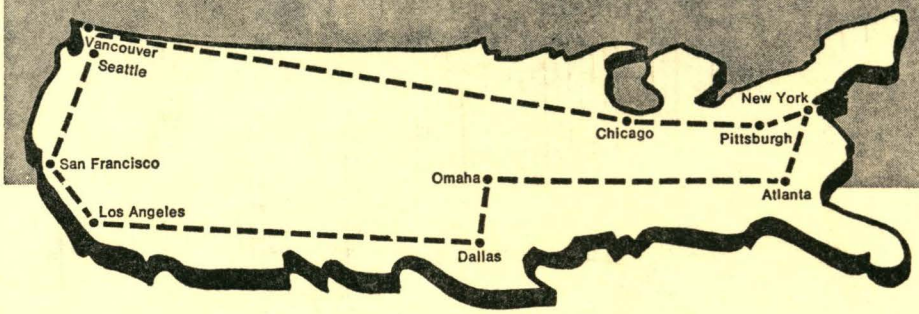


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PHILATELIST

Volume 51 Number 5
September 1972

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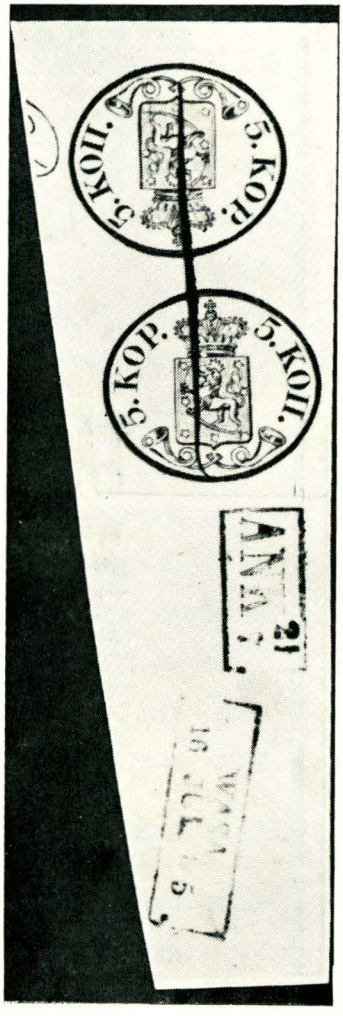
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PHILATELIST

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Volume 51 Number 5
September 1972

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AFGHANISTAN

Fifty Years of the Amir's Post 1870 to 1920

By Winthrop S. Boggs

INTRODUCTION

Before going into a discussion of the development of the Amir's Postal Service after 1879 it would be well to summarize the Postal System as established by Sher Ali, the founder.

The system was established about March, 1870.

There were two routes, one from Kabul to Peshawar in British India, the other from Kabul to Tashkurghan, in Afghan Turkestan near the border of Bokhara (now part of the Soviet Union).

There were four offices, viz,

Kabul, G. P. O.
Tashkurghan (Afghan Turkestan)
Jellalabad (Jellalabad Province)
Peshawar (British India).

The basic postage rate was ¼ misqal (.04 oz.) for 1 shahi (2 cents), on each route.

Early in 1876 revisions were made as follows: The two routes were combined into one, and the rate was ¼ misqal for 1 shahi between any two offices.

An additional office was established at Lalpura, about midway between Jellalabad and Peshawar.

We illustrate herewith a cover which was floated down the Kabul River. It is No. 2 of those, in the list of covers mentioned in *Collectors Club Philatelist, Vol. 50, page 341.* (Figure 1).

The Amir's Postal System from 1879 to 1920

From the time that Sher Ali fled from Kabul in December 1878, leaving his oldest son Yakub Khan as regent to the installation of Abdur-Rahman as the new Amir on August 10, 1880, affairs were turbulent, but the evidence indicates that so far as possible the Amir's post still operated and the Indian post offices established by the British-Indian army during the war of 1878-1880 were primarily for the Army of Occupation and its camp followers.

The Indian Postal Guide for April 1878 has the following instructions:

"Letters for Cabul, if fully prepaid with ordinary Indian inland postage, are forwarded to the Indian Frontier Post Office at Peshawar and there made over to the Postal Agent appointed by the Ameer of Kabul for delivery under local arrange and rates of charges." (Foreign Post. Para. 5).

In April, 1881 the statement has become Rule 167 and the last sentence reads,

"Mails leave Peshawar twice a week and take about five days in transit."

In April, 1888 the wording is unaltered though it is now Rule 174.

It also mentions the Amir's Post in Kandahar for the first time as follows:

"Letters for Candahar must be prepaid with Indian postage at ordinary rates and are sent via Quetta and Killa Abdulla; such letters are subject to

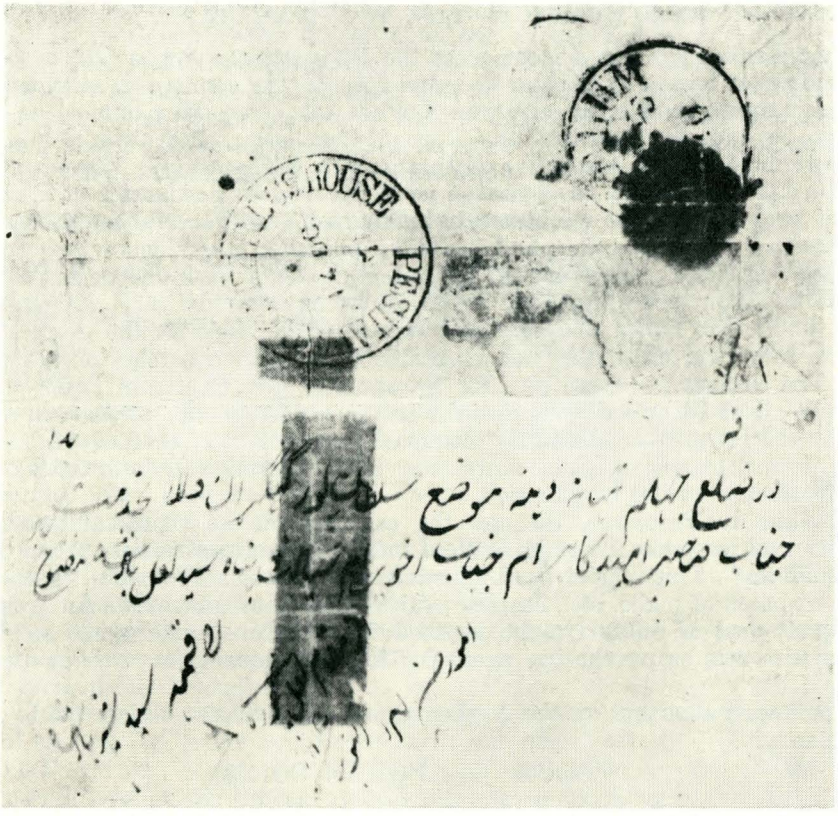


Figure 1. A cover despatched by raft from Lalpura to Peshawar, thence to Jhelum October 14, 1870. This is the second in the list of covers mentioned on p. 341. Courtesy of Mr. A. F. Zahid, Peshawar, W. Pakistan.

additional postage charged by the Amir of Cabul on correspondence passing through his territory. Letters for Candahar cannot be registered.''[1, 3]

In the January 1903 guide the following paragraphs concerning the Amir's Posts appear:

''189. Letters for Cabul must be prepaid with Indian postage at the ordinary rates, and should be addressed to the care of some agent at Peshawar, who should be instructed to pay the postage charged by the Amir of Cabul on correspondence passing through his territory. The post leaves Peshawar twice a week for Cabul, and occupies about 2½ days in transit.''

''190. Letters for Candahar msut be prepaid with Indian postage at ordinary rates, and are sent *via* Chaman: such letters are subject to additional postage charged by the Amir of Cabul on correspondence passing through his territory. Letters for Candahar cannot be registered.''

Further information is contained in the Special Consular Report #72, 1915 by Consul Baker published by the U. S. Department of Commerce from which we quote:

---

1. The quotations given are from FURTHER POSTAL HISTORY OF THE SECOND AFGHAN WAR 1878-81, etc. by Col. D. R. Mastin, R. E. (Ret'd.). Postal History Society Special Series No. 12, 1961.

3. The earliest cover conveyed by the Amir's post by this route is dated December, 1888.

AFGHAN MAIL SERVICE—THE POSTMASTER'S FUNCTIONS

"Afghanistan is not a member of the International Postal Union, so that the sending of letters or parcels to individuals in the country is attended with some uncertainty and inconvenience. Letters, etc., from all parts of the world have to be addressed care of the Afghan Postmaster, Peshawar, India, who forwards them to their respective destinations in Afghanistan. The postage for Afghanistan must either be deposited with the Afghan postmaster at Peshawar or else paid for by the recipients in Afghanistan. The Afghanistan postage amounts to 8 cents per letter, and for bulky packages larger amounts, according to weight. Letters are dispatched by runners twice a week; between Peshawar and Kabul, about 180 miles, they require three days for delivery. Newspapers, books, and other bulky packages and boxes are detained at the Afghan post office in Peshawar until they can conveniently be sent in batches on horseback.

"The charges for horse hire for transport of goods between Peshawar and Kabul is about $4 or half this amount for a half horseload, which charges are paid by the recipients. Similarly letters or parcels sent outside of Afghanistan are sent through the Afghan postmaster in Peshawar, and both Afghan and Indian stamps have to be affixed.

"While in Peshawar, through the courtesy of the representative of an American oil company, I was introduced to the Afghan postmaster, Mirza Gulam Hyder Khan.[2] This official has important powers and responsibilities not only in the dispatch of mails, etc., but also with regard to arrangements for transport of a great deal of bulky freight destined for the Government's use at Kabul, and he also acts as purchasing agent for his Government for articles urgently required."

Then follows a comment on the Afghan Coins which is also of interest to philatelists, to wit:

VALUE OF AFGHAN COINS

"At this post office there is also considerable business in exchange of Indian and Afghan money. The coins of Afghanistan are of copper, silver, and gold, similar in name but less in value than Indian currency. The silver rupee is the unit, but there are a Kabuli rupee and a Kandahari rupee of different values. The actual exchange of Afghan rupees against Indian rupees is that the Kabuli rupee is about one-half the value of the Indian rupee and the Kandahari rupee slightly over one-quarter the value of the Indian rupee (one Indian rupee equals 32.44 cents American money). In levying duties in Afghanistan arbitrary values are given Kabuli and Kandahari rupees. The actual exchange value and the arbitrary values for levying duties are as follows:

Afghan rupees.	Indian currency.			United States currency.
	Rupees.	*Annas.*	*Pies.*	
1 Kabuli:				
Actual exchange	0	7	9	$0.157
Arbitrary value for levying duties	0	13	4	.27
1 Kandahari:				
Actual exchange	0	4	6	.091
Arbitrary value for levying duties	0	8	0	.162

Formerly all the Afghan coins were hand minted and some of these were shown me at the Peshawar post office, but now they are well minted at Kabul, the late Ameer, Abdur Rahman, having introduced minting machinery and

2. Further mention of Gulam Hyder will be found in the quotations on pp. 280.

having obtained from the Government of India the services of Mr. McDermot, employed in the Calcutta mint, under whose supervision Kabuli workmen learned to cut the dies, erect the stamps, and strike off the coins. Since the accession of the present Ameer, the Afghan coins bear in Arabic characters the following: "Ameer Habi-Ullah Khan, Ameer of Kabul, The Seeker of God's help." The engraving on the obverse represents a mosque, with pulpit and minarets, encircled by rifles, standards, swords, and cannon."

The Establishment of Post Offices and Auxiliary Services

Sher Ali's system consisted of only five post offices, and as far as the writer can determine was the extent of the service until his successor Abdur Rahman (1880-1901) established an office in Kandahar in 1881, the route going south to Quetta.([3]). The writer has no evidence of a service between Kandahar and Kabul prior to 1920 however.

Abdur-Rahman did institute a Registration system for valuable letters in the latter part of 1891, with a fee of 1 rupee, which apparently was little used as the fee was reduced to 2ab in 1894.

He also introduced an organized Parcel Post system but no special stamps were issued for this service.

It is also interesting to observe that in 1881 when the new ordinary postage stamps were issued the denominations consisted of only three values, 1ab, 2ab, and 1rup., and the rate was a flat 1ab per misqal.

When Abdur Rahman died in 1901 his successor Habib-Ullah continued the then current stamps in used until 1907 when a new series appeared consisting of the same three denominations.

In 1909 special stamps for the parcel post were introduced, as well as Official stamps for letters and Parcels sent on Official service.

The Postal routes were also extended and listed below are the earliest dates the writer knows of for the new offices established by Amir Habib Ullah, viz:

Mazar-i-Sherif	Nov.	1907
Ferah	Feb.	1908
Herat	May	1908
Kushk	Aug.	1908
Charikar	Apr.	(1909?)
Headquarters of the National Forces	Aug.	1909
Bokhara Embassy, Mazar	Jan.	1920

It is possible that there were other offices established prior to 1921 but if so the writer has not seen or heard of cancellations from such offices.

Abstracts from Various Sources Concerning the Operation of the Amir's Post Prior to 1921

In giving these various abstracts it is well to remind our readers that prior to the 1920's very little in the way of change in the social, political or economic systems took place so that if a practice was established sometime prior to the date of the quotation, if 1920 or earlier, there is little doubt that it is also applies equally well to activities fifty or a hundred years before.

The first abstract is an article which appeared in L' Annonce Timbrologique for January 1904 (Vol. 15, p. 165) which was translated in extenso in Mekeel's weekly for August 6, 1904.

Our abstract, however, gives the article in full. The first portion is a free translation by Mr. Igor Rubach of the staff of H. R. Harmer, Inc., New York — and now follows:

"The Post of the Amir"

My first visit in the city was to the Amir's Post Office. As it was very cold I was dressed warmly with high boots and I wore an astrakhan hat which completely covered my ears.

My interpreter, a Moslem from Lucknow was also very proud of his old European costume, but with a traditional fez on his head. The coachman had a red coat similar to those of our jockeys but on his head he wore an enormous turban. There were also two "Khyber Rifles," our guards, Afridis in khaki uniforms mounted on beautiful horses, riding on each side of the "tam-tam" in which we took our place. This "tam-tam" is a vehicle with two wheels harnessed to very "nervous ponies." Ahmed, the driver, gave a signal and we departed at a gallop. Sitting alone on the rear seat, I turned my back to the driver and the interpreter and could examine the sad and monotonous panorama of Peshawar City. It's on a plain cut by avenues and road bordered by trees without leaves. The compounds are private houses surrounded by gardens or better by spacious parks, all of the same type, alternating with cultivated fields, and which now looked similar to small lakes, as there was a warm rain the day before and even now the wind was very strong. There were around us pigeons and crows and a lot of wild dogs, very thin, like apocalyptic beings with red hair, more timid than aggressive which ran away with lugubrious howls.

We saw also caravans of camels with their long necks, heavily loaded, also donkeys and goats chased by their shepherds who were covered by heavy woollen blankets.

Soon we saw the gray walls of the city, a wall of stones and dry earth, apporximately 10 feet high with several square towers, nearly in ruins. Near the wall on the exterior, there was a fort and English barracks with roofs of red tile placed here and there as if to prevent any surprise attack. Behind the fence numerous cannons and a large flag pole with the British flag. Several soldiers were on duty, natives in service of England, and when they saw a European arriving they saluted.

