posts of Denmark*. Abbot Lutz

Mischfrankaturen (Mixed Frankings), by Dr. Anton Jerger. Published in 1981 by "Die Briefmarke", Gefreidemarkt 1, Vienna 1, Austria. AS 1,620 & AS 60 for seamail. 336 pp, ill.

This outstanding book, the first of a planned series of monographs on Austrian frankings of 1850-1867, was printed in an edition of 2000 luxuriously bound, superbly illustrated copies. The 336 pages abound with illustrations of outstanding world rarities of Austrian philately. The many color photos are of excellent quality, faithfully reproducing the originals. The book was timed to appear in May 1981 concurrently with the International Stamp Exhibition WIPA 1981 in Vienna.

Mixed frankings represent perhaps the ultimate in philately—the portrayal of complete postal communications enhanced by the usage of stamps which in one way or another would normally not be expected to appear together. For this very reason, each mixed franking becomes an unusual piece, and many are unique. Dr. Jerger has compiled the material for his book over many years from voluminous source materials, with the cooperation of his many collector associates and from his own prize-winning collections to present to the reader a volume of lasting reference value as well as of viewing pleasure.

The 2000 copies can be expected to be sold out promptly in spite of the built-in restrictions on popularity. It is expensive as books go—but not for what the book offers—it is in German, and has little relevance to the many collectors whose goal is to fill albums with loose stamps. By definition, a mixed franking is a group of stamps on cover, or at least on piece.

Mixed frankings are of many kinds. The most conventional, which are covered extensively in the book include those between different issues (e.g. 1850-1858, 1864-1867); different currencies, e.g. kreuzer and soldi; postal and fiscal (revenue) issues; stamps and envelope cut-outs; and stamps of different countries, one being Austria.

More specialized mixed frankings are also covered. These include those involving newspaper stamps, postal forgeries, types and papers, and many others.

Some of these usages are so rare that the author has listed all of which he has knowledge. For example, mixed frankings between 1850 issue postage stamps and 1854 issue revenue stamps used in Austria are estimated to exist on not more than 18-20 covers of which the author records 13 covers and 2 pieces. Four of these are 3 kr revenue + 6 kr postal and six are 6 kr revenue + 3 kr postal. Recently there turned up a cover of the former combination canceled GROSSWARDEIN, bringing to 16 the number of recorded items.

Mixed franking between the 1850 and 1858 issues was possible for two months only, and thus is rarely found. This mixed usage is treated extensively but, to illustrate that the field is by no means closed, I refer to a recent U.S. auction offering of a registered letter franked on the front with a 9 kr 1850 and on the back with two 5 kr 1858 (Type I of course) paying the registry fee, an unlisted combination. Unfortunately this cover is for record purposes only, since the two 5 kr stamps were cut in half when the letter was opened, as often happened, reducing the actual value of the item to a nominal sum only.

Club members interested in greater detail may wish to refer to the book itself, which I highly recommend once again.

Ernst Theimer

Atlantic Mails, by J.C. Arnell with editorial collaboration of K.S. Mackenzie. Published by the Canadian National Postal Museum. 412 pp. illustrated with color plates and B & W photos. Maps. Appendix. Bibliography. Index. \$40 (Canadian) in a bank draft or international money order payable to the Receiver General for Canada and will be shipped postpaid from the National Postal Museum, 180 Wellington St., Ottawa, Ontario, Canada K1A 1C6, where orders should be sent.

This book is sumptuously produced with high quality printing and paper and an excellent layout. There are over 65 diagrams of postal markings, some of which are erroneous. However, these have been supplemented by four pages of additions and corrections published in the *British Postal History* 2nd quarter 1982 issue (#222) by Mr. Arnell. These additions should be considered part of the basic text.

Even its most severe critics consider this book a definitive one. For students of transatlantic mails, it ranks along with Cutler's *Queens of the Western Ocean*, Bonsor's *North Atlantic Seaway*, Hargest's *Letter Post Communication*, Robertson's *Maritime*

Postal History of the British Isles, Salles' *La Poste Maritime Francaise* and Starnes' *United States Letter Rates* as a critical reference on transatlantic mails.

