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TABLE OF CONTENTS

THE FREDERICKSBURG PROVISIONALS. *By Cornelius W. Wickersham* 1

BRIEF REVIEWS ---------- 3 and 76

HISTORY OF THE AMERICAN POSTAL SERVICE IN CUBA. *By George S. Hill* ---------- 4

THE UNITED STATES POSTAGE STAMPS OF THE 20TH CENTURY. (Continued). *By Max G. Johl* ---------- 25

THE CHINESE AIR POST 1920-1935 (Continued). *By James Starr, F. R. P. S. L., and Samuel J. Mills* ---------- 40

THE STEAMSHIP CANCELLATION—NEW YORK TO CALIFORNIA. *By Clarence W. Brazer* ---------- 53

EDITORIALS. *By H. L. Lindquist* ---------- 63

TRANSLATIONS FROM KOHL'S HANDBOOK. THE BECHUANALANDS. *Translated by Stephen G. Rich* ---------- 65

SCOTT'S STANDARD POSTAGE STAMP CATALOG FOR 1937 ---------- 70

COLLECTORS CLUB ANNOUNCEMENTS ---------- 71

ACCESSIONS TO THE LIBRARY ---------- 71

EVENINGS AT THE COLLECTORS CLUB ---------- 72

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SCOTT'S 1937 U. S. CATALOGUE SPECIALIZED

Will be out January 15th

NEW FEATURES:

The listing of U. S. Bureau Issues has been increased to include plate numbers in all varieties. The section on booklet panes has been rewritten, and now include plate number positions. A start has been made in the listing of all trial colors of U. S. proofs in the postage issues. Normal color proofs are listed in blocks of four. The listing of envelopes has been rearranged to bring together dies and designs, conforming to the arrangement in the National Album. Listing of Revenue Stamped Paper, from 1861 to date, has been added.

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Vol. XVI. JANUARY, 1937. No. 1.

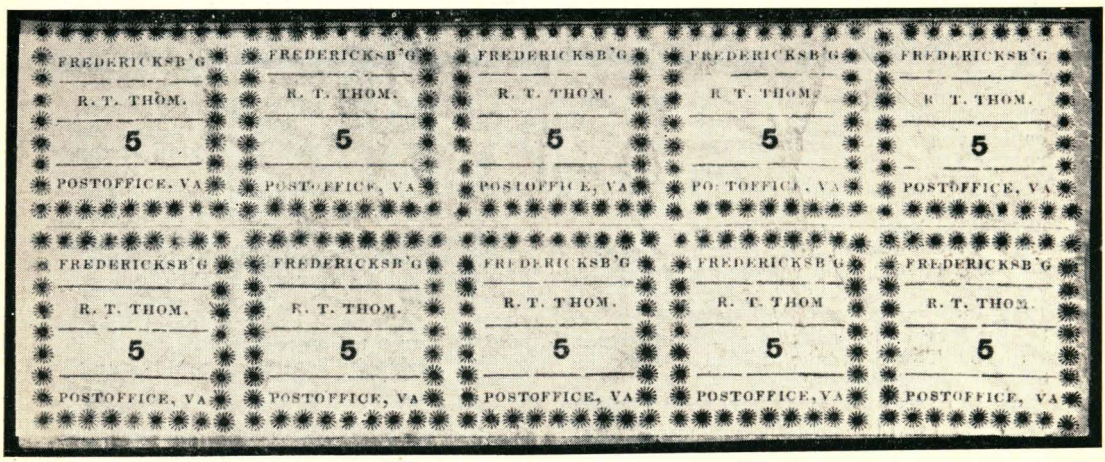
The Fredericksburg Provisionals

By Cornelius W. Wickersham.

THESE two stamps, the 5 cents blue and the 10 cents red, were printed on very thin bluish paper, and were type set in sheets of 20. Each sheet consisted of a setting of ten varieties repeated twice, one pane below the other.

Some time in the summer of 1861, probably after the order of May 31, 1861, prohibiting the use of United States stamps in the seceded States, R. H. Thom, the postmaster of this town that was to become famous in the following year as the scene of one of the most bloody battles of the Civil War, arranged for the printing of these stamps. They were in use until the general issues were supplied in the late autumn.

