The Collectors Club

Philatelist

A Magazine devoted to Philatelic Study & Research

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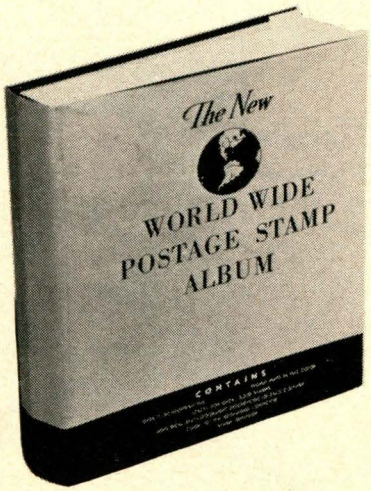
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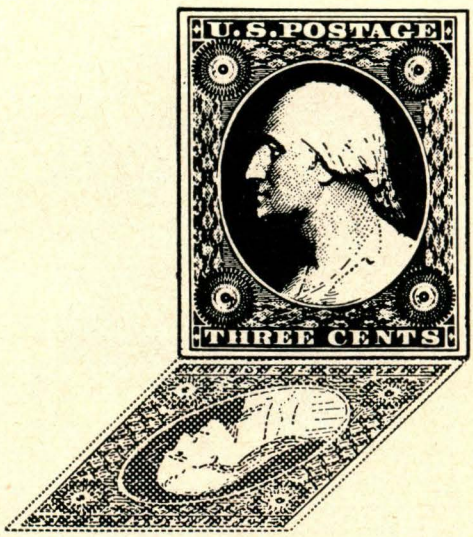
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The Collectors Club
Philatelist

MARCH, 1951. VOL. XXX, NO. 2

HENRY M. GOODKIND, **Editor**
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STEPHEN G. RICH

Editorial

What Breeds Philatelic Controversy

A keenly analytical mind is one of the prime requisites for outstanding philatelic research. The analytical mind, by studying the facts presented, often can arrive at a solution of a problem by application of the rules of logic. These rules are inflexible, and careful application of them must be made. One of the axioms of the logical approach is that new evidence and new facts must either fit into the established theory or that theory must be discarded. This process takes place all the time. Some new fact is constantly being discovered which causes former theories to be cast aside or revised. The alert, honest mind is aware of this constant change and welcomes it as a test of its own abilities. This type of mentality is itself critical of its own ideas. This is the process by which human knowledge is constantly expanded. It matters not what the source of the new discovery is. It is important only that all the present theories will fit the new material. But if the theory does not correlate with the new findings it must be changed so that it does or entirely discarded in favor of one that does fit all presently known facts.

There is another type of mind, which was once alert and willing to accept change or criticism for what it was worth. This type, however, instead of being constantly alert to change, willing and able to accept new evidence, tends to rest on past performance, being blind to new developments. It refuses to admit that others coming after, perhaps fresh to the field, can and often do make discoveries which upset former conclusions. This is the type of mind which says: *"I am the Authority,* there can be no other." This is the thinking which said: "If it be not in Aristotle, it be in error." This is the mind of the Inquisition, that imprisoned Galileo, the one which wrote "Mein Kampf," the slavish thinking of "Marxism-Leninism." It is that temporarily brilliant but warped brain which breeds dictators and their blind followers.

This kind of mind is found in all forms of endeavour. It is found even in our very

own hobby. It represents the *decay* of *once great* philatelists. It is just as easy to fall into this error in philately as in any other form of human thought. It matters not that philately is a hobby, something we do for relaxation and recreation. There are only a few of us who care to engage in research or scientific approach to stamp study. There are even less who have the desire to perpetuate the knowledge gained by years of study through writing and publishing. Unfortunately, it is among this small circle that the most pronounced tendency to authoritarianism is found. The reputation, once gained by serious study and maintained by publication of the findings of that study, must be maintained. *This is the shibboleth that causes controversy.*

A fresh mind, perhaps led along the same paths once trod by the philatelic great, finds some small fact or scrap of evidence which had been overlooked or even unknown to "the Authority." From this the new student endeavours to correct previous concepts. Immediately, "the Authority," jealous of his prerogatives, bursts into print with a blast which he hopes will discredit this upstart. He provokes a controversy which, if successful, has stifled another critic of "The Great Man." *The field of knowledge becomes a battleground.*

If this tendency to disregard new evidence persists among the "Philatelic Authorities," many serious students will be discouraged. They will abstain from studious philately simply because they dislike to enter into endless vituperative controversy with stubborn die-hards who refuse to admit that anyone except themselves can possibly know anything. The study of philately will then degenerate into mere learning by rote of what "The Authorities" say about stamps.

Now, forewarned, our younger students should see what they face and realize that such forms of controversy only serve to kill the reputation of the initiator. If "The Great Man" stoops to such ends to maintain his stature, he will now be expertly and exactly measured. "The Great Man" hopes to be overrated so as to scare off his critics.

H. D. S. H.

TREASURER'S REPORT

BALANCE SHEET AS OF 12/31/50

Assets

Cash on Hand (General Club Account) (Central Hanover)	$ 2,562.83
Petty Cash	30.00
Advance Payment (C. C. P. Trust Fund)	10.00
Accounts Receivable (Advertising)	141.50
Life Membership Fund (Bowery Savings Bank)	1,464.75
Trustee Account Balance (Chase National Bank)	743.49
Library Fund Balance (Central Hanover)	53.26
J. Brace Chittenden Fund (Securities)	6,700.00
Permanent Home Fund (Securities)	8,377.85
Club Property (Book Value)	65,058.07
Furnitures & Fixtures (Book Val.)	13,220.66
Unexpired Insurance	707.95
Total Assets	$99,070.36

Liabilities

Advance Dues	$140.50	
Advance Subscriptions	75.50	$ 216.00
CAPITAL		$98,854.36

Edwin E. Elkins.

THE HAWKER

A Historical Review of This Newfoundland Stamp

By HENRY M. GOODKIND

Preface

Thirty-two years ago—in the spring of 1919—Newfoundland, then Britain's oldest colony, issued a stamp which is generally accepted as the first air mail stamp of the British Empire. Philatelists have in time named it the "Hawker," after the pilot of the aeroplane making this epic trans-atlantic non-stop flight attempt, Harry G. Hawker. (Fig. 1) From almost the very moment when this stamp became known, its history



Fig. 1. Harry G. Hawker.

(Photo by courtesy of Henry Kraemer)

has been sensational. In a relatively brief period of time "The Hawker" developed into and established itself as one of the 20th century's rare and classic stamps.

It is, therefore, not surprising for a student to note how much has been written about "The Hawker" in both American and British philatelic journals. (See Bibliography) Much is repetitious, although in each article one finds some facts not disclosed by others. In view of this, it is proper to inquire is another article on "The Hawker" necessary? We think so because a comprehensive compilation of the stamp's history has never been attempted. Besides, the stamp has from its very beginning been subjected to criticism and controversy, which have had sporadic recurrences every few years. The results of this situation confuse the collectors rather than clarify the philatelic history of this Newfoundland stamp. Thus we have spent over five years seeking out all literature, philatelic or otherwise, in which the "Hawker" stamp was mentioned. We will attempt to piece them together so that they may offer one coherent story.

We also must preface our remarks with the statement that some important facts about the "Hawker" are not known, nor do we believe that they will ever become known to the philatelist. Death has removed some of those who could supply the answers. The necessary 1919 postal records of the Newfoundland Post Office Department are, in certain respects, either non-existent or unobtainable. Requests to present postal authorities for such records have not been successful. Despite this, we are still hopeful that some persistent philatelic student, no matter how annoying he may appear to the postal officials, will find out if complete records about the "Hawker" were kept when the stamp was being issued and sold, and, if they were, that they will become available. If not, it will be reassuring to finally learn that certain records were never kept. This is our theory.

Newfoundland in 1919

Winston Churchill recently wrote that "no story is complete without a background." This aptly applies to any knowledge one would wish to have about the first aerial stamps of Newfoundland. It is a failing of some philatelic students to regard a stamp of Newfoundland or other smaller lands in the same light as one of the leading countries such as the United States or Great Britain. We also think that the particular time in history when stamps were issued, is another factor that philatelists are apt to overlook. Most of us, having experienced two wars, readily realize that the emergencies of war years will create situations that would not occur under similar circumstances during peaceful times.

And so, we must look at Newfoundland in 1919. It was a relatively small insular British American colony, with a population of less than 300,000, dependent for its existence mostly upon fishing, with some small mining and lumber industries.

A change in world economic conditions always quickly and drastically affected Newfoundland. This is attested by her governmental changes in the last twenty years. She gained Dominion status in the British Empire in 1931, could not hold it because of depressed economic times.

Newfoundland, on February 16, 1934, voluntarily relinquished responsible Government and reverted to a Commission appointed by Whitehall, becoming what was called "a Dominion with Status in Abeyance."(*) In 1947, a referendum was put before her population offering the people the choice of whether a) join Canada; b) become part of the United States; c) he an independent land or d) remain within the British Empire. The first results were very close and not decisive. Finally, in 1949, by only a small majority, Newfoundland decided to become a part of Canada and by 1950 this was accomplished.

We are concerned with the year 1919. There were then these four leading factors that influenced the 1919 Trans-Atlantic flight stamps of Newfoundland.

1. *World War I.* This terminated in November 1918. During the war years themselves, Newfoundland, for the first time in its history, lost some of its isolated status.

(*)"The Book of Newfoundland," Vol. I, pp. 43-46, by John B. McEvoy LI.B. Also "Responsible Government in the Dominions" (2nd Edition), by A. B. Keith.

It became an important base for naval operations in the North Atlantic Ocean. This brought in thousands of U. S. and British Naval personnel, which gave to the island the advantages of spending, causing a period of prosperity. Prices of merchandise rose. Thus the population's experience made them resistant to a return of jobs of hardship at low-standard wages. Civil service jobs were particularly difficult to fill. The Postmaster had complained to the Governor General that the people were seeking better paid occupations rather than remaining couriers of mail on sleds over the long Newfoundland winter months at very low pay. It, therefore, took little foresight to seek another more practical means of carrying the mail than by dog-sled or snowshoe in the interior. The obvious answer was air mail service, if it could be developed practically.

2. *The Growth of Aviation by the year 1919.* World War I converted the flying machine from a stunt contraption to a practical means of transportation and communication. Every one seemed to anticipate the actual growth of aviation under a return to peacetime conditions. As most memories are fresh on this, we need not elaborate upon it. But its influence should not be overlooked.

3. *The Geographical Location of Newfoundland.* Aviation had progressed to that point before the war started in 1914, that a non-stop flight across oceans was no longer a wild dream. The war delayed all such attempts. But immediately at its conclusion, military and naval pilots turned their efforts to spanning the Atlantic. The logical starting point for all such attempts was Newfoundland. The monetary reward of the London newspaper prize of $50,000 (£10,000) to be calculated at the 1919 dollar or English pound stimulated wide interest. Thus Newfoundland was stirred by the realization of a new modern economic development—trans-oceanic air service. All her officials were anxious to push this as quickly as possible as a boon to her welfare.

4. *The Character, Personnel and Efficiency of the Newfoundland Government.* Although one could broadly state that the government of Newfoundland was, more or less, upon a traditional British Empire model, it is one thing to view the form and quite another to observe its administration by its available

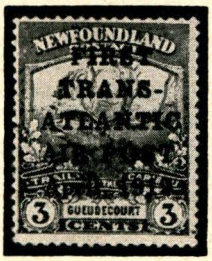


Fig. 2. The famous "Hawker" stamp.

personnel. It is said in no sense of criticism that, under the circumstances, an efficiently functioning government in Newfoundland would be too much to expect. Again, the war played its role, having taken away a part of its male population. The Department of Posts was no exception. Let us quote from the official report for the year ending June 30th, 1919 for a good illustration:

> "The Department is now put on its proper status by having it represented in Parliament, especially by a Minister of the Crown.
>
> "The Postmaster General was, with anything but advantage to the service, in numerous cases subjected to the ruling of the Government through the Colonial Secretary, with no advantage to the Postal service. There was lack of personal contact, and the power of the Colonial Secretary's Department to handle with efficiency and despatch the multitudinous matters affecting the Administration of Government is naturally limited, for it is not humanly possible for any man or number of men to accomplish the impossible.
>
> "The proper and efficient administration of the service is beset with difficulties which are not appreciated—."

Among Huber's outstanding studies of the stamps of Newfoundland is a Chapter entitled "U. P. U. Letter Rate Disregarded."(†) This clearly illustrates the typical independent spirit and individual manner of operation on the part of the Newfoundland postal officials.

On May 17, 1918, Newfoundland increased all postal rates one cent. This included even that to the United States with

(†) *Mekeels Weekly Stamp News,* May 21-28, 1921.

which, by a special convention, the domestic letter rate was in force. No matter, this arrangement was disregarded. Nothing was exempted. The Government also ignored the Universal Postal Union's regulation for a five-cent international letter rate by hiking this to 6 cents.

The Director of the International Bureau of the U. P. U. at Berne, Switzerland, first called Newfoundland's attention to this. That was ineffective. Then the authorities in Great Britain stepped in and addressed a note of protest. Newfoundland's reply was as follows:

> "This Government admits the position. The same was brought to their notice shortly after the passing of the legislation in 1918. And it was understood that the legislation could not be enforced except with respect to local letters and letters passing to countries with which we have a domestic rate.
>
> "As a matter of fact, the Government issued instructions to the Law Clerk of the Legislature that in the session of 1919 legislation should be introduced to cure the defects of 1918, but in some manner the Law Clerk of the House overlooked same. It will be given attention in the session which will shortly take place.
>
> February 10, 1920."

Again no action was taken. Another letter was addressed to Newfoundland by Great Britain on August 26, 1920. But the Post Office Department never cancelled the one cent tax on the foreign letter rate of 5-cents, according to Huber.

In summary, it was the time, the place, the status of air transportation and the administrative powers in Newfoundland which exerted a very vital influence and played its important part in the postal history of the "Hawker" stamp.

The Creation of the Stamp

There is no need in this study to treat at any great length the oft-recorded history of the preparations in Newfoundland that started in the winter of 1919 for the prize and the honor of completing the first successful non-stop Trans-Atlantic flight. It will just be recalled that there were three main competitors, all British:—

1. The Sopwith Company, whose plane was to be flown by Hawker and Grieve.
2. The Martinsyde Company, whose plane was to be flown by Raynham and Morgan.
3. The Vickers Company,* whose plane was to be flown by Alcock and Brown.

Since the Vickers group arrived later than the others in Newfoundland, there was little possibility that they would be among the first to venture. All indications were that it would be either the Sopwith or Martinsyde machine, with all odds favoring the former. We interrupt our story at this point to remark that each of the above three planes has left important Newfoundland philatelic reminders in the form of a stamp.

It would appear to be an accepted fact by all who know or who have studied the "Hawker" stamp that one person, above all others, was responsible for the preparation, mailing, distribution, and sale of mint remainders of this stamp. He was the Honorable J. Alexander Robinson, LL.D., Postmaster General of Newfoundland from 1916 until December 6, 1919. Under such circumstances, anything which the Postmaster General recorded about the "Hawker" should be considered the best authority for this stamp.

The Postmaster General wrote a detailed account which was published in the newspaper *The St. John's Daily Star* and is found reprinted in its entirety in both the Boggs and Huber-Poole handbooks, as well as in many British and American philatelic periodicals. Despite this, we deem it most important to reprint it once more, because no story about the "Hawker" is correctly told without it.

Postmaster General Robinson passed away some years back. Otherwise, some questions could be asked about his story. All published evidence shows that little was released before the stamp was overprinted. Philatelic circles, however, as we shall show later, knew of it. We can only surmise that, in reply to criticisms, both voiced and written later in 1919 the Postmaster General wrote his story for publication in the newspaper over a month after the stamp was made. One cannot, therefore, be sure how much

(*)The Company name was Vickers. The dual word Vickers-Vimy applied to the type of wartime bomber which this Company manufactured.

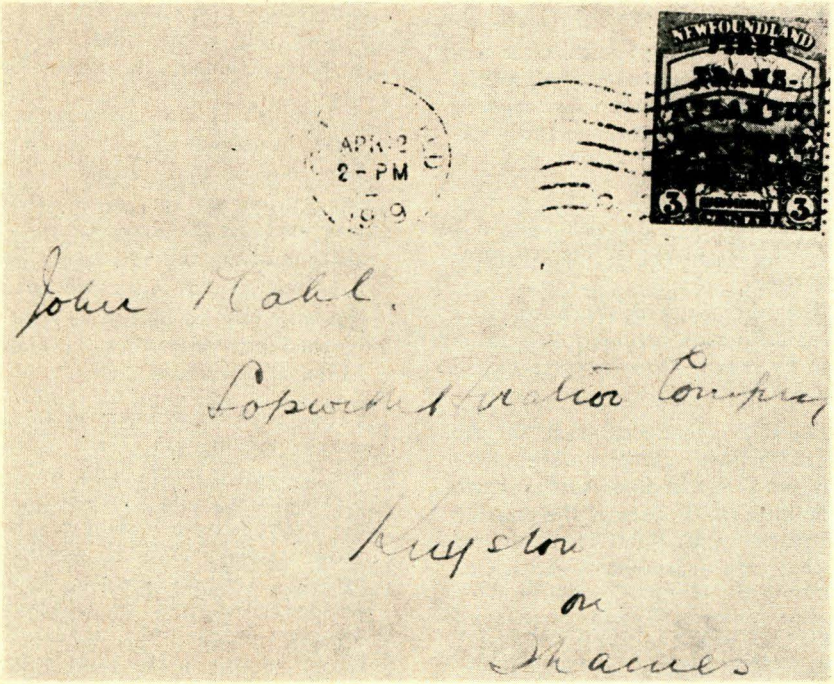


Fig. 3. One of the covers with the "Hawker" stamp, addressed to one connected with the Sopwith Aviation Company in England. It was cancelled April 12, 1919.

was what actually transpired, or whether some afterthoughts were included to still the critics. This is, as we see it, a matter of individual interpretation. It is best that you read it as it was written.

"The First Transatlantic Aerial Mail"

(The following account of the mail carried by the gallant air pioneers of the Atlantic is taken from the *St. John's Daily Star.)*

"Now that the gallant attempt made by Pilot Hawker and Lieut.-Commander Grieve has met with a large share of success, it may be of interest to the public to obtain some information as to the mail, which, I am unofficially informed, has been recovered, though in what condition it is at the present time impossible to say.

The first transatlantic air flight must ever remain a matter of historic interest. It was felt that some preparation should be made for the conveyance of at least a congratulatory mail from this country to the old country, and that the intrepid men who purposed undertaking the perilous journey, with those who represented the enterprising firms that essayed the adventure, should have the opportunity of sending greetings across the ocean to their friends.

The Sopwith machine was the only one in the island early in April, and it then seemed certain that the flight would be essayed during the month; as a matter of fact attempts were made on April 11 and 12. On April 5 the following letter was sent to Capt. Fenn:

'On what terms will you carry a small official mail, the number of letters not to exceed ten, and the weight not to exceed one pound?

'As an alternative proposition, and subject to such limitation as may be agreed on, on what terms will you carry a general letter mail?

'The above inquiries are made on the supposition that yours will be the first attempt to cross the Atlantic by airship.'

(Signed) J. Alex. Robinson,
Postmaster-General.

Capt. Fenn replied as follows:—

'With regard to your proposition for carrying an official mail of ten letters, weight not exceeding one pound, my Company will be prepared to accept this on the two following conditions:—

(1) That the Sopwith Aviation Co., Ltd., be allowed to carry a maximum of a hundred letters in excess of the ten mentioned above.

(2) That the Sopwith Aviation Co., Ltd., be paid the sum of one dollar, to be paid them by cheque made payable to the Company.

'It is clearly understood that in the event of the Sopwith aeroplane being subsidized by the Newfoundland Government, it must be the first to attempt the crossing of the Atlantic by air. M. H. Fenn, for and on behalf of the Sopwith Aviation Co., Ltd.'

This arrangement was confirmed by the following letter to Capt. Fenn, dated April 10, 1919:—

'Referring to your letter of April 8, in reply to mine of April 5, I now confirm the arrangement as follows:—

'You agree on behalf of your Company to carry an official mail of ten letters, the total weight not to exceed one pound. On behalf of the postal service of Newfoundland, and in consideration of your so doing, I agree to allow you to carry a maximum of a hundred letters, in excess of the ten official letters, and to entrust you with a total of 110 letters, more or less, to be placed in a sealed bag to be transferred to the care of Mr. Hawker for transmission as the first transatlantic air mail.

'It is, however, to be understood between us, that should the Martinsyde or any other airship get away before the Sopwith machine, you will agree on your part to promptly return the bag to my order, so that it may be sent by the first airship to leave. As a nominal consideration for carrying the official mail the Sopwith Aviation Co. will be paid the sum of $1 on the morning after the flight takes place.

