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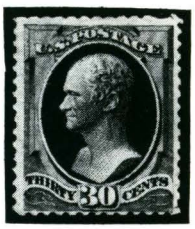
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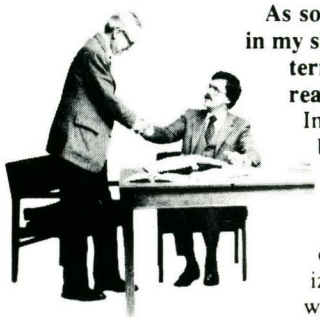
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The Collectors Club Philatelist

Volume 61, Number 6 **November-December 1982**

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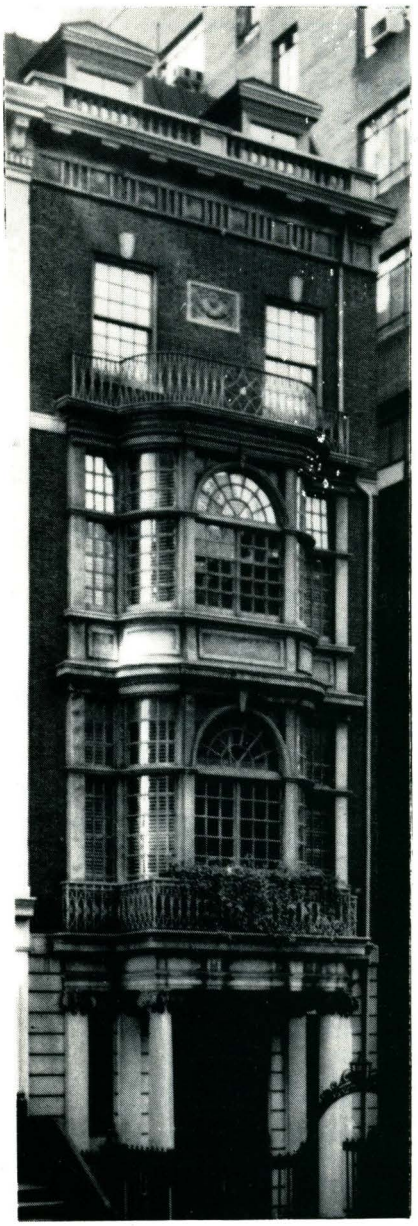
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A Model for the U.P.U.: The German-Austrian Postal Union

Werner Elias

The German-Austrian Postal Union, formed in Central Europe in the early 1850s, represents the first multi-lateral agreement for the purpose of creating an international postal community subject to uniform regulations and tariffs. Established twenty-four years before delegates met in Berne, Switzerland, to lay the groundwork for the Universal Postal Union (UPU), it adopted, as we shall see, most of the basic ideas that were later on included in the 1874 convention. It lasted only for a period of sixteen years but proved to be a highly successful experiment in international cooperation. The organization's premature end in 1866 was due to political developments and reflected in no way on its viability as an international postal system.

There are two ways to look at this earlier Postal Union. One may view it as an important chapter in the postal and economic development of Central Europe, reflecting a step towards unification of Germany as well as another expression of the rivalry between Austria and Prussia during that period. Overcoming all political difficulties, the *Postverein*, as it is called in German, established a postal territory of over 420,000 square miles, serving a population of 72 million people, the largest number covered by one postal system at the time.

On the other hand, this organization may also be looked upon as an important forerunner of the UPU in that it provided the organizational proving ground for most of the tenets on which the larger world organization was to be built. Both facets are well

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worth considering; neither one appears to have received adequate treatments in the English literature.[1] Chances are that the readers of this magazine are more interested in the second aspect—its role as model for the UPU. This essay will therefore stress this feature against the background of the organization's history and regulations. We will not go into the protracted negotiations between Austria and Prussia that eventually led to the *Postverein* nor present the intellectual and literary precursors of the Union idea, interesting as these are, and begin our story with the German Postal Conference in Dresden, Saxony, that opened in October 1847.

At this conference, convened by Austria and Prussia, representatives of all concerned postal administrations came together for the first time in an effort "to establish basic rules and norms for the mutual postal relations among members of the German Confederation", that loose association of sovereign German lands created at the Congress of Vienna in 1815. This goal had been called for with increasing intensity by commerce and industry as well as by the broader public for several decades. Political writers had promoted the subject of postal unification[2] and the popular outcry for it was now so pervasive that the realization of the idea had become a political necessity. On the other hand, it also created many administrative and fiscal problems that had not previously been discussed by the governments involved. After negotiations of several months, the conference was adjourned at the beginning of February, 1848, in order to permit individual administrations a review of the situation. The Revolution of 1848 and its aftermath caused unforeseen delays for a resumption of the talks; but issues had apparently been narrowed to such extent that negotiations could now be continued on a government-to-government basis. Early in 1850, Austria and Prussia, the leading powers, were able to finalize matters between themselves with some assist from Bavaria. On April 6, 1850 they signed in Berlin a treaty regarding the "foundations of a German-Austrian Postal Union" to become effective July 1. All postal administrations within the German Confederation were invited to adhere to the convention. Bavaria did so on the same day. By the middle of 1852, all eligible territories had joined.

Membership was composed of sixteen states administering their own mails and fifteen whose posts were handled on a contractual basis by the Thurn und Taxis organization—fourteen small size principalities and the Free City of Frankfurt. Austria, Prussia, Bavaria, Saxony, Baden, and the two Mecklenburgs were members when the treaty came into being on July 1, 1850. So was Schleswig-Holstein although its membership ceased after their reincorporation into Denmark in February 1852. Hanover and Württemberg joined on July 1, 1851, the latter just having assumed its postal administration which heretofore had been operated by Thurn und Taxis. Brunswick, Hamburg, Luebeck,



Map of Central Europe showing the extent of the German-Austrian Postal Union in 1852. It covered the territory of the German Confederation plus the domains of Austria and Prussia not included in it.

Bremen, Oldenburg, and Luxembourg became members with the beginning of 1852. The Thurn und Taxis territories acceded at various dates up to the middle of 1852.

While membership, as already mentioned, was limited to countries belonging to the German Confederation, Austria and Prussia joined the body with all their territories including those outside the Confederation. As a result, the Postal Union included large non-German areas such as Hungary, Bohemia, Slovakia, and Lombardy-Venetia. It was out of consideration for the feelings of these non-German elements that the originally contemplated name *Deutscher Postverein* was dropped in favor of *Deutsch-Oesterreichischer Postverein* as official designation. *Postverein* became the organization's popular name, and we shall use it from now on.

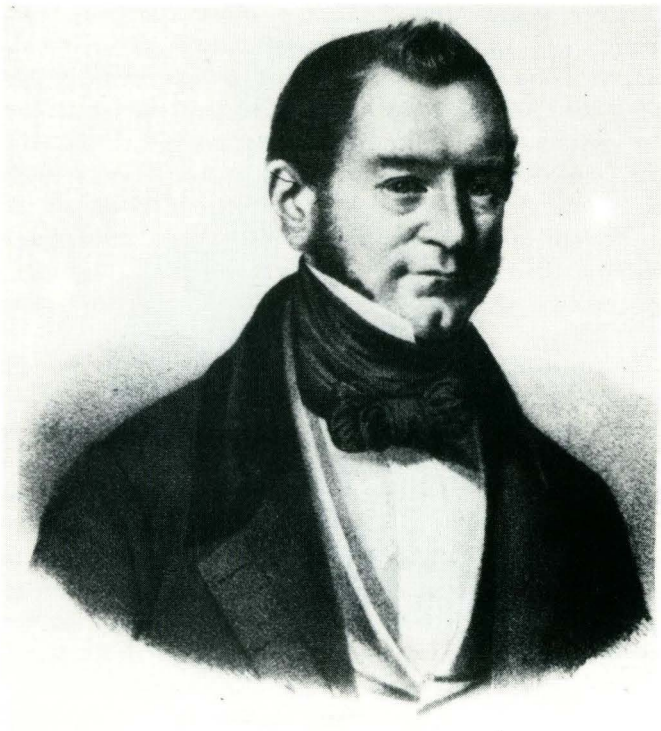
The 1850 convention foresaw the need for changes of its terms and provided for a periodical review of the organization. At the first German Postal Conference, begun on October 15, 1851, in Berlin, the terms of the treaty were reviewed in the light of the many new memberships and also on the basis of the practical experience gained during the preceding fifteen months. The result was the "Revised Postal Union Agreement" of December 5, 1851, which gave the compact its definite shape. It became law on July 1, 1852. The following survey of the highlights of the *Postverein* convention is based on this revised form.[3]

The Union's basic purpose was "the establishment of uniform rules for the taxation and postal handling of letter mail and *Fahrpostsendungen* (which for lack of a better term had best be translated as "parcelpost" but included also shipment of coined money and other valuables) in transit between lands belonging to the *Postverein* or between *Postverein* members and foreign countries". Members' domestic mail remained subject to their own regulations. The *Postverein* was also not to interfere with the legal and property rights agreed upon in treaties between individual member states. As a result, domestic tariffs of the members were not affected; rates, weights, and franking requirements could remain the same as before, sometimes leading to a situation where internal rates were less favorable than those of the *Postverein*. It also meant that agreements concerning the operation of stage coaches and railroads by one administration over the territory of another remained untouched.

The *Postverein* convention also stipulated that all territories administered by a postal system were to be considered as one unit in regard to the other members, even if these lands were part of different states. An important clause for the Thurn und Taxis system which was thus in a position to deal with Prussia and Austria without interference by the states served by it.[4]

Realizing that a unified postal operation required common standards, the *Postverein* accepted the geographical mile (fifteen to an equatorial degree) as distance unit and the metric pound (500 grams) as unit of weight. Currencies used by the various members were too deeply entrenched to permit acceptance of a common money unit. The *Postverein*, therefore, established the two currencies most widely used by its members as standards of valuation: the thaler for the northern regions, and the gulden for the southern territories. Postal rates were therefore expressed in silbergroschen (sgr) for the former, and in kreuzer (kr) for the latter. Members with other currencies would continue using these; but postal rates for Union mail had to be the equivalents of the sgr or kr standards.

The convention then dealt with measures required to assure the fastest possible movement of mail within the *Postverein* territory. Each member had the right and obligation to choose for its correspondence the route or routes offering fastest conveyance, just



August von der Heydt, Prussian Minister for Trade and Industry, conducted Postverein negotiations for his country. (Lithograph by Schwabe in *Deutsche Postgescgichte*, Vol. 1943/1, p. 49.)

as it was bound to forward as quickly as possible any mail delivered to it by another member. Participants specifically pledged each other the "uninhibited access to railroads and similar means of communication" for transport of mail. Each administration could, at its option, select open or closed mails for transit through third countries.

Since the lands of all members were to be considered as one postal territory both in regard to *Postverein* and to foreign mail, only one commonly agreed-upon rate of postage was to be charged, even if mail had to transit through intermediate lands. This postage was to accrue to the administration whose post office had accepted the mail from the sender, regardless of whether it was prepaid or not. Neither sender nor addressee was to pay any transit postage. In its stead, a system of transit fees, of minimal size and based on weight per mile, was established, payable by the sender administration to the countries involved. These fees were to be adjusted periodically and could be settled by lump sum payments or other methods agreed upon by the systems concerned. Returned mail, printed matter, and sample mail were free of transit fees altogether, and so were letters sent under franchise. Franchise mail in the country of origin was to be treated as such in the country of destination as well, but provisions were made to drastically curtail this privilege and limit it to official correspondence and letters of the reigning houses.

As might have been expected, the distribution of the postage

caused more discussions than any other question. Each administration was, of course, anxious to collect as large a share as possible; however there were strong proponents of the view that any steps that would reduce financial settlements among the member systems to a minimum were certain to enhance the profitability of postal operations. In the end, the best solution was seen in allowing the sender administration retain all postage, prepaid as well as collected, since in the normal course of events each letter sent would elicit a letter in reply.

Letter postage within the *Postverein* was set at three rates:

Up to 10 miles	1 sgr or 3 kr
Up to 20 miles	2 sgr or 6 kr
Above 20 miles	3 sgr or 9 kr

Distances were to be figured in a straight line. Rates listed applied to letters weighing less than one loth (the thirtieth part of a zollpound, or about ½ oz.) with heavier letters subject to linear progression of the rate. Any lower rates already in force between member systems were allowed to continue. By and large, though, the *Postverein* tariff represented a substantial reduction of rates then in effect. Special provision was made to permit delivery fees applied by member administrations to continue for the time being.