Examination of a complete pane of the 5 cents blue in two horizontal rows of 5, shows that the varieties may be easily distinguished. The differences are in three categories. The uneven arrangement of the stars gives us ready means of identifying a majority. Omission of punctuation marks, and weak letters give us the remainder, with one exception. And the different breaks in the three horizontal parallel lines (rules) on each stamp (within the design) will serve as an additional check.



Complete Pane of the 5c Fredericksburg Provisional.

The pane is shown in the illustration. Dietz says that the same forms were used for both denominations, the sole change made being in the value for each printing. (1) So it is possible that copies of the 10c may be referred to their respective positions by similar identification.

The distinguishing marks on the pane of the 5c in the illustration are as follows:

No. 1 (a) Stars at top and bottom of right row are out of alignment to the right. Bottom row of stars probably straight. Eighth star in bottom row too small.

(b) Four breaks in upper horizontal line; five breaks in middle horizontal line, and three breaks in lower horizontal line.

No. 2 (a) Stars at top and bottom of right row are out of alignment to the right. Left corner star of bottom row out of alignment (below line of bottom row).

(b) Breaks in horizontal lines are as follows: upper 4, middle 2, lower 3.

(c) Weak letters, O in Post and O and E in Office.

No. 3 (a) Top and bottom stars of right row out of alignment to the right. Two stars above bottom star of left row out of line to right. Left corner star below line of bottom row.

(b) Right quarter of upper horizontal line missing. Breaks: upper 4, middle 1, lower 1.

(c) Weak or broken C in Fredericksb'g. Top of T and C of Post Office weak or missing. Lower part of C missing.

No. 4 (a) Top and bottom stars of right row out of line to right. Left corner star below line or bottom row.

(b) Left quarter of top horizontal line weak or partly missing. Three breaks in rest of line; 2 in middle line; 1 in lower line.

(c) No period after R of R. T. Thom. S and E of Post Office weak or partly missing. Weak C in Fredericksb'g.

No. 5 (a) Top and bottom stars of right row out of line to right. Top left corner star below line of top row. Bottom left corner star below bottom row line. Sixth star from left of bottom row small and malformed.

(b) Wide break near left end of bottom horizontal line. Two breaks in upper; 1 in middl,e and 3 in lower horizontal line.

(c) No stop after R of R. T. Thom. First E of Fredericksb'g weak. O of Office slightly defective.

No. 6 (a) Second, Sixth and Ninth stars of right row out of line to the right.

(b) One break in upper horizontal line (in center of line). Four breaks in middle horizontal line; one break in lower horizontal line.

(c) Bar of H of Thom weak.

No. 7 (a) Top and bottom stars of right row out of line to right. Bottom row slightly out of line. Left star of bottom row slightly below alignment. Flaws in second star of top row and fifth and sixth stars of bottom row.

(b) Break in center of upper horizontal line. Two breaks in middle horizontal line. Two breaks in lower horizontal line.

(c) Break in lower arm of E in Office.

No. 8 (a) Top and bottom stars of right row out of line to right. First and fifth stars of top row small. Bottom row nearly straight.

(b) Three breaks in upper, one in middle, and two in lower horizontal line.

(c) Both Es and C of Fredericksb'g weak. First E has top arm almost entirely missing.

No. 9 (a) Top star of right row out of line to right, and below line of top row. Bottom star of right row below line of bottom row. Bottom row nearly straight, except for this star. Right row practically in line, except top star. First star of top row small.

(b) Three breaks and a flaw in upper horizontal line. Two breaks and a flaw in middle horizontal line. One break and one very small break and a flaw in bottom horizontal line.

(c) No period after Thom. Broken D in Fredericksb'g. Dot after O in Office.

No. 10 (a) Top row of stars almost in alignment. Top star and eighth star of right row out of line to right; bottom star of right row slightly out of line to left. (The only variety where this is so.) Bottom row of stars sags badly at right, next to last star being slightly below alignment, and last star much more so.

(b) Three breaks in top horizontal line; one break in center of middle and bottom horizontal lines.

(c) Break in lower part of O of Office.

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(1) Specialized Confederates (Dietz, 1931), pp. 195.

Summary.