'I regret that you cannot see your way clear to carrying a general letter mail, but can readily understand the great difficulty, if not the impossibility of doing so.—J. Alex. Robinson, Postmaster-General."

Although at the time there seemed very little likelihood of any machine getting away before that of the Sopwith Co.'s, you will observe that a distinct reservation was made in the event of such a contingency arising, and it is most pleasing to note the sportsmanlike manner in which the loyal friends, though rival aviators, accepted the position after the arrival of the Martinsyde machine.

The Sopwith mail carried an overprinted stamp. On the 3c. of the 'Caribou' issue the following words were printed: 'First Trans-Atlantic Air Post, April, 1919.' At the Royal Gazette Office, two hundred of these stamps had been accordingly overprinted. Of this number eighteen were damaged and will be destroyed in the presence of the Auditor-General. Two have been sent to His Excellency the Governor, with the request that one may be transmitted by him to His Majesty the King. Five were presented to Capt. Fenn, representing the Sopwith Aviation Co.; one has been sent, through Major Partridge, to the Aero Club; and one to himself in his capacity as official sealer. Two have been sent to the Curator of the Museum. The number of stamps cancelled and used in the mail was ninety-five. This leaves seventy-six unaccounted for. For these stamps many offers have been made, ranging from 3 cents upwards, applications having come from collectors and speculators.

After giving the matter careful consideration the conclusion arrived at is that these historic stamps, commemorating as they do the first air flight across the ocean and the first air mail dispatched across the Atlantic, should, from the financial standpoint, benefit, so far as possible, not speculators, but the people of the island from whose shores the airship flew. I know of no way in which this could be better done than by helping the widows and orphans of the fishermen and sailors who have been or may be lost in the prosecution of their hazardous calling. I have, therefore, purchased the seventy-six stamps at face value

on behalf of the Permanent Marine Disasters Fund, and, as Secretary of that Organization, offer them for sale at $25 each. This offer will remain open for a fortnight, unless all are previously disposed of. If any remain after that time the right to demand a higher figure will be exercised. These stamps may be obtained upon application to Mr. Campbell, of the G. P. O., and will be delivered on the principle of 'first come, first served.'

The fear was that the perilous enterprise had terminated in a historic tragedy, and there was hesitation as to whether it would be right or seemly to commercialize to any degree the unique adventure, but there need not have been hesitancy, for men of the character of Hawker and Grieve, fearless aviators who have dared death again and again, living or dying could know no greater joy than that through their efforts, direct or indirect, the widows and fatherless might benefit.

In conclusion, may I add that a small mail has been aboard the Martinsyde machine for some time. From the official standpoint, it was to some extent a duplication of letters sent by the Sopwith machine. The ordinary 3 cent stamp was used, with the words, 'Aerial Trans-Atlantic mail' written across the face.

Later on it is the intention to issue a special air stamp which will be used should the opportunity of sending mails by aeroplane again be presented. The public, however, will recognize the great difficulty in connexion with arranging for the carriage of mails across the ocean by airships.—Yours truly, J. Alex. Robinson, Postmaster-General. G. P. O., St. John's, May 29, 1919."

" *Summary*

Damaged and destroyed	18
Cancelled on First Air Mail	95
Presentation Copies	11
To be sold at $25 each on behalf of the Marine Disasters Fund	76
	200 "

Were it possible we would ask the following questions of the Postmaster General:

A. In the event that a limited mail of only ten official letters had been placed aboard the aeroplane, would the envelope have borne any distinctive feature for future remembrance? With only ten letters as all the mail, would a special postmark, cachet, overprinted stamp, or any other special designation have been created?

B. In the event of the acceptance of a general carriage of mail, would it have been possible to have a mailbag heavier than the actual one with the 110 letters aboard the plane? If not, how would the mail have been allotted and how many stamps would have been prepared for sale at post office windows?(*)

C. The Postmaster personally prepared all the covers that were placed in the mailbag, each franked with the 3-cent overprinted stamp. He purchased the mint remainders at 3 cents each, but who purchased and paid for the stamps that had been previously affixed to the mail?

D. When it came to the disposal of the remainders, the Postmaster stated that to "applications having come from collectors and speculators," he would offer the mint remainders at $25 per copy, but if after two weeks, any were unsold, he had the right to demand more. If he could not sell all of the 76 copies, in view of his evidence of a great demand, at $25 each, what made him think the unsold balance could be raised in price? But outside of remarking upon what strikes us as a peculiar selling psychology, we need not bother with the answer to this question. *Mekeel's Weekly Stamp News,* on May 24, 1919 reported all the mint copies sold by the second day of the sale.

Thus the above four questions were asked solely because they are very pertinent facts to the philatelist, which Dr. Robinson completely omitted. Such omission leads us to the conclusion that the Postmaster's story about the "Hawker," although substantially

(*)The sale of "the Alcock-Brown" stamps in June, 1919 disclosed this. In all, 10,000 stamps were surcharged. No more than two letters per person were allowed for the mailbags. The first 600 stamps overprinted, according to Postmaster General Robinson's account in "the St. John's Daily News," were handed to Mr. Campbell of the Post Office Department. These were specifically for the mailbags to be placed in the Vickers-Vimy and Handley-Page machines. "Of necessity, the mail will be very small, the maximum weight in each case not exceeding three pounds, including ten official letters," wrote Dr. Robinson.

true and of the greatest importance to the student of the stamp, has some weaknesses in it.

"The Hawker" Stamps in the Mailbag

We shall now supplement the Postmaster General's account with those of other participants or witnesses to this historic flight, but confining all observations only to that which pertained to the stamp.

The stamps were overprinted between April 10th and 12th, 1919. The mail was then prepared for placement in the aeroplane. First came the eleven official letters. Huber in *The Air Mail Collector* of September 1931 writes of these as

"3 letters from the Governor of Newfoundland
3 letters from the Colonial Secretary
2 letters from the Premier
1 letter each from the Chief Justice, Postmaster General, and Mayor of St. John's."

As for the limited mail of 100 letters, Huber wrote:

"Of the Sopwith letters, the majority were addressed to directors and others connected with the firm, and friends of the aviators and those employed in the venture at St. John's—(Fig. 3)

"This mail was brought to the office of the Postmaster General and there the specially overprinted postage stamp attached. Most of the letters were endorsed by hand or typewriter 'By Aerial Post' or similarly. The cancellation was by electric machine, a single lined circle, 20mm. 'St. John's, Nfld. 1919—Apr. 12—2 PM' with seven wavy lines at the right, the fourth being cut away at the left and '1' inserted. April 12th is the earliest postmarked date known on this mail." (Fig. 4)

The letters were placed in the mailbag and then put aboard the Sopwith machine, as shown by the following published in *The American Philatelist* (1931).

" July 29th, 1930

General Post Office
St. John's, Newfoundland

Dear Sir:

I had the honour to accompany the late Dr. A. J. Robinson, then Postmaster General, to Mount Pearl, six miles from St. John's, and delivered the mail to the Hawker and Grieve airship in the presence of the Governor. By direction of the Postmaster General, I sent stamps to the men and machinists assisting Hawker at Mount Pearl for their letters.

(signed) W. Campbell
Assistant Deputy Minister Posts"



Fig. 4. Part of a cover showing the April 12, 1919 cancellation.
(Photo by courtesy of Philatelic Foundation)

Mrs. H. G. (Muriel) Hawker in her biography of her husband "H. G. Hawker, Airman, His Life and Work" makes *practically no mention of the famous stamp* except in the short reference in her chapter about the preparations for the flight, from which this part is quoted:

"The ceremony was held on Sunday, April 12th, 1919, wherein the mail bag was officially placed in the Sopwith machine in the presence of high Government officials. Sir Charles Harris, Governor General of Newfoundland, handed Harry a letter for delivery to His Majesty King George V. The mail bag was then sealed by an agent of the Royal Aero Club, Major Partridge.

"The mail, consisting of about 100 letters, included in addition to the letter for His Majesty, others for the Prime Minister and other celebrities. The First Trans-Atlantic Aero Flight stamps were printed by Newfoundland, *but there was no demand for them at £100 each.*" (Italics are ours).

This quoted passage is of interest for two reasons. It affords us the recollections of one closely associated with the flight of just how the mail was officially put on the plane. Mrs. Hawker's memory of the stamp certainly adds some mystery. It does offer the

hint that perhaps some were "offered" the privilege of having a letter in the Sopwith plane with the "Hawker" stamp on it but not many were willing to pay close to $500 for it. Perhaps her recollection is not exact as to the price. If only one or more availed themselves of this privilege, who profited by it? Whether Mrs. Hawker is correct, we shall probably never know.

The actual flight, however, did not start until May 18, 1919, one month after the mail-bag had been placed aboard the plane. During this time the *existence of the stamps became known to philatelists.* This fact is attested in the "New Issue" reports in the May 24, 1919 issue of *Mekeel's Weekly Stamp News"*(*) as follows:

"Newfoundland. Our correspondent, Mr. Michael P. Hynes advises that two hundred of the 3-cent Caribou stamps have been overprinted. By arrangement with the authorities, Lieut. Hawker and Commander Grieve will carry a mail of 111 pieces when they leave on their epoch-making flight. Of the 200 stamps overprinted, 23 were spoiled and destroyed. 100 were handed over to the Aviators and 11 used on official mail. The remaining 66 are in the possession of the Postmaster General and at present it is not known what will be done with them. The agreement with the fliers permitted them to take a mail of 100 pieces and in return for the privilege, they are to take 11 letters from prominent officials to be delivered in England.

"No special postmark is used. Although the overprint reads 'April 1919' and the aviators have not started across, no change will be made as the bag is sealed and everything in readiness for 'take-off' at a moment's notice. The Martinsyde machine, manned by Raynham and Morgan will also take a mail of about the same size, but ordinary Caribou stamps without any overprint will be used."

The "Hawker" Flight and the Mail

As we are concerned only with the stamp, we shall touch only upon the later part of the flight, after the plane was forced down in the ocean short of its goal.

(*)Vol. XXXII No. 21 p. 182 (1919).

A graphic picture of what occurred with the mail is given in the British publication *Stamp Lover,* (July 1919), which we quote as follows:—

"The mail was saved with the wreckage of the aero-plane, which was sighted in mid-Atlantic by the U. S. Steamer 'Lake Charlottesville' on May 23rd. Captain Milvers * reported the aero-plane was floating tail up and on top of the tail was a white shirt tied as a distress signal. Near the top was lashed a brown mailbag marked *'Newfoundland General Post Office'* (italics are ours). The mail was very much water soaked. They dried it and pasted the stamps back on the letters * * ."

And in connection with this incident, there is on file in The Collectors' Club Library the following from the finder of this mail:—

LONDON TIMES

Mr. Hawkers Mail

Finder's Letter to Premier

Paris, Sunday.

Lieut. Commander Wilvers, U. S. N. Reserve, of the SS. Lake Charlottesville, of Toledo, U. S. A., who found Hawker's aeroplane and the mail it contained, wrote Mr. Lloyd George the following letter, dated "At Sea, May 27":

Dear Sir: I am writing you these few lines to inform you that I am sending you a letter addressed to you which was found on the wreck of the Sopwith plane in which Mr. Harry Hawker and Commander Mackenzie-Grieve had attempted to fly across the Atlantic. This mail came into my possession under the following circumstances: While passing between Montreal and Falmouth, in latitude 49 degrees and 40 minutes north and longitude, 29 degrees and 4 minutes west on May 23, I was called on the bridge by the officer on watch on account of some object visible on the starboard bow. We thought it was a shipwrecked crew out in a lifeboat, and headed immediately for it; as we drew nearer we saw that it was an abandoned aeroplane. When I saw the

(*)Sic, the name is Wilvers, according to H. R. Harmer Co., who have had correspondence in recent years with him.

name Sopwith on it I immediately realized that it was Hawker's. It was floating in the sea tail up, and on top of the tail was a white shirt tied as a signal of distress. Near the top was also lashed a brown mail bag marked "Newfoundland G. P. O." The mail in it was very much water-soaked and otherwise damaged. We dried it, and pasted the stamps back on them, and I trust that the letter will reach you safely and in good condition. It is believed from the conditions as enumerated above that the occupants remained for some time by the wreck, and the fact that the mail was found near the distress flag causes me at this time to entertain grave fears for their safety, but I sincerely hope that they are safe and well. In view of the sentiment attached to this first Trans-Atlantic air mail, it is thought that you might be interested to know how it came to be delivered after having been wrecked in mid-Atlantic, hoping the letter from Newfoundland reaches you in good condition, I am Sincerely yours,

A. C. Wilvers, Lieut.-Commander
U. S. N. Reserve.

The letter found on the plane was the following addressed to Mr. Lloyd George by the Premier of Newfoundland, Sir W. F. Lloyd:

Dear Sir:—Permit me to offer, on behalf of Newfoundland, greetings on this first Atlantic aerial mail service between the oldest Colony and the Mother Country. Newfoundland appreciates your services in winning the war and your great efforts in endeavoring to bring about a satisfactory peace. Yours sincerely,

W. F. Lloyd, Prime Minister.

Mr. Lloyd George, on June 8, replied as follows:

My dear Prime Minister of Newfoundland—Your kind letter of greeting despatched by Mr. Hawker has just reached me to-day in Paris. It was forwarded by the captain of the American steamship Lake Charlottesville, who recovered it from the wreck of Mr. Hawker's aeroplane in the Atlantic on May 23. The letter, like the aviators themselves, had thus the good fortune to arrive safely on this side of the Atlantic. In expressing my thanks for your kindly reference to myself, I desire to say also on behalf of the Government how much the very generous support afforded by Newfoundland to the Mother Country in the conduct of the war has been appreciated throughout Great Britain. In the sufferings and trials in the common cause a fresh bond of union has been forged. With all good wishes, Yours, Sincerely,

D. Lloyd George.

To Lieut.-Commander Wilvers he wrote:

Dear Captain Wilvers—Your very interesting letter has reached me in Paris to-day. It has afforded me the greatest pleasure. I desire to express my best thanks for your kindness in forwarding Sir William F. Lloyd's letter and for the dramatic account of the finding of the aeroplane. We are all rejoicing that the aviators were saved.—Your faithfully,

D. Lloyd George.

Harmer's Stamp Hints, Vol. 2, No. 1, February 1944(*) treated the "Hawker" and raised these questions:

"The principal facts of the flight * * * are well known and have been set down in all airmail catalogues as well as having been published on various occasions in philatelic magazines.

"However, one finds very little reference in such publications to the facts surrounding the actual salvage of the mail, which, after all is a feature of the greatest interest to philatelists. Why was the bag of mail tied to the tail of the plane and then abandoned by Hawker and Grieve? Who was the captain of the 'Lake Charlotteville'(†) and what prompted him to carefully dry out the mail and restore the stamps to the envelopes? Was he a philatelist? And if so, why did he not keep at least one letter, or, perhaps, the whole lot, and claim salvage under the maritime laws? He had a fortune in his hands. Did he know this? And to whom did he surrender the bag of mail after his arrival in England?"

(*) Published by H. R. Harmer, New York, N. Y., pp. 14-16.

(†) This name is misspelled sic, Lake Charlottesville.

Let there be no further mystery about this and let all of the above queries be answered, perhaps for the first time, by the Captain of the "Lake Charlottesville" himself, Lieut.-Commander A. C. Wilvers, U. S. N. Reserve. Wilvers' following letter is published entirely, although only the first part relates to the "Hawker" mail. The entire contents of this letter are fascinating, historical and, furthermore, afford a keen insight of the man.

ON BOARD
S. S. "LAKE CHARLOTTESVILLE"

Baltic Sea, June the 5th 1919.

My Dear Father Bender.

I did not write You before, because there was nothing much happening outside of the usual course of events, but as I am in position now to tell you how things are in Europe.

We loaded in Montreal a full cargo of flour, 3,500 Tons for the U. S. Food Administration, and were ordered to Falmouth England for orders. On the way over we found floating in the sea the Airoplane in wich that famous British Aviator, Harry Hawker, was going to show the Yankees how to fly across the Atlantic, well he got nearly half way, but the Yankees got all the way, (much to the disappointment of the English) it appears that they must have gotten a tremendious scare as they where in such a hurry to leave the plane when help hove in sight that they forgot to take the mail with them, this mail was addressed to all the Royalty of Great Britain, and as soon as the aviators realized that they were going to land in the water they put the mail on top of the plane where it would not get wet, but when a Danish steamer hove in sight they never stopped for mail or anything else.

When they got back to England they were regular heros, and they were decorated and received by the king, when they were telling at banquets all about their grand achievement, and filling everybody full of Bull, I sneaked in to Falmouth with the Plane and the mail on board. That I guess gave them the shock of their lives, they rushed a man from London to see me, and deluged me with telegrams, telling me not to give the mail or plane to anyone, and not to do this, and not to do that, in fact they did not want the facts known. When they arrived in Falmouth, the man in charge said alright Captain we will take the machine right away, I said what right have you to the machine, they answered is it not our plane I said it was at one time but you willfully abandonned it at sea and therefore it now is mine, they said they had a moral right to it and would take it anyway I defied them to touch it, and told them that I had an offer of 10,000 dollars from Barnum and Bailley for it, this of course was a lie. The British authorities forced me to land it, but I made them give me a bond for 2,500 Pounds Sterling, for it, they saw that I meant business and gave me 4,000 dollars for my trouble, they could have bought it from me for a hundred if they had only known it, as the thing was all wrecked, and of no use to me.

From Falmouth I went to Dartmouth for sufficient coal to go to Russia and back, we left there with orders to go to Reval, Russia, and I concluded to go through the Kiel canal and get a glimpse of Germany and ascertain for myself the true conditions there, we managed to get through the mine zone O. K. and one forenoon we saw 3 floating mines, passed close to Heligoland and proceeded up the river Elbe as far as Brunsbuttel where we entered the Kiel Canal, we all enjoyed the beauttifull scenery and the well kept farms and pretty homes along the banks of the canal and in due time reached Holtenau, which is the other end of the canal where it empties in the Baltic Sea.

As soon as we made fast at the latter place scores of little children came and offered small souvenirs for eatables and one little girl send me a dozen smoked herring with the following note,

Very much respected Mr. Captain!

I wish you a good appetite for this courtesy and a very happy Yourny.

Please give my any small pakets of good cigarettes and a little quantity of chocolate.

Your thankful

Germany Friend.

Needless to say that she got not only the chocolate but the ciggarettes as well, these People have suffered from hunger and are suffering today and the People in the States if they knew the true conditions in Germany would I am sure do something for their relief, they should.

The day after tomorrow we expect to arrive at Reval from where we expect at this time to return to the states, (via England), give my very best regards to your Sister, and please remember me to the Fathers Cauly, also to my friend the Polish Priest, whom I met with you last spring.

Father please call Mable up, or call on her and tell her that you heard from me, as I got strict orders to write to you and I want her to know that I did.

Hoping that these few lines will find you enjoying the very best of health, I remain as ever, Very Sincerely Yours.

A. C. Wilvers.

P.S. I don't know if I will be able to get this out of Russia but I am going to try. Phone number is 60519. Mutual Phone.

A. C. W.

These are strong opinions reflecting none too favorably upon Hawker, Grieve, in fact, many Britains. The other side of this matter is available, coming from none other than Mr. Harry G. Hawker, himself. His book, "Our Atlantic Attempt," Chapter XIII concerns itself with these contentions under the title; "Help from Ships." Hawker wrote:—

"It appears that when we had fallen into the Atlantic * * *, a considerable outcry was raised in certain quarters against the fact that on our flight we were entirely unaccompanied by ships, and bitter compari sons were made between the organization for the transatlantic flight made respectively by the British companies and the American Navy.

"In the first place, there is absolutely no similarity. * * * The American NC flights were a national affair. * * *

"So far as British aviation was concerned, it was left in the hands of private enterprise, * * * The Americans were not entered for (*The Daily Mail* £10,000) prize, and consequently could organize their flight on an entirely different basis.

" * * * Ours was a land machine, * * * consequently a chain of ships would have been of very little use to us. Ours was a private enterprise and it would have been a little too much to expect the long-suffering British taxpayer [Ed. note: Written in 1920] to foot the bill * * *.

"I have thought all along * * * the problem was to get from St. John's, Newfoundland to some point in Great Britain with a total disregard of what lay inbetween. It ought to be possible to navigate an aeroplane from one point to another, without any help from ships.—"

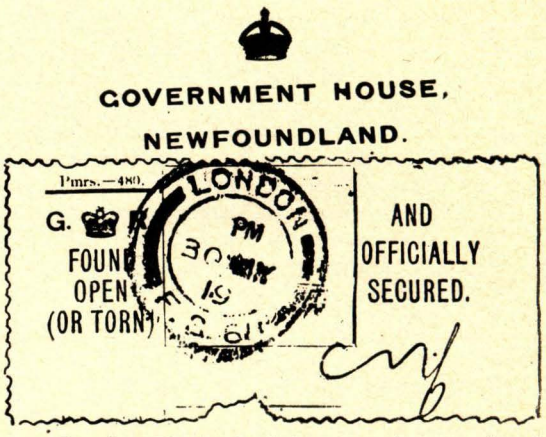


Fig. 5. The back of the cover shown in Fig. 3 indicating how the British Post Office sealed most of the letters found in the mail bag. This seal was affixed after the mail had arrived in England.

