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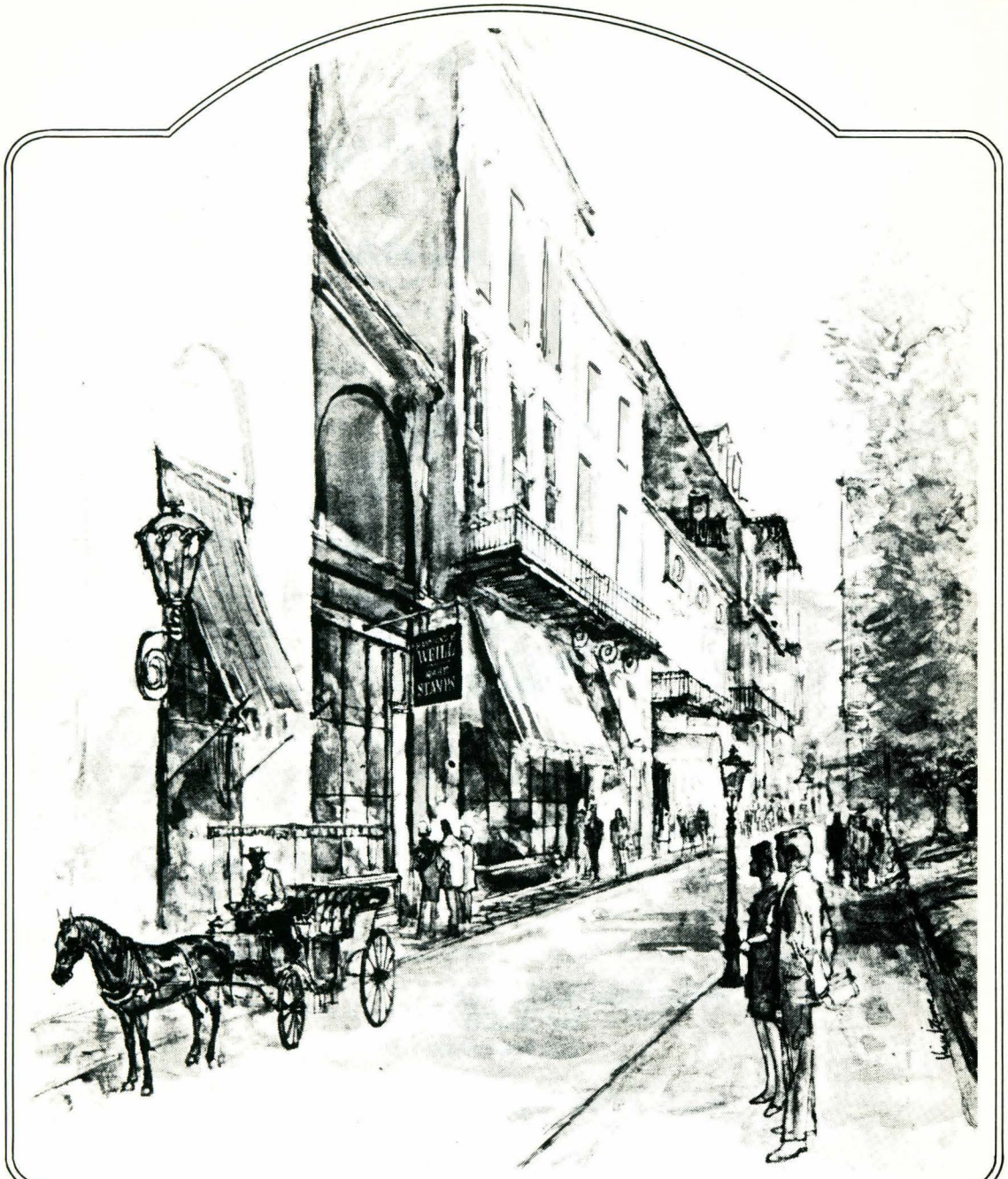
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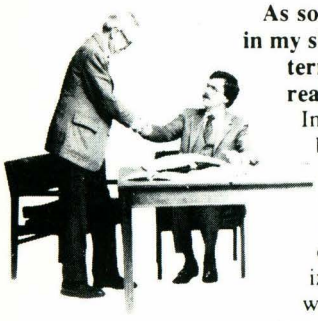
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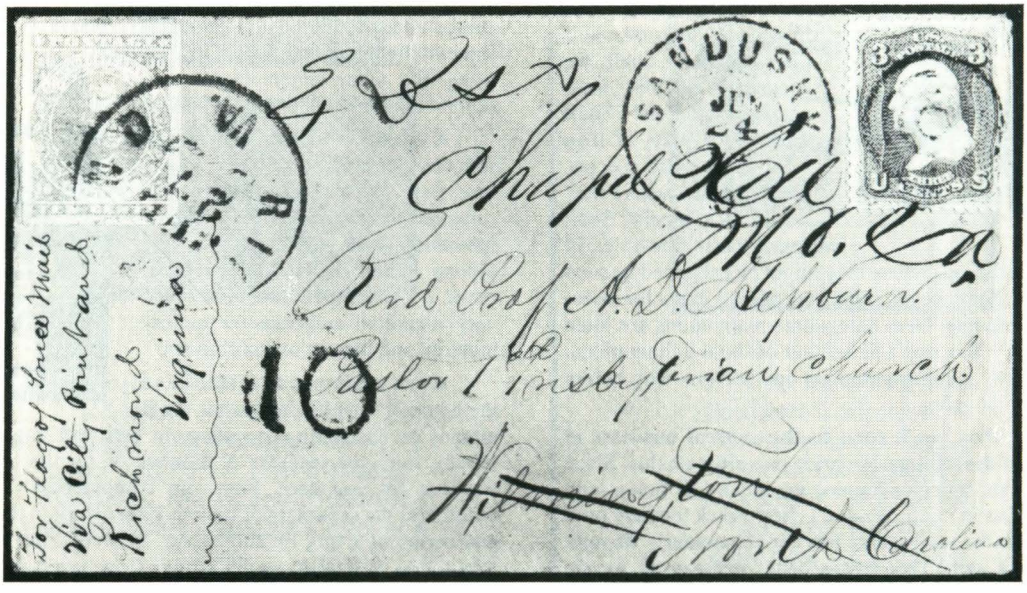
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Volume 64, Number 2 **March-April 1985**

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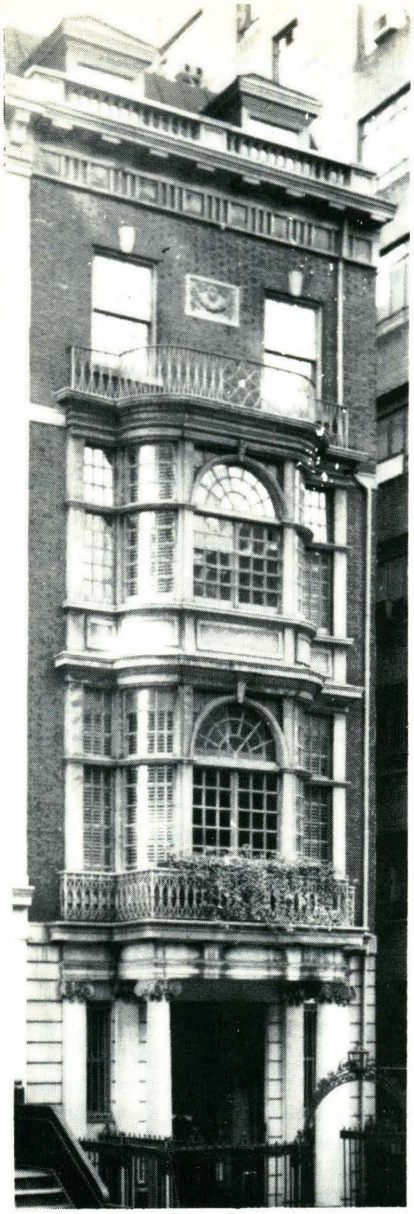
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Suriname Ship Route Markings

by Frank W. Julsen

Although it is the intention of this article to catalogue and describe handstamp markings first used in 1877 at the main post office at Paramaribo in Suriname to indicate the routes of letters with overseas destinations, a few notes of postal history are in order.

The basic connections between the Netherlands and its two colonies in the western hemisphere — Suriname and the six islands comprising the colony of Curacao — were implemented by the "Geoctroyeerde West-Indische Compagnie" (GWC). This organization, founded in 1621 with principal offices in Amsterdam, Rotterdam and Middelburg, had been granted the monopoly for all trade with the West Indies and Suriname; as part of the arrangement the company also was granted a monopoly for the transport of mail to and from these colonies, beginning in 1634 when the Dutch took over the territory of Curacao, and then in 1667 when they ousted the British from Suriname. The postal monopoly was withdrawn in 1674.

Over the next hundred years trade between the mother country and the colonies was parceled out by the government to various organizations; however, the GWC managed to retain, for example, the monopoly of the importation of slaves into the colony of Suriname and to exact fees for cargo entering and leaving the colony. (At this point, let us speak now only in terms of Suriname). Eventually, the trade activities of the GWC went into decline and by 1791 the company was dissolved. The Dutch government then took over trade and defense responsibilities until 1799, when the British returned and held the area until 1815. The colony was returned to the Netherlands permanently according to the Treaty of 1816.

Meanwhile, after the loss of the monopoly by GWC in 1674, transport of mail usually became rather haphazard: some was still carried by GWC ships, or ships of other companies/lines calling at the colony, or obliging sea captains carried the mail back to European (and other) ports, for a small fee.

It was not until the 1850s that some semblance of a regular postal system emerged, built around contracts between the Dutch government, the French Compagnie Generale Transatlantique and the British Royal Mail packet. This arrangement lasted until 1885, by which time the (K.W.I.M.) Royal Dutch West Indies Mail

Service was established.

Meanwhile, and now we begin to enter into our main subject, to implement the shipment of mail between the Netherlands and Suriname (and also the Netherlands and Curacao), the Dutch postal authorities supplied the post office at Paramaribo with special "mail route" handstamps that were to be applied to outgoing mail. Specifically, there were two classes of handstamps:

I. For mail that was routed to Holland (and other destinations) via British or French ports of transit. These are called "Indirect Mail".

   First use of these was in 1877 for Southampton and St. Nazaire, respectively. Havre was added in 1885 and Plymouth in 1891.

II. For mail that was routed "direct" on ships of the K.W.I.M. line, another form of handstamp was introduced in 1885, reading "Ned: W: Indie/Stoomschepen/Rechtstreeks".

Gradually, use of these markings waned as more and more ships began to include Suriname in their schedules and the transport of mail was widened to include these various ships and ship lines. By the early 1900s these markings disappeared from use.

It should be noted that a third class of handstamp, "West Indie Zeepost", also was sent to Paramaribo in 1877. Little is known of the function of this marking, which we shall discuss later.

Now for the individual classes and types of these route markings.

Route Markings for Indirect Mail

For mail intended to be transported via Southampton, those letters were stamped with the "Suriname over Southampton" routing mark and then sent to Demerara, British Guiana, where they were picked up by the ships of the British Royal Mail Steam Packet Company, with which the Dutch Ministry of Finance had a contractual agreement to carry mail from Suriname (and also Curacao, by the way). There was a similar arrangement with the French, whose Compagnie Generale Transatlantique accepted mail at Paramaribo for transport via the French port of St. Nazaire, later changed to the port of Le Havre.



Fig. 1. (left) Suriname over Southampton type 1 — 32mm.



Fig. 2. (right) Suriname over Southampton type 2 — 30mm.

Suriname over Southampton

There are two types of this marking, differing in the height and width of the letters. They are known in black (most often), purple and blue canceling ink. Blue is especially scarce.

We should point out that this inscription means, in Dutch, '(From) Suriname by way of Southampton.'

This slightly larger format is extremely scarce; in fact, Fig. 1 is the only example in my collection and I have seen no others. It is a likely supposition that this handstamp had been sent prior to, or separately from, the set of three copies of Type 2 and the three copies of the "St. Nazaire" routing handstamp sent out on September 22, 1877. This is somewhat borne out by the existence of a proof sheet from Dutch postal archives showing imprints of the "indirect" handstamps plus others, along with cost annotations! (cf. Fig. 22). Type 1 is conspicuously absent from this sheet.



Fig. 3. Suriname over Southampton type 2 on cover.

Fig. 3 is an example of Type 2 on cover, with black cancelations, showing this combination of postal markings:

The stamp has been canceled at Paramaribo on date of posting, May 21, 1883.

The "Southampton" route mark applied.

's Gravenhage arrival postmark, dated June 13, 1883.

Local route code (C.45) in lower right corner.

As was usually the case, except for registered mail, there are no British markings on the piece of mail. I might point out that technically the stamp should have been canceled with the prevailing numeral cancellation of Paramaribo, "204", but the postal clerks



Fig. 4. Use of numeral handstamp "204" to cancel adhesives.

in the Indies were careless of postal regulations. To be fair, I should mention that there was some question during this period whether the use of the numeral cancelation actually was required on postal stationery; surely, such examples are rather scarce.

Fig. 4 is another example, also canceled in black ink, where the postage stamps have been obliterated with the "204" numeral handstamp, accompanied by the current single-circle "Paramaribo" handstamp along with the Southampton route marking (Type 2).

As another demonstration of the lack of attention to postal regulations during this period, Fig. 5 (processed with purple ink) shows the stamp canceled with the route marking. The current "small double-circle" Paramaribo postmark also is used, but nowhere to be seen is the "204" numeral cancelation!

As a point of "collecting interest", the author has formed an interesting section for this collection: stamps of this period can-



Fig. 5. Use of route marking to cancel adhesive.

celed, in various colors of ink, with the route markings. They are not particularly rare, given the clerks' propensity for using the handstamp haphazardly, so one can put together a rather pleasing and colorful selection of these varieties.

Suriname over St. Nazaire

Although three copies of this handstamp were sent to Paramaribo, they are identical in size and shape, unlike the two "Southampton" versions.

Apparently, less mail was routed through this French port, with the result that examples of the St. Nazaire marking are rather scarce. All examples I have seen are dated prior to 1897, leading to the supposition that Le Havre replaced St. Nazaire as the transit port for mail from the Dutch West Indies.

Fig. 6 is a nice example of this route stamp, with the stamp (ultramarine shade) properly canceled in black with the "204" numeral handstamp, accompanied by the single-circle "Paramaribo" date stamp and, of course, the route marking.

The postal card illustrated in Fig. 7 is an interesting example of one of the ways in which mail from Paramaribo was processed by the French line, "Compagnie Generale Transatlantique". Usually, in accordance with the contract between the Dutch government and this ship line, mail from Suriname destined for delivery in Holland was stamped with the appropriate route mark—St. Nazaire or, later, Le Havre—and then placed in sealed mail bags which eventually were sent from St. Nazaire (during this particular period of the contract) to the Dutch railway post office at Moerdijk for distribution.

In this particular case, the postal card did not qualify for the Dutch post bag and was handed aboard the French ship, where it received the octagonal handstamp identifying the ship as being

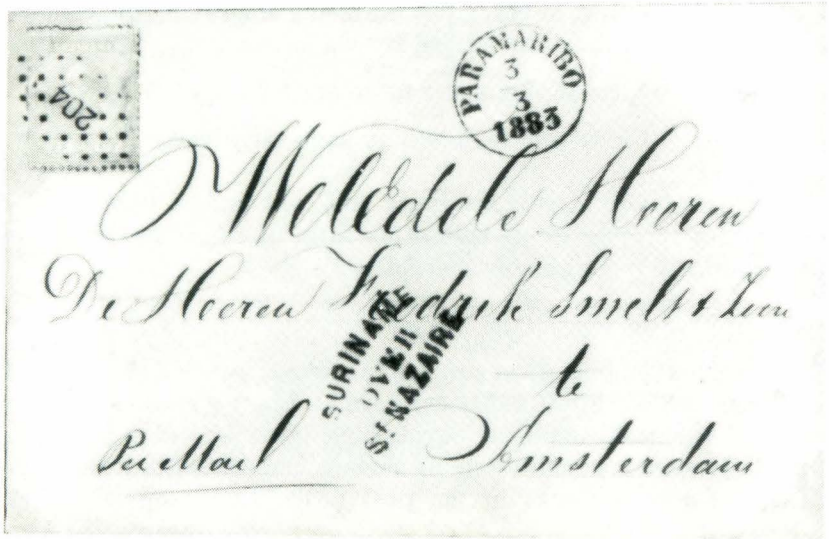


Fig. 6. Suriname over St. Nazaire.



Fig. 7.

from "Line C" of this French company's fleet. As a matter of fact, Line C carried a post office on its run from Fort de France (Martinique) to Cayenne (French Guiana) and return, with stops at various ports including Paramaribo. At Fort de France the mail bags, as well as loose mail, was transferred to Line A, which in turn carried the mail to St. Nazaire. The above cover, of course, was then sent on its way to Switzerland from St. Nazaire. A pity the "Line C" handstamp is so lightly applied. The card carries a Basel receiving stamp dated August 23, indicating the transit time from Paramaribo to be 18 days. Very good service for those times.

Suriname via Havre

This boxed rectangular routing mark made its appearance in 1885 and is known in two types, differing slightly in dimensions, but more visually by the letters in "via":

Type 1: 32.5 x 15 mm and 'via' in serif type

Type 2: 31 x 15 mm with 'via' in sans-serif type.

They are found mostly in black ink, although I have a few examples in violet or purple. This form of route marking was retired in 1907, or shortly thereafter.

Type 1

This early type (Fig. 8) was in use for twenty years, being retired in 1905 in favor of the sans-serif format. Black was the usual ink used, but rare examples in purple have been recorded. Clear impressions are especially scarce since it is doubtful that the very careless postal clerks in the post office at Paramaribo ever



Fig. 8. Suriname via Havre type 1.

thought to clean the handstamps.