Top Row—Top row of stars in fair alignment, except in Nos. 5 and 9.
Right Row—Top star of right row out of line to right, except in No. 6.
Bottom star of right row out of line to right, except in Nos. 9 and 10. In No. 10 it is out of alignment to the left.
Bottom Row—Right star is in line with bottom row, except in Nos. 9 and 10, where it is below alignment.
Left star of bottom row below alignment, except in Nos. 1, 6, 8, 9 and 10.
Bottom row straight in Nos. 1 and 8 only.
Left Row—Left row of stars is fairly aligned, except in No. 3.
Punctuation, etc.—No period after R—Nos. 4 and 5.
No period after Thom—No. 9.
Weak letters in Fredericksb'g—Nos. 3, 4, 5, 8 and 9.
Weak letters in Post Office—Nos. 2, 3, 4, 5, 7 and 10.
Hence No. 7 has the fewest marks of identity, and must be identified by comparison of the breaks in the horizontal lines (rules), minor details, and by elimination. But this is not difficult.

There are some other minor differences; for instance, in the rays of the stars, but the foregoing should be sufficient to permit stamps to be placed in their correct positions.

As already stated, there were two panes to the sheet, the two rows of the pane being repeated immediately below, but the line of printer's brass rule dividing each row of stamps fell too close to the top row of stars in the repeated pane, so that in Nos. 1 to 3 it runs through them and touches the top of their rays in No. 4, and in some of the stars of No. 5 of the lower pane. Dietz says this was unavoidable on account of the limited size of the available paper. (2) The bottom row of the top pane and the top row of the bottom pane are too close to each other, and the line through the stars of the top rows of stars identifies the stamps as being from the top row of stamps of the lower pane. This is the pane in the illustration. The varieties in the upper pane are, of course, the same, except for the dividing line.

Used copies of the 5c are rarer than unused. There was a fine copy on cover in the Hind collection which appears from the illustration in the catalog of the Hind sale to be No. 7. It is lightly cancelled, and while the date of cancellation is not legible, a notation in script to the left of the address shows receipt Oct. 11, 1861. The cover is addressed to Judge Moncure, Fredericksburg, Virginia.

A number of other copies of the 5c on cover are known and in various collections. (3)

Mr. Phillips says that he does not know of any genuinely used copy of the 10c red. (4)

(2) **Ibid.** I would identify the positions in the illustrated section shown in Dietz's book as Nos. 7, 8 and 9 in the upper row, and Nos. 2, 3 and 4 below.
(3) See article by Charles J. Phillips in STAMPS, August 25, 1934, p. 271.
(4) **Ibid.**

Brief Reviews

GEBRUEDER SENF'S ILLUSTRIERTER BRIEFMARKEN-KATALOG, 1937, GANZE WELT. Publ. Senf Brothers, Leipzig, Germany.

The 1937, fourteenth Edition of this outstanding work, is a massive volume of 1498 pages and lists 76500 individual items with 153,000 price quotations. It lists the stamps of the entire world and is a valuable addition to any philatelic library.

CATALOGO DE SELOS POSTAIS DE PORTUGAL E COLONIAS. 1937. A. Simoes Ferreira, Lisbon, Portugal.

This is the 13th Edition of the Specialized Catalog on Portuguese Stamps, published by A. S. Ferreira, containing 148 pages and listing all the stamps of Portugal and Colonies. Specialists of this country will find it a valuable addition to their library.

History of the American Postal Service in Cuba

By George S. Hill.

Historical.

CUBA was discovered by Columbus on October 28, 1492. He called it Juana after Juan, son of Ferdinand and Isabella. After Ferdinand's death it was called Fernandia. Subsequently it became Santiago (Saint James) after the patron saint of Spain. Sant Iago and San Diego are all variations of the same name.

Still later Cuba was called Ave Maria. Finally it received its present name which is alleged to have been the one originally bestowed on it by the natives. It means "the place of gold". The first permanent settlement was made at Santiago de Cuba, on the southeastern coast, which was for a long time the capital of the colony. This was about 1511. San Cristobal de la Habana was founded in 1515 and before 1555 had twice been burnt to the ground by the French. In 1717 the first revolt against Spain broke out, followed by another in 1723. Havana was the scene of America's first adventure in Imperialism in 1762. A large number of Americans including Lawrence Washington and Israel Putnam accompanied Lord Albemarle's expedition to Cuba. Few of these ever returned home. Havana was captured but only held for six months. By the Treaty of Paris, England swapped Cuba for Florida.