The U. S. "Lake Charlottesville" continued on to Falmouth, England, where the mailbag was turned over to the British Postal authorities. There is evidence that the mail was transported and cleared by the London General Post-Office and sent on its way. Most all of the letters carried by Hawker had affixed the British Post Office seal. (Fig. 5.)

The mail can be followed from this account in the British stamp weekly *Stamp Collecting* of August 2, 1919 which is quoted in part:—

" * * * the letters reached the Post Office intact through the medium of the Admiralty * * *. The Letter Bill No. 1 is now preserved in the Post Office Rec-

ord Room, and through the courtesy of 'St. Martin's-le-Grand,' we have the pleasure in publishing a reproduction of the document. (Fig. 6) (*)

"One of the Newfoundland 3c. 'Caribou' stamps specially overprinted for the prepayment of the postage on the Aerial Post letters was fixed to the Bill in London for record purposes. It will be observed that the Bill is signed by the Newfoundland Postmaster-General, Mr. J. A. Robinson, as the 'Despatching Officer,' and by Mr. Illingworth, the British Postmaster General, as the 'Receiving Officer' of the mail * * * ."

The contents of the mail bag with the "Hawker" stamp were distributed by the London post office in its usual manner. Thus the story of the mail can be closed.

The Sale of the Mint Remainders

You may have noted the discrepancies in the exact figures of the amount of unsold mint remainders of the "Hawker" stamp. *Mekeel's* reported 66. Postmaster General Robinson mentioned 76. Most of the specialized Air Post stamp catalogs and philatelic writers accept Robinson's figure of 76. This is substantiated by Huber-Poole's handbook which stated in this connection:—

"The letter from the Postmaster General offering these overprinted stamps for sale appeared in the morning papers of Saturday, May 31st (1919). All but eight were sold that day and these found purchasers by Monday noon, June 2nd, and $1,900 was secured for the Fund. Before being sold, the stamps were initialed 'J.A.R.' on the gummed side." (Fig. 7)

Seventy-six copies at $25 each is nineteen hundred dollars, the aforementioned sum.

(*) Although we show this reproduction, there are certain notes thereupon which might be overlooked or difficult to decipher. It seems apparent that in one style of handwriting is the notation "88 ordinary letters and 10 official letters." Then the "88" has been written over and made "90" and the "10 official letters" have been scratched out. In a different style of handwriting is the two-line notation "1 Package Photos/ 6 ordinary."

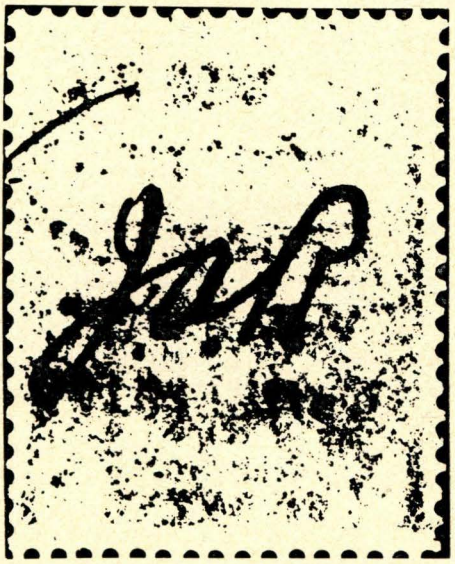


Fig. 7. Postmaster General J. Alex Robinson's initials on the back of one of the "Hawker" stamps.

(Photo by courtesy of Philatelic Foundation)

It did not take long for public criticism of the sale of the "Hawker" stamps to appear, as Huber-Poole reported this excerpt from a letter to *The St. John's Daily Star,* on June 7, 1919:—

"Dear Sirs:

* * * It appears that 76 copies of the stamp were purchased by the Postmaster General himself at face value, 3 cents, and were subsequently advertized by him at $25.00. Now, although the proceeds of these stamps is to go to the Marine Disasters Fund, that does not alter the fact that the Postmaster General is selling stamps over face value, which to say the least is rather irregular. I have always understood that the Postmaster General was strongly opposed to anything that savored of speculation in stamps, or rather issuing any of a speculative character, and yet, he is actually offering them for sale at an enormous percentage over face value."

A second correspondent wrote a letter to the same newspaper, published on June 14, 1919, and from which is quoted this part:

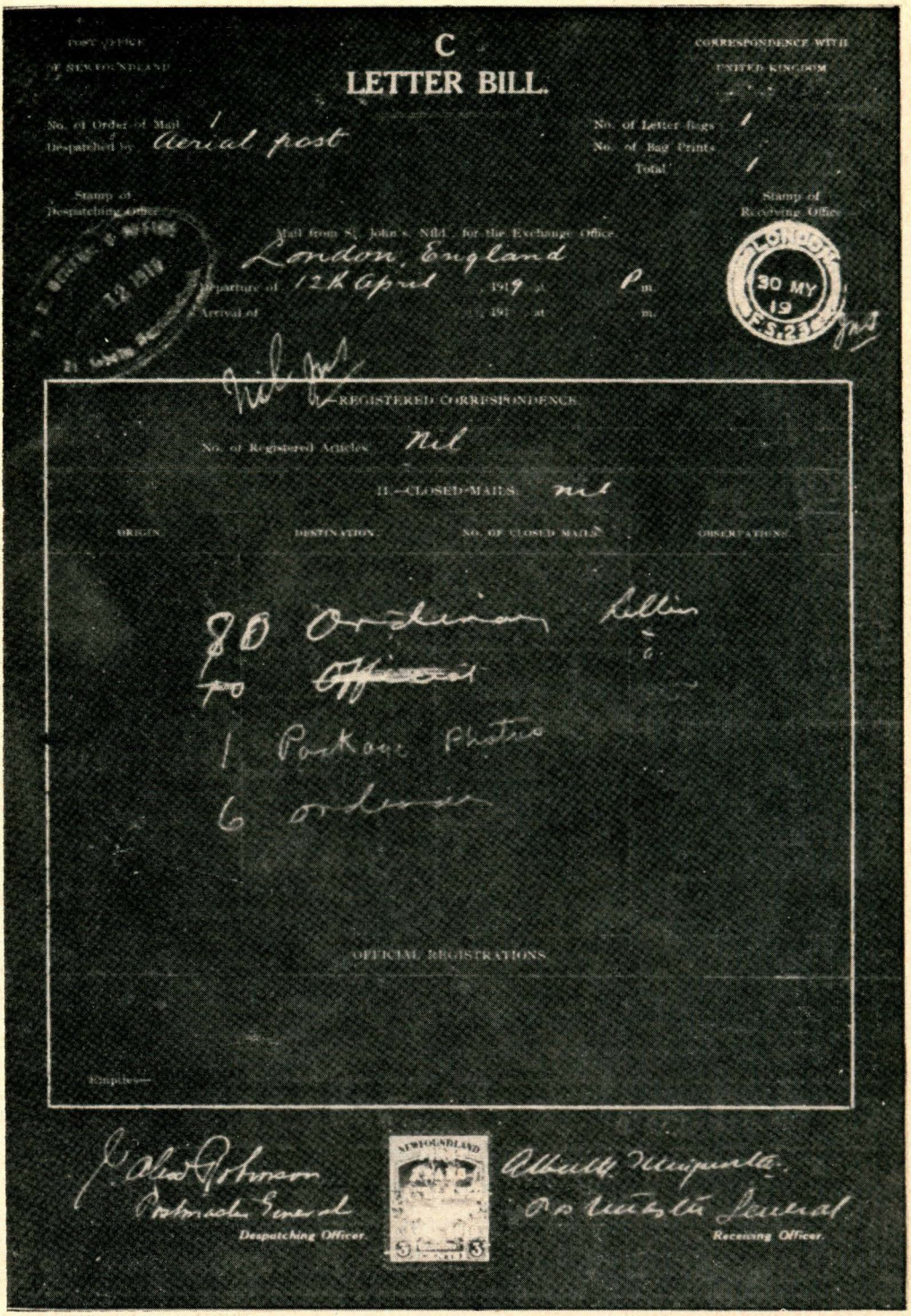


Fig. 6. Reproduction of the Letter Bill dated May 30, 1919 relating to the handling of the "Hawker" mail. It now reposes in the Great Britain Post Office Record Room.

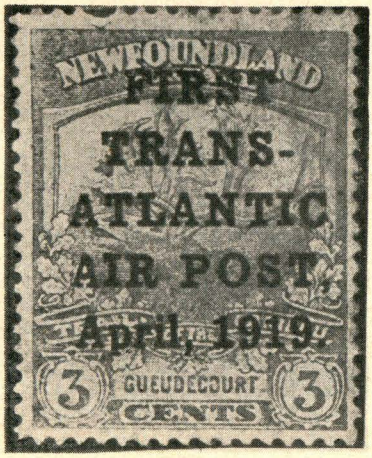


Fig. 8. The overprint of the "Hawker" stamp, shown enlarged.

(Photo by courtesy of Philatelic Foundation)

"The Sopwith(*) stamps I maintain are of a speculative character and though I firmly believe the Postmaster General had no intention of issuing them with this idea in mind, I certainly think he erred in advertising them at $25.00 each, which was really inviting speculation by suggestion."

It is amusing to note that over the years further criticism of the sale of the "Hawker" stamp appears, written as if each author had hit upon a new idea. Comparison of later writings with the 1919 letters shows that the *"Hawker" stamps were not placed on sale to the public at the post office at face value.* Any philatelic purist is on sound ground when he points out this technicality. Whether this should adversely affect the stamp's listing in all standard catalogs is a matter for the respective stamp catalog editors to decide, according to their standards of listing. It does seem proper for certain "cautious" catalog editors, who maintain that they apply the standard of "sale at post offices without any undue premium" to their listings, should exclude the "Hawker" stamp. In reality, to apply such a rule, after listing the "Hawker" in a catalog for so many years, would be most harmful to philately.

(*)The stamp's early name was "Sopwith," not "Hawker."

The Overprint of the Stamp

In connection with the overprint on the "Hawker" (Fig. 8) stamp, two problems are faced:—

1. Where was the overprinting done?
2. What was the overprint's setting?

The first question is far easier to answer than the second. We find two different versions in reference to where the stamps were overprinted. Huber and others wrote; "It was made at the office of *The Royal Gazette.*" Dr. Robinson's own account similarly stated this.(*)

The London Philatelist, recording a paper read by Mr. S. A. Brown before the Royal Philatelic Society on April 11, 1935, stated:

"The overprint was made by Robinson and Company at the offices of *The Daily News,* this information having just been given me direct from Newfoundland."

Boggs' handbook agrees that the overprint was made at the offices of *The Daily News.* In discussing the matter in person with Mr. Boggs, he could not exactly determine who was the source of information for this. He then wrote to David R. Thistle, Esq., proprietor of *The Royal Gazette* (now *The Newfoundland Gazette)* and this reply was received:

"St. John's, Newfoundland
November 18th, 1948

Dear Mr. Boggs:—

Pardon me for not answering your letter of November 5th before this, but I have been confined to my bed for two weeks with a bad attack of the flu. *The Hawker stamp was overprinted at the Daily News office.*

The *Columbia,* of which, I understand, you have full information was overprinted at my office.

(signed) D. R. Thistle "

(*)One would think that Postmaster General Robinson, when writing about the "Hawker" stamp so shortly after he handled all arrangements, would have known where the overprint was made. But obviously, he did not. This goes to show how errors, misstatements or other misleading facts can creep into either official records or statements by officials. Philatelic students, therefore, cannot always cite an item as an infallible fact just because it emanated from official sources.

It should be mentioned that *The Daily News* of St. John's, Newfoundland was and is still owned by Robinson and Co. Ltd. Publishers, of which Dr. J. A. Robinson was the proprietor at the time that he was Postmaster General. However, the fact that the firm, which made the overprint for the "Hawker" stamp, was owned by the Postmaster General who ordered same; attempts in no way to cast any reflection directly or in inference upon its handling or execution. It is well to remember that St. John's is a city of about 30,000 population and there were only a few printing establishments who could undertake this task.

A second, unsolved as yet, mystery about the "Hawker" stamp is how the setting of the overprint was applied to the stamps. With the exception of Huber, no writer has even alluded to the setting of the overprint. Huber wrote:—

> "The setting was probably one of *ten* [Italics are ours] subjects, owing to the small quantity overprinted. No varieties were reported."

Some ten years ago, the author was shown a block of 12 and a horizontal strip of 3(†) stamps that bore a very strong resemblance to the "Hawker" stamps. Close inspection showed that the wording and setting of the overprint on these multiple pieces were different from that upon the issued stamp, but only to a slight degree. The ink upon careful examination appeared of the same texture and substance as on the "Hawker" stamp. (Fig. 9 and 10) The overprint is spaced more widely. The fifth line with the date "April, 1919" lies directly upon the value tablet of the basic stamp. (See illustration). Inspection of the back of these 15 copies discloses the full signature of Postmaster General J. Alex Robinson on each stamp in the strip of 3. On the block of 12, only the first stamp reveals his initials "J.A.R." on the gummed side. The logical assumption would seem to be that Postmaster Robinson began by signing his name in full, as shown on the first three stamps. He decided to change to initialing only, but for some unknown reason stopped after doing this once.

It is not now recalled whether the late Mr. Nicolas Sanabria, who allowed us to study these with him, told us about its origin nor final disposition. At that time, it was his belief that this block was a *trial printing.* This is mentioned only as further substantiation of the belief that the setting on the "Hawker" might be one of more than ten subjects.

The plating of this overprint must proceed slowly because of the non-existence of multiple pieces. All efforts up to this writing to learn if any records or clues were existent in St. John's as to the setting of the overprint have been without success. No government records exist.

Mr. Boggs has a letter dated December 6, 1948 from the Business Manager of *The Daily News* of St. John's and Robinson & Co., Ltd. in reply to his inquiry from which we quote:

> "We regret to advise however that we are unable to supply any information on this matter as the individual who did the overprinting has since passed away and we have no records to show just how the printing was done."

Official Archives and Records About "The Hawker"

Up to this present writing, nothing has been found in the Newfoundland Government's records nor in any of the Post Office reports published, that ever mentioned the "Hawker" stamp. Recent attempts by the author with the kind cooperation of Winthrop S. Boggs have proved fruitless. Furthermore, we have carefully consulted *"The Annual Reports of the Department of Posts and Telegraph"* for information about Newfoundland stamps, as these have been an excellent source of reference. These Post Office records always include a section devoted to the new stamps issued during the year covered by the Report. One can read *the Report for the Year Ending June 30, 1919* from cover to cover and find no mention whatsoever about the "Hawker." This 1919 Report was submitted by W. W. Halfyard, the then acting Minister of Posts. Postmaster A. J. Robinson had resigned in

(†) This was originally a block of 15 (5 x 3), which had become split, according to information supplied of Mr. C. H. C. Harmer of London, England.



Fig. 9. A strip of three, a block of twelve and a single copy with the lower left sheet margin showing the so-called Trial Printing of the overprint.



Fig. 10. The back (gummed) side of the stamps shown in Fig. 9.

(Photo by courtesy of Philatelic Foundation)

December 1919. Hence his name did not appear on the 1919 Report.(*) However, there are several pages devoted to stamps and it is to the point under discussion to quote the very beginning of this section.

> " Postage Stamp Branch
> During the year under review, in this connection there was a unique incident, and that was the sur-charging of some of the postage stamps for the Air Post mail. The despatch of a mail safely across the Atlantic by Airship on 14th June 1919 will be a memorable event in the history of the Newfoundland Post Office.
> " * * * on Saturday 14th June, Captain J. Alcock and Lieut. A. W. Brown * * * "

From this point on, there is a detailed description of the "Alcock-Brown" $1 on 15c. stamp. *But why no mention of the "Hawker"?* Can it be implied that such an omission was deliberate? Certainly, it would seem incongruous that Mr. Halfyard, who wrote the 1919 Report, never knew of the "Hawker" stamp. It might have been an oversight on his part, but we are inclined to doubt it. Were there any other stamps of Newfoundland, cataloged for stamp collectors, of which no mention was made during the years these Post Office Annual Reports were issued? Yes:—the 1927 "De Pinedo" stamp is not included in *the Report for the Year Ending June 30, 1927*. The *De Pinedo stamp* is the only other omission that we were able to find. In the absence of any official explanations and complete silence on the part of Post Office authorities to inquiries, no firm opinion can be formed. One can speculate about these omissions but that is all.

Many Newfoundland post office records are available that show some irregularities in its higher placed personnel during the years 1925-1933. We have in mind some actions on the part of certain post office personnel in connection with the later "De Pinedo" and "Columbia" stamps. Public records show prosecution and dismissals from the government's service. At no time was any suspicion created nor was any criticism levelled, as far as we could determine, at Postmaster Robinson or his integrity. All accounts, written or verbal, from those who knew him represent him as a man of high honor and who never attempted to nor did profit at the public's expense. Criticism that had been levelled at him and the "Hawker" was only one of judgment or of the speculative nature of the stamp.

Another critical aspect raised by certain writers was in reference to the 3-cent rate for a trans-atlantic air mail service. This is difficult to explain and, in particular, when the "Hawker" rate is considered in relation to the "Alcock-Brown" stamp, which followed by only a few weeks. This latter bore a surcharged one dollar rate.

A search of all the Newfoundland postal archives available to us produced no record of a directive, postal law or regulation establishing a 1919 air mail rate. We are convinced *that no specific rate was in mind when the "Hawker" and "Martinsyde" stamps were created.*

We would refer back to Postmaster Robinson's newspaper account and re-read the opening and second paragraphs of it. This offers proof that the overprint applied to make the "Hawker" stamp was of a *commemorative* or *identificatory nature*. It was intended for a historic souvenir; and nothing more. Time did not allow for the preparation and printing of a definitive stamp.

As regards the "Alcock-Brown" dollar rate, we find the explanation of the difference between this and the "Hawker" in Huber's notes.(†) The Vickers-Vimy mail was a *general* one and so recorded by Postmaster Robinson in *The St. John's Daily Star*. Let us quote from the latter part:

> "By permission of the Government, 50 cents out of every $1.00 will be apportioned to the Permanent Marine Disasters Fund.

(*)Huber (*Mekeel's Weekly Stamp News*, May 28, 1921) devotes his entire Chapter XIX to Postmaster Robinson's resignation. In the November 1919 election, the government was voted out of office. The new Administration, which took over in December 1919, decided to reorganize the Postal Department. It created a separate Department of Posts & Telegraphs. W. W. Halfyard, the then Colonial Secretary, was appointed Minister of Posts & Telegraphs. A. J. Robinson became Deputy Minister. When this was formally gazetted on December 5, 1919, Dr. Robinson resigned and openly stated this reason for same in his letter of resignation.

(†)*Mekeels Weekly Stamp News*, May 21, 1919.



Fig. 11. One of the few covers surviving with the "Martinsyde" stamp made by Postmaster General Robinson.

"It may interest the public to know that the 76 'First Trans-Atlantic Flight' stamps, which were offered for sale at $25 each, were rapidly taken up, thus adding $1900.00 to the Marine Disasters Fund."

In attempts to solve the mystery of the 3-cent "Hawker" rate, certain writers have interjected a point, which we consider entirely irrelevant. The Sopwith machine flight had just become history when, at the end of May 1919, an Air Bill was passed by the Newfoundland Houses of Legislation.(*) *This had absolutely no connection with trans-ocean air mail, pre or post Hawker.* This Bill granted the Imperial Aircraft Co., Ltd. of England the right to establish airfields on Crown lands in connection with a proposed daily air service between Newfoundland and Montreal, Canada, as well as Halifax, Nova Scotia.

For this purpose, Postmaster General Robinson, in July of 1919, ordered some 15-cent air mail stamps printed by Whitehead, Morris & Co. Ltd. This British North American air service did not materialize. The stamps could not be used. They are listed by the Sanabria Air Post Stamp catalog as Nos. 301-303, and properly explained by the catalog footnote, as essays.

(*) *Mekeel's Weekly Stamp News,* May 28, 1919.