In 1905 a decision was made to replace the now badly-worn Type 1 handstamp with a new and slightly smaller format, as illustrated in the lower right hand corner of this page.

Type 2 (Fig. 9) is quite scarce, having seen use for only two years. Although we know of no official decrees regarding use of these route markings in later years, all the overseas covers we have seen dated after 1907 lack this or other route markings. All our examples are in black ink.

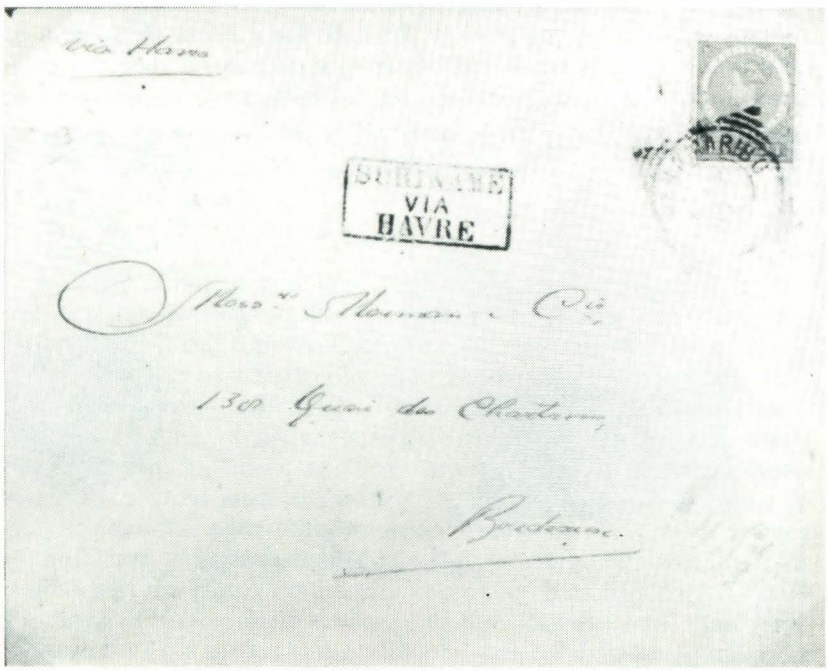


Fig. 9. Suriname via Havre type 2.

Suriname via Plymouth

When Plymouth became a transit point this new route marking was introduced in 1891. As was the case with the new "Havre" handstamp, the "Plymouth" version comes in two types:

Type I: 32 x 15 mm and 'via' in serif type.

Type II: 31 x 14½ mm and 'via' in sans-serif type.

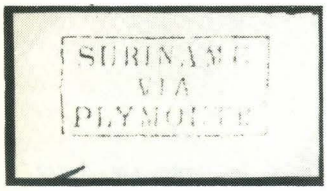


Fig. 10. Suriname via Plymouth type 1.

Type 1

This first type was in use from 1891 through 1903 and is found mostly in black ink, although examples in purple are also known from Paramaribo. Fig. 12 is particularly interesting in that it is addressed to Lübeck, Germany, and was sent by registered mail, thereby receiving the (faint) British registry transit marking in black in the lower right corner. I have an example in blue ink, originating from Nickerie on January 25, 1906. Because the route handstamp and the Nickerie squared-circle, dated town cancel are both in the same shade of blue ink, the suspicion is confirmed that these later route markings were provided to the post offices at both of these ports. In any case, this is the only example I have seen other than those bearing a Paramaribo postmark.

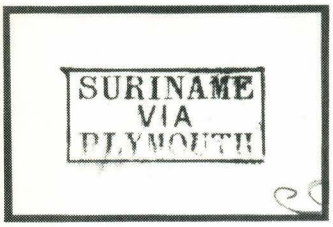


Fig. 11. Suriname via Plymouth type 2.

Type 2

In use from mid-1903 through 1907, this is the scarcer of the two types. I know of it only in black ink, from Paramaribo.

Fig. 13 is probably "philatelic"; witness the use of various stamps totaling 14 cents when the rate for a letter to Austria at that time was 12½ cents. Nonetheless, it displays a very clear impression of the route marking and did in fact traverse the usual



Fig. 12. Suriname via Plymouth type 1 on registered cover to Lübeck.

route via England and then on to Austria-Hungary.

This completes the cataloguing of all known "Route Markings for Indirect Mail" used at Paramaribo. It is conceivable that mail destined for Africa and perhaps Asia also was processed with these markings. Recently, a post card posted at Paramaribo, addressed to the Netherlands East Indies, was routed via Plymouth and bears a Plymouth indirect mail handstamp.

Route Markings for Direct Mail (to Europe)

A few comments that will serve to clarify what, on the surface, appears to be a contradictory classification or description of the handstamps used in the processing of mail carrying the inscription "Ned: W: Indie/Stoomschepen/Rechtstreeks", which in literal translation reads 'Netherlands West Indies Direct Steamships'.



Fig. 13. Probable philatelic usage of type 2 to Austria.

Because of this terminology, over the years the literature on the subject has settled on the classification "Route Markings for *Direct* Mail (to Europe)". Therefore, because of the use of route markings such as "Suriname over Southampton" or "Suriname over St. Nazaire", which are described in the literature as "indirect mail", one could very easily interpret the "direct mail" classification as meaning those letters transported from Suriname to Holland with *no intervening* ports of call. In the case of the "Suriname over Southampton" mail marking, the letters actually had to be transferred to a Dutch or other packet for final delivery at the Dutch distribution point, such as Moerdijk, — thus "indirect". However, in the case of the "direct" mail markings, what actually is meant is that the mail was *solely* carried on ships

of the K.W.I.M. line.[1]



Fig. 14.

Originally, the K.W.I.M. consisted of three steamships, the s.s. *Oranje Nassau*, the s.s. *Prins Willem I* and the s.s. *Prins Maurits*. The crossing took 20 days. Starting from Amsterdam the ships proceeded directly to Paramaribo, thence to Georgetown, Port of Spain, La Guaira, Puerto Cabello and Willemstad (Curacao); the return route was in reverse order. At first the service was on a monthly basis, then became tri-weekly in 1890, semi-monthly in 1879 and bi-weekly in 1904. Meanwhile, the service was expanded in 1888 to visit New York by way of Haiti. Over the years, more ships were added to the line and more ports in the West Indies and South America were added to the routes so that eventually the K.W.I.M. and the K.N.S.M. virtually blanketed the area.

Let us now get into the matter of the rectangular, boxed "direct" route markings used on mail carried via these steamships.

Actually, there are two types of this handstamp which overall saw use from 1885 through at least 1912 and are found almost equally in black or purple ink. It is necessary to mention that Dr. Riddell, in his *Postal History of Suriname* (1970), lists a third type with completely sans-serif lettering supposedly in use from 1885 through 1892. His illustration of this type is, unfortunately, handdrawn; nor does he illustrate actual covers of any of these handstamps. By the same token, all covers I have seen from the 1885 to 1902 period are not of his sans-serif format. Therefore, until actual examples of what may be a very rare if not non-existent format turn up, we proceed on the assumption that there are only two types.

Type 1

The distinguishing characteristics of this handstamp, which measures 35½ x 14 mm, is the shape of the letters in the top line: the "N" and the "W" are sans-serif; the others have serifs; there is a similar mixture in the lower two lines, but the top line is the key.

Incidentally, one will note, Fig. 15 represents very early use of the Type 1 route marking, being dated at Paramaribo on January 25, 1885. That this postal card was addressed to Dresden (Germany) bears no relationship to the "direct" classification; it means merely that the K.W.I.M. steamship carried the piece of mail to the Netherlands, whence it was forwarded to Germany.

As mentioned previously, the service was extended in 1888 to include stops at Haiti (Port au Prince) en route to New York. Fig. 16 is an example of a rather colorful registered letter from Para-

1. This actually was a private company which agreed by a 10-year contract with the Dutch government in mid-July 1882 to transport mail between the two colonies in the West Indies/South America and Holland. The service began in 1884, and over the years was extended from the original monthly pick-up to semi-monthly scheduling; in 1912 this line was merged with the "Koninklijke Nederlandsche Stoomboot Maatschappij", also known as "K.N.S.M." Eventually, these lines began to use personalized "ship name" cancellations.



Fig. 15. Direct mail marking type 1 on postal card to Dresden.

maribo to an address in New York, dated in October 1890. Thus, mail was indeed picked up and dropped off at various ports in the itinerary of the K.W.I.M. ships.

To demonstrate the now tri-weekly delivery schedule established by K.W.I.M. we illustrate (Fig. 17) a postal card posted at Paramaribo on September 26, 1892 and arrival-stamped at Amsterdam on October 19, allowing several days for sorting at the distribution center.

To round out the picture of pick-ups and deliveries between Suriname and the mother country, Fig. 18 is an interesting letter posted at Paramaribo and addressed to Curacao. In all likelihood this was carried by ship on the run through Georgetown, Port of Spain . . . Porto Cabello and Willemstad. Quite scarce and interesting. Backstamped at Willemstad on February 20, thus eleven days in transit.

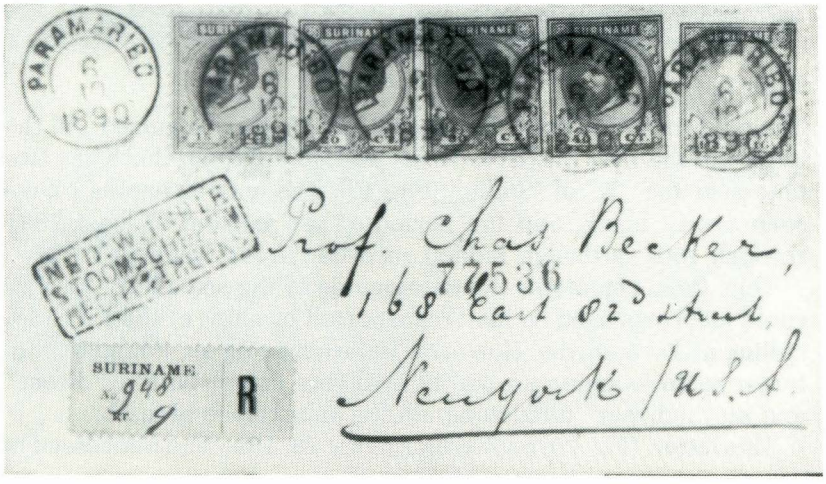


Fig. 16. Registered letter with type 1 marking.



Fig. 17. Postal card with type 1 marking from Paramaribo to Amsterdam.

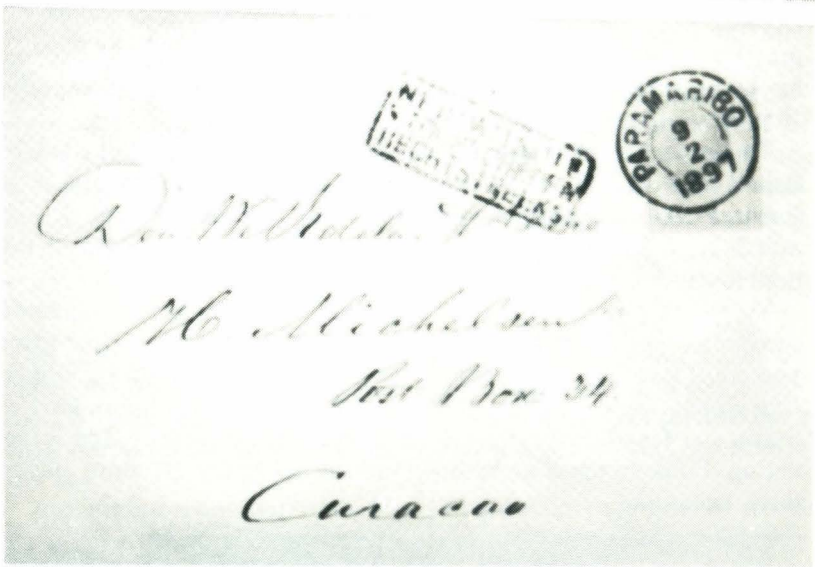


Fig. 18. Postal card with type 1 marking to Curacao.

Type 2

The next format is quite distinctive and easily recognized. All the letters in the first line have serifs and, in addition, there are two dots over the "E" of "Indie" (Fig. 19). The only examples I have seen are in black, and the period of use is from at least 1891 through 1907, although Riddell records the last year as 1912.

This, then, completes the cataloguing of the so-called "Direct" route markings used on mail transported by ships of the K.W.I.M. calling at Paramaribo. However, before moving on, it might be interesting to examine an oddity involving use of both a "direct" and an "indirect" handstamp on the same piece of mail.

This letter, (Fig. 20) posted on August 28, 1893 and addressed to

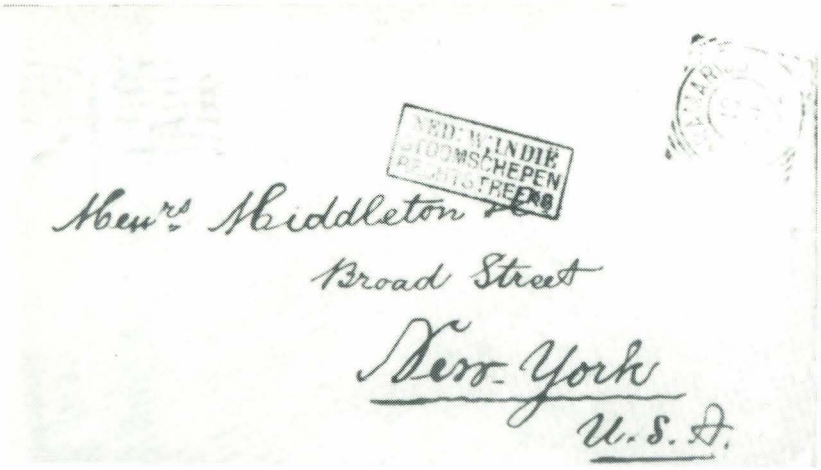


Fig. 19. Type 2 marking for direct mail.

Belgium, was originally marked with the K.W.I.M. "direct" route handstamp. Then, for some reason—possibly a French boat was more immediately available for sailing—the direct marking was crossed out with blue crayon and replaced with a purple "indirect" route marking, "Suriname via Havre", Type 1. Indeed, the letter did end up going through Le Havre; witness the September 14 circular arrival handstamp in the lower right corner.

Earlier in this article mention was made of a mysterious third type of handstamp that had been sent to Paramaribo at the same time as the "Suriname over Southampton" and "Suriname over St. Nazaire" route markings. If specific use instructions accompanied this marking, examples of which also went to Curacao, we are not aware of them. As a matter of fact, this marking was never used at Willemstad (Curacao) and its use at Paramaribo was very infrequent, less than a half-dozen examples having been recorded—and all used during the latter half of 1884.

Its apparent exclusive use during the second half of 1884 gives a possible clue regarding its intended function. We know of course that in the period directly preceding the activation of the

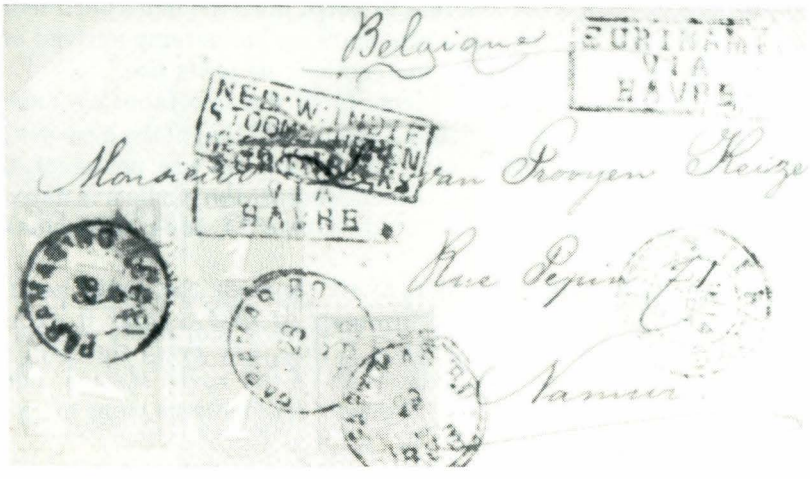


Fig. 20. Use of both indirect and direct markings on one cover.

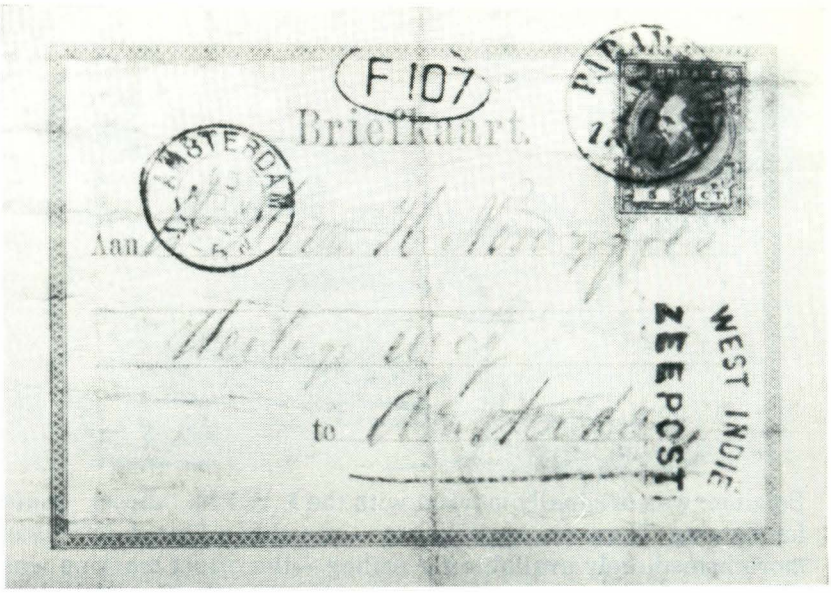


Fig. 21. The mysterious "West Indie Zeepost" handstamp.