While prepayment of mail remained optional, it was nevertheless the preferred option, and the convention stipulated that letters should as soon as feasible be prepaid by means of postage stamps. Partial franking was forbidden. Non-prepaid, or insufficiently prepaid, letters were to be forwarded but became subject to a penalty charge of 1 sgr or 3 kr per each loth, payable by the addressee in addition to the missing postage; all fees collected to be credited to the sender administration.

Except for Bavaria, whose first stamps appeared in 1849, none of the members had as yet issued adhesives, although Austria, Prussia, and Hanover were already in the process of printing their first issues. In the case of some of the other systems, their first stamps were definitely prompted by their entry into the Postverein: Brunswick, Oldenburg, Baden, Württemberg, Thurn und Taxis, come to mind. In fact, stamps of the last three were inscribed not only with their own name but also with that of the *Postverein*. Other states, again, delayed printing adhesives for many years; Mecklenburg-Strelitz took this step only in 1864. In view of UPU decisions at a later date, it is interesting to record that the *Postverein* recommended to its members in 1862 the adoption of a common color scheme for the stamps in the three basic denominations: carmine red, blue, light brown. Not all systems followed suit.

The unified rates of postage brought with them problems arising out of the many different currencies used by the members. The major postal systems did use one of the two monetary units recognized by the convention: Prussia and Saxony the thaler of 30 groschen; Austria, Bavaria, Baden and Württemberg, the gulden



Baron Karl Ludwig von Bruck, Austrian Minister of Trade and Finances, proposed and negotiated the Postverein-Treaty for the Hapsburg Monarchy. (Portrait in the Vienna Nationalbibliothek.)

of 60 kreuzer. However, Austria's gulden differed from that of the states of southern Germany; while the Austrian kreuzer had pretty much a ratio of 3:1 to the groschen as implied by the Union tariff, the ratio of the southern German's kreuzer to the groschen was actually 3½:1. This difference in value was apparently not large enough to cause difficultis. Things were more complicated in the case of those members whose economy was based on other monetary units. The thaler of Hanover and Brunswick, for instance, was divided into 24 rather than 30 gr, at least in 1850. Hanover, therefore, used her 1 gr stamp exclusively for domestic mail since it would have overpaid the *Postverein* rate. In 1851, Hanover printed stamps in denominations of 1/30, 1/15, and 1/10 thaler for Union mail and adjusted at the same time the domestic rate. Brunswick's first stamp issue of 1852 was in sgr of the *Postvrein,* and until stamps for local usage were printed in 1856, local mail was almost always prepaid in cash. Luxembourg used the franc currency, 12½ centimes being equal to 1 sgr. The country first printed a 1 sgr stamp for *Postverein* mail and later on 12½, 25, and 37½ centime values. Everyone familiar with the stamps of Thurn und Taxis knows that they issued adhesives in both curren-

cies of the *Postverein*. Let us finally mention that Austria changed her currency in 1858, when her Union rates were changed to 5, 10, and 15 kr.[5]

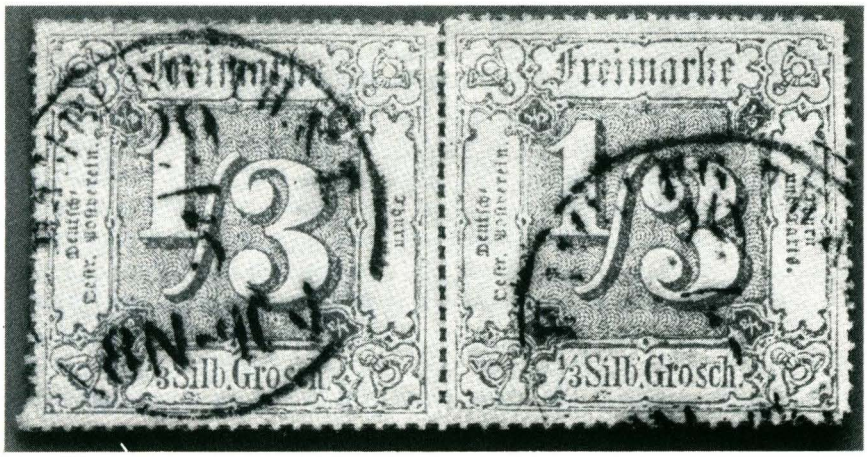
The convention provided for a reduced rate of 1/3 sgr or 1 kr irrespective of distance for *Kreuzbandsendungen* (printed matter), provided mail was prepaid; otherwise the letter rate applied. Samples were subject to half the letter postage as long as the letter attached to the sample did not weigh more than one loth. Both printed matter and samples were handled as letter mail, but they were limited to 16 loth in weight.

Registered mail required prepayment; it was subject to a special fee of 2 sgr or 6 kr regardless of weight and distance, double this amount if the sender requested a return receipt. Registration was available for letters as well as printed matter and sample mail.

Misdirected mail was to be rerouted without delay and to be charged at no higher rate than initial correct routing would have entailed. Refused letters were to be returned at once to the office of dispatch, those that could not be delivered for lack of locating the addressee or for other reasons had to be sent back within two months; or three months in the case of General Delivery mail. All returns were exempt from extra fees.

Correspondence with foreign countries (including German territories not as yet Union members) was subject to the same method of handling as internal *Postverein* mail, except that the charge for non-franked letters did not apply. Postage was composed of the Union rate plus postage with the country involved. The post office at the border point at which the foreign letter entered the *Postverein* assumed the role of the receiving office, and that at the point where *Postverein* mail left the Union territory became the delivery office. Member administrations bordering on foreign states were not to interfere with the transit of closed mails from or to other Union members resulting from previously made arrangements. In such cases adopted transit rates were to continue for the time being. However all Union members were enjoined to cancel, if at all possible, current postal agreements with foreign countries prior to their expiration dates and to replace them with new ones that were based on complete reciprocity, reflecting the tariffs and basic concepts of the *Postverein*. Any deviation from this policy required the assent of 75 percent of the members and would not bind the dissenting members. The country bordering the particular foreign land, or that traditionally had provided exit to it, was to negotiate the treaty on behalf of the entire *Postverein*. If several members were in direct contact with the same foreign partner, the negotiating administration had to contact and consult with the others before concluding an agreement.

All such agreements had to be applicable in the same manner to all members of the Postverein, and this applied first and foremost to rates of postage, the only permissible exception being reduced rates for mail between border points not more than five miles



The left panel of the Thurn and Taxis stamps carried the inscription "Deutsch-Oestr. Postverein." First issues of Baden and Wuerttemberg were similarly inscribed.

apart. Postal treaties were not to run beyond the expiration date of the *Postverein* convention.

In the years that followed the creation of the Postal Union, agreements on its behalf were signed with all important countries. Due to their geographic location and their postal activities of long standing, either Austria or Prussia, or both, became involved in almost all these negotiations. Austria's many foreign post offices in the Balkans and in the Levant became extensions of the *Postverein*. Building on its political preponderance in the Apennine peninsula, the Hapsburg monarchy also succeeded in setting up an Austro-Italian Postal Union with Austria, Tuscany, Modena, Parma, and the Papal States as members, shaped after the *Postverein* model to which it was tied by the terms of its compact. It existed from 1850 to 1859 when Austria lost her political power in that region and a unified Italy emerged. Neither Sardinia, Austria's antagonist, nor the Two Sicilies ever joined the postal association.[6]

Parcel post was the next subject of the Union treaty of 1850. As already mentioned, this category included the shipment of valuables, especially coined money, so essential at a time when banknotes, drafts, and checks were not as yet in common use. Initially the *Postverein* did not agree on uniform rates throughout its territory for this type of mail, although an understanding was reached with regard to common rate structures based on weight and value. Charges continued to be assessed and collected by each member administration until parcel post was placed under a uniform tariff in 1857. The handling and shipment of newspapers was another topic regulated by the convention; all postal systems of the area considered this an old established and essential part of their operations.

The convention finally contained a number of decisions concerning the future development of the organization, to be dealt with at periodic Postal Conferences. The original treaty was to run until the end of 1860 from when on it would be subject to one

year's notice. Extensions soon became automatic in view of the *Postverein's* popularity.

The Revised Treaty was the main accomplishment of the first of the Postal Conferences, held in Berlin towards the end of 1851. It also added two activities to the Union's program: *Nachnahmesendungen* (Collect on Delivery Shipments) and Bareinzahlungen (Postal remittances). The conference finally accepted a special delivery procedure for registered mail. The second conference, held in Vienna in the fall of 1855, concerned itself mainly with unifying the technical aspects of moving mail within the Union. As already mentioned, it was at the third conference, held in Munich at the beginning of 1857, that the *Postverein* settled the *Fahrpost* problem. Members were now ready to accept uniform through-rates for parcel post, based on routes that assured the most expeditious movement of packages. However, parcel post revenues, unlike those from letter mail, were to be shared by all member administrations on the basis of their contribution to the total parcel post operation within the Union during a given period.[7]

Frankfurt became the location of the fourth conference which met in the spring and summer of 1860. Various postal rates were reduced and inter-governmental accounting procedures were streamlined at this meeting which also redefined the Printed Matter class by granting the lower rate no longer on the basis of the contents of the mailing piece but on the method of its production. The fifth conference opened in November 1865 in Karlsruhe, Baden. It turned out to be the last one; its decisions did not become effective because shortly after its close in March 1866 the Austro-Prussian War broke out and put a sudden and unexpected end to the German-Austrian Postal Union. The German Confederation was dissolved; Prussia formed the North German Confederation with the other states of the region; Austria retired to her own dominions. It is worth recoding, however, that this last conference of the Postverein adopted a uniform letter rate of 2 sgr or 10 kr for its entire territory, except for distances below twenty miles for which the charge was to be 1 sgr or 5 kr.

Readers familiar with the operation of the Universal Postal Union will recognize the many similarities between the two organizations. Not only did they have to meet similar problems; in most instances they also solved them in the same manner. In one important question the UPU opted for a different solution than that accepted by the *Postverein;* where the latter assigned all postal charges collected from the addressee, including penalty fees, to the administration that had handled the despatch of the letter, the Berne organization decided to let the collecting system keep those charges and thereby further reduced the load of accounting among the Union members.

The decisive aspect of the *Postverein* was that it brought together politically independent entities which, for the common

good, agreed to a uniform set of rules for their international postal communications. In dealing with the problems arising from this situation, albeit on a smaller scale, this organization provided a workshop for the future world body which thus did not have to start from scratch - a fact of which not only Austria and Germany as members of the old Union were aware during the discussions in Berne, but also all the other countries that had treaty ties to the *Postverein*. In describing the formation of the UPU much is always made of the influence caused by the Paris Conference of 1863, initiated by the United States Postmaster General. Its importance for preparing national postal administrations psychologically for a worldwide postal union is undeniable. However, from a technical point its contributions were very small indeed. The Paris Conference never thought in terms of a multi-lateral postal convention, nor did it consider uniform postal rates. All it did was recommend a set of basic ideas that the participating nations were to incorporate into future bi-lateral agreements; even on that basis, some of its suggestions sound very primitive in comparison to the principles put into practice twelve years earlier by the Postverein.[8]

Notes

[1]In fact, the author has searched in vain for a presentation of this topic beyond brief descriptions and allusions; he would be grateful for any pointers to such articles. -One of the best German presentations of all aspects of the organization is Dr. Claudia Helbok, 'Zur Geschichte des deutsch-oesterreichischen Postvereins' in *Deutsche Postgeschichte,* Vol. 1943/I, pp. 49-84. See also K. Sautter, *Geschichte der Preussischen Post,* Berlin. 1928, pp. 411-423 and 551-560; Ludwig Kalmus; *Weltgeschichte der Post,* Vienna 1937, pp. 473-479.

[2]For a report on an important literary spokesman, see Werner Elias, 'Johann von Herrfeldt - An early proponent of the Universal Postal Union Idea' in *Stamp Collector,* Vol. 53, No. 4396, July 5, 1980.

[3]For the wording of the original treaty, see. *Handels-Archiv,* Berlin, Vol. 1850, pp. 11-27; for that of the Revised Treaty, same periodical, Vol. 1852/II, pp. 238-269.

[4]Outside postal systems were also administered by Austria (Liechtenstein) and Prussia (Several small principalities in Thuringia).

[5]Such monetary differences make it appear most unlikely that the *Postverein* ever authorized for its mail the use of stamps issued by the country to which mail was addressed. Periodic rumors to that effect have appeared repeatedly in the German philatelic press, however without citing official records confirming this claim.

[6]For the effect of the Postverein on US mail to Europe, see George E. Hargest, *History of Letter Post Communications between the United States and Europe 1845-1875,* Smithsonian, Washington, D.C. 1971. pp. 85-89, 92, 120, 131, 141, 144.