The "Hawker" and "Martinsyde" Issues

In the next to last paragraph of Postmaster General A. J. Robinson's newspaper account of "The First Trans-Atlantic Mail," he mentions a mailbag in the Martinsyde Machine franked with "the ordinary 3 cent stamp, with the words, 'Aerial Trans-Atlantic mail' written across the face." Inspection of the few existing covers from this bag shows that the words written across the face are "Aerial/Atlantic/Mail/ J. A. R." in four lines. The initials obviously are those of Postmaster General Robinson. A study of the manuscript overprint on the "Martinsyde" stamp reveals that it bears the handwriting of two people. The wording "Aerial/ Atlantic/ Mail" is in another hand and with other ink than the initials "J A R". The obvious and no doubt the correct conclusion is that Postmaster General J. A. Robinson only applied his initials. The inscription part

was by another, probably a clerk in the St. John's Post Office. (Fig. 11)

It is our interpretation from Robinson's newspaper account that the first plane to be ready for the take-off was to carry the mail-bag with the letters franked with the over-printed stamp. Had this been the Martinsyde plane, piloted by Captain Raynham, and not the Sopwith machine with Hawker as the pilot, we would now be calling Newfoundland's first airmail stamp the "Raynham" or "Martinsyde" and not the "Hawker." Similarly the stamp with the manuscript wording would have the philatelic name of "Sopwith" or "Hawker." However, the Sopwith plane was the first off and the mail-bag with the overprinted stamps lay undisturbed therein.

The Martinsyde plane tried in May and again in July 1919 to fly the ocean, but was always unsuccessful, crashing each time at the very outset. The venture was abandoned and the contents of the mailbag seem to have been forgotten until the beginning of the next year, 1920. The British philatelic press began reporting the appearance of "some new Newfoundland Trans-Atlantic air mail stamps." It is amusing in retrospect to read some of these published accounts. The stamps were branded as "counterfeits"; sensational writings told of the discovery of items far rarer than the already established and known "Hawker" stamp, which subsequently proved true. It is not necessary to reprint these with the exception of this amusing passage from one of these writings:—

> "The cover with the stamp I have seen was posted in St. John's on July 12, 1919 and the London receiving obliteration is January 7, 1920. Airmail! Fast Service!! July 12, 1919 to January 7, 1920—just think of it!!"

By the end of January 1920, it appears that these newly found stamps were established as being on the mail in the Martinsyde machine as Huber recounts:

> "For some unknown reason, it (the mail bag) was not turned over by Captain Raynham to the British postal authorities, until January 1920, and, then, only after an investigation had been started. The 'Martinsyde' letters were backstamped 'London,

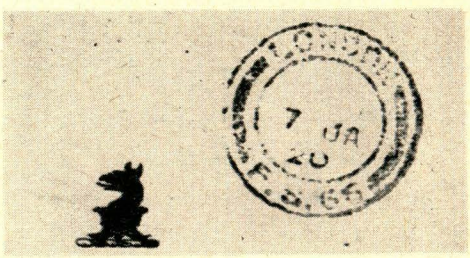


Fig. 12. The back of the Martinsyde cover shown in Figure 11. The London, England arrival mark was dated January 7, 1920.

> F.S. 86—JA—20' (January 7, 1920)." (Fig. 12)
>
> "—the stamps on some of this mail had written upon them in ink by Dr. Robinson 'Atlantic—Aerial—Mail—JAR', and considered by some as provisionals. They were, however, merely so inscribed by Dr. Robinson at the request of senders connected with the Martinsyde venture."

We should point out that Huber's final statement about these stamps is at variance with those of Postmaster Robinson who in his aforementioned newspaper account wrote:

> "In conclusion, may I add that a small mail has been aboard the Martinsyde machine for some time. From the official standpoint it was to some extent a duplication of letters sent by the Sopwith machine." (Fig. 13)

An exceedingly few copies of the "Martinsyde" stamp became available to philatelists.

D. Field's "1934 Air Mail Stamp Catalogue" (London, England) states that "only three covers with this stamp are known to exist, although Mr. W. Campbell, the Secretary G. P. O. St. John's states that about 50 were overprinted."

Sanabria Air Post Catalogue records this:—

> "About ten of the 'Martinsyde' stamps are known to exist, eight used and two unused."

The author knows of five covers in collections here and abroad but of no unused specimens.

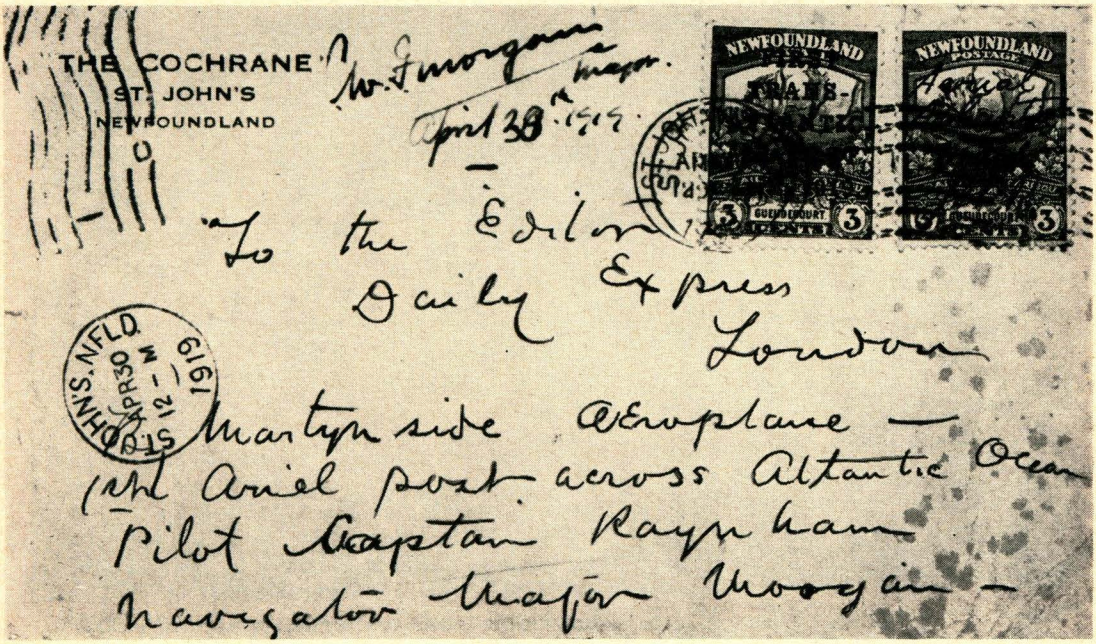


Fig. 13. A cover franked with BOTH the "Hawker" and "Martinsyde" stamps, possibly a unique piece. This cover was placed in the mailbag of the unsuccessful Martinsyde plane. There was no need for such overfranking and no explanation for both stamps being affixed. *(Photo by courtesy of Henry Kraemer)*

The Bogus 1919 Trans-Atlantic Flight Items

On or about the same time, some additional items connected with the 1919 Trans-Atlantic flight appeared on the London market. They bear the philatelic name "Raynham-Morgan" stamps. The 1, 2, 3, 5 and 24 cent "Caribou" stamps and the 3c. brown "Queen Victoria" stamped envelope were overprinted in five lines with black ink as follows:—1st Atlantic/Air Post,/ Martinsyde,/ Raynham,/ Morgan."

When their status was under investigation, J. Alex Robinson wrote a letter to *The London Times,* which we quote:

"May 11, 1920

To The Editor of The Times

Sir:—

A correspondent referring to Newfoundland aerial stamps says: 'Stamps of several values bearing a distinguishing overprint were likewise prepared in connection with the Raynham-Martinsyde venture.'

Will you permit me, *as Postmaster General of Newfoundland at the time, and responsible for all stamp issues* [italics are ours], to say that the quoted statement is incorrect? If any such stamps are in existence, they were neither printed nor designed by the Postal Department or any Department of the Newfoundland Government. Collectors are advised that any Raynham-Martinsyde issues should be regarded as *BOGUS.*

Yours truly

(signed) J. Alex. Robinson

POSTMASTER GENERAL NEWFOUNDLAND

1916-1919 "

It is a matter of record that an investigation was made of these "Raynham-Morgan" items. This revealed that a London newspaper reporter, assigned to cover the 1919 Trans-Atlantic flights in Newfoundland, was interested in stamps. He had this "Raynham-Morgan" overprint made in a local St. John's print shop and then succeeded in having some one in the post office cancel a few covers with these labels for him. The cancellation was a registration one, but it was established that no registered mail was ever in the Martinsyde plane's mailbag. Further-



Fig. 14. One of the covers franked with the BOGUS "Raynham-Morgan" overprints, including the postal stationery. It was cancelled May 17, 1919 through connivance with one in the post office.

(Photo by courtesy of Philatelic Foundation)

more, the values of the stamps and postal stationery which received the "Raynham-Morgan" overprint did not correspond with the then necessary postage and a registration fee. (Fig. 14) The name of this private party who had this overprint made was published as well as his confession.

These "Raynham-Morgan" overprinted stamps are *outright phantoms*. No catalog should list and price them without proper reference as to their true status. This has no bearing upon their collectibility. Some incorrect allegations were recently set forth in an auction catalog offering these stamps for sale, purporting that Postmaster Robinson had ordered these overprints. In sharp contrast, Mr. Robinson branded them *bogus* in print and conversation until his death.

Those portions of the history of the "Martinsyde" and the "Raynham-Morgan" labels set forth herewith we include in the "Hawker" story, as they have a bearing upon the latter. There have been some questions raised about the legality of the "Hawker" and whether it was issued in conformance with the then existing Newfoundland postal laws. We leave it to others to carry on such a highly technical debate.

But, in our estimation, three facts are established and clear. First of all, it should be noted that there was an investigation and it would seem that if there were any irregularities, as shown with the "Raynham-Morgan" labels, similar ones about the "Hawker" would have been disclosed at that time. Furthermore, Postmaster General Robinson plainly stated that he was responsible for all stamp issues. We can find no evidence that any one, either in Britain or Newfoundland, sought to dispute him on his views of his powers. And, finally, and of utmost importance to us as well as many other students of Newfoundland stamps, is the known character and standing of Dr. Alex J. Robinson. At no time was his honesty or integrity questioned. He was, as we previously remarked, both in private and public life a highly respected person. In ordering the "Hawker" stamp in a limited amount of 200 copies, he created a philatelic item of great value. We would agree that he probably sensed this at the time in 1919. But the whole method of sale under his close supervision showed no iota of evidence that he ever profited one

penny at the expense of stamp collectors or the general public. The proceeds of the mint remainders were turned over by him to charity.

In retrospect, one can agree with Mr. L. T. Volwes, who read a paper * before The Royal Philatelic Society, London, on February 28, 1946, in which he said:—

> From the philatelic point of view every credit should go to Dr. J. Alex Robinson, the Postmaster-General of Newfoundland, who, conscious of the tremendous possibilities, made all arrangements for mail to be carried by the various aircraft concerned in the attempts.
>
> To commemorate these special flights he brought out, often at very short notice, special stamps usually in the form of overprints. A study of these overprints reveals many interesting varieties, chiefly due to a shortage of type or to haste in setting it up.
>
> Although sympathetic to the many collectors and "stamp conscious" citizens in the colony, Dr. Robinson strove hard to avoid anything savouring of speculation.

Conclusion

In stamp collecting, a "first" or "number one" always takes on added interest. The "Hawker" is such in several respects. It is the first British air mail stamp, the first issued for trans-ocean air mail and the first stamp that attempted to use air mail beyond the boundaries of any one country. Its history is both fascinating and packed full of the highest adventure. It carried mail to some well-known historical figures, including King George V of Great Britain, whom many in the English speaking world chose to regard as their "number one philatelist."

It is, and has been, an expensive stamp, beyond the means of most collectors. But when we consider it, the great rarities are the real attractions of our hobby. One need only observe the frequency in which the public's attention is called to "The British Guiana" stamp. It is one of philately's best advertisements. Few of us will ever own a "Hawker," a "St. Louis Bear" or a "Post Office Mauritius," but hope springs eternal. Furthermore, most of the great philatelic gems are those from the 19th century. So far this century has produced only a very few, of which the Newfoundland "Hawker" stamp is one. It has been our endeavor to record its story as factually and objectively as possible with the added hope that the missing "pieces" can some day be supplied.

The advice and assistance of many in the preparation of this article is gratefully acknowledged, with the particular mention of Messrs. Winthrop S. Boggs and Stephen G. Rich.

(The End.)

(*) Published in *The London Philatelist,* August 1946, pp. 100-103. "The Air Mail Stamps of Newfoundland," by L. T. Volwes.

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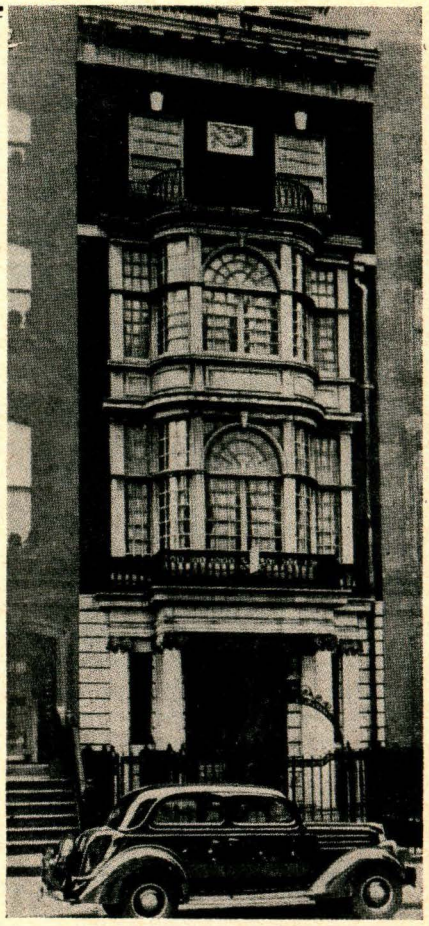
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St. John's Daily Star
St. John's Daily News

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SWEDEN

Its Pre-Adhesive Postal History and Covers

By ERIC HALLAR

Member, Scandinavian Collectors Club *

The Swedish Postal Administration was created by royal decree of February 20, 1636. The decree established in principle that the Postal Administration was to be operated by the government as an independent organization. It was to embrace so far as feasible all territories of the realm, possess regularity, and be arranged according to a relay method as a public institution for conveying letters. By introducing regularity the public would be encouraged to patronize the mail and this in turn would help defray the cost of the service which the government itself depended so much upon.

Attempts at organizing a postal service were made in the middle 1500's. The main motive in establishing a postal system was, at first, not solicitude toward and interest in the general public but, on the contrary, to have available a means for the transmittal of the government's own mail. This service was apparently irregular. Due to poor organization, the couriers often lacked fresh horses at regular intervals. Neither were meals and lodging readily available for those hardy mailmen, because distances were great in the sparsely settled country whose population probably did not exceed one and one-quarter million. As a consequence there were frequent and serious complaints against the couriers' forceful manner in foraging and borrowing horses from the farmers along the main roads.

From about 1565, a salaried group of 15 to 20 couriers carried official mail and verbal messages to the several provinces of the nation. Such federal couriers were maintained even after the creation of the general postal system, due to the slow and infrequent service rendered by it, which was based on the relay principle. The significant difference between the courier method and the relay method is that with the former only the horses were exchanged, while with the latter both horses and riders were exchanged at certain intervals. The couriers had to depend upon the farmers along the routes for food, lodging and horses. Naturally, the farmers were violently opposed to this compulsion, for which the compensation was negligible and the demands ever mounting. Since medieval times the farmers were obligated to provide lodging for travelers. During the early 1500's another burden—that of conveying travelers—was added. Several attempts were made by the government to establish inns for the convenience of travelers and for the relief of the peasantry, but they failed. This explains why, at first, the farmers were opposed to the establishment of a postal system. They had again been singled out as conveyors—this time for the mail.

The Swedish participation in the Thirty Years' War made it necessary for its armies, which in 1620 were occupying a large part of Germany, to take over and reorganize for its own use the postal service in that country. The mail service in Germany had been, theretofore, in the hands of the Taxis family. Thus, with the Swedish invasion of that country, the Taxis postmasters were expelled. At that time postal systems had existed in continental Europe for a considerable number of years. It is, therefore, logical to assume that Sweden had studied those established organizations and found it advantageous to adopt some of the worthwhile experiences gained abroad. One common feature of all the existing postal systems at that time was that they were all authorized by their respective governments.

* This study is contributed to THE COLLECTORS CLUB PHILATELIST by the Scandinavian Collectors Club.

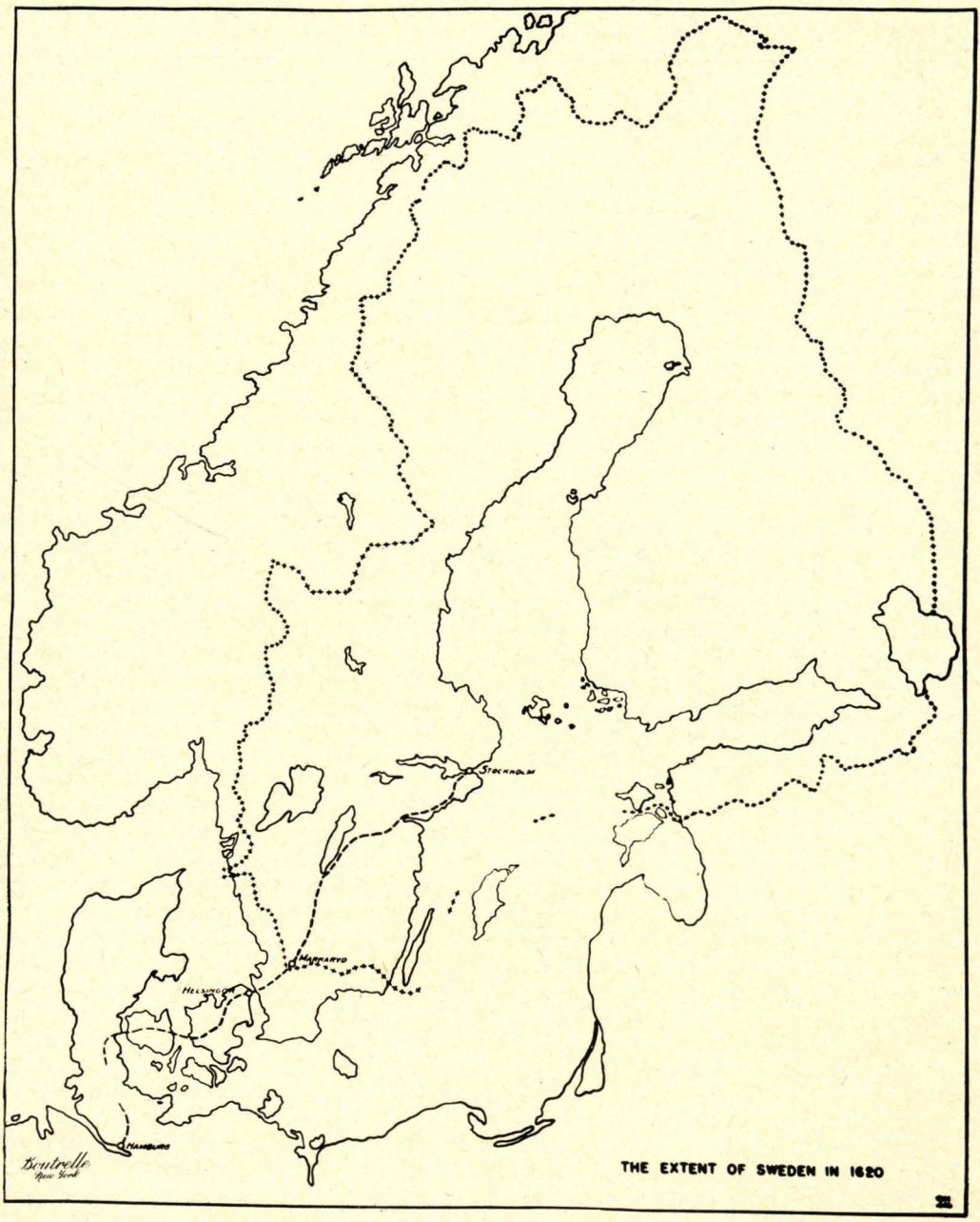

STOCKHOLM
HELSINGBORG
Boutrelle
New York
THE EXTENT OF SWEDEN IN 1620

Figure 1.

In 1620, a Swedish post office was established in Hamburg to form one terminal on a new post route, Stockholm-to-Hamburg—Sweden's first regular postal route. In the main, this facility was intended for military and diplomatic use. However, it was also used by the public at intervals.

The route Stockholm-Hamburg ran via Helsingor in Denmark and Markaryd in the Swedish province of Smaland. The present southernmost Swedish provinces were at that time part of Denmark, which meant that Markaryd then was of great importance, being the southern outpost of Sweden proper. The extent of Sweden in 1620 can be seen in the accompanying map. (Fig. 1.) At Hamburg, incoming and outgoing Swedish mail was transferred to or from various continental postal systems. The intention was to carry the mail regularly once a week in each direction. Therefore, an arrangement was made with farmers, situated about 18 miles apart along the Stockholm-Markaryd route, always to keep available a fresh horse for the mail couriers. During the first few years, however, the service was far from regular. Sometimes it ran once every two weeks while at other times only once a month. The general public, which now for the first time had available a postal service, did not make much use of the mails. Thus, during the first year less than 200 pieces of private mail were carried. The postage rate for letters on that part of the route which was within Sweden was set at 4 skillingar per lod (0.468 ounces). The public utilization of the mails grew somewhat with the years, although at a very slow rate. Due to the insignificant public use of the service, no post office was required along the route during the first few years except at Hamburg.