Following the successful revolt of the Spanish colonies in South America at the beginning of the last century mobs of loyalists descended on Cuba from these places and made it their headquarters. The crown ordered that they be maintained at the expense of the islanders. This was the beginning of the real struggle for Cuban freedom. In the main the Cuban war for independence follows the classical model of the American Revolution. Like ours it was a struggle by the descendants of colonists from the home country for economic freedom from the motherland. From early times Spain imposed heavy restrictions on the islanders. All foreigners, and even Spaniards, not natives of Castile, were prohibited from trading with or settling in the island. Deprived of free markets the Cubans quickly took to smuggling; particularly with Jamaica after its conquest by England in 1655. By 1717 Spain had established a monopoly of the tobacco trade to the exclusion of the Cubans. The islanders then turned to shipbuilding in 1724. By 1747, 125 ships including ships-of-the-line were produced. But this also aroused the jealousy of Spain and the industry was destroyed. In 1829 the Black Eagle rebellion occurred, followed by a more serious one in 1844. At the end of this 700 islanders were executed, which so aroused the U. S. that President Polk offered Spain one hundred million dollars for the island. This fell through chiefly through the opposition of the North, which feared Cuba would be admitted as one or several slave states and thus upset the balance of power in Congress.

By this time the upper and middle classes in Cuba had become desperate. No longer a primitive country in the economic set up, they were being artificially held to that position by Spain. In 1848, Narciso Lopez, a former major-general in the Spanish army, although a native of Venezuela, headed another revolt. This was far more important than any that had preceded it. Although it was crushed, Lopez, with many of his followers reached New York, where the long campaign of propaganda to gain American aid was started. In 1851 he succeeded in leaving New Orleans with an expedition with W. S. Crittenden, a West Pointer from Kentucky as second in command. Lopez and Crittenden were captured and executed, which caused another wave of indignation to

sweep the U. S. against Spain. In 1850 the American Steamer *Black Warrior* was fired on by a Spanish gunboat at Havana. Her cargo was confiscated and her master being unable to get any redress, hauled down his colors and left the vessel as a Spanish prize. After five years three hundred thousand dollars were paid to the owners but the incident didn't help the cause of Spain in the U. S.

In 1854 a conference was held at Ostend, Belgium by the United States ministers to London, Paris and Madrid, and resulted in the "Ostend Manifesto". This stated that the U. S. "ought if possible to purchase Cuba with as little delay as possible." Also, "The Union can never enjoy . . . securities as long as Cuba is not embraced within its boundaries." A hundred millions was again offered for the island to be used to build up a system of railroads for continental Spain. This also fell through.

By 1868 Spain was exacting twenty-six millions annually from Cuba, none of which was being used to the island's advantage. Even the rates of postage were outrageous. When a native Cuban received a letter at his door he was obliged to pay 37½c additional postage. In this year Queen Isabella was dethroned and forced to flee from Spain. Cuba thought the new government would better things for them. But they were mistaken. In October of the same year, a declaration of Cuban Independence was issued at Manzanillo by Carlos Manuel de Cespedes. This began the "Ten Years War". So serious was this revolt that the Cubans were accorded belligerent rights, which is just a shade under de facto recognition, by Bolivia, Chili, Colombia, Guatemala, Mexico and Peru. With varying fortunes the war dragged on until 1878 when, both sides being worn out, a compromise was effected. In October 1873 the American Filibustering Steamer *Virginius* was captured by a Spanish man-of-war and taken into Santiago. Here a third of her passengers and crew were executed. This almost resulted in war with the U. S.

In 1894 the last revolt against Spain began. This time the Cubans were led by able soldiers, most of whom had learned their trade in the "Ten Years War": Maximo Gomez, the Maceo brothers, Aranguren, Marti and Garcia. The Cubans soon possessed the province of Santioga de Cuba with the exception of a few fortresses held by Spain. To this land, at the eastern end of the island, was given the name "Cuba Libre". When the U. S. intervened Spain possessed in its entirety only the province of Pinar del Rio in the extreme western part of the island. The cities were all heavily garrisoned by the Spaniards and held throughout the island.