We then came to the "Caboul" gate, a monumental door which opens the way to Peshawar City.

As soon as we entered "the city" we saw policemen with clubs to protect us from curious inhabitants. We were in Kisaghani Street, the principal street which was very dirty. I nearly was choked by the dirt and the road was so bad that we could only advance very slowly and the heavy dust covered our vehicle and our horses.

The Afghans looked at us without the least greeting, proud and snobbish, big fellows with proud faces all wearing turbans. I could only admire their virile appearance and their dark eyes which observed us without sympathy.

Most of these men, in sandals, had white pants, large and loose with a scarf around the hips, and a large blouse of cotton, over which they were clad in a woollen jacket or skin of primitive appearance. Others were covered by a cloak to protect them from the cold. There were also people from Tibet, short and stocky, very gentle, with a long pigtail of hair in the back or coiled like a chignon on their head, wearing a black cap with a red pompom, similar to a vicar's cap. Very amusing and rather comical with their fat faces.

Finally, we saw people from Kashmir, Yarkand, Turkestan and Kelat in Baluchistan in various costumes, but all dirty and ragged. Sometimes a kind of phantom entirely covered by a white sheet — women of Moslem faith which did not deign to even look at me. All these people walked in the dirt, between the camels and goats and various vehicles.

The street was particularly animated by the Bazaar which in the orient are always very crowded. There were artisans of leather, saddles, harness ornaments for dvomadaries, sandals, etc. The houses very close to each other, built of brick and consolidated by wood are grey. Walls and facades very seldom white, look dirty and shabby.

The shops are on the first floor, then come the dwelling rooms and finally flat roofs, surrounded by small walls.

A lot of porches and windows have the so-called "moucharabics" wooden grilles with geometric designs through which you can see everything outside without being seen. It was indispensable to find a solution in order to satisfy the Moslem women, curious as are all women, and to protect their virtue."

Here follows the rest of the article as it appeared in Mekeel's Weekly:

AN AFGHAN POSTOFFICE

Translated for MEKEEL'S WEEKLY by C. A. HOWES

The *Annonce Timbrologique* contains a very interesting letter from a Belgian traveller, named Léon Pirotte, who describes his philatelic experiences in Peshawar, Northwestern India, where the Ameer of Afghanistan maintains a post-office, though the city is somewhat beyond his boundaries.

"We stopped before an arched door, a sort of portico framed by stucco panels decorated with roses. Above, projecting towards the street like a balcony, was a loggia of carved wood. Ashrabad, the interpreter, had jumped down by the 'tam tam' and, pointing to the loggia said: 'Sahib, Sahib, the Ameer's post-office!'" No inscription, no sign on the outside of the building whose facade was quite dilapidated. As I prepared to dismount Ashrabad begged me to wait a few moments. He had first to inquire of the Postmaster whether it was convenient for him to receive me. There was no doubt about the reply, evidently, but the Orientals employ so much formality that it is better to flatter their punctiliousness and conform to their whims.

Ashrabad returned almost immediately and I followed him. The heavy double door, bristling with great nails, opened on a small court strewn with rubbish where grew several stunted trees to which were fastened some small, long-haired ponies used by the Post. The upper story was reached by a concealed stairway of wormeaten wood which creaked beneath one's steps. There one found a large hall, gloomy as a warehouse, which served not only as storeroom but as a sleeping apartment and a kitchen. It was occupied by the 'runners' who make the journey on foot or by horse from Peshawar to Kabul (190 miles), poor 'dogs' paid at the rate of 8 rupees (under 3 dollars) a month. In one corner, in a primitive fire-place formed of large stones, was a log fire which was heating various clay utensils, jars and pans, containing food of whose appearance and odor the less said the better. Leaning on a long iron rod and clothed in a long woolen cloak, was a big fellow with bronzed skin and biblical aspect, who was watching the cooking. Along the walls were bundles of dirty rags in long rolls which seemed at times to be animated: they proved to be sleepers — the tired-out runners rolled up in their miserable rags like corpses in their shrouds.

This large room communicated directly with the loggia; at the sill of the latter, on a mat of palm leaves, were ranged a half dozen sandals. Ashrabad removed his which he carefully placed beside the others. It is the custom, when one enters a Mussulman dwelling, to remove the shoes, but by special favor I was allowed to keep mine on. I took care, naturally, to recognize this favor upon entering, by raising my hand to my forehead several times, but without removing my hat for it is also the custom never to uncover. Excellent



Figure 2. Post Office in Kabul from AFGHANISTAN by Oskar von Niedermeyer, pub. by K. W. Hiersemann, Leipzig, 1924.

idea, by the by, for the Mussulman, who shaves his head completely, would have everything to lose in exhibiting a cranium denuded in such a manner.

There were three of them, the Postmaster and two assistants, squatting barefooted on the rug whose brilliant and harmonious colors contrasted strangely, in their richness of tone with absence of decoration in the apartment. In fine disorder, thrown pell-mell here and there, were packages of all sizes and shapes sewn up in linen covers and ornamented with wax seals and oriental inscriptions. These were postal packets which encumbered the cramped quarters. And on a stand, very much in evidence, was a small heater with a tea-pot and some very small cups.

There being no other seat, I sat down cross-legged upon the rug while Ashrabad, with a serious air which befitted the solemn occasion, explained the purpose of my visit. He made many gestures and his voice took many intonations, sometimes harsh and guttural and again wheezing interspersed with hiccoughs. Hardly a harmonious language, the Afghan! His discourse lasted a long time, for I wanted many things; to see the stamps, to buy some and to get information about the manner of conducting the Post. While he was talking the three men were perfectly silent and examined me in detail without betraying the least sign of their thoughts in their countenances.

The Postmaster, an Afghan of imposing figure, with a magnificent turban of cream color with silver threads, wore gold spectacles and a long surtout of blue cloth trimmed with astrakhan. His face was very grave, his complexion sallow, and his superb long beard tinted with violet. His two acolytes, quite as solemn, retained the same impassability. Their beards were tinted red like mahogany, which gave them an almost fierce look. One was occupied in writing, but the other did nothing.

When Ashrabad has done speaking, the Postmaster, without changing his countenance, drew from a small box several sheets of stamps which he handed to me with an air at once dignified and nonchalant. These stamps were black rectangles of large size, each covered with oriental characters surrounding a medallion containing the Ameer's arms: a throne surmounted by a portico and two small flags appearing in white on a colored background. Each copy was separated from the next by a margin of at least two centimeters and was framed by a single black line. Often badly printed on paper of very poor quality, very thin and almost transparent, they have no gum and almost every one differs from the others by some details of the design, which is always crude and scarce worthy of a school-boy.

There were but two values: 1 abasi and 2 abasi. One abasi is a third of a rupee (11 cents) and is the tax on a single letter. It requires 2 abasi to frank a registered letter. At the Peshawar office there was but a single color for the first value: pale rose, and three for the second: green, yellow and magenta.([3a]) They exist also in other colors, but it would be very difficult to give an exact list.

I expressed a desire to obtain a specimen of each variety, but on the condition that I should be allowed to cut them myself from the sheets. One of the assistant passed me a pair of long scissors and appeared surprised at my whim. Ashrabad very tersely informed him that I desired stamps with the line framing them showing on all four sides, as in my country learned people attached great importance to this detail. The Afghan appeared to be thinking, but said not a word.

But that was not all. It was necessary to stick the stamps upon the envelopes that I had taken care to provide myself with, and to cancel them. The employee laid them out upon a rough plank and, for lack of a brush, stuck his finger in a small cup filled with very dirty paste, — a special gum, full of lumps, — with which he covered the back of the stamps, the result being to fill the fragile paper with little holes like pen-pricks. This peculiarity should be noted as it is often encountered in cancelled Afghan stamps. Next, having stuck the stamps down solidly onto the envelopes by means of his thumb, he conscientiously applied the cancellation with a wooden die, employing a greasy reddish ink. The mark consists of a rectangle formed of parallel lines and having two small roses in the center. Finally, which was indispensable, he wrote an address in Afghan.

The letters had now only to be sent; but I thought it wiser to keep them for they would then be sure to arrive at their destination. I was satisfied, naturally. The Postmaster must have noticed it, for he smiled slightly for the first time and, divining my wishes, offered me of his own will some other cancelled stamps which he had carefully tucked away in his pocket-book. It proved to be no act of graciousness, however. I was neither relation nor ally nor even friend to merit such a windfall. That is doubtless the reason I had to pay so dear in the end. He exercised a perfectly legitimate right; also, for there is nothing to hinder one from being an Afghan Postmaster and constituting himself a vender of stamps for collections at the same time.

The cost, although very high, did not reach the usual fantastic figures of oriental merchants; that wasn't it. But he had a surprise for me, for he sold me the current unused stamps, which he should have delivered at face value, by adding an extraordinary commission, one of those "liddle gommissions" which the more rapacious Jews used to find satisfying nothing less than 100 per cent!

3a. Scott 183, F6, 9, 10; SG 143, R4, 5, 7.

For a stamp of 1 abasi, 14 cents; for a 2 abasi, 28 cents. The sly fellow speculated outrageously on exchange, which already assured him a profit of one half, and to round out the figure granted himself an extra 50%.

Some details will explain the ingenious trick. The Kabul rupee is divided into 15 annas or 3 abasi. Calculated on the basis of the British Indian rupee the abasi represents 5 annas or 10 cents. But the Afghan rupee is much depreciated and is only worth 10 annas in British currency, about 20 cents, so that the abasi is really the equivalent of only 6⅔ cents. The deceitful Postmaster had charged me at the rate of 7 annas per abasi, 5 annas face and 2 annas supplementary, which he probably thought necessary to keep himself in good humor. In Afghan money the transaction was already very lucrative, since it assured 2 annas profit, but in English money it became vastly more so. The abasi under these conditions cost me 14 cents or a little more than double, but what was the good of protest? It would have availed nothing, so I handed over the required amount. This the worthy fellow tucked away with great dignity after he had verified it twice!

By means of Ashrabad I then inquired about the postal transit to Kabul. All letters coming from India, prepaid at the ordinary rates, must be addressed first to the Postmaster of the British office of Peshawar Cantonment. The latter delivers them to his Afghan colleague in Peshawar City and pays him the tax established by the Ameer of Afghanistan for all correspondence passing through his territory. The mail leaves Peshawar twice a week and takes about 2½ days to reach Kabul. The service is by runners who cover stages laid out at regular intervals along the route. Each man goes about three miles and then hands the mail to another who does likewise.

As to packets and merchandise, that takes at least twelve days to arrive at its destination. It is transported by caravans, long processions of heavily laden camels, oxen and asses. As the route is always dangerous because of brigands, a detachment of "Khyber rifles" serves as escort on British territory across the pass, and troops of the Ameer when once in Afghanistan. A European cannot enter the country without first having received from the Ameer a passport which is obtained through his official representative at Peshawar.

The interview had lasted long enough, though it would have been easy to prolong it as time is a negligible quantity among Orientals, who do everything with great deliberation. I was preparing to take my leave of the three turbaned men when one of them blew his nose in a very noisy manner. This was the signal for my departure. I arose and brought my hand to my forehead three times in succession to avoid any jealousy. They nodded slightly and watched me depart with the usual grave and impassible countenances.

A crowd had collected without, but the two troopers and the policemen with whips kept them at a respectful distance. On a stone seat, within the opening of the great vaulted door, was an unfortunate creature almost entirely naked, with dishevelled hair, wild eyes and face horribly distorted. He uttered inarticulate sounds, at the same time desperately beating his chest with his long lank arms. Ashrabad said that it was only a fool, a sacred personage, the sight of whom brought happiness! I accepted the augury and hurriedly climbed into the "tam-tam," for I wanted to get back as quickly as possible to the Dak-Bungalow."

In a personal letter to the writer from Mr. A. F. Zahid of Peshawar, W. Pakistan, March 7, 1967, comments on the old Afghan P. O.:—

"The old Afghan Post office in Peshawar was situated in one of the narrowest lanes of Peshawar City, and comprised a courtyard, a small orchard and

a couple of mud plastered Kacha Kothas. One of these was occupied by Mirza Tila Mohammad Khan, Post Clerk (now dead). He had a primitive type of small scales and a few actual seeds of white grain for weighing the tiny covers."

The following extracts are from An American Engineer in Afghanistan(4) pp. 67-69.

"Special Runners Carry the Amir's Dak"

"The Afghan dak walla carries the mail packet and has an adventurous route which takes him over lonely roads infested by bandits, into bazaars where the shopkeepers bargain vociferously with their customers, across long stretches of silent plains uninhabited except for wolves. One night he may lie down in a crowded sarai with caravans of camels and Hindu merchants on their way to Persia; another time he may be eating pilau and kabob in the home of some friends.

Two dak wallas on the Turkestan-Kabul route arrived here in the snow at Jabal-us-Siraj. One was armed with a sword, and the other carried a spear with bells on the shaft, which is the badge of the dak walla. Every proud recipient of a letter must sign for it in the book which is part of the Afghan mail carrier's equipment. The same spear and bells is also carried by the dak wall in the outlying districts of India. The soft jingling of the bells which signals his approach is often a welcome sound to Europeans who live in these remote districts.

I asked one of these men what the spear was for, and he replied that it was to fight off the wolves which attacked them in the passes and mountain districts. They told me that one method of scaring wolves away was to take off a lungi, throw it out in front of them on the snow, and wiggle it around like a snake. Another way was to get down on all fours and jump and shout. These devices drive the wolves away most times.

The Amir's mail is carried from India to Kabul in three days over the high mountain passes by dak runners, men on foot, who travel night and day. One man takes it over his beat, then another takes it, and so on. There are change stations along the way. Some of the routes are through sparsely settled country, and in winter it is often difficult going over the higher mountain passes.

The Afghans print their own postage stamps. For letter post there are: the rupee, two abbasi, one abbasi, and a government franking stamp which franks any weight. There is a parcel post, but it is not much used except for papers. The country does not belong to the Postal Union,* and the internal postage is three meskals' weight for a rupee. This works out at just under thirty-six cents per ounce at normal exchange.

My letters come to the bank at Peshawar, where they seal them all in one envelope and forward them. The Afghan post office puts on the stamps, one abbasi for one meskal weight. (I put on the Indian stamps). An abbasi is approximately five and a half cents, and six and a half meskals equal one ounce. Have you noticed the peculiar design of the Afghan stamp? Very nice design.

A native seldom mails a letter which weighs over a meskal. I get two ounces of mail franked a week; for any over this, either incoming or outgoing, I have to pay forty cents an ounce; that is why I write on both sides of the paper. Europeans used to get their mail free, but I was told that a lady doctor in the Amir's employ started getting up hats, clothes, and goods for sale.

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4. Bell, Marjorie Jewett, ed. *An American Engineer in Afghanistan.* University of Minnesota Press, Minneapolis, copyright 1948, University of Minnesota.

*Afghanistan joined the Universal Postal Union in 1928. (Editor's note.)



Figure 3. The dak wallas, who carried the Amir's mail on foot over sparsely settled country and high mountain passes. From AN AMERICAN ENGINEER IN AFGHANISTAN Edited by Marjorie Jewett Bell from letters and notes of A. C. Jewett. Courtesy of University of Minnesota Press, Minneapolis.