In 1630, a Swedish post office was opened in Stralsund on the German Baltic Coast to ensure speedier connections with certain parts of continental Europe.

Investigations were conducted sporadically with the express purpose of improving the regularity of the service and of appeasing the peasants who were clamoring for relief from conveyance of mail, travelers, and military supplies. This resulted in the postal reform of 1636 whereby 28 post offices were established. The import of this was that the mail was to be carried in relays, inns were to be established; and officials, at high penalties, were forbidden to authorize anyone to demand conveyance and lodging for travelers. It is conceivable that this reform could not be carried out overnight—the Thirty Years' War was still raging—but the new system functioned quite smoothly by the middle 1600's. This was due, primarily, to the untiring efforts of Axel Oxenstierna, the capable and forceful chancellor of Sweden. He can rightly be termed the initiator and organizer of the Swedish general postal system. The new postal system was complementary to the earlier route, Stockholm-Hamburg, and had as its purpose to provide convenient channels of communication between the various parts of the realm through 5 main postal routes. The Swedish Kingdom of 1636 and its postal routes are shown. (Fig. 2.) All place names are in Swedish, spelled as of 1636.

The royal decree establishing the general postal administration was issued by Queen Christina. Some of its paragraphs may be of interest because they throw some light on the strict regulations and the severity of the penal code of those days.

Par. 1 *For every twelfth or at most eighteenth mile there shall be a sworn farmer or postillion who must be assisted by 2 hired men as carriers. The carrier must, as soon as he hears the approaching carrier sound his posthorn, get ready to take over the mail immediately and without delay, notwithstanding weather, carry on.*

Par. 2 *The carrier shall cover 3 miles per hour. Anyone requiring longer shall immediately be dismissed, jailed for 8 days and fed water and bread.*

Par. 12 *If the relief carrier is not available when needed, or if he is sick so that he can not take over, then the farmer or postillion himself shall take his place or face a penalty of 4 weeks in prison, because the mail must not be delayed.*

The first Swedish postmaster general was German-born Anders Wechel, who during the period 1631-1633 had been in charge of a Swedish field post office in Leipzig, Germany. He was appointed postmaster general in 1636, but died the following year after taking great and diligent pains in organizing the administration.

In 1638, the Swedish postal service was greatly extended to cover also Finland and

the Baltic provinces, and, in 1645, a post office was opened in Stettin, Germany.

Within ten years the postal service became self-supporting. Its employees were compensated by a small salary and exemption from customary imposts. As the postal income grew, the surplus went into the federal treasury. During two brief periods in the 1600's the postal system was operated by private individuals on a contract basis. These experiments, however, were discouraging, creating confusion and maladministration.

A new mail route was established in 1683 from Ystad to the German towns of Wittow, Stralsund, Wismar and Hamburg. This meant that Sweden did not have to depend on Denmark for its mail connections with central and western Europe.

The map (Fig. 3) shows the ramifications of the Swedish mail routes in 1685.

The extent of the Swedish postal system was reduced greatly through its surrender to Russia of the Baltic provinces and Finland in 1721 and 1809, respectively.

It is not within the scope of this brief article to describe in detail how the postal administration was searching for methods of improving the service and meeting the demand for better pay for those actively engaged in conveying the mails. Compensation paid to employees was still so meager that many a man fell for the temptation to hold out receipts whenever an opportunity arose. Poor wages also led to laxity and disinterest. All the while the shipments were gradually increasing in bulk and weight to the extent where many routes required wagon transport. The federal treasury was in a bad state due to the long wars which had depleted the nation of men, horses, and money. Some of the top men in the administration were ill-fitted for their positions, but there were, nevertheless, some outstanding administrators. Among the notables was Samuel Akerhielm (1697-1702), a man with academical education and a vision far beyond his contemporaries. The fundamental regulations instigated by him were to govern the postal administration for the next 150 years.

During the first half of the 19th century the conception that the postal institution was predominantly a good source of revenue for the federal treasury began to falter. The task of the administration, which in principle had been established much earlier but not adhered to (i. e., that of a public service), now became its main function. This, obviously, meant that more of the surplus money was allowed to remain within the department for improving the service and the economical conditions of those connected with the service. The postal department had up to this time carried official mail free of charge. Beginning the early part of the 19th century the government agreed to pay for that service. When the postal system was inaugurated as an exclusive service for governmental purposes only, for official mail had to be handled at no surcharge, but over the years this free mail privilege gradually grew to great proportions. It was utilized by all official and public institutions, as well as by most greater or lesser public officials. The free mailing abuse was finally abolished in 1874 for all excepting the personal mail of the men in the armed forces.

In 1823 C. G. Treffenberg, representing the nobility in the Swedish Diet of the Four Estates (the parliament at that time), proposed to the representatives of the people the introduction of stamped paper to be used for payment of postage. His far-sighted idea was rejected. The acceptance of his suggestion would no doubt have benefited the postal department by eliminating embezzlement of its revenues.

During this period the postal service became an increasingly valuable facility to the public by adapting itself amiably to the requirements of the individual correspondents as well as industry and commerce. Great new inventions were put to use. Thus, the first mail steamer began to traffic the route Ystad-Stralsund in 1824. It was not until the 1850's that railways made their debut and mail was first carried by train in 1856.

Alongside of the general postal service the official rural mail system functioned for 250 years. Its purpose was to handle and speed up important mail between provincial and local authorities in sparsely populated areas remote from the general service routes. Mail under this classification was handled in relays. Each province had its own independent system with the governor as its director of operations. The carriers in this system enjoyed certain privileges but received no monetary compensation. The regulations were very rigorous

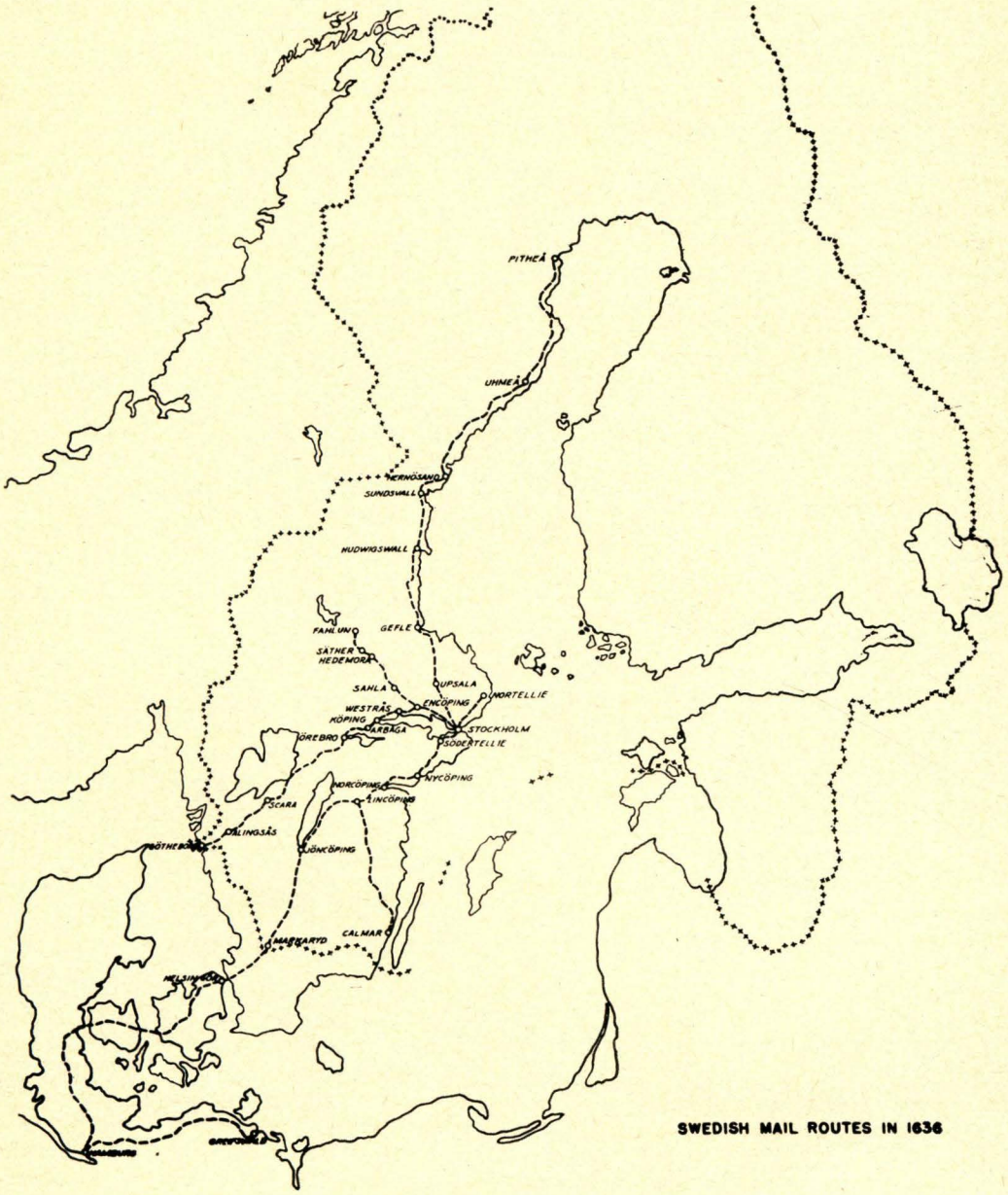

PITHEÅ
UMEÅ
HERNÖSAND
SUNDSWALL
NUDWIGSWALL
FAHLUN
GEFLE
SÄTHER
HEDEMORA
SAHLA
UPSALA
ENCÖPING
WESTRÅS
KÖPING
ÖREBRO
ARBOGA
STOCKHOLM
SÖDERTELLIE
NORCÖPING
NYCÖPING
LINCÖPING
SCARA
CALMAR
SWEDISH MAIL ROUTES IN 1636

Figure 2.

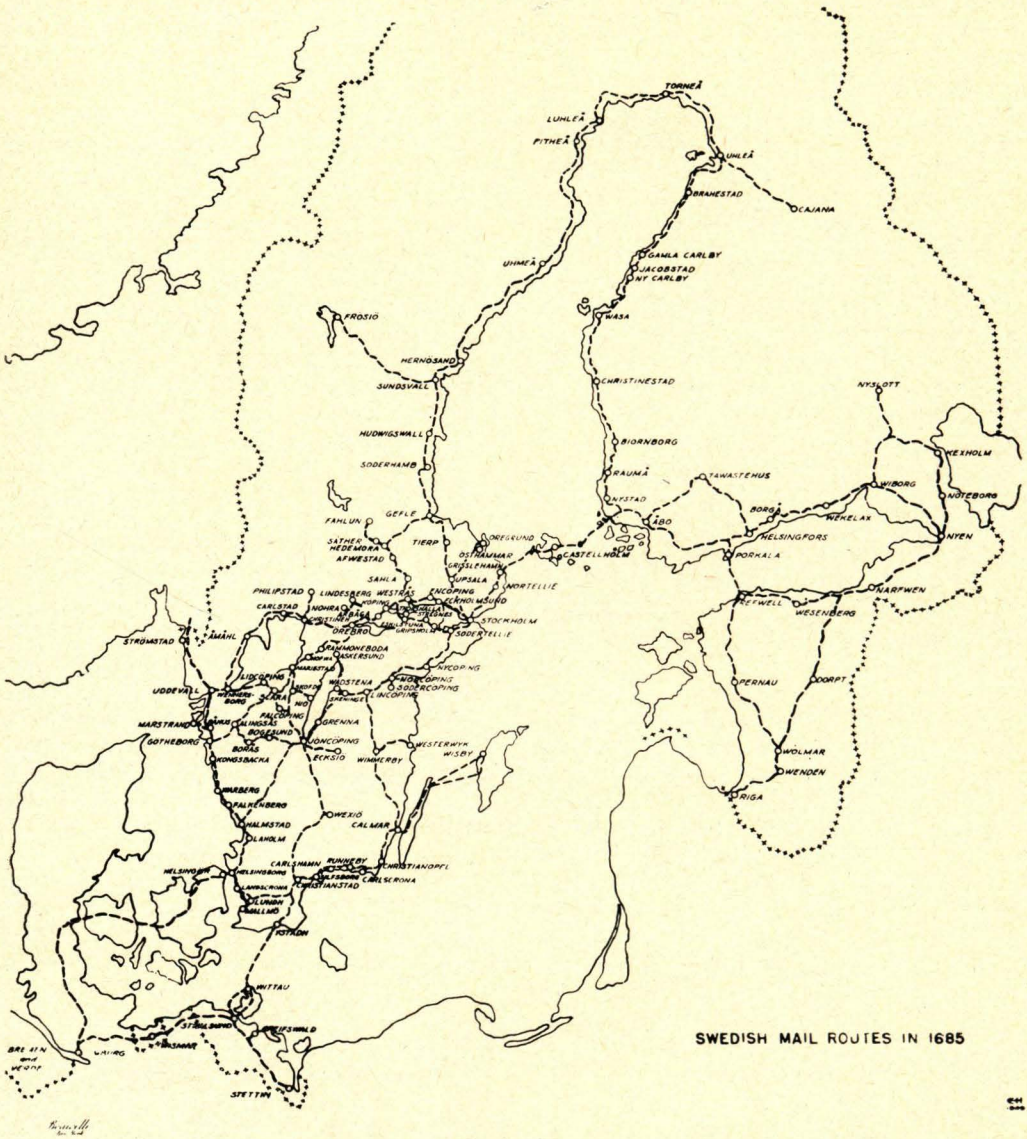


Figure 3.

and severe fines were imposed on negligent carriers. A few of the regulations might be of interest and are quoted below:

Par. 1 *If a carrier does not convey a letter within the hour after receiving same, he shall be fined 5 daler.*

Par. 2 *When a letter requires extra speediness, which is always signified by a feather set in the seal, it shall be conveyed at the latest within a half-hour at a penalty of 5 daler.*

Par. 3 *Should a letter become lost, the carrier shall be fined 20 daler.*

Official rural mail service terminated at the end of 1873 and was taken over by the general postal service. This absorption was not completed until the latter part of July, 1877, when general rural delivery was inaugurated to take the place of the official rural service and also to improve the general service.

Sweden also had an ecclesiastical postal system dating back to medieval times. The ecclesiastical law of 1686 stipulated that letters sent from the chapter to a rural dean or from a vicar to a rural dean should be carried by one vestry-keeper to the next vestry-keeper. From about 1850 the mail of this system increased successively in volume and became quite burdensome to its carriers. It took another 25 years before serious efforts were made to liquidate the system. It was abolished in its entirety in 1888.

Long before this the Swedish post offices abroad had been abandoned. The office in Helsingor, Denmark, was withdrawn in 1847, while the two offices in Stralsund and Hamburg were closed in 1849 and 1869, respectively. The Swedish mail route through Denmark had been discontinued in 1814.

The collection of mailing charges was a complicated problem 300 years ago. The Swedish postal administration decided the rate to be paid between any Swedish town to and from the nearest office at the frontier. In order to reap as much of a revenue as possible for the Swedish postal system, the Swedish recipient of mail paid the postage from the frontier. This method of payment lasted until 1739. From that time on, the various postal systems worked gradually toward the principles which were adopted with the establishment of the Universal Postal Union in 1874.

In Swedish pre-adhesive mail one often finds reference to a monetary and weights system long since abolished. It may, therefore, be within the scope of this paper to explain and translate those conceptions into modern terms.

The monetary unit was based on the riksdaler specie, a silver piece of money coined from 1528 to 1871. The nation had two mints, each coining riksdaler containing 48 skillingar. The coinage of one mint was known as "riksdaler riksgalds" while that of the other mint was termed "riksdaler banco." Either of these dalers was worth 1 riksdaler specie before their devaluation in 1803, as a consequence of war. That year the Federal Bank established that 3 riksdaler riksgalds would equal 2 riksdaler banco. By 1834 both units had become devalued to the extent where 1 riksdaler riksgalds was worth ¼ and 1 riksdaler banco, ⅜ of 1 riksdaler specie. The riksdaler banco and skilling coinage was abolished at the end of 1857 and the rigsdaler riksgalds renamed riksdaler riksmynt. One riksdaler riksmynt was subdivided into 100 ore from January 1, 1858. From June 1, 1873, the riksdaler was superseded by the krona, also containing 100 ore.

Summation:

1 riksdaler riksgalds was worth 1 krona and
1 riksdaler banco was worth 1½ krona.
1 riksdaler banco =48 skillingar= 150 ore; therefore, 1 skilling=3⅛ ore.

Before the adoption of the metric system in 1863, the Swedish unit of weight was:

1 skalpund=32 lod=100 ort
1 skalpund=0.937 pounds=0.425 kilogram.
1 lod=0.468 ounces=13.283 grams
1 ort=0.150 ounces=4.250 grams

The postage rates on letters to points abroad varied a great deal during the 17th and 18th centuries. Even during the latter part of the 1850's the rates to the United States were either 44 skilling banco or 41 skilling banco per lod, depending on whether the letter was sent via Prussia or Denmark.

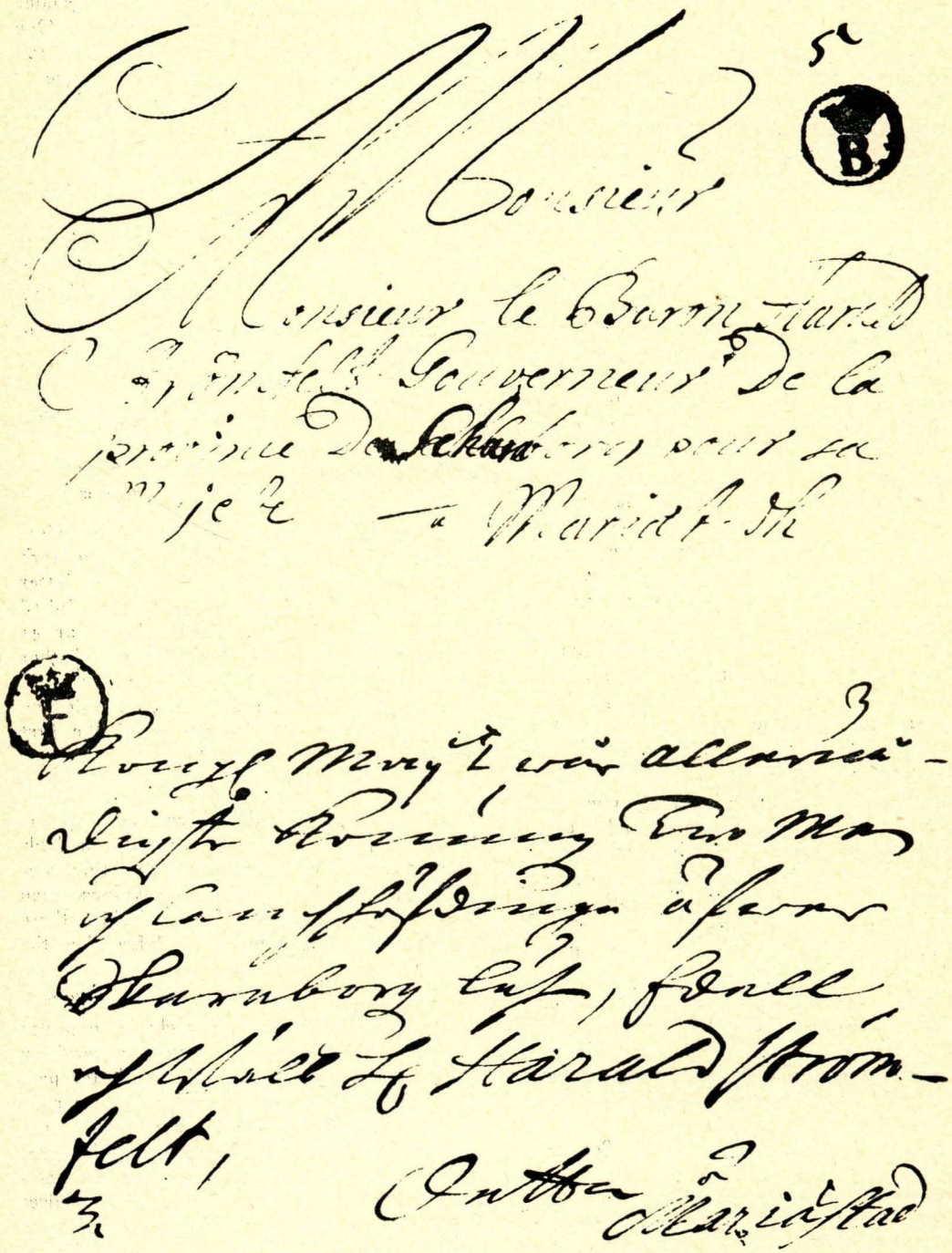
The pre-adhesive era in Sweden ended on July 1, 1855, with the advent of the first series of postage stamps.