The sinking of the *Maine* and America's entry into the conflict is too well known to need repetition here. There was a great deal of real sympathy for Cuba among the people of the Atlantic seaboard, alongside which we must range other motives not so commendable. Such as the desire of Imperialists for control of the Caribbean down to more questionable interests among other people. The war was marked by an unusual period of amenity on the part of Great Britain.



"Rebel" Letter from "Cuba Libre."

The Military Postal Service.

Charles Emory Smith, Postmaster General, in Order 161 of April 26, 1898 directed that: "Pending continuance of hostilities between the United States and Spain no letter, package or other mail matter addressed to Spain or any post office, port or other place within the jurisdiction of Spain or any colony or dependency shall be dispatched from the U. S." but must be returned to the sender. In accordance with section 4021 of the Revised Statutes of the U. S. he also issued order No. 171 on May 3, 1898 directing that a mail agency be established either at Havana or Matanzas "or at such ports in Cuba at which U. S. mail steamers may be directed to touch."

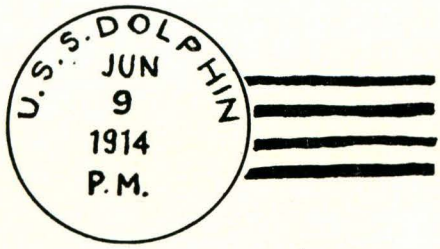
Order No. 219 of June 7, 1898 fixed domestic rates of postage for mails from and to the military, naval and marine forces in Cuba and Porto Rico. Civilian mails could neither be sent to nor dispatched from the islands.

The Postmaster General then appointed Postal Agent Eben Brewer to take charge of all postal establishments in Cuba for the American armed forces. Brewer left for Tampa to arrange with the army and navy authorities for transportation to Cuba with the 5th Army Corps of Maj. Gen. W. R. Shafter. He left Port Tampa, Fla. for Cuba on June 14th, 1898 on the Transport *Olivette.* Arriving at Daiquiri he opened "U. S. Military Post Office No. 1" on June 23, 1898 in that town. Sergeant Claude I. Dawson of the 1st D. C. V. I. was detailed by the War Department to assist Brewer as clerk and stenographer. On June 9th Perry S. Heath, 1st Asst. Postmaster General, appointed Louis Kempner, an experienced money order and registry clerk of the New York City post office, to be Assistant Postal Agent for Cuba. Carrying a supply of stamps, postal stationery, money order blanks and registration equipment, Kempner left for Tampa, where he arrived two hours after the departure of Brewer. Being told that the next expeditionary steamer would not sail for ten days or two weeks he learned from Special Agent Gaitree of the P. M. G.'s office, who was on duty in Tampa, that the American Red Cross Steamer *State of Texas* was at Port Tampa awaiting only the arrival of Clara Barton from Washington to depart for Cuba with relief for the Cuban *reconcentrados.* Miss Barton arrived on June 15th and permitted Kempner to take passage on the *State of Texas* for Cuba. They arrived at Guantanamo Bay on June 25th, where Kempner was taken aboard the Tug *E. E. Simpson* and in a few hours landed at Daiquiri where he found tropical heat, humidity, mosquitoes and "yellow jack". He also found that Brewer had established the post office in one of a row of cottages used by the Spanish officers in command of the Daiquiri garrison before the arrival of the Americans. From Brewer he learned that the cottage had been occupied up until June 22nd by its former occupants; but upon the arrival of the expedition's transports the Spanish forces had taken to the "tall timbers", to avoid the bombardment that would, and did follow the arrival of the escorting naval vessels. Troops were still landing from the transports on the 25th. The Army began its march to Santiago soon afterwards, leaving behind only some heavy artillery, the quartermaster's department and the omnipresent military police.

On Kempner's arrival a discussion took place regarding the desirability of moving the post office nearer the firing line as against making Daiquiri the regular base post office. A visit to General Shafter, who had his headquarters on board the S. S. *Seguranca,* by Brewer gave no satisfaction. Upon his return they decided to stay at Daiquiri as the impression prevailed that Santiago would be taken in a day or two and they could then move the base post office to that city and begin operations on a metropolitan scale. "Alas, for the best laid plans of mice and men", it was to be a month before Kempner entered Santiago and Brewer was destined never to see it. Accordingly, Kempner unpacked his supplies and the sale of postage stamps and money orders commenced on this day—June 25th, 1898. The intelligence that a post office had been opened being communicated to the regiments at the front, the sale of stamps and money

orders immediately began to "flourish like the green bay tree". The total cash value was not great but the number of individual transactions were numerous. Most of the soldiers had provided themselves with postage stamps before leaving Tampa, apparently in accordance with instructions from the high command; but the tropical heat and moisture had wrecked havoc with them. They had all stuck together. The military, being wiser if not sadder, began to buy stamped envelopes. But Kempner instructed them to use caution in purchasing even these as they were also liable to spoilage, and therefore only to buy small quantities.