[7]The Munich Conference was the first to be attended by H. von Stephan as an assistant delegate for Prussia.

[8]See *Report of the Postmaster General,* Post Office Dept., October 31, 1863, for the recommendations agreed upon at the 1863 Conference.

Why King Charles II Never Sent Christmas Cards: The Introduction and Evolution of London General Post Date Stamps, 1661-1858

Kimber A. Wald

Isn't it great sport to rail against the post office? Recently I indulged myself when an insured letter to Canada containing philatelic material and auction bids was returned by the Postal Service with a notice that they had goofed. The problem: their clerk erroneously insured a letter with a foreign destination and that is precluded by the regulations.

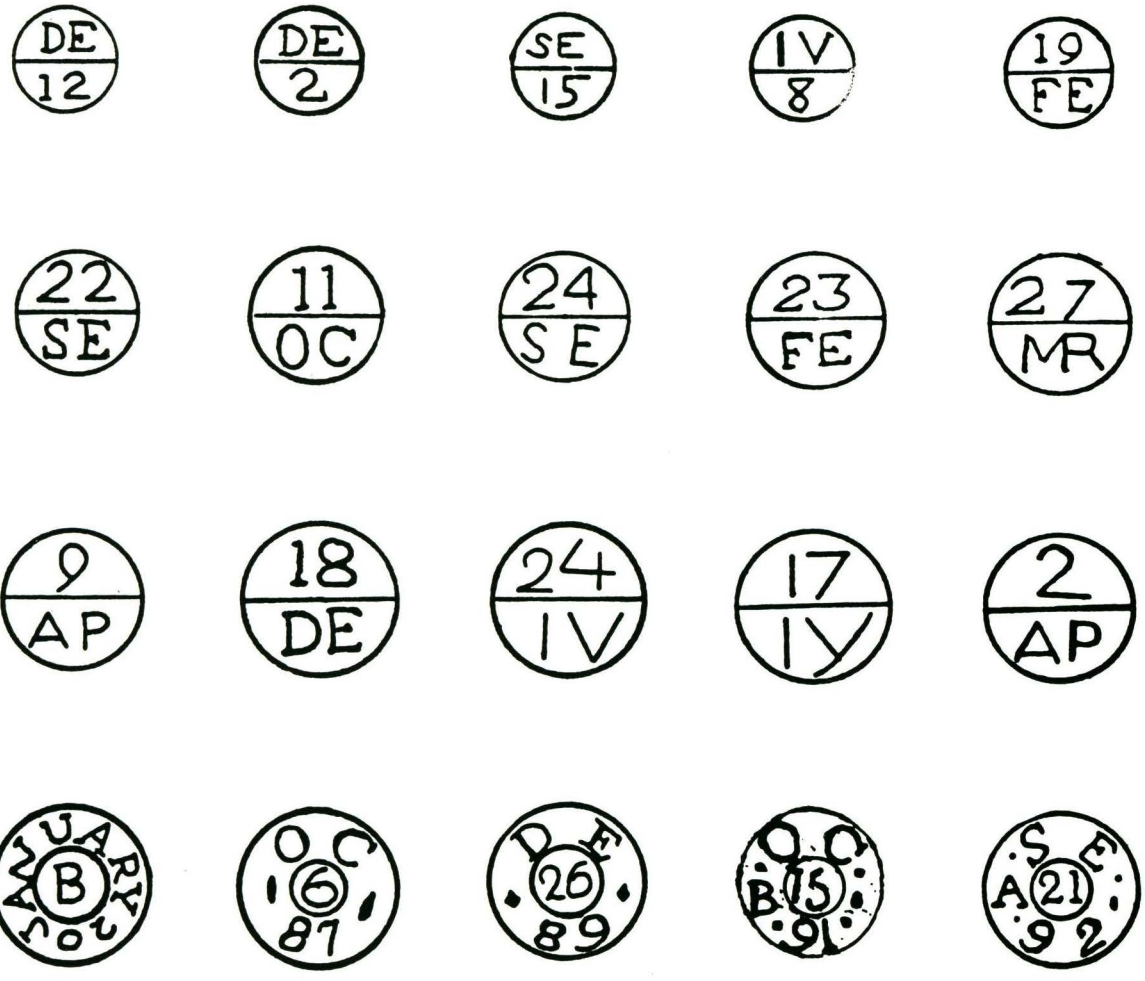
Apparently I was 321 years late when it comes to lodging really meaty complaints against the handling of the mails. Imagine the conduct that sparked this "Advertisement from His Majesty's Post-Office" which appeared during April 1661 in the columns of *Mercurius Publicus:*

> All gentlemen and others are desired to take notice that the Post-Office hath been abused by several persons who have falsely pretended themselves to be appointed to receive letters from the Post-Office, and have exacted a penny a letter above the due post, alledging it to be for carrying the same to the office, and some such persons have also destroyed many such letters to gain the post to themselves.
>
> And to prevent like abuses His Majesty's Post-Master General hath appointed the persons hereafter named at his own charge to receive all letters in their respective places for the Post-Office. . . .
>
> And to prevent neglect of the letter caryers in the speedy delivery of

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0010-0838/82/6/340-352 $3.00 + $0.25

letters from said office, it is notified that the days of receipt of every letter at the office is printed on the letter, and the letter-caryers ought to deliver them the same day in the summer, and the next morning at farthest in the winter: and if any fayler be complained of at the Post-Office, it shall be redressed.

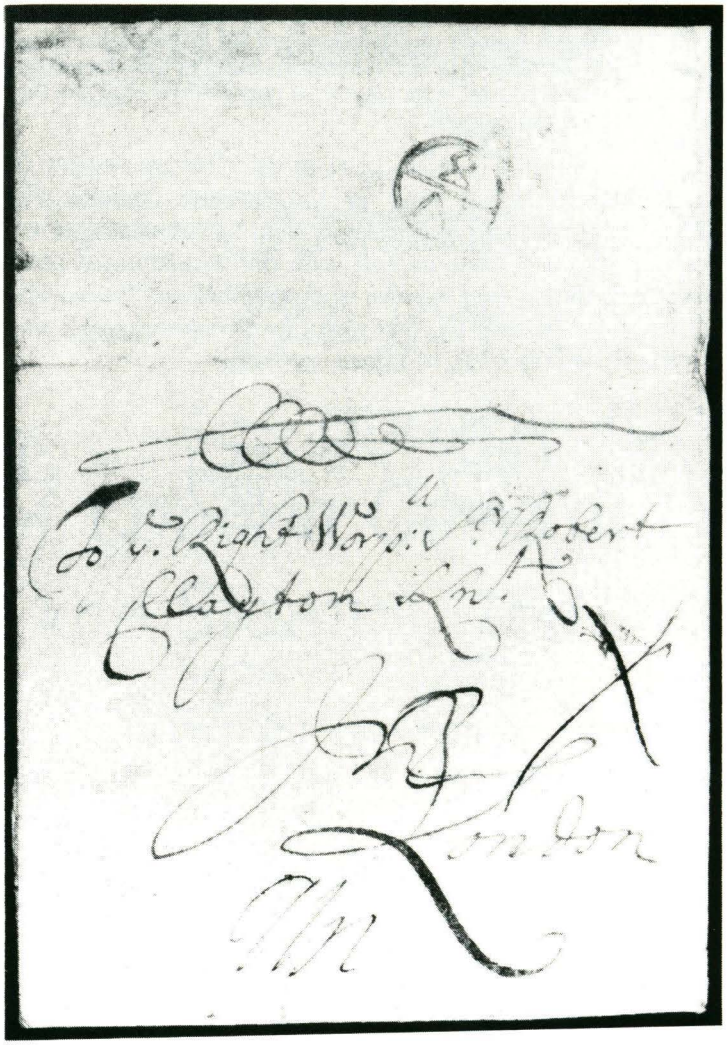
This notice is the first introduction of the "Bishop Mark", the initial cancellation device used by the London General Post Office. The first type of this handstamp (Figs. 1-2) consisted of a 13 mm. diameter circle divided in half with the month noted at the top by two serif letters and the day appeared below. The earliest recorded example is April 19, 1661. London Bishop Marks were normally struck on the back of letters in black.



Figures 1-20. The General Duty date stamps, 1661-1795. Types shown are Type I Bishop Mark (1-2), Type II Bishop Mark (3-4), Type III Bishop Mark (5-15), the 1787 experimental (16), the 1787-1791 without code letters (17-18), and 1791-1795 with code letters (19-20). Note the progressively larger sizes for the Type III Bishop Mark and the difference letter styles.

On June 25, 1660, Henry Bishop was made Postmaster General in exchange for an annual payment of £21,500 to "farm" the post. Bishop further commented upon the reason for the introduction of his cancel when he wrote on August 2, 1661:

A stamp is invented that is putt upon every letter shewing the day of



A June 4, 1692, letter from Harberton to London showing the Type III Bishop Mark. Note the Latin abbreviation for June (IV) and the roughly carved style which is characteristic of the type II. The letter arrived June 8. The incorrect two pence rate (single sheet under 80 miles) has been crossed out and the correct four pence (over 80 miles) rate entered. The cover also has a "Haste, post haste" marking across the top. The contents are interesting as is often the case with old letters: ". . . The reason I have not answered itt tile now is by reason I have bien absent from home most parte of ye time since I recd. itt I beinge concerned in ye militia of ye county were cald by ye sea coste to guard itt from ye French. . . ." (Fig. 4.)

the month that every letter comes to this office, so that no letter carryer may dare to detayne a letter from post to post, which before was usual.

It is believed that the London Bishop Marks were carved out of solid wood with the day and the month being immovable. Most subsequent date stamps which we will discuss in this article were made from wood. A few in later years were made of metal and those are noted.

This article addresses three groups of date stamps used by the Inland Section of the London General Post Office: the General types, the Evening Duty types, and the Morning Duty types. All were used on unpaid letters until the introduction of adhesives.

Part I: General Duty Date Stamps

1661-1673. As mentioned above, the first type of Bishop Mark was consistantly 13 mm. in diameter and with serif lettering. Due to

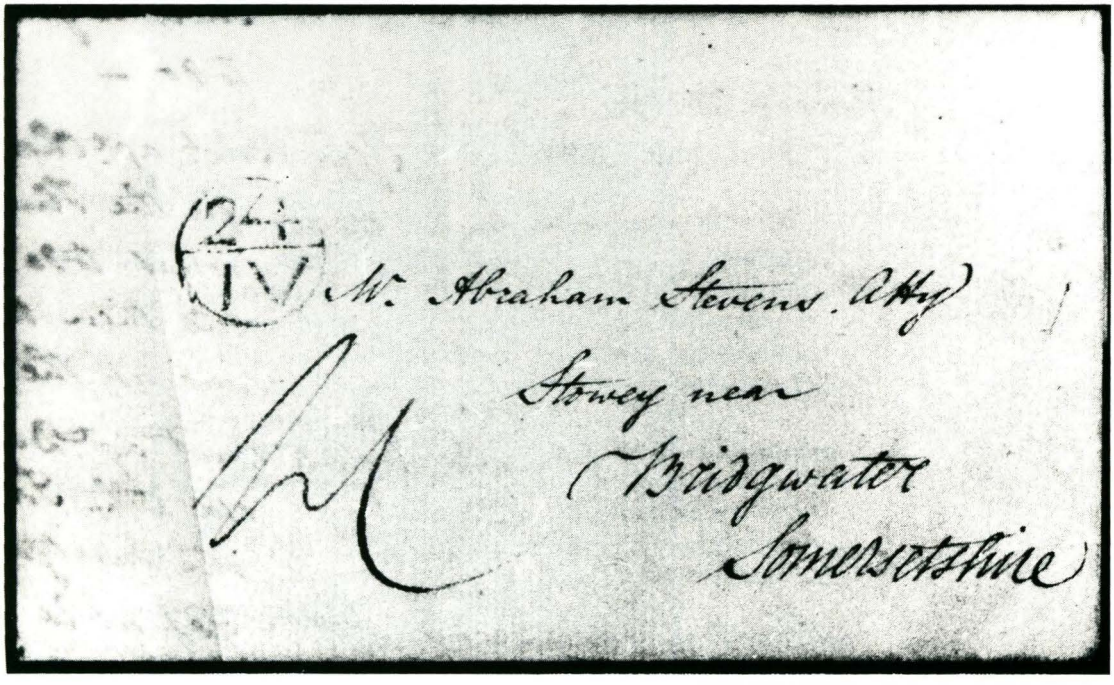
the great fire that took place in London during 1666, the early Type I Bishop Marks are quite scarce and carry a premium.