* * * * *

The Swedish postal rate system, its supervisory and rendering of accounts methods were extremely complicated and time-consuming. Greedy and unscrupulous men among the postal employees, of which there were some, found ways of defrauding the postal department.

The B and F. cancellations, 1685-1700.

In order to keep a clear check on postal receipts, the government agency supervising the postal service decided, in the latter part of 1685, to introduce cancellers. Two such cancellers made of wood were put into use in the Stockholm post office a few weeks later. They are known as the B and the F cancellers. Cancellations made by these devices show either a B or an F surmounted by a royal crown within a circular or oval frame. See Figs. 4 and 5, respectively. The B stands for "betalt," meaning paid, while the F sig-



Figures 4-5. The B and F cancellations 1685-1700

nified "fribrev," meaning free letter. This latter cancellation was to be applied to all official letters.

The B canceller seems to have been replaced five times, probably due to wear, before both devices were superseded by cancellers of a different type about 1700 or shortly thereafter. It may be of interest to know that the figure usually seen in the upper right hand corner of letters is the registration number, which was applied to all Swedish mail before 1855.

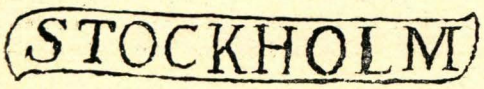


Figure 6. 1708-1717

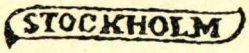


Figure 7. 1723-1727

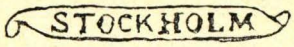


Figure 8. 1745-1746

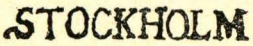


Figure 9. 1753-1759

Straight line Stockholm cancellations, 1700-1819.

From the period 1700-1819 about 17 subvarieties of straight line cancellations are known. Stockholm was still the only post office equipped with a cancelling device which simply showed the name "Stockholm" on a straight line without date. The length and height of "Stockholm" differs in the 17 subvarieties, some of which show a frame surrounding the text.

A few of the varieties are shown in Fig. 6 to 9, together with their period of usage.

Straight line cancellations, 1819-1830.

Stockholm had so far been the only post office equipped with a cancelling device for outgoing mail, because the quantity of mail handled by other post offices was too insignificant to warrant a special cancellation. The Parliament finally decided that from February, 1819, all post offices were to cancel outgoing mail. Accordingly, each post office was equipped with a straight line canceller showing the name ot the town, unframed and without date. The cancellations, of various heights and lengths, are similar to that shown in Fig. 10.

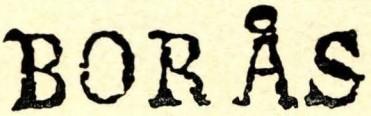


Figure 10.

The 114 post offices existing at that time were:

Alingsas
Arboga
Askersund
Avestad
Biastad
Bollnas
Borgholm
Boras
Boxholm
Calmar
Carlscrona
Carlshamn
Carlstad
Christianstad
Christinehamn
Cimbritshamn
Dalaro
Delsbo
Drottningholm
Ekesio
Ekolsund
Elfkarleby
Engelholm
Enkoping
Eskilstuna
Fahlun
Falkenberg
Falkoping
Gefle
Grenna
Grislehamn
Gotheborg
Halmstad
Haparanda
Hedemora
Hellestad
Helsinborg
Hernosand
Hio
Hofva
Hudiksvall
Hvetlanda
Horby
Ionkoping
Kongsbacka
Kongelf
Koping
Laholm
Landscrona
Lidkoping
Lindesberg
Linkoping
Lulea
Lund
Malmkoping
Malmo
Mariefred
Mariestad
Marstrand
Medevi
Nora
Nordmaling
Norrkoping
Norrtelje
Nykoping
Philipstad
Pitea
Quarsebo
Ramundeboda
Runneby
Sala
Sigtuna
Skanor
Skara
Skeleftea
Skenninge
Skofde
Smedjebacken
Stockholm
Strangnas
Stromsholm
Stromstad

Sundsvall	Waxholm
Sather	Wenersborg
Soderhamn	Wernamo
Soderkoping	Westervik
Sodertelje	Westeras
Solfvitsborg	Wexio
Thorshalla	Wik
Tierp	Wimmerby
Trosa	Wisby
Uddevalla	Ystad
Ulricehamn	Amal
Umea	As
Upsala	Orebro
Wadstena	Oregrund
Warberg	Ostersund
Warnas	Osthammar

It is interesting to note how people devised ways of saving money on postage in those days by utilizing the aid of friends in other towns. Within a letter they often sent a letter to a third party, in the following manner. Although postage was assessed according to the weight of the letter, some postmasters were not too careful about this and charged the minimum rate irrespective of weight. The people, cognizant of this laxity, took advantage of these possibilities for saving postage. Thus, if they had occasion to mail two letters to the same town, they often sent one letter enclosed in the other, and, accordingly, depended on the addressee to deliver the message to the third party.

Of particular interest are covers destined to points abroad, because the various stamped-on markings and cancellations give a complete graphic record of the mail route.

Semi-circular, official mail cancellations, 1823-1830.

After a long lapse official cancellers came again into use. This time, not only in Stockholm but also in the Nykoping post office. Two varieties of the Stockholm cancellation are known. Illustrated in Fig. 11 is the Stockholm cancellation in use 1824-1830.

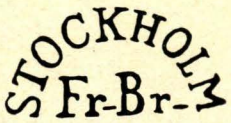


Figure 11.



Figure 12.

Circular cancellations, year date circularly arranged, from 1830.

In 1830 the previously used straight line cancellers were replaced by circular cancellers with circularly arranged year date, similar to that shown in Fig. 12.

These devices were in use in many post offices until long after the advent of the adhesive postage stamp.

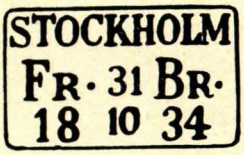


Figure 13.

Boxed official mail cancellations, 1830-1852.

During the period 1830-1852 official mail originating in Stockholm only had a special cancellation affixed to it. The general appearance of the cancellation is shown in Fig. 13.

A close study will reveal that there are two varieties of this type. In the early cancellations the year date is 4 mm. high while later imprints show 5 mm. high digits.

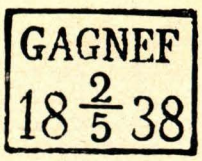


Figure 14.

Boxed cancellations from 1834.

From 1834 boxed cancellations, as shown in Fig. 14, were used in most post offices alongside the earlier circular ones until the 1860's.



Figure 15.

Stockholm cancellations in brown ink and Ulricehamn cancellations in green ink are known.

Circular cancellations, year date straight, from 1834.

In 1834 circular cancellers of the type shown in Fig. 15 were furnished a small number of post offices.

Most of these cancellations are also known on adhesive postage stamps. Stockholm cancellations in blue ink are known.

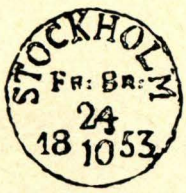


Figure 16.

Circular official mail cancellations, 1852-1871.

A circular cancellation, as shown in Fig. 16, succeeded in 1852 the older boxed type used in Stockholm. There are three varieties of this type. The diameters are 23.5, 24.5 and 26 mm., respectively.



Fig. 17.



Figure 18. 1855

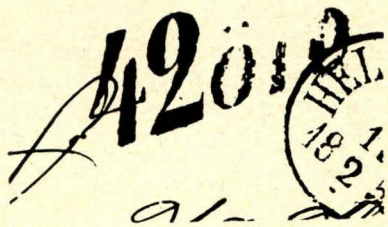


Figure 19. 1856

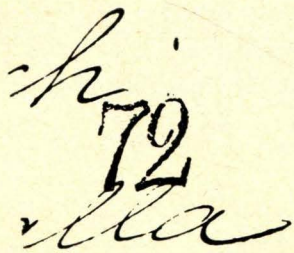


Figure 20. 1859

Postage due markings.

For a few years the due marking, shown in Fig. 17, was applied in Helsingborg on all insufficiently paid postage on letters from Denmark.

On letters originating in other foreign countries, and where postage was due, such markings as illustrated in Figs. 18 to 21 were applied.

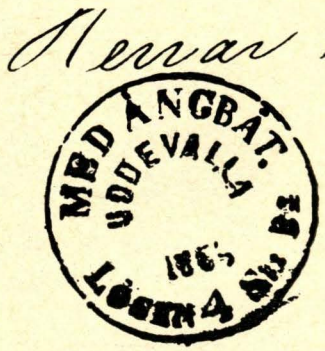


Figure 21. 1866

Ship letters.

Letters posted on ships in Swedish ports without pre-payment of postage were given markings, as shown in Figs. 22 and 23, en route to German ports.

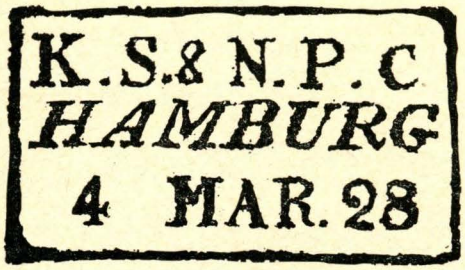


Figure 22, 23.

Cancellers of Swedish post offices abroad.

The Swedish-Norwegian post office in Hamburg applied cancellations such as those in Figs. 24 and 25.



Figure 24. 1820

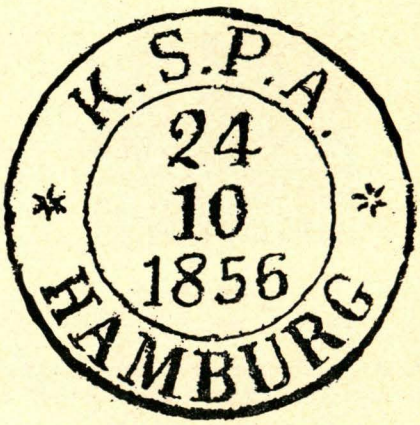


Figure 25. 1855

Beginning 1856, however, that post office was known as the Swedish post office, using a canceller.

The Swedish-Norwegian post office in Greifswald (Germany) used cancellations shown in Figs. 27 and 28.



Figure 27. 1820

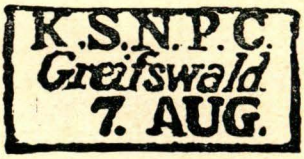


Figure 28. 1836



Figure 29. 1843

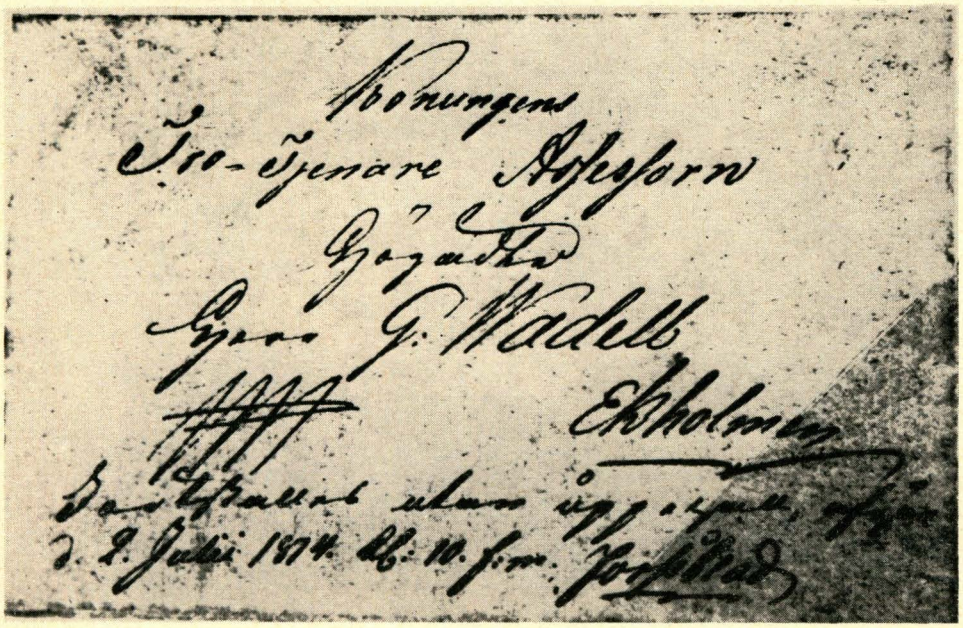


Figure 30. A letter forwarded by Official Rural Mail.

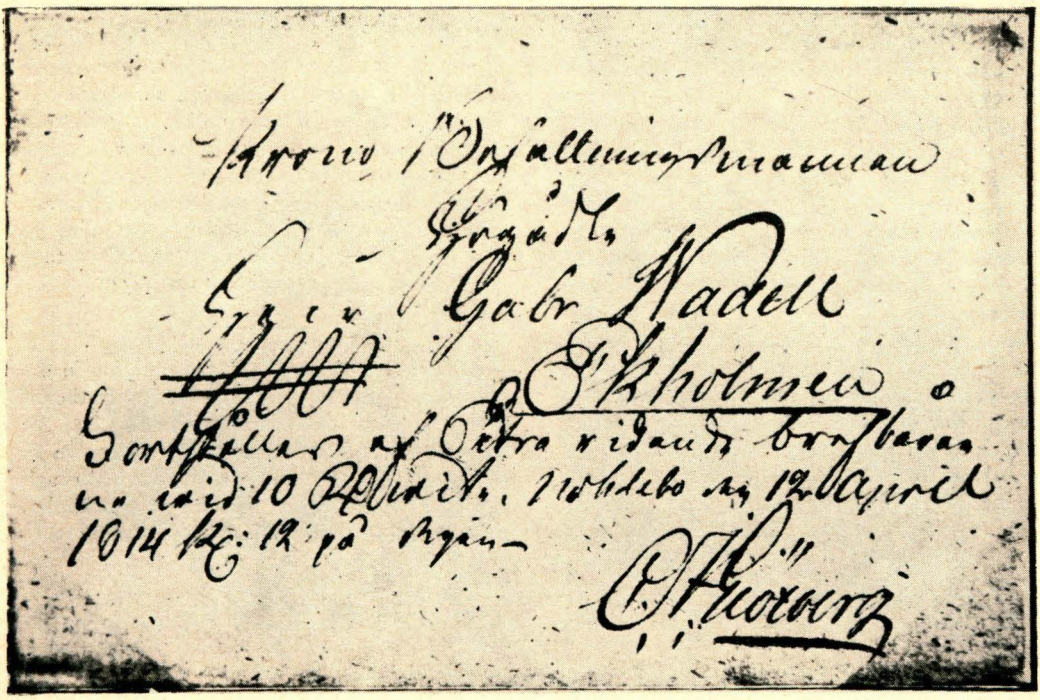


Figure 31. The front of an Express letter.

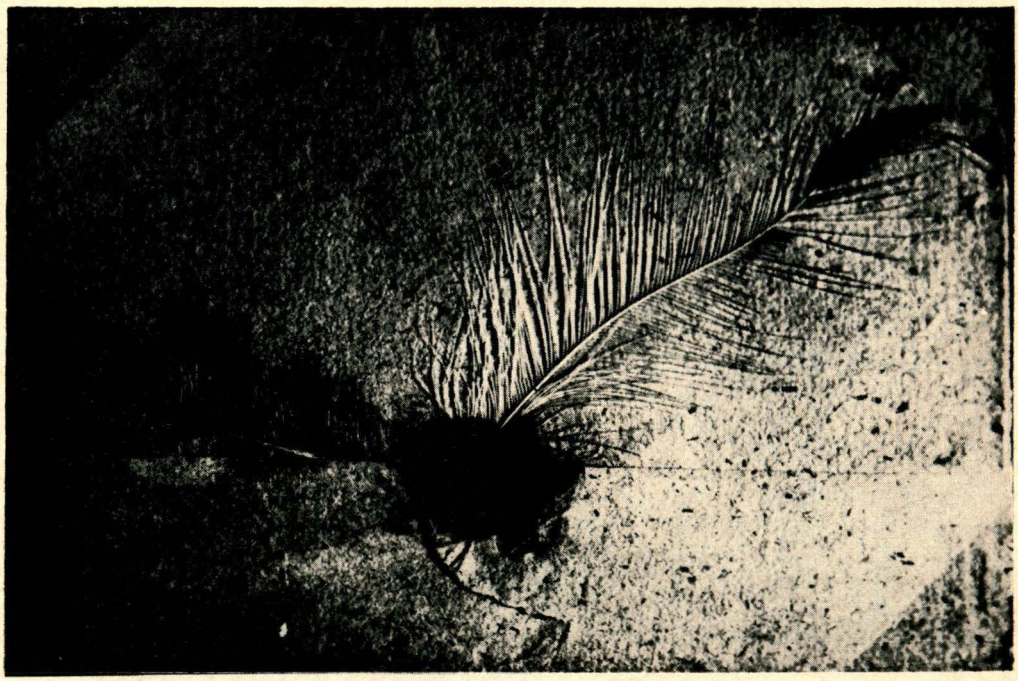


Figure 32. The back of the letter in Fig. 31 showing feathers in the seal.

The Swedish-Norwegian post office in Stralsund applied cancellations as shown in Fig. 29.

Official Rural Mail.

Letters carried by the official rural mail system are rarely to be found cancelled. A typical letter in this category is shown in Fig. 30. Besides the address, the front shows instruction reading: "To be forwarded without delay. Leaves July 2, 1814, at 10 a. m. Forssblad."

Messages of a more urgent nature were sent by official rural express mail. The urgency was emphasized by one or more feathers inserted in the seal. A beautiful express letter is shown in Figs. 31 and 32. This letter carries on the front the formidable instruction: "To be forwarded by special rider under a penalty of 10 riksdaler. Nohleby, April 12, 1814, at 12 o'clock noon. C. F. Giotberg."

Stampless covers exist which show some of the types of boxed or circular cancellations described above but dated after July 1, 1855, the date of the first adhesive postage stamp. These are either covers for which the postage was paid in cash at a minor post office or free letters for which adhesive official postage stamps were not available until 1874.

Acknowledgment: Much information in the historical part of this paper was gathered from various publications issued by the Swedish Postal Administration. Figures 6, 7, 8, 10, 11 and 13 are reproduced through the courtesy of Filip Tillman of Stockholm, Sweden and *Sveriges Filatelist-Forening*

UNITED STATES

Dayton Stamp Envelope Dies of 1910

By THOMAS D. PERRY



Characteristics of the "Dayton" Dies of 1910.

Upper: Normal "S", 1c die A; 2c die A.
Lower: Dayton "S", 1c die C-2; 2c die D-3.

The article on "Twentieth Century Envelope Dies," published in the *American Philatelist* for March 1941, gave an explanation for all of the principal United States stamped envelope dies used since 1907, both oval and circular, except the so-called Dayton dies. (ibid pp. 372-73). It was in 1907 that envelope production was moved from Hartford, Connecticut to Dayton, Ohio.

The origin of these Dayton dies has remained obscure, in spite of many attempts to fathom their mystery. Only recently, after several years of picking up facts here and there, has it been possible to distinguish truth from rumor, and to fill in the missing gaps. The story is now complete, with the facts well authenticated, and it will be unfolded in its chronological order.

The outstanding characteristic of these Dayton dies, which are known to be working (or printing) dies rather than masters or hubs, is the broad "S" in both STATES and CENTS, which is found on three types of the 1c green (Die C) and thirteen types of the 2c carmine (Die D) both of the oval series of 1907. This major difference in the width of the "S" is clearly shown in the illustration.

The discovery of these Dayton dies is noted in the first number of the *Philatelic Gazette,* September 15, 1910, and their appearance is credited to the spring of 1910. They were immediately called Dayton dies, but so far there has been no clue as to why they were so named. They are fully described and illustrated in Bartel's entire envelope catalog of 1911 and Thorp-Bartel's of 1943.

