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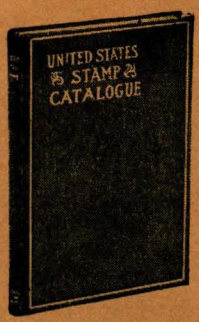
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COLLECTORS CLUB PHILATELIST

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Vol. XVI. OCTOBER, 1937. No. 4.

Our New Home
22 East 35th St., New York

By CHARLES J. PHILLIPS.

THE members of the *Collectors Club* will be interested in a detailed description of our new Permanent Home at 22 East 35th St., New York City. This is in the exclusive Murray Hill district and offers a central location with easy access from all parts of the City. It is between Madison and Park Avenues.

The building is on a plot 22 by 100 feet and consists of five stories and a basement.

It is a substantially constructed building designed by the well known architect Stanford White, for the late Thomas B. Clark. The building had been vacant for twelve to fourteen years and had to be entirely remodeled to meet the requirements of the Club. Considerable items of expense have had to be incurred in providing an automatic elevator and a number of steel beams or girders and their supports to strengthen the floor of our library, as we had to provide, not only for our own wonderful collection of Philatelic Literature but also for the superb library of William R. Ricketts of Wilkes-Barre, which he has most generously donated to the *Collectors Club* and of which we shall receive the first portion this winter.

I think the members will be interested in a detailed description of the plans of our new home.

The Basement

Here we have the furnace room, the furnace being oil-burning, which will provide steam heat and hot water for the entire building. A 550 gallon tank of oil with automatic pump for feeding the furnace.

A Shower Room with hot and cold water.

The landing of the automatic elevator.

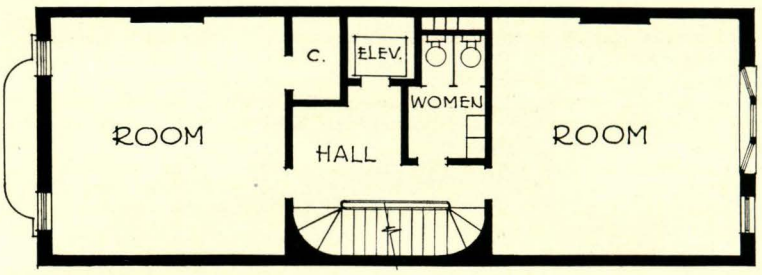
At the back there is a large work room and considerable storage space.

The First Floor

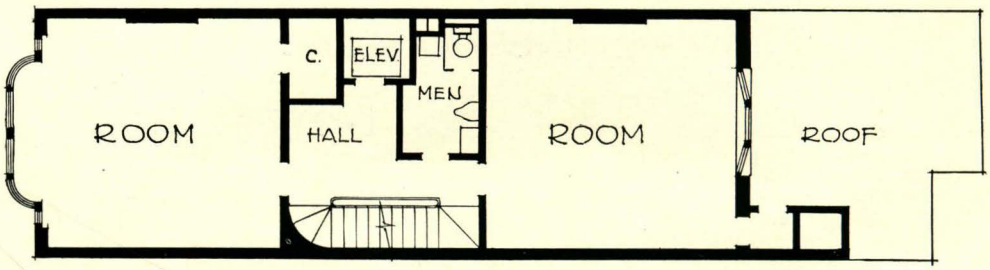
The entrance to the **Collectors Club** is through double doors leading to a dropped space in which to receive callers.

A flight of five steps leads to a higher level, the front portion of which is used to provide space for the Secretary, and the necessary office equipment.

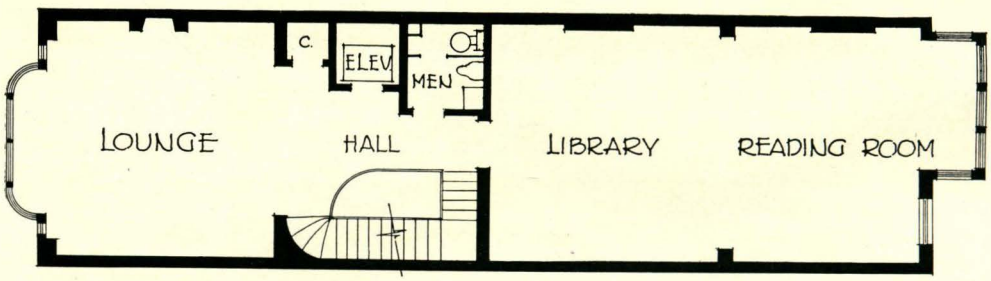
Back of the desk of Miss Mitzi Neuman is a wide hallway, on the left of which is the automatic elevator and a coat room for men.



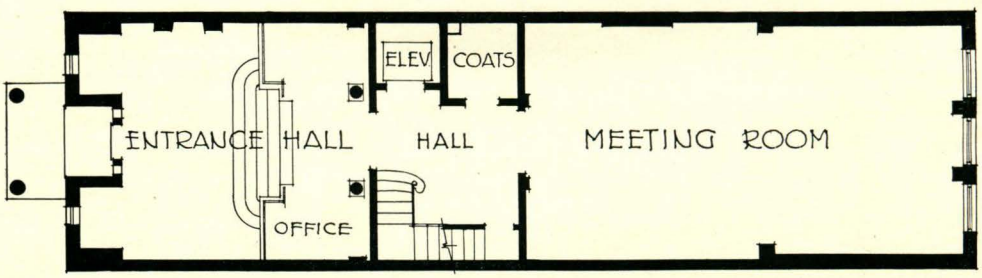
FOURTH FLOOR PLAN



THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

Floor Plans of the Collectors Club Building at 22 East 35th Street, New York, N. Y.

To the right of the hall is a winding stairway leading to the second floor. At the base of the stairs is an automatic drinking fountain.

This hall leads into the main Meeting Room, 40 by 20 ft., which is 7 ft. longer than our old room and is the same width.

The lighting consists of two high-powered specially designed ceiling lamps with sufficient floor and wall plugs for the attachment of special lighting devices and stereopticon machines.

The equipment consists of the present exhibition frames on the walls, with top lights, and the usual meeting room table and chairs and the equipment for displays. The seating is in special folding chairs with brown leather seats and backs with the Club monogram "C. C." on each side.

The Second Floor

This floor is reached by means of the winding stairway or by the elevator. In the front is a large room with bow windows overlooking 35th Street. This room is handsomely furnished with heavy leather covered club design furniture and carpeted with taupe colored heavy broad loom rugs. Cases of special books of the library ornament the side walls. The windows have cream colored Venetian blinds and fine rich drapes.

This room is planned to be used as a Board Room and as a meeting room for the Governors, and when not so used, as a lounge room or general rendezvous.

It is intended that this shall be the show center of the Club.

Between the front and back portion of this floor is the entrance to the elevator and a room for men.

The rear portion of this floor is **The Library,** a room 40x20 ft., which has stacks of book shelves round the walls and in the center of the floor as required. These book stacks are covered with dust proof glass door frames. Each section is illuminated from above.

The Library is also equipped with sufficient tables and lamps where students or writers can conduct their researches in quiet and congenial surroundings.

The Third Floor

Here we have large front and rear rooms which are used for the overflow from the Library, such as obsolete Catalogs, Auction Lists, general works not philatelic, duplicates, etc., etc.

Between the two rooms is the entrance to the elevator, a Mens Toilet room and a large closet.

The Fourth Floor

This is the last floor reached by the elevator.

There are large front and back rooms which have not yet been definitely allocated to a special purpose.

Between the two rooms there is a Ladies Retiring room and a large closet.

The Fifth or Top Floor

Here are the janitor's quarters, consisting of a bed room, living room, kitchenette and bath in the rear, and in the front a general storage room.

In accordance with the existing laws of the City of New York we have provided Fire Escape facilities at the back with connections to all floors and basement.

The idea in furnishing our new home has been to secure attractive furniture, good lighting, fine drapes and rugs, and a real Club which all our members will find pleasure in using.

To secure all these new furnishings we have to thank a great number of members who have contributed, but we shall welcome donations from those who have not contributed, as there are still many items that we must have when funds are available.

The general scheme throughout the whole building has been to produce dignified, attractive and useful surroundings.

Finances of Our New Home

Total cost of the building including legal and other expenses, taxes and rates	About	$36,600.00
Alterations including installation of heating, lighting, water, etc. Steel girders to support library floor, Elevator, Library installations, etc., etc.	About	24,000.00
Furniture, Drapes, Rugs, floor and table Lamps, etc.	About	3,500.00



New Home of the Collectors Club
22 E. 35th Street, New York, N. Y.

I have been a Governor of the *Collectors Club* for a number of years and I have had the pleasure of working under a number of Presidents but *never* have I served under such an enthusiastic and hard-working man as Arthur W. Deas.

Ever since we decided to buy 22 E. 35th St., Mr. Deas has thrown himself heart and soul into the work. He knows how to get men to work for him and to do what he wants. He knows how to buy the best materials in the cheapest market. He knows how to plan and arrange all our belongings in the most efficient way.

Only those who have worked with Arthur Deas can appreciate the work he has done, but I want you all to know what an important part he has taken in realizing our ambition to own our own home.

The Railroad Postmarks of France

By Carroll Chase.

(Continued from page 154.)

WE now come to the real railroad postmarks used in the postal cars in regular service. It must be borne in mind that those already described and illustrated in Figures 1 to 15 were not real railroad postmarks. They merely indicated the route to be taken, or already taken, upon letters arriving at or leaving Paris. The postmarks used on trains came into use in 1845, the earliest I have seen being dated September 11th of that year.

On this date the railroad system of France, except for a few scattered short lines, used mostly for freight, was made up of the following lines only. Paris to Rouen, to Orléans, to Versailles, to St. German-en-Laye and to Corbeil; Bordeaux to La Teste (near Arcachon), Roanne to Lyon by St. Etienne, Alès (then Alais) to Tarascon by Nîmes, and Nîmes to Sète (then Cette) by Montpellier, and finally Strasbourg to Bâle (Switzerland) by Mulhouse with a branch to Thann. It is of interest to note that the first railroad in France was opened October 1, 1828 and ran 18 Km. north-west to Andrézieux, and that by February, 1834, the entire line of 137 Km. from Roanne to Lyon by St. Etienne was open. This was largely for freight. The first line essentially for passengers ran from Paris to Le Pecq (near St. Germain-en-Laye) and was opened for service August 26, 1837.



Figure No. 16.

The first type of the railroad postmarks, and the only one in use until 1852, indicated the line on which it was used but *without reference to the direction.* The figure 1 or 2 always found at the bottom of these postmarks indicated the number of the "brigade" or team, made up of several employes who always worked together. Ordinarily, each brigade made one trip each twenty-four hours, one day from Paris and the next day returning to the point of departure. All the lines except one ran from Paris, the exception being that from Strasbourg to Bâle (Basel, Switzerland). Incidentally, I shall use the French spelling for the names of the cities, as it is these of course that are found in the postmarks. *Figure 16* shows a few of these postmarks. They all served for both directions—to and from Paris or Strasbourg.

The first railroad postoffice in France ran between Paris and Rouen, the service commencing March 1st, 1845. I have the contract between the government and the railroad company before me as I write. It is a long detailed document which throws much light on the state of affairs at that time. For example, the postal cars were 4.80 metres long, 2.40 metres wide and 2 metres high. The departure from Paris was at seven-thirty each evening and the distance of 136 Km. (roughly, 80 miles) was covered in four hours. Twenty miles an hour was fast in comparison to the horse-drawn "malles" but quite a contrast with the great speed on certain French lines today. The return trip, by the other brigade, was begun at 1 A. M. and finished at Paris at 5 o'clock in the morning. The price paid the company was 200,000 francs a year. Each brigade was made up of three employes. I translate article eight of the contract, which makes

strange reading today. "Neither stoves nor any other form of heating apparatus may be installed in the postal cars. The company shall furnish to each employe without charge, for each departure during the winter season, metallic bottles of boiling water." Of course, this was due to the fear of fire. It is only fair to add that the climate in the region of Paris is very moderate, even in winter, as the temperature seldom gets more than a few degrees below the freezing point.

The following table gives the date, as far as known, on which each line was created and abolished, and the various types of postmarks with the earliest and latest date that has been seen for each one. It will be noted that several postmarks exist in minor varieties. It is also evident that certain lines went out of use and were replaced by others. These changes, due to extension of existing lines, are as follows: Boulogne became Calais, Rouen became LeHavre, Tours became Nantes, Valenciennes became Quiévrain and Strasbourg to Bâle became the "Ligne de Bâle" (from Paris to Bâle via Strasbourg). It seems fairly certain that the lines of Rouen, Tours and Strasbourg to Bâle were not furnished with postmarks immediately upon their creation, but several months later. These postmarks were decidedly in scarcity. The "Ligne de Châteauroux," which existed some two and one-half months only, is a real rarity. A certain few others—in the order here given—are far from common. Ligne de Rouen, Ligne de Nantes, Strasbourg à Bâle, Ligne de Boulogne, Ligne de Bâle and Ligne de Valenciennes. The others are not rare, except for a few of the varieties of the postmarks such as Ligne de Calais 1 and 2 (without the "No".) and the Ligne du Havre 1 without hyphens. The variety Strasbourg à Bâle 1 (without the "No".) is even rarer than the Ligne de Châteauroux. "Strasbourg à Bâle 2" may exist but I have never seen it. The Ligne de Lyon deserves a word. It might better have been called the "Ligne de Chalon-sur-Saône" because the railroad ended there at this time, and the mail was forwarded from there to Lyon by *boat* down the Saône river. As far as I know, this is the only time a "bureau ambulant" as the French call the group of employes in a postal car, travelled by *water*.

The "Ligne" postmarks were used almost exclusively on the back of letters handled on these postal cars, and are thus of the in-transit variety. There were no mail boxes on the postal cars until a later period, and the *very* few letters found with these Ligne postmarks on the face were handed personally to the mail clerk. Practically all such letters were on railroad business sent by the employes of the various stations. I have seen less than a dozen in all.

This brings us to the discussion of what the French call "griffes." When French postage stamps were first issued on January 1, 1849, no special obliteration had been prepared, but about two weeks later the diamond shaped gridiron was put in use at all the postoffices in France excepting those on the railroads. In common with other nations, the French had much fear that stamps could be used a second time, and largely to make this more difficult, a new system of obliteration came into use January 1, 1852, by which, except for Paris, each town had its own number in a diamond of dots. The railroad postoffices then in existence—only five (see list below)—were also given "griffes" as indicated in the following list. The Ligne de Lyon created later also had a griffe as well as the Ligne de Nantes. Six of these griffes had capital letters (the initials of the terminal towns) with serifs, followed by 1 or 2 to indicate the brigade. That given the Ligne de Nantes was slightly different in that the letters had no serifs. These, like the dated postmarks, were used indiscriminately in both directions. *See Figure 17.* The griffes for the line Strasbourg à Bâle instead of being SB1 and SB2, are SM1 and SM2. The M stands for Mulhouse, the last important city in France on this line. They are all decidedly rare, because used only on the stamps on the face of the rare letters handed to the postal clerks. I have

seen them all but SM1. These as well as the dated postmarks, have been seen only in black. With two exceptions, these griffes all went out of use at the same time as the dated postmarks of the various Lignes. The PL2 has been seen used as late as June 14, 1855 with the postmark Paris à Lyon 2°, showing B for the brigade at the bottom. The SM2 was used by Bâle à Strasbourg and Strasbourg à Bâle, (this line having the postmarks showing the brigade letters A and B) probably throughout the existence of the line, from 1855 to 1858. Because of this usage, it is the least rare of this type of griffe. It is worthy of note that the griffes of the Ligne de Calais are occasionally found cancelling the stamps of the 1849 issue on letters from the French West Indies, these stamps not being obliterated in the colonies.

List of the Earliest Type of French Railroad Postmarks—the "Lignes"

Name of the line exactly as it appears in the postmark	Date line was created	Earliest seen of Type indicated	Latest seen of Type indicated	Date line ceased to exist	Griffe
Ligne-de-Bâle (1)	June 23, 1853	June 27, 1853	Dec. 26, 1853	Jan. 15, 1854	Unknown
Ligne-de-Bâle (2)		June 24, 1854	Jan. 15, 1854		
Ligne de Boulogne 1	Jan. 1, 1848	Jan. 9, 1848	Sept. 6, 1849	Sept. 6, 1849	None
Ligne-de-Boulogne 2		Feb. 5, 1848	Sept. 1, 1849		
Ligne-de-Calais No. 1	Sept. 6, 1849	Sept. 7, 1849	Oct. 8, 1854	Jan. 19, 1855	PC1
Ligne-de-Calais 1		Oct. 15, 1854	Jan. 2, 1855		
Ligne-de-Calais No. 2		Sept. 6, 1849	July 1, 1854		PC2
Ligne-de-Calais 2		Aug. 18, 1854	Jan. 19, 1855		
Ligne-de-Châteauroux 1	Feb. 1, 1848	Feb. 8, 1848	Apr. 14, 1848	Apr. 16, 1848	None
Ligne-de-Châteauroux		Feb. 4, 1848	Apr. 16, 1848		
Ligne-du-Havre 1	Mar.22, 1847?	Apr. 7, 1847	July 14, 1851	Oct. 31, 1854	PH1
Ligne-du-Havre (1)		Sept. 6, 1851	Oct. 21, 1854		
Ligne du Havre (1)		July 4, 1854	Sept. 9, 1854		
Ligne du Havre 1		Oct. 3, 1851			
Ligne-du-Havre 2		June 13, 1847	Aug. 8, 1852		PH2
Ligne-du-Havre (2)		Nov. 23, 1852	Apr. 14, 1854		
Ligne-de-Lyon 1	Aug. 29, 1852	Oct. 2, 1852	Mch. 12, 1854	May 21, 1854	PL1
Ligne-de-Lyon 2		Sept. 15, 1852	May 21, 1854		PL2
Ligne-de-Nantes 1	Sept. 10, 1853	Sept. 29, 1853	Dec. 2, 1853	Dec. 9, 1853	PN1
Ligne-de-Nantes 2		Sept. 23, 1853	Dec. 8, 1853		PN2
Ligne de Quiévrain 1	Jan. 1, 1848?	Jan. 7, 1848	Dec. 8, 1854	Jan. 19, 1855	PQ1
Ligne-de-Quiévrain 1		Oct. 19, 1850	Dec. 28, 1854		
Ligne de Quiévrain 2		Jan. 5, 1848	Dec. 28, 1850		PQ2
Ligne-de-Quiévrain 2		Apr. 12, 1849	Jan. 15, 1855		
Ligne de Rouen (1)	March 1, 1845	Nov. 19, 1845	Feb. 6, 1847 *	Mar.21, 1847?	None
Ligne de Rouen (2)		Sept. 11, 1845	Mch. 25, 1847		
Ligne-de-Tours 1	Nov. 1, 1846	July 31, 1852	Aug. 29, 1853	Sept. 9, 1853	PT1
Ligne-de-Tours (1)		Apr. 16, 1847	Apr. 6, 1852		
Ligne de Tours 2		Jan. 9, 1851	Apr. 23, 1852		PT2
Ligne-de-Tours (2)		Mch. 11, 1848	Aug. 25, 1853		
Ligne-de-Tours (2)		Apr. 20, 1847	July 14, 1851		
Ligne-de-Valenciennes 1	Sept. 1, 1846	Nov. 3, 1846	Dec. 30, 1847	Dec. 31, 1847?	None
Ligne-de-Valenciennes 2		Nov. 2, 1846	Dec. 29, 1847		
Strasbourg à Bâle No 1	Apr. 15, 1846	Dec. 12, 1846	Oct. 8, 1852	June 22, 1853	SM1
Stasbourg à Bâle 1		Oct. 26, 1852	June 11, 1853		
Strasbourg à Bâle No 2		Aug. 30, 1847	May 27, 1853		SM2

*The Ligne du Havre evidently used the postmark of the Ligne de Rouen for the first few days of its existence.

From 1852 to 1855 various types of postmarks were tried before the definite type was finally adopted. These will now be considered in the order in which they appeared. The first was of the type shown in *Figure 18*. The following are listed, and I have seen them all except Paris au Havre and LeHavre à Paris.

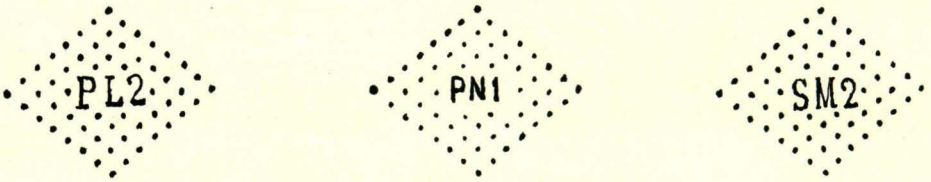


Figure No. 17.

Service Interm.	Paris au Havre
Service Interm.	Le Havre à Paris
Service Interm.	Paris à Lyon
Service Interm.	Lyon à Paris
Service Interm.	Paris à Troyes
Service Interm.	Troyes à Paris
Serv. Interm.	Paris à Strasbg
Serv. Interm.	Strasbg à Paris

I am very skeptical as to the existance of this service between Paris and Le Havre in either direction in spite of the fact that these postmarks have been listed for years.



Figure No. 18.

INTERM. is an abbreviation of INTERMEDIARE (intermediate). The exact date of creation is not known but the earliest seen is April 22, 1852 and the latest June 21, 1854, so they were in use about two years. As a matter of fact, this type was not used at all teams in the postal cars, but by what are called "courrier-convoyeurs," postal clerks who worked alone in a second class passenger compartment on one of the small lines, or on a local train on a main line, making frequent stops. Except for this type of postmark and one other created in 1855, these postmarks of the courrier convoyeurs will be described later. It may be noted that they were not allowed to cancel the stamps, but to put their postmark on the back of the letter, or rarely on the front of the letter near the stamp. It is extremely unusual to find this type on the face of a letter. Even two different ones may be found, though rarely, on the same envelope when the letter was carried on two different lines. They are all rare. I have seen one example in blue, all the rest being in black. The Catalogue des Estampilles lists by this type of postmark in red, but I have never seen such an item. These were the first French railroad postmarks to indicate the direction—toward or away from Paris.

In 1852 (or possibly earlier), the earliest date seen being July 27th of that year, both brigades 1 and 2 of the "bureau ambulant" Ligne de Tours were furnished with a handstamp for use exclusively on mail collected from the letter box in the station at Tours. As has been stated, the Ligne de Tours became the Ligne de Nantes September 10th, 1852. These handstamps were turned over to the new line and another was added for the mail from the letter box in the station at Nantes. Thus, we have the two postmarks illustrated in *Figure 19*, both of which exist with the brigade figures 1 or 2. These are known only in black and are found exclusively on the front of letters, but not on the stamp, which was cancelled by the griffe. Unpaid letters show the amount of postage to be collected, handstamped or written, in place of the stamp. The latest date

seen is September 18, 1855. The postmark Nantes could have been used of course only in one direction, as Nantes at that time was the terminus of the line. Those of Tours are found used in both directions. I must add, that a similar postmark to that of Tours has been listed from Blois, but I have never seen this latter postmark and much doubt its existance. The Nantes and Tours are far from common.



Figure No. 19.

Another type of postmark was devised for a new line of postal cars which ran between Nancy and Forbach and return, put in service June 23, 1853. The train left Nancy at 3:50 A. M. and arrived at Forbach at 6:57 A. M. The return service left at 4:25 P. M. and arrived at Nancy at 8:05 P. M. The post-



Figure No. 20.

mark which has Nuit (night) at the bottom *(see Figure 20)* has been seen used in both directions. This postmark ceased to exist November 9, 1853. It is extremely rare. Two other lines are listed in the Catalogue des Estampilles as existing with Nuit at the bottom of the postmark—Nancy à Paris (Nuit) and LeHavre à Paris (Nuit). I have never seen either one, and seriously doubt if they exist.

(To be continued.)