1673-1713. The Type II Bishop Marks began making their appearance during 1673. They had sans-serif lettering and the cancelers were more roughly cut (Figs. 3-4). This type comes with two diameters, 13 and 14 mm.

1713-1787. In 1713 the third and last type of Bishop Mark was released. These are radically different from the first two types. The month and day have been transposed (Figs. 5-15). The diameters range from 14 to 20 mm. when they were discontinued. Type III comes with both serif and sans-serif lettering. The months of February, September, and December are the most common with serifs. While not exact, the dates of use for the various diameters are:

14 mm. 1713-1752	17 mm. 1721-1774
15 mm. 1717-1750	18 mm. 1720-1779
16 mm. 1718-1768	20 mm. 1773-1787

It should be noted that the Foreign Office, which also used Bishop Marks, continued with the Type II variety into 1797. They never introduced Type III.



June 24, 1783, letter from London to Stowey, with a 20 mm. Type III Bishop Mark. It was very unusual for Bishop Marks to appear on the front of covers as in this case. The rate was four pence for a single sheet sent over 80 miles. (Fig. 13.)

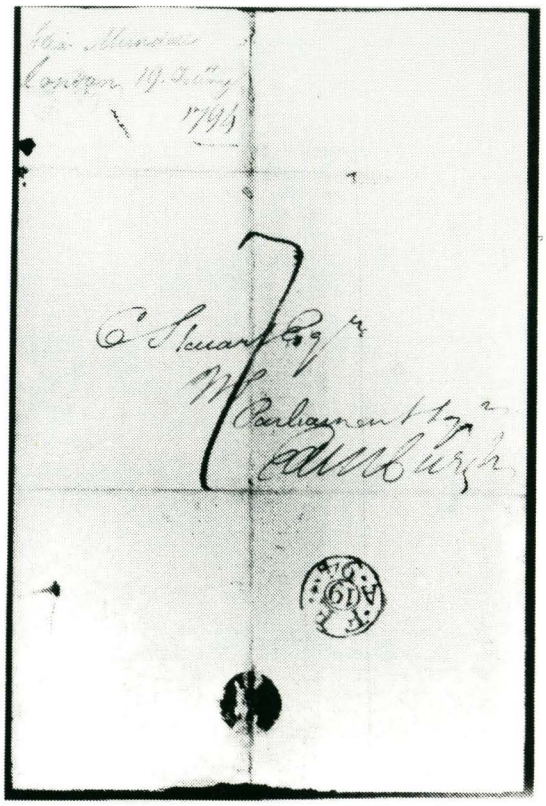
One particularly rare variety exists. It is a Type III Bishop Mark with the date in tete-beche form. These have been noted for the years 1782 and 1787. Other varieties with backward letters are also known.

1787 Experimental Type. After 126 years of the Bishop Mark, the Post Office looked into a new handstamp, an experimental type, which was used January through April 1787 (Fig. 16). It consisted

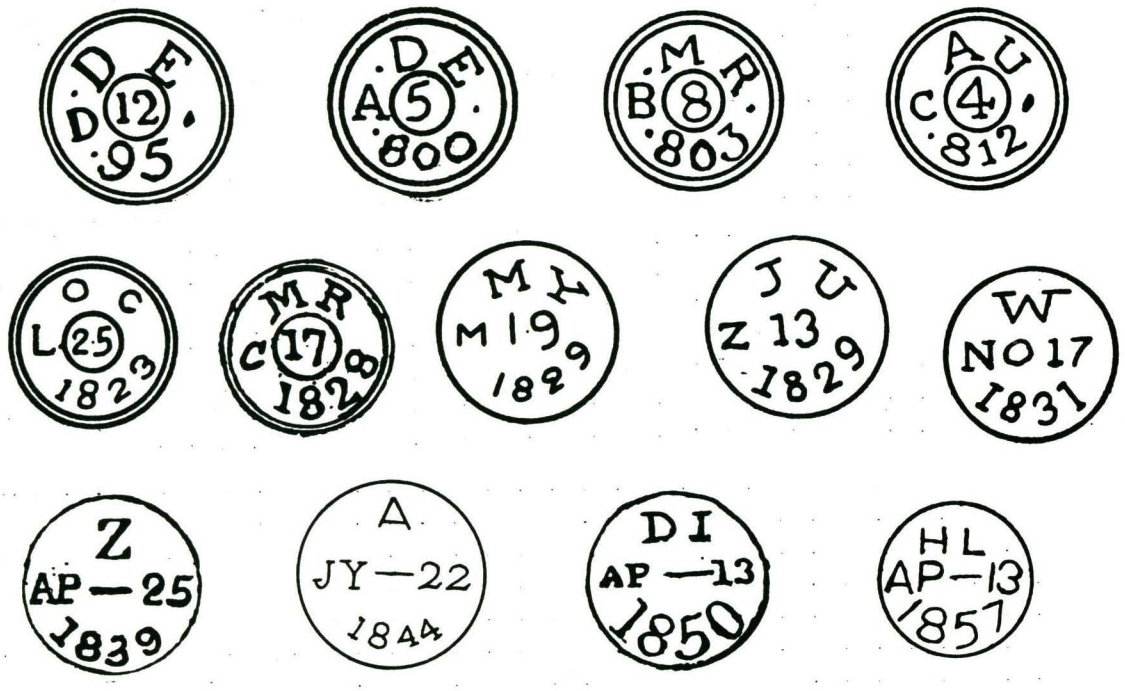
of the name of the month around the outside with the day at the bottom and a code letter enclosed at the center. Codes "A" through "M" are known and their meanings are not recorded. From the examples it appears one may have been used each day. The month designations on the handcancels were "JANUARY." (from the 16th to the 26th), "JANY," (from the 27th to the 31st), "FEBY.", "MARCH.", and "APRIL."

1787-1791. In May 1787, the successor to the Bishop Mark (Figs. 17-18) was introduced. This one had the month at the top designated by two letters, the day in a central circle, and the year noted by two digits at the bottom. At the sides are ornaments, usually diamond-shaped.

1791-1795. A change was made with the inclusion of a code letter at the left in place of the ornamental marking (Figs. 19-20). Apparently the experiments during the first quarter of 1787 were finally bearing fruit. The codes used with this handstamp, "A" to "E", were to distinguish the various cancelers used daily. This was the last General type handstamp used. Beginning in 1795, a distinction between the Morning Duty and Evening Duty was felt necessary and the cancelers were designed accordingly.



A February 19, 1794, cover from London to Edinburgh showing the 1791-1795 General Duty date stamp. It was received per an Edinburgh Bishop Mark on the reverse within three days. The rate was seven pence. (Figs. 19-20.)



Figures 21-33. The Evening Duty type cancels used 1795-1857.

Part II: The Evening Duty Date Stamp

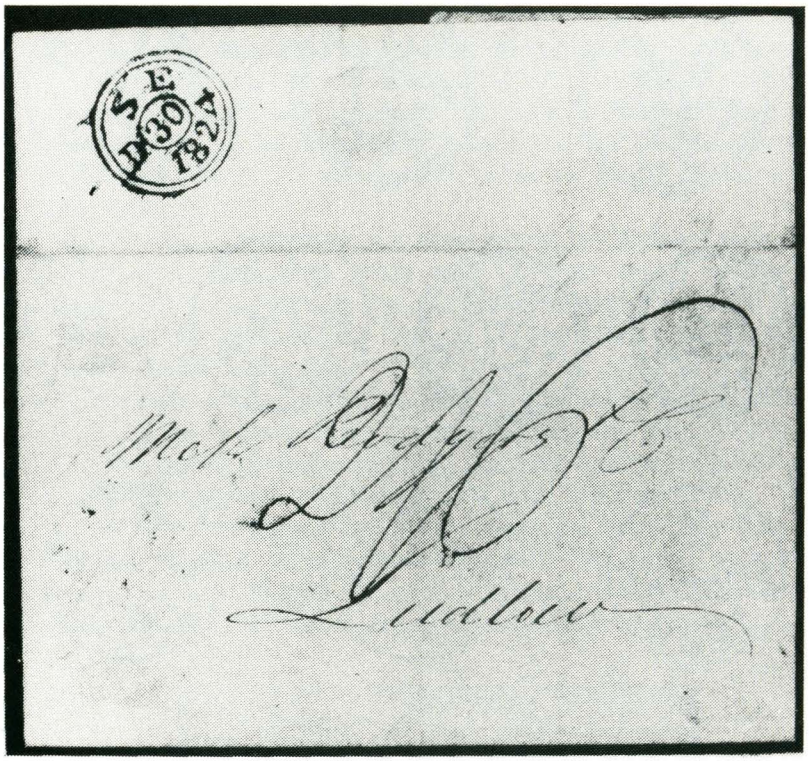
Poor Russell Farmer! Most of us make no mark that will record our names in history. Within a couple of generations we are forgotten, except perhaps as a reference in a family genealogy.

Not so for Russell Farmer, a letter sorter in the Chief Office. Postal history records forever that in December 1794 he was tried for letter stealing. As a result, post office officials realized that it was important to identify whether letters were canceled by clerks working on the morning or evening duties.

At that time, mail arriving at the Chief Office via coach was serviced by morning duty employees. Outgoing mail—which was more voluminous—was attended by evening duty clerks.

From this point we will trace the Evening Duty types (perhaps we should call them "Farmer Marks!") to their end in 1857 and then pick up the Morning Duty cancelers.

1795-1799. To deal with this concern, a second outer ring was added to devices used on the evening duty (Fig. 21). Code letters "A" to "F" were used. Black ink was customarily used but some specimens are known in red. It is thought that the red strikes occurred either because these letters were received too late for the evening mail or else special handling of some type was required. Meanwhile, the 1791-1795 General type continued for use by the morning duty until 1798. Code letters "A", "B", and "C" were only recorded afterward.



A September 30, 1824, cover to Ludlow from London. Shown is the 1823-1828 Evening Duty type with Code letter "D". Rate is two shillings six pence. (Figs. 25-26.)

1800-1822. Now we come to the longest running of the Evening Duty types. In 1800 a third digit was added to the year (Figs. 22-24). Three code letters, "A" to "C", were used daily. Again black ink was used, but some red examples are known.

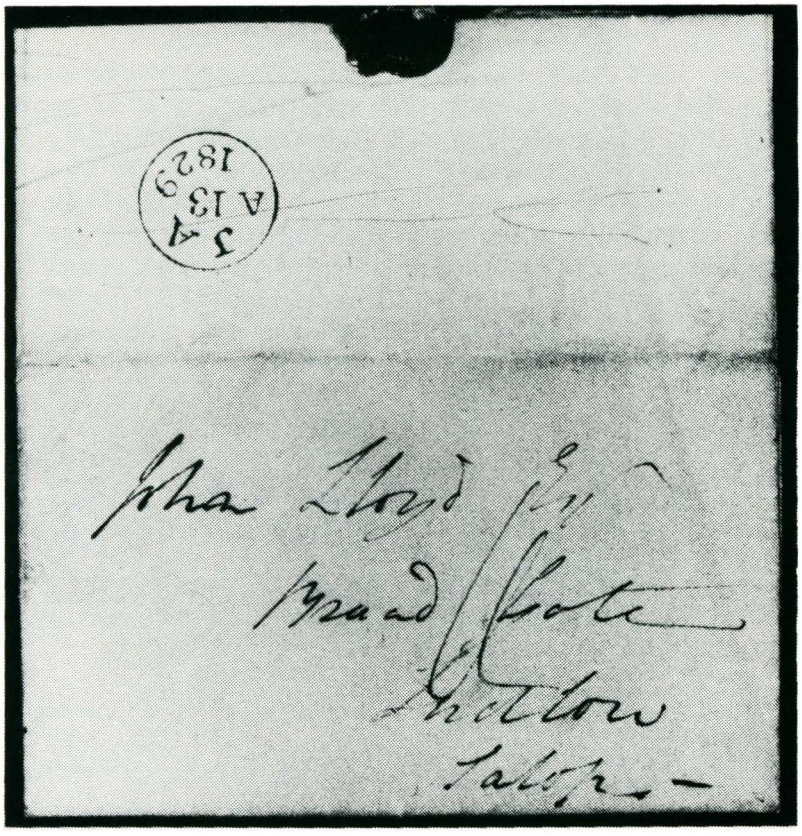
1823-1828. January 1823 saw the introduction of the third Evening Duty type (Figs. 25-26). Major changes were expansion of the year to four digits and introduction of a full range of letter codes through "Z". Groups of three were normally used each day. Some examples are in red, although black continued to be the appropriate color for use on the evening duty.