K.W.I.M., there was no formal arrangement sponsored by the Dutch government for the transit of mail to and from Suriname (and Curacao) on "Dutch" ships. The contracts with the British and the French accounted for most of the mail handling. The remaining mail, carried by a variety of private vessels, is called "occasional shipping", or in official language: "ordinary shipping". The French and British mail packets of course received the "indirect" handstamps beginning in 1877 and continuing into the early 1900s. However, when the K.W.I.M. went into operations on March 27, 1884, that line assumed the function for "direct mail". Since the rectangular "Ned: W: Indie/Stoomschepen/ Rechtstreeks" handstamps apparently were not provided until 1885, perhaps we may assume that the "West Indie Zeepost" (Fig. 21) handstamp was to have been used on K.W.I.M. mail but, because of the lack of direct instructions for its use, it was employed only sporadically, during the last half of 1884, until the more pertinent and descriptive rectangular route marking handstamp arrived at Paramaribo . . . with specific instructions as to its use.

This is only theory, but it seems to fit the few facts we have about this mysterious handstamp. I should add that of the 5 covers I know of bearing the "Zeepost" handstamp, all are postmarked Paramaribo with Dutch or French addresses; the earliest is dated June 24, 1884 and the latest is dated October 24, 1884, all in black ink by the way.

Having made reference to a proof sheet of the route handstamps sent to Suriname (and Curacao) in 1877, I think it interesting and pertinent to reproduce it (Fig. 22). From the lightly handwritten numbers alongside each of the route stamps, one may deduce that three of the "Zeepost" handstamps went to "S" (for 'Suriname') and two went to "C" (for 'Curacao').

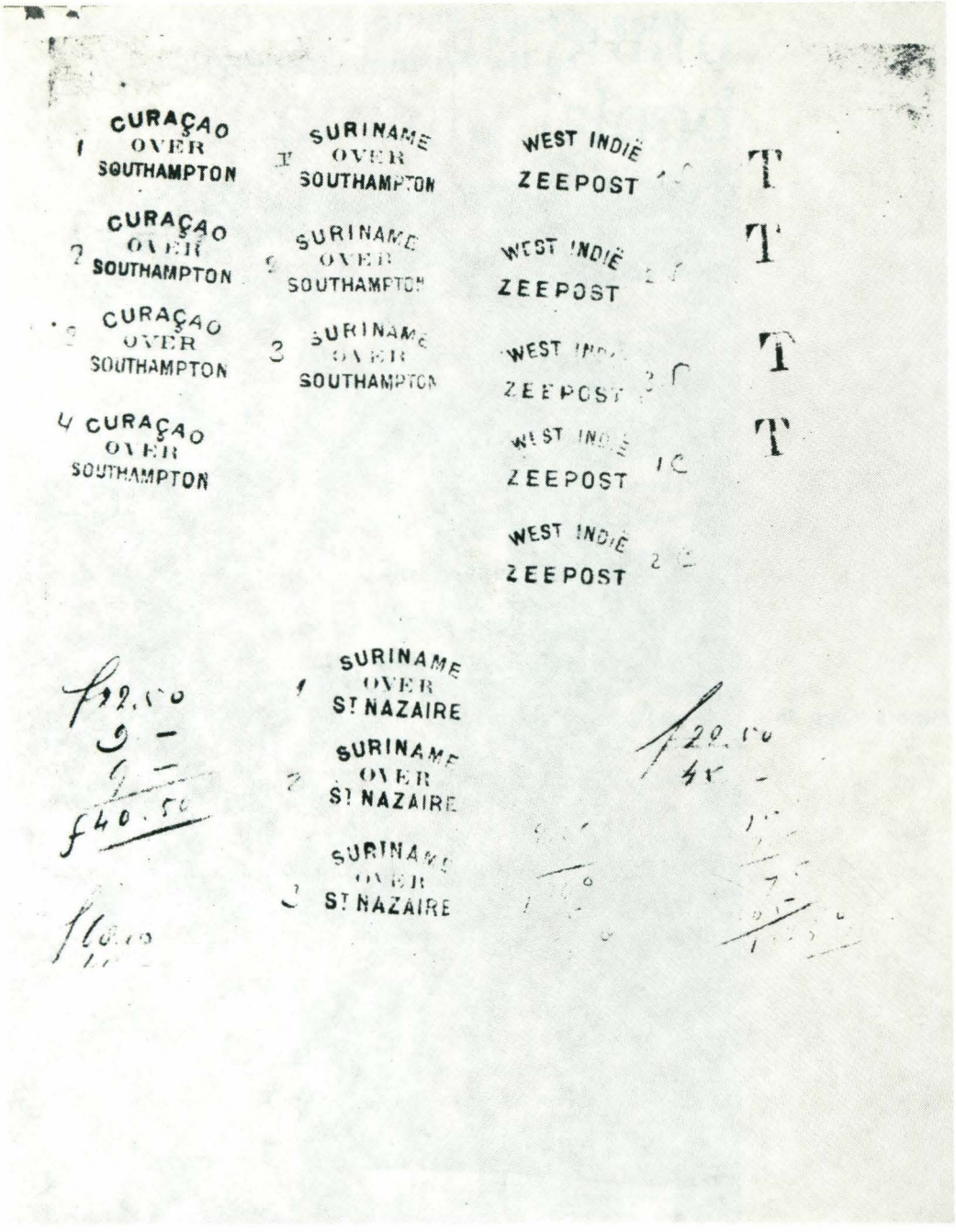


Fig. 22. Proof sheet of the route handstamps sent to Suriname in 1877.

In closing should any of our readers have additional information about this portion of Suriname postal history, the author would appreciate greatly hearing about it.

Mr. Julsen is the co-editor of Netherlands Philately, the publication of the American Society for Netherlands Philately.

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The Collectors Club in 1936.

Contribute to the Building Restoration Fund.

The Santa Catalina Island Pigeon Messenger Service

by Philip Silver

The earliest use of pigeons is found in the Bible. The *Columbia Encyclopedia* states, "From the time of Noah pigeons—especially homing pigeons, which are also used as racing birds—have been used for carrying messages."[1]

But, in the Book of Genesis, the bird sent forth by Noah is identified as a dove:

> Also he sent forth a dove from him, to see if the waters were abated from off the face of the ground. But the dove found no rest for the sole of her foot, and she returned unto him into the ark.[2]

Seven days later, the dove was sent forth again. This time it returned with an olive leaf in its beak.

Bird fanciers may dispute this story. Doves do not "home." Thus, they reason, the bird sent forth by Noah must have been a pigeon.

History is replete with references to the use of pigeons as message carriers. Among the ancients, the Babylonians are credited with having transported messages by the use of homing pigeons. Donald J. Frederick of *National Geographic News* notes that the "Egyptians were breeding special strains of messenger pigeons as early as 3000 B.C." Further, he states, "The Sultan of Baghdad linked his empire with a pigeon post system in 1150. Seven centuries later, message-carrying pigeons started Paul Julius Reuter on his way to founding a global news service."[3]

Philatelically, however, the first use of pigeons for carrying messages in more modern times was during the siege of Paris in the Franco-Prussian war of 1870-71:

1. *The Columbia Encyclopedia*, Third Edition, p. 1664, Columbia University Press, 1963, New York and London.
2. King James version of the *Bible*, Genesis 8:8-9.
3. "Future Postmen with wings and feathers," Donald J. Frederick, *Linn's Stamp News*, September 5, 1977, p. 71.

> Pigeons were the only reliable means of communicating into Paris. The various procedures, needed for such mail, . . . evolved piecemeal.
>
> Messages were first written at the telegraphic offices of the Government Delegation. To avoid the labor of tiny calligraphy and the chances of error upon frequent repetition, photographic reproduction and reduction of writing, and printing on sensitized paper were next resorted to, first on one side and then on both sides.[4]

The methods noted above enabled the authorities to send an ever increasing number of messages attached to the pigeons' legs.

Also, perhaps better known, there is the pigeon post that was started in 1897 between the New Zealand mainland and Great Barrier Island. That post came into being as a result of the wreck of the Steamship Wairarapa on the coast of Great Barrier Island on October 29, 1894. The service lasted until September 26, 1908, when a cable was laid between Typhena on Great Barrier Island and Port Charles on the New Zealand mainland.

Surprisingly, during the eleven-year operation of the Great Barrier-New Zealand pigeon post, a little-known pigeon service was started right here in the United States. More accurately, that service existed between Santa Catalina Island off the coast of southern California and the city of Los Angeles. Even more surprising, the dates of that service, 1894-98, almost parallel the years during which the Great Barrier service operated.

Though several references to the Santa Catalina pigeon post are to be found in non-philatelic sources, to my knowledge, the story has never appeared in any philatelic publication.

Santa Catalina Island lies some twenty-five miles off the coast of southern California. The island, twenty-two miles long, contains a substantial mass of mountain peaks with high and low valleys. "The coast-line is bordered with verdure-covered knolls which slip gently to the sea, and with rugged cliffs and precipices which rise for a thousand feet and more. Here and there, between the cliffs and knolls, are to be found the most charming half-moon bays and diminutive valleys; and in one of these valleys lies the quaint town of Avalon—the favorite sea-side resort of southern California."[5]

The *Columbia Encyclopedia* states that Avalon was founded in 1888 and incorporated in 1913. But Irvin Ashkenazy describes the founding of that quaint town in more romantic terms:

> On a summer day in 1888, George Shatto and his sister, Mrs. E.J. Whitney, stood on the southeastern heights of Santa Cata-

4. "Pigeon Post, Siege of Paris, 1870-71," (section editor Ernst M. Cohn), *American Air Mail Catalogue*, Volume One, Fifth Edition, 1974, p. 247, American Air Mail Society, Cinnaminson, New Jersey.
5. "Carrier Pigeons of Santa Catalina," DeWitt Lockwood, *St. Nicholas Magazine*, Sept. 1895, Volume XXII, No. 113, pp. 891-97.

lina Island observing the little town being completed on the harbor below. It was the realization of a dream—his dream of a holiday paradise to which the affluent would be attracted. All it required was regular transportation to the mainland twenty-five miles away, a telegraph line to Los Angeles and a name. The latter, of course, was the easiest to achieve.

His sister dipped into romantic memories of Tennyson's *Idylls of the King* with its legend of King Arthur's golden city. 'Call it Avalon,' she said.

The name fit. And it was all his—the town, the island (all 55,000 acres of it)—cliff-girt, mountain studded, idyllically beautiful. He owned it all—he and the bank.[6]

If Avalon was quaint—I can testify it still was during my 1953 visit—and romantic as described by Ashkenazy, it was, nevertheless, isolated from the mainland. During the peak tourist season, between 3000 and 5000 vacationers enjoyed the island's salubrious climate and quiet charm. But there were no telephones, and Marconi's wireless communications system was not to get its first demonstration until 1895. Also, there was no cable to send messages back home. Vacationers on Santa Catalina Island were effectively cut off from civilization once they had landed on its shores.

In 1889, William Banning, a coastal steamship operator, scheduled one of his four steamships on a three times a week basis for the trip between San Pedro, the port city for Los Angeles, and Avalon. In addition to passengers, the ship, the *Hermosa*, carried messages to and from the island. "It did help popularize the island, but not enough, nor in time, to avert financial disaster. Santa Catalina went into the hands of receivers and from there into the possession of William Banning."[7]

By 1894, after Banning had built the Metropole Hotel in Avalon, Santa Catalina had become a vacation attraction for wealthy persons. Other hotels, such as the Island Villa and Grand View were built. Because of the influx of vacationers, Banning changed the schedule of the *Hermosa* to two trips a day.

The stage is now set for the pigeon post, and Banning is credited with its establishment in an article in the *Scientific American*: "For twenty-four hours the island was virtually without communication with the mainland. To remedy this, the Banning Company, who own the island, established a pigeon route."[8]

The mistake made by Charles F. Holder in his *Scientific American* article is easy to understand. Banning owned the island, and

6. "Catalina's Pigeon Express," Irvin Ashkenazy, *Westways*, October 1968, p. 37, published and copyrighted in 1968 by The Automobile Club of Southern California, Los Angeles.
7. *Ibid.*, p. 37.
8. "Santa Catalina's Wireless Newspaper," Charles F. Holder, *Scientific American*, May 9, 1903, p. 353.



IMPORTANT

Messrs. OTTO J. and O. F. ZAHN of 427 S. Hope street, Los Angeles, (above State Normal School) beg to announce that they have completed arrangements for the summer months by which an effective

CARRIER PIGEON SERVICE

HAS BEEN ESTABLISHED BETWEEN

LOS ANGELES AND SANTA CATALINA ISLAND

PRIVATE MESSAGES

And business orders may be forwarded at any hour of the day.

...RATES...

Twenty-five words to Avalon, 75 cents to $1.00. Add one cent for each additional word.

Send messages to

427 S. Hope Street, Los Angeles

Fig. 1. Handbill prepared by the Zahn brothers to advertise their Santa Catalina Pigeon Service.



During the Summer Months ...

TRANSMIT YOUR MESSAGES

....FROM....

CATALINA ISLAND

TO THE OUTSIDE WORLD

VIA THE

SANTA CATALINA ISLAND

HOMING PIGEON SERVICE.

The only regularly organized service of the kind in the world

The only possible means of communication after the steamer leaves Avalon. This novel service consists of FIFTY WELL TRAINED HOMING PIGEONS, (commonly known as Carrier-Pigeons), which will convey your messages in a SPEEDY AND RELIABLE MANNER to LOS ANGELES, where they can be forwarded to any point reached by wire

Rates: 50 cents per message when forwarded with daily news budget, at 2:30 p. m. $1.00 when sent at 10 a. m. Messages forwarded at other hours, subject to special charges.

☞ A MESSAGE IS GOVERNED BY SIZE AND NOT BY NUMBER OF WORDS. Use printed blanks and write a duplicate. Messages are transmitted and delivered at the senders risk; however, money will be refunded in case of failure. Only two failures in 1894.

The Pigeons fly the distance in from 50 minutes to 1½ hours.

For full particulars apply at

OFFICE ON WHARF, OR HOTEL METROPOLE.

OTTO J. ZAHN & O. F. ZAHN, PROPS.

Fig. 2. Another handbill probably posted in the Hotel Metropole in Avalon. Probably dates from 1895. Note reference to "only two failures in 1894."

the author just credited him with being the inaugurator of the pigeon post service once it began. The Zahn brothers, who actually were the inaugurators of that service, may have had no difficulty in setting up a pigeon loft on their own premises in Los Angeles. But, when they set up their loft on the wharf at Avalon and on the grounds of the Metropole Hotel, they had to get permission from Banning. That they did get permission will be noted as our story unfolds.

Holder's version is repeated in "The Ranch That Was Robbins":

> Closely allied to transportation was the business of communication between the Island and the mainland. All mail went by ship transport until the second decade of this century, when the air service began to carry special mail. Before this, however, speedier communication was offered by carrier pigeon. This unusual pigeon messenger service was instituted by the Bannings in 1894, according to C.F. Holder.[9]

9. *The Ranch That Was Robbins*, p. 118, Adelaide Doran, Los Angeles 1963.

Another version is given in "Sixty Years in Southern California":

> Otto J. and Oswald F. Zahn, sons of Dr. Johann Carl Zahn who came here about 1871, were carrier-pigeon fanciers and established a service between Avalon and Los Angeles, fastening their messages, written on tissue paper, by delicate wire to the birds legs. For some time the Catalina Pigeon Messengers, as they were called, left Avalon late in the afternoon, after the last steamer, bringing news that appeared in the Los Angeles newspapers of the following morning.[10]

Still another reference to the Catalina pigeon service is found in "California Story":

> Communications between Santa Catalina Island and the mainland, from its beginnings when the aborigines lit their smoke signals on cliffs and mountain peaks, up to today's microwave radio telephone, has a fascinating history of 'firsts.' At the beginning of the white man's occupation of Santa Catalina Island, messages were sent via occasional passing ships. During the mining boom at Two Harbors and adjoining coves, the miners kept homing pigeons for the sending of their messages to the mainland. Carrier pigeons were used as late as 1899 from Avalon to the mainland.[11]

Of all the sources quoted, I am inclined to accept as most authentic the one written by Irvin Ashkenazy. His is the only source that provides illustrations. Several of these contain the names of Otto J. and O(swald) Zahn, the brothers who were responsible for the start of the Catalina pigeon service.

The story, as told by Ashkenazy, is the stuff that great fiction is made of. Except that it rings true enough to be labeled fact. Because it is of such human interest, it is quoted here at length:

> In Los Angeles, fifty miles to the northeast, the chief of Western Union's southern California operations peered across his desk at two young men seated opposite.
>
> 'Pigeons?' he repeated disbelievingly. 'Did you say pigeons?'
>
> Otto Zahn nodded matter-of-factly. 'Antwerp carriers. The finest in California.' He was a slender young man whose neatly manicured beard and moustache strove manfully to add to his twenty-four years.
>
> His brother, Oswald, twenty, beardless, with more enthusiasm than dignity, broke in eagerly, 'Seventy-five of them and more hatching! All of 'em bred from Theodore Green's champion Royal Blue Line in Woodbury, New Jersey . . . Mr. Green, he's the cousin of Colonel G.G. Green of Pasadena . . . the hotel man.'