Brief Reviews

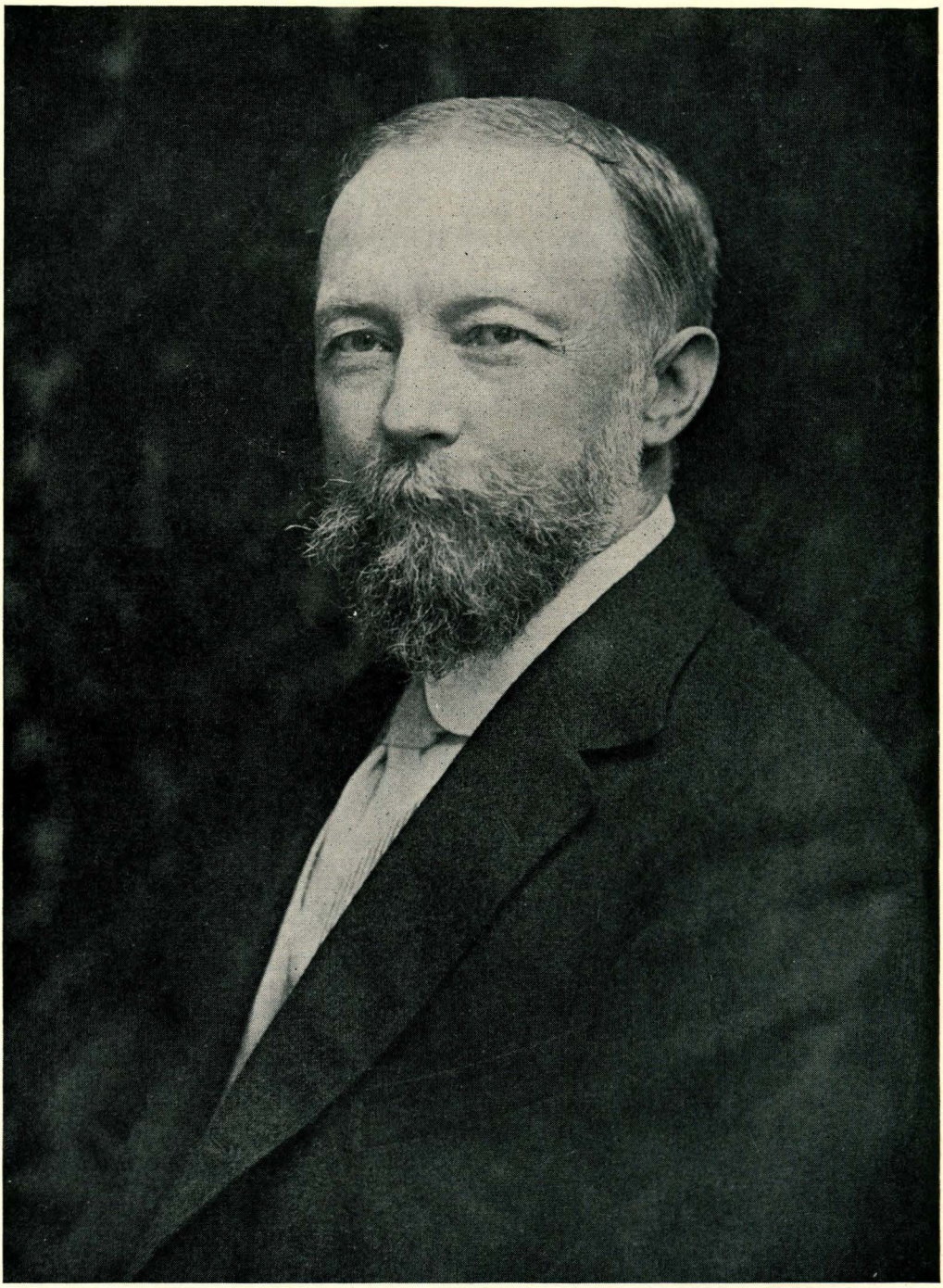
THE REGENT CORONATION EMPIRE STAMP CATALOGUE, fourth Edition, 1937, Edited by Robson Lowe, Publ. Herbert Joseph Ltd., London.

The fourth edition of this catalog contains 12,000 alterations and corrections over the previous edition. In some instances where the market in a stamp is exceptionally active or uncertain the quotations have been italicized to call attention to the fact.

The Regent catalog with its vast fund of information and its unique features such as the listing of specimen stamps has made it very popular with collectors of British Colonials. The illustrations are all defaced to conform to the U. S. regulations.

THE STAMPS OF GREAT BRITAIN, by J. B. Seymour, Part II, Publ. Royal Philatelic Society, London, 1937.

The Collectors Club Library is indebted to THE ROYAL PHILATELIC SOCIETY, LONDON, for a copy of the above, which constitutes the second part of this very important work, containing the addenda and corrigenda to part I, the Remainder of the Line-Engraved Issues, the Embossed Adhesive and Surface Printed Issues up to 1865. It is edited by the Publications Committee of THE ROYAL PHILATELIC SOCIETY, LONDON, by Messrs. J. H. Barron and John Simons. It contains illustrations of most of the major varieties. The book is so detailed and well written that collectors interested in these stamps cannot afford to be without a copy.



CHARLES LATHROP PACK

Charles Lathrop Pack

By CHARLES J. PHILLIPS.

Charles Lathrop Pack, that great benefactor of our Collectors Club, passed away on June 14th last, at the age of eighty years.

CHARLES LATHROP PACK was born at Lexington, Mich., May 7, 1857, son of George Willis and Frances (Farman) Pack. His first paternal American ancestor was George Pack (1634-1704) who emigrated from England and settled near Elizabeth, N. J., being one of the original founders of Elizabeth Town.

As owner of standing pine since his boyhood and interested also in forest and water conservation, Mr. Pack assumed leadership in the conservation of America's forest and water resources. When the first governor's conference took place at the White House in May, 1907, Pres. Roosevelt invited him to attend as a conservation expert. Later, the president made him one of the national conservation commissioners, and he has since become a nationally known authority on forestry and forestry economics.

He was elected President of the National Conservation Congress in 1913 and re-elected the following year. From 1916 till he resigned in 1922 he was President of the American Forestry Association.

Mr. Pack devised a plan for helping in the replanting of the forest acres of Great Britain, France, Belgium and Italy devastated by warfare and cut for war needs, and in 1920 led a movement for contributing American tree seeds for this purpose. These seeds being successfully grown and more being needed, he in 1921 and 1922 and later personally donated hundreds of millions of American tree seeds to these countries. As a result Great Britain, France, Belgium and Italy have missions of American trees in their forests.

In 1922 he established *The American Tree Association,* of which he was President.

Trinity College conferred upon him the degree LL.D. in 1918, Syracuse University the Doctor of Business Administration in 1925, Oberlin College the degree of LL.D. in 1926 and Rutgers College the degree of D. S. in 1930. The Societe Nationale d'Acclimatation de France awarded him its grand medal of honor in 1919. The same year the War Garden Commission bestowed the Great Medal upon him while the National Institute of Social Sciences gave him its Liberty Service Medal and France the decoration of La Merite Agricole. He was Chairman of the French Agricultural Committee and the American Committee for devastated France, and in 1915-18 was President of the World Court League of New York City, the aim of which was the creation of a court of justice of nations to adjudicate international controversies and make war impossible. He was a trustee of Western Reserve University and for seven years was an active member of the Cleveland City Troop, later called Troop A of Ohio. Evidence of his practical benevolence appears in his unique gift to a college for the purpose of providing an annual sum for the improvement of the quality of the milk, butter and bread consumed by students.

He established the Charles Lathrop Pack Forestry Trust (1927) of $1,000.000 to be used for any purpose which promotes progress in forestry, The Charles Lathrop Pack Forestry Foundation at Yale (1930), the Charles Lathrop Pack Educational Board (1930) and the George Willis Pack Forestry Foundation at the University of Michigan (1930). Through these and other agencies he donated demonstration forests to Syracuse, Yale, Cornell, Washington and Michigan Universities. He was a life member of the American Science and Historic Preservation Society and was a member of the New Jersey Conserva-

tion and Development Commission and President Hoover's Timber Conservation Board (1930). He was a member also of the Society of Colonial Wars, the Order of Descendants of Colonial Governors, the Royal Geographic Society (fellow), the American Scenic and Historic Preservation Society, the Royal Philatelic Society, the *Collectors Club,* the Royal Arboricultural Society of England and the Beta Theta Psi Fraternity. In politics he was a Republican.

Mr. Pack was married April 28, 1886, to Alice Gertrude, daughter of Henry Reynolds Hatch of Cleveland, Ohio, and has three children, Randolph Greene, Cleveland manufacturer; Arthur Newton, writer on economic subjects, who served as an officer in the World War; and Beulah Frances Pack.

Mr. Pack has been a prolific writer on Philatelic subjects and has added enormously to our knowledge of the groups in which he has specialized.

Among many other articles from his pen I note:

Errors in Plating New South Wales Laureated Issues (Lond. Phil.).
Old Time Collectors of Distinction (Phil. Gaz. Vol. VII).
Fun With Cheap Stamps of Brazil (Phil. Gaz.).
Victoria, Queen on Throne, Transfer Varieties (Phil. Gaz. VI).

Also many articles on stamps in paper in Germany, Australia and South America.

Mr. Pack's "magnus opus" is beyond all doubt his magnificent work on the Victoria "Half Length" stamps. This work is replete with illustrations and diagrams and has obtained the highest award in all International Exhibitions in which it has been shown.

In connection with his work on Victoria, I would like to mention that one of Mr. Pack's greatest treasures is a long holograph letter of four pages from H.M. King George V. sending Mr. Pack some of his rare early Victoria and asking his help in plating them.

Mr. Pack joined the *Collectors Club* soon after it was formed and in 1913 was elected the second Honorary Member on the Rolls—the first having been The Earl of Crawford who was elected on his visit to the Club in 1911.

As a philatelist, Mr. Pack won national and international prizes, including England's Crawford medal in 1923, Germany's Lindenburg medal in 1926, *Collectors Club* medal in New York in 1924. In 1930 he donated to the *Collectors Club* in New York his three volumes of Canadians 1868-69. Another gift to the *Collectors Club* was his collection of Brazil, 1891-95 issues.

Mr. Pack's Collections.

When Mr. Pack died he did not possess any stamp collections, as fifteen years or more ago he gave all his stamps to his two sons—Captain Arthur Newton Pack and Randolph Pack. These gentlemen have decided to keep their father's collections with the hope that in the future they may have more time and the wish to take up collecting themselves.

The Hunt For Missing Varieties.

Both the sons wished to show some of their stamps in our International Exhibition of 1936, and called me in to advise them as to what they should display. We decided on New South Wales, Sydney Views, New Zealand and Spain. When I went over the New South Wales books I at once noted that many of the rarities were missing. Many years ago I had sold Mr. Pack a number of unused Sydney Views, the finest of the "Castle" and other collections. I could not find any of them and many rarities in other collections were missing.

I told the Packs of this and said I felt sure that their father had not sold them. I then urged them to make a careful search at Lakewood and in the bank deposit boxes for the missing stamps. This they did without finding anything

and I arranged the exhibits without the rarities. After the Exhibition was over I returned all the exhibits to their proper places in the albums, and urged the Packs to make further searches as a large value of stamps was missing. They did this without result. Months passed and I again urged them to search every likely and unlikely place.

Time passed on and some six months ago Randolph Pack called me and asked me to meet him downtown.

They had at last found a fortune in missing stamps. It seems the stamps had been packed up with a lot of waste papers to be destroyed and it was only my constant urging that caused them to be found.

The conclusion that I have come to is that some fifteen or twenty years ago C. L. Pack chose some of his finest stamps from many collections and had them mounted on album pages to show in the rarity clas at International Exhibitions. Among the stamps rescued were:

New South Wales—Sdyney Views, no less than eight-eight superb unused. Laureated Unused, several each of the 3d., 6d. and 8d. Square Issue, Imperf. pairs and single of 5d. and 8d.

Queensland—1st. Issue, pairs and singles of 1d., 2d. and 6d.

New Zealand—1855, 1d. carmine, pair and strips used and superb used and unused of early Imperf. issues.

Victoria—1850, superb unused blocks, pair and strips; 1860, 6d. orange, superb unused, and used and many others.

Tasmania—1st. Issue, superb singles, pairs, and strips unused and used of the 1d. blue and 4d. orange.

Cape of Good Hope—Woodblock *errors*, 1d. blue, 4 copies used; 4d. red, 4 copies used and one fine unused. This unused is, I think, from the Pauwels collection which I sold Ferrary some 30 years ago. Mr. Pack bought it at the Ferrary sale.

Canada—12d. seven copies, including a pair on laid paper and a single on the rare wove paper; 6d. on laid and wove paper. A wonderful page of unused on various papers.

Newfoundland—Superb sets of unused and used of the scarlet-vermilion and the orange, including the finest 1sh. I have seen, and a number of rarities in other countries.

A truly wonderful lot of gems to have saved from the junk heap!!!

The Collections Given by C. L. Pack and His Two Sons.

Victoria—This great collection includes the superb and enormous lot of the first issue "Half Lengths" collected by Mr. Pack to enable him to write his great work on this issue. All other issues are strongly represented and many varieties are plated.

New South Wales—Probably the finest collection of this country in existence, containing as it does "Sydney Views" 1600 used and 88 unused, and a grand lot of all the later issues, many being plated.

New Zealand—I think this is the finest and most complete collection known. It is very strong in the early Imperf. issues both used and unused and there is a matchless lot of the no watermark and watermarked Star issues, Roulettes, Pin Perf., Serrated, etc.

Queensland—A fine collection, but not so strong as the three countries mentioned above.

Cape of Good Hope—A truly superb collection very strong in the Woodblocks and with 8 or 9 used errors and a 4d. red unused.

Canada—A superb collection with seven 12d. A wonderful page of the 6d. unused and all varieties in the later issues.

Newfoundland—A very pretty lot strong in the pence issues with superb scarlet-vermilion and orange both used and unused.

Brazil—A very fine lot of the early issues. In the first issue 1843 there is the famous pair of the 30 and 60 reis se-tenant. Also a grand lot of the sloping figures high values.

Spain—A superb lot remarkably strong in the early issues.

There are also fine collections of a number of the smaller countries, such as Gambia, Gold Coast, Lagos, St. Helena and Sierra Leone.

To save enquiries I have to state that *none* of the Pack stamps are for sale.

Program For Season 1937-1938

Meetings are held at the Club, 22 East 35th Street, between Madison and Park Avenues, at 8 P. M.

COMPETITIONS

On Competition Nights, Certificates will be awarded to members for the interest and condition of the stamps shown, but not for rarity.

Exhibits not the personal property of the exhibitor will be "Not in Competition" for Club Certificates of award.

1937

OCT. 6th—VISIT & EXHIBITION. By Henry P. Lapham. **United States 1847 to 1869 inclusive.** Members wishing to attend the dinner should meet at the Club by 6:15 P. M.

OCT. 20th—PEXIP NIGHT. For those Members of the Club who exhibited in Paris to show not more than 16 pages of collections that were shown there, each Exhibitor as far as possible to give verbal reports on the Exhibition.

NOV. 3rd—COMPETITION—Selected Group of Designs, Essays & Proofs of U. S. 19th and early 20th Century stamps. By Thomas F. Morris, C. W. Brazer and other Members.

NOV. 17th—Early United States Stamps Used From the Hawaiian Islands. By Ferrars H. Tows.

DEC. 1st—EXHIBITION—Bisected Stamps of the World Used on Covers. By Fred E. Cagna.

DEC. 15th—EXHIBITION—Specimen Envelopes of the United States. By Marcus W. White.

1938

JAN. 5th—ANNUAL MEETING—EXHIBITION. A Group or General Collection of Stamps Issued Before 1870. By A. F. Lichtenstein, and Members.

JAN. 19th—VISIT & EXHIBITION. By Members of the North Jersey Federation of Stamp Clubs, in charge of Adolph Klingenstein.

FEB. 2nd—EXHIBITION—United States Offset Printing. By Arthur E. Owen.

FEB. 16th—VISIT & EXHIBITION. By Members of the Stamp Collectors Club of Hartford, Conn. Dinner at 6:30 P. M.

MAR. 2nd—COMETITION—Western Franks. By Members. LimiPted to 60 pages.

MAR. 16th—COMPETITION—United States Cancellations on the 19th (or and) 20th Century. By Members. Limited to 30 pages.

APR. 6th—COMPETITION—United States 1869 Issue. By Edward S. Knapp, and Members.

APR. 20th—EXHIBITION. By Junior Stamp Clubs in charge of Dr. Elias Silberstein.

MAY 4th—COMPETITION—Air Mail Stamps of the World. By Members. Limited to 50 pages.

MAY 18th—COMPETITION—19th Century Foreign Stamps on Covers. By Members. Limited to 40 pages.

JUNE 1st—Philatelic Side Lines. By Members. Ttalk limited to 10 minutes each

JUNE 15th—VISIT & EXHIBITION. By Members of the Westchester Federation of Stamp Clubs, in charge of W. Lloyd Heath.

COLLECTORS CLUB OUT-OF-TOWN VISITS
1938

Friday, February 18th—Westchester, N. Y.
Tuesday, May 10th—Hartford, Conn.

The United States Postage Stamps of the 20th Century

By Max G. Johl.

(Continued from page 204, Volume XVI.)

WISCONSIN TERCENTENARY COMMEMORATIVE ISSUE

WISCONSIN was discovered by the French explorer, Jean Nicolet, in 1634. As this event took place only 27 years after the founding of of Jamestown, 26 years after the first permanent settlement at Quebec, 14 years after the landing of the Pilgrims, much of the information regarding Nicolet's story has been handed down in an imperfect and unsatisfactory form. At the age of nineteen, Jean Nicolet came to New France with Champlain in 1618, and for a while, as was the general policy of the French settlers, he was sent to live with the Indians to experience the training he would need in handling the problems of the government in the French territory. All his relations with th Indians were a tremendous success, and besides his strong physique and great powers of endurance, he had a natural gift for learning languages and exceptional tact in handling the natives.

For a long time, the French had heard rumors of a strange tribe of Indians who inhabited the country to the west of Quebec. These Indians spoke a different tongue and were more civilized and independent than the local natives. This led to the belief that these might be Orientals, and that the waters which we now know as the Great Lakes might be the route to the Indies.

In 1930, the people of Wisconsin began to make plans to fittingly commemorate the 300th anniversary of the discovery of the territory in which that State is situated. Stamp collectors began an agitation for a commemorative stamp following a suggestion in the Milwaukee Journal of August 3rd, 1932. The movement then begun gathered impetus and momentum. In 1932, the Wisconsin Association of Philatelic Societies made the securing of this stamp one of their major objectives. In the early part of 1933, several resolutions were introduced for a series of postage stamps to commemorate the discovery of Wisconsin by white men. On April 22nd, 1933, Congressman O'Malley introduced the following Bill in the House of Representatives, which was referred to the Committee on Post Roads and Post Offices:—

73D CONGRESS
1st SESSION

H. R. 5171

A BILL

Authorizing the Postmaster General of the United States to issue a series of special postage stamps in commemoration of the three hundredth anniversary of the white man's discovery of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster General of the United States is hereby authorized and empowered to provide for the issuance of a series of special postage stamps in commemoration of the three hundredth anniversary of the white man's discovery of Wisconsin. The design, denomination, and number of special commemoration stamps to be issued shall be determined in the discretion of the Postmaster General. An appropriation to defray the necessary expenses for such special issue, provided for in this Act, is hereby authorized.

Senators and Congressmen continued their efforts in behalf of a Wisconsin stamp. On May 23rd, 1934, the Information Service of the Post Office Department issued the following press release:—

Postmaster General James A. Farley today announced that he had authorized the issuance by the Post Office Department of a Wisconsin Tercentenary stamp of three-cent denomination. This stamp will commemorate the three-hundredth anniversary of the founding of the state of Wisconsin and the early explorations in that region of Jean Nicolet.

Details of the new stamp as to size, color, design and date of first-day sale will be announced later by the Post Office Department.

A further release from the Information Service of the Post Office Department dated June 9th, 1934, contained the following information:—

Postmaster General James A. Farley today announced that the three-cent Wisconsin Tercentenary postage stamp will be placed on first-day sale at Green Bay, a first-class post office in Brown County, Wisconsin, on Saturday, July 7, 1934.

This stamp will commemorate the three-hundredth anniversary of the founding of the state of Wisconsin and the early explorations in that region of Jean Nicolet. Details of the new stamp as to size, color and design will be announced later by the Post Office Department.

This was followed by the official notice dated June 21st, 1934, which gave complete details about the new stamp:—

WISCONSIN TERCENTENARY COMMEMORATIVE STAMP

Third Assistant Postmaster General,

Washington, June 21, 1934.

Postmasters and employees of the Postal Service are notified that the Department has authorized the issuance of a special postage stamp in the 3-cent denomination to commemorate the three hundredth anniversary of the arrival of the French explorer, Jean Nicolet, on the shores of Green Bay, who, according to historical records, was the first white man to reach the territory now comprised in the State of Wisconsin.

The stamp is 84/100 by 1-44/100 inches in dimensions, arranged horizontally, and is enclosed within a narrow double line border. It will be printed in purple. Extending across the top of the stamp in a narrow panel with dark ground and white edges is the inscription "1634—Wisconsin Tercentenary—1934" in white Roman lettering. The central subject is reproduced from a painting depicting the arrival of the explorer. On a white ribbon panel at the base of the picture is the title "Nicolet's Landing on the Shores of Green Bay" in solid gothic lettering. In a narrow panel, with white border that extends along the lower edge of the stamp, are the words "United States Postage" in white roman with small ornaments at either end. Resting on the base panel in each lower corner are dark rectangular panels with white edges enclosing the denomination designation "3c" in white. Panels of the same width composed of fan-shaped ornaments extend to the top of the stamp on either side.

The Wisconsin Tercentenary commemorative stamp will be first offered for sale at the postt office in Green Bay, Wis., on July 7, 1934. The new stamp will be available for sale at other post offices beginning July 9, 1934, or as soon thereafter as production will permit.

For the convenience of collectors, the Wisconsin Tercentenary stamp will be placed on sale at the Philatelic Agency, Post Office Department, on July 9, 1934, but the agency will not prepare covers for mailing on that date. To insure early delivery, separate mail orders, excluding all other varieties of stamp stock, should be sent to the agency.

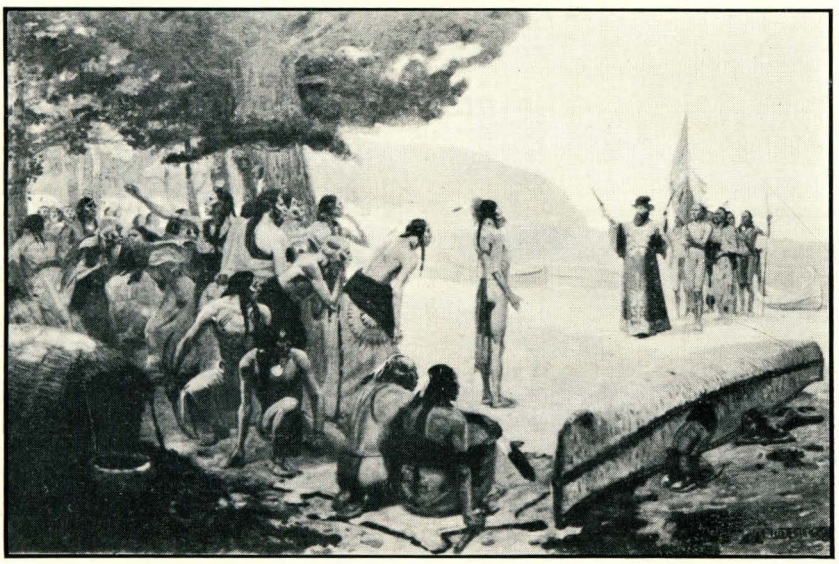
Stamp Collectors desiring first-day cancellations at Green Bay on July 7 may send a limited number of addressed covers, not to exceed a total of ten (10), with a cash or postal money order remittance payable to the postmaster, Green Bay, Wis., covering the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Such covers should be forwarded in time to reach Green Bay not later than July 5. Covers will be accepted from individual subscribers only and shall be legibly addressed by typewriter or pen; covers bearing lead-pencil addresses will not be accepted. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in ttansit, covers should be of the ordinary letter size.