The original master dies, hubs and printing dies of the oval series, were made by Henry Mitchell, a die sinker of Boston, Massachusetts, who had rendered the same die making service to the stamp envelope contractors at Hartford, Connecticut, for some years,* before the contract was transferred to Dayton in 1907. The working dies were curved to fit the six-inch diameter cylinder of the Huckins press, the first rotary printing equipment so far as the writer has been able to ascertain, introduced to the stamped envelope

* The writer has tried to determine the approximate date at which Henry Mitchell began to make U. S. envelope dies, and to what extent they are his product, but without success. A second obituary notice. from an unknown daily paper of 1909, states "who since 1868 has been the official engraver of dies for stamped envelopes of the U. S. government." It might be observed that a current death notice may not be a wholly reliable reference as to when or to what extent Mitchell was an "official engraver." Several able students are convinced that Mitchell negraved the dies for the Centennial (1876) and Columbian (1893) envelopes. THE ESSAY PROOF JOURNAL (Vol. 5, p. 22, January 1948) states that Henry Mitchell engraved an embossed die for a postal card, of which proofs are known, based on the 1c Die 2 Franklin vignette of the Plimpton envelope (1874-78), and gives the date as May 16, 1877. No reference has been found in philatelic literature to establish when or to what extent Mitchell made U. S. envelope dies. The dies of the Reay issue (1870-74) were almost art medallions, were they attributable to Mitchell? There are some other interesting speculations. Mitchell could not have been responsible for the early and crude dies of the Plimptons in 1874, but within a year their quality vastly improved. It might be that Mitchell was discovered and redeemed the Plimpton reputation for poor die cutting. If such were the case, and it may well be, should Mitchell be blamed for the wretched recut dies of the 4-wavy line issues of 1884? Another query might be, how did the Kellogg die of 1884 get its name? Possibly Mitchell was only employed when other die makers were found to be unsatisfactory. Any facts about the years during which Henry Mitchell made U. S. stamped envelope dies will be welcomed by the writer.

His death notice in the State House at Boston: *Henry Mitchell.* Chelsea, year 1909, Vol. 29, page 64, 76 Harvard Street. Date of death, August 1, 1909, age 73Y, 10M, 15D. Born in New York City, son of Henry Mitchell, born in Scotland, mother Jeannette Lyons, born Scotland. Occupation engraver. Informant son. Buried Woodlawn Cemetery August 3, 1909.

Doubtless he cut the master dies for the set, 1870-71, known as the Reay and Plimpton issues.

Sincerely, Samuel W. Comstock."

Mr. Comstock is well past four score, and knew Henry Mitchell personally. His letter would seem to indicate that Mitchell may have made some of the late Nesbitt envelope dies, and suggests that the Plimpton Envelope Company may have "inherited" Mitchell from the Nesbitt era.

Many months after this copy was prepared, a letter was received which seems to push the making of stamped envelope dies by Henry Mitchell still further back:

"September 30, 1950

I had a letter today from Henry Mitchell's son, who said in part, I cannot find records, but I think father cut stamped envelope dies for nearly fifty years. I do find a record of a crest being engraved for a Mr. Comstock, an elephant, which might have been yours (Yes, it was).

While in Boston last month, I looked at the Boston newspapers and find the item I sent you stating he made the dies for U. S. stamped envelopes back to 1868; this was in the *Boston Globe,* obituary about nine inches long. In the *Boston Herald* the obituary was about twelve inches long, and says he engraved U. S. stamped envelope dies as far back as the Civil War.

production program, and that at Dayton in 1907.

Mitchell also made the flat dies of the same series for the Miehle press, which printed and embossed 16 envelopes simultaneously (more or less according to size) on a large sheet, to be knife-cut into envelope blanks after printing. This Miehle process did not prove satisfactory, since the pyramidal effect of the thicker embossed areas beyond thin normal paper, when several hundred sheets were piled together for cutting, prevented accurate register of the stamp in the corner of the envelope. The location of the stamp was quite unpredictable and the method had to be abandoned. Several entire sheets are known *(Stamps,* May 9, 1942) in both 1c and 2c values from this Miehle process. These flat dies could also be used on the early Hartford and the later O'Connell flat bed presses.

Henry Mitchell was of the old school of proprietor-workman type, and died on August 1, 1909 *(Boston Transcript,* August 2, 1909), leaving, so far as known, no successor to carry on his envelope die engraving business. The obituary notice states that he was born in Philadelphia in 1835, and moved to Boston in 1851 to join his uncle in the die sinking business. The official records in the State House at Boston, give his birth date in New York City as September 16, 1835 (see footnote). In a few years he became a partner with his uncle and together they maintained a work shop in the Studio Building on Tremont Street.

In the late months of 1909, the Mercantile Corporation, the envelope contractor at that time, appeared to be embarrassed by a serious shortage of Huckins rotary printing dies, due to the severe wear of those in service. Their replacement seemed to be attended by considerable difficulty and delay. At least two theories can be advanced as to the causes of this shortage, viz.:

A. Following the death of Henry Mitchell in August, 1909, it was expected that the envelope dies would be made by the U. S. Mint in Philadelphia. It was called upon very shortly, only three or four months, to duplicate a process and product backed by many years of skilled experience. The Mint is reported to have had some difficulty in acquiring the skill necessary to harden the dies properly for printing. Some of its earliest product was found to be soft and short lived, because of inadequate hardening. Since this was its first experience in making stamped envelope dies, it is more than likely that the Mint may have been tardy in the delivery of the needed new envelope printing dies, to replace those so badly worn.

B. The progress made on the development of the rotary web envelope machine (designated as Job 170) may have prompted the staff of the Mercantile Corporation to feel that the regular Huckins rotary and Miehle flat printing processes would soon be outmoded, and hence no further dies of these types should be requisitioned. As a matter of fact many hundreds of thousands of dollars were spent on this development without producing a single stamped envelope for public use. The chief value of this costly experiment was the practical knowledge gained on this combination method of cutting, printing, embossing and folding envelopes. This information was later found useful in designing and operating the Kenny web machine, a continuous rotary process with *spirally curved* dies, but without folding attachments. This Kenny rotary web machine, printing and cutting from a continuous roll of paper, produced stamped envelopes successfully from about 1913 to 1920, but was finally abandoned.

Whatever the reason or reasons for the shortage may have been, the Mercantile Corporation found itself in a tight spot, requiring prompt and drastic action to continue stamped envelope production, to which it was bound by a firm contract.

A rather widely accepted story, which the writer ran across in his investigation some years ago, was to the effect, that in this emergency, a competent engraver and die sinker was brought to the Dayton factory by the Mercantile Corporation. The objective of his employment was limited to the reconditioning of these worn working dies, and the work was reported to have been done more or less inconspicuously in somewhat se-

cluded quarters. There appeared to be fear of criticism, perhaps a reluctance to reveal the inability or tardiness of a government department that would normally be expected to do such work. Considerable special equipment would be required for this reconditioning, and its installation, locally, on a temporary basis did not appear to be very logical. This story could not be confirmed, and it did not sound particularly plausible, so the investigation was continued until a better explanation could be found.

Eventually, after considerable patient searching, facts have been uncovered, which it is believed furnish the correct explanation. Old correspondence files were recently located indicating that late in December 1909, a lot of worn oval printing dies were sent from Dayton to D. E. Johnson & Company, 140 William Street, New York City, to be reworked. In this group were mentioned thirteen 2c Huckins dies and six 1c Huckins dies. No other records of shipments were found. It was explained that they had been severely worn down in heavy service and that the need for their use in production was so urgent, that it was imperative to have them reworked promptly, rather than to wait for the manufacture of new dies. The actual work on these dies was done by D. E. and J. E. Johnson personally, they were returned to Dayton and restored to service. This reworking consisted in deepening the letters and lines that had become shallow, and, in these alterations, the size, position and shape of the letters might be slightly altered, some one way, some another. These changes, as a whole, were so minor that no objection was made to their future use.

The Johnsons' completed the job, returned the reworked dies to the Mercantile Corporation, who promptly put them back into service. A careful investigation was subsequently made by the Post Office Department, which satisfied itself that no improper use had been made of the dies while they were in the hands of the Johnson Brothers and away from the Dayton Factory.

These reworked dies, evidently, were put back into service immediately on their return to Dayton, probably in January and February, 1910. The urgency of their return was so great, according to the correspondence, that they were sent back a few at a time, as soon as the work had been completed.

It is to be noted that Dayton dies occur principally on the 1907 (1907-11) and 1911 (1911-15) watermarks, all laid paper. A few remainders are known on wove paper, with watermarks of 1915 and 1919, but they are usually rather poor impressions, indicating further rather severe wear on the dies.

It should be kept in mind that to rework these printing dies, they must be softened, or annealed, as original hardened printing dies cannot be cut with engravers' tools, either hand or power operated. After softening and recutting they must be hardened again for durable service. It is important to remember that the colorless raised letters and figures of an embossed envelope stamp correspond to recesses in the printing dies. The changes that characterize the Dayton dies all occur in these raised portions, and alterations must have been made in the recessed areas. In a badly worn die these recesses may have become shallower and their edges rounded. The task of reworking them consisted of cutting these recesses deeper and of correcting any irregularities of wear. An examination of the impressions from these reworked dies indicates that this recutting was done without the use of the original hubs, since the location of the letters between the oval lines was slightly changed, and they differ from type to type. This could not have occurred if they had been repressed in the original hubs.

Just why these dies or types came to be called Dayton dies is still not clear, but the name was applied soon after their discovery, (*Philatelic Gazette,* September 15, 1910), perhaps by Dr. Berthold, or possibly by the envelope contractors. A basis for naming might have been, quite likely by Dr. Berthold, to distinguish these later reworked printing dies from the earlier printing dies known to have been made by Henry Mitchell of Boston.

It is interesting to note that philatelic students have identified thirteen varieties, or types, of the 2c, the exact number of printing dies sent to Johnson at New York City to be reworked, while in the 1c value only three types have been recognized, as against six that were stated to have been sent for reworking. Here may be another problem that merits careful study.

Just why the Johnson Brothers chose to identify their work by a consistently wider

"S", is not at all clear, but it remains the distinguishing "ear-mark" of the Dayton series. Engravers often leave their "trade-mark" on their work, but it is seldom recognized by others. Since the reworking consisted principally of deepening and sharpening the letters, it was quite probable that letters or groups of letters would be slightly shifted up or down, or from side to side, as is found to be the case, but these changes are not according to any fixed pattern and vary from type to type. It is remarkable that no significant changes have been found in the bust of Washington, except as noted below. There is a noticeable change in the bottom lines of the bust in the 2c type 3, which resembles the bust of Die E, made on the Kenny rotary web machine, for which the writer has no explanation, otherwise the busts closely resemble the normal die A.

The Dayton series of dies and types (1c Die C and 2c Die D) are fully illustrated and described in Thorp-Bartel's "Catalog of U. S. Stamped Envelopes," (1943), Vol. I, pages 296-302, and need not be repeated here.

Thus ends the search for the reasons behind the various dies that philatelic students have identified in the oval and circular envelope stamps of the twentieth century. Most of them have been found to be definitely related to the prevailing methods of printing and embossing. But, withal, the hunting has been lots of fun and the results have been most satisfying.

* * * * *

Postscript:

The above article was submitted to Marcus W. White, who was active in envelope collecting during the early years of the issue of the oval dies, from 1907 on. He gives some interesting side-lights on those events as they were happening. He tells of many conferences with Messrs. Charles H. Stone, Edward Coffin and Orlando Mason in the spring months of 1910, when they were cooperating with Messrs. Bartels and Berthold in identifying and listing these new wide "S" varieties. Bartels lists a few of them as recut dies in his price-list bearing date of May 1, 1910, and places their issue as during March, 1910. Mr. White has shown the writer a copy postmarked February 24, 1910 and five others dated between March 1 and 8, 1910. This return request envelope, bearing cancellation of February 24, 1910, from Burlington, Iowa, was doubtless made in January. Hence the dies, reworked by the Johnson Brothers, must have been put into immediate service on their return to Dayton, probably some of them in January, 1910. Bartels, in his 1911 catalog, rightly attributes this issue to January, 1910 and gives (pp. 101-03) a complete description of all die distinctions, the same as now recognized. This early listing includes only the watermarks of 1907, as the 1911 watermarks had not appeared.

The original application of the name "Dayton" dies seems to have been Mr. Stone's idea, as he considered these dies must have been modified by the envelope contractors at or near Dayton. Mr. Bartels adopted the name "Dayton" at first, but before the publication of his 1911 catalog, redesignated them as Die C (1c) and Die D (2c). This might indicate the early origin of the protective story by the contractors in their endeavor to conceal the fact that the working dies were shipped away for reworking, a transaction that was strictly against the regulations of the Department, although apparently the violation was not realized at the time of shipment.

It is interesting to note that Messrs. White and Stone found four types of the 1c, but Bartels would concede only three. The records show that the Johnson Brothers, actually reworked six 1c dies!

Probably Mr. White, due to his study of these envelopes while they were current, has a more complete collection of "Daytons" than any other collector of entire envelopes.

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(Continued on page 112.)

BOOK REVIEWS

"The Danube Steam Navigation Company" by E. F. Hurt and Denwood N. Kelly. Published in August, 1950 by The American Philatelic Society, Inc., State College, Pennsylvania.

We are pleased to see that the entire series of articles, which was partly published by *The American Philatelist,* has been issued in complete form. This monograph, written by experts in the field of local postage stamps, will rank as a standard work upon these stamps. It is evident that all the existing sources have been thoroughly examined and collated. The historical survey adds nothing to what was already known about these interesting locals.

The individual issues have been thoroughly covered and much data that is new has been added. The post marks have been carefully studied and their period of use has been documented by the presentation of material establishing earliest and latest known dates of use. Much of this data had not been previously established.

Each stamp has been exhaustively treated and the plating of the different denominations has been established. This is a task of which one can be proud. There is an entire chapter devoted to the reprints in which the authors establish the fact that almost all of the existing sheets and large blocks are reprints, although up to this time they were considered to be genuine. This has been proven by the fact that it is impossible to plate used copies with the stamps in such sheets, thus establishing the existence of new transfers from which the stones of the reprints were printed.

The chapter on the postal markings is especially thorough. It presents a list of the pre-stamp markings as well as those found on the stamps themselves.

The general format of the volume is good. The illustrations are clear and well reproduced. However, we feel that a larger and clearer type face would have improved it immensely for the reader. Well Done! Messrs. Hurt and Kelly.

H. D. S. Haverbeck

"India Used Abroad," by Jal Cooper, F. R. G. S. Published by Jal Cooper, F. R. G. S., Standard Building, Hornby Road, Fort, Bombay.

It is our humble belief that if a job is worth doing, it is worth doing completely. This volume has treated of the vast field of Indian stamps used abroad rather incompletely. There are too many references to works in more detail which will be published. This is most evident in the sections dealing with the usages in Nepal and Tibet. It is also regrettable that there has been no attempt to give the field post markings used during World War II. Surely some data must be available.

Jal Cooper has done such fine work in his previous works, "Early Indian Cancellations" and "India Used in Burma" that it is a shame to follow them with such a sketchy coverage of this interesting field. We hope that it is not a case of resting on past laurels.

For the beginner in the field, the book gives examples of what to look for, and general types of postal markings which indicate used abroad. It also gives a complete list of the areas in which Indian stamps were used as well as examples of the types of markings used in the various areas. For the advanced collector, there is only enough information to indicate what may possibly exist.

We feel that it would have been far better to publish a series of monographs dealing with the various areas separately rather than a general survey in one volume. It would have helped considerably to have illustrated all the markings which were discussed. But undoubtedly this would have made the cost prohibitive.

The format of the volume is not entirely satisfactory. The type is too small for easy reading. The illustrations are lacking in clarity and definition.

We regret the necessity of being rather hard on Mr. Cooper as we have held him in great esteem as a student of Indian Philately. We trust that these remarks will

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SECRETARY'S PAGE

The Meeting of November 15, 1950

Nineteenth Century Europe

This program was presented under the able direction of *Mr. John R. Boker, Jr.* The first speaker of the evening was *Mr. Edwin Mueller.* His remarks were based on the specialized collection of Eastern Rumelia and South Bulgaria formed by *Mr. Otto W. Friedl.* Mr. Mueller first discussed the history of the country which had been a Turkish Province until 1879 when it became an autonomous unit, and, after a revolt in 1885, was incorporated in the Kingdom of Bulgaria. There were three issues of stamps before 1885 and two after that year. The stamps of the country were superceded by the stamps of Bulgaria in 1886.

Of the first issue, overprinted "RO" on Turkish stamps, the collection shows all the existing denominations, as well as a number of unissued stamps, in the two types of this overprint. Some experimental overprints, "ROUMELIE ORIENTALE," curved in two lines or circular were also displayed. The definitive issue of 1881 was the first stamp which showed the country's name in four languages, French, Turkish, Bulgarian and Greek. These stamps were supplied by the Turkish Government and show the same peculiarities as the contemporary Turkish stamps. There occurred a plate error. A cliché of the Turkish 1 piaster stamp was included in the plate of the 1 piaster stamp of Eastern Rumelia. But proof of this is only provided by the existence of the Turkish 1 piaster stamp with the overprint of 1885. The stamps were normally perforated 13½, but exist also perforated 11½ and imperforate from the remainder stocks only. The tête-bêche pairs are also only to be found in the remainder stocks. In 1884, the colors of these stamps were changed. Only the 5 para and 10 para were issued without overprint. The 20 para was only issued with the overprint of 1885 and the 1 and 5 piaster stamps are only known mint from the remainder stocks.

In 1885, after the success of the rebellion, the stamps of both issues were overprinted with the Bulgarian lion, first without inscription and unframed, later framed and inscribed, "POSCHTA BULGARJA" in Cyrillic. Both of these overprints exist in two types. The collection shows an interesting document, signed by the Postmaster General and dated September 22, 1885, on which trial impressions of the overprint are taken and different suggestions for the application of the frame are made. Also shown are the two types on all values, in blue and in black, also trial overprints, large blocks, inverted and double overprints, in other colors. The collection is remarkable for the large number of covers and postcards, which are rare. Some of the postcards show the overprint variety on the stamp and partly on the card as proof that in some cases the stamps were overprinted after they were pasted on the cards. The collection proved that remarkable work can be done on a difficult field and that a so-called "unpopular country" can be of real philatelic value.

For the second portion of the program, Mr. Boker showed a composite collection of Bergedorf. As an introduction, Mr. Boker discussed the postal history of the pre-stamp period and the peculiarity of the joint ownership of the small territory of Bergedorf by the two large "Free Cities" of Hamburg and Lűbeck. He then showed, through the courtesy of the Mercury Stamp Co., the large, beautifully bound, original volume of Bergedorf essays and sheets of original stamps made up about 1895 for the famous Martin Schroeder by Hugo Krotzsch. This collection contained all known essays, and full sheets of the original stamps in various shades of each. The collection also included full sheets of the reprints of 1867 of the plate proofs of the ½ schilling black on lilac and 3 schilling blue on rose, erroneously listed in Scott as unissued stamps.

The second portion of the display consisted of the largest known collection of used Bergedorf stamps, as well as those of Denmark, Schleswig-Holstein, Hamburg, North German Postal District, and previously unknown, Hanover used in Bergedorf. It was explained that Bergedorf had used only one "bar" cancellation from 1861, when stamps were first issued, through 1867, when Bergedorf stamps

were superceded by those of the North German Postal District. This "bar" cancellation went through many changes in appearance, but by bringing together a large number of covers showing dates, it had been possible to trace these changes and expertization had been rendered absolutely definite. Among the outstanding used Bergedorf items were the three known used blocks of four of the ½ schilling, a block of the 1 schilling or piece, and the 1 schilling, 1½ schilling (unique) and 4 schilling with the blue circular "Kirschwerder" cancellation.

A dozen or so covers of each the ½ schilling and 1 schilling were shown, and seven covers of the 1½ schilling, including four singles not from the "Weigel" correspondence, plus a cover with a vertical pair and another with a horizontal pair.

Among the 3 schilling covers were two unique items, one with a town cancellation and another with a blue "Hamburg-Berlin" railroad cancellation. There were also two 4 schilling covers, and a unique horizontal pair of the 4 schilling on small piece with town cancellation. Perhaps the most outstanding covers were two of the three known covers with the 3 schilling plus 4 schilling franking, one addressed to London, the other to Rotterdam. There was also a beautiful sheet margin single of the ½ schilling dark blue on cover, the finest of the ten known, as well as a unique vertical pair of the same stamp on a wrapper, the only known used pair of this stamp. Concluding the Bergedorf covers was a most unusual cover bearing a 3 schilling blue and rose plus a ½ schilling dark blue.

The "used in Bergedorf" display was most complete and consisted of about seventy-five covers, complete except for a few Hamburg and Prussia items. Outstanding were the cancellations on Schleswig-Holstein, Denmark pairs on full cover with town cancellation, Prussia with town cancellation, Hamburg, 1½ schilling cover with "Kirschwerder" cancellation (two known covers), and a unique ½ schilling black Hamburg envelope plus a 2½ schilling green Hamburg adhesive cancelled with town cancellation and paying the 3 schilling rate to Oldenburg.

The meeting was well attended and the effort to present some of the least known European classics was well received.

The Meeting of December 6, 1950

Airmails of the World

The program at this meeting was presented jointly by the members of the *American Airmail Society* and *Aero Philatelists* under the direction of *Mr. Edwin E. Elkins.* The frames were filled with some of outstanding material in the field of Aero-Philately. There was too little of any one collection shown to enable one to get more than a smattering of collections represented. This was disappointing and detracted greatly from the effectiveness of the program. It also makes it impossible to cover the meeting with any degree of accuracy or completeness in the space allotted to us.