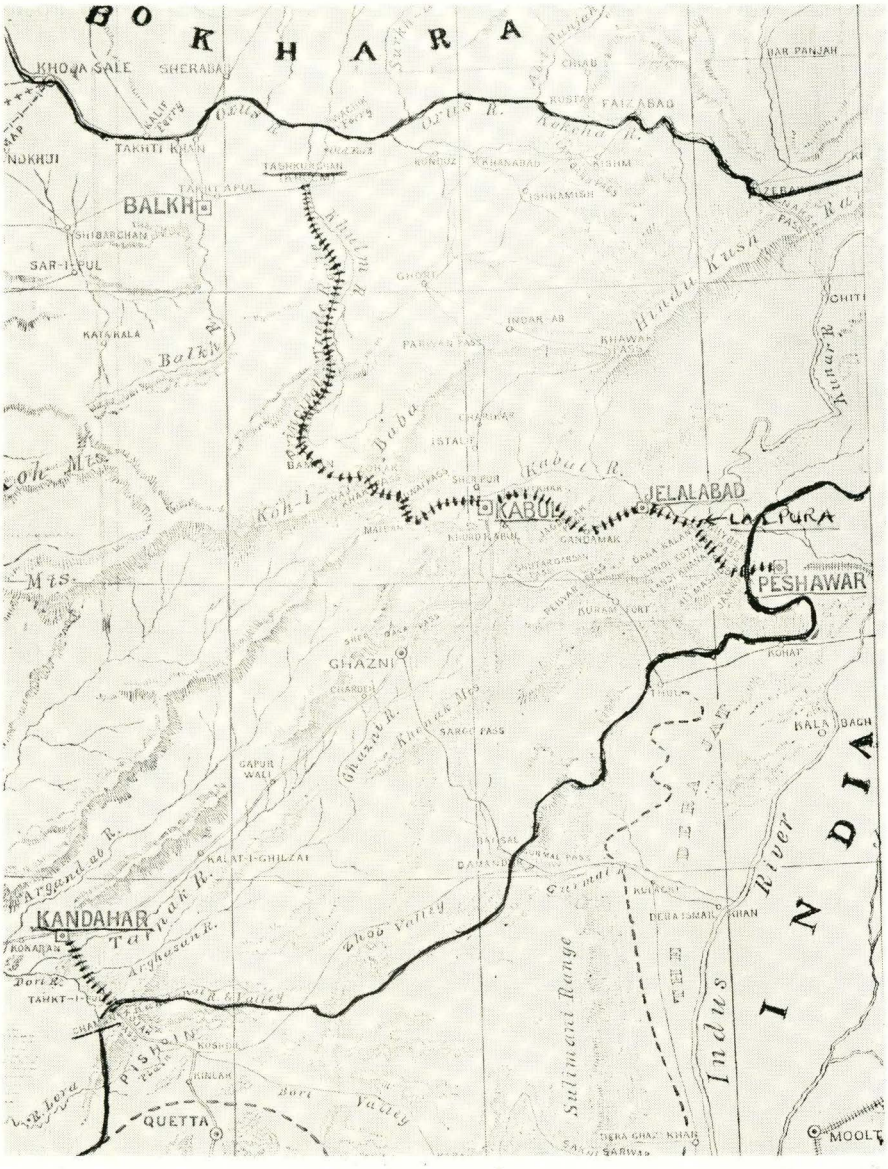
A complaint was made which resulted in an order reducing the free allowance to two ounces a week. We anathematize the people who send us advertising matter in sealed letters and those who use ten-inch envelopes and heavy paper.

Kabul, Afghanistan, 16 Muharran 1330 A.H.

W. & L. E. Gurley, Troy, New York, U. S. A.

DEAR SIRS:

May you live long! May you be in good health! Your esteemed favor has just reached me. Now, why in the name of the father of all the shaitans,



Map showing mail route.

don't you, before you inflict your advertising matter on people in foreign countries, sending a chaprasi or other slave to the post office to get a postal guide (supplied free by the government) and ascertain whether the persons you are addressing are within the Postal Union or off the map? The postage rate from India to Afghanistan is forty cents an ounce, and your letter cost me eighty cents. I am so situated that I have to take everything that comes, in order to get my legitimate mail. Two weeks ago, I received a package, beautifully done up, containing very ornate and useless advertising matter. The

postage amounted to a little over five dollars. When you write your apology, please confine it to half a sheet of paper and direct c/o the Punjab Banking Co., Ltd., Peshawar, N.W.F.P., India. This will only cost me twenty cents and you will then owe me just an even dollar. Please remit by draft on Bombay. This letter will also cost me twenty cents Afghan postage, plus five cents Indian postage, but I will donate that to the cause, as it were.

If you send me any more unsolicited advertising matter, please enclose exchange on Bombay to cover, at the rate of forty cents an ounce. Otherwise, Zinda na bashi — which means "May you die suddenly!"

P.S. On second thought, you might send me your manual, mark it plainly, "ADVERTISING MATTER, OF NO VALUE" and address c/o the Punjab Banking Co., as above. It will be brought up by kafiila or by some European coming up in the spring. Inshallah, I may get it and possibly it might be of use.

Yours faithfully,
A. C. JEWETT

Also pp. 194, 195:

That swine of an Afghan postmaster, the Afghan agent in Peshawar, opens and reads mail! I hate the sight of him. He makes one all the trouble he can trying to get bribes. The Europeans doing business in Afghanistan bribe him, as well as other officials — more's the pity, but they could do no business otherwise. It is doubtful if the Amir has many bigger thieves than the Esteemed in his employ. Afghans say that he has stolen lakhs from the government since he has been in office. I have been told by sardars a caravan never goes through the Khyber that he does not rob of at least five hundred rupees.

The outfit of a European going into Afghanistan includes sixteen yabus. If Ghulam Haider** can get you off with eight or ten animals, there is so much extra profit for himself; for the Amir, one may be sure, is charged with the whole sixteen. When you leave he presents you with a box or two of cheap cigarettes and commends you to God.(6)

My yabus have just finished loading, mihrabani-i-Khuda!! Eighteen yabus and they took me two hours to load. I'll follow tomorrow in a tumtum and and overtake them at Landi Kotal. May Allah have you in his keeping!

The abstract below is from "Under the Absolute Amir" by Frank Martin, Harper Bros., New York, 1907.

**Ghulam Haider's career as Afghan postmaster at Peshawar ended on May 7, 1919. The British Indian government discovered that he "was using his office as a center of propaganda and was planning a local outbreak at Peshawar to make it convenient for advancing Afghan troops to capture that strategic city." The British arrested Ghulam Haider and his conspirators three days before the raid through the Khyber Pass. (Editor's note.)

6. Further on the ineffable Ghulam Haider, from the Consular Report of Mr. Baker previously quoted:

"In deciding upon his purchases the Ameer is guided chiefly by illustrations from catalogues. His purchases are arranged chiefly through his court interpreter, Sirdar Azim-ula-Khan, Kabul, and executed chiefly through the Bombay agent of the Afghanistan Government, already mentioned, or if urgently required, through the Afghan postmaster at Peshawar, Mirza Gulam Hyder Khan."

Post Kandahar to Quetta

"16th, June — A Post Office notice of the Dak from Candahar having been robbed on the way from Quella Abdoolah Khan, but of what date is not known. Our post was so uncertain that duplicates and even triplicates were obliged to be sent of letters of consequence and we often got letters of two or three months date with our regular mail as they were picked up on the road, the runners having been killed or robbed, the packages being opened and the letters scattered about and recovered by accident the envelopes often destroyed, no doubt expecting money or valuables concealed inside."

The following note concerning the Kabul P. O. in the 1880 to 1901 period is from "Le Philatelic en Afghanistan" by Roger Baudet which appeared in "AFGHANISTAN" Vol. VI, #1 (Jan.-Mar. 1951) published in Kabul:

> "The Dak Khana office (post) at this time was at Sarai Shir Ali Khan, in the old Mesgari bazar (tool or utensil factory using copper). This post office burned down and it was never discovered whether it was accidental of deliberately planned."

Tashkurgan — Was there an Exchange Office there?

Tashkhurgan was the northern end of the mail route from Peshawar in India. As shown previously there was an Afghan Post Office in Peshawar which also was the exchange office for Indian-Afghan mails.

In the case of Tashkurghan, however, there isn't a scintilla of evidence that a corresponding Russian-Afghan exchange office existed there. The writer knows of no covers bearing Russian and Afghan stamps for letters between Tashkhurgan and any of the post offices in Russian Territory.

The political situation forbid such an arrangement. The Afghan Government would permit no Russian P. O. on its territory — just as no British Post Office was permitted on Afghan territory. Further the British, who by Treaty controlled the Foreign Affairs of Afghanistan, would have objected strongly to any Russian Post Office at Tashkhurgan and for that matter elsewhere in Afghanistan.

The Russians also would not countenance an Afghan Post Office in any town in their domains.

In addition the philatelic evidence supports the conclusion that there was no postal communication between Afghanistan and Russia prior to the Russian Revolution of 1917-18.

Interestingly enough two lots of covers (one of 25 and the other of 24) from the correspondence of several Bokhara merchants to their counterparts in India, including Peshawar (covering the period of November 1891 to December 1902) shows that letters put into the Russian Post went by way of Russia, Eastern Europe, or Italy then Sea mail to India taking 28 to 41 days in transit, a journey of some 10,000 miles, as compared with 800 miles by way of Afghanistan.

The earliest known cancellation mentioning Bokhara is an Afghan postmark dated 7 Feb. 1920 on a cover to Peshawar — with the inscription "Bokhara Embassy Mazar,"(5) but this in itself does not prove any Postal service between Bokhara and Afghanistan. It is the writers opinion that no postal communication between Russia and Afghanistan existed prior to Afghanistan's entry into the Universal Postal Union in 1928.

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5. THE PHILATELIST, March 1971 (Robson Lowe Ltd, London), and the Baughman Collection of Russia Lot 797 (Robert A. Siegel, New York, March 25, 1971).

The Kandahar–Quetta Route

The British occupied Kandahar in January 1879, and established a field P. O., there and shortly after a civil P. O. was opened certainly by April of that year. These offices were closed when the British evacuated Kandahar in April 28, 1881. There is no further reference to a Post Office in Kandahar until the Indian Postal Guide of April, 1888 which refers to the Amir's P. O. in that city. Mail from Kandahar went by the same route established during the British Occupation — that is south from Kandahar through Tahkt-i-Pul to the British office at Chaman which was the exchange office for Afghan-Indian mail.(3)

The map herewith shows the route from Kandahar to Quetta in Baluchistan. The Afghan portion of the route (from Kandahar to Chaman) was about 60 miles. There is no evidence of a postal service between Kandahar and any other Post Office prior to 1906.

1972 PROGRAM OF MEETINGS

September 20th	— *VALENTINES*—Jules G. Plancquaert, Brussels, Belgium
October 4th	— *GREECE*—Ronald A. G. Lee, London, England
October 18th	— *BERMUDA*—Sir Henry J. Tucker, Paget, Bermuda
November 1st	— *PHILATELIC FOUNDATION NIGHT* — Philatelic Foundation, N. Y.
November 15th	— *SOLANO COUNTY (California); Express Covers, Ghost Towns, California Penny Post, Generals Vallejo and Denver, and other Fascinating Historical Characters*—William C. Robbins III, Oakland, California
December 6th	— *UNITED STATES*—Wilber H. Schilling, Minneapolis, Minnesota
December 20th	— *BOARD OF GOVERNORS OPEN HOUSE*—Robert P. Odenweller, Theo Van Dam, Co-chairmen

The Carrier Service In Baltimore Prior to 1863

By Denwood N. Kelly

(Continued from page 223)

The "CARRIER'S ONE CENT DISPATCH" Stamps (Scott Type C2)



Figure 24. "Early" impression of the "Eye" stamp, rose-red shade.



Figure 25. "Middle" impression of the "Eye" stamp, red shade.

These stamps, commonly called the "Eye" type, enjoy the distinction of being those about which the least is known as regards plate make-up. Despite the fact that single copies are not uncommon, only two multiple pieces, each a block of four, have been recorded and were available for study.

No definite statement can be made as to the reasons for the two colors—they obviously had no use significance as they, too, are found interchangeably on both outgoing and local letters. The red stamps are the commoner and were apparently the first to be issued. The reason for the change in color from red to blue may lie in the appointment of Dr. Morris as Postmaster on March 27, 1857, succeeding Col. Davies, during whose administration the red stamps had been issued. Shortly after Dr. Morris assumed office the "Horseman" type stamps appeared and it is not improbable that he changed the color of the "Eye" type immediately upon taking office as a temporary measure until his own definitive issue could be produced.

It is only in the red shades that the early impressions are found, no blue stamps yet recorded having the clarity of impression shown by the rose-red stamp illustrated in Figure 24. A typical example of a "middle" impression is shown in Figure 25, the design having lost much of its sharpness and clarity, but not having become too blurry. The stamp illustrated in Figure 26 is obviously a late print; it is blurred and many of the shading lines and rays have entirely disappeared. One is apt to wonder why there should be such differences in impression, which indicate heavy wear on the plate, when the "Eye" type stamps were issued sometime in 1856 and replaced by a new design in the Spring of 1857; the answer probably lies in the fact that the years 1856-1860 were those in which great increases in the volume of carrier delivered mail were registered and consequently printings of carriers' stamps were undoubtedly heavy. Additionally, the printers were undoubtedly instructed to keep costs as low as possible, thus reducing the quality of work and materials.



Figure 26. "Late" impression of the "Eye" stamp, deep blue shade.

Due to the lack of material for study it has not been possible to reconstruct with complete certainty the setting of cliches prepared for printing the stamps. From marginal copies and the two recorded blocks ten positions have been definitely ascertained and are described as follows, their numbers assigned on the assumption that a setting of ten (2 x 5) was employed:

Type 1. Pronounced thinning of the left frameline southwest of the "C" of "CARRIER'S" (Figure 27).

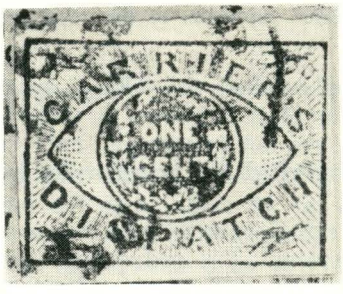


Figure 27. Type 1 in the setting of ten types.

Type 2. Thickening of the top frameline above the "E" of "CARRIER'S" wedgeshaped spur of color projecting up from the curved line between the "E" and third "R" of CARRIER'S" (Figure 28).



Figure 28. Type 2 in the setting of ten types.

Type 3. Colored flaw in rayed background resembling a long serif to the tongue of the "E" of "CARRIER'S". Left frameline very uneven in thickness and outline. (Figure 29).

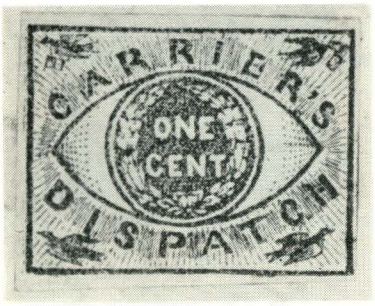


Figure 29. Type 3 in the setting of ten types.