1828-1830. During July 1828, the first really complete design change in Evening Duty handstamps was unveiled (Figs. 27-28). Both of the inner rings were removed. The full range of code letters was continued. This was the shortest running Evening Duty type, lasting 22 months.

1830-1840. A transposition of the code letter and the date was introduced during May 1830 (Figs. 29-30). Twenty-six different code letters were used.

A further refinement of this series can be collected. It is possible to obtain the various code letters on postmarks with and without a dash appearing between the month and the day. I also possess a July 11, 1838, cover to Brighton which has the code letter "Z" backwards.

1839-1845. In late 1839, a variant of the 1830-1840 hand cancel began appearing (Fig. 31). While similar in appearance, it was a



This London to Ludlow cover shows the 1828-1830 Evening Duty type with Code letter "A". Posted January 29, 1829, at a ten pence rate. (Figs. 27-28.)

larger, much more crisp mark. This type was probably manufactured out of metal.

1845-1857. In approximately October 1845, a new handstamp appeared which had two code letters at the top (Fig. 32). The first letter indicated the handstamp while the second advanced daily. During 1846 the first letters extended to "E" and possibly "F". By 1857 the first letter extended to "R". In 1857 a smaller mark with sans-serif lettering (Fig. 33) appeared, the last of the Evening Duty date stamps.

Part III: The Morning Duty Date Stamp

You will recall that, compliments of the immortal Russell Farmer, devotees of London date stamps have a third large group to collect and study: the Morning Duty types.

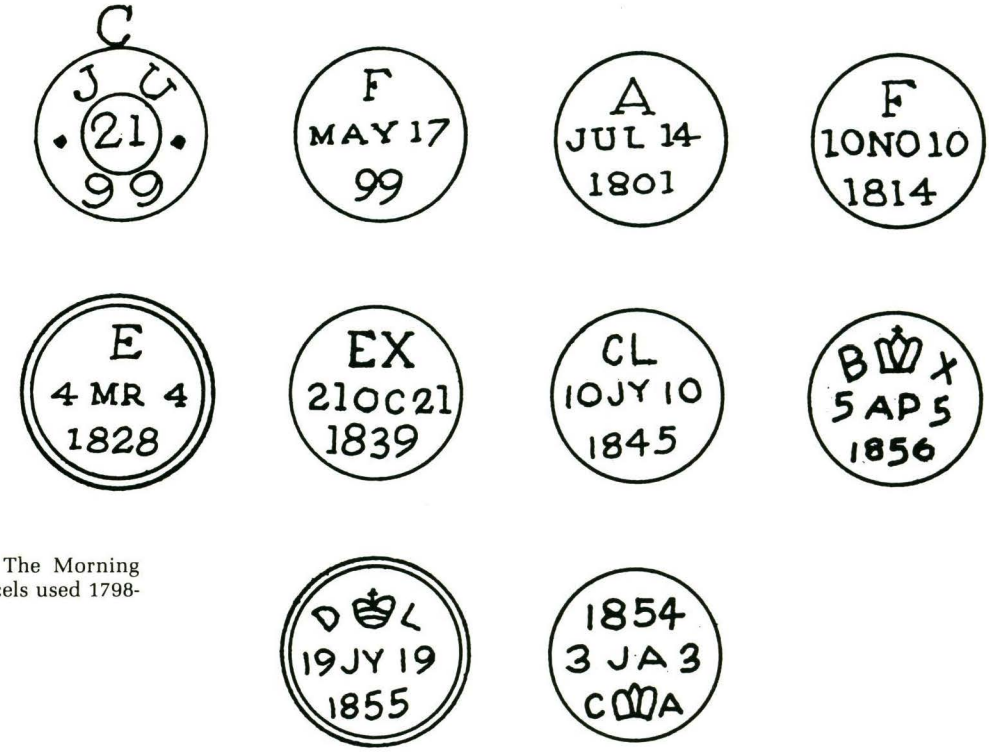
In looking back over the Evening Duty types used from 1795 to 1857, you will note one common feature: the year digits are always curved. A second feature which is generally characteristic of the group with a few exceptions is that they were applied in black ink.

With the exception of the very first type, all Morning Duty cancels have the years printed in straight lines, not curved, and

they are consistently found in red, except for some very isolated incidences.

1798-1799. As the distinction was made between the two duties, the last General type continued in force through 1797 for use on the incoming morning duty mail. Only the code letters "A", "B", and "C" were used, however.

In January 1798, a simple modification of the General type occurred, which ushered in the first purely Morning Duty type of cancel. The change consisted of the inclusion of a code letter immediately above the outer circle (Fig. 34). Letters "A" to "H" are recorded. This first Morning Duty type was used with black ink, although some red specimens have been recorded.

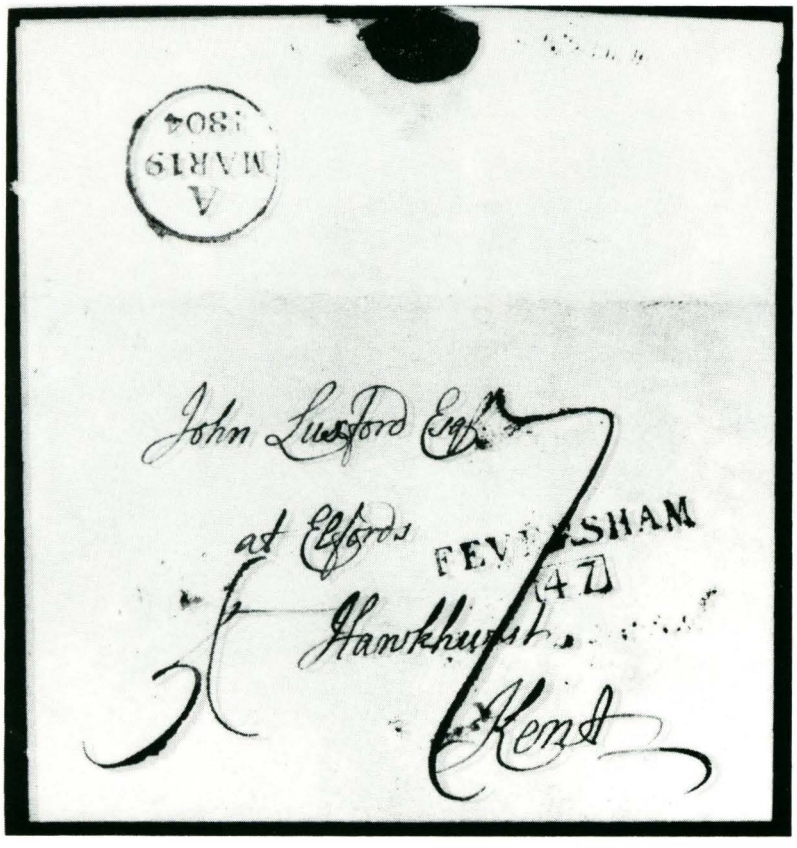


Figures 34-43. The Morning Duty type cancels used 1798-1858.

1799. During July 1799 the second Morning Duty type arrived (Fig. 35). It was made out of brass and had moveable letters and figures. There is no recorded explanation why this metal canceler was used for only a few months. It may be that the devices jammed too easily and I believe wooden cancelers worked more effectively upon the heavy mail volumes.

The code letter ("A" through "G") appeared at the top with the month (then three letters) and the day were at the center with a two digit year at the bottom. This type was struck in red as were all successors.

1800-1810. A third type appeared in 1800 with the year recorded in four numbers (Fig. 36). Code letters "A" through "G" were used.



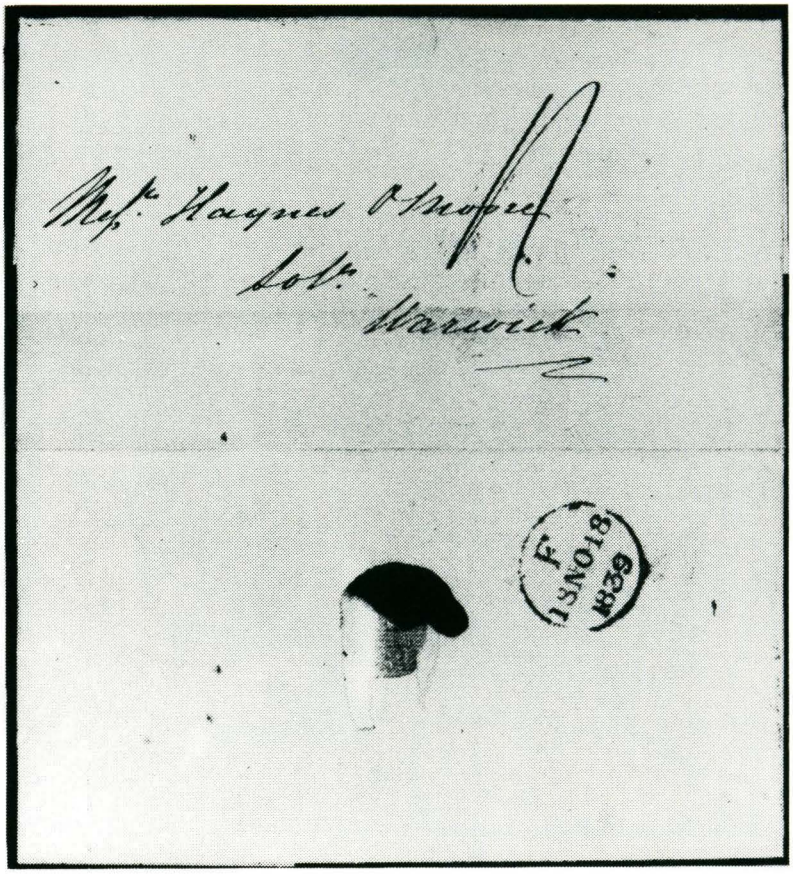
The 1800-1810 Morning Duty type with the month in three letters and the day recorded once appears on this 1804 cover mailed in Feversham with a Hawkhurst destination. It was received in the Inland Section March 19. Note the incorrect five pence rate has been lined out and the proper seven pence rate noted. The cover also has a boxed Feversham mileage mark. (Fig. 36.)

1810-1844. A further revision to the Morning Duty handcancels was made in 1810. The month was reduced to two letters and the day appeared on either side of it (Fig. 37). Code letters "A" through "G" were used. In 1836 the letter "H" was added.

1810-1840. An additional date stamp was provided to each sorting table which was the same as the last type except that it had a double rim (Fig. 38). As with its contemporary, this handcancel came with codes "A" through "G" initially. Code "H" appeared during 1836. Although the marking is normally struck in red, I have an example in black ink on a cover from Stroud to London which was received March 4, 1828.

1834-1840. During January 1834, a special type of Morning Duty date stamp (Fig. 39) appeared. It is similar to the 1810-1844 type except that two large code letters "EX" are found at the top. It was a metal canceler with moveable figures and letters. The mark is generally found in greenish black ink. It also appears in red on incoming letters. Probably the mark was used in the afternoon.

1844-1853. In April 1844 a revised mark was released which substituted two code letters for one at the top (Fig. 40). As in the case with the 1845-1857 Evening Duty handstamp, the first one designated the canceler and the second changed with the day. Customarily the strike is found in red. Black ink copies are known



This cover illustrates an 1810-1844 Morning Duty cancel with code letter "F". The cover was sent November 17, 1839, from Portsmouth to Warwick via London. It passed through London the next day. The rate was eleven pence. (Fig. 37.)