Brewer then arranged through Admiral Sampson that all naval vessels going north should call at Daiquiri and take on the mails for the States. The first northbound mail was dispatched on the U. S. S. *Dolphin* on June 26, 1898. This fine old vessel, a dispatch boat which formed part of the original White Squadron had left us some philatelic mementoes in the form of postmarks after the establishment of the Naval postal service in 1908.



Postmark of U. S. S. Dolphin.

The first mails from the States arrived at Daiquiri on June 29th and consisted of 298 pouches and sacks. Impressing part of the "banjo squad" that was unloading the transports, this load was transferred to the post office. It was a mountain of matter for a staff consisting of one experienced man, a postal agent who though no doubt highly versed in the theory of managing the postal service was probably not very skilled at actually handling it, and an amateur assistant. Even in that early day of the age of advertising it was already apparent that publicity was "hot stuff". More of the load of mail was addressed to Lt. Col. Theodore Roosevelt's "Rough Riders" (1st U. S. V. C.) than to any other regiment. These with the 71st N. Y. V. I. and 2nd Mass. V. I. accounted for fully half of the dispatch.

Postal Agent Brewer set his staff of two to work sorting the mail and called on the major in charge of the quartermaster's department at Daiquiri to arrange for transportation of this mail to the front. After listening to Brewer's request the major immediately became very "military" as the army expression has it. He stated that the transportation facilities of his department were for the exclusive use of the combatant forces and he had no time to bother with such civilian foibles as letters, post cards and advertising circulars. After Brewer's departure he no doubt ordered all spare army wagons and mules to load up with double orders of great coats, foot warmers and hot water bottles after the universal tradition of all services of supply. Disappointed but not dejected and doubtless consigning all dog robbing brass hats to other spheres Brewer found a patriotic horse trader who for the small sum of $110 sold him a horse probably worth $10. He also hired a Cuban who owned a pony to help him maintain the tradition of Herodotus. Then back to the office where the sorting of the mail was finally finished. A quantity sufficient to load the horse and pony was selected. Then an altercation broke out between Brewer and Kempner. Kempner, with his experience in city delivery systems, maintained that this was no way to deliver the mail. He realized more than Brewer the enormity of the task that faced them. But Brewer was adamant. He said: "This mail is needed at the front. It consists of official documents from Washington, besides family letters

that will be appreciated. The Post Office Department must not be charged with failure to deliver mail matter properly addressed." On the morning of June 30th he started out, accompanied by the Cuban. Through 18 miles of bog, morass and quagmire that passed for roads in Cuba, their way led to the firing line. Heat, humidity and mosquitoes contributed their mite. After delivering the mails Brewer helped to carry the dead and wounded off the field. At the hospitals he assisted the surgeons at their gory labors. He returned to Daiquiri on July 4th and Kempner states that he was not the same man after his return. As if he could be after four days on the firing line. Brewer found that their amateur assistant Sgt. Dawson had gone to the hospital with a tropical fever from which he subsequently recovered enough to stand the return journey to his home in Washington, D. C.

During Brewer's absence Kempner had succeeded in "outranking" the major commanding the S. O. S. through the wire pulling of a friendly staff captain, and had obtained an army wagon to transport the mail. Two army clerks acquainted with the location of the various regiments at the front were assigned by the same obliging staff captain. They were to accompany the wagon to the front to see that the mails were properly distributed. The capacity of the vehicle was only 26 sacks but it was loaded so that each detachment received part of its mail. On the battle line the various regiments were getting impatient for their letters and regimental mail orderlies began to arrive with written orders for this and that regiment's mail and 130 sacks were soon on their way.