Type 4. Small partial or complete break in the left frameline southwest of the left corner of the "eye". Spot of color in the colorless circular outline of the penny beneath the first "R" of "CARRIER'S". Some copies show a break or breaks in the "C" of the same word. (Figure 30).

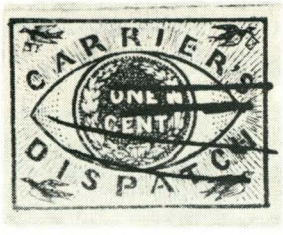


Figure 30. Type 4 in the setting of ten types.

Type 5. Colorless spots in the upright of the first "R" in "CARRIER'S" and in the bottom portion of the upright of the "P" in "DISPATCH". (Figure 31).



Figure 31. Type 5 in the setting of ten types.

Type 6. Left frameline bevelled at the bottom. Nick in left frameline southwest of the left corner of the "eye", similar to Type 4. Some copies show an irregular colored flaw over the "A" of "DISPATCH", similar in position to, but smaller than that in Type 7. (Figure 32).



Figure 32. Type 6 in the setting of ten types.

Type 7. Horizontal colored flaw over the "A" of "DISPATCH". (Figure 33).



Figure 33. Type 7 in the setting of ten types.

Type 8. Colorless gash in the northeast arc of the "D" of "DISPATCH". (Figure 34).



Figure 34. Type 8 in the setting of ten types.

Type 9. Thickening of the top frameline above the "E" of "CARRIER'S"; wedge-shaped spur of color projecting up from the arch between the "E" and third "R" of "CARRIER'S", "N" of "ONE" is filled in with color. (Figure 35).

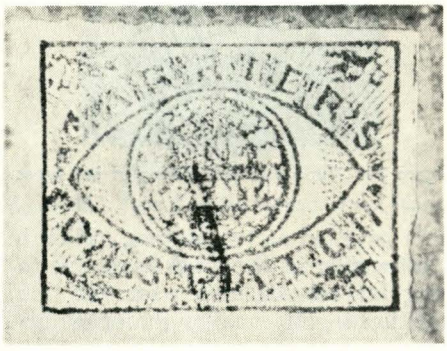


Figure 35. Type 9 in the setting of ten types.

Type 10. Two colorless flaws in the left frameline opposite the "C" of "CARRIER'S"; small colorless flaw attached to the bottom arm of the "E" of "CENT", colorless elongation to the end of the upper curve of the "C" of "CENT". (Figure 36).



Figure 36. Type 10 in the setting of ten types.

The similarity between Types 2 and 9 will be noted immediately, the difference being merely the solid color in the "N" of "ONE" in Type 9. The probable explanation is a slight defect in the mold from which the cliches were cast, these two cliches probably being among the last cast in the series. A breakdown or "pitting" in the plaster would cause both varieties as it would permit an abnormal raised surface (which would print) on the casting. Thus, the cliche which became Type 2 was probably cast with a pitting in the location of the spur of color under the "ER" of "CARRIER" and then when the Type 9 cliche was cast a further breakdown occurred in the mold in the "N" of "one".

The aforementioned blocks of four are illustrated in Figures 37 and 38, the first showing quite clearly the characteristics of Types 3, 4, 5, and 6 and the second types 7, 8, 9, and 10.

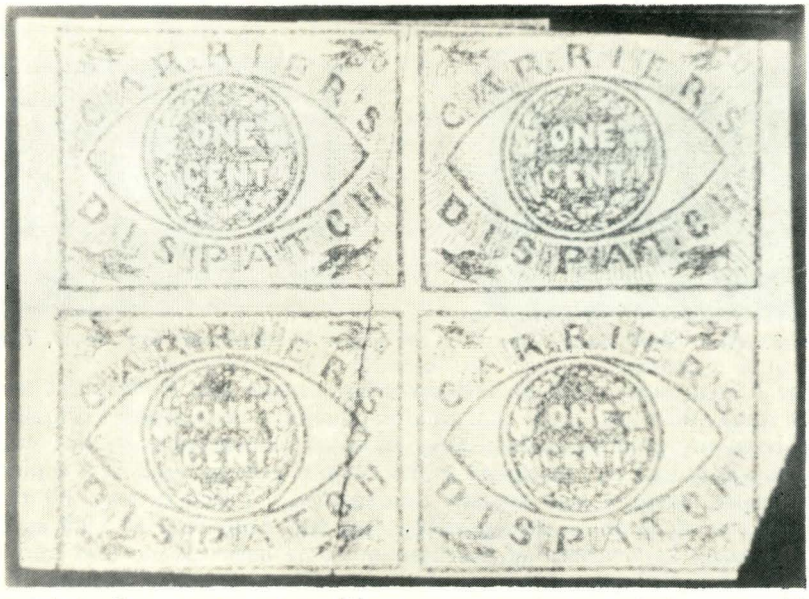


Figure 37. Block of four of the red "Eye" stamp, one of only two multiples on record, showing Types 3, 4, 5 and 6.

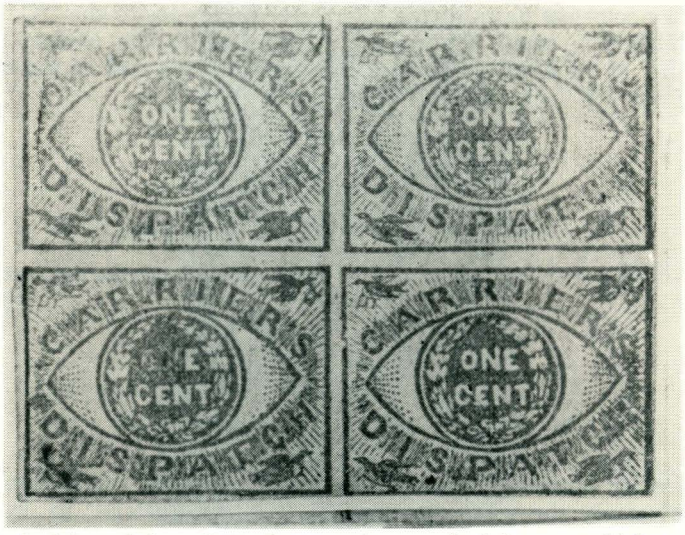


Figure 38. Block of four of the red "Eye" stamp, the second of the two multiples on record, showing Types 7, 8, 9, 10.

In addition to the previously described ten types two other repeating varieties have been noted, in each case enough examples having been seen to prove the constancy of the characteristics.

Type A. A colorless hook-like protuberance from the right inner laurel leaf touches the back of the "C" of "CENT"; in many copies a colorless spot appears slightly to the left of center and above the "N" of "CENT". (Figure 39).

Type B. Oblique lower left corner and faintly blunted lower right corner; flaw or flaws in upper part of right frameline show on most copies. (Figure 40).



Figure 39. Red "Eye" stamp, Type A.



Figure 40. Dark red "Eye" stamp, Type B.

Type A is always found on left marginal stamps and B on right marginal ones. Several additional right marginal copies have been studied which do not seem to have any really distingishing flaws or characteristics, but curiously enough, no additional left marginal copies remain untyped. A few copies without significant margins also remain unidentified. Thus, it may be that the setting was one of 12 or 14, and possibly (but not probably) as high as 20. If such is the case, the unallocated positions must lie between the first and second or third and fourth horizontal rows of the previously assumed setting of ten as top and bottom margin pieces prove the positions 1, 2, 9, and 10 and the blocks

prove the relation of certain intervening positions. It seems more likely that Types A and B were new cliches inserted during an intermediate printing to replace worn or damaged ones. The other unidentified stamps could have a similar explanation or could be mere printing varieties in which characteristics failed to show up. Obviously, there is also the possibility of an entirely new printing plate prepared from new stereos. This cannot be completely discounted, but if true it would seem to the writer that a larger number of identifiable additional types would have been isolated by now.

As in the case of the stamps of the first design, the sizes of the printing plate and of the finished sheets are unknown. From the slight differences noted between stamps of the same types it seems that at least two and possibly three or four additional stereos were prepared from the basic setting.

A number of imitations of the "Eye" stamps have been produced, but none are really dangerous. In the originals the edge of the coin is a heavy colored line which at top and bottom merges into the line of the pointed oval which forms the edge of the "eye." In "CARRIER'S DISPATCH" the letters "A", "E" and "H" have crossbars, and the "P" and "R" have curves, which do not connect with the upright stems.



Figure 41. Imitation, Type V, of the "Eye" carrier stamp.

On all the imitations hereinafter described, the crossbars and loops of the letters connect with the stems unless otherwise noted.

Imitation V — Figure 41. On the first and third "R" of "CARRIER'S" the right limb is too straight. The colorless circle of the coin is incomplete at top. This imitation is somewhat deceptive, but the impression is clearer than is usual with any originals, except some which are from the early state of the plate and in the dark red color. Printings of this imitation were made in shades of blue on at least two thicknesses of paper.

Imitation Va — This type is identical with preceding type except that there is a colored ring connecting the edge of the coin with the corner dots in each side of the "eye". This type was illustrated by Coster in 1877 and appeared in the Scott Catalogues from at least 1887, so is now 75 years old. Apparently it appeared as a catalogue and Coster illustration only and the cut was never used to produce fraudulent stamps.

Imitation Vb — Same as Imitation Va except that a line of color has been added at the inner edge of the dotted background in the corners of the "eye". It is noted in red as a clear print on thickish paper, and as a rougher print on thinner paper.

Imitation VI — Figure 42. All the letters are too small and "CARRIER'S" ends with an "E" instead of an "S". This fraud is noted in dull ultramarine, dull gray-blue and yellow orange on white paper.



Figure 42. Imitation, Type VI, of the "Eye" carrier stamp.

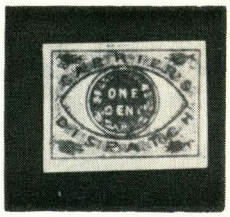


Figure 43. Imitation, Type VII, of the "Eye" carrier stamp.

Imitation VII Figure 43. "ONE CENT" is in small, thin letters. The colored rim of the coin touches the oval line of the "eye", but does not merge with it. The shading nearest the inner corners of the "eye" is composed of lines instead of dots. An extra and thin rectangular line frames the design about one millimeter outside the normal frameline. Clear prints of this imitation have been recorded in brown, yellow and violet.

Imitation VIII Figure 44. All the letters are too small. The "P" of "DISPATCH" has a long, narrow opening. A dash of color appears between the coin and the oval over the "T" of "DISPATCH". This has been recorded in blue and in red only.

Imitation IX Figure 45. Irregular lettering; no apostrophe in "CARRIER'S". Each "S" and the second "R" are poorly formed and the crossbar of "H" does not connect with the uprights.

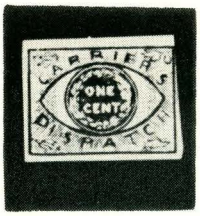


Figure 44. Imitation, Type VIII, of the "Eye" carrier stamp.



Figure 45. Imitation, Type IX, of the "Eye" carrier stamp.

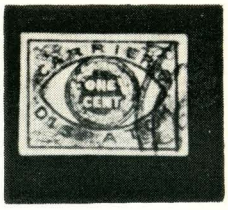


Figure 46. Imitation, Type X, of the "Eye" carrier stamp.

This fraud occurs in black and various colors on white or colored papers and all are credited to S. Allan Taylor.

Imitation X Figure 46. Colorless circle is irregular in thickness, being very weak at the sides. No apostrophe in "CARRIER'S"; first "R" very squat, being wider than the others. Recorded in violet on thick white wove paper.

To Be Continued

The Clubhouse

The Meeting of April 5, 1972

ROMAN STATES 1852-1867

The First Issue—the ½ Bajocco Value, and the Bisects

Dott. Giorgio Bizzarri, Rome, Italy

In 1851 the Italian peninsula was divided into seven States. This was the result of historical events started by the Fall of the Roman Empire and the barbaric invasions, and continued by the various wars of conquest waged by different nations and the great European dynasties.

One can list the Italian States from West to East and from North to South as follows: The Kingdom of Sardinia, the Kingdom of Lombardy-Venetia, the Duchy of Parma, the duchy of Modena, the Grand Duchy of Tuscany, the Papal States, and the Kingdom of the Two Sicilies.

The Papal States were in the geographical centre of Italy and extended from the Tyrrhenian Sea to the Adriatic, with a surface area of about 41,000 square kilometers, and with a population of about 3,200,000 inhabitants.

We can trace the origin of the Papal States (and thus of the so-called "temporal power" of the Pope) to the year 729 when the Longobard King Liutprand gave the Pope the town of Sutri (about 80 kilometers from Rome). From this beginning the Papal States gradually grew.

Right from the start the Papal States were subjected to internal and external attacks which continued in the successive centuries. The Papal States, however, always rose after being defeated or withstood the various onslaughts until final defeat on 20th September, 1870. When Rome, the ultimal Papal stronghold, was occupied by the troops of the Kingdom of Italy.

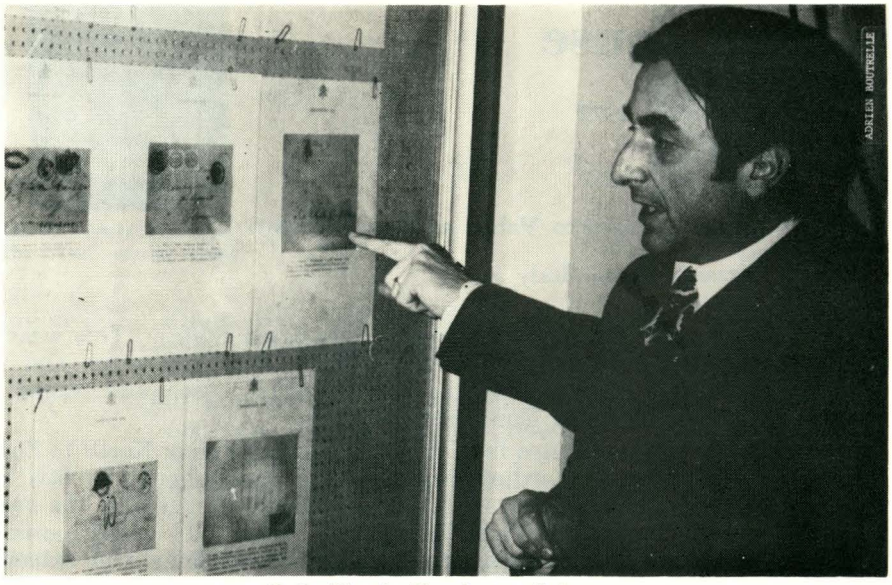
In 1851, Giovanni Maria, Cardinal Mastai Ferretti was Pope bearing the name Pius IX. With his Edict of 29th November 1851 he announced the adoption of stamps which was to be started on 1st January, 1852.

The monetary unit used in the Papal States at that time, was the "scudo," subdivided into 100 "bajocchi" (or pennies). The value of the first stamps was thus expressed in this currency. Later, in 1866, the currency was changed into the Pontifical lire which was subdivided into 100 "centesimi" or cents. Consequently, in keeping with this later monetary change in the Papal States, a second series of stamps were issued in 1867 with values expressed in centesimi. This series was perforated in 1868. Thus, to sum up, there were three issues of stamps in the Papal States:

1st:	1852 issue	—	1st January, in "bajocchi" imperforated
2nd:	1867 issue	—	21st September, in "centesimi" imperforated
3rd:	1868 edition	—	March, in "centesimi" perforated

In this paper I shall speak firstly of the bajocchi series in general, then of the value of the half-bajocco in particular, and finally of the split stamps.