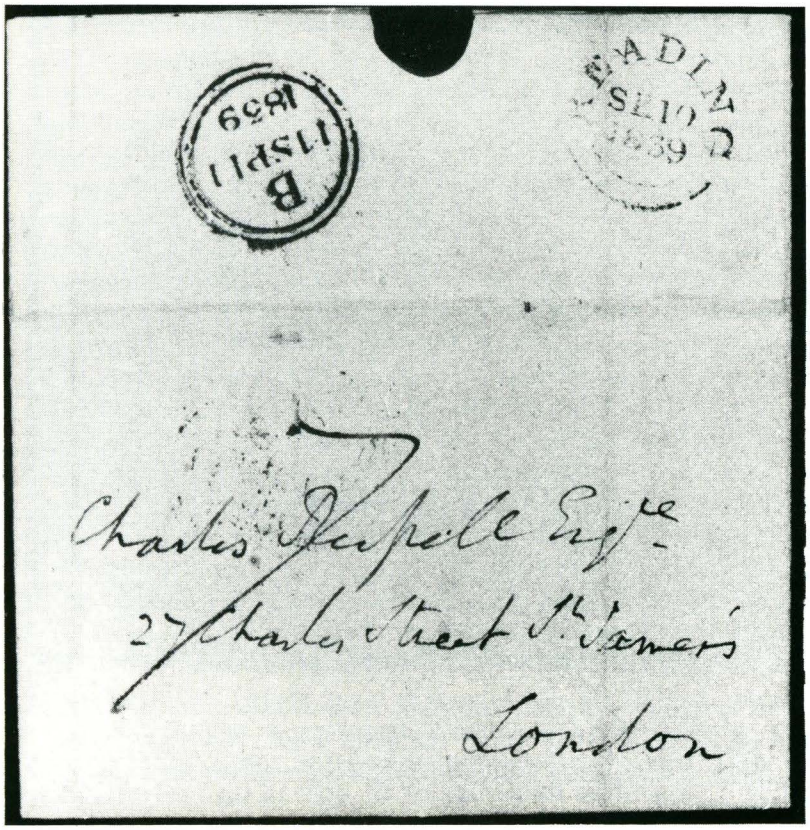
and they may have been applied as a supplement to the normal Evening Duty stamps.

1846-1857. A further modification (Fig. 41) to the last design occurred with the inclusion of a crown between the two code letters. The crown varies in design and size over the dozen years of usage. Also introduced at this time was a double circle type used on Evening Duty mail requiring special treatment (Fig. 42). While this one should perhaps be included with the Evening Duty group, I am placing it here for ease of comparison.

1851-1858. The final Morning Duty type had the year at the top with the code letters and crown at the bottom (Fig. 43). This handstamp was introduced to service midday mail.

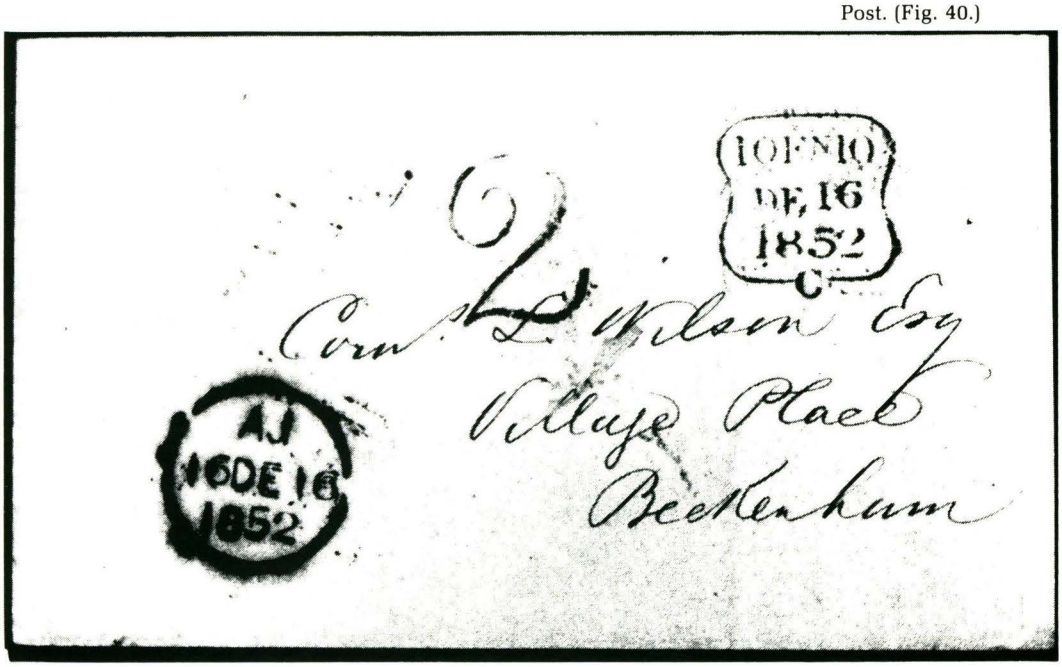
There are several variants we have not discussed as they are outside the scope of this article. They include such markings as Sunday handcancels, others with a crown only and no code letters, etc.

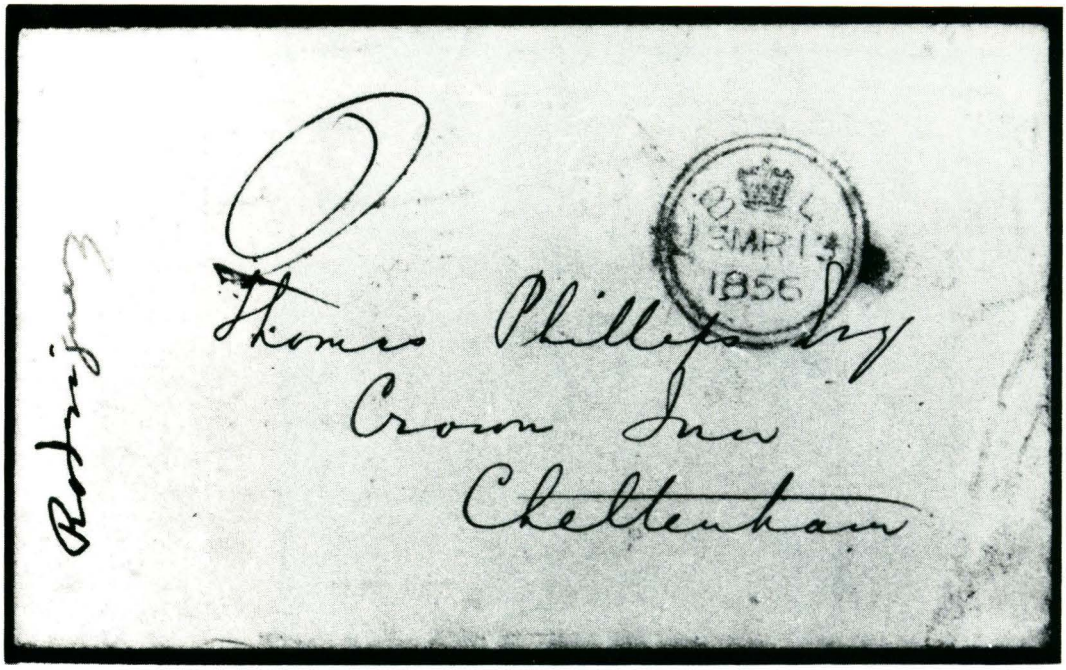
The London General Post date stamps offer an interesting field for the person desiring to build a postal history collection with a lot of variety at relatively little expense. The letters themselves offer interesting vignettes of life centuries ago. For example, I have



A September 10, 1839, cover from Reading to London. Received September 11 per the 1810-1840 Morning Duty date stamp with code "B". The cover also has a double arc Reading provincial name stamp. Seven pence rate. (Fig. 38.)

December 16, 1852, London to Beckenham letter. Sent unpaid with double the letter rate being charged as a result (two pence). The cover illustrates the 1844-1853 Morning Duty date stamp with two code letters at the top. Since this example was struck in black it must have been used as a supplement for Evening Duty date stamps. The other mark is an 1843-1858 mark of the former London Local Post. (Fig. 40.)





March 13, 1856 London letter to Cheltenham showing the 1847-1857 double circle Evening Duty date stamp. This type was used on letters either requiring special treatment or where the post was not prepaid. In this case, the manuscript "2" discloses that the letter was sent postage due since double the rate has been charged. A Cheltenham double arc receiver on the back indicates the letter arrived March 14. (Fig. 42.)

a 1774 marriage proposal and often have wondered if the parties married. Probably they did or the letter would not exist!

Anyone undertaking a study of these cancellations will not be disappointed.

A Brief History of the Mongolian Post

H. D. S. Haverbeck

The recent popularity of the television mini-series on the travels of Marco Polo has encouraged me to put together some of the notes and references that I have gathered on the Mongolian postal service and its history. It is interesting to note that both the Asiatic

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and European historians have made little or no reference to the postal arrangements of the Mongolian Empire, which at its greatest extent stretched from the Sea of Japan to the Adriatic shores of Dalmatia.

According to the Post Office Department of the Mongolian Peoples Republic messengers were sent with urgent communications by the Hun Khans as early as the Third Century B.C. These rulers established communication by messenger with the Chinese kingdoms and with India. This service is known as the *Orton* service. The *Orton* is a distance of about 30 kilometers. It is known that there was a postal station at every thirty kilometers.

The homogeneous Mongol State was established about 1206 A.D. Mongolian sources report that there was considerable growth of the *Orton* postal service during the Khidan Empire period (the tenth and eleventh centuries A.D.). The mounted service was very popular with the Khidans. Very likely, persons other than official messengers were issued passes for a fee. Messenger travelling on urgent state affairs were given a *Paisa*. One type of the *Orton* service is the *Urgun-Ula*, the mounted post man. He was entitled to change his horse at each postal station. Messengers wearing the *Paisa* of the Khans had to cover 700 Li (403 km.) the first day and 500 Li (288 km.) the second one. Made from silver or wood, fish-shaped or rectangular *paisas* are known today with "Urgent" inscriptions in the Khidan language. At the greatest extent of the Mongol Empire, in the thirteenth century A.D. the *Orton* service was extended into Europe to the areas occupied by the hordes of the Great Khan.

Marco Polo has recorded some interesting facts about the *Orton* service in his book: "A number of roads are leading to different directions from KhanBaluc and at every road there is a description where it is to lead. Whichever way is the starting point of a messenger from KhanBaluc, after covering 25 miles he arrives at a post station (in their language, Janbo); at every station a nice big house can be found, where the messenger can have a rest. Comfortable beds with splendid silk coverlets are waiting for the men at rest. The messenger finds every thing he needs; every station has a herd of 400 houses—in accordance with the Khan's instruction." These dispatch riders assured the *Orton* service of the delivery of official letters and the Khan's orders. Weight of a letter could not exceed 70 jinni. (This weight is puzzling; it appears to have been about 1½ to 2 ounces.) The messengers had to cover six *Ortons* a day, about 180 kilometers. Small parcels were also carried, the maximum length of a parcel was 13 Jamh (I have been unable to establish an equivalent metric measure), width was 7 Jamh and thickness 6 Jamh. The letter correspondence was weighed by "lanz, cenand pun." (Again, we have not been able to determine metric equivalents.) Noner of these *Orton* service letters have survived to my knowledge. The Mongolian Post office officials state that each letter was marked to show the weight and

the amount paid or to be collected. The letters were also marked to indicate the speed of delivery, whether at trotting or full gallop.

At the beginning of the fifteenth century, the formerly well-organized *Orton* postal service went into a decline. There is not much known about the post until the time of the Manchu Empire in China. Between 1696 and 1760, they established several *Ortons* in South and Central Mongolia. The Manchus also operated a military post.

On June 15, 1863 a private postal service was opened by some Russian merchants. It operated on a route Khiakhta-Urga-Kalgan-Peking-Tientsin as well as between Khiakhta and Chshand-ziakou. Parcels were transported by this service. The time along this route was 12 days in summer and fall and 15 days in winter and spring. This service was taken over by the Imperial Russian Government in 1870. For a more detailed description of this period, the reader should consult *Stamps of the Russian Empire Used Abroad,* Vol. 4, by S. D. Tchilinghirian and W. S. E. Stephen. At the time of the establishment of the Provisional Government in Russia in 1917, the Mongolian leaders united under the Hutukhtu Lama and formed their own state again. After the fall of the Kolchak regime in Siberia, retreating White Guard Armies under the leadership of Baron von Ungarn-Sternberg occupied Urga which had been established as the capitol.

A reorganization of the transport and postal services began in July, 1921, following the victory of the communist-dominated Peoples Army over the remnants of the White armies. On July 14, 1921, an order was issued to decrease the number of farms supplying the *Ortons* with fodder. The *Ortons* remained, however, the main means of communication in the first years of the Peoples Republic. By 1924 the *Orton* system was replaced by motorized vehicles and the truck syndicate was founded on July 15, 1925. The first Mongolian postage stamps were issued in 1924 for the prepayment of postage.

Beginning in 1866 a private postal service was operated between Khiakhta and Tientsin. Its costs were subsidized by a British company, the Grant's. This service was opened every year on the first of March and stopped in late November. It functioned on a schedule of 10 trips per month. Later, the Chinese opened a post office in Urga in 1909. This was closed in 1912. The post was reopened in 1919 and operated until 1921. Both the Russian and Chinese postal service used their own stamps. The Russian stamps overprinted "Kitai" were not available for use in Mongolia but only in the offices in China proper.

The study of the Mongolian Post and its stamps has proved a fascinating one. There is much to studied regarding the interrelationship of Mongolia with both Russia and China. There is more still to be found than has been found.