10. *Sixty Years in Southern California*, p. 430, Harris Newmark, Knickerbocker Press, New York.
11. *California Story*, p. 37, Alma Overholt, compiled and edited under the auspices of the Catalina Island Museum Society, Avalon, Calif., 1962.

The man behind the desk blinked, his amusement beginning to wear thin.

Otto stepped into the breach quickly. 'We've trained them to fly from Avalon back to their home loft at our house on Bunker Hill.'

The telegraph company manager studied them in the new light of their probably substantial financial rating. Bunker Hill, one of the city's most exclusive residential districts, was many decades away from becoming the urban-renewed, ex-slum it is today.

Arrangements, Otto assured, had been made with Hancock Banning to build an office and loft on the wharf at Avalon. Catalina-bred birds were being trained to fly from Los Angeles to their home loft on the island and back, thus providing two-way service. The Pony Express had been successful while it lasted. Why not a Pigeon Express?

The Western Union man shrugged. Why not indeed? But what did all this have to do with him?

Otto took a deep breath. 'Simply this: my brother and I will not compete with Western Union on routes where your lines are already established if you will agree not to set up a wire service to Avalon.'

The man stared a moment. When he'd recovered enough to speak, he assured the brothers that Western Union had no intention of laying a cable to Avalon. Except for three months of the year, there weren't enough people on the island to justify even a smoke-signal system!

The brothers Zahn smiled happily. Three months a year were enough for them. Their agreement with Western Union would assure them of a contract with the *Los Angeles Times* to fly a daily 'budget' of news from Avalon to Los Angeles during the three-month social season.[12]

Though Oswald Zahn had said "seventy-five of them and more hatching," the matter of numbers is secondary to the training program the pigeons received from the two brothers. The Zahns would take their charges by bicycle from the loft at their home at 427 S. Hope Street, Los Angeles and, after conveying them a sufficient distance, they would be released to fly back home to the loft. The distance was increased from time to time. But always the route was on a direct line from the loft to the coast and Catalina Island. Each succeeding journey from the pigeon loft added the necessary miles until they reached San Pedro, the seaport for Los Angeles, twenty-two miles away.

12. "Catalina's Pigeon Express," *ibid.*, p. 37.

Subsequently, the pigeons were taken aboard the Banning Company steamers and released at ever-increasing distances from San Pedro. Eventually, the full distance of approximately fifty miles from Los Angeles to Avalon was completed. At the same time that pigeons were being trained for the flight from Avalon on Santa Catalina Island to Los Angeles, another group was being schooled for the return flight from Los Angeles to Avalon. The training for the latter group began aboard the vessel and subsequently on land until the loft at S. Hope Street in Los Angeles was reached. As Ashkenazy notes on page 39 of his story, "Flights from Santa Catalina Island, itself, however, soon became ordinary achievements."

The Zahn brothers were excellent promoters. Illustrated are three handbills advertising their service. The Figure 1 handbill gives their location in Los Angeles. The one shown in Figure 2 indicates their offices on the wharf at Avalon and in the Metropole Hotel there. Although it is impossible to accurately date these handbills, the Figure 1 item might be attributed to 1894, the year that the pigeon service began. The Figure 2 handbill may probably be attributed to 1895 or later. Note the language at bottom: "(only two failures in 1894)."

At least one of the failures—if so it may be designated—was probably due to the pigeons' refusal to fly. They started off on schedule but returned a short time later. Zahn, of course, returned the money to the disappointed senders. It was determined, later, that a violent electrical storm was in progress near Los Angeles, and the birds were smart enough to take no chances.

Another type of advertising handbill is shown in Figure 3.

Message forms were provided by the Zahn brothers for their prospective clients. These were on onionskin, three and three-quarters of an inch by two and one-half inches for private messages. The charge was per message; the number of words on each message was limited only by available space and the handwriting prowess of the sender. News dispatches for the *Los Angeles Times* were on forms four by ten inches in dimension.

The completed message forms were folded lengthwise into half-inch wide strips, then wrapped around the legs of the pigeons and tied. Two methods of tying are known: with fine wire or with strong, thin twine.

Private messages were written in duplicate and sent by two pigeons. News releases were written in triplicate and sent by three carriers. The use of multiple carriers insured delivery. Pigeons were frequently attacked by hawks, but most hawks would only attack single messengers, not two or three pigeons traveling as a group.

Sportsmen and hunters, too, shot at pigeons in flight. On page 57 of his manuscript, Ashkenazy states that Curtiss Zahn, Oswald's oldest son, was instrumental in getting a state law passed that forbade the shooting of homing pigeons.



Fig. 3. Third type of advertisement. Appears to be an insertion in the *Los Angeles Times*. (Photography by Robert Trachtenberg.)

There are three types of message forms that were in use during the first two years of the pigeon service. Examples of type 1 are shown in Figures 4 and 5. The Figure 5 item shows very early use of the pigeon service on August 7, 1894. Ashkenazy credits the *Los Angeles Times* for Otto Zahn's arrival on Santa Catalina Island on July 12, 1894 to inaugurate the pigeon service to Los Angeles.

The full year date is omitted on type 1 forms, only the first three digits being shown. Quite apart from the three-line heading that reads CATALINA ISLAND/PIGEON MESSENGER SERVICE/TRANSMITTED AT THE SENDER'S RISK, the legend on the fourth line reads TIME TO/BE SENT. That latter legend is omitted on type 2

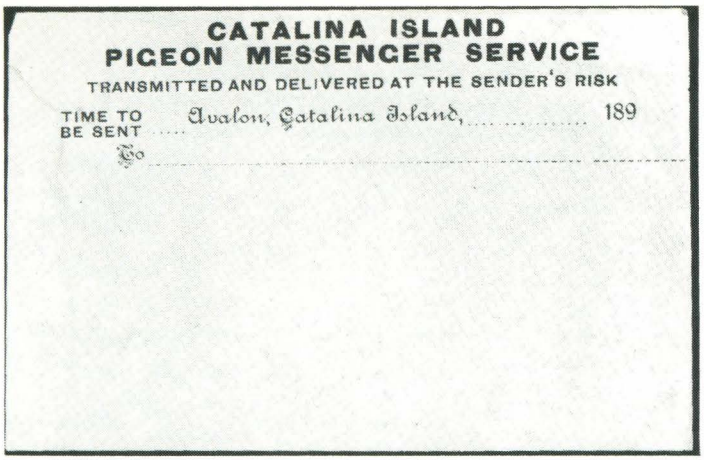

CATALINA ISLAND
PIGEON MESSENGER SERVICE
TRANSMITTED AND DELIVERED AT THE SENDER'S RISK
TIME TO BE SENT Avalon, Catalina Island, 189
To

Fig. 4. Type 1 unused pigeon message form, probably used in 1894 and 1895. (Photography by Robert Trachtenberg.)

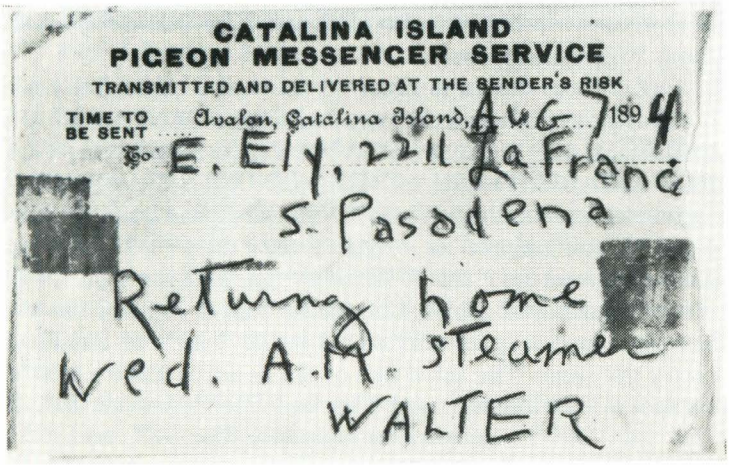

CATALINA ISLAND
PIGEON MESSENGER SERVICE
TRANSMITTED AND DELIVERED AT THE SENDER'S RISK
TIME TO BE SENT Avalon, Catalina Island, AUG 7 1894
To E. Ely, 221 La Franc
S. Pasadena
Returning home
Wed. A.M. Steamer
WALTER

Fig. 5. Type 1 flown pigeon flimsy, very early use in 1894. (Photography by Robert Trachtenberg.)

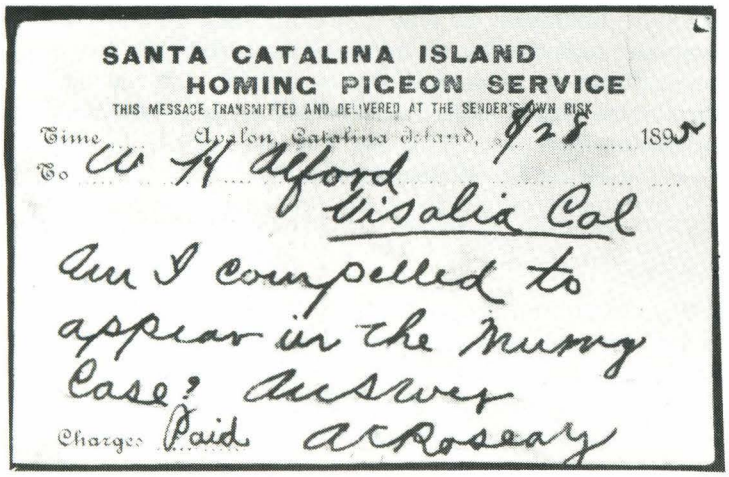

SANTA CATALINA ISLAND
HOMING PIGEON SERVICE
THIS MESSAGE TRANSMITTED AND DELIVERED AT THE SENDER'S OWN RISK
Time Avalon, Catalina Island, 8/28 189
To W H Alford
Visalia Cal
Am I compelled to
appear in the Murry
Case? answer
Charges Paid A C Roseary

Fig. 6. Type 2 flown pigeon flimsy, August 28, 1895. (Photography by Robert Trachtenberg.)

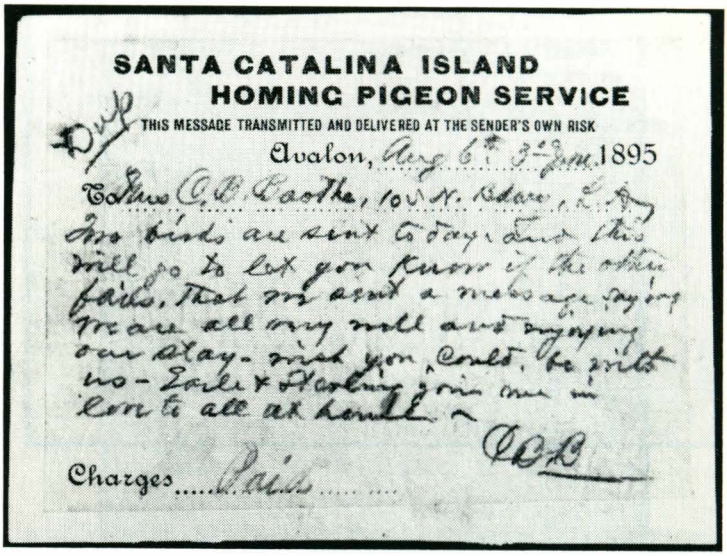

SANTA CATALINA ISLAND
HOMING PIGEON SERVICE
THIS MESSAGE TRANSMITTED AND DELIVERED AT THE SENDER'S OWN RISK
Avalon, Aug 6th 3rd pm. 1895
Mrs C.B. Barthe, 105 N. Bdwy, L.A.
Two birds are sent today and this will go to let you know if the other fails, that we sent a message saying we are all well and enjoying our stay. wish you could be with us - Earle & Sterling join me in love to all at home.
CBB
Charges Paid

Fig. 7. Type 3 flown pigeon flimsy. Note the printed date 1895. (Photography by Robert Trachtenberg.)

and type 3 message forms.

The type 2 form shown in Figure 6 also has a three-line heading but it differs completely from type 1. It reads SANTA CATALINA ISLAND/HOMING PIGEON SERVICE/THIS MESSAGE TRANSMITTED AND DELIVERED AT THE SENDER'S OWN RISK. The type 1 fourth line heading TIME TO/BE SENT has been reduced to the word "Time." Again, as in type 1, only the first three digits of the year are printed: "189." There is space at the right of those three digits for manual insertion of the fourth digit of the year.

The type 3 form is quite similar to type 2. The three-line heading is exactly the same. The third line of the heading has a slightly different space relationship to the second line, however. In type 2, the "T" of "THIS" is aligned between the "S" and "A" of "SANTA" above it. In type 3, the "T" of "THIS" is immediately below the first "A" of the word "SANTA." Also, the word "Time" that appears on the fourth line of type 2 message forms has been completely eliminated for type 3. In addition, only the word "Avalon" appears on the fourth line of type 3. In types 1 and 2, that legend appears as "Avalon, Catalina Island." But the most telling feature of the type 3 message form is the year date 1895 printed in full on the form.

Shown in Figure 7 is an example of type 3. The message, which may be undecipherable in the photo reproduction, reads as follows:

Mrs. C. B. Barthe 105 N. Bway, L.A.

Two birds are sent today and this will go to let you know if the other fails, that we sent a message saying we are all well and enjoying our stay—wish you could be with us—Earle and Sterling join me in love to all at home.

CBB



Fig. 8. Envelope used to transmit messages after they had arrived at the pigeon loft. (Photography by Robert Trachtenberg.)

This message was probably sent by the second bird; note the "Dup" in manuscript at upper left.

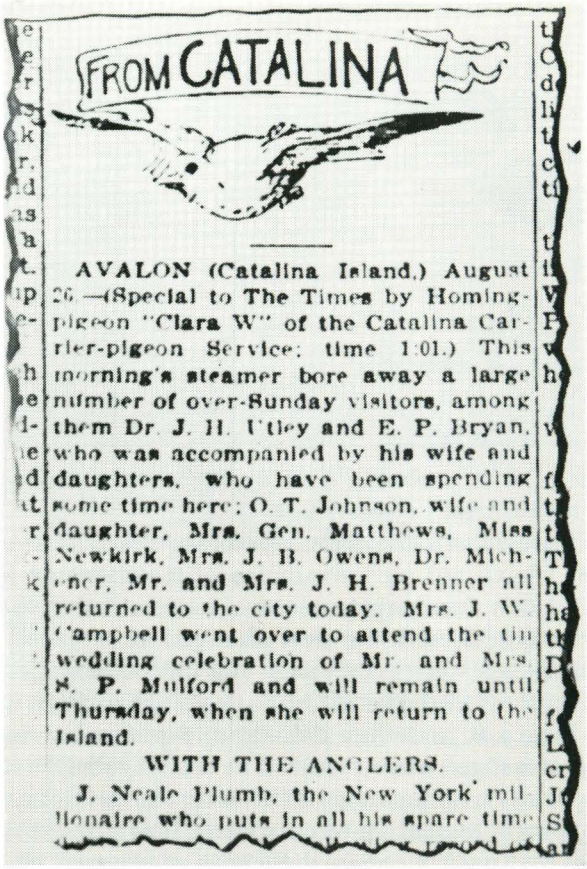
As noted previously, the Zahn pigeon service was in existence until 1898. I have not seen examples of messages or forms for years after 1895. One may conjecture, however, that they would be similar to type 3, with the year changed as required.

When messages were received at the loft on S. Hope Street in Los Angeles, they were placed in an envelope similar to the one shown in Figure 8, and then delivered, presumably on bicycle. Also, when messages were received in Los Angeles, first priority in delivery was given for items to be inserted in the *Los Angeles Times*. A typical "budget" news dispatch, flown on the daily 2:30 p.m. flight, and as printed in the *Times* of August 26, 1895, is shown in Figure 9.

Each of the pigeons was given a name, Orlando, Vesta, Del Mar, Fat Boy, Red Racer, Blue Jim, etc. Blue Jim, incidentally, was shot by a careless sportsman according to Lockwood on page 897 of his *St. Nicholas Magazine* article. Lockwood relates an anecdote that may be true but is probably apocryphal:

> Big Jim's untimely end recalls the sad fate of a couple of carriers which a fancier, while waiting at a hotel for his dinner, left in charge of the landlord. The meal was duly served and proved to be enjoyable, especially a savory fricassee. The man paid his bill and then inquired for his pigeons.
>
> 'Your pigeons?' exclaimed the landlord in astonishment. 'Why, sir, you have just eaten them!'

Orlando was considered to be the champion of all the Zahn brothers' pigeons. It is related that he once flew the entire distance between Avalon and Los Angeles in just fifty-four minutes. A photo of Orlando is shown in Figure 10. It was Orlando who was chosen to lead three other pigeons on the inaugural flight from Avalon to Los Angeles.



FROM CATALINA

AVALON (Catalina Island,) August 26.—(Special to The Times by Homing-pigeon "Clara W" of the Catalina Carrier-pigeon Service; time 1:01.) This morning's steamer bore away a large number of over-Sunday visitors, among them Dr. J. H. Utley and E. P. Bryan, who was accompanied by his wife and daughters, who have been spending some time here; O. T. Johnson, wife and daughter, Mrs. Gen. Matthews, Miss Newkirk, Mrs. J. B. Owens, Dr. Michener, Mr. and Mrs. J. H. Brenner all returned to the city today. Mrs. J. W. Campbell went over to attend the tin wedding celebration of Mr. and Mrs. S. P. Mulford and will remain until Thursday, when she will return to the Island.

WITH THE ANGLERS.

J. Neale Plumb, the New York millionaire who puts in all his spare time

Fig. 9. The "From Catalina" pigeon column from the *Los Angeles Times* of August 26, 1895. The contents appear to be of a purely social nature.