On the first day of usage of the "bajocchi" series (1st January, 1852), eight values were on sale, namely: the ½ bajocco, the 1, 2, 3, 4, 5, 6, and 7 bajocco. On 1st October the 8 bajocco stamp was added to the series as a result of a new rate resulting from a postal agreement between the Austrian Empire and some Italian States.



Dott. Giorgio Bizzari at wall frames.

Previous to this, on 12th July, a 50 bajocco stamp was issued as well as a 1 scudo stamp (also in July). Thus finally there were altogether 11 different stamp values in the series. One can say that the rates in use in the Papal States reflect the European characteristic (and the Italian in particular) of making simple things as complicated as possible. One has only to think of the different rates in use: the ½ bajocco for printed matter; the 1 bajocco for letters within the same district; the 2, 3, 4, and 5 bajocco for cities at various distances, and so on.

The systems of tax-collection were also many, but I will not divert on this now as it requires separate treatment. Suffice it to say that the most frequent rates were those of 1, 2, and 3 bajocco and therefore these stamps are the most common today.

It was customary to print the stamps in sheets of 100 (for the 50 bajocco and the scudo, sheets of 50) divided into four panes of 25 stamps each (5 rows of 5 each). The stamps, consisting of a central coat-of-arms inside a frame, were divided by double horizontal and vertical lines, that is, for the ½, 1, 2, 3, 4, and 8 bajocco stamps. The panes of 25 stamps on the same sheet were divided from each other by gutter spaces. Gutter pairs and strips are of great value.

The paper used was handmade and thus rather coarse and very irregular. The dyed-in-the-pulp colors were for the first printing:

½ bajocco	bluish-grey	black print
1 bajocco	greyish-green	black print
2 bajocco	yellow-green	black print
3 bajocco	orange-brown	black print
4 bajocco	greyish-brown	black print
5 bajocco	pink	black print
6 bajocco	grey	black print
7 bajocco	blue	black print
8 bajocco	white	black print
50 bajocco	white	blue print
1 scudo	white	red print

This curiosity of using handmade paper which changed with every new printing caused the change in color of the Papal stamps for every printing. And as there were very many printings, from a minimum of 1 (for the 1 scudo) to a maximum of 52 (the 2 bajocco), the study of the colors of the various printing is one of the most interesting aspects of Papal States philately.

The changing of color or shade with each new issue, is a characteristic not only of Papal stamps, but of many classical stamps as well. Before discussing this in detail I would like to discuss the varieties that one meets in the stamps themselves.

The simplest varieties occur in the printing. Since they used the typographic system, with steel dies and a separate stereotype in lead for each stamp, and as there were as many pieces of lead as stamps, the print was rather defective. It was very difficult in fact to see to it that at the moment of printing all the stereotypes were at the same height and therefore made a uniform impression on the sheet of paper. This resulted in inking errors more or less marked and more obvious on some sheets than on others. It would be tedious to list the printing faults of every stamp at every value. However, one can say that every stamp is in some way different from others in the same sheet.

An important variety though, found in all values of the series (except the 50 bajocco and the scudo) is the double print. When this happens, the print is indistinct and appears rather faint.

Perhaps the most important variety is the têtê-bêche of the ½ bajocco stamps. I shall deal with this later on. To continue our list of important varieties we find some stamps with double printing on the front, but only, in the case of the 5 bajocco, do we have an "albino" print. What happened was that the plate was not inked and therefore the stamp did not appear to have been printed even though it passed through the printing press. This is seen by the way the paper appears embossed in dry relief. The stamps in question certainly came from the sheet which must have gone through the printing machine attached to another sheet. The upper sheet would then have received the inking while the lower one the dry impression. Since, as I said, the Papal stamps had different printings not only was the paper changed, but the printing ink as well. So, over the years, the printing changes according to the type of paper and ink used. They used black, grey, light brown, dark brown and oily inks. Another important variety is the printing done with oily ink in 1854. It marks the first attempt on the part of the Papal Postal Administration to fight the wide spread tendency of removing the cancel from used stamps and re-using them.

Stamps that have an occasional watermark are another variety which is valued highly. Granted that watermarked paper was never intentionally used for stamps, we nevertheless have four different types of watermarks. The papal Postal Administration, we must remember, used many kinds of paper coming from various mills. Some mills watermarked their paper with the firm's name or embossed their trade-mark on it. Part of these watermarks fell by chance on some stamps. The different types of watermarks we now find are: for the 3 bajocco stamps, traces of the wording "Pietro Miliani Fabriano"; for the 50 bajocco and 1 scudo stamps, parts of "Canson Freres"; for the 2 and 6 bajocco stamps, the dry impression of "Bath." It is interesting to note that the paper marked "Bath" used for stamps was the same as that used for writing paper. The fourth and final possible impression is of the stitch-watermark. It can be found in the 1, 2, 3, 4, 5, 6, and 7 bajocco values.

Having listed the most important varieties, I shall now return to the possible combinations, among Papal stamps, resulting from a change of color due to the paper. As I said in the beginning, the first stamps were printed on coloured handmade paper, and with every new printing they always purchased new paper, attempting to imitate the colour of the one previously used.

This peculiar way of supplying paper often resulted in diverse shades of colors between sheets of the same printing. Naturally the difference in color between one printing and the next was even greater. At a certain stage they abandoned handmade paper, however, and used machine-made paper. This, of course, brought about a complete change, not in shade of the color, but of the color itself while they sought to approximate the shade of the original color for the various stamps.

For some values they succeeded in maintaining a certain uniformity of the colors in the various printings, for example the 1 bajocco, the 5 bajocco, the 7 bajocco and the 8 bajocco, as well as the 50 bajocco and the 1 scudo, of course. But as regards the others, some had three colors (the 2 and 3 bajocco) some four colors (the 4 and 6 bajocco) and the ½ bajocco had many colors. As the latter is of particular interest in this study, I shall examine it fully below; of the other values the list of the color-varieties (among which there are further shades, but these I have not mentioned) reads as follows:

1 bajocco	green
	greyish-green
	dark green
2 bajocco	olive green
	yellowish green
	greyish green
	white
	bluish grey
3 bajocco	chamois
	brown
	orange
	straw-yellow
	chrome-yellow
	rose
	leather
4 bajocco	light brown
	pinkish brown
	yellow
	bright yellow
	orange yellow
5 bajocco	light pink
	bright pink
	wine pink
6 bajocco	grey
	greenish grey
	bluish grey
	blue
7 bajocco	blue
	bright blue
8 bajocco	white
	ivory white

The ½ Bajocco

This is the first value of the 1852 series. The design is similar to that of all the other 6 stamps in the series, the Papal coat-of-arms is framed by an oval design where the value and the inscription is written. It was always printed in sheets of 100, always printed in black for the most part, even though examples of dark grey ink are known; it would seem, however, that these examples were also printed in black ink but with rather faint print.

The ½ bajocco was never printed with oily ink, a method used as I said to prevent frauds, probably because, given its low value, forgers did not think it worthwhile. For the 2nd, 3rd and 4th printings (colors blue and grey), however, they used a very thick ink which, because of the absorbent texture of the paper, resulted in a marked and smudged print, almost oily in appearance.

The ½ bajocco represented the rate for newspapers, circulars, advertising letters, magazines, etc. This explains why, even if they were printed in rather large numbers today they are not very common.

In fact newspapers, reviews, etc. were sometimes sent in a wrapper on which the address was written, and bearing the stamp. This wrapper regularly finished up in the wastepaper basket, taking a precious guest with it — to find a ½ bajocco today used by itself on letters or wrapper is rather rare. It is easier to find the ½ bajocco used in pair for the postage of 1 bajocco as this postage was the amount required for local letters, the ½ bajocco pair substituted for the 1 bajocco which latter was now and again sold out because of its extensive use. But decidedly rare is the ½ bajocco used in blocks of four or more.

It is not very rare to find it new and unused for the late printings, but rare or very rare for the earlier ones. It is, indeed, unknown in unused state, in some of its innumerable shades.

It is without doubt the most interesting stamp of the Papal States, because it has the characteristic of having changed color in the various printings many times. In the 1st printing 250,000 copies were produced and it had altogther 32 printings for a total of 3,130,000 copies. The quantity in each printing went from a maximum of 300,000 (the 4th printing) to a minimum of 5,000 (the 26th printing). The paper used was handmade up to the 19th printing. From the 20th to the 32nd issue machine made paper was used.

The handmade paper was sometimes coarse "quadrilla" or wrinkled. Its surface could be more or less smooth, it could be thick or thin sometimes if held against the light it has transparent marks, like spots. To speak about the type of paper for the ½ bajocco would be tedious and boring because it would necessitate looking at each stamp closely. I would only add that in the printings on handmade paper, the greater or lesser coarseness of the paper in the same printing could result in a precise or imprecise print that would give rise to a slight variety in the various stamps.

I enclose for greater clarity a summary of the particular numbers and colors of the various printings:

1	1852	250.000	GREY
2	1852	250.000	BLUISH GREY
3	1853	100.000	LIGHT BLUE GREY
4	1854	300.000	BLUISH GREENISH GREY
5	1856	100.000	LIGHT GREY
6	1856	100.000	LILAC GREY
7	1857	100.000	WHITE GREY

8	1857	100.000	IRON BLUE
9	1858	50.000	BLUISH GREY/PINKISH LILAC
10	1858	50.000	LIGHT GREY (MOUSE)
11	1859	50.000	GREY (MOUSE)
12	1859	50.000	DARK GREY
13	1859	50.000	LIGHT GREY
14	1859	50.000	LIGHT LILAC GREY
15	1860	100.000	BRIGHT LILAC GREY
16	1860	100.000	LIGHT LILAC GREY
17	1862	100.000	PINKISH LILAC/BRIGHT, LIGHT, PALE
18	1862	100.000	BRIGHT LILAC
19	1863	100.000	PINKISH LILAC BROWN
20	1864	100.000	PINKISH LIGHT LILAC
21	1864	100.000	VIOLET GREY
22	1864	200.000	VIOLET GREY BLACK
23	1865	100.000	PINKISH VIOLET GREY
24	1866	100.000	VIOLET LILAC GREY
25	1866	100.000	VIOLET LILAC GREY
26	1866	5.000	VIOLET LILAC GREY
27	1866	100.000	BRIGHT VIOLET LILAC GREY
28	1866	50.000	LILAC VIOLET GREY (BRIGHT)
29	1866	50.000	BRIGHT VIOLET LILAC
30	1867	50.000	PINKISH GREYISH LILAC
31	1867	50.000	PINKISH GREYISH LILAC
32	1867	25.000	PINKISH GREYISH LILAC

Bearing in mind the summary, one can attempt to classify the ½ bajocco in various basic groups with regard to color.

(a) Handmade paper
  (i) blue group (1st, 2nd, 3rd, 8th, and 9th issues)
  (ii) grey group (4th, 5th, 7th, 10th, 11th, 12th and 13th issues)
  (iii) lilac group (6th, 14th, 15th, 16th, 17th, 18th), and 19th issues)

(b) Machine-made paper
  (i) lilac group (20th, 30th, 31st and 32nd issues)
  (ii) violet group (21st, 22nd, 24th, 25th, 26th, 27th, 28th and 29th issues)

This classificaiton could be the basic scheme of the colors and would seem to be rather simple; but unfortunately, or rather I would say fortunately, in each of these basic colors there are shades. Thus sky-blue can tend to blue, to rose-colored, to iron-colored. The grey can tend to greenish, to brownish to lilac. The lilac can be pale, deep, or bright. The violet can be grey, bright or tend to black or chestnut. An artist's palette would hardly be adequate to express the kaleidoscope of shades.

I must say, to add more credibility to what I say, that sometimes in the same printings, and there were 32 of them, one can find stamps that have different tonality. One could object that with the passage of time some have faded, while other have been well preserved. This certainly could have happened, but I have come across examples on the same sheet that show a difference of color between the first and the last.

I will now briefly mention the scarcest shade of each group:

For Blue: the shade sky-blue, 3rd printing
the shade iron-blue, 8th printing

For Grey: the shade dark grey, 12th printing
the shade dark greenish-grey, a variation of color found in a few sheets of the 4th issue.

For Lilac: the pinkish-lilac (14th printing), the rarest of all the rare colors of the ½ bajocco and the bright lilac (18th printing) which is the next rarest. There is a letter franked with one of each of these two colors, with different dates of printing-this is undoubtedly unique.

I must say that letters franked with two ½ bajocco stamps of different printings are very rare. There is only one example, with stamps from four different printings.

For Violet: dark violet, almost chestnut or black.

To avoid a lecture that could become an essay on chromaticism in painting, I shall pass on to describe briefly the varieties of the ½ bajocco. Other than printing defects, due to the coarseness of the paper, or to the precarious application of the stereotypes to the steel plates, as we saw in the general introduction, one finds the ½ bajocco (as with the other stamps in the series)

a) Printed both sides
b) With double print
c) Off-set
d) With border watermarks
e) Tête-Bêche

I shall not dwell on the first 4 varieties because I have already spoken about them in connection with he characteristics common to all the values of the Papal series. Now I shall speak briefly on the last one, because it concerns the rarest error of all the stamps of the Papal States.

In the first printing, it occurred that two stereotypes were inverted in their place on the forme. The person in charge of the operation only realized this on seeing the printed stamps and thus it is the only example of such a variety in the Papal stamps. The error was then corrected and the successive printings do not have the tête-bêche anymore. The two inverted examples were located on the sheet in the upper right pane of 25 and occupied position no. 12 and no. 13 in the pane. Each of these two inverted stamps finding itslf joind to an adjacent properly printed stamp, could have given origin to 6 different pairs of tête-bêche, that is, 4 vertical and 2 horizontal.

Franked letters with tete-beche pairs of the ½ bajocco are ever so rare; only one letter is known with a strip of 4 of the ½ bajocco with one inverted stamp in the 2nd place from the left.

To conclude with the ½ bajocco, I shall accentuate now that it is also known as a bisect. It has been used in half for the rate of ¼ bajocco: it is a strange rate about which I shall say something later on, when I have finished with the general part on split stamps which I shall deal with now.

The Bisects

In various old European states the system of using fractions of higher value stamps was practised whenever there was a shortage of the desired values. But only, I believe, in the Papal States one had a constant use of them for all the duration of the postal validity of the stamps, even if, as we will see, with

the passing of the years, the use of such a system was gradually decreased. In fact, while in several other Italian States like Lombardy Venetia, the Kingdom of Naples (or two Sicilies), the Kingdom of Sardinia, the Grand Duchy of Tuscany, and in several other European states like the Hungarian-Austrian Empire, Bavaria, Brunswick, Hanover, one only sporadically finds split stamps, and in some cases one can count the examples on one hand, the phenomenon of bisected stamps reached such a degree in the Papal States that the postal Administration intervened with severe bans which, however, often went unheeded.