On July 6th the office was removed to Siboney. The remainder of the first mail together with some 200 additional bags received from a transport on that day were brought here. This matter was "worked" and on the night of July 8th all mail was called for by regimental runners and nothing remained but "nixies" returned from the lines. One of the mosquitoes that had bitten Brewer on his expedition to the front sent him to the hospital on July 9th. Then Kempner faced the encouraging situation of having responsibility for all the American postal service in Cuba with no assistance. On the 10th 120 sacks were received from the States with the welcome reinforcement of four experienced clerks from the Pittsburgh, Boston, New York and Brooklyn offices respectively. During the next two days all mail on hand was "worked" and placed in condition to be dispatched to the front. No sooner was this done than a detail of soldiers under Capt. Graves arrived with orders signed by the town major (no relation to the S. O. S. major) to burn the post office building and all its contents, on account of infection. Panic stricken, Kempner succeeded in persuading Graves to delay the execution of his order for a short time; and hurried to headquarters, where he was lucky enough to find the chief surgeon of the Army as well as the town major. After some argument he succeeded in convincing them that the mail should not be destroyed. They allowed him to have the incendiary detail remove the mail to tents; but all clothes and personal belongings of Kempner and his staff were consigned to the flames. A few days later a rumor went the rounds among the troops and newspaper correspondents about the town that the mails had been burned by the military authorities. This was flashed back home and given wide newspaper publicity and resulted in a minor scandle. As is usual, the truth never quite overtook the rumor.

To add to the troubles of Military Station No. 1 yellow fever spread rapidly in the town and naval vessels ceased to call at the port. The transports anchored so far off shore that the postal staff could not reach them. For one school of the period held that the fever was borne as a poisonous miasma wafted on the land breeze. At a conference between Kempner, the chief surgeon, the town major and the local doctor, a formula was cooked up with which to fumigate the mail bags. A surgeon was detailed to supervise the disinfecting. From July 10th to 20th while the epidemic was at its height no mail was received or dispatched. On the 20th Kempner left for Santiago to arrange for establishment of their office there. On the 23rd, Clerk Gallupe, whom he had left in

charge of the Siboney office loaded the accumulated mail on the S. S. *Concha* for the States.

In the meantime Postal Agent Eben Brewer died from the effects of his first foray to the firing line. A gallant gentleman who died, not only in line of duty; but as a result of performing more than his duty called for. He could quite honorably have stayed at his base and sent a subordinate to the firing line. Arrived at the firing line and his self assumed duty to the post performed he aided the stretcher bearers and surgeons; and doubtless weakened himself by his exertions and loss of sleep, so that he had no resistance to survive the fever that struck him down.

Postmarks at Daiquiri and Siboney.



Type 1.

"General utility" postmark type 1 was probably used before removal of Mil. Sta. No. 1 to Santiago, since it has no town indication. Being dateless it cannot be absolutely fixed.

Santiago.

The investment of Santiago was begun by the Cubans under Garcia and the U. S. Navy before the arrival of the Army. Shafter's troops commenced their part with the engagement at Las Guasimas. On July 1-2 El Caney and San Juan were captured. On July 3rd the surrender of the city was demanded. A formal armistice existed from July 3rd to noon of July 10th, which was later extended to 4 P. M. Hostilities re-commenced at 5 P. M. On July 14th the actual surrender took place. The formal surrender took place on July 17, 1898. By the terms of the capitulation all Santiago province east of a line extending through Aserrados, Dos Palmas, Cantoabajo, Escondida, Tanamo and Aguilera was surrendered. According to General Garcia the line was through Aserrados, Palma Soriano and Sagua de Tanamo.

Following Brewer's death Assistant Postal Agent Kempner was promoted to full Postal Agent by the Postmaster General and assumed charge of the Cuban service. On July 21st he presented his credentials to Generals Shafter and Wood at Santiago and was formally placed in charge of the post office there. At an interview between the Generals, Spanish Civil Governor Ros, the Spanish Director of Posts and Telegraphs for Santiago, de Latores and Kempner it was arranged that de Latores and his 14 clerks remain at their posts and co-operate with Kempner. Taking charge, Kempner found that the remuneration of the Spanish staff would amount to the noble sum of $10,860 annually for 14 clerks and a full "Administrador des Correos y Telegraphos". The sum seems very reasonable today. But it didn't seem so to Kempner. He had another interview with General Shafter and explained that most of the mails would be for the Fifth Army Corps, and since the knowledge of English possessed by the Spanish staff was negligible, he could not afford to take advantage of the bargain in marked down post office staffs. Shafter authorized him to organize the service as he thought best and promised to back up his actions. Kempner returned to the office and "fired" the director and ten of his clerks.