CATALINA ISLAND
PIGEON MESSENGER SERVICE
TRANSMITTED AND DELIVERED AT THE SENDER'S RISK

Avalon, Catalina Island, Aug 6 1895

H. Wilams
Pasadena
Landed 47 Pound
Sunny Fish
F. M

Fig. 10. Orlando, the Zahn brothers' champion carrier pigeon. The message at left is indicative of the type of news sent by the pigeon service.

The message at the left of the Figure 10 photograph is typical of the earth-shattering news contained in most of them. Most dealt with social matters, although occasionally a message was sent to summon a doctor required in an emergency, or to keep relatives posted on the progress of a search for vacationers lost in Catalina's mountains. For the most part, the sending and receiving of messages relieved the boredom and tedium of the wealthy guests on the island, who frittered their days away in gossip and complaints about tariffs, devalued silver, etc. Here, too, retired colonels reminisced about their past glories and "mothballed commodores prescrib(ed) gunboat medicine for the troubles in Cuba . . . ."[12]

When the Zahn brothers began their Catalina Pigeon Post enterprise, Otto was 24 years of age and Oswald was 20. A photograph of Otto is shown in Figure 11. At the time it was taken around the turn of the century, he was active in politics, and was running for the Los Angeles City Council.

If it can be said that the Great Barrier Pigeon Post was born out of necessity for a speedy mail service after the fateful wreck of the steamship Wairarapa, it can be stated, as a corollary, that the Santa Catalina Pigeon Service was *hatched* out of boredom (no pun intended). But each service served its purpose. Eventually, the laying of a cable between Great Barrier Island and mainland New Zealand put an end to the Great Barrier service. And, as Ashkenazy notes about the Santa Catalina Island Pigeon Post, "Income from both the 'Times' and from private messages hardly covered the overhead of the enterprise. Signor Marconi's wireless sparked its valedictory."[13]

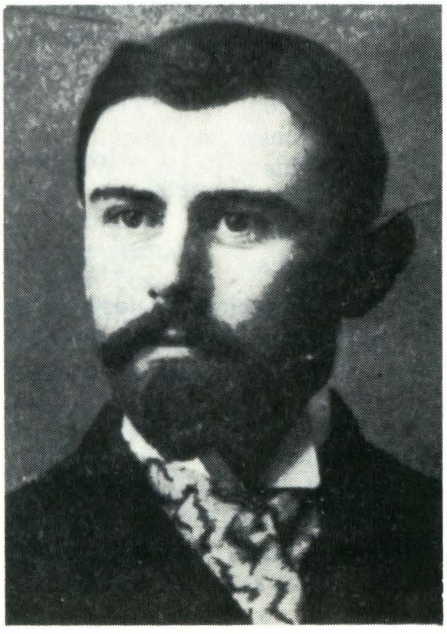


Fig. 11. Photograph of Otto Johann Zahn, taken around the turn of the century when he was active in politics, and was running for election to the Los Angeles City Council.

13. *Ibid.*, p. 37.

Finally, a word should be said about an intended(?) listing for the Santa Catalina Island Pigeon Post in the *Sanabria Air Mail Catalogue*. In my files is an item, source unknown, which apparently is a worksheet prepared by that catalogue's editors for an S3 listing in the United States section. The prefix "S" is for semi-official listings. It will be remembered that the S1 and S2 listings are for the Buffalo Balloon stamp of 1877 and the Vin Fiz label of 1911, respectively. The worksheet for the S3 listing is reproduced here in full.

UNITED STATES

"New listing — sheet S3 (second column)

PIGEON POST

1:
2:
3:

1893-1898. Catalina Carrier Pigeon Service; owned and operated by Otto J. & O.F. Zahn to provide a service between a loft on Hope Street in Los Angeles and the Hotel Metropole in Avalon on Santa Catalina Island. Originally used to send news from the island, which had a substantial summer population, for the *Los Angeles Times*. Pigeons were sent from the island in the afternoon and reached Los Angeles, some 50 miles away, in time for the news to be printed in a 'Catalina Island' column of the next day's paper. This information is believed to have been sent on flimsies approximately 100 x 250 mm; there are no known copies extant. Subsequently printed message forms were made available for use by the public. Forms vary slightly in size and were printed on onion-skin paper. Fee paid varied from 25¢ to $1.00.

Avalon, Catalina Island to Los Angeles

P1	1	(—) blue	.....	
		Used flimsy		.....
P2	2	(—) blue	.....	
		Used flimsy		.....
P3	3	(—) blue	.....	
		Used flimsy		.....

Note: A similar service using flimsies was offered from San Pedro (where the steamer connection to Catalina Island originated) to Avalon; there are no known copies extant."

Santa Catalina's pigeon post service never did achieve catalogue listing in the *Sanabria Air Mail Catalogue*. Perhaps this worksheet was prepared for a later edition.

Several errors may be noted, however. The service did not begin in 1893 as shown on the worksheet. All references indicate that the inaugural year was 1894. Obviously, as seen in Figs. 5, 6, and 7, the pigeon service was not limited to the bulletins for the

Los Angeles Times. Also, Figs. 5, 6 and 7 belie the statement "there are no known copies extant."

The note at the bottom of the *Sanabria* worksheet states that a similar pigeon service was offered from San Pedro. That is not true. Whoever prepared that worksheet evidently used San Pedro as the terminal of the service because the steamships left from there. Nothing in any of the sources examined indicated that there was a service from that port city for Los Angeles. As shown in the article, the service was from the loft on the Zahn brothers' premises at S. Hope Street in Los Angeles. The statement that there are no known copies extant for the service *to* Avalon is true, however. At this time, no examples have surfaced.

Acknowledgements

I am indebted to Mr. Ashkenazy for photos from his files. Mr. Erik Hildesheim, the well-known early bird flyer, also submitted items from his collection that were illustrated in the article. Interest in this pigeon service was first sparked by Hildesheim showing me those items while on a visit to my home in 1977.

* * *

NEW MEMBERS ADMITTED

The following have been admitted to membership at the meeting of the Board of Governors indicated.

October 31, 1984

Kenneth P. Apfelbaum, *Pennsylvania*
R. Buck Boswit, *Tennessee*
Paul M. Burega, *Canada*
R.C. Chakravorty, MD, *Virginia*
Henry H. Conland, *Connecticut*
Grant W. Denison, Jr., *New York*
Roderick B. Dyke, *Washington*
John A. Eggen, *Florida*
Luis V. Frazaõ, *Portugal*
Fernando J. Iglesias, *New Jersey*
James E. Kloetzel, *California*
Harold S. Levin, *Pennsylvania*
Robert A. Lorenz, *New York*
Alphonse A. Maffeo, MD, *Pennsylvania*
Herbert P. McNeal, Capt. USNR(Ret), *Florida*
Christopher McGregor, *Canada*
William D. Radford, *Wisconsin*
Ronald Ritzer, *New Jersey*
John N. Trudell, *Maryland*
Seymour Wisberg, *New Jersey*

November 28, 1984

Joseph C. Bell, *Australia*
James A. Fraught, *California*
Joseph Israel-Zindel, *South Africa*
Norma J. Jalonen, *California*
Kyle R. Jansson, *Oregon*
Stephen M. Karbo, *Minnesota*
John Krimsky, Jr., *New York*
Leroy Lipman, Jr., *Maryland*
Ralph E. Reynolds, *New York*
William Ruh, *New York*
Hans R. Schwarzenbach, *Switzerland*
D.W. Zaudel, MD, *Indiana*

December 19, 1984

Wayne Anmuth, *Maryland*
Denis M. Dant, *Oregon*
James L. Grimwood-Taylor
Malcolm J. Lacey
Ronald W. Lahner, *Connecticut*
James F. Linek, *New Jersey*
Richard J. Marek, *Illinois*
Everett D. Palmatier, *North Carolina*
Constantine V. Politis, *Pennsylvania*
Wolfgang F. Robinow
Hugh W. Wood, *New York*

The 'D' Overprints on the Early Issues of Fiji

by Allan Levy

Revenue "stamp duty" adhesives of certain parts of the British Empire were officially available for postal as well as fiscal purposes. A typical example that springs to mind is the Colony of Victoria's "STAMP STATUTE" series of 1870-83 and "STAMP DUTY" series of 1879-83, both made available for postal purposes January 1, 1884.

In some cases, "stamp duty" adhesives are known used postally without official statements of authorization. Such an instance occurs in Fiji.

Background

Fiji's first stamps were the "Fiji Times Express" series, strictly speaking a private issue valid for letter delivery only within the Fiji Islands. The first announcement of such a service was made in the *Fiji Times* of September 24, 1870 stating that a "complete postal system" throughout the island group combined with an "insular parcels delivery company" and a "temporary Post Office" would commence operations November 1, 1870. The proposed charges were announced October 1st and on October 29th the lead article in the *Fiji Times* stated "We have issued stamps".

First word of the new issue apparently reached England around December, for the February issue of the *Stamp-Collector's Magazine* reported a stamp taken from an item in *The Philatelist* stating

> The last Australian mail brought a specimen of a stamp in use in these islands; it is oblong, printed black on white, inscribed Fiji Islands Postage, Sixpence . . . we are sorry the stamp is thus superficially described . . . The Brussels magazine (Moens) copies the above quoted description, but wrongly translates the colour, which it gives as black on *blue*.

Confirmation appeared in the May 1871 issue of the journal which gave a different, and correct, description and illustrated the one penny value, which

is printed in black ink, on thin overlaid rose-tinted paper, with roulette perforation. Our correspondent can vouch for the genuine character of the stamp, it having been used with another specimen of the same value, to defray the postage to Melbourne of a copy of the *Fiji Times* which was brought over to England by the last Australian mail.

The July edition notes the completion of the set on "dice-pattern" (quadrille) watermarked paper, black on pale pink according to Pemberton.

First reports of the second issue, on batonne paper, were announced with the arrival of the 6d and 9d in the September issue, while laid paper examples of 1d, 3d, and 1s—not batonne or quadrille—received notice in the December 1871 issue. This laid paper report is during the period when the *Fiji Times Express* was still operating.

The *Fiji Times Express* service continued until March 4, 1871 when the paper reported a postmaster had been appointed by the British Consul. The publisher received notice on December 16, 1871 that the service would shortly have to cease operating and on May 8, 1872, the *Fiji Times* noted

> Having received notice from the Fiji Government to discontinue the receipt and dispatch of Inter-Island correspondence, no letters will be in the future received or dispatched from this office . . .

The first notice of the new government issue appeared in the *American Journal of Philately* which contained a letter from the U.S. Consul J.W. Brown that read

> U.S. Consulate, Figi, Leouka, Ovalou, Sept. 9th, 1871.
>
> SIR, Your favour of June 20th, touching the postage stamps of Figi, is received.
>
> The *Figi Times Express* office has issued a stamp upon its own responsibility.
>
> The Figi government has not yet issued a stamp. It is probable that such will be done within a few months.
>
> I do not know that I can give you any further information.

J. Walter Scott's *American Journal of Philately* appended to this notice a statement that the government issue was to make its appearance on October 1st and would consist of three values covering inland postage, postage to Sydney and a rate to the United States. The journal got the rates wrong.

At this point in Fiji history, the political situation was very volatile. Chief Cakobau (Thakombau), an able leader, had converted to Christianity in 1854 and offered to put the islands under English sovereignty in 1859, provided England would take over the American claims against Fiji for alleged injuries to the U.S. consul. A Colonel Smythe was sent out to investigate and recommended against annexation.

Shortly thereafter, depressions in Australia and New Zealand brought in many new white settlers. From 200 whites in 1860, the number rose to almost 3,000 by 1868. Fiji, itself, underwent a recession, if not depression, towards the end of this period as a result of the collapse of the cotton market following the end of the American Civil War.

The result was that the white settlers "persuaded" Chief Cakobau that a more formalized government was needed in 1868. A constitution modeled upon that introduced in Hawaii was put forth and Cakobau was crowned king. The Fijian people didn't take well to the new arrangement and it soon fell into abeyance.

A second attempt by the settlers to take control of affairs was made in 1871 when a new "constitutional government" was formed by certain Englishmen under King Cakobau. This government was run by an executive council of seven—five whites and two Fijians. Armed opposition immediately arose on the main island of Ovalou and the King had to bring in troops from the other islands to suppress this June 1871 rebellion. Also during the year, the well liked Bishop Patteson was murdered, apparently "out island" and various white traders took up "blackbirding", or labor levies for slaves to work the plantations. One such trader even disguised his ship as that of the Bishop to entice natives on board. While the King was successful in ending the rebellion, the "constitutional government" was at least shaken.

It was this "executive council" that ordered the first Fiji government issue of 1871 to be printed in Sydney. The stamps were shipped from Sydney October 7, 1871 and issued upon arrival in Fiji. Like the Express stamps of the *Times* it was in pence although local currency was in dollars and cents. The reason appears to be the influence of the British Consul and the British planter-settlers who were again hoping Great Britain would take over the islands.

By the time the first shipment of pence stamps had arrived, it was clear that the pro-British movement had pressed too far and an order was given to surcharge the remainder of the pence issue in cents.

Both the new government pence issue and the surcharged cents issue stamps arrived in Great Britain in January 1872 and the February 1872 issue of *Stamp-Collector's Magazine* noted that the great philatelic sensation of the previous month was their arrival. The publication reported that the pence issue (November issue) was printed in one batch and that the examples of the overprints reaching England came from proof sheets sent from a correspondent in Sydney where the stamps were designed and printed.

This notice confirms that the remainders of the pence stock held at the printers in Sydney were overprinted "Two Cents" etc. in the Sydney Government Printing Office and sent to Fiji in that fashion. The issue was released in Fiji on January 13, 1872 and continued in use until October 10, 1874 when Fiji became a Crown Colony.

With this background it should be obvious that postal affairs had gotten deeply enmeshed in the political intrigues to turn the islands over to England. Contemporary records indicate that the

pence issue was superintended, if not authorized , by the British Consul. In February 1872, the Reverend Robert B. Eareé, of *Spud Papers* fame, published a paper on British Packet Agencies. There he stated

> In many places the consul is the packet agent, especially where there is not much correspondence. In Fiji, for instance, this is the case. Our worthy old friend, *The Stamp-Collector's Magazine*, in this month's issue, asks why the English Consul at Fiji superintended the issue of stamps for that lively group of islands; but, seeing that he was *postmaster* for England as well as *consul*, it seems to me that it was only part of his duty to look after the postage stamps; especially when we remember that the Fiji stamps certainly frank letters to our colony of Australia, and very probably (though I do not know this for a fact) to England itself.

It would also seem that there was a growing political estrangement between the editor of the *Fiji Times* and the British Consul and his postmaster, Mr. Williams. This may be part of the reason for the substitution of the Executive Council issue for the *Times* Express stamps. The February 1872 issue of *The Stamp Collector's Magazine* reports

> . . . we now extract from *The Printer's Register* respecting this highly-honored paper, and its editor's trials:—'There is only one newspaper published in the Fiji islands, and it is, of course, called the *Times*. The gentleman who edits it appears to be held in high estimation by the white settlers, for the *Fiji Times* is the court of appeal in all cases of dispute. Unfortunately, however, the editor's decision is not always accepted as final; and it occasionally happens that the parties non-suited fall upon the umpire and grievously beat him. Thus, at the date of the last advices, the editor had been 'assaulted thrice in three weeks—once by the Consul's secretary, once by a sea captain, and once by the postmaster.' It is evident that if matters go on at this rate, there will shortly be a vacancy on the staff of the leading journal of the Fijis. . . .'

The same packet that brought the pence issue, the proofs of the 'cents' issue and news of Fiji also brought this news of battles between the Consul's secretary, the postmaster, and the editor of the *Times*. It does not seem to be stretching a point to suggest postal matters were involved. Whatever political alliances there had been between the Consul and the editor, they had apparently broken down by the fall of 1871.

The Stamp Duty Stamps

We don't really know the date of the 'Stamp Duty' Act, or when the stamps for it were ordered. Charles J. Phillips[1] stated in his

1) *The Postage Stamps of the Fiji Islands* by Charles J. Phillips. Stanley Gibbons Limited, London, 1908.

1908 book on Fiji stamps that the Act first appeared "in full in eighteen clauses" on January 31st, 1872. J.G. Rodger and R.F. Dunberal in their 1970 work[2] state, "the text . . . was first published in the *Fiji Times* of 31 January 1872". On the other hand, Mr. Rodger, a keen collector and student of Fiji stamps, in a recent trip to Fiji turned up a complete text in the *Times* issue of February 7, 1872 (Fig. 1).

There is a fair probability that there was preliminary discussion of the new Stamp Duty act in the January 31, 1872 *Times* issue and it was obviously under discussion in the Executive Council for some time before.

The text of the Act has nothing in it directly bearing upon postage. In fact, there are only indirect references to "Duty Stamps" such as that in the final "Rider Clause" exempting government officers from annexing a stamp to receipts. The Stamp Duty Act does set forth the various taxes payable on receipts, bills of exchange, etc. and it is clear that a need must have arisen for the printing of some form of Duty Stamp to facilitate payment of these taxes.

We do know that the new "Duty Stamps" were ordered by at least the beginning of January 1872 and that they were probably overprinted in the Sydney Government Printing Office. Page 136 of the Rodger and Dunberal work quotes a letter from Mr. Greville to the Fiji Chief Secretary dated January 6, 1872 noting that Greville had

> instructed Messrs Greville and Company to execute the duty stamps required by you and promise to use such influence as I possess for obtaining permission to use the machines of the Government Printing Office.

The "Cents" issue of January 13, 1872 is known overprinted with a large (6¼ mm high) 'D', but the small 3 mm high 'D' overprint is only known on the pence issue. Charles Phillips, in his 1908 book previously cited, implies he has come across both types of 'D' overprinted on the "Cents" issue, but does not illustrate the smaller 'D' and I have never heard of or seen an example of it on the "Cents".