Why did they begin to split stamps? The reply is obvious: when there was a shortage of a certain value, by using the scissors one could obtain from a higher value, a fraction of a stamp of the desired nominal face value. Obviously once this system entered into common usage, people soon realized that by taking a stamp already used and cancelled one could obtain, cutting away the cancelled portions, a little strip of paper that even though it had a value reduced by half or a third of full value, did not cost anything, and was worth at least something. This led to an abuse in the system of fractions. And who began to cut the stamps? Judging by very early letters, they got started by Post Office employees. This date can easily be deduced from the fact that the first letters that have fractions show them put on the back.

I must state that from 1852 to 1863 in the Papal States it was in the power of the user to use the system that he preferred the most, to pay the postal tax. In fact this could either be done by sticking the stamp on to the address side, thus paying the tax in advance, or he could send the letter without a stamp and the Post Office collected the tax from the addressee.

In this case if the letter travelled inside the same postal district or "Direzione," the Post Office saw to the sticking on of the stamps on the back of the letters making the addressee pay for them. It is, thus, clear that when we find letters with stamps stuck on the back, as in the case of the first dates of use of the split stamps, we can be certain that they were stuck on by the Post Office. After this system was started of cutting stamps, the public realized that one could cut used stamps, but the postal employees also realized this and thus began the golden era (philatelically speaking) for this type of franking. But it was certainly not a golden era for the Papal Treasury.

In the light of what I have said one can classify the fractionized Papal stamps in two categories:

a) Stamps split out of real need, i. e. stamps cut for an absolute shortage of stamp of desired value.
b) "Postal fraud" splits, parts of stamps cut from used copies.

It is important to emphasize a third category and that is split stamps used from 12th June 1859 to 30th August, 1859 in the Romagna Legation. At that time this region continued using papal stamps, although they were separated from the Papal States, while waiting for the issue of new stamps by the Provisional Government (the Government that had to work out the union of the region with the Kingdom of Italy) people tried to make up every type of postage with the remaining stamps that were rapidly runnnig out. At this time, in that region, we find the most varied splits which have a noteworthy historical and postal value, in fact they are regarded as the first stamps of the Romagna Government.

The earliest known dates of use of split stamps are 30th June and 1st July 1852, but everything leads us to suppose that the splitting of stamps must have already begun some time earlier, perhaps at the end of May or beginning

of June. Immediately the General Superintendence of the Post (the Central Pontifical Post Office) began sending out circulars and orders to stop the use of split stamps, but users and postal officials hardly ever took any notice of the recommendations. As a result there was a great deal of correspondence between the Superintendant and the local Post Offices which is amusing to read, as to every reproach from their supervisors, the post office employees replied with letters of apologies but declaring their good faith and their assurance of not having committed any misdeed. The splitting of stamps in their first year of use can be seen as entirely the result of necessity, that is, they should not be considered as postal frauds. Split stamps of 1852 are only four in number.

Split stamps of this year are considered very rare, given their small number. Already by 1853, even though not very common, split stamps were more numerous; from that year on, split stamps can be regarded as frauds. After 1854 and up to 1865 the use of split stamps became more frequent and thus letters of that period are fairly common. By this we mean covers with the common type of bisects, that is, those of 2 bajocco, because obviously splits of other values are very rare even if of this period.

In 1866 and 1867, the last two years of the postal validity of the bajocco series, splits occurred less frequently until they became very rare in the final three months of July, August and September, 1867. Although to be fractionated was a prerogative of the bajocco, the stamps of later issues in "centesimi" (1867 and 1868) were also split. But these cases were very rare, only about 10 examples are known, among all, of them.

If one recontructs a list of the Post Offices (and they were about 350) that cancelled split stamps, one gets a total of 54 (4 of which are recent discoveries). The Post Offices are as follows:

ALBANO (R)
ANAGNI
ANCONA
ARGENTA
ASCOLI PICENO
BOLOGNA
BUDRIO
CAGLI (R)
CAMERANO (R)
CAMERINO
CASTELFRANCO
CASTEL S. PIETRO
FROSINONE (R)
IESI
IMOLA (R)
LOJANO
LUGO
MACERATA
MIGLIARO (R)
MONTALBODDO
MONTE GIORGIO (R)
MONTE MILONE (RR)
NOCERA
ORVIETO (R)
PERUGIA
PIPERNO (RR)
PORTOMAGGIORE
CASTELMAGGIORE (R)
CENTO
CESENA
CITTA' DELLA PIEVE (R)
CIVTAVECCHIA
CORNETO (R)
FAENZA
FERMO
FERRARA
FOLIGNO
FORLI'
FOSSOMBRONE (R)
RAVENNA
RIMINI
RIETI
ROMA
RONCIGLIONE (R)
S. ARCANGELO
S. ELPIDIO (R)
SAVIGNANO
SCHEGGIA (RR)
SENIGALLIA
SEZZE (R)
TOSCANELA
URBINO
VEROLI (R)
VITERBO

At the side of offices in which the use of split stamps was rare I have written an "R" to indicate the most valuable fractionized stamp that has the cancellation of that office.

The value of a split stamp depends on whether it was stuck on by the post office (on the back of the letter), or by the sender (on the front of the letter). In any case, those put on by the sender are scarce, in fact the most dedicated to the habit of cutting the stamps were those that should least have done so, that is, the post office employees. In some cases the same type of split can be quite common if done by the post office, almost unique if done by the sender.

The post offices, at least some of them, that adopted the system of splitting by necessity and not as a contraband or fraud, after the first timid attempts, certainly reached the point of where they sought to use it as rarely as possible. Probably an employee, noticing that the 1 bajocco (for example) had run out, in haste took two or more of the 2 bajocco stamp sheets which were often placed one on top of the other, and began to cut the stamps in half to get a number of pieces each valued at 1 bajocco. This job of cutting superimposed sheets is seen by the fact that several split stamps are badly centered, overlapping two stamps complete with guttter. One letter shows in an unexceptional way what is being said, that is, that the stamps were cut before and not at the moment of use. It comes from a definite town with the rate of 1 bajocco regularly paid with a stamp of that value on the front. On arrival at Ascoli Piceno post office, its place of destination, the letter was, however, taxed for another bajocco (stamp on the back) and the postal employee, who had already cut the stamps of 1 bajocco in half, had to reconstruct one, by joining two halves of the 1 bajocco that seem certainly to be of the same stamp. This is a very interesting and amusing letter.

Another similar letter, but more interesting, is one sent from Camerano to Falconara through the post office of Ancona. The post office of Camerano stuck on half a bajocco and cancelled it; later an employee looked at it again and decided it needed another half. The letter then went to Falconara, but at Ancona both halves were cancelled thus creating a real philatelic jewel.

Let us now give details of the individual split stamps value by value. The first is the ½ bajocco. It is known cut in half to give a ¼ bajocco. This postage was not foreseen among those in use in the Papal States, but was used exclusively as a privilege for the postage on the newspaper "L'Album," which was printed in Rome. When this type of postage appeared, there was a series of protests among the recipients of "L'Album" and the post offices who, seeing the paper with this particular postage, thought they were being cheated. But in fact the post offices had not been informed of the special rate by the Central Superintendent of Rome, and thus sometimes they put a surcharge on this particular postage.

The split ½ bajocco then is only found on the wrappers of that newspaper; almost always bear the caption "L'Album," S. Carlo al Corso 433 Square Rome, which guarantees the genuineness of the split. The cancellation is always done in pen, but four copies cancelled with a postmark have been found. One can have stamps cut vertically or horizontally; the colors of the ½ bajocco can be those of the first issues, that are greenish-grey, grey, and bluish-grey. The halved ½ bajocco (diagonally) is known also in two cases of these halves united to other used stamps in July, 1859 in the Province of Romagna at the time when Romagna was separated from the Papal States.

The halved 1 bajocco is rare if used by itself. It is of greater value if stuck on by the user, thus placed on the address side. One finds it often on bills

sent to the various peripheral communes from the main towns. It is very valuable in bluish-green and dark-green, and if printed with oily ink. It is rarely cut in half horizontally or vertically. It is known to have been used in all the shades of the issue of 1 bajocco.

The split 1 bajocco is more common if used in two halves for the postage of the 1 bajocco, this type of postage is obviously nearly always a swindle. In fact it would be stupid to cut at 1 bajocco stamp in two when the postage required is 1 bajocco. This kind of postage becomes valuable when one meets two halves of different printings and thus different shades of color.

Finally one has two letters franked with four halves of the 1 bajocco (for the value of 2 bajocchi). Such letters are exceptional and are cases of fraud by the postal employees.

A special case merits mention: an employee franked a letter with the 1 bajocco and to save a half he stuck on a half piece of the border of the sheet of 1 bajocco stamps !

The bisect of the 2 bajocco was used only for 1 bajocco and is the most common of the split stamps. This goes for the shades olive-green and yellowish-green. It is fairly valuable in the printing in oily ink. It is very rare in the printings bluish-grey and greenish-grey and is unknown in the other printings. Three examples in bluish-grey are known, one is the half joined in a strip to two others 2 bajocco stamps to give a total value of 5 bajocchi. The halved 2 bajocco is also known to have been used together with stamps of 1, 2, 3, 4, 7 and 8 bajocco. This type of franking is very valuable.

It is also known split in four to give the value of ½ bajocco. Let me mention that the first date of use known up to now for split stamps is on a franked letter with diagonal half of a 2 bajocco stamp and bears the date 30th June, 1852.

A unique example, and possibly will remain such, is a letter franked with 5 halves of the 2 bajocco in the colors olive green and yellowish-green. It is on a letter sent from Rome to Naples on the 1st November, 1856 and the stamps, on the address side, were stuck on by the sender. The 3 bajocco is the first value that we find to be used split into thirds and two thirds as well. Let me hasten to add that it is so found in chamois, orangy-brown and dark brown, with print in oily ink. It is also found in other shades. The half is most rare, the two thirds very rare and one third quite rare. In the case of the ⅓ one must distinguish the type of cut. It is generally cut vertically and the central third is very rare. The horizontal third is very, very rare. In an article I published in 1969 I maintained that the central horizontal third of the 3 bajocco was unknown. A fortunate discovery, however, has brought this unique piece to light.

The ⅓ of the 3 bajocco is known used together with a half 8-bajocco, which is a very rare combination indeed. Another unique combination is that of ⅓ 3 bajocco with an entire copy of the 3 bajocco.

The 3 bajocco used as ⅔ is very particular postage, of which few examples are known; almost all used in the period July 1859 in Romagna. The color is dark brown. It is known used together (but not joined) with a full copy of the 3 bajocco for a total of 5 bajocchi and with an 8 bajocco for a total of ten. These are exceptional frankings.

The bisected 3 bajocco is one of the scarcest splits. One always finds it joined to another stamp, the ½ bajocco for example, with which it forms postage of 2 bajocchi. It is known also used with the bisected 7 bajocco for postage

of 5 bajocchi. It is known also in chamois, orange-brown and the cut can be either diagonal or horizontal.

The 4 bajocco is known bisected as well as split in four. The bisect is the first value for which it is necessary to make a clear distinction according to the way it is cut. The horizontal division is very rare, the vertical is rare, the diagonal one fairly rare, and the half (of any cut) if applied on the address side is most rare (about six known examples). The bisected 4 bajocco is known in greyish-brown, brownish-pink, brown, yellow, straw-yellow and bright yellow. Other than used alone, it is used with 1, 2, 3, and 8 bajocco. It is also used with bisects of the 2 and 8 bajocco.

The quartered 4 bajocco has the value of 1 bajocco. This type of division is very rare, about 25 examples are known. The division is made cutting the stamps diagonally twice or once vertically and once horizontally. The resulting pieces are, therefore, different. In the first case they are triangular; in the second case square. It is difficult to say which is the more valuable since both are rare. The quarter of the 4 bajocco cut in a strip is exceptional, only one letter with this phenomenon is known, probably the only remaining one of four letters franked on the same day of July, 1859 in the post office of Bologna, by a well-meaning postal employee who, instead of four 1 bajocco stamps, used four quarters of 4 bajocco stamps, tearing them off in a line.

The split of the 5 bajocco is the scarcest item of the Papal bisects. Thus there is little to say about it. There is contradictory information about the quantity of existing examples. As far as I know there are 5 covers and 4 pieces with this kind of bisect. However, only three covers and three pieces with perfect copies actually exist, the others being damaged.

This split is done vertically, horizontally, and diagonally. This fraction is always used with a ½ bajocco stamp to form an amount of 3 bajocchi. It is not joined to other values even in their fractionized form. It was only used between 1856 and 1860. It is known in rose and light rose colors. It has often been falsified, given its exceptional rareness.

The 6 bajocco is known split into sixths, thirds and halves. Of the first type only three examples are known in very small pieces, of which one has been touched up; they are greenish-grey, and not used together with other values. No more than this is known. The thirds are known in grey and greenish-grey used almost exclusively in Romagna in the July, 1859 period. It is a very rare franking.

The bisected 6 bajocco is less rare even if valuable. The division can be diagonal, vertical and, less frequently, horizontal. It is used together with all the other values in the bajocco series. It is also known used in strip form attached to two other entire 6 bajocco stamps. It is the only split of which almost more examples are to be found on the back of the covers than on the front. It is known in grey, greenish-grey and with oily print.

The 7 bajocco split is also very rare. It is never alone and only found bisected. This is done either horizontally, vertically or diagonally. Between pieces and covers about 15 examples are known. Obviously with its value of 3½ bajocchi, one finds it joined to other values, e. g. the bisect 3 bajocco, or the ½ bajocco (3 cases) or the halved 1 bajocco (2 cases).

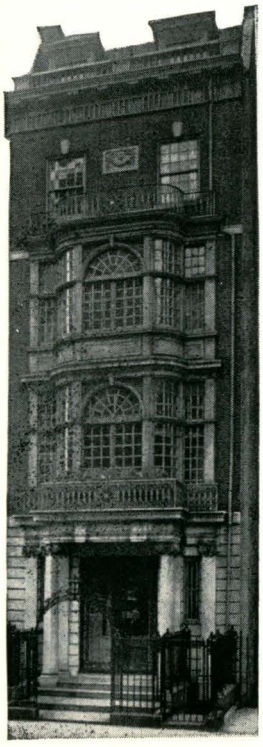
The last split of the series is the 8 bajocco. This is known bisected vertically, horizontally and diagonally. The horizontal division is the rarest and the colors are white and brownish-white. It is always a fraud, precisely its high face value inspired people to use uncancelled portion of cancelled stamps. It is known used with the 1, 2, and 3 bajocco (one third) for postages of 5, 4 and 6 bajocchi.

The 8 bajocco is also known (I know only three examples) quartered for the amount of 2 bajocchi, and united with a 3 bajocco for the amount of 5 bajocchi. This exceptional Kind of franking was used in July, 1852 at Bologna.

Of the series in "centesimi" of 1867, imperforated, only the 10 centesimi is known bisected on a piece. It is a very rare franking and is limited to the year 1867. As I already said, in the last years of the validity of the series in bajocchi. the splits had almost disappeared, so that when the centesimi series came into force, their use was indeed most rare. Of the perforated centesimi series only three examples are known, of which one is on a piece. With the bisected 5 centesimo, the split is always diagonal. A cover with a bisected 5 centesimo represents the last date of use, as far as we know, of Papal splits. The value given to one half of the 5 centesimo was equal to 2 centesimi and was the rate for printed matter and circulars.

The next scarcest split is the bisect of 10 centesimo for a value of 5 centesimo. Only about 5 examples are known (two on pieces) and it is always found on bills and pricelists.