Requests for a supply of uncanceled Wisconsin Tercentenary Stamps must not be included with orders for first-day covers to the postmaster, Green Bay. Stamps needed for postage purposes should be purchased at the local post office. Stamps of selected quality for philatelic purposes may be obtained on mail orders to the Philatelic Agency.

Postmasters at direct—and central—accounting post offices may obtain a limited supply of Wisconsin Tercentenary stamps by requisition to the Department on form 3201-A endorsed "Wisconsin Tercentenary" in the space provided. Postmasters at district-accounting post offices may obtain small quantities of this stamp by requisition on the central-accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

These stamps were printed in sheets of 200 subject divided by horizontal and vertical guide lines terminated by arrows. For issuance to post offices, the sheets were cut along these guide lines into panes of 50. There were 4 plate numbers to a sheet, one to each pane appearing above or below the third vertical row of stamps. While these stamps were being printed, the Bureau of Engraving and Printing was making experiments to help keep the stamps flat when lying in post office shelves. Their experience with rotary press stamps suggested using gum breaker bars and these stamps were obtainable with and without such markings. Few collectors have tried to obtain these stamps with and without the gum breaker bars.



Nicolet's Landing at Green Bay. Painted by Edward Willard Deeming.

At the initial printing of these stamps, sheets were purchased by Postmaster General Farley who autographed these for President Roosevelt and several other members of the official family. When it was decided to duplicate the presentation sheets, this stamp was included and it was issued in sheets of 200 subjects as well as in blocks of 4. The full sheets made it possible for collectors to obtain complete arrow guide line blocks as well as center line blocks. On July 9th, 1934, the Information Service of the Post Office Department issued the following press release:—

First-day sale figures on the three-cent Wisconsin Tercentenary postage stamp, which was placed on first-day sale at Green Bay, Wisconsin on Saturday, were announced this morning by Postmaster General James A. Farley.

Four hundred thousand stamps, representing a return of $12,000 to the Post

Office Department, were sold at the Green Bay post office, and most of these were affixed to first-day covers which were forwarded to stamp collectors in all sections of the country.

The Wisconsin Tercentenary stamp was placed on sale at post offices throughout the country today.

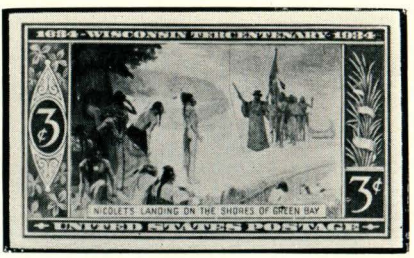
#739—Three Cent, Violet. Nicolet's Landing on the Shores of Green Bay. No Watermark. Perf. 11.

Issued July 7th, 1934.

On May 28th, 1934, the Bureau of Engraving and Printing was ordered to design a stamp for the Tercentenary of Wisconsin, and on June 18th, four designs were submitted. We have illustrated three of them, all of which show the use of Nicolet's painting and vary only in the choice of borders. On June







Photographs of Original Drawings. Not Used.

19th, Postmaster General James A. Farley approved one of the submitted designs. On June 27th, Acting Postmaster General W. W. Howes approved the die proof and two days later, printing was started, with the first deliveries being made to the Post Office Department on July 3rd. This stamp was designed by Victor S. McCloskey, Jr. from the photograph of a painting made in 1904 by Edward Willard Deming. This picture was presented in October of that year to the Wisconsin Historical Society by its president, Robert Laird McCormick. The Deming painting shows Nicolet dressed in a gorgeous silken robe as he believed that the strange tribe he had come to visit might be Orientals. In his hands may be seen pistols which he discharged to awe the natives and which earned for him the name "Thunderbeaver." He met these strange people and found that he was merely dealing with another tribe of Indians. However, his usual treaty making efforts were successful.

Mr. Deming, although well on in years, lived to see his painting used so fittingly. One of the first sheets sold at Green Bay was sent to him. Later on, he graciously consented to autograph several blocks for some of his friends.

The vignette was engraved by C. T. Arlt and the frame and lettering by E. H. Helmuth.

Eight plates were made and all went to press. A short time after these stamps first appeared, two panes were found having perforations in only one

direction. One of these panes was imperf. horizontally while the other was imperf. vertically.

While the Wisconsin plates were on the presses, the Bureau used some paper with the grain horizontal instead of vertical. This change in the direction of the grain caused a variation in the direction (as applied to the stamp) of the shrinkage. This resulted in stamps of two different sizes. Some of the stamps measured 35¾ by 21¼ mm. while others measured 36¼ mm. by 21.

Shades,—Reddish violet, violet and deep violet.

Varieties,—a: Position blocks—usual 4 pane position blocks.
b: Plate number blocks.
c: Imperf. vertically.
d: Imperf. horizontally.
e: Shifted Transfer.

Plate 21241 lower left #44, 48, 49 and 50. These all show a thickening of the right frame lines. The best of these is No. 44, which shows the right frame line double and #50 which also shows a slight doubling of the vertical shading lines in the right panel.

Plate 21245 lower right #42, 43, 44, 47, 49. The shift is particularly noticeable in the shading dots above "NICOLET'S" and in the frame lines at the left of the vignette. The best of these are on stamps #44 and #49 which also show in the left vertical frame line.

Plate 21245 lower left, #43, 47, 49. Shifts as those reported above for the lower right pane.

f: Defective Transfer.

Plate 21244 lower right, #12. A larger plate flaw has been found on this stamp. The line between the vignette and the ribbon bearing the title is missing for a section of about 3 mm. The top line of the ribbon is missing above "T'S LAND" of "NICOLET'S LANDING." The shading dots are missing below "OLET'S LAND," as are most of those below these letters.

Plate 21238 upper left. Several stamps on this pane show the shading below the left "3" much lighter than the right numeral of the same stamp. This is specially obvious on stamps #2, 7, 8, 12, 13, 14, 17, 18, and slight on stamps #1, 3, 4, 6.

Plate 21242 upper left #6 has a decided lightening of the bottom frame line.

Plate 21241 lower left #14, 15, 18. The right frame line is thin and shading around the right "3" is decidedly lighter.

g: Misplaced Entry.

Plate 21239, upper right, #3, 4. These two stamps, the first below the plate number and the other to the right, were not entered correctly as both are higher at the left and at the right.

Plate 21238, upper left, #3, 4. These are entered out of line with the left side of the stamps lower than the right.

Plate 21242, upper right, #10. This stamp is out of alignment, being higher at the left than at the right.

Plates used: 21238—39, 40, 41, 42, 43, 44, 45.

Quantity issued as reported by the Post Office Department: 64,525,400.

#755—Three Cent, Violet. Wisconsin Tercentenary Commemorative Issue—1934. No Watermark. Imperf.

Issued March 15th, 1935.

The Bureau of Engraving and Printing was ordered to print these stamps for issuance in uncut sheets of 200 as well as in blocks of 4. Printing was started on February 20th and on March 4th, the Bureau made the first delivery of blocks of 4 which was followed on March 8th by the initial delivery of the uncut sheets. Both blocks and full sheets were issued ungummed in accordance with instructions received from the Post Office Department. These stamps were sold only at the Philatelic Agency, Post Office Department, Washington, D. C. but for first day sale also at the main Post Office, Washington, D. C. and remained on sale until June 15th. The Bureau delivered to the Philatelic Agency

11,500 sheets of which 9,958 were sold, the balance being returned to the Bureau for gumming and perforating. It also delivered 269,900 imperforate blocks of 4 of which 75,837 were sold. The balance on hand on June 15th, 1935 were returned to the Bureau for destruction.

Shades,—Violet, bright violet.

Varieties,—a: Position Blocks.
1. Right, left, top, bottom arrow blocks.
2. Center line blocks.
3. Blocks with vertical guide line between.
4. Blocks with horizontal guide lines between.
5. Plate number blocks.

b: Plate varieties as reported under the perforated stamps for the first four plates.

Quantity Issued: Uncut sheets of 200—9,958 a total of 1,991,600 stamps.
Uncut blocks of 4—75,837 a total of 303,348.
Total 2,294,948.

Plates used: 21238—39, 40, 41.

Brief Reviews

THE CHINESE AIRPOST, 1920-1935, James Starr, Philadelphia, Pa.

The splendid series of articles on Chinese Airpost 1920-1935 which appeared as a serial in this magazine have been reprinted in a substantial handbook of 112 pages. To those who are particularly interested in these issues, this handbook will present the matter in a compact and thorough form.

THE BISHOP MARK, Robson Lowe, London.

A pamphlet of twenty pages based upon the researches of the Postal History Society, fully describing and illustrating the so called Bishop Marks on covers made in England, Ireland, Scotland, America and Asia.

THE FIRST COLONIAL POSTAGE STAMPS, Robson Lowe, London.

A pamphlet of eight pages illustrating and listing the first postal markings of many of the British Colonies.

CATALOGO DE SELLOS CHILENOS, Novena Edicion, Agosto de 1937, Victor Vargas, Santiago, Chile.

This pamphlet catalog contains twenty-four pages listing and illustrating the Chilean stamps, and will prove valuable for collectors of this country.

THE AMERICAN AIR MAIL CATALOGUE, Publ. Airpost Journal, Albion, Pa.

Section One covers all of the contract airmail routes and does much credit to the Board of Editors, Messrs. L. B. Gatchell, Wm. R. Alley, A. N. Brown, G. W. Angers, P. C. Nahl, C. G. Reiss and W. J. Conrath. This is a special publication of the American Airmail Society and is absolutely indispensible to every collector of these covers, as well as dealers who handle them.

AIRPOSTS AND AIRSTAMPS OF CHINA, 1920-1934, J. B. MacDonald, Hong Kong Philatelic Society, Hong Kong, China. Price $1.

Chinese stamps are receiving considerable attention of late and this well illustrated pamphlet of eighteen pages contains much useful information for the specialist.

DESCRIPTIVE CATALOGUE OF CHINESE POSTAGE STAMPS WITH APPENDICES, 1937, J. Mencarini, revised by M. D. Chow, 475 Route Tenant de la Tour, Shanghai, China. Price $3.00 postpaid.

Any work on Chinese stamps bearing the name of M. D. Chow, President of the Chinese Philatelic Society, is sure to be of outstanding merit. This book adds much new information to the study of Chinese stamps and is beautifully illustrated with full page plates and many translations of Chinese characters.

NATIONAL PARKS ISSUE

IN August 1912, at the 23rd Trans-Mississippi Commercial Congress, it was first suggested that "scenery and not men" be placed on our stamps. In an address on "See America First", Lewis Hill, Chairman of the Board of Directors of the Great Northern Railroad, suggested that Uncle Sam ought to erase the faces of some of our illustrious dead on public stamps and print thereon the famous scenic spots of the country, as the Government's first contribution to the "See America First" campaign for which the great railways of the country were spending millions of dollars annually. Nothing came of this until 1916 when the Denver, Colorado Post Office used a slogan cancellation with their regular post-mark, which read "NEW ROCKY MOUNTAIN NATIONAL PARK OPENS MAY 1ST, 1916." From this date until the discontinuation of most of these slogan advertisements in 1925, many varied uses of this method of advising the public of its many National Parks were used.

In 1925, Steven T. Mather, the First Director of National Parks Service, advocated stamps showing scenes from our National Parks. This matter was taken up with the Post Office Department at intervals during the following seven or eight years, by various officials of the Interior Department and National Parks Service. It was generally agreed that it would be a fine thing but the Post Office Department always pleaded that their schedules were too full and nothing was done.

In 1933, Floyd E. Merrill, Editor, *Greely (Colorado) Tribune Republican,* and an enthusiastic stamp collector, advocated a National Park issues with these words: "While the seaboard flocks to Europe on vacations, Uncle Sam misses a great opportunity by not issuing series of pictorials on the National Parks. It would be Federal advertising paid for many times over by philatelists."

Soon after March 1933 when Harold L. Ickes, Secretary of the Interior took office, he requested the Post Office Department to issue some National Park stamps. He was again told that the schedule for that year had been made up but that it was possible that they would be issued in the future. Shortly thereafter, Secretary Ickes declared 1934 a National Park year and early in January of that year, efforts were renewed to have a series of National Park stamps issued during that year. It is reported that Secretary Ickes took up the subject of a National Park series of stamps with President Franklin D. Roosevelt and Postmaster General Farley at the weekly cabinet meeting on March 9th, but no information is available as to whether or not Secretary Ickes was able to obtain the President's support. In the meantime, the possibility of an issue of National Park stamps was reported in newspapers, stamp columns and in the philatelic press. These reports met with immediate favor and clearly indicated that there would be a definite demand for such a series of stamps. It was later reported that at a conference held at the Department of the Interior on March 29th, an agreement had been reached between Secretary Ickes and Postmaster General Farley.

On May 16th, 1934, the Information Service of the Post Office Department issued the following press release:—

> Postmaster General James A. Farley today announced that he had authorized the issuance of a series of National Parks postage stamps. Details of this series, including the designs to be used, denomination, number, and date of first day sale will be announced later.
>
> This series of National Parks stamps is being issued by the Post Office Department in conjunction with the Interior Department's observing of this year as National Parks year.

It was soon followed by another dated May 19th, 1934:—

> Tentative plans as to the National Parks that are to be included in the new

series of National Parks postage stamps, soon to be issued by the Post Office Department, and the respective denominations of each were announced today by Postmaster General James A. Farley as follows:

Yosemite National Park, California, one-cent stamp; **Grand Canyon National Park,** Arizona, two-cent stamp; **Mt. Rainier National Park,** Washington, three-cent stamp; **Mesa Verde National Park,** Colorado, four-cent stamp; **Yellowstone National Park,** Wyoming, five-cent stamp; **Zion National Park,** Utah, six-cent stamp; **Acadia National Park,** Maine, seven-cent stamp; **Sequoia National Park,** California, eight-cent stamp; **Glacier National Park,** Montana, nine-cent stamp, and **Great Smoky Mountains National Park,** North Carolina and Tennessee, ten-cent stamp.

Details of the color, design and date of first day sales will be announced later by the Post Office Department.

On May 1st, a design of the two-cent stamp was submitted to Postmaster General Farley who approved it on June 6th. Designs for other values were submitted and approved shortly thereafter. The Post Office release of June 16th announced the first day sales of this series as follows:—

Postmaster General Farley announced today that as the series of National Parks postage stamps are to be national in character and due to the trained personnel in Washington, they will be placed on first day sales at the Philatelic Agency in this city as well as at the ten National Parks they are intended to commemorate. Through their sale at the Philatelic Agency here in Washington on the first day of issue they will be available to philatelists and first day cover collectors throughout the country as well as others interested.

In order to recognize philatelists of all sections of the country which the National Park series is to commemorate, the stamps will also be placed on first day sales at post offices within the ten National Parks or adjacent thereto.

It was announced that the model depicting EL CAPITAN in YOSEMITE NATIONAL PARK, California was approved by the Postmaster General Friday afternoon. This will be used on the one-cent denomination which will be green in color. It will be first placed on sale at the Philatelic Agency, Washington, D. C. and within the Yosemite National Park on **Monday, July 16, 1934.**

On June 22nd, the Postal Service was advised of the issuance of the one-cent and two-cent stamps in the following official notice:—

NEW POSTAGE STAMPS. NATIONAL PARK STAMPS

Third Assistant Postmaster General,

Washington, June 22, 1934.

Postmasters and employees of the Postal Service are notified that the Department is preparing to issue a special series of 10 postage stamps in denominations from 1 cent to 10 cents, inclusive, containing scenic views from the national parks. All of these stamps will not be ready for distribution to post offices at the same time and arrangements will be made to release each denomination separately upon completion. The first stamps of this series to be issued will be the 1-cent denomination on July 16, 1934, and the 2-cent on July 24, 1934. Information regarding the availability of additional denominatios will appear in later notices.

The stamps of this special series are of larger size, 84/100 by 1-44/100 inches in dimensions, in order to better accommodate the subject matter. The stamps will be issued in sheets of 50. The 1-cent stamp is arranged vertically and is printed in green ink. This denomination shows a scene in Yosemite National Park with the famous El Capitan at the right. In a solid panel across the bottom of the stamp is the inscription "U. S. Postage" in white roman lettering. Resting on this base is a dark panel with curved top and ends, within which in a curved line along the upper edge is the title "Yosemite" in white gothic. Below the title is the denomination designation "1c" in white roman flanked on either side by white line ornaments. The stamp is enclosed in a narrow double-line border.

The 2-cent stamp is arranged horizontally and is printed in red ink. The central subject of this stamp is a view of the Grand Canyon, depicting the temples of Deva, Brahma, and Zoroaster, and Bright Angel Canyon. On either side of the stamp are upright panels containing the words "U. S. Postage" at the left and "Grand Canyon" at the right in white gothic letters arranged vertically within an ornamental framework. Within circular panels with white borders and solid background in each lower corner is the denomination designation "2c" in white. The stamp is enclosed in a narrow double line-border.

The 1-cent stamp bearing the Yosemite design will be first placed on sale at the post offices, Yosemite National Park, Calif., and Washington, D. C., on July 16,

1934. This stamp will be available at other post offices on July 17 or as soon thereafter as production will permit. For the benefit of stamp collectors, this special stamp will also be on sale July 16 at the Philatelic Agency, Post Office Department.

Stamp collectors desiring first-day cancellation of the 1-cent stamp of the national parks issue may send a limited number of addressed envelopes not to exceed ten (10) to the Postmaster, Yosemite National Park, Calif., or Washington, D. C., with a cash or postal money-order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only and shall be legibly addressed by typewriter or pen; covers bearing lead-pencil addresses will not be accepted. Compliance cannot be made with unusual requests, such as for the affiving of stamps bearing plate number or the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in transit, covers should be of the ordinary letter size.

Requests for a supply of uncanceled stamps of this special issue must not be included with orders for first-day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency. To receive prompt attention in the Agency, separate orders should be sent for 1-cent and 2-cent national parks stamps that are submitted in advance of the first day of sale.

The 2-cent stamp depicting the Grand Canyon will be first placed on sale July 24, 1934, at the post offices, Grand Canyon, Ariz., and Washington, D. C. The stamp will be available at other post offices beginning July 25 or as soon thereafter as production will permit. Fo rthe benefit of stamp collectors, this new 2-cent stamp will also be on sale July 24 at the Philatelic Agency, Post Office Department.

Collectors desiring first-day covers of the 2-cent Grand Canyon stamp may send a limited number of addressed envelopes, not to exceed ten (10), with a cash or postal money-order remittance equivalent to the value of the stamps required for affixing, to the Postmaster, Grand Canyon, Ariz., to Washington, D. C., under the same restrictions as specified above for 1-cent covers.

To conform to the existing rate, collectors should make provision for the affixing of two of the 2-cent Grand Canyon stamps to each cover.

Postmasters at direct- and central-accounting post offices may obtain a limited supply of 1-cent and 2-cent stamps of the national parks series by requisition to the Department on form 3201-A. Owing to the variation in the dates of issue, separate requisition shhould be drawn for 1-cent and 2-cent denominations ordered prior to July 24. Postmasters at district-accounting post offices may secure small quantities of these stamps by requisition on the central-accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

On June 23rd, Postmaster General Farley announced a change in the National Parks stamp program. This consisted of the shifting of the Crater Lake National Park stamp from the 8-cent to the 6-cent denomination and the Zion National Park Stamp from the 6-cent to the 8-cent. This was followed by a press release of June 29th listing the various stamps as well as the colors to be used of the various values:—

Postmaster General James A. Farley announced Thursday afternoon that the color tints for the National Parke series of postage stamps, soon to be issued by the Post Office Department, had been decided upon as follows:

Yosemite	1-cent	Green
Grand Canyon	2-cent	Orange-Red
Mt. Rainier	3-cent	Light Purple
Mesa Verde	4-cent	Regular Brown
Yellowstone	5-cent	Light Blue
Crater Lake	6-cent	St. Orange
Acadia	7-cent	Black
Zion	8-cent	Grey Green
Glacier	9-cent	Pink
Great Smoky Mountain	10-cent	Yellow

These National Parks stamps will be issued as fast as possible, the dates and places of first-day sale of the first two of the series having already been announced by the Post Office Department.

Third Assistant Postmaster General Clinton B. Eilenberger issued the following official notice of the 3-cent stamp:—

3-CENT POSTAGE STAMP NATIONAL PARK SERIES

Third Assistant Postmaster General,

Washington, July 10, 1934.

Postmasters and employees of the Postal Service were notified in the POSTAL BULLETIN of June 26 of the issuance of a special series of 10 commemorative postage stamps containing scenic views from the national parks. This notice contained a description of the 1-cent and 2-cent stamps of this series will full information concerning the distribution and sale thereof.

The 3-cent stamp of this series is now about completed. This stamp is of the same size as those already announced. It is arranged horizontally and is enclosed in a narrow double-line border. A shadowed vertical panel at the right occupies approximately one-fifth of the area of the stamp. Within this panel at the top are the words "United States Postage" in solid gothic lettering, arranged in three horizontal lines. Below this inscription and separated therefrom by a solid line ornament are the words "Three Cents" in solid gothic, printed in two lines. Resting on an acanthus ornament at the bottom of this panel is a white disk containing a narrow double-line border within the outer circle. In the center of this disk is the solid gothic numeral "3." The remaining space of the stamp at the left is a view of Mount Rainier with a reproduction of Mirror Lake in the foreground, in which the peak and surrounding trees are reflected. In a narrow panel at the base is the name "Mt. Rainier" in white roman on a solid background. The stamp will be printed in purple ink.

The 3-cent national parks stamp will be first offered for sale at the post offices, Longmire, Wash., and Washington, D. C., on August 3, 1934. This stamp will be available at other post offices on August 4 or as soon thereafter as production will permit. For the benefit of stamp collectors, this special stamp will also be on sale August 3 at the Philatelic Agency, Post Office Department.

Stamp collectors desiring first-day cancellations of the 3-cent stamp of the national parks issue may send a limited number of addressed envelopes not to exceed ten (10) to the Postmaster, Longmire, Wash., or Washington, D. C., with a cash or postal money order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only and shall be legibly addressed by typewriter or pen; covers bearing lead pencil addresses will not be accepted. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in transit, covers should be of the ordinary letter size. These requests for covers should be limited to the 3-cent stamp now being issued. The postmasters at Longmire, Wash., and Washington, D. C., cannot accept requests for covers containing stamps in this series, the date of issuance of which has not been announced.

Requests for a supply of uncanceled stamps of this special issue must not be included with orders for first-day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency. Agency orders for national parks stamps must be restricted, until further notice, to the 1-cent, 2-cent, and 3-cent denominations.

Postmasters at direct and central-accounting post offices may obtain a limited supply of the 3-cent stamp of the national parks series by requisition to the Department on form 3201-A. Postmasters at district-accounting post offices may secure small quantities of these stamps by requisition on the central-accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

This was followed on July 13th by the official notice of the 5-cent stamp:—

5-CENT POSTAGE STAMP—NATIONAL PARK SERIES

Third Assistant Postmaster General,

Washington, July 13, 1934.

Supplementing prior announcements with regard to the special series of national parks stamps, postmasters and employees of the Postal Service are hereby notified of the issuance of the 5-cent denomination, the next stamp in the scenic series to be made available.