For additional information on Mongolian philately, see James Negus, "Bibliography of Mongolian Philately," *Philatelic Literature Review,* Vol. 12, No. 2 October 1963.

Lichtenstein Award Acceptance Remarks

R. G. Stone

Thank you, Phil, for those very generous remarks, and thank you Collectors Club for this very flattering recognition, though I am not clear about what has deserved it.

Ladies and gentlemen and friends—I see a lot of friends here and it is very nice to have you keep me company.

When Alex phoned me late one stormy night in the dead of winter, he said in his usual sang-froid voice: "this is Alex." And I asked "Alex who?" (I know some other Alexes, you see). "Alex Rendon," he says—and I had visions that something must be amiss in the Big Apple. He tells me that I have been awarded the *Alfred E. Lichtenstein Award.* "You have to be kidding, Alex." "No, it's for real." "So what do I have to do." "Just be at the banquet in May."

So here I am, just a poor country boy from the mountains of Pennsylvania by Grace of God and Amtrak. You know, I don't get around very much any more, since I retired—I don't work for an airline.

Will Alex permit me a few remarks?

I looked up the past awardees and the feeling came over me that I am outclassed and not belonging in the same pigeon hole with most of them. But there was Barbara Mueller, just before me, an old friend who is in the same game as I—we have commiserated with one another over the last 15 years on the trials and tribulations of the philatelic editor who has to write more than half of the contents of their magazine lest it die on the vine. She is highly deserving as a student as well as a writer—much better than I. Which reminds me that when I was asked to take on the editorship of the *France and Colonies Philatelist* 18 years ago, I asked if members and officers would help me get articles. One officer said: "Ask Barbara Mueller, she would rather write than eat"—that's apochryphal no doubt, but I can only say that I can't write on an empty stomach. However, she did come through with an article—bless her heart.

I am assured that two editor/writers in a row does not mean a trend for the *Lichtenstein.* But it does seem to mark recognition of

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Robert G. Stone giving his acceptance speech after receiving the Alfred F. Lichtenstein Memorial Award.

the fact that there are various and many significant ways in which contributions to philately can be made—and philately needs them all. There are the great financial benefactors, the organizational builders, movers and shakers, the great research students, the popular promoters, and so on. Of course, some have been outstanding in more than one of these categories.

It is my impression that west of the Raritan and Delaware, Alfred Lichtenstein was primarily thought of as a financial supporter of this Club and the Foundation and of international expositions, as well as a collector of remarkable classics which won great awards in Internationals, and as influential in international philatelic circles. However, his stature as a student and researcher was not fully appreciated because, as a very busy man, he did not get around to publishing much. Nevertheless, he was generous in making his material and opinions available to other students who were preparing publications.

I used to see Mr. Lichtenstein around the Club during the War years but I never met him until just after the War. It was on the occasion, if I recall correctly, of an Expo held in New York. The Club was holding an open house for the visiting firemen, so I betook myself down there taking along one of my albums. I ran into an old friend, a pillar of the Club whom I am sure you all know and I see him here tonight. I was showing him my album of Martinique covers in the meeting room when in strode Alfred Lichtenstein with his imposing presence—he was you recall a big, tall man, impressive man. Seeing hardly anybody else in the room, he walked over behind me and looked over my shoulder at what I was showing; after a minute or so he asked "May I see these, you know I collect this stuff too? You have a very nice collection here."

Then I came to the page with a Martinique cover on which the General Issue Colonies stamps were pencanceled, and remarked that it was very curious that in Martinique the small post offices were never supplied with the killers for cancelling the stamps and hence resorted to pen cancels—something unheard of elsewhere in French Colonies. Mr. Lichtenstein mentioned that he had some covers like it and had come to the same conclusion. I said it was something not generally known, not even in France, and I thought it should be written up. He said: "By all means you should do that."

So a year or two later, I and a colleague published an article on it in the *CCP*. When the issue of the *Philatelist* with it arrived in France, the late Dr. Pierre Bouvet, the dean of French Colonies experts and a doyen of French philately, came into a meeting of the *Academic de Philatelie* waving the magazine and saying: "Gentlemen, I would like to call your attention to this latest issue of the *CCP* with a very remarkable article by a Monsieur Stone on the cancels of Martinique!" That started me on my serious publishing career in the French area, which I owe to the kind encouragement of Alfred Lichtenstein. His unpretentious and kindly manner to a mere unknown beginner greatly impressed me with him as a person. Thus big acorns from little oaks grow.

May I say again that I have only studied and written about things I enjoyed and found interesting; the reward has been the innumerable expressions from readers far and wide of their enjoyments and profit in my writings. I have tried not to rock the establishment boat, but I do have some thoughts about the big changes that philately is going to have to adjust to in the next decade or two—these are radical ideas I am saving for a time when the resulting repartee won't interfere with my pleasures.

Publications Received

Austria, Catalogues

Michel Oesterreich Spezial-Katalog 1979/80. Schwaneberger Verlag, Munich, Germany. 1979, 195 pp., illustrated, softbound. Gift of Ira Zweifach.

Brazil

R. Koester, *Diamantina—Uma Historia Filatelica,* Clube Filatelico do Brasil, Rio de Janeiro. 1982, 117 pp., illustrated, softbound. Price not indicated. Gift of the author.

Brazil, Catalogues

Rolf Harald Meyer, *Catalogo de Selos Brasil 81,* 39th Edition, Published by the author, Sao Paulo, Brazil. 1981, 366 pp., illustrated, softbound. Gift of Ira Zweifach.

British Malaya

Edward B. Proud, *The Postal History of British Malaya* Vol. 1, Proud-Bailey Co. Ltd., Heathfield, E. Sussex, England. 1982, 362 pp., illustrated, hardbound. Purchased with Library funds.

Catalogues, General

Stanley Gibbons Stamp Catalogue 1983 Part I British Commonwealth. Stanley Gibbons Pubs. Ltd., London. 1982, 715 pp., illustrated, hardbound. £14.95 plus £1 postage. Gift of the publishers.

Stanley Gibbons Stamps of the World 1983 Vol. I A-J, Stanley Gibbons Pubs. Ltd., London. 1982, 935 pp., illustrated, softbound. £9.95 plus £1 postage. Gift of the publishers.

Michel Europa-Katalog 1981 Vol. I: West Vol. II: Ost, Schwaneberger Verlag, Munich, Germany. 1980, 1869 and 1224 pp., illustrated, softbound. Gift of Ira Zweifach.

Scott 1983 Standard Postage Stamp Catalog Vol. I and Vol. II, Scott Publishing Co., New York. 1982, 840 and 1035 pp., illustrated, softbound. £18 each vol. Gift of the publishers.

Zumstein Briefmarken-Katalog Europa 1981 Vol. I: West Vol. II: Ost, 64th Edition, Zumstein & Cie., Bern, Switzerland. 1980, 1076 and 722 pp., illustrated, hardbound. Gift of Ira Zweifach.

Cyprus, Catalogues

Orestis Vlastos, *Vlastos Catalogue of Stamps of Cyprus 1979* 12th Edition, Orestis Vlastos Ltd., Athens, Greece. 1978, 100 pp., illustrated, softbound. Gift of Ira Zweifach.

Denmark

Anthony M. Goodbody, *The Railway Post Offices of Denmark,* Mobile Post Office Society, c/o Edwin B. Bergman, 5030 Aspen Drive, Omaha, Neb. 68157. 1979, 27 pp., illustrated, softbound. $4 postage. Gift of the publishers.

France, Catalogues

Yvert & Tellier Catalogue Timbres de France Tome 1 1981 85th Edition, Yvert & Tellier, Paris, France. 1980, 308 pp., illustrated, softbound. Gift of Ira Zweifach.

Germany, Catalogues

Borek Briefmarken-Katalog Deutschland 1979 55th Edition, Verlag Richard Borek, Braunschweig, West Germany. 1978, 321 pp., illustrated, softbound. Gift of Ira Zweifach.

Michel Deutschland Spezial-Katalog 1981/82, Schwaneberger Verlag, Munich, Germany. 1981, 1175 pp., illustrated, softbound. Gift of Ira Zweifach.

Great Britain
Postmarks

W. Raife and Hilary Wellsted, eds., *Postmarks of the Date Impression Books Section I.* Published by the editors, Shipdham, England. 1979, 86 pp., illustrated hardbound. Purchased with Library funds.

Greece Catalogues

O. Vlastos, *Vlastos Catalogue of Stamps and Postal History of Greece 1980,* 13th Edition, O. Vlastos Ltd., Athens, Greece. 1979, 478 pp., illustrated, softbound. Gift of Ira Zweifach.

Hungary, Catalogues

Magyar Belyegek Arjegyzeke 1981 (Price List of Hungarian Stamps), Magyar Filatelia Vallalat, Budapest, Hungary. 1980, 204 pp., illustrated, softbound. Gift of Ira Zweifach.

Iran, Catalogues

N. Farahbakhsh, *The Stamps of Iran 1974-1975,* 4th bilingual edition, N. Farahbakhsh & Sons, Teheran, Iran. 1973, 222 pp., illustrated, softbound. Gift of Ira Zweifach.

Israel

David J. Simmons and Irwin A. Pearl, *Hebrew Letter Censor Marks.* The Society of Israel Philatelists, Educational Fund, 25113 Duffield Road, Beachwood, Ohio 44122. 1982, 60 pp., illustrated, softbound. Price not indicated. Gift of the publishers.

Italy
Postal History

Giorgio Migliavacca, *The Italian Postal Service throughout the Centuries,* Reprint from The Philatelist—PJGB, Jan/Feb. 1982. 13 pp., illustrated, softbound. Gift of the author.

Liechtenstein

Alfons Marxer, ed., *LKB Handbuch der Liechtenstein-Philatelie.* Phila-Verlag, Vaduz, Liechtenstein. 1977, 264 pp., illustrated, softbound. Gift of Ira Zweifach.

Malta, Catalogues

Godwin Said, ed., *Said Malta Stamp and Coin Catalogue 1980,* 11th Edition, Emmanuel Said, Valletta, Malta. 1979, 396 pp., illustrated, softbound. Gift of Ira Zweifach.

Portugal, Catalogs

Catalogo Eladio de Santos 1979, 40th Edition, Eladio de Santos, Lisbon, Portugal. 1978, 310 pp., illustrated, softbound. Gift of Ira Zweifach.

Sweden

Priskatalog over Svenska Post- och Makuleringsstemplar 1982, Sveriges Filatelist-Foereund, Vasav. 86 181 41 Lidingoe, Sweden. 1982, 104 pp., illustrated, softbound. Price not indicated. Gift of the publishers.

Switzerland, Catalogues

Michel Schweiz/Liechtenstein Spezial-Katalog 1979, 1st Edition, Schwaneberger Verlag, Munich, Germany. 1978, 224 pp., illustrated, softbound. Gift of Ira Zweifach.

United States
Express Companies

W. Turrentine Jackson, *Wells Fargo in Colorado Territory*, Colorado Historical Society. 1982, 84 pp., illustrated, softbound. Gift of David L. Jarrett.

United States
Hawaii

Edward J. Burns, *Additions to Hawaiian Postal History Vol. I*, Hawaiian Philatelic Society, Honolulu. 1980, 58 pp., softbound. Purchased with Library funds.

United States
Mobile Post Offices

Charles L. Towle, *The United States Transit Markings Catalog 1837-1974 Vols. I, II, and III.* Mobile Post Office Society, c/o Edwin B. Bergman, 5030 Aspen Drive, Omaha, Neb. 68157. 1976-1980, with supplements, no through pagination. Illustrated, loose leaf, $16.50 each vol. postpaid. Gift of the publishers.

United States
Postal History

Peter G. Washington and Charles M. Willard, *The United States Postal Guide and Official Advertiser Vol. I July 1850-June 1851, Vol. II July 1851-June 1852*, Reprint by Theron Wierenga, Muskegon, Mich. 49443. 1982, 376 plus iv and 372 plus iv pages, hardbound. Purchased with Library funds.

United States
Precancels

George Klein, *Catalog of the Elite Precancels*, published by the author, 1905 McKinley Avenue, Vincennes, Ind. 47591. 1982, 60 pp., loose leaf, illustrated, $5 postpaid. Gift of the author.

George Klein and Dilmond Postlewait, eds., *Bureau Precancel Catalog*, 2nd Edition, Precancel Stamp Society, c/o George Klein, 1905 McKinley Avenue, Vincennes, Ind. 47591. 1982, 64 pp., loose leaf, illustrated, $3 postpaid.