These splits of the series in centesimi are the "star" items of Papal States philately, and if I speak of them only now it is because they are the last in a chronological order. Personally, although there are 8 examples in all, I have only seen four, two of the perforated 5 centesimo and two of the perforated 10 centesimo. They are well preserved, a clear sign that from their discovery their exceptional value was realized.



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Book Reviews

The Royal Mail Steam Packets to Bermuda and the Bahamas 1842-1859, by M. H. Ludington and Geoffrey Osborn. Published by Robson Lowe Ltd., London, England. 28 pages. Illustrated. Paperbound. Price: $3.00.

The Royal Mail Steam Packet Company played a dominant role in the establishment of regular mail services throughout the Caribbean and Gulf of Mexico and linking that area with Britain and so with Europe. This booklet provides the first accurate and comprehensive account of the schedules operated from their inception in 1842 through to 1859. As such, it will be an invaluable reference work for all collectors with an interest in any of the countries served, and particularly Bermuda and the Bahamas.

In philatelic literature to date, there have been various references to R.M.S.P. Co. schedules and services, but these have generally quoted only the first contract time-table, which in fact was short lived and changed by force of circumstances several times. Other alterations were made as trade routes were affected by wars or new traffic to the gold fields of western North America via the Isthmus.

The authors, the distinguished postal history students and philatelists Messrs. M. H. Ludington and Geoffrey Osborne, have examined local newspapers in the Bahamas and Bermuda which were quick to report all actual schedule alterations, a matter of vital importance to the communities. From these sources the book has been compiled, enabling the collector to relate his cover to the period and the route operated — thus solving, perhaps, the mystery of a transit marking, but in any case to better understand his treasured possession. *(H. J. T.)*

Collect Channel Islands Stamps — A Stanley Gibbons checklist of the Stamps and Postal History of the Channel Islands. Published by Stanley Gibbons Limited, 391 Strand, London, W. C. 2. 32 pages, illustrated in full color. Retail price $1.00.

A very thorough and handsome paperback. The only information left out of the heading is the fact that postal markings from 1794 to 1940 are well covered. An added plus is the coverage of the unissued stamps of the German occupation.

Besides Jersey and Guernsey, the markings of Alderney, Herm, Sark and the Boite Mobile Service postmarks of France are all here.

Everything is priced, this also includes the postmarks on cover.

(Abbot Lutz)

Poststempels in Nederlands Oost Indie 1789-1964 by Dr. W. S. Wolff de Beer. Published by J. L. van Dieten, Tournooiveld 2, The Hague, The Netherlands. Price fl.27.50 plus postage and bank costs (about $2.00 per check). Hard cover with gold lettering, 200 pages 9½x6½ of fine grade glossy paper, numerous excellent illustrations, clear print, language Dutch.

It is a pleasure to give a report on this book, the Postmarks of the Dutch East Indies from 1789 to 1864. It has been put together in a sensible way and is easy to read (if you know Hollandisch). The work can be divided into two major parts: 1. a general discussion of the various markings used and of the

postal authorities that used them and 2. an extensive listing of the markings used.

The first chapter deals with the markings of the V. O. C. (United East Indies Company). Establishment of an overland route from the Far East seemed to be the answer to the need for an efficient postal service for the company. Letter transportation, however, took a very long time, and there was little or no security. The seapost via the Cape of Good Hope took even longer and there too the risks were considerable. The description of the development of the postal services between the Netherlands and the Indies makes interesting reading and the numerous illustrations of ships and letters add in no small measure to the attractiveness of this work.

The second chapter illustrates and describes conditions in the Indies during the French and British interim governments; the French from 1808 to 1811 and the British from 1811 to 1816, although some of these markings were used as late as the year 1825. During the British rule it was possible for the first time to send pre-paid letters.

Then follows a chapter dealing with the markings of the postal service under the rule of the Kingdom of the Netherlands, showing a great number of reproductions of actual covers with the well known oval markings, the zeebrieven dienstbrieven, cholera letters, etc. Beginning on page 93 a review is given of the monetary systems and the postal rates, and last but not least several examples of forgeries and a list of literature consulted.

The second part contains a listing of the markings used in the Dutch East Indies from 1789 to 1864, beginning with the V. O.C. markings, the French and British markings, including the Post-paid markings, followed by the various FRANCO and ZEEBRIEF (shipletter) markings without town names.

This is a good book. No doubt there are markings missing and it is hoped that some hitherto unknown ones turn up now that there is a basis for comparison. The point system of value or scarcity indication is an attempt to give some measure of relative value to the collector. The actual prices paid for such items depends to a very large extent on the quality of the strike, of the cover and, of course, on the current supply and demand. *(Johannes de Kruyf)*

Stamps and Postal History of The Channel Islands, by William Newport. Published by Messrs. William Heinemann, 15-16 Queen Street, London W. I., Price £3.90.

Good news for collectors who find philatelic diversion in seeking out a fresh field in which to roam, especially when the field is a fragment of England with a history stretching from the 13th century thru Norman and French wars, the French Revolution, the Restoration; the German occupation of World War II. These lovely islands now have their postal history told in full by the same researchers - The Channel Islands Specialists Society - who for many years have been supplying philately with a series of short accounts brought up to date by William Newport.

But now in this fat, fruitful volume, the postal story of the Channel Islands is gathered all together. These islands are not part of the United Kingdom. Though they have had their own form of government for many centuries, their major laws are subject to approval by the Queen in Council, and the Home Office administers them.

From 1794 to 1969 the islands were part of the British Postal System and used British forms of postal markings. From 1840 to 1969 they used British postage stamps except when the Germans occupied them from 1940 to 1945.

And even then the issued stamps were produced by the British postal officials of the islands and were recognized by the Postmaster General. For nearly a year after liberation these stamps remained valid for use on mail addressed to all parts of the world.

The very early pre-1794 period of Letter Forwarding Agents, based at Southampton and other ports, who handled mail for ship captains sailing to the islands is completely covered, as is the packet service after 1794. The list of early ships, hand stamps and early postal markings, numeral marks, local Delivery Services is marvelously complete, and fully illustrated.

The very interesting period beginning in 1923 when a Foreign Post Office was set up in Guernsey to deal with letters to and from the coast of France and Aldernay, is fully covered with maps (maps are a welcome feature of this book's sections), postal markings, c. d. stamps, "paquebot" marks, etc.

As might be expected, the postal aspects of the German occupation of the islands are covered in detail - a fascinating account of a most unusual postal incident. This very complete volume rounds out the postal history with details of the air services from 1917 to 1971 and the Independent Service of 1869 and seq.

This book is beautifully produced - 214 pages, hard cover. Its arrangement of subjects makes reading and study a joy. This reviewer recommends it to a postal history buff who yearns for a subject that has not lost all its news glamor by excessive popularity. (L. L. S.)

The Encyclopedia of Sports Stamps. Robert Bateman. ($6.00 from the American Topical Association, 3308 N. 50th St., Milwaukee, Wis. 53216).

This is an English publication keyed to the Gibbons catalogues, profusely illustrated and well printed. And there you have the sum of its credits. On the debit side, to list its omissions, errors of fact and its other shortcomings would be indeed as encyclopedic as its title suggests that the book is.

At best it is an incomplete check list of sports stamps and, at that, the stamp issuing countries listed under each sport are not even in alphabetical order but rather in the order the countries appear in each section of Gibbons. Thus, for example, Afghanistan is to be found after Yugoslavia. There are other odd positionings determined by the quirks of the Gibbons listing such that, again as an example, Fernando Po can be rapidly found after Spain. Apparently the author found this arrangement simpler than unscrambling what little information he has to offer as he gleaned it from Gibbons. On the other hand, many legitimate sports stamps are missing from his list and, absurdly, there are listings of some stamps whose inclusion lie in the fact they depict such lively sporting subjects as commercial sailing vessels, dancing, commercial fishing and the like. Evidently the decision to include a stamp is easier than reaching the decision to toss it the dickens out.

But for your six bucks you do get some vital information about each country which doesn't have an iota of importance to stamp collecting but is among the gems of which this tome is a Golconda. We quote: "Czechoslovakia (Slovakia) Part of Czechoslovakia, with its own issues during World War II." That's the nugget in its entirety, resplendent and vital. You'd find more in a catalogue. How's this for biographical research? "Owens, Jesse United States runner, winner of the sprint double in 1936." In light of the fact Owens also

won the gold at Berlin in the long jump and yet a fourth as a member of the winning 400 meter relay, you can readily understand just what a dreadful potboiler this book is. Any almanac would be a better source. But as long as we're beating a dead horse, Mr. Bateman informs us that Buzkashi is the Afghan national game (how right he is!!); that Capablanca (no first name or country of origin) was a chess champion (and so he was) and many other in-depth but but choppy little biographies and facts. Gottlieb Daimler was a "pioneer motorist"; the Lion Game is an "African Game"; Avery Brundage is "chairman of the Olympic Committee" (he is actually president of the International Olympic Committee), and Ron Delany appears as Ron Delaney, thus perpetuating the spelling error that appears on the Dominican Republic stamp portraying the Irish-Villanova College harrier.

So, in kindness let's just say this contribution to topical philately is a poor investment, this in spite of the glowing foreword to Mr. Bateman's opus, written by F. S. Wall who is, he signs himself, publications director of Stanley Gibbons Ltd. One wonders how the firm's stock is doing these days. They certainly boast a discerning critic in Mr. Wall who finds the author "has produced a meticulous list and has, at the same time, not omitted much information that will help the collector in 'writing up' his Sports Stamp Collection."

(Ira Seebacher)

Photography: Art and Techniques. Jean Papert. (Amphoto, 915 Broadway, N. Y., N. Y. 10010, $7.95).

This book is a review of which is somewhat unusual for this philatelic publication. And yet photomacrography — or macrophotography as it is also termed — is a valuable tool for the advanced collector and a simple and good "how to" book is worthy of being called to the attention of our members.

Since in normal photography what is achieved is an image on film smaller than life-size, a simple explanation of what macro work involves is the production on film of an image anywhere from 1:1 (life-size) to an image roughly in the area of 10 diameters (10X). Greater magnifications than that take us out of photomacrography and into photomicrography which embraces the use of a microscope. For most purposes, such magnifications in philately are neither necessary nor desirable.

There are basically but two ways to make a macrophotograph. You can use a normal camera (preferably a single lens reflex which poses no parallax problem) with a lens attached to either an extension bellows or a long extension tube. A second method would be to use a large camera, one with an 8 x 10" plate together with a lens of extremely short focus (macro lens).

There are a number of problems and considerations in making macrophotographs all of which are suitably and clearly treated in the first 50 pages of Miss Papert's book. In our opinion, it will suitably guide any member, photo tyro though he may be, in producing those pictures and slides he may need to enhance his collection. *(Ira Seebacher)*

El Correo Aereo en Cuba. By Dr. Tomas Terry. 291 pages, illustrated. Published by Museo Postal Cubano, Ministerio de Comunicaciones, La Habana, Cuba. *Spanish.*

This book is a compilation, with some updating, of the many articles written by the author over the years on the subject of aerophilately in Cuba, published primarily in the Cuban Philatelic magazine, arranged in chronological order from the first try by a balloonist in Cuba to the transport of mail by jet planes.

The author is by far the most informed person on the subject in Cuba and has the great advantage of having been a participant or spectator in most of these events from 1910 on. Starting with the first elevations of the balloonist Eugene Robertson in 1829 he carries us through the experiences of Godard, Morat, Blino, Matias Perez and others culminating in the use of balloons as spies during the Spanish American War. He tells us how the aerial shows of the beginning of the century gave great impulse to aviation in Cuba and gives us a brief biography of the 3 pioneers of the Cuban aviation: Jaime Gonzalez Crocier, Augustin Parla and Domingo Rosillo, with their accomplishments and failures. The ordeals suffer by the first pilots trying to cross the straits between Key West and Havana back in 1911 and 1913 are well narrated here.

In brief this book is useful for anyone interested in aerophilately and for all Cuban philatelists. *(Dr. Roberto M. Rosende)*

The Shanghai Postal System — Catalogue Section. Editor: Lyons F. Livingston. Associate Editor: Charles W. Dougan. Published by L. F. Livingston, 716 York Road, Towson, Md. 21204 U. S. A. $5.00.

The merchants, missionaries and other Europeans residing for one purpose or another in China following the Treaty of Nanking which opened up certain Chinese ports to foreigners for business and residence, were faced with a lack of an organized postal system. To those accustomed to governmental or private mail carriers at home the void was great.

China had had the I Chan since sometime in the Chou Dynasty (1125-255 B.C.) to carry despatches, news, and reports for the Imperial government but this was not available to the public. Sometime in the fifteenth century Chinese merchants and bankers set up a private courier service between cities. This was later known as Min Chu and expanded to serve the public even providing letter writing and letter reading service for the less literate.

On July 17, 1854, The Shanghai Municipal Council was formed to take over the affairs of the city independent of the Chinese. In July 1863 the Shanghai Local Post was established continuing until November 1, 1897, when the Chinese Post Office absorbed it.

The first stamps issued by the Shanghai Local Post in 1865 were the large dragon type. The Catalogue goes into great detail on this complicated issue. The various printings are carefully described updating Thornhill and later writer with further refinements. The small dragons and later issues are equally well treated.

While the Shanghai Local Post serviced mail between Shanghai and Amoy, Chefoo, Foochow, Hankow, and Kewkiang, with others added later, it was not until 1893 that these cities began issuing their own stamps. These issues are also carefully treated. Much criticized at times these issues with an exception or two, provided additional aids to communication and are definitely collectible.

With the creation of the Chinese Imperial Post Office on March 20, 1896, and operations starting in 1897, the Shanghai Postal System terminated a long and noteworthy enterprise.

Incidentally Postal Stationery buffs might well direct a portion of their interest to the Shanghai Postal System and its ramifications. For Shanghai alone there are Subscribers cards, postal cards, letter cards, envelopes, newspaper wrappers, and official cards for officials and the Shanghai Volunteers. In addition four of the affiliated cities also issued various items.

The catalogue is well illustrated. Pricing is not in dollars and cents but on a point system based on relative scarcity.

The editors who are well known philatelists have endeavored to make the Catalogue an up-to-date and accurate record of known items that have either been seen by them or authoritatively confirmed as eixsting. Since early publications are out of print this book with its fine coverage fills a really great gap. Both Mr. Livingston and Mr. Dougan are to be congratulated on their efforts. They plan to follow the Catalogue with Part II, a handbook containing the postal history of the system. *(Ellery Denison)*

CYPRUS — Postal History and Postage Stamps by Wilfred T. F. Castle. 256 pages, Clothbound. Published by Robson Lowe Ltd., 50 Pall Mall, London, S. W. 1., England at £9. For sale in the U. S. A. by H.J.M.R. Co., P. O. Box 308, North Miami, Fla. 33161 for $22.50.

The first edition of this book was published in 1952. The popularity of this work on the stamps and postal history of this former British colony in the Mediterranean Sea made this revised and enlarged edition necessary.

The period since its first publication has brought forth much new information. Some of this has been based on work by students as well as the availability for study of major collections which have come on the market. Corrections, where necessary, have also been made.

The book is a complete treatise on the communications, postal services, and stamps of Cyprus from A.D. 1324 onwards. Beginning with communications in Lusignan, Venetian and Turkish times, it continues on to the British Occupation of 1878, the operations of the British, Austrian and Turkish Post Offices down to the present.