The major objections are that the work is provincial in approach and that a number of important covers and/or records are omitted. It is true that while Arnell makes excellent use of the Canadian archives he does not appear to have tapped the British and American archives and reference sources to the extent that might be expected. For example, there is no reference to the pre-Dummer packets of which surviving covers are known in both public and private hands. The sailing records of the Falmouth packets from 1755 to 1795 are not reported although contemporary newspapers report their departures and arrivals. In discussing how letters transited the United States between 1783 and 1792, when the Postal Convention was signed, it would have helped to supplement Canadian material with American reports such as items in the Letterbooks of the PMG.

There is no discussion of the activities of the British Packet Agent at New York in handling Canadian mails—this was John Foxcroft the former Deputy Postmaster General serving with Finlay. Too, the shift from the traditional unpaid packet charge to a prepayment requirement in this period as a result of American complaints is not discussed although it affected Canadian mails.

Another interesting Canadian transatlantic feature is the use of "freight money" on Canadian outgoing letters for some years. There is no discussion of this although a cover is illustrated on page 96. Both original Canadian post office letters and photocopies on this subject were sold as part of the Reusille collection (Zimmerman 3/6/74 lot #479) and they subsequently formed the basis of a key award-winning article on the subject by Charles Hahn.

Mr. Arnell discusses the first Canadian packet service (pp. 158-159) but gives us no idea of how rare covers carried on this ser-

vice with appropriate postal markings are. My records show three covers. These include the Postal Museum's copy, arriving 9/2/54 at Liverpool illustrated by Arnell, and the Lichtenstein copy postmarked "packet letter" the same day going to Canada. As the receipt mark on this appears to be September 16, there may be an error in the Appendix noting the arrival of the packet on the 18th.

While Mr. Arnell notes that sorting clerks were placed on the Canadian steamers in the fall of 1859, his illustrations of postal markings do not show the accountancy handstamps used on board these ships which can be found in the proof books of the British GPO Record Room although he does illustrate the numeral obliterations on pg. 171. For those seeking types. Frank Staff's *Transatlantic Mails* (pg. 171) shows the full set issued to the Anglo-Saxon.

In the discussion of postal rates and markings, "freight money" is only discussed as an American packet charge, ignoring the Canadian government's collection of same.

It is stated that prior to Cunard "all rate markings on transatlantic letters were hand-written" which ignores the 1830 "PAID TO NEW YORK" handstamp of Niagara used on transatlantic mail and the "freight money" SHIP PAID markings as well as the PAID 7 & 25 and 9 & 25 used to prepay letters to New York. If Arnell's phraseology meant numeral markings than except for the 7 & 25 his statement is true on letters from Canada. The U.S. used numerical handstamp ratemarkings on incoming letters in the 1790's, but I don't remember one of those going on to Canada.

As can be seen, the errors of commission are small and the errors of omission occur in any major basic work. Some are noted here only to draw reader attention to the fact that the work is not perfect—none are—and to some of its limits. Despite these limits it is a work to be thoroughly recommended and needs to be part of the reference library of every transatlantic collector.

Calvet M. Hahn

Publications Received

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Belgium, Catalogues

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Zumstein Briefmarken-Katalog Europa-West 1983, 66th edition. Pub. by Zumstein & Cie., Zeughausgasse 24, Bern, Switzerland. 1982, 1204 pp., illustrated, hardbound. S. Frs. 67.50. Gift of the publisher.

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United States, Airmail

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Additional Donations

Periodicals, pamphlets and auction catalogues donated by E. E. Fricks, E. M. Kehr, Robt. G. Stone, and the French & Colonies Philatelic Society.

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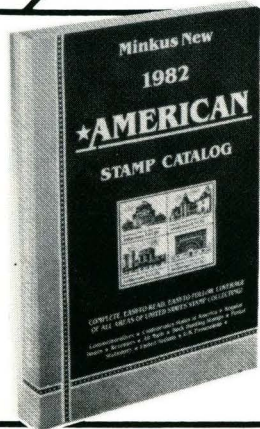
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