Book Reviews

The Pence Issues of Newfoundland 1857-1866 by Robert H. Pratt. Buckram bound, this has 192 pages, including 89 photos and drawings, as well as an errata, two color plate inserts and a cancellation transparency of genuine and fake postal markings. Available at $65 Canadian from Vincent Graves Greene Philatelic Research Foundation, Box 100, First Canadian Place, Toronto, Ontario M5X 1B2.

This is the most intensive study of the Newfoundland pence issues yet published and represents Handbook No. 2 of the Greene Foundation, the expertizing service for Canadian and BNA material. It is written by the leading collector-student of early Newfoundland postal history and can be expected to be the basic reference work on the subject for many years to come.

There has been some information previously published in catalogs and in the BNA Volume 5 of Robson Lowe's *Encyclopaedia of British Empire Postage Stamps*, as well as in articles. In addition there are two important predecessor works—the 1922 *Postage Stamps of Newfoundland* by Bertram Poole which devoted nine pages to the pence issues and the 1942 *Postage Stamps and Postal History of Newfoundland* which gives 19 pages to the material covered by Pratt. As can be seen, the present study is ten times as long and in considerably more detail than any previous treatment.

The book can be divided into six parts. Some 25 pages cover the original procurement of the stamps; 41 pages are given to proofs, essays and the trade sample sheets; 9 pages are devoted to the printing papers; 57 pages cover the basic stamp issues, their overprints and cancellations as well as a catalog; while, finally, 48 pages are devoted to a detailed census of all 280 known covers and three pages to an index.

The Census is a particularly valuable contribution for it not only gives rates, routing and where the items appeared, it also comments on those covers which may have

"possible improper stamps", and why these may be problems.

In the chapter dealing with the original procurement of stamps, it is unfortunate that Mr. Pratt has not included all of the quotations and documentation found in Boggs, for it is necessary to go back and forth between the two to fully understand what happened as each has material not found in the other. While Pratt states (p. 85) that "all values of the first pence issue were printed in 1856 and issued to the public on 1 January 1857", this does not accord with Boggs or Pratt's Table 1 which shows the 2d being issued first on February 15th.

Pratt clearly outlines the four printings of the pence issues—the 1857, the 1860, and the two of 1862 resulting from a confusion over what had been ordered. Boggs notes it is difficult to tell the 3d and 5d of the 1860 issue off-cover from the later issues. Pratt concurs insofar as the 3d is concerned although he does note that the first issue 3d are a lighter green—"pea soup" tint—so that they can be identified while the 1860 appears to have a brownish cast under ultra violet (p. 96) that *might* help separate it from the later 3d's. He does supply a color insert that clearly distinguishes between the typical scarlet vermilion of the 1857, the orange of the 1860, and the typical rose of the 1861.

For the orange stamps of the second issue, he notes the only problem is "oxidization" which can be corrected by using hydrogen peroxide so that true colors show. For the typical Venetian red 5d of this printing (Scott classes it as a violet brown confusing the issue), Pratt provides a color chart that clearly distinguishes this shade from the pale red browns of the 1861 printings which are the closest shades to it. He also notes a different chemical composition of the inks between the three years of printing (p. 95) so that stamps in the future may be certified as to the printing.

In regard to the three 1860 orange "abnormalities," Pratt has apparently already succeeded in having Scott drop its No. 14, the 6-1/2d "trade sample" item, while the 1d orange color trial proof is not cataloged. The 1/- vertical laid paper examples (Scott 10) appear all to come originally from a block of either four or six color trial proofs split up in 1893. The sold horizontal laid paper (also Scott 10), in Pratt's opinion, is a color trial proof from the die rather than the plate. As color proofs, the items should be delisted from the issued stamp portion of the catalog.

Pratt also challenges the 5d "orange brown," Scott 19a, for he maintains this shade is a sulphurized brownish red of the 1860 printing (Scott 12A). There is, however, a very rare shade from the fourth printing of 1862 5d's which is not yet cataloged. It is the same shade as the reddish brown color error of the 1d (Scott 16) and could readily be assigned the Scott 19a position at a considerably higher price. These two color errors can be readily identified from Pratt's insert color chart.

In this work, Pratt proposes that the two 1862 printings be separated and given separate catalog listings—at present Scott combines them. At present the 3d greens of the last two printings are combined with the 2nd printing under Scott 11A. Separation, thus far, appears only possible with on-cover examples. The 1d (Scott 15A and 16), the 5d (Scott 19 and the changed 19A), and 8d (Scott 22) are clearly from the fourth printing. However, the 2d, 4d, 6d, 6-1/2d, and 1/- values were used simultaneously and appear similar. They share the same Scott catalog numbers. Pratt suggests they can be separated because the third printing has a deeper body and hue in the color and the fourth has more blue pigment. However, faded or muddy stamps (used, normally) cannot be separated. Only specialists will probably try to separate these two printings.

A point which Pratt did not make in the text, but which his covers show, is that the 1861 rose printings used are subject to rather severe color changes in sunlight and can even appear yellow rather than rose.

The earliest rose cover, cited on p. 33, has what looks like a yellow stamp.

Pratt devotes almost no space to the forgeries of the pence issues. In fact he doesn't even mention the point that all the originals are engraved while the forgeries are lithographed so that collectors can readily tell the difference on most copies. He gives a bit more information on remainders and on pages 122-123 reports the remainder quantities. In the 1857 issue, the only possible remainders are the two surviving 8d sheets. In the 1860 issues, only the 5d was remaindered so that the large quantities of remainders we do know come from the 1862 issues (third and fourth printings). Because of the large number of rose issue remainders, and the fact that the stamps remained valid for postage, Pratt notes that "properly cancelled used rose stamps are at a premium". All that come from genuine correspondences he reports "have a muddied and faded look". Any with a "clean dark black cancellation" are probably not cancelled contemporaneously. All proper cancellations "appear in a dull grey-black lusterless condition". He supplies a transparency of valid and fake postal markings to check used stamps. He also questions the use of the ((235)) killer which could not be used in the pence period although a late use of the 5d "might" be legitimate.

In this volume, Pratt devotes considerable space to proofs and essays, considerably augmenting the material contained in his 1970 *Essays and Proofs of British North America* written with Ken Minuse. As he notes on pages 46-47, die proofs are quite rare with not more than four sets of "normal proofs" in collectors hands. In plate proofs he records only one complete set in blocks of four or more with pairs about as scarce. Thus only singles could be confused with the trade sample items. It is noted on page 74 that "the manner in which each value from each printing can be distinguished from the original die proofs, plate proofs and stamps will be found in the next section". Unfortunately, the distinguishing marks are not in this volume.

It is interesting to track particular covers in the "Census" and to note Pratt's comments thereon. For example, in *Stamp Collector* on February 3, 1979 I wrote an analysis of a December 3, 1862 Scott 18 used from St. John's to Baltimore about which two expert committees disagreed. This item, according to the Census item on pg. 184, is accepted by Pratt even if not by certain expert committees.

While this work is recommended, there is one warning purchasers should have. That is Mr. Pratt is not a "natural writer" and thus this book lacks the limpidity of the Boggs work, for example. Further, he is a very advanced student and had difficulty in placing himself in the shoes of a beginning, or even moderately advanced, collector of Newfoundland. He assumes far too much so that readers will have to work, and work fairly hard, to get the maximum advantage from the text. It might also be noted that the index is not particularly useful.

One amusing side note is the references to James A. Petrie on pages 94 and 121. It is not clear that Pratt realized that Petrie was the famous forger to whom Varro Taylor devoted almost three pages in his *Philatelic Forgers*. This fact raises the question of whether Petrie was responsible for some of the bogus Newfoundland items and whether he may have been an outlet for the remaindered rose issues. Might he also have been involved in suggesting the double order of 1861? *Calvet M. Hahn*

U.S. 1976 Bicentennial Mural Souvenir Sheets, by George W. Brett and James T. DeVoss, 24 pages, illustrated, paperbound. Published by American Philatelic Society, P.O. Box 8000, State College, Penna. 16801. $8.75 ($7 to APS members). 1982.

Occasionally, a serial is published in a society magazine that must be reprinted as

a single for lasting availability to the hobby. The *CCP* has done this, although not recently. So, republication of Brett's and DeVoss' series on the much maligned sheets stimulated some interest at least in this reviewer.

The authors have delved through much of the available background and production material to reveal the incredible string of mishaps that dogged this issue. It is instructive to note that as early as 1973, someone in authority at the USPS had set their heart on a series of several sheets rather than just the customary one. Since it becomes obvious that the sheets were designed from the beginning to 'milk' the collector market, it is too bad that Brett and DeVoss do not complete the detective work to determine just who started the whole operation. The suggestion of the Citizens' Stamp Advisory Committee for a single sheet was brushed aside in favor of the more complex and difficult-to-produce project. Given the nature of the sheets, then, we must wonder at the loss of will that permitted the sheets to be issued in very limited quantities and at a very high production cost-to-price ratio. The sheets were not expected to frank mail so the cost of delivering postal articles did not factor in the cost equation.

The authors likewise do not dig too deeply into the reasons why the Postal Service did not issue the sheets directly in conjunction with *Interphil*. The USPS was willing to use the international as its marketing venue but was not willing to give *Interphil* any of the credits or a billing as has been the case of every other souvenir sheet issued in this country in conjunction with an exhibition. The antipathy of the Postal Service to the APS (whose show *Interphil* was largely perceived to be) due to the Black Blot program is only alluded to in several places. The Black Blot program has caused the USPS marketing program to be blunted and has caused the Postal Service a variety of problems. Perhaps an element of revenge figured in the non-cooperation.

A substantial amount of the booklet discusses the errors and varieties that have appeared in the issue. Most are of the quality of printer's waste, items that should have been culled before being offered over the counter. In view of the difficulties experienced in printing and distribution, one must admire the skill and capabilities of the BEP workers that so few mistakes made their way to the marketplace.

The illustrations are in color and the production data are most comprehensive. *EEF*

Royal Mail Stamps a survey of British stamp design by Stuart Rose. Phaidon Press Limited, Littlegate House, St. Ebbe's Street, Oxford, England. Hardbound. 125 pages with color and black and white illustrations plus list of designers and index. £9.95.

Basically philatelists are not really concerned with the designing of a stamp but rather with their usage. Yet many collectors will inadvertently refer to a stamp as beautiful without realizing that what they are looking at is either good or bad design according to their individual tastes.

The chapters dealing on individual design, policy pressures, etc. are interesting beyond the collecting stage. Here we come upon eye appeal, the selling of a country, in this case Great Britain. All have an importance in their respective place.

Of great interest is the case histories of four recent stamp issues and what went into and out of the creation of these issues.

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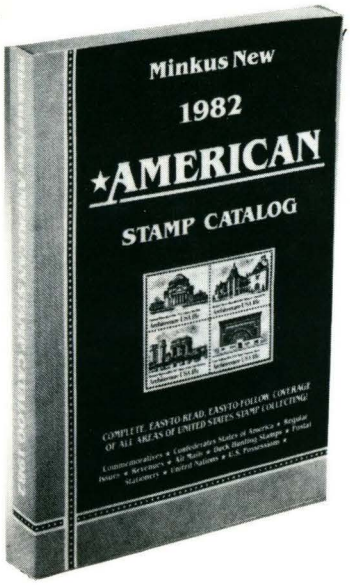
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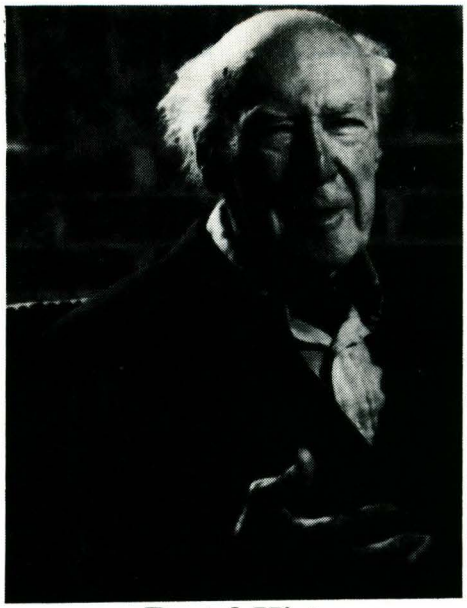
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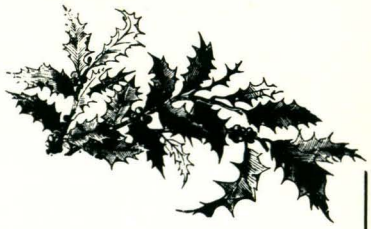
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