This stamp is of the same size as those heretofore announced, 84/100 by 1-44/100 inches, arranged vertically. The stamp is enclosed in a narrow double

line border and is printed in blue ink. In a solid panel with white edges across the bottom of the stamp are the words "U. S. Postage" in white Roman. Resting on this base is a lighter panel with curved top and ends, within which in a curved line near the top is the name "Yellowstone" in white Gothic. Below this title is the denomnnation designation "5c," also in white Gothic, on either side of which appears a white line ornament. The remaining space on the stamp is a reproduction of "Old Faithful Geyser," one of the foremost scenic wonders of Yellowstone Park, with its column of hot water high in the air.

The 5-cent national parks stamp will be first offered for sale at the post offices, Yellowstone Park, Wyo., and Washington, D. C., on July 30, 1934. This stamp will be available at other post offices on July 31 or as soon thereafter as production will permit. For the benefit of stamp collectors, this special stamp will also be on sale July 30, at the Philatelic Agency, Post Office Department.

Stamp collectors desiring first-day cancelations of the 5-cent stamp of the national parks issue may send a limited number of addressed envelopes not to exceed 10 to the Postmaster, Yellowstone Park, Wyo., or Washington, D. C., with a cash or postal money order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only and shall be legibly addressed by typewriter or pen; covers bearing lead pencil addresses will not be accepted. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc. To facilitate handling and to prevent damage in transit, covers should be of the ordinary letter size. These requests for covers should be limited to the 5-cent stamp now being issued. The postmasters at Yellowstone Park, Wyo., and Washington, D. C. cannot accept requests for covers containing stamps in this series, the date of issuance of which has not been announced.

For the benefit of collectors who do not receive this notice in time to submit covers to these first-day post offices by July 30, the postmasters at Yellowstone Park, Wyo., and Washington, D. C., in this particular case, will be permitted to accept covers for the 5-cent Yellowstone stamp for postmarking with the July 30 date that bear on the outside wrapper a postmark not later than July 30.

Requests for a supply of uncanceled stamps of this special issue must not be included with orders for first-day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency. Agency orders for national parks stamps must be restricted, until further notice, to the 1-, 2-, 3-, and 5-cent denominations.

Postmasters at direct and central accounting post offices may obtain a limited supply of the 5-cent stamp of the national parks series by requisition to the Department on form 3201-A. Postmasters at district accounting post offices may secure small quantities of this stamp by requisition on the central accounting postmaster.

The remaining stamps of this series including the 4-, 6-, 7-, 8-, 9-, and 10-cent denominations will be announced later.

C. B. EILENBERGER,
Third Assistant Postmaster General.

On July 16th, the first of the National Parks were placed on sale. This event was reported in the following press release of the Post Office Department :—

The first sheet of the one-cent National Parks stamp was sold today by Clinton B. Eilenberger, Acting Postmaster General, to A. E. Demarary, Associate Director of the National Park Service. The sale took place shortly after eight o'clock in the Benjamin Franklin Station, located in the new Post Office Department building. Cameras clicked as the sheet of stamps was turned over to Mr. Demarary and then Romona North, six years old, daughter of Roy North, Deputy Third Assistant Postmaster General, purchased the second sheet of the new commemorative stamp from Mr. Eilenberger. Standing alongside her was Jan Rus, president of the John Quincy Adams School Stamp Club of Washington, D. C.

Quite a crowd of philatelists and first-day cover seekers was on hand at the Benjamin Franklin Station this morning and purchases of the new National Parks stamps were brisk. At four o'clock this morning. Henley Dodge, member of the Junior Stamp Club, of New York City, entered the Benjamin Franklin Station and made the first purchase of the new stamp after the sale had been officially opened by the Acting Postmaster General.

At the Washington City post office, where the sale started at 7:30 o'clock a. m., W. T. Raley, of the Government Printing Office staff, made the first purchase of the new stamp.

On July 30th, the 5-cent stamp was issued in the presence of Postmaster

General James A. Farley. This event was reported in the press release of the Information Srvice of the Post Office Department as follows:—

With "Old Faithful" geyser belching forth fire and brimstone and movie cameras and stills clicking and flashing, Postmaster General James A. Farley today cancelled the first of the five-cent Yellowstone National Park stamps at the base of the geyser. It seemed that "Old Faithful" had timed one of his regular eruptions to make the occasion in Yellowstone National Park the more thrilling and picturesque.

Through the stamp window at Yellowstone post office the Postmaster General also sold the first sheet of fifty of the new commemorative stamp to Senator Joseph C. O'Mahoney, of Wyoming. Details of the ceremonies incident to the first day sale of the Yellowstone National Park stamp were made public at the Post Office Department this afternoon. Senator O'Mahoney was formerly First Assistant Postmaster General at the beginning of the Roosevelt administration. The Senator presented a block of five stamps from the sheet to the Yellowstone Museum and sent out covers on the remaining forty-five stamps.

In line behind Senator O'Mahoney attending the first day sales were Ambrose O'Connell, Executive Assistant to Postmaster General Farley, William C. Lyons, administrative assistant to the Postmaster General, Kildroy P. Aldrich, Chief Inspector of the Post Office Department, and Governor Leslie A. Miller, of Wyoming.

Figures on the first day sale exceeded all previous National Park stamps thus far announced. Eighty thousand covers were handled at the Yellowstone National Park on the first day, while 150,000 of the new five-cent stamp were sold, making a total sale of stamps valued at $7,500.

On August 8th, 1934, Postmaster General Farley announced the issuance of a souvenir sheet of the 3-cent stamp which was described in the following press release:

"Postmaster General James A. Farley today announced the issuance of a special sheet of six 3-cent stamps of the Mount Rainier design as included in the National Parks series, to retail at 18 cents each, as a souvenir of the annual convention of the American Philatelic Society to be held in Atlantic City, New Jersey, August 27 to September 1, 1934, inclusive.

The sheet will be approximately 4 inches by 3¾ inches in dimensions, and will be printed in purple ink. It will be issued imperforate, but for convenience in mailing so far as desired, the sheet will be gummed. It will bear the following inscription on the border: "Printed by the Treasury Department, Bureau of Engraving and Printing, under authority of James A. Farley, Postmaster General, in compliment to the American Philatelic Society, for its Convention and Exhibition, Atlantic City, New Jersey, August, 1934."

The souvenir sheet will be printed on the special postage stamp press to be included in the Bureau of Engraving and Printing display at the Exhibition to be held as a feature of the American Philatelic Society Convention.

The special souvenir sheet of the 3-cent stamp is described in the following official notice dated August 17th, 1934:—

SPECIAL ISSUE OF 3-CENT NATIONAL PARK STAMPS

Third Assistant Postmaster General,

Washington, Aug. 17, 1934.

The attention of postmasters and employees of the Postal Service is called to the special printing of 3-cent stamps of the Mount Rainier design in sheets of six stamps each on the stamp press to be operated by the Bureau of Engraving and Printing in connection with the exhibition at the Annual Convention of the American Philatelic Society, Atlantic City, N. J., Aug. 28, to Sept. 1, 1934.

The sheet will be approximately 4 by 3¾ inches in dimensions and printed in purple ink. It will be issued imperforate, but will be gummed in the same manner as ordinary stamps. In the narrow margin on the four sides of the sheet in small gothic lettering is the following wording: "Printed by the Treasury Department, Bureau of Engraving and Printing, under authority of James A. Farley, Postmaster General, in Compliment to the American Philatelic Society for its Convention and Exhibition, Atlantic City, N. J., Aug. 1934."

This special sheet of stamps will be first placed on sale Aug. 28, 1934, at the Branch Philatelic Agency, Atlantic City, which will also be operated in connection with the convention. No provision is being made for first day covers with this special sheet and requests for such service should not be sent to the Branch Philatelic Agency or the postmaster, Atlantic City.

As the special sheet is being primarily issued as a souvenir of the American Philatelic Society Convention, stocks thereof will not be issued to post offices, and postmasters are requested not to submit requisitions therefor to the Department. The stamps of this special issue will, however, be valid for all postage purposes.

All mail orders for the souvenir sheet containing six 3-cent stamps each should be sent to the Philatelic Agency, Post Office Department, Washington, D. C., where the special issue will be available beginning Sept. 4, 1934.

Postmasters may furnish information to the above effect to local collectors who make inquiry.

C. B. EILENBERGER,
Third Assistant Postmaster General.

The description of the 3-cent and 9-cent stamps of the National Parks series were made public on August 21st, in the following official notice:—

NEW NATIONAL PARKS STAMPS

Third Assistant Postmaster General,

Washington, August 21, 1934.

Postmasters and employees of the Postal Service are hereby notified that two additional stamps in the 6-cent and 9-cent denominations, respectively, in the national parks series are about ready for issuance.

Both stamps are arranged horizontally and are of the same size, 84/100 by 1-44/100 inch, as those already issued in this series. The 9-cent stamp is enclosed in a narrow double line border and will be printed in pink color. The centray design depicts a scene from the Glacier National Park, showing lofty Mount Rockwell in the distance and Two Medicine Lake with bordering forest trees in the foreground. Arranged vertically at either end are ruled pancels in which are enclosed other panels of lighter shade, with indented ends containing, at the left, the wording "U. S. Postage," and "Glacier" at the right, all in solid roman lettering. In the lower right corner is a small square with light background and double line border enclosing the denomination designation "9" in dark color.

The 6-cent stamp is enclosed in a narrow ruled panel border. A view of Crater Lake in Crater Lake National Park, showing portions of the surrounding rim and Wizard Island, occupies the major part of the space within the border. In a horizontal line in the upper central part of the stamp are the words "U. S. Postage" in solid modified gothic. In rectangular panels, with light background and double line borders, in each lower corner is the denomination designation "6c" in solid gothic. In a narrow horizontal panel with light ground at the base of the stamp is the title "Crater Lake" in solid gothic letters.

The 9-cent stamp of this special series will be first placed on sale at the post offices in Glacier Park, Mont., and Washington, D. C., on August 27, 1934. The 6-cent stamp containing the Crater Lake design will be placed on sale at the post offices in Crater Lake, Oreg., and Washington, D. C., on September 5, 1934. Both of these denominations will be available at other post offices as soon after the above dates as stocks thereof can be printed and distributed.

For the benefit of stamp collectors, the 9-cent and 6-cent stamps of the national parks series will also be placed on sale at the Philatelic Agency, Post Office Department, on the designated first day of sale. Shipment will be greatly expedited if collectors will exclude from their orders for these stamps other denominations of this series that have not yet been placed on sale.

Collectors desiring first-day cancellations of the 9-cent and 6-cent stamps of this series may send a limited number of addressed envelopes not to exceed ten (10) of each to the postmaster at the above-mentioned offices, or Washington, D. C., with a cash or postal money order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only and shall be legibly addressed. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc.

Requests for a supply of uncanceled stamps of these special issues must not be included with orders for first-day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency.

Postmasters at direct and central accounting post offices may obtain limited quantities only of the above stamps by request on the Department, using form 3201-A. Postmasters at district post offices may obtain needed quantities of the stamp by requisition on the central accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

The National Parks stamps were received with great enthusiasm and collectors throughout the country tried to obtain copies at their local post offices shortly after the first day of issue. Because of the terrific demands on the Bureau, it was impossible to obtain a wide distribution in a short time and it was necessary for the Post Office Department to issue the following announcement:—

Third Assistant Postmaster General,

Washington, August 24, 1934.

In response to reports from many post offices with regard to the non-receipt of stamps of the national parks series, postmasters are advised that deliveries are being made as rapidly as the stamps can be manufactured at the Bureau of Engraving and Printing.

The delay during the past several weeks in filling these orders has been unavoidable and everything possible is being done to complete the distribution of the first four denominations of the national parks stamps at an early date.

In view of the conditions, postmasters will please refrain from making inquiries of the Department with regard to shipping dates of unfilled orders, unless the same are long overdue.

C. B. EILENBERGER,
Third Assistant Postmaster General.

Announcement of the description of the four-cent and eight-cent stamps of the National Parks series was made in the following official notice issued September 7th, 1934:—

NEW NATIONAL PARKS STAMPS

Third Assistant Postmaster General,

Washington, September 7, 1934.

Postmasters and employees of the Postal Service are advised that the 4-cent and 8-cent stamps of the national parks series are shortly to be available.

The new stamps are of the same size as those already announced in this series. The 8-cent denomination is arranged vertically, and is enclosed in a narrow double-line border. It is printed in gray-green ink. The central design of this stamp is a reproduction of the "Great White Throne," one of the outstanding examples of the peculiar rock formation in Zion National Park, Utah. Below the picture is the title "Zion" in dark bothic. In a narrow panel with white edges and dark ground along the base of the stamp are the words "U. S. Postage" in white roman lettering. The denomination designation "8c" in dark color is shown in the upper right corner of the stamp.

The 4-cent denomination is arranged horizontally and is printed in brown. The stamp is enclosed in a double-line border, which is widened at the top and bottom of the stamp to form a narrow panel containing small arrowlike ornaments in white on a dark ground. The central subject is a view of the "Cliff Palace," one of the more important ruins of the prehistoric cliff dwellers in Mesa Verde National Park, Colo. At the base of the picture in a narrow panel with white edges and dark background is the title "Mesa Verde" in white roman. In each lower corner are rectangular panels arranged vertically with dark edges and white ground enclosing the large, dark numeral "4." Panels of the same width, with dark ground, extend to the top of the stamp on either side in which, arranged vertically, in white gothic lettering are the words "U. S. Postage" at the left and "Four Cents" at the right.

The new 8-cent stamp will be first placed on sale September 18, 1934, at the post offices in Zion National Park, Utah, and Washington, D. C. The 4-cent stamp will be first placed on sale September 25, 1934, at the post offices in Mesa Verde National Park, Colo., and Washington, D. C. Distribution of these stamps will be made to other post offices as promptly after the above dates as stocks thereof can be printed.

For the benefit of stamp collectors, the 8-cent and 4-cent stamps of the National Parks series will also be placed on sale at the Philatelic Agency, Post Office Department, on the designated first day of sale. Agency patrons are urged to submit a separate order with separate remittances for each of these denominations, if prompt shipment is expected.

Collectors desiring first day cancelations of the 8-cent and 4-cent stamps of this series may send a limited number of addressed envelopes not to exceed ten (10) of each to the postmaster at the above-mentioned offices, or Washington, D. C., with a cash or postal money-order remittance payable to the postmaster to cover the value of the stamps required for affixing. Personal checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from

individual subscribers only and shall be legibly addressed. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc.

Requests for a supply of uncanceled stamps of these special issues must not be included with orders for first day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency.

Postmasters at direct and central-accounting post offices may obtain limited quantities only of the above stamps by request on the Department, using form 3201-A. Postmasters at district post offices may obtain needed quantities of the stamp by requisition on the central-accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

The last two values of the National Parks series were described in the following official notice dated September 25th, 1934:—

NEW NATIONAL PARKS STAMPS

Third Assistant Postmaster General,

Washington, September 25, 1934.

Postmasters and employees of the Postal Servise are hereby notified that the 7-cent Acadia and 10-cent Smoky Mountain stamps of the National Parks series are about ready for distribution and placing on sale in post offices. With the issuance of these denominations, the special series of National Parks stamps will be completed.

Both stamps conform in size to the denominations previously announced, and each is enclosed in a narrow double-line border. The 7-cent stamp is arranged horizontally, and has for the central design a view of "Great Head," a rocky promontory on the shore of Acadia National Park, Maine. At the bottom of the picture is the title "Acadia" in white gothic letters. At each end of the stamp, in narrow upright panels, with dark background, bordered by paneling of lighter shade on either side, and with ornamental devices at the top and bottom, is the wording "U. S. Postage" at the left and "Seven Cents" at the right in white gothic, arranged vertically. Within a circular panel with white ground, bordered by several dark lines in the upper right corner of the space reserved for the central subject, is the denomination designation "7c" in dark color. The stamp is printed in black ink.

The 10-cent stamp is arranged vertically, and has for the central subject a view of Mount Le Conte, one of the outstanding points of interest in Smoky Mountain National Park. In a narrow panel across the top of the stamp, with dark ground, are the words "Great Smoky Mountains" in white roman. In a similar panel at the base of the stamp are the words "United States Postage," in white roman. Resting on the base is a curved ribbon panel, in the central fold of which, on a light ground, is the word "Cents" in dark roman. Immediately above in a rectangular panel with dark ground, is the large numeral "10" in white roman. The stamp is printed in yellow ink.

The new 7-cent stamp will be first placed on sale October 2, 1934, at the post offices in Bar Harbor, Maine, and Washington, D. C. The 10-cent stamp will be first placed on sale October 8, 1934, at the post offices in Gatlinburg, Tenn., and Washington, D. C. Distribution of these stamps will be made to other post offices as promptly after the above dates as stocks thereof can be printed.

For the benefit of stamp collectors, the 7-cent and 10-cent stamps of the national parks series will also be placed on sale at the Philatelic Agency, Post Office Department, on the designated first day of sale. Agency patrons are urged to submit a separate order with separate remittances for each of these denominations, if prompt shipment is expected.

Collectors desiring first-day cancelations of the 7-cent and 10-cent stamps of this series may send a limited number of addressed envelopes not to exceed ten (10) of each to the postmaster at the above-mentioned offices, or Washington, D. C., with a cash or postal money-order remittance payable to the postmaster to cover the value of the stamps required for affixing. Person checks and other postage stamps will positively not be accepted in payment. Covers will be accepted from individual subscribers only and shall be legibly addressed. Compliance cannot be made with unusual requests, such as for the affixing of stamps bearing plate number or the irregular placing of the stamps on the covers, etc.

Requests for a supply of uncanceled stamps of these special issues must not be included with orders for first-day covers. Stamps needed for postage purposes should be purchased at the local post office, but stamps of selected quality for collection use may be obtained on mail orders to the Philatelic Agency.

Postmasters at direct and central-accounting post offices may obtain limited quantities only of the above stamps by request on the Department, using Form

3201-A. Postmasters at district post offices may obtain needed quantities of the stamp by requisition on the central-accounting postmaster.

C. B. EILENBERGER,
Third Assistant Postmaster General.

On September 28th, the Post Office Department announced that with the approval of Postmaster General James A. Farley, the color of the ten-cent Smoky Mountain National Park stamp had been changed from yellow to slate grey. It was reported by the Post Office Department that this color change would give this stamp a more distinct tint and one that is more in artistic conformance with the stamp's central subject view of Mt. Leconte, the outstanding peak in the Park.

The entire series having appeared, collectors were hardly prepared for the Post Office Department announcement that a souvenir sheet of the one-cent Yosemite National Park stamp would be issued as a souvenir of the Trans-Mississippi Philatelic Exposition and Convention which was to be held in Omaha, Nebraska, October 8th to 14th. The official notice dated September 29th, is as follows:—

SPECIAL ISSUE OF 1-CENT YOSEMITE NATIONAL PARKS STAMPS

Third Assistant Postmaster General,

Washington, September 29, 1934.

Postmasters and employees of the Postal Service are notified that the Department has authorized the printing of a special sheet containing six of the 1-cent Yosemite National Parks stamps as a souvenir of the Trans-Mississippi Philatelic Exposition and Convention to be held in Omaha, Nebr., October 8 to 14, 1934.

The stamps will be arranged on the sheet in 2 rows of 3 each. The sheet will be appromixately 3 5/8 inches wide by 3 3/4 inches high, and will be gummed but without the usual perforations. It will be printed in green ink and will bear the following inscription on the four margins: "Printed by the Treasury Department, Bureau of Engraving and Printing, Under Authority of James A. Farley, Postmaster General, In Compliment to the Trans-Mississippi Philatelic Exposition and Convention, Omaha, Nebraska, October 1934."

The special sheet of 1-cent Yosemite stamps will be first placed on sale on October 10, 1934, at the temporary postal station of the Omaha post office to be operated in connection with the convention to be known as the "Trans-Mississippi Philatelic Convention Station." The postmaster, Omaha, will not, however, be authorized to prepare first-day covers of this special stamp sheet.

For the benefit of other collectors, the souvenir sheet of 1-cent Yosemite stamps will be placed on sale at the Philatelic Agency, Post Office Department, beginning October 15, 1934. No cover service will be provided on this date and requests for such service shall not be sent to the postmaster, Washington, D. C., or to the Philatelic Agency.

C. B. EILENBERGER,
Third Assistant Postmaster General.

The initial printing of the Park stamps had been accompanied by an elaborate ceremony at which sheets of the one-cent Park stamps were presented to various officials. When it was decided in February 1935 to make available for collectors duplicates of the presentation sheets, all of the park stamps as well as the souvenir panes were included in the list of twenty issues. These were placed on sale at the Philatelic Agency, Post Office Department, Washington, D. C| on March 15th, 1935 and rmained on sale until June 15th.

The regular perforated issue of the National Parks stamps, among which were included some of the presentation sheets which have been returned for gumming and perforating, remained on sale at the Philatelic Agency till June 30th, 1936.

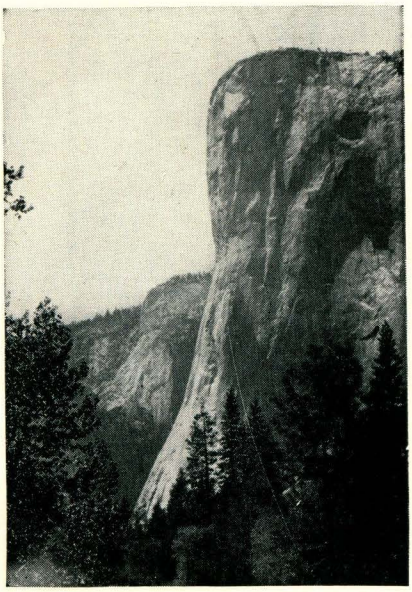
The regular issues were printed from 200 subject plates divided by horizontal and vertical guide lines. For issuance to post offices, the sheets were cut along these guide lines into panes of 50. There were 4 plate numbers on a sheet, one to each pane. On the horizontal designs, the plate numbers were above or below the third vertical row. On the vertical designs, the plate number was

above or below the fifth vertical row of stamps on the left panes and above the sixth row on the right panes.

The souvenir panes were printed in sheets of 120 subjects divided into 20 panes of 6 stamps each. The one-cent plate contained five rows of 4 panes each while the plates of the 3-cent plates contained four rows of 5 panes each.

The duplicates of the presentation sheets made available for collectors were issued in sheets of 200 subjects and in blocks of 4 while the souvenir panes were made available only in full sheets of 120 subjects. All of these were ungummed. The full sheets made available complete arrow and center line blocks as well as blocks showing horizontal and vertical guide lines between. The souvenir panes being issued in full sheets made it possible to obtain pairs or blocks of these stamps showing wide gutters between.

As described under the Wisconsin issue, these stamps were available in two sizes due to the variation in the shrinkage of the paper. In some of the stamps, the variation was so marked that it was easily apparent without the need of measurement.