Gordon Rodger, in recent private correspondence, told me he had recorded over twenty examples of 'D' overprints of which nine were small 'D' examples and the rest large. However, *all* of the small 'D' items were on "pence" issue stamps. Rodger suggests that the small 'D' overprints were done in Levuka rather than Sydney because a) the only recorded dispatch of pence stamps from Sydney was October 7, 1871 and nothing indicated there were overprints among them, and b) by the time Greville first mentions Duty Stamps in January 1872, the "Cents" issue had been printed, or rather overprinted, in Sydney and dispatched.

Fig. 1 (overleaf). The Fiji Times, Wednesday, February 7, 1872.

2. *Fiji The Stamps and Postal History 1870-75*. J.G. Rodger and R.F. Dunberal. The Hawthorne Press, Melbourne, 1970.



URES the abovenamed Preparations are certain and effectual cures suitable for almost EVERY COMPLAINT that may originate from climatic effects in the Islands of Fiji.

The names of the remedies are given below, and the purposes they are intended for described, thus enabling applicants to ask or write for whatever remedy they think best adapted to relieve them. Printed Instructions will be found on the neck of each bottle under an outside wrapper. The advice given in the Instructions, if followed strictly, will give satisfactory results.

CONNELL'S EAST INDIAN REMEDIES are distinguished for CERTAINTY and RAPIDITY OF CURING, and for having done that after all other means tried had failed (vide pamphlet). One case of favorable report this truth has been borne out almost every hand; but it has also been implied that one preparation accomplished all the good effects.

Observers in this generation know that error and truth travel side by side now as formerly. Who can expect to hear a plain unvarnished tale? The following description of the origin and uses of the original preparations may clear away specks of doubt and error that impede their advance for a place in new places.

Connell's East Indian Remedies are the first solid and successful under that name in a compound form from other countries. They are productions that have been wrought into perfection under his experience in the East Indies, during a long course of application to study in India and the colonies of Australasia and New Zealand recently. Some of the Active principles that imbue the remedies with gentle powers it is certain belong to Natures Simples, and discovered with her earliest beauties. At an early epoch they were discovered by man's intelligence, and appropriated as a means of preserving influence of the priestly Brahmins. The Sacred Book (Veda) has been opened by conciliation and gifts, whilst the sacred Karpoot expounded concerning the "Flyers of the Fields," indigenous in valleys and on mountain sides. Thibet, Cashmere, and Himalayan slopes have yielded. The desert sand of Hindostan is not found barren, although only one—a mite; but spills all the productions of the other sources of supply. Every stream towards the sea, and forest wood, have their treasures When will the man be over and call those remaining untouched since first went forth commanding them to flourish?

THE APERIENT MIXTURE.

The Proprietor deems this the most useful Medicine prepared by him. It is used as an indispensable aid in all his cures. It is certain and quick in action. Its operation may be controlled by will, however frequent they may prove, NEVER GIVE DISTRESS. It may be administered to an infant.

The Aperient contains active principles to correct the English liver, remove biliary excess, indigestion, sickness, oppression in the chest, flutterings about the heart's region, sympathetic pains extending from the stomach to the head, flatulence, spasms, constipation, and soothe intestinal irritation, and then its disappear. Delirium it will arrest quickly, by excessive drinking. The DRAM-DRINKER it will refit for business in an hour!

THE SYMPATHETIC MEDIUM

Will act upon the nervous system, and on those parts that are felt in a part of the body away from the part of the disease—such as pains in the shoulder, back, and chest, extending to the head, sciatica, nerve, lumbago, &c.

The Sympathetic Medium is the most powerful and certain for advanced stages of liver complaints. It will search after disease in weakened parts of the system, and destroy it there. Syphilitic concentrations, such as there, or bone, eradicated, permitting health to pervade through old age. Virulent sores and decaying bone may be healed, and deny arrested. Chronic diseases of females easily removed; directions and irregularities corrected by this remedy to virus and derangements.

AGUE MIXTURE.

Ague is Fever, a disease of a specific nature, and much more frequent in its occurrence than is imagined, for the reason that in its milder degrees it manifests itself in a less determinate form, such as headache, neuralgia, periodic toothache, and in other cases, so that when such forms of disease manifest a tendency, suspicion should be alive as to its various origin and agents nature. The low fever called Fiji is of the ague type."

RHEUMATIC MIXTURE.

See pamphlet, containing upwards of one hundred letters, verifying cures in every phase of this disease, all authenticated by well-known persons whose social and official position exclude the idea of misrepresentation.

GOUT MIXTURE.

(See Pamphlet.)

DIARRHŒA AND DYSENTERY MIXTURE

These diseases are the terror of the East. The words often heard there at the meeting of friends run thus: "So-and-so was attacked by dysentery yesterday; inflammation set in; he was buried this morning. The progress of these diseases is slower in the Fijis, but not less fatal. Planters, their Helps, and Mariners trading between the islands, believe, for your own sakes, that the

EAST INDIAN PREPARATION, ELEPHANT BRAND,

Will arrest the progress of these exhausting complaints, and give the sufferer time to live for further treatment. The Proprietor feels the responsibility of this advice. Unbelief may cause the last penalty—death! When life is at stake, there is no room for play! When life is gone, what is left?

SPECIAL TREATMENT

May be had, direct from the Proprietor of these remedies, during his stay at Levuka, a few months longer, to add to his collection of medicinal herbs. At 10 o'clock, a.m., daily, he will be at the Messrs. Hennings' store.

Obstinate sores and swellings in limbs or feet, sore eyes, piles, &c, &c., treated.

The Messrs. HENNINGS & CO., of Levuka, Loma Loma, &c., are appointed Agents for

CONNELL'S EAST INDIAN REMEDIES, ELEPHANT BRAND,

and are ready to supply them henceforth to all applicants, commercially.

Orders from the Islands attended to promptly.

Pamphlets supplied gratis; containing many points of information, and upwards of 100 letters from persons cured; being selections from 1000 in his possession!

CITY COMPANY.

QUESTIONS AND ANSWERS.

Why do the public support the City Company?

To keep the monopolist of nearly every house and trade on the beach from charging exorbitant prices.

Why does the Old Identity monopolist brand the public to buy no meat but from his establishment for twelve months?

Because he thinks nobody has a right to live but himself. Such conclusion may do in Fairy Land, but not amongst an enlightened British community.

We beg to inform the public that several shares have been taken up by large stock holders in the colonies, and shortly we shall import our own stock direct from the runs.

Study your own interests, by giving the City Company your support; you will always keep down the price of meat.

CITY COMPANY.

TO MERCHANTS, AND SHIP-MASTERS, &c.

CAPT. J. DEGRAVES AND SPRAY,
SAILMAKERS AND RIGGERS,

BEG to call attention that they have entered into the above business, and that they are prepared to fulfil any work entrusted to them with promptness and despatch. Vessel's rigging refitted and overhauled. Economy studied.

LOMA LOMA HOTEL,
VANUA BALAVU.

W. C. GRANT, PROPRIETOR.

W. C. G. trusts by a continuation of attention and civility, combined with care in supplying home but

FIRST-CLASS GOODS,

To merit an increase in the favors hitherto bestowed on him, and hopes that the

LOMA LOMA HOTEL,
MAY BE RECOGNISED
THE FIRST HOUSE IN FIJI.

THOMAS W. CRAVEN,

COMMERCIAL STORES,
121, SUSSEX-STREET, SYDNEY.

GENERAL PRODUCE MERCHANT AND COMMISSION AGENT,

Receives and sells all kinds of Sea Island Produce. Storekeepers and settlers supplied with all requisites. 1171

PATENT COTTON PRESSES requiring no staging for working, screws can be moved about if necessary with little trouble, Horse Hoes, Ploughs, Harrows, Horse Gears, and every description of Machinery and Implements Manufactured and Imported. Illustrated Catalogues sent free by post. Orders received through Melbourne and Sydney Houses. Address —WILDING & Co., Melbourne. 17.6

STAMP DUTIES.

SCHEDULE I.

1. Draft or order or receipt for the payment of any sum of money not less than ten dollars to the bearer or to order on demand—2c. Exemptions to above:—Any receipt given by or on behalf of the Government.

2. Inland bill of exchange draft or order or the payment to the bearer or to order at any time otherwise than on demand of any sum of money not exceeding two hundred and fifty dollars—25c. Exceeding two hundred and fifty dollars but not exceeding five hundred dollars—50c. And where the same shall exceed five hundred dollars then for every two hundred and fifty dollars and also for any fractional part of two hundred and fifty dollars—25c.

3. Inland bill draft or order for the payment of any sum of money though not made payable to the bearer or to order if the same shall be delivered to the payee or some person on his or her behalf—The same duty as on a bill of exchange for the like amount payable to bearer or order. And the following instruments are to be deemed and taken to be inland bills drafts or order for the payment of money chargeable with stamp duty bills drafts or orders for the payment by any bank or banking company of any sum of money though not made payable to the bearer or to order and whether delivered to the payee or not and all writings or documents entitling any person to the payment by any bank or banking company of any sum of money whether the person to whom payment is to be made shall be named or designated therein or not or whether the same shall be delivered to him or not as if the same had been made payable to bearer or to order.

4. Foreign bill of exchange draft or order drawn in but payable out of the Kingdom of Fiji if drawn singly—The same duty as on an inland bill of same amount and tenor. If drawn in sets of two for every bill of each set where the sum payable thereby shall not exceed two hundred and fifty dollars—12½c. And where it shall exceed two hundred and fifty dollars for every two hundred and fifty dollars and also for any fractional part of two hundred and fifty dollars—12½c. If drawn in sets of three or more for every bill of each set where the sum payable thereby shall not exceed two hundred and fifty dollars—8c. And where the same shall exceed five hundred dollars then and for every two hundred and fifty dollars and also for any fractional part of two hundred and fifty dollars—8c.

5. Foreign bill of exchange draft or order drawn out of but payable within the Kingdom of Fiji—The same duty as on an inland bill of the same amount.

6. Foreign bill of exchange draft or order drawn out of and payable out of the Kingdom but endorsed or negotiated within the said Kingdom—The same duty as on an inland bill of the same amount and tenor.

7. Promissory note for the payment either to the bearer on demand or in any other manner than to the bearer on demand of any sum of money. Not exceeding two hundred and fifty dollars—2c. Exceeding two hundred and fifty dollars and not exceeding five hundred dollars—50c. And when the same shall exceed five hundred dollars then for every two hundred and fifty dollars and also for any fractional part of two hundred and fifty dollars—25c.

8. Foreign promissory note made in but payable out of the Kingdom of Fiji—The same duty as on a foreign bill of exchange of the same amount and tenor.

9. Foreign promissory note made or purporting to be made out of the Kingdom of Fiji for the payment within the said Kingdom of any sum of money—The same duty as on an inland bill of exchange for the payment otherwise than on demand of the same amount.

10. Foreign promissory note made out of and payable out of the Kingdom of Fiji but endorsed or negotiated within the said Kingdom—The same duty as on an inland bill of exchange of the same amount and tenor.

SCHEDULE II.

1. Policy of assurance or insurance or other instrument by whatever name the same shall be called whereby any insurance shall be made of or upon any building goods wares merchandise or other property from loss or damage by fire only—For every five hundred dollars and also for any fractional part of five hundred dollars insured for any term or period exceeding six calendar months—12½c. And not exceeding six months—6c. On every renewal or continuance of any policy for five hundred dollars and for every fractional part of five hundred dollars insured for any term—6c.

2. Bill of lading or receipt from the master mate or agent of any vessel for any goods merchandise or effects to be carried to any place beyond the boundaries of the Kingdom—For every such set of bills of lading or copy thereof—20c. For every such receipt or copy thereof—12½c.

3. Lease or agreement—For a lease or any written document for the tenancy or occupancy of any lands tenements or hereditaments the following duties in respect of the yearly rent—Where the yearly rent shall not exceed two hundred and fifty dollars—62½c. Where the same shall exceed two hundred and fifty dollars and not exceed five hundred dollars—1d. 25c. And above five hundred dollars and for every fractional part of five hundred dollars—1d. 25c.

4. Lease of any lands tenements or hereditaments granted in consideration of a sum money by way of premium and also of a yearly rent amounting to one hundred dollars and upwards—Both the ad valorem duties payable upon a conveyance according to the consideration therein expressed and for a lease in consideration of a rent of the same amount.

SCHEDULE III.

1. Agreement or any minute or memorandum of agreement under hand only when the matter thereof shall be of the value of twenty-five dollars or upwards whether the same shall only be evidence of a contract or obligatory on the parties from its being a written instrument together with every schedule, receipt or other matter put or endorsed thereon or annexed thereto, 60½—Provided always that where divers letters shall be offered in evidence to prove any agreement between the parties who shall have written such letters it shall be sufficient if any of such letters shall be stamped with a duty of sixty cents.

2. Conveyance of any kind or description whatsoever upon the sale of any property in respect of the principal or only writing whereby the property sold shall be conveyed to or vested in the purchaser or any other person or persons by his direction except transfers especially provided for by this Act—Where the purchase or consideration money therein or thereupon expressed—Shall not exceed two hundred and fifty dollars, 1d. 25c.—And where the same shall exceed two hundred and fifty dollars and not exceed five hundred dollars, 2d. 25c.—Then for every five hundred dollars or fractional part of five hundred dollars, 2d. 25c.

3. Deed or Instrument of any kind whatever not otherwise charged in this schedule, 2d. 25c.

RIDER CLAUSE.

No officer of the Government receiving monies on behalf of the said Government shall be required to annex a stamp to the receipt for the same.

COTTON.

EUGENIE GINNING ESTABLISHMENT, VUNA POINT, TAVIUNI.

THE Undersigned having erected an eight-horse power engine and four of Platt M'Carthy's Gins, with latest improvements, is prepared to Gin, Bale, Store, and Ship Cotton, at Four Pounds Ten Shillings per ton of 2000lbs. in seed.

Liberal Cash Advances made on Sea Island Cotton.

1955 W. M. MOORE.

POST OFFICE HOTEL AND STORE, VUNA POINT.

THE proprietor of this new and most desirable hotel, while thanking those who have hitherto patronised him in the incommodious premises in which he has striven to afford them all that convenience which opportunity would allow, has now much pleasure in being able to announce that his

NEW HOUSE

is complete, with every accommodation, and that he will fully carry out his long experience as a caterer of skilful ability, where none but the best of wines are provided.

Visitors calling at the port will find this the only comfortable house to put up at.

RICHARD HAZELL,
Proprietor.

Post-office Hotel,
Vuna Point.

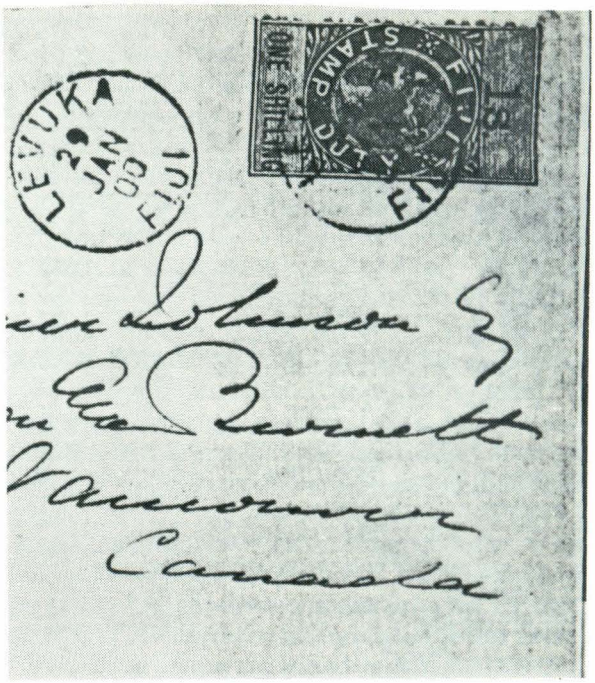


Fig. 2. The one shilling Duty stamp used to Vancouver, after Phillips.

Charles Phillips reported he knew of only one type of Duty Stamp that ever saw postal service. He stated on page 109 of his 1908 book, "I only know one type of Duty Stamp that has been used postally and I illustrate a 'One Shilling' used on the original envelope. . . ." This illustration from his book is shown as Fig. 2. It is a shilling stamp on original envelope to Vancouver. The stamp is tied by a black LEVUKA/29/JAN/00/FIJI circular datestamp.

Phillips then lists the number of sheets of this Duty Stamp issue that were sent from the Government Printing Office in Sydney July 6, 1880. He adds that

> As far as I can find out, these stamps were never *authorized* for postal use, but undoubtedly a number did pay postage. I have several of the One Shilling so used; two of these franked letters to Vancouver without any other stamps being used on the envelopes.
>
> In the Tapling Collection there are the 1d. and 3d., both postmarked 'Suva. Mr. 20, 1884,' and no doubt the 6d. was so used, but as these are only isolated copies that were passed by some laxness on the part of the clerks in Fiji, and as they were never authorized for postal use, I consider that it is quite correct not to include them in the catalogues of postage stamps.

To be continued



WILLIAM H. MILLER, JR. SELECTED AS LICHTENSTEIN MEMORIAL AWARD RECIPIENT

In selecting William H. Miller, Jr., as recipient of the Collectors Club Alfred F. Lichtenstein Memorial Award for 1985, the Board of Governors recognized his numerous contributions to the advancement of serious philately and the promotion of our avocation in the fullest tradition of America's foremost protagonist after whom the prestigious medal was named. All previous winners submitted nominations which were, in accordance with practice, considered by the Board before final voting.