There are many interesting areas in this book — among them the Rural Messinger Service, the Sea Post Offices, Indian Field Post Offices and the effect of World War II on Cyprus mails.

Of special interest and use are the listings of the various types of cancellations, the post offices and postal agencies, and the United Nations Forces in Cyprus. Postal stationery and the air services are also detailed. This is a wonderful book, that comprizes all facets of Cyprus philately presented to the reader in an interesting manner. *(Albert H. Higgins)*

POSTAL SERVICES OF THE BRITISH FORCES IN EGYPT, 1932-1940, by John E. O. Hobbs, Helvetia, Whitton, Middlesex, Britain. 38 pp, illustrated and spiral bound. $2.

In 1936, we argued with the late Hugh M. Clark, that the addition of the King Fouad Army Post Stamps as Scott #'s M1 and 2, without listing the NAAFI and subsequent British Forces stamps and Xmas seals of 1932-36, was

inconsistent. Both did the same postal duty so the only difference was that the latter stamps were printed in Giza and portrayed Egyptian kings Fouad and Farouk.

The collection of these thoroughly postal adhesives long has been a popular specialty among philatelists despite some classifications of them as "Cinderellas." It is helpful, then, to see Mr. Hobbs' compilation of what information about them has been scattered through various journals and magazines since 1932.

He makes a lucid case for them as postage stamps and provides a comprehensive listing of errors and the many fly-speck varieties that are found on those produced by private printing firms in London and Cairo.

An important feature of this new work is the inclusion of Mr. Hobbs' opinion of market values of each known type in mint, used, pane and on-cover condition. (Personally, we have hunted for the 3m of 1939 since it was issued, and so far have obtained only three and heard of only four others. His price of £65, then, seems distinctly low). Also useful for the person who would start or continue collecting these, is the reproduction of various military postmarks to be found on the stamps and/or covers. *(Ernest A. Kehr)*

ST. VINCENT, by A. D. Pierce, J. L. Messenger and Robson Lowe. Published by Robson Lowe Ltd., London, England. 200 pages. Illustrated. Hard cover. Price:: $24.00.

It is always a pleasure to read a new Robson Lowe volume, and *St. Vincent,* by the late Arthur Pierce, J. L. Messenger, and Robson Lowe is no exception. Especially noteworthy are the superb color plates of the Perkins, Bacon and De La Rue printings, which include several covers as well.

The first four chapters, by Arthur Pierce, deal with the early history of the island, the handstamps and cancellations of St. Vincent on British adhesives, and the St. Vincent adhesives themselves. Coverage is thorough, and should satisfy the discriminating student. Black and white photographs are used liberally throughout.

Two chapters were prepared by J. L. Messenger. These cover the postal marking of St. Vincent from 1861 to 1915, and the postal stationery. Illustrations of the postal markings are of high quality, and the chapter includes earliest and latest dates of use known to the author. The most interesting of the St. Vincent cancellations, the abbreviated village datestamps in use from 1872 to 1884 for the most part, are well presented.

Chapters on Specimens, Forgeries and fakes, and Revenues were written by Robson Lowe. The chapter on forgeries provides an especially careful comparison of the genuine to known forgeries, and should prove quite useful to collectors of the other British Caribbean colonies as well. The information contained in the chapter on revenues includes some not previously published and should also be of value to students of the revenue issues of other colonies.

The volume concludes with a series of appendices on the postal history of the island; the Perkins, Bacon remainders; watermarks; and the numbers printed and schedules of deliveries of Perkins, Bacon printings to St. Vincent.

The only improvement which might have been made in this excellent handbook would have been to include a comprehensive general and source bibliography. This often frustrating deficiency of Robson Lowe publications makes it somewhat difficult for the philatelic student who wishes to carry his studies further.

St. Vincent maintains the high standards of Robson Lowe publications, and is a most useful addition to the library of any collector of British Caribbean philately or postal history, or to that of the philatelic bibliophile.

(Daniel C. Warren, M.D.
Major, U. S. Army)

Burma, Postal History by Gerald Davis and Denys Martin. Published by Robson Lowe, Ltd., 50 Pall Mall, London, S.W.1. Price £6 ($15.60). 204 pages illustrated. United States distribution, H.J.M.R., P.O. Box 308, North Miami, Fla., 33161.

With intriguing glimpses into the past the authors start their journey through the postal history of Burma. The cancellations, markings and hand-stamps used in the country up to the time of separation from India in 1937.

In the earliest times the postal runner carried a "Sandawgee," a utensil used for stirring the family rice bowl. By presenting this badge of office where ever he stopped, the runner was entitled to claim a free meal. In 1647, the East India Company established a trading post on the Rangoon river. A letter from an American missionary in Rangoon is recorded to Bombay via Calcutta, 1817, then during the Burmese War 1824-25, 1854 and 1885, special problems arose in handling soldiers' mail, leading to the establishment of Field Post Offices.

Col. Martin, who unfortunately passed away before the completion of this book, and Gerald Davis lead their readers on an interesting and worthwhile trip through Burma. Mr. Davis vocation as designer is evident throughout the book. He chose the clear sans-serif type and designed the pages, not forgetting to include many fascinating illustrations of places and buildings besides the needed reproductions of the postal markings.

All the background, the detail and the factual information that goes into putting depth into collecting is present; the growth of the service, the location of the post offices, the costs of administration and the postal charges, are covered. All the knowledge distilled in these pages comes from the observation and researches of students of postal history. A comprehensive index provides easy reference to the hundreds of points covered in this work.

We can recommend this book to students of the Indian Post Office since the period covered is that of the Indian administration. For the bibliophile this is a book to treasure and own with pride. *(H. D. S. Haverbeck)*

BACK NUMBERS OF THE COLLECTORS CLUB PHILATELIST

There is on hand a comprehensive stock of back numbers of this magazine. Not all, mostly the earlier issues, are available. Furthermore, the supply of others is down to five copies or less.

If interested in back numbers of the magazine, write to — Executive Secretary, 22 East 35 Street, New York, N. Y. 10016 for further information.

The Library

The Library Committee reports the acquisition of the following:

Stamps. Vols. 153-156. H. L. Lindquist, publisher. October, 1970-September, 1971. Bound volumes. Gift of Mr. Lindquist.

Burma Postal History. 1971. By Gerald Davis and Denys Martin. Robson Lowe Ltd., London, England. 204 pages. Hard cover. Courtesy of the publisher. Illustrated.

Cyprus Postal History and Postage Stamps by Wilfrid T. F. Castle. 1971. Robson Lowe Ltd., London, England. 256 pages. Hard cover. Courtesy of the publisher. Illustrated.

Catalogus Van de Postwaardenstukken. 1969. Published by Geuzendams Postzegelhandel Den Haag. 124 pages. Illustrated. Dutch text. Paperbound. Courtesy of the publisher.

A Study of the 25 Centimes Colonial Sage-type Black on Red-Lake by Dr. Pierre Bouvet. Translation by Robert G. Stone. Published by The France & Colonies Philatelic Society, Inc. 7 pages. Soft binder. Courtesy of the Society.

United States Postal Guides 1887 & 1891. Gift of Melford Placilla.

The Pioneer Period of Hungarian Airmail by Victor Gy. Berecz. 1970. Published by the Society for Hungarian Philately. 41 pages. Illustrated. Paperbound. Gift of the Society.

Issues of Western Hungary (Lajtabansag) in 1921 by Leslie S. Ettre. 1971. Published by the Society for Hungarian Philately. 55 pages. Illustrated. Paperbound. Gift of the Society.

Hungary Error Prints Variations 1900-1944 by Leslie S. Ettre. 1971. Published by the Society for Hungarian Philately. 20 pages. Illustrated. Paperbound. Gift of the Society.

RFD The Changing Face of Rural America by Wayne E. Fuller. 1964. Published by Indiana University Press. 361 pages. Illustrated. Hard cover. Gift of the publisher.

The New Zealand Stamp Catalogue. 1972. Edited and published by Review Publications Pty. Ltd., N. S. W., Australia. 58 pages. Illustrated. Paperbound. Courtesy of the publisher.

Schwarz Special Catalog. Vols. 1 & 2 & Supplements. Edited & Published by Gunther Schwarz, Dusseldorf, Germany. German text. Hard Binder.

D'Urso Europa Catalog 1971. Published by Arti Grafiche Universal, Pomezia. 728 pages. Illustrated. Italian text. Hard cover. Courtesy of the publisher.

Faith and Philately. An Introduction to "Christianity on Stamps" by Dennis McGeeney. 1955. 66 pages. Illustrated. Paperbound. Gift of Guild of St. Gabriel (Great Britain and Ireland).

A Catalogue of the Stamps and Postal History of Persia — Iran. Edited and published by Persian Study Circle, Great Britain. Illustrated. Hard binder.

Postal Service During the Greek War of Independence. 1821-1827 by M. Constantinis. 1971. Published by the Greek Post Office. 144 pages. Greek text. Paperbound. Gift of M. Constantinis.

Gifts were received also from: Messrs. Kenneth Minuse, Robert G. Stone, Adrien Boutrelle, John D. Dowd and Walter Bjork.

The Dragon Stamps of Japan 1871-1872 by Dr. Soichi Ichida. 1971. 209 pages. Illustrated. Hard cover. Gift of the author.

One Cent Stamp of 1851 to 1861 by Mortimer L. Neinken. 1972. Sponsored by the U. S. Philatelic Classics Society, Inc. 552 pages. Illustrated. Hard cover. Gift of the author.

Stanley Gibbons British Commonwealth Stamp Catalogue — 1973 Seventy-fifth edition. Including post independence issues of Ireland, Rhodesia & South Africa. 1972. Published by Stanley Gibbons Ltd. 763 pages. Illustrated. Courtesy of the publisher. Hard cover.

Stanley Gibbons Europe 1 Stamp Catalogue A-F and Stanley Gibbons Europe 2 Stamp Catalogue G-P 1972. Published by Stanley Gibbons Ltd. a467 b575 pages. Illustrated. Courtesy of the publisher. Paperbound.

Stamps and Postal History of The Channel Islands by William Newport. 1972. Published by William Heinemann Ltd. v-ix; 213 pages. Illustrated. Hard cover. Courtesy of the publisher.

The Maritime Postal History of Norwegian Steamships by F. C. Moldenhauer. 1971. Published by Robson Lowe Ltd. 32 pages. Illustrated. Paperbound. Courtesy of the publisher.

Post Office Telegraph Stamps of Great Britain 1869-1881 by H. T. Jackson. Published by the author. 57 pages. Illustrated. Paperbound. Gift of the author. Autographed copy.

Rogers Postal Booklet Catalogue. First edition by Jacques H. Rogers. 1947. Published by Booklet Stamp Company. 155 pages. Illustrated. Spiral-bound. Gift of W. R. Bush.

Japanese Postage Stamp Catalogue Coloured Edition. 1973. Japan Stamp Dealers' Association. 96 pages. Illustrated. Paperbound. Japanese text. Courtesy of Kanai Stamp Co., Ltd.

The Air Post of Colombia by Eugenio Gebauer. Complete history of the Colombian Air Post Service: The Specialized Catalog of Air Post Stamps and covers, and Scadta Stamps of Colombia and Ecuador. 1963. Published by the author. 126 pages. Illustrated. Gift of Deborah Friedman. Paperbound.

De Poststempels in Gebruik in Nederlands Oost-Indië van 1789 tot 1864 by W. S. Wolf De Beer. 1971. Published by J. L. Van Dieten. 200 pages. Illustrated. Maps. Hard cover. Gift of Johannes de Kruyf.

Nederland 1852 — 5 Cent — Plaat I by G. C. van Balen Blanken/Bert Buurman 1970. Published by the authors. 92 pages. Illustrated. Color Plates. Hard cover. English and Dutch text.

Nederland 1852 — 5 Cent — Plaat II by G. C. van Balen Blanken/Jan Poulie Bert Buurman. 1970. Published by the authors. 96 pages. Illustrated Color Plates. Hard cover. English and Dutch Text.

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Nederland 1852 — 5 Cent — Plaat VI by G. C. van Balen Blanken/Bert Buurman. 1970. Published by the authors. 100 pages. Illustrated. Color Plates. Hard cover. English and Dutch Text.

A Postal History of Cambridge by D. J. Muggleton. 1970. Published by Cambridge Philatelic Society. 142 pages. Illustrated. 12 Plates. Spiral-bound. Courtesy of the publisher.

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P.O. BOX 26 BREWSTER N.Y. 10509

Poland Errors on Cover

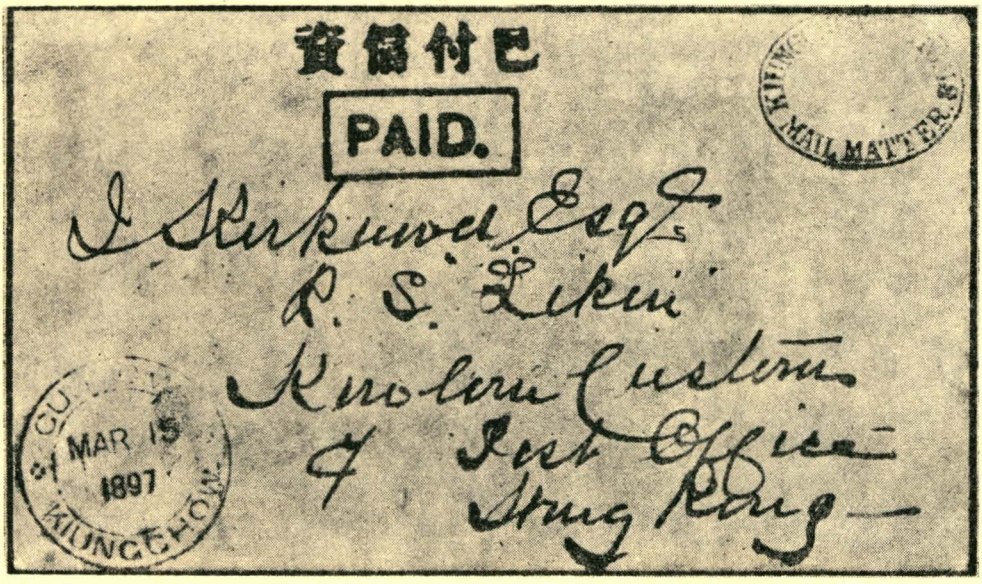
#357	Pair, proof white paper, imperf.	$ 5.00
	Same, imperf. bl. of 4 on	
#358	Pair, imperf. henna brown white pap.	5.00
	Same, imp. marg. copy dark brown white pap.	3.00
	Same, strip of 3	7.50
#359	Pair, imperf. on yellowish paper	6.00
	Same, imp. block of 4 on reg. cover	10.00
	Same, imp. bl. of 4 deep ultramarine, reg. c.	15.00
#360	Pair, imp. on reg. cover	5.00
	Same, block of 4 on regist. cov.	9.00
	Same, imp. pair on white pap. regist.	6.00
	Same, imp. block of 4, regist.	10.00
#B40	Imp. marg. strip of 3 on reg. cov	15.00

Other errors of Poland in mint condition in stock. Fine assortment of Polish Prisoner of War stamps available. Money immediately refunded if sold out.

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