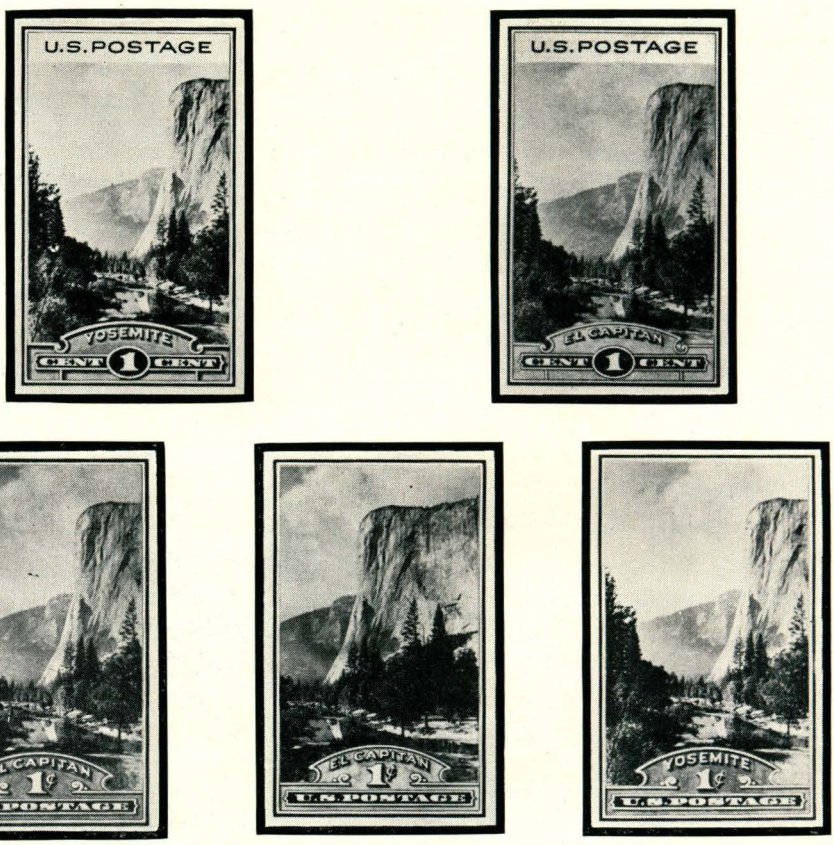


EL CAPITAN—Courtesy of Stamps Magazine.

#740—One Cent, Green. El Capitan. No Watermark. Perf. 11.

Issued July 16th, 1934.

On May 16th, 1934, the Bureau of Engraving and Printing was instructed to prepare a design for this value and several designs were submitted on June 12th, and on June 15th, Postmaster General Farley selected one of those submitted. On June 28th, Postmaster General Farley approved the die proof and on July 6th, printing was started. The stamp was designed by Victor S. McCloskey, Jr. from a photograph of "EL CAPITAN" Yosemite Valley, California, furnished by the National Park Service, Department of the Interior. The vignette was engraved by J. C. Benzing and the frame and lettering by W. B. Wells. The various designs submitted are rather identical showing only a variation in the amount to be included in the vignette as well as minor modifications of the frame design. The accepted design is almost like one of those rejected except for the location of the words "U S POSTAGE" which on the accepted stamp appears at the extreme bottom in an unframed tablet.



Photographs of Original Drawings. Not Used.

El Capitan, one of the scenic marvels of Yosemite, rises sheer above the Mercer River, some 3,600 feet, and at its summit is 7,564 feet above sea level. Composed of granite, it has withstood the erosion of glacial ice which excavated the valley some 2,000 feet deep. The top of the rock has been carved by nature into the semblance of a human face, and it was this resemblance which inspired the Spanish explorers, under Mariposa, to name it El Capitan.

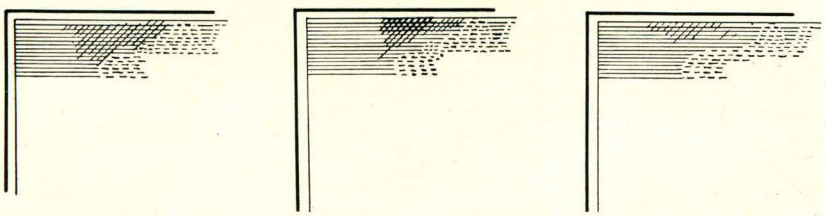
The Indians who liver in the valley believed that the sculpturing was made by Tutokanula, chief of the ancient Ah-wah-nee tribe. Their legend tells how Tutokanula fell in love with an Indian maiden from another tribe. She was known as Tis-sa-ach, and was unlike any other woman Tutokanula had ever seen, being blond and of wondrous fair beauty. They lived together for many days and his infatuation deepened; but when he persisted in begging her to marry him, she disappeared. Tutokanula went out in search of her, and though he roamed over the hills and the valley, he could find no trace of the beautiful blond Indian maiden. His wanderings led him far from his tribe, and he forgot them; but they searched for him until no member of the tribe remained in the valley. When at last Tutokanula returned to find the valley uninhabited, he took his great hunting knife and carved his likeness into the rock, facing westward, to tell his people that he had gone in that direction to continue his search. At the tip of the rock he carved the features of a warrior to guard the gates of Ah-wah-nee. Both may be seen today on the face of El Capitan, and hundreds of tourists to Yosemite Valley hear this legend told by the informative guides.

Eight plates were made and used. Two sheets of this value were found minus horizontal perforations. One was reported having been found in Abilene, Kansas and another in Pennsylvania. The latter reached the philatelic market and was broken up. Two rows of this sheet had been inadvertantly cut along the imperforate gutter which, of course, destroyed their philatelic interest. Definite knowledge is therefore available of eight strips of three and eight pairs.

Shades,—Bright green and green.

Varieties,—a: Position blocks—usual 4 pane position blocks.
b: Plate numbers.
c: Recut.

Plate 21248 lower left #8. The shading lines in the sky just below the frame line near the upper left corner have been strongly recut. This recutting was, no doubt, made necessary in the burnishing out of some plate defect which occurred after the plate had been to press as this position is known without any evidence of a recutting. Shortly after this recut variety was reported, collectors found copies of this stamp, which, while recut, were not as prominent as those previously reported. Close examination revealed that this position had been burnished out and again recut. In the normal state of this position, only three of the diagonal lines in the cross-hatching cross the top shading line. In the first recutting, all the diagonal lines are heavy in the full length and all cross the top shading line. In the second recutting, all of the lines cross the top shading lines, but there are less lines and all are short. This variation causes a difference in the clouds. (Illustrated.)



Three Stages. Stamp #8. Lower Left Plate 21248.

Plate 21247 lower right #19. The horizontal shading lines in the upper right corner above the Mountain has been recut, these lines being much stronger than any others on the stamp. This is more easily seen than the variety mentioned above.

d: Defective Transfer.

Plate 21253 upper right. Numerous stamps in this pane show a defective transfer in the lower left or lower right corners of the stamp.

Plates used: 21246—47, 48, 49, 50, 51, 52, 53.

#751—One Cent, Green. El Capitan. No Watermark. Imperf Sheet of 6.

Issued October 10th, 1934.

These stamps were issued as a souvenir to the Trans-Mississippi Philatelic Exposition and Convention which was held in Omaha, Nebraska, October 8th to 14th, 1934. Following the close of the Exposition, the stamps were placed on sale at the Philatelic Agency, Post Office Department, Washington, D. C| on October 15th. The pane consisted of six stamps arranged in two rows of three stamps each surrounded by a narrow border which contained the following inscription at the left "Printed by the Treasury Department, Bureau of Engraving and Printing," at the top "Under authority of James A. Farley, Postmaster General," at the right "In Compliment to the Trans-Mississippi Philatelic Exposition and Convention," at the bottom "Omaha, Nebraska, October 1934." Plate number 21341.

On September 29, 1934, the Bureau was ordered to print this 1-cent Park stamp in souvenir sheets of six and work was immediately started. On October 3rd, W. W. Howes, Acting Postmaster General approved the layout and on the following day, printing was started. The first delivery was made to the Post Office on October 7th and the stamps went on sale on the 10th. This first delivery consisted of 42,000 panes with an additional delivery of 54,000 on October 9th. In spite of all philatelic controversies in regard to this type of pane, the first day sale was so large that the supply on hand was found to be totally inadequate and it was necessary to send an additional 48,000 panes by air-mail on October 10th. Although additional supplies were sent also by air-mail, on April 11th consisting of 36,000 panes, the first three shipments were found to be sufficient. The first day sale of these miniature sheets totaled 126,000 while the first day's cancellation was said to have mounted to approximately 125,000. The supply on hand being insufficient to supply this need, first day cancellations were held over for the 11th although stamped October 10th. A comparatively small quantity of covers were canceled in Washington on the first day's sale in that City. This was reported as being slightly in excess of 6,700 copies. The anticipated order for these stamps was soon found to be inadequate and additional printings were ordered. Only one plate was made and used. Through the efforts of Arthur E. Owen and H. M. Southgate, the 20 panes on the full sheet were found to be plateable due largely to the position dots in the inscription.

Shades,—Green, bright green.

Varieties,—a: Position dots which make plating possible.
b: Double Transfer.
Pane 20 shows a small double transfer below the left side of the first "S" of "POSTMASTER."

Plate used: 21341.

Quantity issued: 793,551 panes of 6, a total of 4,761,306 stamps.

#756—One Cent, Green. El Capitan. No Watermark. Imperf.

Issued March 15th, 1935.

This stamp was issued in full sheets of 200 subjects as well as in blocks of 4. The sheets were only on sale at the Philatelic Agency while the blocks of 4 were also on sale for first day covers at the main post office, Benjamin Franklin Station, Washington, D. C. Thereafter, all sales were restricted to the Agency. The purpose of these sheets being to duplicate those sheets presented to Government officials, these were only printed with the grain of the paper in the normal direction and there is no recognized variation in the size.

Shades,—Green, bright green.

Varieties,—a: Position blocks.
1. Top, bottom, right and left arrow blocks.
2. Center line blocks.
3. Block with vertical guide line between.
4. Block with horizontal guide line between.
5. Plate number blocks.

b: Plate varieties reported under perforated stamps which were found on the first four plates.

Plates used: 21246—47, 48, 49.

Quantity issued: Blocks of 4,—83,659,—a total of 334,636 stamps; sheets of 200,—14,415 sheets, a total of 2,883,200 stamps a combined total of 3,217,636.

#766—One Cent, Green. El Capitan. No Watermark. Imperf. Pane of 6 Stamps.

Issued March 15th, 1935.

These souvenir panes were issued in full sheets of 120 subjects consisting of 20 panes made up of five horizontal rows of four panes each. As was the case with the other presentation reprints, these were issued ungummed.

These being issued in full sheets, it became possible to have pairs with a wide horizontal or vertical gutter between as well as blocks of four stamps divided by a large horizontal and vertical gutter. It was, of course, also possible to obtain pairs of panes as well as blocks of panes.

Shades,—Green, bright green.

Varieties,—Blocks and panes with gutter between.

Quantity issued: 13,998 sheets of 20 panes each, a total of 279,960 panes containing 1,679,760 stamps.

(To be continued.)

The 1938 Scott Catalog.

There is probably no other event in U. S. philatelic news which annually draws so much interest as the publication of the new edition of the Scott Stamp and Coin Co. *Standard Postage Stamp Catalogue.* The 1938 edition has now been received, and its size has increased noticeably. This is not to be wondered at, however, when it is realized that in the 1938 edition 2,018 major and minor varieties are chronicled, which were not included in the 1937 book. 1937 has surely been prolific in new issues!

The biggest contributor to this imposing array of newcomers is war-torn Spain, which with the stamps of the Rebels and Loyalists included, furnished 152 varieties. Nicaragua came next with ninety-three; Guatemala gave sixty-six; Peru, sixty, and Argentina, fifty.

Of the 168 governments of the world who participated in the enormous output of new stamps, the United States' contribution numbered nineteen.

With the additions in the new catalog, the total number of listings approximates 92,650 mapor and minor varieties released by all governments from May 6, 1840, up to the time the new catalog went to press in August, 1937. There are about 500 more illustrations of stamp designs in the new edition than appeared in the 1937 issue, and there are altogether more than 12,800 stamp illustrations and watermark reproductions, including nearly 350 of the United States.

New characters appearing for the first time on United States stamps were Susan B. Anthony, John Barry, Manasseh Cutler, Stephen Decatur, Nathaniel Greene, "Stonewall" Jackson, John Paul Jones, Robert E. Lee, Thomas MacDonough, David D. Porter, Rufus Putnam, Winfield S. Schley, and Philip H. Sheridan.

New governments are also represented for the first time in the 1938 catalog, as a result of political changes which place them in an independent status: Aden, Burma, French Equatorial Africa (the latter a political merger of Chad, Gabon, Middle Congo, and Ubangi), Bijawar, and the Franco government in Spain.

(Continued on page 280.)

History of the American Postal Service in Porto Rico

By George S. Hill.

Mil. Sta. No. 1—Playa de Ponce



No. 1Ea—First Day Postmark from Porto Rico.



No. 1Eb.

THESE were the first postmarks placed in use in Porto Rico. They were regular, emergency handstamps of the U. S. Railway Mail Service, having seen considerable use at emergency stations and in temporary railway traveling post offices in the States, before being brought to the island; which accounts for their worn appearance. These are known as "skeleton ring" postmarks, being of moveable type with all lettering and numbers changeable. Thus we see that differences in the lettering in the circle do not necessarily indicate a different handstamp. However, the total length of 1Ea is longer than 1Eb, designating two distinct cancelling devices. It should be noted that the numerals in the killers are from different type fonts, but since these were also movable they do not form a distinctive test.

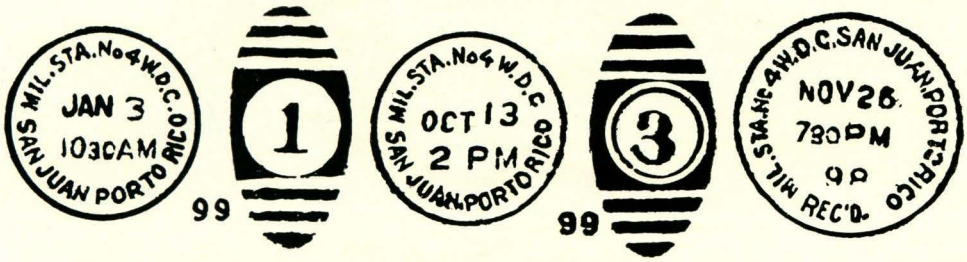


No. 1BS.

Mil. Sta. No. 4—San Juan



4Ea—First Day Postmark of "American" Porto Rico.



Nos. 4K1, 4K3, 4BS.

San Juan, in the Department of Bayamon, was the capital of Puerto Rico and the seat of the postal administration under Spain. The city was built on a long narrow island on the North Coast, separated from the main island by a shallow arm of the sea. Its clean, well kept streets were dominated by the Morro Castle. San Juan was an important cable station, the terminus of the military highway and the island's principal railway center.

The protocol, forming the basis of peace negotiations, was signed at Washington on August 12, 1898 by Secretary Day and Monsieur Cambon, the French ambassador, acting for Spain. On this date the Castilian forces occupied the northern half of the island, strongly entrenched in the mountainous country, with the Americans facing them in the south. Under the terms of the protocol, no further progress toward conciliation could be made until peace commissioners negotiated details. President McKinley appointed representatives to arbitrate in Paris and others to meditate in Puerto Rico and Cuba. Maj.-Gen. John R. Brooke, Admiral Winfield S. Schley and Brig.-Gen. W. W. Gordon were appointed for Puerto Rico. Gen. Brooke was in command at Guayama while the other two commissioners were in the States. The latter were to come directly to San Juan by sea, it having been decided that they and Brooke would consult with the Spanish delegates there. Gen. Brooke decided to go to San Juan, overland, by the great military road. He received telegraphic permission from Captain-General Macias to come through the Spanish held territory.

Brooke determined to impress the Spaniards with the quality of the American forces and was attended by a considerable cavalcade. In addition to his personal staff, he was accompanied by two troops of cavalry, forty army wagons, drawn by two hundred and forty of the mules that made Missouri famous, a detachment of infantry as guard for the wagons, four ambulances loaded with civil attaches of his headquarters, probably including postal employees, and four carriages crowded with "the gentlemen of the press". It was to be a "progress"

in the best Elizabethan tradition. On the morning of Saturday, September 3, 1898 the expedition started from Guayama. Ten miles out were the Spaniards, intrenched at Pablo Vasquez. Passing through their lines under a flag of truce the Americans were in enemy territory. The first day's journey ended at Cayey. The detachment of picked men and animals was a constant source of wonder to the "Puertoriquenans". "Gran hombre, gran caballo!" ("Big men, big horses!") was heard all along the route. Rightly so, the natives considered the big mules the most formidable of the invaders, four or five of whom could be depended on to put back their ears and give their temperamental hoof and mouth performance at each stop. If the Puerto Ricans and Spaniards were impressed by the cavalcade, the Americans were equally impressed by the Spanish troops. They found the Castilian force here the best under that flag. These were no ill-fed, fever wracked troops such as they had seen in Cuba. Puerto Rico's salubrious climate made it the most desirable appointment in the Spanish Colonies and consequently only the best regiments were sent here. The fortifications manned by these men in the mountainous country, they had traversed, compelled the admiration of the American soldiers and officers in the "progress". Forcing the mountains might have been an expensive business.

The second day's travel brought them to Caguas. The third day's (Sept. 5th) march took them to the suburban city of Rio Piedras, nine miles from San Juan. Here the Americans went into a permanent camp. Two or three days later the other two commissioners arrived on the transport *Seneca*. The U. S. S. *New Orleans* which had been blockading the port before the armistice was also in the harbor.

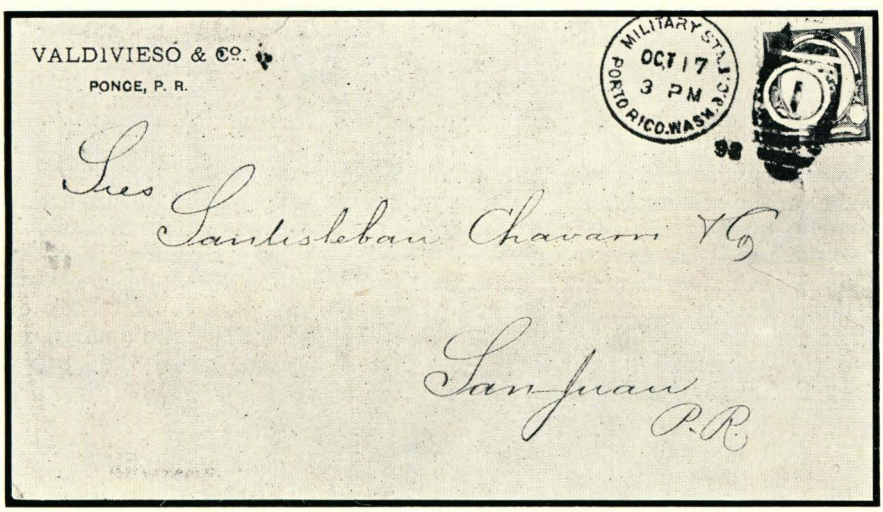
On September 6, 1898 the Postal Commission, accompanied by a staff of 14 postal employees, landed at San Juan from New York. They called on the Administrador General des Correos—Don Jose Octaviano de Herrera—who courteously furnished them with all possible information regarding the Spanish postal system. Mil. Pos. Sta. No. 4 had been ordered established here on August



Early Flag of Truce Letter, Passed Through the Lines at Pablo Vasquez.

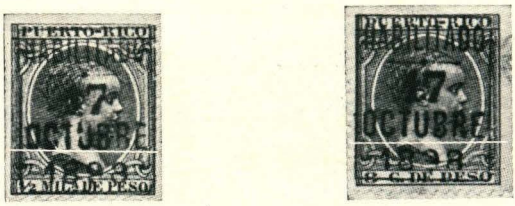
23, 1898 but couldn't have been opened before September 5th when Brooke's force arrived at Rio Piedras. There is some possibility that it was started there by one of the postal employees accompanying Brooke from the south. On the other hand it may have been opened, by the postal commission, in the Hotel Inglaterra, in San Juan, where the armistice delegation had its headquarters. The postal commissioners definitely infer that there was no U. S. post office at either San Juan or Rio Piedras before they landed. The military office could, of course, only have been for the use of the American troops, peace delegates and postal commission up until October 18, 1898. The Spanish post offices in both these places functioning up until that date.

The earliest postmark of Mil. Sta. No. 4 that I have seen, however, is one of October 18th—Transfer Day. Mails were exchanged between Robinson at Playa de Ponce and San Juan, over the military road via routes 1 and 1a as early as September 16th, passing through the lines at Pablo Vasquez, under flag of truce, apparently. Later in the month, mails from Ponce were sent by the roundabout route via Utado, perhaps to have them carried over American territory as far as possible. On October 1st, Robinson secured authority to employ a mail messenger between Ponce and San Juan and reverted to the old route over the great military road. On October 17th the last mail to travel over this route under Spain left Ponce. As far as Caguas the route was American but beyond this it was Spanish. This was the last Spanish mail in Porto Rico. It arrived in San Juan on Transfer Day.



Last Spanish Mail.

The three peace arbitrators having arrived in San Juan they proceeded to confer with those of Spain and plans for the Spanish evacuation were drawn up. This was completed and a day fixed for transferring the island. U. S. naval vessels and transports had by now entered the harbor. On October 18, 1898 at 11 o'clock the 11th Infantry, with a part of the 5th Artillery, landed. As the town clock struck noon the American flag was hoisted over the city and Puerto Rico was American.



Bogus Transfer Day Surcharges With Wrong Date.

The U. S. did not become responsible for mail service over the entire route—Ponce to San Juan—over the great military road, until this day. A public building was occupied by the military postal station, apparently on this same date. No rent was paid for this, the Municipality agreeing to assume it. About November 15, 1898 Robinson transferred his headquarters to San Juan and inaugurated the "Department of Posts".

Mil. Sta. No. 5—Coamo



No. 5.

An interior city in the Department of Ponce, being the first place of importance on the military road beyond Ponce. It ranked third in importance in its department, having about 6,000 inhabitants. Situated in a district of mineral and hot springs it has famous baths. Gen. Wilson's force captured it on August 9, 1898. The Spaniards made a stand before the city but an American regiment, by making a night march, outflanked them, causing them to fall back on the Aibonito field fortifications in considerable disorder. The municipal post performed the only mail service available, from that time until the opening of Military Postal Station No. 5 on September 9, 1898.

Mil. Sta. No. 6—Utuado



No. 6.

An inland town, in the west central part of the island, in the Department of Arecibo. It was occupied by the Americans on August 30, 1898. The military postal station was opened on September 9, 1898.

Mil. Sta. No. 7—Yauco



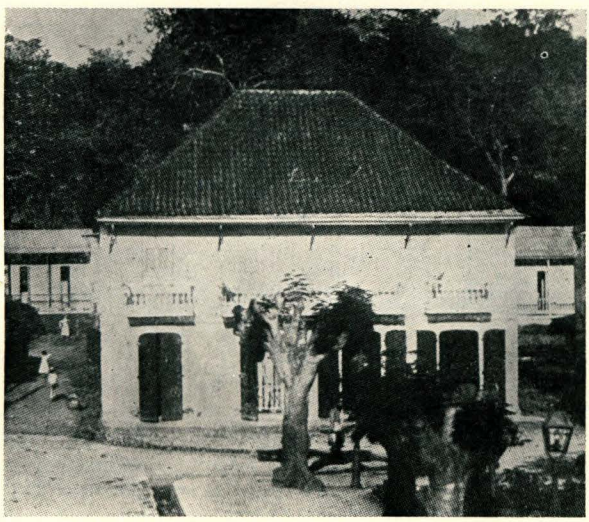
No. 7.

Second city in the Department of Ponce, close to the western part of the south coast, it had a population of about 8,000. It was the terminus of the railroad to Ponce which ran via Guayanilla and Tallaboa. A good road led to its port, Guanica, about five miles away. This was the first considerable place captured by the Americans, being taken on July 26, 1898, on an advance from Guanica by the 6th Mass. and a company of the 6th Ill.

It was originally intended to open Mil. Sta. No. 3 here on August 23, 1898 but the office was opened at Mayaguez instead. The municipal post operated from about August 4th until Mil. Sta. No. 7 was established here on September 9, 1898.

Mil. Sta. No. 8—Juana Diaz

In the Department of Ponce, on the military road, 8 miles from Ponce and 12 miles from Coamo, it had about 4,000 inhabitants. It had forest trails over which pack trains brought coffee and tobacco from Barros and Utado. At the time of the American occupation there were only about 25 houses in the place so that the population must have been scattered over the rural area. It was occupied on August 6th or 7th, 1898 when the district south of Coamo fell into the hands of the Americans. The municipal post operated in the interval until the military postal station was established here on September 9, 1898 as "Juan Diaz". This error was repeated in the postmark and U. S. postal lists give it the wrong form as late as April 1899 when it was corrected. The wrong form is again found in the June 1, 1899 list.