"Bill," as he is familiarly known by his many colleagues, has been a life-long collector, having worked on his albums since the age of 10 years. Except for a brief hiatus while at Harvard College and the Harvard Law School for his legal career, he has been involved in philately without interruption.

Revived interest was sparked by Philip Silver (a previous AFL Medal winner) when he convinced Bill that "aero philately was 'the' field." It was then that he switched from world-wide general collecting to concentrate on the airmail stamps and postal history of the United States, Bahamas and New Zealand, with particular interest on the latter's Pigeongram stamps and services. This collection is universally regarded as the foremost in existence, having taken numerous prizes in international competition, including a gold in Sofia, in 1979.

His writing includes eight in-depth articles published by the now defunct *Annals* of the Aero Philatelists before its merger with the American Air Mail Society, and of which Bill was secretary, vice-president, and president until 1971. He has served as vice-president and/or director of the latter from 1971 until the present.

Upon joining the Collectors Club in 1962, he was invited to serve as House Counsel upon the demise of R.L. Graham. In 1970, Bill was elected to the Board of Governors and during the ensuing 14 years unstintingly shared his philatelic knowledge, administrative skills, and legal expertise with his fellow governors. But his activities were not confined to the formal monthly meetings during which the Board transacted the necessary "business" of the Club.

He has been a trustee for the last four years to oversee the Club's material properties; a Chairman of the Library Committee, and leader of the Junior Study Group in efforts to stimulate interest in our avocation among youngsters who may become tomorrow's replacement of today's great philatelists.

In addition to the Collectors Club, Bill Miller has devotedly served the Philatelic Foundation (which was founded in 1945, as an adjunct to the CC) not only via indefatigable toil as a Trustee, but successively as Secretary, Vice-Chairman, and Chairman.

As though this wasn't considered enough, Bill traveled to all parts of the tri-state area to talk to stamp and civic clubs to promote interest in philately, at his own expense. (He never expected nor accepted reimbursement for his out-of-pocket expenses!)

We might add that Bill's secondary avocational interest lies with archaic Chinese jades (c. 4000 BC to c. 800 AD) with a collection that "is becoming widely recognized among connoisseurs" since he lectures on the subject to erudite colleagues and museum groups and has written definitive articles for European periodicals.

A Fellow of the Royal Philatelic Society, London, Bill is also a member of the American Philatelic Society and has served the Council of Philatelic Organizations as vice president since its inception.

Bill is happily married to his wife, Inez, whose son and daughter "tolerate" his long hours and days away from home in the interests of philately. *E.A.K.*

The Collectors Club Philatelist is interested in receiving articles pertaining to your field of philatelic endeavor whether it be specialized information, research or postal history.

If you have such material for publication or in the process of preparation please contact Editor, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our Journal.

EUGENE N. COSTALES
1894-1984

On November 2, 1984, Eugene N. Costales passed away at the age of 90. His honours and awards were many. The most important contribution that "Gene" Costales made to philately was the many years he had devoted to compiling and editing the "Scott's Specialized Catalogue of United States Stamps" and the "Standard Postage Stamp Catalogue."

"Gene" was primarily a stamp dealer all of his life, from the age of 13 onward. He learned his business at the old Scott Stamp and Coin Co. where, in 1922, he started the Specialized Catalogue. In 1926 he left Scott to become a partner with Sydney Barrett and Edward Stern in the Economist Stamp Co. He started his own business in 1932 with offices at the corner of Nassau and Fulton Streets in New York City.

It was at this office in 1935 that I first met "Gene". I was then a young and inexperienced bank clerk who spent his lunch hour and whatever he could save out of $12.50 a week salary. He could very well have brushed me off as not being of much use to him. But he did not do that. He took the time to listen to me and to understand what I was trying to do. He took the time to show me fine stamps and to teach me what philately was all about. He became my guide and father confessor in stamp collecting. It was in his office that I met Winthrop S. Boggs, one of the finest research philatelists that it has ever been my honour to know. It was in "Gene's" office that I was introduced to the great philatelists of the day, Theodore Steinway, Alfred F. Lichtenstein, Max Johl and Alfred Caspary. He made it possible for me to acquire many of the great pieces of my collections and in later years, after I had found my way in the financial community, I was able to repay some of the kindness he had shown me by helping him acquire some outstanding collections. For several years I worked for him on a part-time basis as a describer. He was always a fair and honourable man.

Eugene N. Costales maintained one of the most complete and thorough filing systems. He was always very reticent and self-effacing in this respect. Too often he let others take credit that was rightfully his. I do not know how many other collectors he had encouraged as he had me. Long after he had retired from active business, we would chat over the telephone about this or that, with stamps as our favorite topic.

He is survived by his wife, Viola, and a daughter, Aubrey Eilts of California and two grandchildren. His family will miss him, I will miss him and philately will miss him, probably the most of all.

H.D.S.H.

MORTIMER L. NEINKEN
1896-1984
An Appreciation

Mortimer Neinken was a rarity among collectors. Few have achieved the level of excellence that he set for himself as a collector, and fewer still have done so with the humility that was so characteristic of him.

Mort had an eye for the outstanding—quality and unusual pieces were the hallmark of his collections. He did not often part with his collections, but when he chose to do so it was often into the hands of selected friends whom he expected to nurture them to new heights. It was in the spirit of a father wishing his child well in the world. He loved his stamps. Often he would bring a few pages or an album of one of his collections to the Philatelic Foundation to illustrate some subtle point important in the expertizing of a stamp or cover. His material would soon receive the attention of all the experts who would linger over each with a mixture of awe and envy. Yet when offered a compliment on these gems, Mort would turn it aside gently as though he felt he didn't really deserve it.

Active exhibiting was not a part of Mort's philatelic interest, though he could have achieved top honors if he had chosen to compete. His form of sharing was writing. Books that are considered to be major works often inspire new study, and the resultant discoveries make an updated work essential. Mort's study led to his revision of the monumental work of his good friend Stanley B. Ashbrook, and he thereby made his own name synonymous with the One Cent stamp of 1851-60. His other works on issues of the 1850s include the Ten Cent and the Twelve Cent, the former a Collectors Club book.

In recent years Mort gave many hours both to the administration of the Philatelic Foundation and to its Expert Committee which he served as Chairman. He did not pretend to know about areas he had not studied but asked for information from those who did. Besides being unafraid of saying "I don't know," he was willing to listen and to try new things.

Mort's many philatelic accomplishments and memberships have been catalogued elsewhere. It is enough to say that he received virtually every major honor available in philately.

Through his long lifetime and before he had developed his interest in stamps, he served as an Army officer in World War I, a partner in a construction firm, and in a family clothing business. But his longest service was as president and chairman of the board of Trustees of the Maimonides Medical Center in Brooklyn. Other non-philatelic service, to the Smithsonian Institution and the New York Public Library, was characteristic of his desire to contribute his talents where he felt he could be of help.

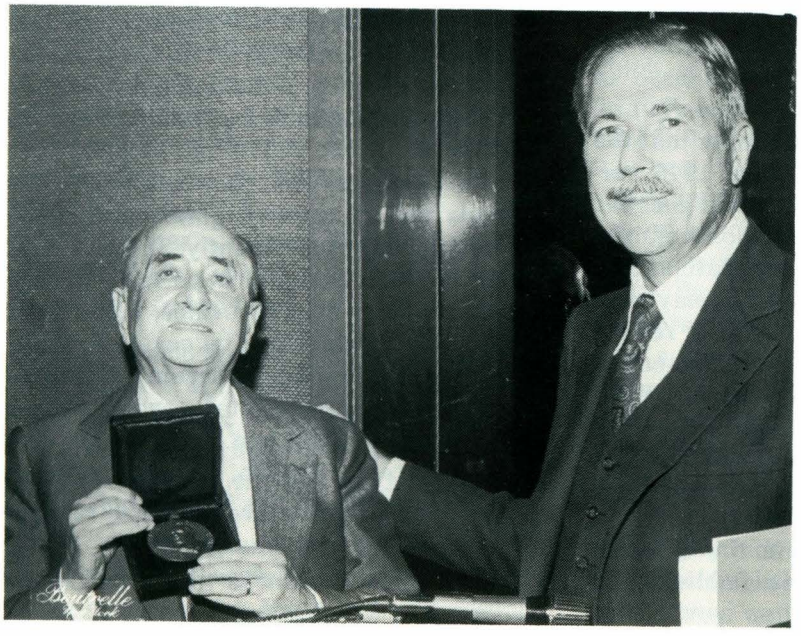
Many knew of Mort's generosity, but few suspected the full scope of it since he rarely was interested in recognition of his gifts. In recent years he expressed a strong interest in funding the purchase of a building to house the Philatelic Foundation and the Collectors Club, possibly in addition to a few other philatelic organizations or firms. Although he was not able to follow through on this idea, he proved his dedication to the advancement of philately.

Mort will be missed for a long time to come. Some may come along with talents like his, but none will replace him.

Robert P. Odenweller

JOSEPH SCHATZKES
1897-1984

Dr. Joseph Schatzkes, the 1974 Alfred F. Lichtenstein Award recipient, died on April 28, 1984 after a long illness. Renowned for his deep study of French and Mexican classical philately, he was chosen in 1963 to sign the Roll of Distinguished Philatelists, the highest award conferred by the Philatelic Congress of Great Britain. A man of warm personality, he served as President of the Acadamie de Philatelie, president of the Club Philatelique, president of the Board of the Musee Postal Francais in Paris. Dr. Schatzkes held the rank of Chevalier de la Legion d'Honneur and Officer du Merite National.



Dr. Joseph Schatzkes receiving the Lichtenstein Award from John R. Boker, Jr.

Book Reviews

Passing in Review—German Postwar Postal History 1945-1949. By LTC Herman L. Halle. Published by German Philatelic Society, Inc. Baltimore, Md. 204 pp. ill. softbound. Price: $20.00 incl. domestic postage.

This is a very useful work for any collector or student of the immediate postwar era in Germany. The author spent this period in Germany as an officer in the American intelligence service and had access to all pertinent source material; he is considered one of the leading experts in this field of German philately. His book provides data on the emission dates and quantities of AMG stamps, a chronology of the dates on which the various postal services were restored in the U.S. Zone, detailed statistics on the postal volumes by district, and much more. Of particular interest to the postal historian will be the numerous reprinted military government documents pertaining to the rebuilding of postal affairs in the four occupation zones of the defeated nation. The volume is richly illustrated with photos of stamps and covers. Among the latter one notes covers with currency reform issues of the East, legally used in West Berlin, which must be extremely rare.

To this reviewer, it would seem that the author's detailed report on the 1948 currency reforms and the 1949 airlift goes far beyond the amount of information required for an understanding of the philatelic consequences. German specialists may also not share all of Halle's opinions in regard to some problems such as the so-called "mixed frankings" of West Berlin. However, these are minor points in comparison to the many benefits interested readers will derive from Halle's book. *Werner Elias*

Japanese Military Forces in the Solomon Islands by Stanley C. Jersey. Published by Robson Lowe Ltd. 1983. 39 pp + viii, softbound and stapled. Illustrated, n.p.

Stan Jersey presents us with another of his well-researched chronicles of military history and postal affairs in the South Pacific in World War II. However, unlike his previous publications, this is the first to detail an aspect of the conflict from the Japanese side.

Considerable research in the details of the Solomons campaign are distilled in the first 16 pages. It is well that a predominantly military history is undertaken, for without it the postal history would be very difficult to follow. The code designations and numbering systems used to conceal the identities of troop formations and locations make it difficult even today to determine the source of particular postal markings. Along the way, Jersey uses the available evidence to deduce the meaning of codes and the routing of mail which are not elsewhere indicated in official records.

Proper attribution to the various archives and librarians who provided invaluable assistance is a welcome change from the usual practice. Given the professional standing of such individuals as Dean C. Allard, to do otherwise would be an injustice.

The artifacts of this campaign, the covers and cards, are quite uncommonly encountered. Consequently, the five illustrated covers are very important. In some respects this book provides more information than there may be covers to which to apply it. Detailing the organization of the Japanese military postal organization is likewise a contribution, for it is the only appearance in English, of which this reviewer is aware, of this information. *EEF*

U.S. Machine Postmarks 1871-1925 (Second Edition) by R.F. Hanmer. Published by the

author, P.O. Box 614, Wallingford, CT, 06492. Paper bound, 8½" by 11", 139 pages. From the author $15.00 postpaid.

If U.S. machine cancellations of the 1871-1925 period are your bag, this publication is a must. The cover alone is worth the purchase of the book. This is a bar-type "Time Chart" which is repeated within the book. The chart enables one to make an instant determination of machine manufacturers up to 1925.

Why the excitement about the chart? It reduces the amount of pages to be checked rather than going through the entire manual. Years ago I designed a similar chart for my own use on English machine cancellations.

With all the information now recorded (the original edition was only 34 pages) it has become an important tool. There are useful references after each section which serve as a bibliography for further research.

More than 500 individual machine cancels are illustrated, making it a goldmine for the beginning as well as the advanced collector.

Nearly all major machine cancels are illustrated and those of us who have done research in this field are grateful to Mr. Hanmer for this publication. *Abott Lutz*

IRAQ, The Influence of Bradbury, Wilkinson & Co. Ltd. on the Postage, Official and Revenue Stamps. By Robson Lowe. Published by Robson Lowe, Ltd., 47 Duke Street, St. James's, London SW1Y 6QX, UK. ISBN 0 85397 383 0, softbound and stapled, 21 pp. 1984, n.p.

This little monograph, written by the old master himself, is a straightforward treatment of the designs produced for Iraq between 1927 and 1965. Mr. Lowe begins with a synopsis of the 1914-1927 occupation and mandate overprints before illustrating, with die proofs, the various Faisal issues. Both successful and unsuccessful designs prepared by Bradbury, Wilkinson are shown with a discussion of the changes prior to the final production. Unsuccessful designs submitted after proclamation of the Iraqi Republic until 1961 are also illustrated.

The booklet is representative of the usual high Woods of Perth production standard. *EEF*

Kenneth Rowe: *The Postal History of the Forwarding Agents.* Published 1984 by Leonard H. Hartmann, P.O. Box 36006, Louisville, Ky. 40233. 296 pages, many illustrations, hardbound. $35.00 postpaid.

The tremendous rise in popularity of postal history as a philatelic field of collecting during the last thirty years may have brought the subject of Forwarding Agents to the fore in any event; but there can be no question that Kenneth Rowe's books written in 1966 and 1974, have done a lot to make our hobby conscious of this institution and to show us the importance that forwarders exerted on the development of international postal services.

Rowe's new work will further enhance this interest. Building on his previous books, the author has now compiled a world-wide listing of known forwarding agents, grouped under the localities in which they operated and indicating the earliest known year of their activity. A total of no less than 3,723 individual markings are listed in this book, with details regarding type, size and color. Rarity factors on a scale from 1 to 10 are used to convey each marking's relative value. The use of the work is further improved by a separate alphabetic listing of all agents by their surname with town of operation, to allow for the many forwarder endorsements that omit the location.

The result is a stupendous accumulation of facts, a real labor of love for which all collectors of international mail material are greatly indebted to the author as well as to the publishers who have given us a well printed and designed book with good

illustrations that are well chosen. It will, for many years to come, be an important research tool for postal history students and collectors. Specialists in the various geographic areas will, no doubt, point to minor shortcomings, such as omissions, duplications and misspellings. But these are to be expected in a work of this nature. They can be rectified in an eventual revised edition which, when it comes, will hopefully permit a more detailed listing of many, if not most, forwarding firms, listing both the period of their forwarding services and the nature of their other activities. For the time being, our knowledge of these data is rather skimpy.

This reviewer has one reservation in regard to the book, and that is its title which appears to be a misnomer: However valuable this work is in many respects, it is not a Postal History of the Forwarders. The short introductory notes at its beginning, while helpful for a basic understanding of the forwarders' functions, do not add up to a history of the institution—postal or otherwise. Such history would be expected to trace for each region, the development of mail routes during the 18th and 19th centuries, the shortcomings of the postal services to satisfy the public needs for speedy, safe and economical mail service, and the forwarders' appearance to fill these needs. This observation should not be construed as trying to denigrate Rowe's remarkable tome; the truth is that the time for writing this history has simply not arrived as yet. Many government and business files will have to be studied before it can be written.

Werner Elias

50th American Philatelic Congress Book, Abbot Lutz, editor. American Philatelic Congress, hardbound, 265 pp, 1984. $17.50 ($15 to members).

With this edition editor Abbot Lutz has clearly created the finest *Congress Book* in many years.

Dr. Stefan Jaronski, in a 57-page paper entitled "A Postal History of the Army of Northern Virginia", summarizes the state-of-knowledge regarding Confederate military postal activities. Illustrated with some 74 examples of covers spanning the entire conflict, he deals especially with the Army post office and surviving examples of its markings. One might quibble with some terminology usage but the essential facts of the war are clearly stated.

An item of interest to this reviewer was the comparison of the Army of Northern Virginia post office and that operating with the Army of Tennessee. Considering the operations of Longstreet's corps with the latter army, one wonders at the cross-contacts and markings which resulted.

Heavily referenced from largely primary sources, one also wonders why so few references from the *Confederate Philatelist* are cited. Given his extensive writing on Virginia in the Confederacy, Brian Green's name is prominent by its absence from the citations.

David G. Philips applied a first-hand appreciation of the subject in "The U.S. Military Government Overprinted Postage Stamps of Korea—1946." Developing the story behind issuance of the overprinted Japanese stamps, he illustrates the predominant characteristics of the overprint. Drawing upon private correspondence and information published in the philatelic press, Philips covers the distribution of specimen copies and presentation books to American and Korean notables. His paper will serve to heighten interest on this issue among U.S. collectors.