Among the outstanding collections represented were those of *Mr. Oscar R. Lichtenstein, Mr. Maurice Tripet, Mrs. Louise Hoffman, Mr. Stanley R. Rice, Mr. Bernard Fink, Mr. Bart Gatchell, Mr. F. W. Kessler* and *Mr. John Heinmuller.*

We are going to describe briefly the frames which seemed to us to be outstanding in their philatelic value. To our mind, the collection of Mexican airmails shown by *Mr. Lichtenstein* was one of the outstanding displays. It contained the rarities, neatly mounted and annotated. The collection of Swiss pioneer flights displayed by Mr. Tripet was a worthy showing. The pages of Chilean pioneer flights by Mr. Rice were complete and well documented. Of particular interest in this display was a cover of the Figueroa Flight, which he fully explained to the audience. Mr. Heinmuller's flight covers were of exceptional historical interest. His remarks regarding some of the pioneer pilots were of great interest because they reflected his close association with them. Mrs. Hoffman displayed some of her outstanding United States rarities, including the 24 cent inverted center, the Buffalo balloon post cover, which is probably unique, and plate blocks of the Zeppelin issue. In the field of covers, probably the most outstanding display was that of Mr. Fink. He had a fine collection of Zeppelin flights including many of the scarcer covers.

The meeting was well attended, but we gained the impression that most of the members were overwhelmed by the wealth of material and went away without too much understanding of what the meeting was about.

We would suggest that in the future such "survey" meetings be more restricted in scope. Aero-philately is too vast a field to be covered in the space of two hours. It would be much better if a series of meetings each devoted to the various aspects, as pioneer flights, semi-official air stamps, Balloon Posts, First Flights, Zeppelins etc., could be held.

The Meeting of December 20.

Tibet and Nepal

The meeting of December 20th was devoted to a showing of the stamps of Tibet and Nepal which was arranged by *Messrs. Malcolm Johnson* and *H. D. S. Haverbeck.* The members present received a rare treat because the stamps of these two countries presently in forefront of the day's news are philatelically fascinating.

The first session of the meeting was devoted to the stamps and Postal History of Tibet. The lecture was given by Mr. Johnson speaking from his own collection and that of Mr. Haverbeck. The postal history of Tibet begins with the Tibetan Frontier Commission of 1903-04 which was accompanied by Field Post Offices of the Indian Army. This Commission was followed, during the summer and fall of 1904 by the Younghusband Expedition to Lhassa. Covers and cancellations from these missions were shown together with a fine range of the Field Post Office cancellations in use up to 1914. All of this material consists of British Indian stamps bearing the Field Post markings. The later British Postal Agencies in Yatung, Gyantse and Pharijong were all represented by the various types of cancellations issued to these offices. In 1947, when the Indian Government took over the administration of the Postal Agencies, the same post marks were for the most part retained. The exception to this was the Agency at Pharijong which became a sub-agency of the Darjeeling Post Office. This latter was represented by fine cover of the year 1949 showing the "Pharijong-Darjeeling" marking.

The Chinese Post Offices in Tibet commenced late in 1910. At first, Chinese stamps were used at the Post Offices established by the Chinese. These were located at the towns of Chamdo, Lhassa, Gyantse, Phari, Shigatse, and Yatung. In 1911 the stamps of China were surcharged with new values in Annas and Rupees, being used in this form in the Tibetan Post Offices. The "Chinese Offices in Tibet" were shown complete in singles and in blocks, including a block of the rare "inverted S" variety of the 3 annas on 16c. stamp. A fine range of covers was also on display including one bearing the complete set, with the exception of the 2 rupee denomination, addressed to "The Honorable Sir Charles Stewart-Wilson, I. C. S., Director General of the Indian Post Office."

The final portion of Mr. Johnson's lecture was devoted to the stamps issued by the Tibetan Government. During the Chinese Occupation, the Dalai Lama took refuge in India. While there he determined to establish a Post Office in Tibet. In preparation for this he commissioned the firm of Waterlow and Sons of London to prepare dies for postage stamps. This was done and proofs were submitted. Because of the expense involved the Dalai Lama decided to have his stamps prepared locally, and the Waterlow design was copied. The Waterlow die proofs are one of the rarities of Tibetan Philately. These proofs were shown in several colors. The 1912 issue was represented by a complete showing which included entire sheets of twelve stamps of each of the five denominations together with covers illustrating their usage. The issue of 1935 was shown in similar completeness.

The outstanding feature of this display was the large number of covers of all the various postal systems which operated in the Tibetan Territories. These covers commenced with the Tibetan Frontier Commission and traced each post office and agency down to the present day. This was undoubtedly the finest display of Tibetan Postal History to have been made in this country to date.

Following Mr. Johnson was Mr. Paul P. Lindenberg who spoke briefly upon the stamps of India used in Nepal, showing various cancellations used by Post Office established on the Embassy Grounds for the purpost of transmitting mails to India. This is used now primarily for the dispatch of foreign mails as the Nepalese stamps are valid for prepayment of postage within India.

After a brief recess, Mr. Haverbeck took up the tale to describe the stamps of the Kingdom of Nepal. This showing filled ten of the clubs large frames. The philately of Nepal was traced from its beginning in 1881 down to the latest pictorial issue which appeared October 1, 1949. From 1881 until 1907 there were only four denominations in use. The same designs, even the same electrotype clichés were used throughout the entire period. Mr. Haverbeck's research has been directed towards establishing the various printings of the first types and the sequence of their appearance. It has been possible to do this by the fact that each plate of each denomination was composed of 64 different electros. He traced the shifting of position of the various electros and by a process of applied logic has advanced the study of these stamps through the positions of inverted clichés. In this manner, he has shown the various stages of wear of the clichés and through the use of the inverted and missing clichés has tentatively established the sequence of the printings. This study of the first types was amply illustrated by complete unsevered sheets and reconstructed sheets. The research done on these stamps is a continuation of that so ably done by those great Indian Philatelists, E. A. Smythies and L. E. Dawson, as published by them in 1945. The outstanding rarities of Nepal were shown. These are the ½ anna printed in orange vermilion and the 1 anna green. The ½ anna orange vermilion was a departure from the normal black which was the color of this stamp, which may have been made because the Post card in orange vermilion appeared at about the same time. The post card rate was also ½ anna. The 1 anna green was caused by a cliché of the 1 anna stamp being placed in position 8 of the 4 anna plate which was normally printed in green. This rarity was represented by two blocks showing the substituted cliché.

The later engraved issues were shown complete. The local printings begun in 1941 were shown in their entirety with emphasis upon the various printings as dealt with in the article written by Mr. Haverbeck for the COLLECTORS CLUB PHILATELIST in 1949 (Vol. 28 page 106). The entire range of these printings including the various errors of perforation and a complete sheet of the rare 2 pice green error of color were in the frames. The 1949 pictorial set was shown complete, even on philatelic first day covers, which point that the evils of modern collecting practises have penetrated to distant Nepal. A fine range of the postal stationery was exhibited including a proof of the first state of the ½ anna post card which is believed to be the only extant example.

This meeting with the stamps of these two remote Asiatic nations was probably the best and most complete of its kind ever made in the United States.

The Meeting of January 3, 1951.

United States

This meeting was scheduled as an open exhibition by members of the stamps of the United States. Only two members, *Mr. Charles Brooks* and *Mr. Stephen G. Rich,* were prepared for the exhibit.

Mr. Rich was the first speaker. He exhibited a portion of his famous collection of the Postal Markings from the State of New Jersey. This ranged from the postmarks of ghost towns which no longer exist to a study of the R. P. O. markings of the railroads traversing the state. Mr. Rich was in his usual good form, his talk being very entertaining and illuminating.

Mr. Brooks exhibited his collection of early United States stamps and corollary material including proofs, banknotes with vignettes used on the stamps and the postal currency of the Civil War period. Mr. Brooks collection is beautifully worked out and is a joy to behold. It is a fine study of the classic United States stamps with particular emphasis on the methods of production of the various issues.

This meeting with only two exhibitors was a disappointment. It was planned to bring out more member participation, perhaps even hoping that a few timid souls with wonderful United States material would at least show, even if they were reticent to lecture. It no doubt will be tried again and with more urging, better results can ensue.

The Meeting of January 17, 1951.

Hawaii Night

This program, which was arranged with the aid of the United Airlines, was intended as a forerunner to the National Philatelic Exhibition to be held in Hawaii this summer. To lend a bit of color to the proceedings, United Airlines flew in some specially prepared flower "Leis" which were presented to the ladies present. They also loaned us a colorful travel film of the islands of Hawaii, which many enjoyed seeing.

The philatelic portion of the evenings program was presented by *Mr. Philip E. Baker, Mr. Siegmund Adler* and last but not least, *Mr. Philip H. Ward,* who came up from Philadelphia to be our guest speaker.

Many of the members who came specially to this meeting proclaimed it to be one of the most entertaining meetings that the club has presented in recent years, a variation with some levity to the usual traditional stamp displays and studious lectures.

The Meeting of February 7th, 1951

Nineteenth Century Mexico

A term seldom used of late to describe a collection of stamps, reads like this, "A Gentleman's Collection of Mexico." This is an ideal way to describe the collection of Col. Charles S. Hamilton of Washington, D. C. which was exhibited before the Club assembly on Wednesday, February 7, 1951.

Col. Hamilton's collection is devoted to the classical stamps of Mexico, those issued prior to 1870. The collection is well constructed. There is no extraneous material each stamp and cover being a picked copy. I would like to digress for a moment to compliment Col. Hamilton upon his method of presentation. Each page was encased in a transparent case so that it could be passed among the audience as Col. Hamilton spoke. This was extremely pleasing to us because every one could then see each item close to and examine it with the speaker's comment fresh in mind. It was a pleasing departure from the usual custom of placing the material in the wall frames which most need for display.

The exhibit commenced with a selection of stampless covers from the Spanish and the prestamp period of Mexico. It continued with the first Hidalgo stamp, the Juarez issue, printed by the American Bank Note Company, The Eagle issue, the Maximilian Heads and concluded with the reissue of the Hidalgo type after the French Invaders had been finally driven out. We noted that the Hidalgo types were carefully studied for the reason that many of the plate flaws were shown in progressive stages. The same careful study was devoted to the cracks in the plates which are of importance in determining the stages of the printings.

Examples of the various types of the District overprints and consignment numbers were as well worked out. Several of the rarer consignment and sub-consignment numbers were shown. The Juarez issue was represented by mint singles and blocks showing the various styles of marginal inscriptions, both in English and Spanish. Col. Hamilton mentioned that he was not showing any cancelled copies of the Juarez issue because of the difficulty of determining whether they were genuinely used. Covers, of course, of this issue are extremely rare but it is difficult to determine whether single stamps are genuine postal use.

The stamps of the French Period were shown, together with proofs and essays for the Maximilian Heads. Several covers of the French Army of Occupation were included and attention was called to the cancellation "C.E.M. A" in a lozenge of dots which indicated this usage of French stamps.

The reissue of the Hidalgo types were exhibited in goodly number, including the errors of color. There were many covers which substantiated the plate states and other criteria of the reissues.

The collection is chiefly to be remembered for its covers. These showed many of the peculiar usages, including bisects as well as quartering of stamps to make the proper postal rates. This custom had the full sanction of the Government contrary to postal regulations in many other countries. Covers were also included showing the usage of the "Porte de Mar" stamps and other Overseas markings, such as the British "Paid at Vera Cruz."

The program was very satisfactory and complete without being too technical. Our thanks go to Col. Hamilton for an opportunity to inspect such fine philatelic material.

CORRECTION

In our report of the showing of *Korea* by *Mr. W. Lloyd Heath,* as published in the January, 1951 number, we inadvertently stated that Mr. Heath had been an advisor to the Korean Postal Administration. This was not the case. We regret that any misunderstanding occurred.

NEW CLUBHOUSE SCHEDULE

It is our pleasure to announce that we have secured the services of Mrs. Emilia F. Bradford as full time Librarian and of Miss Marietta Sinopoli as Executive Secretary. Miss Sinopoli and Mrs. Bradford will live in the building and hope to lend a greater touch of homelike comfort to our club. They replace Mrs. Leonice Reck and Mr. and Mrs. John Hillyer, who served the Club well for many years. We wish them the best of luck in their new enterprises.

This makes it possible to announce that the club premises will be open to the members, Monday through Saturday, from 9 a. m. to 9 p. m. The Library will be open to our members Monday through Friday from 1 P. M. to 5 P. M. and 7 P. M. to 9 P. M.; on Saturday from 1 P. M. to 5 P. M. There will be no change in the Library hours as far as the public is concerned.

The following new members were elected to membership at the Board of Governors' Meetings held December 27, 1950 and January 24, 1951:

NO.

2902 Charles Booy, New York, N. Y., Collects Netherlands & Colonies

2903 Sherman K. Ellis, New York, N. Y., Collects Early United States

2904 Frank Kohn, New York, N. Y., Collects Austria & Lombardy-Venetia Issues 1850

2905 Edward Hooper Bowen, Jr., M.D. Collects Canada, United States, also General World.

2906 Herbert G. Hargraves, Pitman, N. J., Collects United States of America, Switzerland.

2907 Stanley E. Nolan, Gloversville, N. Y., Collects Sudan, Tasmania and Pictorials.

2908 Frederick E. Sellmansberger, Pittsburg, Kans., Collects Production Methods, France, A. M. G.

2909 Mrs. Conway Ziekle, Secane, Pa., Collects Manchukuo, Japan.

2910 Herbert P. Woodward, East Orange, N. J., Collects Early United States, Bulgaria

2911 C. Bertram Weaver, Meriden, Conn., Collects Topicals, Europe, Far East, United States & Possessions.

2912 Robert W. Coghill, Rio de Janerio, Brazil, Collects Brazil, Argentina, Uruguay, Paraguay, Bolivia and Chile.

2913 Erik G. Ostberg, Stockholm, Sweden, Collects Sweden.

2914 Frank E. Hart, Fort Lauderdale, Fla., Collects Confederate, United States Covers.

2915 Raymond J. Friend, Hinsdale, Ill., Collects General World.

SCHEDULED MEETINGS FOR MARCH, APRIL AND MAY, 1951

March	21	Nineteenth Century Chile by Colonel John F. Rider.
April	4	"India Stamps Used Abroad" by Mr. Paul P. Lindenberg. Printing — Special Guest
	18	U. S. Bureau of Engraving and Speaker, Conducted by Mr. George B. Sloane.
May	2	U. S. One and Three Cent 1851 Issues, by Messrs. Mortimer L. Neinken, Sylvester Colby and Philip E. Baker.
	16	"Modern Trends on an Old Hobby" by Mr. Robson Lowe of London.

H. D. S. Haverbeck, Sec'y

UNITED STATES

Colors and Dates on the 2c 1890

By STEPHEN G. RICH

The 2 cent 1890 stamp, according to Luff and as reported by all other writers, including Brookman, was issued on February 22, 1890, in a color called "lake." Both major books and all lesser writers likewise state that "an improved quality of color for the 2-cent stamp was adopted May 12, 1890." This is identified as the regular "carmine" in use till the end of the life of the stamp, by almost every writer. The source of the quoted statement has not been given, but presumably it is from some official record.

During and since the 1930's, I have been slowly gathering material to test these accepted statements. The results are here presented.

First: Up to September 1949, the earliest used copies reported to me are February 26, 1890, from Boston, by W. W. Reynolds in 1940, and March 1, 1890, place not given, by F. R. Cole in 1936. This is rather remarkable in the light of Luff's statement that this stamp and others of the same series were put into use or placed on sale "at one hundred and ten of the larger post offices on February 22nd, 1890." We might expect something much closer to a first day cover, and more early dates of use, to have shown up. My own material ought to have provided some such items, because my father, an active collector in this period, actually did send first day covers of the 1885 Special Delivery stamp, the 1892 Reply Postal Card, and other items. These first day pieces were among the material of his which came to me after he died.

I would expect that at least some one or two of the stamps which the authorities report as issued February 22, 1890, would be among these covers. Not one is present, either as first day or as early date before the end of March 1890. I therefore question the published statement. No doubt search of the newspaper files of the time, or the Postmaster General's report for the year, might throw light on the matter. Such search I have not cared to undertake.

The hypothesis is therefore here proposed that February 22 was the date on which the stamps, 2c and other values, were sent out to the 110 larger offices, rather than that at which they went on sale. Such announcements of the stamps as I have seen in stamp papers of that day do not show the date of issue explicitly, and indicate that anywhere up to 15 days elapsed before actual sales began. The earliest New York date I have yet seen on the 2c, for example, is March 15, 1890.

Second: The material which I have accumulated show that not one, but three changes of color, took place in the 2c 1890, within 1890.

The earliest copies, in fact all I have seen with postmark dates previous to May 12, 1890, are of the deepest color, the so-called "lake." This color is identical with the accepted general use of the term "crimson," which is the color used by Harvard University for its official seal. When held against a Harvard banner of correct crimson color, an early 2c 1890 trimmed of its white margins vanishes into the uniform mass of color.

The term "crimson" is the obvious one for the earliest color of the 2c 1890. The mere fact that the term is not given in such reference works as Ridgway, but an early edition of Ridgway uses it for a different color (41% spectrum red plus 59% black), should not weigh against use of this term here. General current usage seems to uphold this term for precisely this color.

The term "lake," as here used, is not only inaccurate, but most objectionable. Our philatelic use of "lake" for a vague range of dark reds, which differ greatly from each other on the U. S. 3c 1861, several 2 cent stamps of the period around 1910, etc., and other stamps too numerous to list, can hardly be justified. In this case, chemical tests indicate that the pigment is not chemically a "lake" at all—it is not an organic-acid salt of aluminum. All lakes, in the chemical sense of the term, whether of red, blue, yellow or any other general color

group, are such aluminum salts. Thus the term "lake" by itself does not mean any particular color. Our philatelic use of it dates back to the time when "carmine lake" and "rose lake" and maybe some others in the red group, were the only pigments of the group ever used till then for stamp inks. Unfortunately, it became an uncritically-used term for any dark red, among stamp people.

Color names indicating chemical nature of the pigment, such as "lake" and "steel blue" are, as here, almost always misleading. Either crimson, or some such term as "violet-red-red" in Brazer's system of color naming, might be correctly applied here. (This early 2-cent 1890 has no admixture of black or of white in the color).

The "improved color," introduced May 12, 1890, is definitely not the regular carmine. That does not appear until much later. A copy used at Philadelphia, May 12, 1890, on cover owned by me, shows the first change. The crimson tint is much lighter than hitherto: it is definitely different from the earlier copies. This same pale crimson continues in regular use into June at least, and sporadically after that. In the Brazer system, it can be described as "pale violet-red-red."

Probably this is not the announced "improved color", since that was only "adopted" on May 12, 1890.

A definitely different color, more reddish, appears, first to my knowledge on a cover from New York, June 16, 1890, owned by me. This is about as pale as the second color, but visibly has less of the violet tinge. That tinge is not absent, but reduced greatly. Except by comparison with a stamp in the fourth and definitive color, it is hardly noticeable. My personal belief is that this is the "improved color" mentioned by the authoritative writers. It falls between Brazer's pale violet-red-red and his pale red.

This pale red is the regular color through July and August 1890. Sporadic examples occur to almost the end of 1890.

The actual "carmine," which was used with relatively slight variation till the end of the life of this stamp, is first known to me on a cover from East Orange, N. J., August 15, 1890. It next appears August 22, 1890, on a cover from Philadelphia also owned by me. From that time on, it rapidly appears in general and almost universal use.

This color, to my eyes, is very, very close to an actual "spectrum red" and in the Brazer system would be called just "Red." In my judgment a change of naming, from *carmine* to *red,* would be well advised for all books, catalogs and printed albums—exactly as *lake* should be changed to *crimson* for the earliest printings.

I would welcome information, either communicated to me or published in "refuting" articles, which would show that the claims here made are negatived by further material.

U. S. STAMP ENVELOPE 1910 DAYTON DIES

(Continued from Page 103.)

Philatelic Gazette, Vol. V, p. 137, June 1915.
Stamps, Vol. 30, p. 152, February 3, 1940; p. 260, February 24, 1940.
V. M. Berthold—*Philatelic Gazette,* Vol. I, p. 16, September 1910; p. 38, November 1910; p. 125, March 1911; Vol. IV, p. 62, March 1914; p. 79, April 1914; p. 148, July 1914; p. 229, December 1914; Vol. VI, pp. 110-11, April 1916.
T. D. Perry—*American Philatelist,* Vol. 54, p. 372, March 1941.
P. H. Thorp—*Catalog U. S. Stamped Envelopes,* 1943, Vol. I, pp. 296-302.
A. H. Weber—*Philatelic Gazette,* Vol. IV, pp. 235-36, December 1914.

BOOK REVIEWS

(Continued from Page 104.)

spur him to make good his reputation in subsequent works.

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