Military Postal Station at Aguadilla.

Mil. Sta.—Aguadilla



No. 9.

A city at the north western corner of the island, in the Department of the same name. It was a seaport with an excellent, deep water harbor, sheltered from the trade winds. A considerable business was done here serving a rich sugar and coffee district. The railway from Hormigueros which came via Aguada, Rincon, Anasco and Mayaguez, terminated here.

It came under American postal observation before the establishment of the military postal station. On September 18, 1898 a native Puerto Rican mail messenger was appointed by Robinson to carry the U. S. mails between Mayaguez and Aguadilla and assist in the Aguadilla post office. On September 22, 1898 another native was appointed U. S. postal clerk and interpreter and stationed in the Aguadilla post office on that date, where he served until the establishment of the military postal station at Arecibo, on October 1, 1898, where he was transferred.

The military postal station branch, of the New York post office, here at Aguadilla, was not opened until October 1, 1898. Instead of taking the old postal building new quarters were occupied on the lower floor of a building, very conveniently situated on the plaza, which they shared with the U. S. Signal Corps engaged in operating the telegraph service.

Mil. Sta.—Aibonito



No. 10BS.

A municipality of 3,000 population in the mountains of Ponce Department about 13 miles from Cayey. It was the highest town on the island and was on the military road. The territory south of here was occupied by the Americans on August 6-7, 1898, but the town had not been captured at the time of the armistice on the 14th. Its field fortifications were the first strong point in the Spanish scheme of defense, west of Cayey, on the military road. At the cessation of hostilities the Americans of Gen. Wilson's command were facing these works. On September 25, 1898 they entered the town. The military postal station was not opened until December 1, 1898.

Mil. Sta.—Arecibo



No. 11.

Principal town on the north coast, west of the Capital, with which it had rail connection. Situated in Arecibo Department, it was called a seaport, although it was some distance from the shore. Its harbor was treated by steamers as an open roadstead having no protection from the N. E. breeze. It was the natural outlet for the north western third of the island. The products of Adjuntas, Barceloneta, Camuy, Hatillo, Lares and Utado all came through here although retarded by bad roads. The coastal railroad ran through to Camuy, a short distance to the west. The military postal station was opened here on October 1, 1898, before the entry of the American forces, probably having been established by the commission acting from San Juan, rather than by Robinson acting from Ponce. The army moved in on Oct. 9, 1898.

Mil. Sta.—Bayamon

A center of sugar cultivation in Bayamon Department not far from San Juan. It was occupied by the Americans on Transfer Day, October 18, 1898. The military postal station was opened on January 1, 1899.

Mil. Sta.—Caguas



No. 13.

An interior town, on the military road, in the east central part of the island, in Guayama Department. It was a station of the Ponce to San Juan postal coach route. It was notably pro-Spanish in sympathy and strongly garrisoned by the Dons. It was occupied on October 6, 1898 by the Americans. The military postal station was established on December 1, 1898.

Mil. Sta.—Camuy

This town on the north coast, near Arecibo City, in Arecibo Department, was important as the terminus of the North Coast railway from San Juan. It was occupied by the American army on September 29, 1898. On October 18th,

two native mail messengers were appointed by the committee to carry the U. S. Mails on the railroad between here and San Juan, considerably anticipating the establishment of the military postal station which was not opened until January 1, 1899.

Mil. Sta.—Cayey

A inland city, in the south eastern part of the island, in the Department of Guayama. Situated in a valley in a mountainous region it was the important junction point where the great military road from San Juan to Ponce intersected the end of the smaller one running over the mountains to Guayama. The population was almost exclusively native Puerto Rican, not very pro-Spanish, but dominated by a strong garrison of Peninsular troops. On the suspension of hostilities, on August 14th, the Americans of Gen. Brooke's command were facing the Royal forces at Pable Vasquez on the road to Cayey. The city was occupied by the Americans on September 25, 1898. The military postal station was opened on December 1, 1898.

Mil. Sta.—Fajardo



No. 16.

Situated at the northern corner of the east coast, in the department of Humacao, its harbor was little more than an open roadstead, being on a channel sheltered by a group of small islands. It came under American domination early in August, 1898 and has the unique distinction of being the only town to be recaptured by the Spaniards. On August 9th the Spanish troops advancing to attack the lighthouse at Cape San Juan (not to be confused with San Juan City) entered Fajardo and hauled down the American flag. Although they were repulsed by the naval forces at the Cape, Fajardo does not seem to have been re-occupied until September 29, 1898. The military postal station was established here on December 1, 1898.

Mil. Sta.—Humacao



No. 17.

The most important city on the East Coast being situated at the center of that shore, in the Department of Humacao. It was the center of a rich, hilly, agricultural district and did a good, local trade. It was somewhat back from the sea and had its port at Punta Santiago. It was occupied by the American army on September 22, 1898. The military postal station was opened on October 1, 1898. The old Spanish Posts and Telegraphs building was taken by the U. S. Signal Service and the part reserved for post office business given to the military postal station. The rent for this was paid to the "top kick" of the Signal outfit. He knocked 40% off the old Spanish official price and got the business. A "sargento" could make money in those days, too!

Mil. Sta.—Lares

An important internal road junction in the north western part of the island, in Aguadilla Department, about 20 miles from the sea. The military postal station was opened here on October 1, 1898 probably by the committee acting from San Juan. Apparently not occupied by the Americans until October 18, 1898.

Mil. Sta.—Rio Piedras

In the Department of Bayamon, across the bay from San Juan, it was somewhat inland. Being on the North Coast railroad it served a sugar cultivation district. Gen. Brooke's "progress" arrived here on September 5, 1898 and encamped. Mil. Sta. No. 4—San Juan may originally have been established at the camp here, although there is considerable doubt as to that. The actual military occupation of the district did not take place until October 13, 1898. The military postal station "Rio Piedras" was opened January 1, 1899.

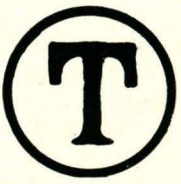
Mil. Sta.—San German

An inland town in the south western part of the island with about 6,000 population. It was in the Department of Mayaguez in a region of coffee and sugar fields. The municipality was occupied on August 9, 1898 by Gen. Schwan's command. The municipal post operated here for a while preceding the opening of the military postal station which was established on January 1, 1899.

Mil. Sta.—(Isabel II, Isla de) Vieques

The island of Vieques was a Sub-department of Humacao and under Spain was used chiefly as a military penal station. Its principal industry was horse raising, in addition to the usual sugar and tobacco. Its population was about 5,000 and it had an area of about 130 square miles. Punta Santiago, the port of Humacao, about ten miles away, was the base of supply for Vieques, mails being carried in two sailing schooners which were continued in use under the military system. Another line supplied service from Vieques to the neighboring islands of Culebra and Culebrita but these post offices were not continued under U. S. administration. Vieques was occupied on September 19, 1898 and garrisoned by a company of U. S. Infantry. The military postal station was opened on January 1, 1899.

Miscellaneous Postmarks



No. ST.

Under Spanish administration this marking was sometimes used to cancel stamps used to prepay telegrams in the postal-telegraph service. In the three international exchange offices it was used to designate unpaid or partly paid letters dispatched overseas in accordance with Universal Postal Union regulations. A number of these markings seem to have been "captured" by the Americans. Some were used, by them, as ordinary supplementary "killers" while others appear to have used them as postage due markings. I have one on the 2c Trans-Mississippi, struck centrally on the stamp, so that it has the appearance of having been postmarked in the sheet. I wonder, if perhaps, some postmaster did not postmark them ahead of time for use as provisional postage dues stamps after the manner of Cuba, Hungary, Poland, etc.?



No. SR.

These "captured" markings were used to designate registered letters under the Spanish regime. It was continued in this use as a "killer" by the military posts and later by the "Department of Posts" being found on both U. S. and overprinted stamps.

Carriers

There was no free delivery service in the military postal system. The former, native carriers were required to file a request in the army postal stations, signed by those citizens who wanted to continue to have their mail matter delivered by them. The postal committee recommended that they be permitted to continue to operate under the old system of collecting fees from the addressees at offices where the free delivery system was not to be introduced under the "Department of Posts" scheme. It further urged that special delivery service be introduced with the "private letter carriers" used as messengers.

Railway Mails

The railroads were built by a French company whose charter called for a line completely girdling the shores of the island. This had been only partially completed, largely due to lack of funds. The roads seem to have been a compromise between standard and narrow gauge. Under the U. S. military system they continued to carry the mail free, in a special car, as they had done under Spain. The sections from Martin Pena to Carolina and between Mayaguez and Hormigueros were, however, not being used postally.

Steamer Service

At the outbreak of the war all U. S. ocean mail carrying contracts for Cuba, Puerto Rico and the Philippines were cancelled so that the Post Office Department was compelled to rely on transportation furnished by the War Department. Its transports sailed direct from New York to San Juan but since they returned via Cuba the mail time from any Puerto Rican port to New York was ten to twelve days. Of course, mail came from Cuba and other West Indian places and Europe by neutral lines, and was probably also dispatched the same way.

Stamps

The following stamps were probably issued in Porto Rico between August 3, 1898 and March 15, 1899 when the "Independent Department of Posts of Porto Rico" began to function:

Unoverprinted U. S. Stamps

ORDINARY

Issue of 1895

Cat. No.
268 3c purple (Jackson)
269 4c dark brown (Lincoln)
271 6c dull brown (Garfield)
272 8c violet brown (Sherman)
273 10c dark green (Webster)

Issue of 1898

279 1c green (Franklin)
279b 2c carmine (Die III)
280 4c rose brown (Lincoln)
281 5c blue (Grant)
282 6c lake (Garfield)
282c 10c brown (Webster)

TRANS-MISSISSIPPI

285 1c dark yellow green
286 2c copper red
288 5c dull blue

SPECIAL DELIVERY

Issue of 1895

1894 10c blue

DUES STAMPS

Issue of 1895

2245 1c deep claret
2246 2c deep claret
2248 5c deep claret
2249 10c deep claret

ENVELOPES

Issue of 1887

2c green

Issue of 1895

1c dark blue
5c blue

POSTAL CARDS

Issue of 1891

PC11 1c blue library (Grant)

Issue of 1897

PC14 1c black regular (Jefferson)

Issue of 1898

PC15 1c black regular (Adams)

Issue of 1879

PC6 2c blue foreign

Issue of 1898

PC16 2c black foreign

Issue of 1892

PC50 & PC51 1c reply

Issue of 1893

PC52 & PC53 2c foreign reply

Issue of 1898

PC54 & PC55 1c reply

Ponce Issue of Aug. 4, 1898

201 5 centavos violet, imperforate, handstruck.
—— ditto, stamped envelope. This is more readily identified in unused condition. 142x110 m.m.

Coamo Issue of Aug. 13, 1898

200 5 centavos black, imperforate, type set. 10 sub-varieties showing 4 different types of numerals.

The use of Spanish Puerto Rican stamps in the central and northern zones continued until October 18, 1898. They were not, however, finally demonetized and forbidden until October 27th.

Telegraphs

As there was no provision in the organic law for the U. S. Post Office to operate the telegraph system, formerly conducted by the Spanish "Department of Posts and Telegraphs", it was operated by the U. S. Signal Corps. One of the reasons certain smaller places had been able to have a post office under Spain, but not under the U. S., was that the Spanish postmaster had also had charge of the telegraph, so that the combined receipts of the two services frequently paid his salary and sometimes showed a profit; which could not be done with postal business alone.

Post Routes

The following are the lines that served the posts under both Spain and the American military system. All year dates are 1898.

1.—Ponce via Coto del Laurel (Aug. 6), Juana Diaz (Aug. 6-7), Coamo (Aug. 9) to Aibonito (Sept. 25) along part of the great military road. Service was by coach. The military took over the part between Ponce and Coamo on August 6-7, 1898.

1a.—Aibonito (Sept. 25) via Cayey (Sept. 25), Caguas (Oct. 6), Rio Piedras (Oct. 13) and Santurce to San Juan (Oct. 18), covering the balance of the great military road. Service was by coach.

2.—Rio Piedras (Oct. 13), via Carolina, Canovanas, Rio Grande and Luquillo to Fajardo (Sept. 29), by horse back along the eastern part of the north coast.

3.—Caguas (Oct. 6), via Gurabo, Juncos and Las Piedras to Humacao (Sept. 22), by horse back through the center of the eastern end of the island. The road was almost impassable.

4.—Cayey (Sept. 25), to Guayama (Aug. 5), by horse back over the smaller military road.

5.—Ponce, via Salinas to Guayama (Aug. 5) by the military.

5a.—Ponce to Santa Isabel, service by the Mayor of Santa Isabel. Performed by coach over very bad roads.

6.—Guayama (Aug. 5) via Arroyo, Patillas, Maunabo, Yabucoa to Humacao (Sept. 22), skirting the southern half of the east coast. Performed by horse post over very bad roads. This service was by the municipal post except between Maunabo and Patillas which was provided by the army.

7.—Humacao (Sept. 22) via Punta de Santiago, Playa Naguabo, Naguabo and Ceiba to Fajardo (Sept. 29), by horse back, skirting the northern half of the east coast, over bad roads.

8.—Ponce to Playa de Ponce (2 miles).

9.—Ponce via Guaraguao, Adjuntas (Aug. 30) and Utuado (Aug. 30) to Arecibo (Oct. 9), crossing the western half of the island from north to south. Service from Ponce to Adjuntas was by wagon over a good road. The balance being bad was done by horse back.

10.—Yauco (July 26) via Sabana Grande, San German and Cabo Rojo to Mayaguez (Aug. 12) crossing the south western corner of Puerto Rico. Road from Cabo Rojo to Mayaguez was excellent, balance very bad. Horsemen and ox carts carried the mail.

11.—Camuy (Sept. 29) via Quebradillas and Isabella to Aguadilla, by coach skirting the north western corner of the island, over bad roads.

12.—Aguadilla via Moca to San Sebastian over a modern highway thence to Lares and Utuado (Aug. 30) by a poor road. This crossed the western end of the island from west to east and was by horse post.

13.—Aguadilla via Lares and Pajuil (no post office) to Arecibo, being a small connecting route, by horse back over bad roads.

14.—Manati via Ciales to Cialitos by foot post.

15.—Punta Santiago to Isla de Vieques (Sept. 19), by sailing schooner.

The dates are those of the American occupation. Robinson was given authorization to use these routes, as the districts in which they were located gradually came under American control, when on August 18th he was instructed "on letters addressed by citizens from one town to another on the island . . . let these letters go forward by native carriers duly authorized and without expense to the Department." The carriers here referred to were the "public carriers" or native contractors who performed the inter-town mail service under Spain and are not to be confused with the city letter carriers. American physical control of a complete route was usually later than the dates given, unless

otherwise noted. After the island became American, and the Spaniards had left, the compensation paid to the native contractors seems to have been back dated to the time of the American occupation, as given, as a form of indemnity to them.

Mail was exchanged between military stations, on the island, in jute bags sealed with sealing wax as insufficient American style locked equipment had been received to care for them. Steel locks and leather bags were found unsuited as they quickly decayed in the damp climate, with its heavy rainfall.

It was also found necessary to employ interpreters at various offices so that on November 21, 1898 Robinson had 3 postal agents, 6 railway mail clerks, 28 ordinary clerks and 4 translators.

Currency

Puerto Rico's garrison was financed by a levy on that Spanish treasure house, the Mexican Treasury. In 1810 Mexico revolted and this source was closed. Paper script was issued which rapidly brought on a financial crisis. About 1815, mutilated Spanish coins (bits) of Venezuela were introduced and served until about 1857 when Spanish silver was issued. Dominican coins were made legal tender ten years later, followed by recognition of Mexican silver and U. S. gold. By Royal Proclamation of December 14, 1895 special distinctive coinage for Puerto Rico, on a par with Spanish currency replaced the Mexican and Spanish silver. The copper coins of Spain were not replaced but continued to circulate. There was no government paper money. Notes of the Banco Espanol de Puerto Rico, similar to our former State Bank issues, were the only bills.

At the beginning of the American occupation the military authorities fixed an arbitrary rate of exchange, between the U. S. dollar and the Puerto Rican peso, of one U. S. dollar to two pesos. Although the metal of the latter was worth less than 50 cents, its market value was far nearer 75 cents, U. S. Merchants would not accept American money at this figure. The custom houses and military postal stations started to encourage this ratio by accepting dollars at two for one and paying out coins at the same rate. The result of this was that everyone who had a U. S. dollar hurried to these places to have it redeemed for Puerto Rican pesos. Looked at from the other side, this worked a hardship on people who had to purchase U. S. postage stamps with pesos. An intra-island letter now cost 4 centavos (2c U. S.) instead of the pre-war Spanish rate of 3 centavos. In the latter part of 1898 the private rate of exchange varied from P 1.75 to P 1.40 for the U. S. dollar and was steadily declining. American soldiers and civilians were compelled to take whatever rate merchants thought fit to give them. The custom houses and post offices soon saw the error of their ways and restricted the two for one rate to soldiers and postal employees, but soon found they could not obtain enough pesos for even this. In the interior U. S. money was not accepted at all. After the evacuation Spain apparently started to redeem the Puerto Rican currency at par with its own and this held it up on the international market.

Finally, some action was imperative so General (Military) Order No. 30 was issued at San Juan on March 8, 1899 by Adjutant-General Henry which declared both American and Puerto Rican currency to be legal tender and fixed the following rate:

60c U. S. equal to 1 peso silver
$1 U. S. equal to 1.66⅔ pesos

This was in accordance with the order of the President of January 20, 1899.

An ingenious idea to have coins struck, lettered "one peso" on one side and "60 cents, U. S." on the other, was evolved to foster this ratio; but was not adopted.

Privately, the rate still varied somewhat from P 1.63 in June 1899 to P 1.68 in September 1899. The Foraker Act, on April 12, 1900, provided for the retirement of the Porto Rican coinage at the rate of 60 cents U. S. for each peso, since when U. S. currency has been the only legal tender.

THE MUNICIPAL POSTS

As the American forces took over Ponce and advanced into the hinterland the Spanish postal system in these districts disintegrated. Some of the postal employees retreated with the Castilian forces while others decided that their jobs had ceased with the loss of Spanish jurisdiction. There even seems to have been an effort to destroy the postal and telegraph equipment by these men. The steps the Americans would take when they began to authorize an administration to conduct civil affairs in the captured territory was an unknown quantity to the Puerto Ricans. They naturally supposed that their jobs would be given to imported carpet baggers after the usual military procedure in other countries. They did not know that the United States Army would try to restore the civil administration along its old lines with natives in all but the key positions, pending later civil Americanization which would restore it still more to the natives.

The military postal station at La Playa de Ponce was opened August 3rd. Ponce, proper, had no military service until September 17th. There was no army service between the two places until that date. No field post offices were established in the other towns where the municipal posts operated until September 9th when offices were opened at Coamo, Juana Diaz and Yauco. San German did not receive military service until January 1st, so that there was actual need for the functioning of the municipal posts.

In Puerto Rico the word "Municipality" had a specialized meaning. It included not only the city or town but the neighboring hamlets, farms, pastures, forests, waste land, mountains and swamps. It corresponded roughly to the American county. The municipal posts were not in any sense local posts but were an auxilliary postal system bridging the gap from the collapse of the Spanish posts to the introduction of the army postal service routes. They operated by authority of the military government and existed only in the territory occupied by the American forces.

Ponce

The editors of the *American Journal of Philately* were shown a document which they reproduced in Vol. XVII, Second Series, of Oct. 15, 1904, which seems to have been the actual manuscript submitted by the Mayor of Ponce, on this subject, which I give below:

"Approved:
By command of Major-General Wilson
(Signed) Tasker H. Bliss,
Lieutenant-Colonel and Chief of Staff."

"To be published in the periodical The New Era for information (of the public)."



Fac-simile of the Ponce stamp.



Seal of the Alcaldia Municipal.

"Ponce, August 1st, 1898."

"To the Honorable General commanding the Army."

"Sir:—"

"The important postal service between this and the other towns of the island was entirely interrupted from the moment at which, on the departure of the Spanish army, all the employees of that government gave up their positions, rendering useless all the apparatus of the telegraph and postal stations. There is no need for me to point out the importance and necessity of re-establishing these services, seeing that your Excellency is fully aware of it. This petition is addressed to you only to request your honorable authority for and acquiescence in the establishment of a provisional postal service between this city and the towns in which the sovereignty of the American Government is being recognized or established. For which reason I propose to your Excellency to be good enough to give your approval to the following:

1.—The corporation of Ponce would establish a postal service between its town, (and) La Playa, and the towns of Adjuntas, Penuelas, Guayanilla, Yauco, Sabana-Grande, San German, Juana-Diaz and Santa Ysabel.

2.—The service will be extended gradually to the other towns which the American army may take or with which, by a spontaneous recognition of American sovereignty, the exchange of correspondence may be possible.

3.—The Mayor of Ponce will dictate the arrangements necessary for the safety and regularity of the service, coming to an understanding for this purpose with the authorities of the towns to which it may be extended.

4.—To provide for the expenses or part of them, occasioned by the service the Mayor of Ponce is authorized to issue a stamp of the single value of five cent(avo)s—bearing in its upper portion "POSTAGES" and in its lower portion "CORREOS" and in the center "5 cts."—stamped on ordinary paper and over it another rubber stamp of the present special seal of the Mayor, which bears the coat of arms of Spain; which stamp shall be charged for on each letter with a maximum weight of 15 grammes.

5.—Also for the same purpose of paying the expenses caused by the postal service, the Mayor of Ponce shall make arrangements or agreements with the other Mayors or corporations (municipalities) which may make use of the postal service.

6.—This postal service shall exist only until the complete organization of the service which the Government of the United States is establishing, by means of its delegates, for its creation is intended to answer the need of the moment, so that mercantile relations between the towns be not interrupted."

"Very Respectfully,

(Signed) R. M. Colon
Mayor of Ponce."

"Ponce, P. R. Aug. 2, 1898."
"To attend to the duties of the local Administrador of Posts, by this document created and authorized, I appoint D. Julio Mirailla y Ortez, a person of responsibility and competency. (signed) R. M. Colon."

(The following is also given as being taken from the newspaper *New Era*, dated August 4th, 1898, in which it appeared as an advertisement:)

"Being duly authorized by Major-General Wilson, the Mayor has established provisionally a postal service between this city and the following towns:

Adjuntas
Penuelas
Guayanilla
Yauco
Sabana Grande
San German
Santa Isabel and
Juana Diaz

To provide for the expenses which it may cause, there shall be paid for each letter, on depositing it in the letter room situated in the Public Library on the lower floor of the Town Hall, five cent(avo)s. To the carriers of correspondence from house to house one cent(avo) for each letter is to be paid. Newspapers free. Hours of departure and arrival of the mails:—

Leave Ponce.	Arrive at Ponce.
Adjuntas, 3 p. m.	3 a. m.
Guayanilla 4 p. m.	8 p. m.
Juana Diaz 7 a. m.	9 a. m.
Sta. Ysabel 3 p. m.	Midnight.

Naturally, correspondence should be in the letter box at least half an hour before the hour for departure."

The stamp of Ponce appears to exist in three forms:

1.—As an adhesive stamp struck by hand, in violet, on white wove paper, imperforate. The paper is somewhat yellowish which may have been caused by the damp climate. The original order, the rubber stamp die and the original municipal control seal seem to have been in philatelic hands as early as 1902 and are probably still there. The seal used as a control on the stamps was similar to the one illustrated but had the Spanish coat-of-arms in the center. A portion appeared on each stamp.
2.—As a stamped envelope on white wove paper, envelope size 142x110 m.m. (A. J. of P., Nov. 15, 1904—Vol. XVII—Second Series.)
3.—As a **paid** handstamp. Also found struck on U. S. postage stamps, to pay the postage on letters forwarded through the military system after having travelled over the municipal routes. It seems that the latter kept a supply of U. S. stamps on hand as a convenience to their patrons. After such a letter was stamped with a U. S. stamp the municipal postage fee was apparently paid in cash and the Ponce handstamp struck over the official government adhesive. It is also stated that the first supply of U. S. postage stamps obtained by the Ponce municipal post was surcharged with this rubber stamp.