Biographies of two Texas mail stage entrepreneurs form the subject of Nonie Green's "The Inimitable Ben Ficklin and His Partner Francis Corbett Taylor." Illustrated with covers carried on the stage lines, the paper outlines the lives and fantastic adventures of two of the Southwest's more colorful characters.

Collectors Club past president Bud Sellers summarized available information on Haiti's issues in "Salomon of Haiti and His

Philatelic Legacy." Referring to his and J.R.W. Purves' previously published work, significant features of the Liberty Head issues are pointed out. With the Salomon effigy issue, Sellers illustrates key points with proofs. Of special note is the placing of the postal stationery in the total context of Salomon's period.

Sellers continues this interesting tale with examples of essays and overprints after Salomon's removal from office.

The late Anthony Belfiore's paper, "Saving Venice—Philatelically" deals with a topic of increasing interest: the Venetian lettersheets of the 15th through 18th centuries. Belfiore categorized the various types of lettersheets and places them in their proper historical context. Unfortunately, more detail on the varieties which characterize each category was not given. The bibliography is entirely of Italian literature, an invitation to a translator.

Shades of color have always intrigued a portion of philatelists and C.W. Bert Christian's "The One Cent 1861 Stamp—A Shade Analysis" presents an interesting comparison between an older approach to color analysis with more recent efforts. Christian concludes, for the present issue, that something like 40 percent of available copies fall into the blue category, about 11 percent are bright blue, 2 percent are indigo, and a minus (surely a typo) 1 percent are ultramarine. He recognizes that lighting conditions and human variability (blue-eyed people see different shades than brown-eyed people) can give different results. Too, it is not clear that 300 copies represent a statistically significant sample. Nevertheless, the paper is valuable if only for the concordance between the various color classification schemes.

It is difficult to cover the postal history of a large, commercially important city in 41 pages. When the history of that city spans 1000 years and the postal history 300 years, any analysis must focus upon the really important events to be meaningful. Albert Fischel's "Mannheim—Its Postal History and Markings" deals admirably with this subject from the Thurn and Taxis period to the end of the postal authority of Baden in 1872. A short postscript handles the stadtpost to 1900. Heavily illustrated with maps and covers, the paper is well-balanced between the preadhesive and adhesive eras. In discussing the official envelopes, Fischel notes the 12 and 18 kreuzer values are the rarest and admits he has never seen examples (a consultation with Herbert Bloch might have helped here).

Capt. Richard Winter's "Mails from the U.S. to France via England: 1836-1849" examines the rates for letters from the U.S. via the U.K. resulting from the Anglo-French postal conventions of 1836 and 1843. Essential provisions of the conventions and tables of rates with weight and distance assist considerably in making understandable what can be a convoluted subject. Typical covers are illustrated to explain the significance of particular markings and rates.

Kimber Wald produced an outstanding survey of U.S. revenues in the 1983 *Congress Book*. Thus it was interesting to see how well his "A Crown of Light Bulbs and Other Interesting Designs: The Canadian Inspection Stamps of 1875-1951" would perform as an encore. Happily, the 1984 review is fully up to the standard of its predecessor. Mr. Wald explains clearly the authorizing legislation for each issue, placing the details in 15 appendices for consultation by the interested specialist. This avoids bogging down the general reader and detracting from the fundamentally important points which he wishes to make. Other philatelic writers could well heed this example. Illustrations of proofs, essays, actual stamps, and usages on documents support Wald's thesis that revenues parallel in diversity and interest their postal cousins. The paper represents a valued contribution to Canadian revenue literature, if only for its bibliographic identification of the location of the major repositories of enabling legislation.

The final paper, "Elimination of Off-Centered Perforations—Still a Challenging Problem in Stamp Production," is as indicated by its title a fairly technical discussion of this always interesting subject. The author, Dr. Mishima Yoshitsugu, reviews the early history and differences between various types of perforations and considers the changes brought about by the requirement for greater output and productivity. He does illustrate perforating machines but the lack of identifying labels makes it difficult to identify the function of the parts of one machine. It is instructive, however, to read that the security printing firms devote considerable attention and resources to producing very high quality perforations. *EEF*

Publications Received

Werner Elias

Airmails—General

R.E.G. Davies, *Airlines of Latin America since 1919*, 1984, Smithsonian Institution Press, 955 L'Enfant Plaza, Washington, D.C. 20560. 698 pp., illustrations, hardbound, $47.50 ppd. Gift of the publishers.

Austria—Serials

Dr. Ruediger Wurth, Ed., *Oesterreichisches Jahrbuch fuer Postgeschichte und Philately*. No. 2, 1979, 160 pp.; No. 3, 1980, 152 pp.; No. 4, 1981, 160 pp.; Dr. Margarethe Thurner. Illustrations, stiffbound. Purchased with library funds.

Canada Catalogues

1985 Scott Specialized Catalogue of Canadian Stamps and Covers, 1984, Unitrade Associates, 127 Cartwright Avenue, Toronto, Ont. M6A 1V4. 172 pp., illustrations, softbound. Price Can. $3.95 plus $1.00 postage. Gift of the publishers.

Catalogues, General

Stanley Gibbons Stamps of the World, 1985 Vol. 2: Countries K-Z, 1984, Stanley Gibbons Pubs. Ltd., 399 Strand, London, WC2R OLX, England. 1004 pp., illustrations, softbound. Price £12.95 plus 2.25 postage. Gift of the publishers.

Stanley Gibbons Stamp Catalogue in Parts, Part 9: Portugal & Spain, 2nd ed., 1984, Stanley Gibbons Pubs. Ltd., London, 340 pp., illustrations, softbound. Price £11.50 plus 2.25 postage. Gift of the publishers.

Chile—Postal History

Michael Rego, *The Postmarks of Santiago*, 1984, South American Stamp Supplies, P.O. Box 3, Bourne, Lincs. PE10 9RF, England. About 80 pp., illustrations, softbound. Price $7.50 ppd. ($9.00 Airmail). Gift of the publishers.

Colombia—Catalogues

Alvaro Barriga, *Colombia 1985 Catalogo Barriga*, 14th edition, 1984, Filatelica "Colombia", c/o Alvaro Barriga, Apartado 53404, Bogota, Colombia. 129 pp., illustrations, spiral binding. Price not indicted. Gift of the author.

Ecuador

Leo J. Harris, Percy Bargholtz, Rodrigo Paez T. *Ecuador: Postal History and a Listing of Prephilatelic Postmarks*, 1984, The Collectors Club and Federacion Interamericana de Filatelia, 22 East 35th Street, New York, N.Y. 10016. 98 pp., illustrations, stiffbound. Price $25.00, hardbound with Spanish version $35.00 (both less 25% for members).

Estonia—Serials

The Estonian Philatelist (Eosti Filatelist), Vols. 22/23, 1978, 208 pp.; 24/25, 1979, 248 pp., 26, 1980, 192 pp.; Estonian Philatelic Society, New York. Illustrations, softbound. Purchased with library funds.

Germany — DDR

Wolfgang Jahn, *Zentraler Kurierdienst und Behoerden-Dienstmarken der DDR*, 1967, Dr. Heinrich Wittmann, Munich, Germany. 69 pp., illustrations, softbound. Purchased with library funds.

Germany — Postal History

Archiv fur deutsche Postgeschichte, *Cumulative Index for the Archiv and the publications of the regional study groups*, 1979, Gesellschaft fur Deutsche Postgeschichte, Postfach 70 04 20, 6000 Frankfurt 70, West Germany. 270 pp., stiffbound. Price, DM 20.00. Gift of the publishers.

Dedo Burhop, *"Postkrieg" 1948-1970*, 1970, pub. by the author. 103 pp., illustrations, softbound. Purchased with library funds.

LTC Herman Halle, *Passing in Review — German Postwar Postal History 1945-1949*, 1984, German Philatelic Society, Inc., Sales Dept., P.O. Box 9647, Baltimore, Md. 21237, 204 pp., illustrations, softbound. Price $20.00 ppd. ($22.00 foreign). Gift of the publishers.

Great Britain — Postal History

Vivien J. Sussex, *The Norwich Post Office 1568-1980*, 1980, pub. by the author, 10 Colne Road, Coggeshall, Colchester, Essex C06 1SX, 195 pp., illustrations, softbound. Price not indicated. Gift of the author.

Guatemala

James C. Andrews, *Guatemala: Postal Use of its Fiscal Stamps and Fiscal Use of its Postal Stamps*, 1971, Robson Lowe Ltd., London. 11 pp., illustrations, softbound. Purchased with library funds.

Hong Kong

L. Calcutt, M. Goldsmith, R. Wellsted, Editors, *The Philatelic History of Hong Kong Vol. 1: The Adhesives*, 1984, The Hong Kong Study Circle, Gt. Britain. 197 pp., illustrations, hardbound. Purchased with library funds.

India — States

Frits Staal, *The Stamps of Jamu & Kashmir*, 1983, The Collectors Club, 22 East 35th Street, New York, N.Y. 10016. 286 pp., 16 color plates, map, illustrations, hardbound. Price $125.00 (less 25% for members).

Italy — States

A. Buergisser, *Stato Pontifico — Bolli ed Annullamenti Postali*, 1960, Editoriale Olimpia, Firenze, Italy. 125 pp., illustrations, softbound. Purchased with library funds.

Nigeria

N.M. Jones, Ed., *Nigeria: Stamps 1914-1936*; *Nigeria: Stationery 1914-1936*, 1983, The West Africa Study Circle, Gt. Britain. 31, 8 pp., softbound. Purchased with library funds.

Postal History, General

E. Antonini et Dr. J. Grasset, *Histoire Postale des Lacs et des Rivieres du Monde*, 1984, David Feldman S.A., Case Postale 81, 1213 Onex, Ge., Switzerland, 163 pp., illustrations, maps. Price, Swiss Frs. 60.00 plus 5.00 postage. Gift of the publishers.

United States

R.F. Hanmer, *U.S. Machine Postmarks 1871-1925*, 2nd edition, 1984, pub. by author, P.O. Box 614, Wallingford, Conn. 06492. 121 pp., illustrations, softbound. Price, $15.00 ppd. Gift of the author.

Dr. James W. Milgram, *Abraham Lincoln Illustrated Envelopes and Letter Paper 1860-1865*, 1984, Northbrook Pub. Co. Inc., 1800 South Lane, Northbrook, Ill. 60062. 272 pp., illustrations, hardbound. Price, $24.95 plus $2.00 postage. Gift of the publishers.

United States — Catalogues

Scott 1985 United States Stamp Catalogue with United Nations, 63rd edition, 1984, Scott Publishing Co., 3 East 57th Street, New York, N.Y. 10022. 854 pp., illustrations, softbound. Price, $20.00. Gift of the publishers.

United States — Revenues

Dr. H.P. Shellabear, *Railroad Company Cancellations on U.S. Revenue Stamps 1862-1883*, reprint from American Philatelist 1943. 52 pp., illustrations, stiffbound. Purchased with library funds.

United States — Serials

Congress Book 1984, 50th edition, 1984, The American Philatelic Congress, P.O. Box 61774, Virginia Beach, Va. 23462, 265 pp., illustrations, hardbound. Price $17.50 ($15.00 to members). Gift of the publishers.

United States — State Postal History

Robt. P. Harris, *Nevada Postal History 1861 to 1972*, 1973, Bonanza Press, Santa Cruz, Cal. 64 pp., illustrations, map, hardbound. Purchased with library funds.

The New York Annual Register for the Years 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1840, 1843, 1845, photocopies of pertinent pages from these volumes. Gift of Calvet M. Hahn.

U.P.U.

Acts of the Congress of Ottawa 1957, 1960, Pub. in United Nations Treaty Series, Vols. 364, 365, 366. 387, 331, 422 pp., softbound. Gift of Ernest A. Kehr.

Additional Donations

E.E. Fricks,
Ernest A. Kehr,
Michael E. Ruggiero,
Richard Stevens,
Robert G. Stone

Pamphlets, Runs of Periodicals and/or Auctions, Catalogues and/or Show Catalogues.

Lebanon's Postal Tax Stamps 1945-1949

by E.E. Fricks

Very little on Lebanese philately has appeared in the English language philatelic literature and practically nothing on the postal tax issues of 1945 to 1949. Dates of issuance of these overprinted fiscals (Scott nos. RA 1-9) are not recorded in any detail. This research note will list the dates seen on covers during the past two years. Any additional data or dates would be most appreciated.

Scott No.	Earliest date seen	Latest date seen
RA 1	16 May 1945	1 February 1947
RA 2	5 June 1948	21 July 1948
RA 3	14 August 1949	5 October 1949
RA 3a	16 October 1948	8 December 1948
RA 4	10 December 1948	24 March 1949
RA 5	6 April 1949	8 April 1949
RA 6	16 July 1948	7 December 1948
RA 7	14 February 1947	4 February 1949
RA 8	8 July 1948	20 December 1949
RA 9	8 July 1949	13 July 1949

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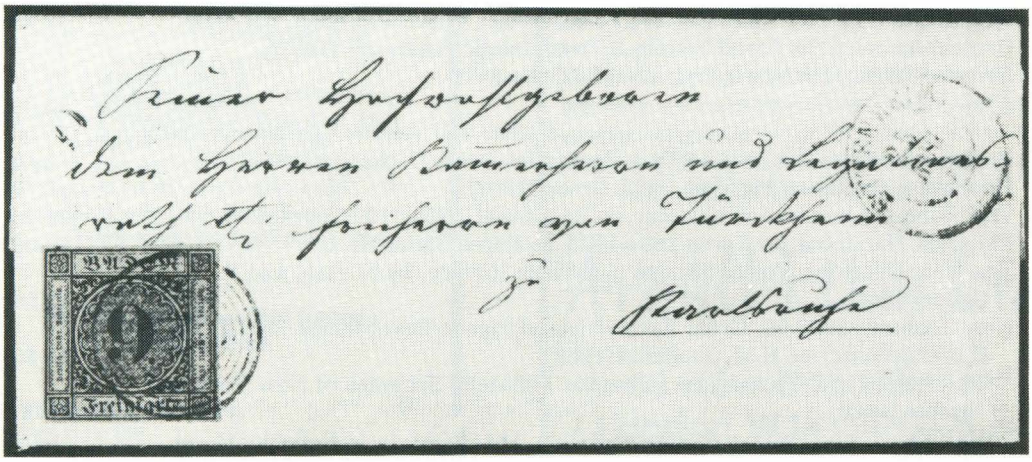
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Books *for* Philatelists

United States

The Ten Cents Stamps of 1855-59, by Neinken (1960) (only 30 copies in stock)	$30.00
A Census of United States Classic Plate Blocks 1851-1882, by John C. Chapin (1983). Contains May supplement printed in CCP	Paper $12.50 Cloth $19.50

Overseas

Afghanistan: Its Twentieth Century Postal Issues, by F.E. Patterson III (1964)	18.00
Central America: Its Postal History & Prephilatelic Postmarks (1985)	40.00
Ecuador: Postal History & Prephilatelic Postmarks — English Paper	25.00
— Spanish Paper	25.00
— English and Spanish Combined Handbound	35.00
French Morocco: The 1943-44 Tour Hassan Issues, by C. Neidorf (1953)	3.75
Honduras: The Black Air Mail, by I.I. Green (1962)	3.75
The Stamps of Jammu and Kashmir, by Frits Staal (1984) (16 color plates)	125.00
Philatelic Handbook for Korea 1884-1905, by Korea Stamp Society	18.00
The New Hebrides: Postal Stamps and Their History, by N. Hals and P. Collas (1968)	12.50
New Zealand: 1898-99, Great Barrier Island Pigeon Post Stamps, by J.R. Walker, H.L. Chisholm, and H.M. Goodkind (1969)	12.50
Postal Stamps of Lithuania, by Lithuania Philatelic Societies of New York and Toronto (1979)	18.00
Postal History and Postage Stamps of Serbia, 1841-1921, by M.R. Rasic (1979)	18.00
A Postal History of Spain, by T. Van Dam (1973)	18.00

Catalogues

ANPHILEX, 71st Anniversary Philatelic Exhibition Commemorating the 75th Year of The Collectors Club (1971)	12.50
First Scott Catalogue, 1868 (reprint)	3.50

Collectors Club

Cumulative Index to *Collectors Club Philatelist*, 1922-71, volumes 1-50 (1972)	12.50
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SELLING (prices in $)

Great Britain, 1840, 2 p. blue in mint bloc of 6., P.O.R.

Suez Canal, 1868, 20 c. (2), double rate cover, v.f., ex Byam, P.O.R.

DWI, 1889, 1 on 7 c., 37 (!) on a triple rate reg. cover to Italy, minor faults, $1000,-.

DWI, 1859, Straight line "SHIP LETTER", vf on fl, only a few recorded, P.O.R.

Iceland, 1902, I GILDI 10 A. on pc. to Denmark, cancelled in man. on ship VESTA, $950,-.

Norway, 1860, Oscar 4 sk. and 8 sk. (strip of 5) on only recorded cpl. cover to Turkey, P.O.R.

Antarctic, Bouvet Oya 1934, 10 and 20o. on correct rate cover with contents, $900,-.

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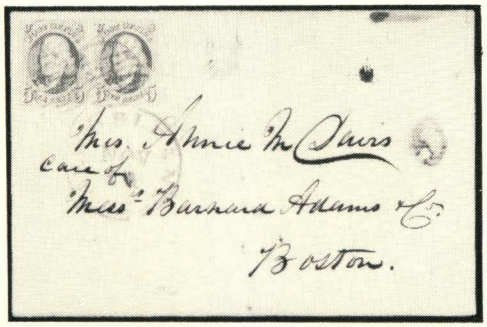
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