Coamo

Gen. Wilson's force entered Coamo on August 9th, 1898. The Spanish post office employees had abandoned their posts on the approach of the Americans and Wilson gave the Mayor an official authorization to open up postal communications with the rest of the occupied zone. He was further allowed to charge 5 centavos for each letter to pay the expenses of the service. Local letters were to be charged 2 centavos. The stock of Spanish issues must have been removed by the retreating Spaniards for we are told that no stamps were



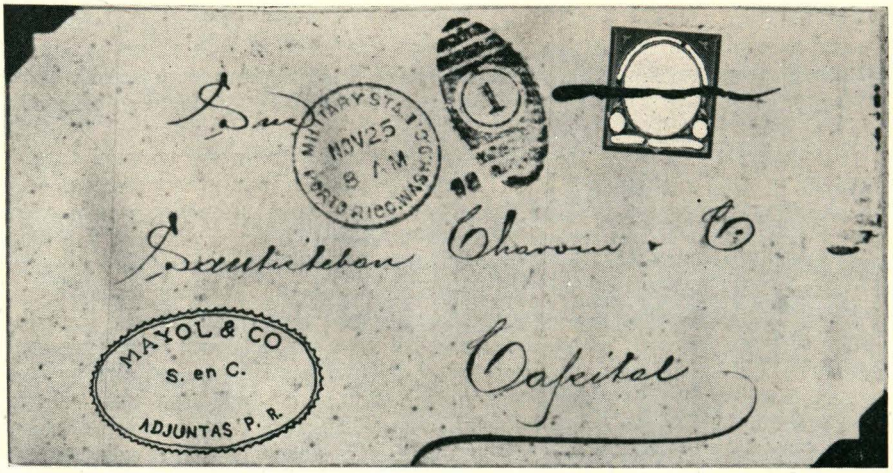
Coamo Stamps.

available. The local print shop was instructed to prepare an emergency issue. As a check against the honesty of the printer and further to prevent counterfeiting the mayor had a rubber stamp impression of his name, "F(lorencio) Santiago" struck over them so that each impression covered two stamps. The stamps were imperforate and type set, having a brownish, unevenly applied gum. They were printed with ordinary black ink, in sheets of ten. For the figure "5" four different type fonts were used. Additionally, each stamp in the sheet of ten is different from its neighbors as our illustration shows. It is stated that only 500 copies were printed, 144 being used and the balance rescued by philatelists in unused condition. This is disputed, it being claimed that more were secured by collectors. These stamps were in use from August 13, 1898 until September 4, 1898, when ordinary U. S. stamps superseded them, by order of Robinson. On September 9th the military station replaced this office.

It is interesting to note that this stamp, worthy in every way of catalogue recognition, probably received that listing through a misinterpretation of evidence. A cover bearing a pair of these, addressed to California, was mailed at Coamo. Passed over to the military station at La Playa de Ponce, the stamps were postmarked with the latter's type 1 postmark and the cover was ultimately delivered in California with no postage due assessed. It then came into the possession of a Massachusetts dealer and was illustrated in *M. W. S. N.*, vol. 16, page 90. This appears to be the evidence on which the stamp was admitted to the catalogue. Most collectors are aware that it is possible to get one or two of almost any kind of freak through the mails, without postage due being charged. In time of war and turnmoil this is doubly so. Further, a knowledge of foreign mail transfers, and the workings of the U. P. U., show that the refusal of one country, or colony, to recognize the franking value of a stamp of another country, or colony, is no indication that the label in question is not a postage stamp and is not entitled to catalogue rank. No one would think of questioning the stamps of Afghanistan and China because they were formerly not recognized by any foreign countries. China did not join the Postal Union until early in the 20th Century, while Afghanistan's admission is recent history. Their stamps weren't recognized by foreign countries until then. Many Latin American stamps of earlier vintages had no franking power beyond the issuing country's borders so that England had to maintain its post offices throughout South and Central America to give those countries an international postal service. Should some of the earlier stamps of those countries be excluded on that score? So, the theory that the failure of foreign countries, or other colonies, to recognize a given stamp must of necessity always give it a "local" status, is a canard, that should be carried quietly outside and deposited where it belongs.

It is further interesting to note that this cover passed through Ponce on September 2nd and was apparently brought to Robinson's attention for on September 4th Coamo received its orders to discontinue using its stamp. This quick "cracking down" seems to indicate that he passed the first ones but had no intention of letting any more go by. Again we see that its original catalogue recognition seems to have been based on a false premise. Recognition by the U. S. Post Office was not necessary for its admission. The Municipal Posts were established by order of the supreme authority, the commander of the American Army. He didn't need any authorization from the Post Office Department. He was acting under well developed principles of International Law relating to the control of invaded enemy territory. These posts were a separate *American* postal system distinct from the regular U. S. Post Office and were not local posts.

The postal commission in Porto Rico recognized the official character of these posts by recommending that the fragments still in operation at the date of submission of their report be incorporated in the "Department of Posts." At that time, November 11, 1898, the post was still operating between Ponce and Santa Isabel (Ysabel). In addition to the towns listed in the approved application of the Alcalde (Mayor) of Ponce a service was being conducted by the municipalities between Guayama and Humacao by way of Arroyo and Yabucoa whose incorporation in the official system was also recommended. This system of subsidiary civil posts in the occupied zone should not be confused with the Autonomous Posts which were the fragments of the old Spanish post office administration.



The Municipal Post at Adjuntas used a pen stroke for cancellation.

The actual post routes of the Municipal Posts were quickly taken over by the Military Postal Administration (see section on "Post Routes" for dates) but the furnishing of a post office, its operation, postmarks, etc., seems to have been left to the municipal corporations. From September 4th, 1898 the use of U. S. stamps by these offices seems to have been made compulsory. Various make shift postmarks were employed in these offices until March 15, 1899 when regular U. S. post offices were established. Some killers of the usual American type (cross roads, barred ovals, etc.) seem to have been improvised at an earlier date, possibly by American postal inspectors, but there were no American "town" postmarks.



The Municipal Post Office at Sabana Grande used these postmarks.

The Municipal Postal System operated the following post offices and the routes serving them until superseded by the military. Unless otherwise noted the municipal corporation kept the post office and furnished the local facilities until March 15, 1899:

Adjuntas.
Arroyo.
Coamo, the military system took over everything on September 9, 1898.
Guayama, only for mails to Arroyo, Humacao and Yabucoa, the military system taking everything else.
Guayanilla.
Humacao, only for mails to Arroyo, Guayama and Yabucao, the military operating the balance.
Juana Diaz, the military station took over everything on September 9, 1898.
La Playa de Ponce, until September 17, 1898 (?).
Penuelas.
Ponce, until September 17, 1898 (?).
Sabana Grande.
San German, until January 1, 1899, when the mil. sta. was opened.
Santa Ysabel (Santa Isabel).
Yabucoa.
Yauco, until September 9, 1898, when the mil. sta. was opened.

The following offices in the southern occupied zone do not appear to have belonged to the municipal service. They received service from the military routes but the local corporations seem to have furnished the post offices:

Cabo Rojo
Salinas
Tallaboa

Any postal service or post offices in the following places in the southern occupied zone must have been furnished by the local municipal corporations until March 15, 1899:

Aldea Sanz, not a post office after Mar. 15, '99.
Coto del Laurel, not a post office after Mar. 15, '99.
Gauraguao, not a post office after Mar. 15, '99.
Guanica.
Hormigueros, combined with Mayaguez Jan. 3, '99.
Lajas.
Las Marias.
Maricao.
Villalba Arriba, not a post office after Mar. 15, '99.

POSTAL RATES

Under Spain

The following rates were in force immediately before the War:

10 milesimas equal 1 centavo	Letters, per 15 grams.	Single postal cards.	Double postal cards.	Single newspapers mailed by individuals.	Printed matter, per 10 grams.	Commercial papers, per 10 grams.	Samples, per 20 grams.
Drop (local) matter for delivery in the same town at which it was mailed	2c	2c	3c	—	—	—	—
For other places in Puerto Rico	3c	2c	3c	2m	½m	½m	1c
To Cuba	4c	2c	3c	3m	½m	½m	1c
To Spain, Balearic and Canary Islands and Spanish North Africa	6c	3c	5c	4m	1m	1m	2c
To Philippine Isls. and Fernando Po	15c	6c	10c	10c	3m	3m	6c
U. P. U. mail to other foreign countries and the United States	8c	2c	3c	2c	—	—	—

During the progress of the war, 2 centavos extra was paid as a war tax on letters. The war tax on other items is no known.

Under the U. S. Military Postal Service

(All in U. S. Currency.)

—1.—

Order of May 28, 1898 provided that combatant mail could be sent "collect" at the domestic rate.

—2.—

Order No. 219 of June 7, 1898 fixed domestic rates and conditions for mail matter for or from persons connected with the United States forces at or near the island of Porto Rico. These rates applied to intra-island mails as well as those to or from the United States and Porto Rico.

Military, Naval and Marine Mail.

1st class 2c per oz.
Drop letters 2c per oz.
Country drop letters 1c per oz.
Postal cards 1c each, double 2c each
Private mailing cards 1c each
2nd class 1c per 4 oz.
3rd class 1c per 2 oz.
4th class 1c per oz.
Registration 8c each
Special Delivery 10c each

—3.—

Order No. 319 of August 2, 1898 allowed the civil population of Ponce and its vicinity to use the military postal service at the following rates:

Civil Mail

Domestic.

(To and from the United States).

1st class 5c per ½ oz.
2nd and 3rd class 1c per 2 oz.
4th class 1c per 1 oz.
Registration 8c each
Postal cards 2c each, double 4c each

Only U. S. stamps were recognized by this order. Prepayment was optional but double the deficiency was collected on unpaid matter.

Foreign.

Universal Postal Union rates and conditions to apply to all foreign countries.

1st class 5c per ½ oz.
Printed matter 1c per 2 oz.
Registration 8c each
Postcards 2c single, 4c double

As the American army advanced these rates were gradually extended. On October 18th they became applicable to the entire island for mails sent overseas.

On August 2nd Robinson had just arrived at Playa de Ponce and although he seems to have received the authorization to open up civil mail with Ponce, probably by wire, the rate schedule was apparently omitted, or perhaps sent by mail. On the 8th he cabled the department for a clarification on the rate situation and it seems to have been sent to him then by telegraph. Thus between August 3rd and 8th Military Postal Station No. 1 probably was without any definite rate schedule for civilian mails.

—4.—

Intra-Island

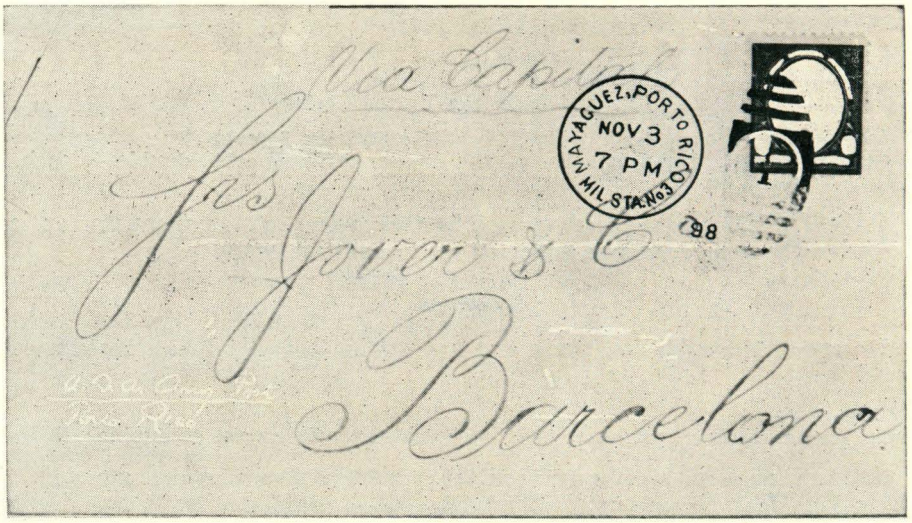
August 18, 1898 seems to have been the date on which Robinson fixed a 2c, per ounce, rate for letters from one town to another within the occupied territory. Playa de Ponce was the only military postal station on the island up until August 23rd when others were opened so that there couldn't have been any exchange of military mails until then. Consequently we must conclude that the rate went into effect on the latter date. On September 4, 1898, Robinson ordered the municipal post at Coamo to use U. S. stamps. It is quite probable that all non-military offices in the occupied zone received a similar order about this time.

—5.—

Order No. 351 of August 19, 1898 ordered mail service resumed with Spain and its possessions and this also applied to the parts of Puerto Rico still under Spain. The foreign rates listed under No. 3 automatically came into effect for mails exchanged between the American and Spanish zones. Thus we have a 2c rate for intra-island letters exchanged in the United States sphere and a 5c rate for all other intra-island letters.

—6.—

On Transfer Day, October 18th, 1898, the intra-island rate of 2c, for letters, automatically applied to the whole island.



One Porto Rican was so delighted with his new country that he decided to annex Spain to the U. S. He placed the 2c rate on a letter to Barcelona, Spain, which was delivered without postage due, thus anticipating the Pan American rate by ten years. An interesting error.

REGULATIONS AFFECTING THE MILITARY POSTAL SERVICE

All orders were issued by the Post Office Department in Washington except where "San Juan" is specified, signifying those issued by the Army Headquarters.

—1.—

Order No. 161 of April 26, 1898 by Ch. Emory Smith, P. M. G., suspended mail service between the U. S. and Puerto Rico and all Spanish places. The Supt. of Foreign Mails actually put this into force five days before, on April 21, 1898. Between the latter date and August 19, 1898, some 4,000 letters from Spanish prisoners of war in the U. S. were forwarded to the French Postal Administration which undertook their further transmission to Spain.

—2.—

Order of May 28, 1898 by the 1st Asst. P. M. G. called the Act of March 3, 1879 (Section 272, P. L. & R.) to the attention of postmasters. This provided that unpaid but duly certified letters from members of the armed forces could be forwarded "collect."

—3.—

Order No. 219 of June 7, 1898 designated Tampa, Florida as office of dispatch for Porto Rico.

—4.—

Order No. 319 of August 2, 1898, by Ch. Emory Smith, P. M. G., modified No. 1 by allowing mail to be exchanged between the U. S. and Ponce and allowed addressed delivery within the territory occupied by the U. S. forces in the vicinity of Ponce. It also allowed Puerto Rican civilians in the occupied zone to use the military postal service.

—5.—

Order No. 436 of August 2, 1898 by Alex. Grant, Acting Gen'l Supt., ordered Porto Rico under the Washington, D. C. Post Office.

—6.—

Order No. 351 of August 19, 1898 ordered No. 1, prohibiting the forwarding of Spanish mails suspended as hostilities had ceased.

—7.—

Military Order No. 1 issued at San Juan on October 18, 1898 by Maj.-Gen. Brooke divided Porto Rico into

1.—District of Ponce, including Jurisdictions of Aguadilla, Mayaguez, Ponce (Headquarters) and Guayama.
2.—District of San Juan (Headquarters), including Jurisdictions of Arecibo, Bayamon and Humacao including adjacent islands.

—8.—

Military Order No. 4, San Juan, October 27, 1898 by M. V. Sheridan, Brig.-Gen., specified, "From and after the date of this order" the use of all Spanish "stamped paper and stamps of every kind and character whatsoever" shall be abolished.

—9.—

Military Order No. 23, San Juan, December 6, 1898, ordered Guy V. Henry, Brig.-Gen., U. S. V., to assume command of the (Military) Department of Porto Rico, relieving Maj.-Gen. Brooke.

—10.—

Order No. 514, effective in Cuba and Porto Rico on December 20, 1898 provided that mail from the armed forces could only receive the benefit of the special U. S. domestic rate authorized by No. 3 when endorsed "Soldier's Letter," "Sailor's Letter," or "Marine's Letter" and when countersigned by an officer, surgeon or chaplain.

—11.—

Order of January 3, 1899, to take immediate effect, provided that all matter entitled to be carried "free" in the U. S. mails was also to be carried free in the Porto Rican mails, as well as those exchanged between the island and the U. S.

—12.—

Military Order No. 1 of Brig.-Gen. Henry, San Juan, January 3, 1899, specified that, "No mail will be admitted free unless enclosed in a regular official penalty envelope" and further that, "In accordance with orders from the Post Office Dept. no mails of municipalities will be transmitted without proper postage." Apparently the official mail of the municipal corporations had been admitted free up until now.

—13.—

Order No. 63 of February 23, 1899 amended No. 11 by authorizing postmasters at military postal stations to countersign combatant's mail in lieu of officers, surgeons, etc.; but this only applied to letters *to* the U. S. *from* Porto Rico and only to postmasters at the post office of mailing.

—14.—

Postal Order effective March 1, 1899 directed that all money orders drawn on Porto Rico as well as orders drawn in Porto Rico be made on International forms and at International money order offices only. Apparently, before this time domestic blanks were used and all post offices issuing money orders did business with the military postal stations in Porto Rico. Tampa, Fla. was designated as the exchange office.

—15.—

On March 15, 1899 the "Independent Department of Posts of Porto Rico" took over the postal system.

I am indebted to Dr. T. O. Gamble for the first two illustrations and to George C. McNabb for the photographs.

(To be continued.)

The 1938 Scott Catalog

(Continued from page 255.)

The tentative listings also show an increase of forty-one which did not appear in the 1937 catalog. These are the stamps placed in a separate listing until the publishers of the catalog are enabled to establish their legitimacy, at which time they are placed with the other chronicles. Eighteen of the stamps which were on the 1937 "tentative" list have now been admitted to the regular listings.

The 1400-page catalog, edited by Hugh M. Clark and Theresa M. Clark is the largest edition of the *Standard Postage Stamp Catalogue* ever published and the work reflects high credit on them.

ESSAYS, PROOFS, COLOUR TRIALS & REPRINTS OF THE LINE-ENGRAVED POSTAGE STAMPS OF GREAT BRITAIN, printed by Perkins, Bacon & Co. By Sir Edward Denny Bacon, K. C. V. O., Publ. Chas. Nissen & Co., London. Price with nine plates, 45/-, without plates 25/-.

A magnificently printed brochure by one of our most eminent philatelic writers. The special Edition contains a colored frontispiece printed from the original plate together with nine plates of collotype illustrations.

THE ROMANCE OF THE EMPIRE POSTS, Robson Lowe.

A pamphlet of nine pages describing the early days of postal history.

STANDARD POSTAGE STAMP CATALOGUE OF CHINA AND TREATY PORTS, 3rd Ed. 1935, Editor S. A. Pappadopulo, Shanghai, China.

An indispensible handbook for every collector of China and Treaty Ports. Contains full descriptive matter and is illustrated and printed in English.

Wanted to Purchase

Superb Unused U. S. Stamps With Full Gum of the Issues 1847 to 1888 Inclusive.

I shall be glad to receive selections of any of the above stamps, superb mint copies only wanted. Stamps should be sent on approval with each stamp priced at lowest net cash price. I never make offers.

I am also open to purchase FINE COLLECTIONS of the above issues.

A Few Offers in Extra Fine Commemoratives.

1893 COLUMBIANS.

6 cents, red-violet, superb sheet of 100, full imprints at bottom and both sides, centered $150.00
$1.00 salmon-red, fine block 4 . . . . . 125.00
$2.00 brown-red, fine block 4 . . . . . 150.00
$2.00 brown-red, fine block 4, superb used 90.00
$3.00 very dark olive green, absolutely superb block, lower left corner, lettered "B B" full margins and perfectly centered, a gem 375.00
(N. B. A block sold at auction March 1937 for $475.00.)

1898 TRANS-MISSISSIPPI.

$1.00 black, Top or Bottom pairs with Imprint & No. 606 . . . . . 65.00

ON ENTIRE COVERS.

"MORMON ISLAND—CALA" in double lined oval, addressed to Mr. John B. Whitney, Sebago, Maine, small envelope 20.00
Maine Liquor Law, small envelope with 3c, 1851 . . . . . 8.00
Maine Liquor Law, small envelope, no stamp, but large 5 in circle 7.00
Devil & Pitchfork. West Meriden, Conn. with 3c. rose 1861, tied on with the DEVIL, very fine. June 26, 1866. Addressed, Hon. D. F. Richardson, East Baldwin, Me., small cover, perfect, with letter 50.00

CHARLES J. PHILLIPS

15 Central Park West, New York

The Collectors Club Philatelist

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THE COLLECTORS CLUB PERMANENT HOME

On October 6, 1937, the *Collectors Club* holds its first meeting in its new permanent clubrooms, at 22 E. 35th St., New York, N. Y. The Governors and members of the Club have been working towards this goal for well over 15 yetars, and its accomplishment is a matter of sincere congratulatioon to those whose vision and energy have made it possible.

During this period, the Club did obtain possession of a building at 51 W. 48th St., which was entirely remodeled and occupied for some years. This, however, was on the site selected for the development of Radio City, and was eventually sold to the Rockefeller interests for that purpose. Since this sale was made, we have occupied attractive rooms in the Carbon & Carbide Building at 30 E. 42nd St., but now are again located in our own clubhouse, which we hope will be permanent.

In the new quarters, the Club should be able to carry out the projects that have been contemplated for years. In addition to ample space for our regular meetings, for our library, a lounging room for the members, and rooms necessary for the business conduct of the Club, there is sufficient additional space for us to inaugurate a research room for philately, a pedigreeing room, which has been discussed for many years, space for an expert committee to work, and an incentive to build up a reference collection that will be of importance should expert work be undertaken by the Club.

Charles J. Phillips, in his article in this issue, gives the details of the building, and we hope that every member will attempt to attend in person, as frequently as possible.

Your mail can be addressed in care of the Club, if desired, and held for your personal call, or forwarded to any address given.

The Permanent Home Fund that had been accumulated by the Club over a period of years was not sufficient to draw upon for the furnishings, and a special appeal was sent to all of our members, requesting a small or large donation for this purpose. The response was instantaneous and generous, but additional funds can still be used to advantage to complete our plans, so any of our members who have not participated so far are cordially invited to do so. A full list of those who participate will be published in our next issue.

With our present facilities, we are now prepared to make greater progress than ever before, and we urge our members to take full advantage of the opportunities offered, and to introduce to the Club their philatelic friends who should be members.

THE PARIS INTERNATIONAL PHILATELIC EXHIBITION

The *Collectors Club* was well represented at the International Philatelic Exhibition held in Paris from June 8th to 26th, 1937. Alfred F. Lichtenstein and John Hall, Jr., both of New York, were on the International Jury, and

showed many interesting and valuable selections from their collections, hors concours. Of the 14 special prizes that were awarded, 3 were won by members of the *Collectors Club*: one by Dr. Carroll Chase now in Paris for his French Colonial Stamps of 1870; one by B. H. Homan of New York for his St. Lucia collection; and one by James Starr of Philadelphia for his Chinese collection. Other *Collectors Club* members to whom awards were made included Hans Lagerloef of New York; Stephen G. Rich, Verona, N. J.; Eugene Klein, Philadelphia; Theodore E. Eteinway, New York; Jacques Kilcher, Atlantic City; Hugh M. Clark, New York; Max G. Johl, Scarsdale, New York; Laurence B. Mason, Cranford, N. J.; Kenneth Woodward, New York; Dr. Clarence W. Hennan, Chicago; Ernest A. Kehr, Richmond Hill, N. Y.; Sidney Lake, Paterson, N. J.; P. H. B. Frelinghuysen, Jr., New York; Morton D. Joyce, New York; F. W. Kessler, New York. All of these members reside in the United States, and in addition to that many of our members residing in foreign countries were recognized, including Waldemaro Raimeri, Tracy Woodward, Col. M. A. Studd, J. R. W. Purvis L. L. B., Sir Nicholas E. Waterrhouse K. B. E., J. Wright, Abr. Odfjell.

The French Government recognized the show with a special miniature sheet of stamps which sold at the gate at 5 francs, which included admission. The sheets immediately became speculative items, selling for from 30 to 35 francs in Paris, and as a consequence large lines were in front of the windows at all times in order to secure sheets of the stamps, which were only available with each admission.

—H. L. LINDQUIST.

Accessions to the Library

U. S. Commemorative Stamp Facts, Capt. A. C. Townsend, Publ. Linprint. Gift of Publisher.

American Airpost Catalog, 1933. Gift of F. Bruns.

Historical Souvenir Airmail Cover Catalog, A. C. Roessler. Gift of F. Bruns.

Descriptive Catalog of Chinese Postage Stamps with Appendices, or. & de luxe. Gift of Chinese P. S.

The Postage Stamps of the United States, 19th Century Issues, part I, Postmasters Provisionals, J. N. Luff. Gift of S. S. C. C.

The First Colonial Postage Stamps, part I, Robson Lowe. Gift of Robson Lowe.

The Bishop Mark, Robson Lowe. Gift of Robson Lowe.

The Romance of the Empire Posts, Robson Lowe. Gift of Robson Lowe.

The American Air Mail Catalogue, Sec. I, Air Mail Routes, A. Airm. Soc. Gift of Air Post Journal.

Essays, Proofs, Colour Trials and Reprints of the Line-engraved Postage Stamps of Gr. Brit., Sir E. D. Bacon. Gift of C. Nissen.

Catalogo de Carimbos, (Brasil-Imperio) 1937, Paulo Ayres, Publ. Sociedade Phil. Bandeirante. Gift of Saul Newbury.

The History of the Post Office in British North America 1639-1870, Wm. Smith. Gift of D. D. Berolzheimer.

Airpost and Airstamps of China, J. B. MacDonald. Gift of Hong Kong P. S.

The Regent Coronation Empire Stamp Catalogue, 1937. Gift of Robson Lowe.

Sources of Supply for Stamp Dealers, 1937. Gift of Gossip Printery.

Classification des timbres d'egypte et varietes. By G. N. Zeheri. Gift of Ernest Kehr.

The Joseph W. Gregory Express 1850-1853, E. A. Wiltsee. Gift of Author.

Zumstein Briefmarken Katalog, Europa, 1938, Zumstein & Co. Gift of Publishers.

Catalogo de Sellos Chilenos, Novena Edicion, 1937, V. Vargas. Gift of V. Vargas.

U. S. Official Postal Guides, 1890, 1919, 1925, 1926, 1929 and 1923 bound. Gift of Alden Randall.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

The translations appearing under this heading are all originals prepared under the auspices of the **Collectors Club,** who hold the copyright for the English translations and who reserve all rights for republication. Suggestions for future translations are always welcome as well as criticisms on any of the translations that may appear. Furthermore we want to know whether or not this work appeals to our members. Letters pertaining to this subject should be addressed to Alfred F. Lichtenstein, P. O. Box 994, City Hall Station, New York City.

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East Africa and Uganda*

Translated by STEPHEN G. RICH.

1 Rupee=16 Annas

From Summer of 1907 on: 1 Rupee=100 Cents

(Stamps issued prior to 1903 are treated in the Handbook under British East Africa and under Uganda, as separate countries; those issued after the early part of 1922 are inscribed "Kenya and Uganda" and later "Kenya Uganda and Tanganyika" and are separately treated in the Handbook, under Kenya. This section is on the issues inscribed as in the title, and only on these.

Prices as given by Dr. Munk are of course thoroughly obsolete as they date back to 1927. Accordingly, the prices herein are worked up from the current catalogs, Gibbons, Scott and Regent, with due respect to reigning discounts, and are an attempt to report actual market prices as of 1937.—Translator.)

THE two protectorates were postally united on April 1, 1901; political union followed this on April 1, 1905. The two protectorates were made into a single political unit, administered through the Colonial Office. Previous to the issue of stamps for the united area, the Queen's Head issues of British East Africa and of Uganda were continued in use.

In the enlarged postal district of the two colonies the stamps of the two former divisions continued in use, and were not withdrawn until Feb. 4, 1904.

(Nothing is stated by Dr. Munk as to whether the East Africa and the Uganda stamps were used interchangeably throughout the area; but from other practice in British lands it is probable that such was the case and that cross-cancellations, showing this use, can be found in fair quantity. This will constitute a hitherto unrecognized group of interprovincials.—Translator.)

All issues are typographed by De La Rue & Co., London.

July 24, 1903 to Sept. 1, 1904. Nos. 1 to 8 watermarked Crown CA; Nos. 9 to 16 watermarked Crown CC, in arrangement for large stamps. Ordinary paper, perforated 14. (For Nos. 9 to 14 on chalky paper, see Nos. 33, 34). Type 1 up through No. 8; type 2 above. Perf. 14.



1



2

*By Dr. Munk. Bibliography: D. B. Armstrong, East Africa & Uganda Protectorates, Gibbons Stamp Weekly, Vol. X, pp. 518-520; B. G. Talbot, East Africa and Uganda, 1912-21. Stamp Collecting, Vol. XVIII, Nos. 11, 12.

1	½a grayish green (Feb. 16, 1904)	.25	.25
2	1a carmine & dark gray to black (Jan. 9, 1904)	.10	.10
3	2a dull and bright purple (July 24, 1903)	.35	.35
4	2½a ultramarine (Feb. 4, 1904)	.50	.50
5	3a grayish green and brown (Feb. 4, 1904)	.65	.65
6	4a black and gray green (Dec. 1903)	.35	.35
7	5a orange brown and dark gray to black (Feb. 4, 1904).	1.50	1.50
8	8a blue and black (Jan. 9, 1904)	1.25	1.25
9	1r grayish green		
	a. white paper (Jan. 1904)	.65	.65
	b. tinted paper (May 1906)	—	—
10	2r purple and magenta		
	a. white paper (Jan. 1904)	1.50	1.50
	b. tinted paper (May 1906)	—	—
11	3r black and gray green (Feb. 4, 1904)	2.75	2.75
12	4r dark gray and green (Feb. 4, 1904)	3.50	3.50
13	5r scarlet and grayish black (Feb. 4, 1904)	4.00	4.00
14	10r ultramarine and black (Feb. 4, 1904)	6.00	6.50
15	20r olive gray and black (Feb. 4, 1904)	25.00	35.00
16	50r red brown and black (Feb. 4, 1904)	50.00	60.00

Sheets of the lower values are of 160 stamps in two horizontal panes each of 80 stamps (10x8); of the higher values in larger sizes, sheets of 60 (5x12) stamps. The plate number appears in black on the upper right edge.

The *tinted paper* is conspicuously cream-colored and was used for only a very short time on Nos. 9 and 10 only.

Nos. 3 and 16 come with inverted watermark.

After the next issue appeared, stamps Nos. 1 to 8 with Crown CA watermark were called in and destroyed (May 1906).

1904-05. Stamps of type 1 as previously, but watermarked Multiple Crown CA. Ordinary paper at first; but from Oct. 1906 onwards, gradually on Chalky paper. Perf. 14.

		Ordinary paper		Chalky paper	
17	½a gray green and green (July 1904)	.07	.05	.07	.04
18	1a carmine and dark gray (July 1904)	.05	.02	.05	.02
19	2a dull and bright purple (Nov. 1904)	.25	.25	.20	.20
20	a. 2½a ultramarine (Oct. 11, 1905)	.35	.35		
	b. 2½a ultramarine and blue (1906)	1.00	.75		
21	3a grayish green and brown-purple (Sep. 1904).	.25	.25	.25	.25
22	4a black and gray green (Sept. 1904)	.45	.25	.35	.20
23	5a orange brown and dark gray (June 24, 1904)	.45	.35	.35	.30
24	8a blue and gray black (Sept. 13, 1904)	.45	.35	.35	.30

Bisects of No. 20 are known. No. 19 was bisected and used at a small office in November 1906 during a shortage of 1a stamps (*Gibbons Stamp Weekly*, Vol. X. p. 520).

No. 20 was not printed after chalky paper was introduced.

Dec. 12, 1905 to 1908. Type 2. The rupee values **on chalky paper,** watermarked Multiple Crown CA. Perf. 14.

25	1r grayish green (Aug. 1906)	.60	.35
	a. Revenue cancelled		.10
26	2r purple and magenta (Oct. 11, 1906)	1.00	.65
27	3r black and gray green (Jan. 1907)	2.00	2.00
28	4r dark gray and emerald green (April 26, 1907)	2.50	2.75
29	5r scarlet and grayish black (April 26, 1907)	3.50	4.00
30	10r ultramarine and black (May 30, 1908)	6.00	7.00
31	20r olive gray and black (May 1907)	17.50	20.00
32	50r red brown and black (Dec. 12, 1905)	60.00	70.00

Some of the rupee values exist with inverted watermark.

1906. Type 2. Stamps Nos. 9 and 14, on **chalky paper,** watermarked Crown CC.

33	1r grayish green (August 1906)	——	——
34	10r ultramarine and black (May 9, 1906)	——	——

With the introduction of decimal currency new stamps for values under 1 rupee were necessary and followed within a few weeks of the change of currency in the middle of 1907.

Oct. 10, 1907-1910. Type 1, with new values in new currency. Watermarked Multiple Crown CA; perf. 14. Nos. 39, 40, 42, 43 and 44 on chalky paper; the others on ordinary paper. Items not dated were issued Oct. 10, 1907.

35	1c a. gray brown (Jan. 18, 1908)	.03	.01
36	b. reddish brown (June 1908)	.03	.01
37	3c grayish green	.03	.02
	a. bluish green (date unrecorded)	.05	.05
38-I	6c carmine, Plate I	.07	.01
38-II	6c carmine, Plate II (1910)	.04	.01
39	10c pale purple and pale olive	.20	.25
40	12c dull and bright purple	.20	.10
41	15c ultramarine	.25	.10
42	25c black and gray green	.25	.10
	(25c reported black and blue green in Scott and in this color only, at regular price)		
43	50c orange brown and gray green	.40	.40
44	75c pale blue and gray black (Jan. 18, 1908)	.50	.50

In conformity with the decimal coinage, the plates of this issue consisted of 2 panes each of 60 stamps (10x6) side by side. Plate number 1 is found on all four corners of the sheet and also black control numbers at the top right, as hitherto.



Plate I



Plate II

Nos. 38-I and 38-II. No. 38 was printed in 1910 from a new plate, apparently made from the old matrices but retouched, showing various detail differences. See illustrations. In the lower inscriptions in Plate I the letters of the first line are larger than in Plate II. The bottom line, on the contrary is larger in Plate II than in Plate I. The shading of the forehead is shorter in Plate II than in Plate I. The white spots on each side of the crown are narrower in Plate II. Plate I shows 4 horizontal straight lines outside the leaf opposite the king's beard; these are absent in Plate II.

No. 38-I was printed from two plates, in two processes, head-plate and duty-plate in same color. No. 38-II was printed from a single plate of which each subject contained the entire stamp.



Type 3



Type 4

June 20, 1912-1922, Type 3 (up to 75 cents) and type 4 (1 rupee up), Head of King George V. Ordinary paper through No. 50; chalky paper for higher values. Watermarked Multiple Crown CA; perf. 14. (Stamps not dated were issued June 20, 1912).

45	1c black to gray-black (Nov. 1912)	.02	.01
46	3c a. green	.02	.01
	b. dark blue green (1917)	.02	.01
47	6c a. red	.03	.01
	b. scarlet (1917)	.03	.01
48	10c yellow orange (Nov. 1912)	.15	.02
	a. orange (1921)	.10	.02
49	12c slate to olive-slate (Oct. 1912)	.10	.02
50	15c ultramarine (Oct. 1912)	.10	.02
51	25c red and black (shades) on yellow (shades):		
	a. both sides yellow (Nov. 1912)	.15	.05
	b. **surface-colored,** white back (1914)	.15	.10
	c. both sides greenish yellow (1916)	1.00	.15
	d. both sides orange buff (1921)	2.00	.40
	e. both sides pale yellow (1922)	.20	.08
52	50c black and lilac (Oct. 1912)	.25	.10
53	75c black on green (shades):		
	a. both sides green (Sept. 1912)	.35	.15
	b. **surface-colored,** white back (1914)	.30	.20
	c. blue green, back olive green (1918)	1.50	.45
	d. both sides blue green (1921)	.35	.25
54	1r. a. brownish black on green (Nov. 1912)	.45	.20
	b. black on blue green (so-called "emerald back") (1919)	1.00	——
55	2r black and red on blue (Nov. 1912)	.80	.60
56	3r violet and grayish green	1.25	1.00
57	4r green and red on yellow (shades)		
	a. on yellow	2.50	.25
	b. on greenish yellow	——	——
	c. on pale yellow	1.75	——
58	5r lilac and blue (Nov. 1912)	2.50	2.00
59	10r green and red on green	4.00	2.00
60	20r black and purple on bright red	8.50	7.00
61	50r gray green and carmine rose	25.00	30.00
62	100r purple and black on bright red	85.00	——
63	500r red and green on green	300.00	——

(Note to Nos. 61, 62 and 63.—Clark in Scott's 1937 catalog says: "Although Nos. 62 and 63 (his numbers changed to fit our numbering) are available for postage they are practically never used except fiscally. Three copies of No. 62 have been reported with postal cancellations but none of No. 63." The prices for these two items unused are given in italics by Scott; those here given are based upon information that indicates that they are correct; they are substantially those of Regent. It is probable that the price for No. 61 in used condition is likewise an estimate, as postally used copies are evidently unusual.—Translator.)

1918. Change of color, on No. 60.

64	20r blue and violet on blue	9.00	8.00

The plates are for 240 stamps in the cents values, divided into sections of 120, each containing two separated groups of 60 stamps (10x6) alongside each other. On the higher values the plate is for 60 stamps. The plate number 1 appears at all four corners.

The *yellow* and *green* papers used for this issue show on each value all the variations that these colonial colored stamp papers went through in the more recent years. Although these variations are in themselves of no significance, they have this importance, that the same changes occurred for most of the British colonies.

Where not otherwise noted, the paper is colored *throughout*. The surface-colored paper, with colorless back, so called "white back," was used for Nos.

51b and 53b. The British collectors differentiate further two sub-varieties of the paper blue-green on the front, olive green or pale green on the back (No. 53). For further information on yellow and green colonial papers, see *Stamp Collecting*, Vol. XVIII, p. 451, and Gibbons' catalog, introduction to part 1 (1936 edition page xvi). According to *Scott's Monthly Journal*, March 1924, the higher values, at least No. 61 and No. 62, occur on registered packages regularly postally used from Nairobi.

1919 (early in April). Provisional Issue. Stamp No. 47b locally overprinted with type A1, in black. Printed by The Swift Press, Nairobi.



A1

65	4 cents on 6c scarlet	.03	.02
	F-I Double surcharge	10.00	——

The upper ornaments of the surcharge were designed to cross out the original figures of value. As a result of poor registration in feeding the press, these are found in the top perforations, or in the center of the stamp, so that there are both the original and the new values visible one beneath the other.

The more important irregularities of surcharge are:

"4 cents" above the row of ornaments.
"4 cents" only, without any row of ornaments.
Row of ornaments only, without "4 cents."
Surcharged and unsurcharged stamp in se tenant pair. This last is of course from the edge rows of a pane that was only partly in proper position when fed into the press for surcharging.

That such varieties of an accidental sort are not caused only by careless or incorrect feeding into the press, may be learned from the entire pane described and illustrated in *Le Timbre-Poste*, 1923, No. 151. In this case the entire left edge of the pane had been folded over so that all but the last two rows on the right were covered, during the overprinting. As a result, the surcharge appeared on the back instead of the front of the stamps. Other stamps remained without surcharge. In still others a portion of the surcharge fell on the back of the overlying stamps, so that, for example, strips of three could be located in which the uppermost stamp had the complete surcharge, the next one only the ornaments and the lower one no overprint at all. Besides this, as a result of the cockling of the corners of the pane, the overprint on the two vertical rows is very much blurred.

The double surcharge, chronicled in *Stamp Collecting*, Vol. XII, p. 207, is known as a great rarity. Small errors in the surcharge are known for definite positions in the pane.

(For the benefit of readers, we mention the more important minor varieties, taking the information from the Regent Catalog:

2½ mm instead of 2 mm, from bottom of **4** to top of **n**
Line above t of cents

Current prices for variety with no ornaments are around $3.00; for pair, one without surcharge, around $25.00; for 4 cents above the ornaments, 75 cents; and for the two minor ones listed above, 25 cents.

Inverted surcharge, not mentioned by Dr. Munk, is listed in some catalogs; current price around $10.00.—Translator.)

East Africa was officially changed to Kenya Colony in August 1920, but the stamps inscribed "East Africa and Uganda" were continued in use until the new issue after the middle of 1922. The following issue, although logically part of the stamps of "Kenya and Uganda," is here included because it is the 1912-22 issue on a different paper.

1921-22. Types 3 and 4 as hitherto, but with the new watermark Multiple Script CA, perf. 14. Cents values on ordinary paper except 50c; 50c and up on chalky paper.

66	1c black	.04	.01
67	3c a. green	.05	.01
	b. blue green	.15	.05
68	6c carmine	.05	.01
69	10c orange	.08	.01
70	12c slate gray	.10	.12
71	15c ultramarine	.10	.10
72	50c lilac and black	.30	.40
73	2r black and red on blue	1.25	1.50
74	3r green and reddish violet	1.75	2.00
75	5r lilac and ultramarine	2.50	3.00
76	50r carmine and gray green	150.00	150.00

For some values two plates were used, distinguishable by minor differences. The colored paper for Nos. 71 and 73 is *surface colored* only, showing the so-called "white back" mentioned above. For the use of the 50r stamp, see also above under 1912-22 issue.

The continuation of this country will be found under "Kenya and Uganda" in the Handbook.

(**Specimen** surcharges. Sets overprinted "Specimen" can be had, showing of course only the first-issued color of each stamp, and of course not including the two dies of No. 38, nor the Multiple CA set of 1904-05. Current quotations for such specimen sets are:

1903-04 issue complete, $13.00
1907-10 issue, cents values, complete, $2.50 to $3.00
1912-22 issue, complete, $25.00; without two highest values, $8.00
1919 surcharged stamp, $1.50
1921-22 Script watermark issue, $10.00

It is believed that these prices have risen rapidly since the figures were given.

Covers. There is only a small premium for covers of this country, as they are quite plentiful. Collectors should watch for postmarks other than those of the dozen largest towns, as the great bulk of covers will repeat the same office names. It is quite usual for covers to oversea destinations to have the rate made up with several of the common domestic rate stamps rather than a high value stamp.

There does not appear to be any premium for blocks; most of them are sold at four times the price of a single. Plate number blocks should command a premium equal to one or at most two extra stamps, if prices for similar countries are any guide.—Translator.)

Revenues Used for Postage

According to *Illustriertes Briefmarken Journal*, 1909, p. 458, and *Ewen's Weekly Stamp News of* June 29, 1907 and May 8, 1909, the stamps Nos. 18 and 38, 1a and 6a, overprinted "Uganda Revenue" and therefore strictly revenue stamps, served as provisional *postage* stamps. This took place first at Entebbe, May 1907; later at Hoima, Nov. 1 to 3, 1908, and at Kampala early in 1909. Covers which we have seen show these revenues placed between ordinary postage stamps, so that the evidence indicates that they at least paid a portion of the postage; that they were merely allowed to be used but were not actually officially validated for postal duty. Postal cancelling (but *not* postal use) of revenue stamps should also be mentioned here. The postal and revenue offices in small places were conducted by the same official. See introductory remarks to Nyassaland in the Handbook, Band I, pp. 504-505.

At the end of 1920 the protectorate of British East Africa was renamed "Kenya and Uganda" and the seat of government transferred to Nairobi in

1921. Sterling currency, 1 shilling equals 100 cents, was introduced. The current stamps of British East Africa and Uganda were meanwhile continued in use.

The stamps of types 3 and 4 were surcharged in 1917 and later for the British civil administration in the occupied portions of German East Africa. The surcharge was G. E. A., standing for German East Africa. These surcharged stamps are to be considered as the forerunners of the regular issues of Tanganyika (see section on that country).

(The paragraph on postal cancellations and revenue use from the Nyassaland section of the Handbook, mentioned above, is here appended.—Translator.)

The stamps were prepared for both postal and fiscal use. Although obviously postage stamps used for revenue do not belong in a collection of postage stamps any more than revenue stamps themselves, fiscally used specimens of the higher values are often collected as substitutes for very expensive postally used copies, and are bought at a fourth to a sixth of the corresponding price. Since the stamps were cancelled in revenue use not only by pen and ink, but also with haandstamps, which often closely resemble postal cancellations, such revenue-used items are often offered in good faith as postally used.

The following hints are useful.

Revenue cancellations are all those in which a large single circle handstamp, in black, blue or purple, have the name "British Central Africa" and the name of the place in the center or at the bottom. (Similar ones inscribed British East Africa are reported from that country.—Translator). The date is usually in manuscript, but some of these cancellers are dated. There are also such handstamp inscriptions as "Consular Court Blantyre" and the like, indicating revenue use.

On the other hand, *revenue stamps are never used for postage* in this country. This excludes from postal use even the long stamps of 1s, 2s6d, 4s and £1 listed in Senf's catalog. The fact that these stamps come with genuine postal cancellations, without thereby being postally used, is easily explained. In small places the postmaster serves frequently as the revenue agent also and thus the two kinds of cancelling devices are used indiscriminately.

Brief Reviews

POSTMASTERS PROVISIONAL STAMPS Part one, John N. Luff, revised by Hugh M. Clark, Publ. Scott Stamp and Coin Co., Ltd., New York.

This is part one of the revised edition of the Postage Stamps of U. S. 19th Century issues which originally appeared in the American Journal of Philately in June 1897. Much additional information has been secured in the meantime, and Mr. Clark has thoroughly revised the book and brought it right up to date. The illustrations of the Postmasters Provisionals are on separate inserts included in a pocket in the book and are by a special process which brings out every detail.

It is a book that should be in every philatelic library whether or not the collector is interested in these particular stamps or not. A fine full page portrait of John N. Luff appears as a frontispiece.

ZUMSTEIN BRIEFMARKEN KATALOG, EUROPE, 1938. Zumstein and Co., Marktgasse 50, Bern. Price Fr. 4.—.

This is the 21st Edition listing all Eupean stamps as well as German Colonies, and also contains the new Swiss Tax stamps which will come out this Fall. Prices have been brought up to date. This catalog has 604 pages, and with it, Zumstein furnishes a Dictionary relating to words from German into twelve other languages, proving a valuable aid.

CATALOGO DE CARIMBOS (Brasil Imperio) 1937, Paulo Ayres, Publ. Sociedade Phil. Bandeirante.

We are indebted to Mr. Saul Newbury for a copy of this very fine work on these interesting cancellations. Ours is number 137.

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SOURCES OF SUPPLY FOR STAMP DEALERS. 9th Edition, 1937, The Gossip Printery, Holton, Kansas.

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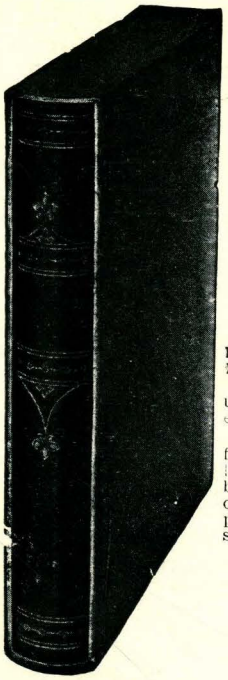
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