He retained three clerks at $30 each per month. Dr. Domingo Ferrer, an American citizen who spoke both English and Spanish and was acquainted with all the local business people, was engaged as general assistant at $75 per month.

Kempner found the Santiago Post Office in a highly unsanitary condition with a court yard in the center of the building being used by the horses of the patrons. The building was cleaned up and the horses were ordered to find another equine hotel. At the outbreak of hostilities the contents of the American consulate had been placed in the custody of the British consul, from whom Kempner now received them. The safe and American flag were useful acquisitions. The Spanish coat of arms was removed from the front of the building and sent to the Postmaster General by registered mail and is no doubt today some place in Washington, D. C. It was replaced by the American flag.

The Post Office was soon in good working order and although a mail usually consisted of not less than 150 bags, frequently more, it was always ready for delivery in 3 hours. As the bags were unloaded the "empties" were stacked in piles about the floor and not sent back to the States for fear of spreading contagion. This led to complaints filtering back home that the mail was not efficiently handled as the piles were mistaken for filled bags by patrons. On August 4th Kempner had a staff of 17 including army clerks.

Mails arrived from the States irregularly. On July 25, 1898 the Asst. Secretary of War notified the P. O. D. that Key West had been abandoned as a base of supply for Santiago and that all transports would thereafter sail from Fernandia, Charleston, Newport News and New York. Early in August it was decided to send the Fifth Army Corps to Montauk Point, N. Y. to escape the fever. This caused New York to become the principal dispatching port for Cuba. As Tampa remained the *postal* dispatching office for Santiago this naturally resulted in mail piling up at Tampa for lack of transportation facilities. Mail *for* Porto Rico *from* Santiago had to go via New York as there was no direct dispatch. On August 22 Kempner was informed by the Supt. of R. M. S. that the War Dept. had agreed to send a steamer from New York every Wednesday over the route San Juan, P. R.., Ponco, P. R. to Santiago. Between August 15th and September 4th mail accumulated at Tampa and it was not received in Cuba until the *Seneca* arrived on the 16th. Since most of the Fifty Army Corps had gone back to the States this consisted of only 132 pouches. The new routing of mail via Porto Rico resulted in another 5 to 6 days delay. As the steamers seem to have returned from Santiago direct to the States there was still no dispatch *to* Porto Rico. Naval vessels brought mail direct to Santiago only twice between July 6th and October 20th.

Back in the States the Railway Mail Servise had the principal responsibility for mails from and to Cuba. On August 8th Supt. Terrell, R. M. S., was instructed to fumigate all mails from Santiago not marked "fumigated." On August 22nd he was instructed that all mail *for* the armed forces in Cuba be sent to Washington, D. C. instead of Tampa for onward dispatch. On Sept. 21st he was instructed that all civilan mail *for* Cuba be sent via Port Tampa and Havana. Combatant mail to continue being dispatched via Washington, D. C

Postmarks.

In the earliest days of American occupation of the city the old Spanish postmarks seem to have been used. Type I seems to have been used late in July, 1898. Type II appears on two covers used in August. Type III, of standard American design, seems to have come into use in September. September 8th being the earliest date noted. The "general utility" type IV was probably placed in use about the same time. Being dateless is cannot be accurately fixed.

Postal Stations.

The military postal stations in Cuba were established as branches or "stations" of the New York City Post Office for administrative purposes. The



I



II



III



IV

earlier ones were at first stations of Mil. Sta. No. 1 Santiago and hence "sub-stations" of New York. Between October 20th and November 1, 1898 Nos. 2 to 8 were raised to full "stations." Those subsequently established had full "station" status immediately. For registry business the offices were considered to be stations (or sub-stations) of the Tampa, Florida Post Office until September 19, 1898, when their registry business became subsidiary to the New York office, thus making it uniform with all other services.

Money Orders.

On June 13, 1898 the Department announced the opening of money order service for the military postal service in the U. S. and Cuba. The business was conducted through the New York Post Office as "head-office" for Cuba.

The lowest private rate for transferring funds between Santiago and New York was one per cent. The money order charge of one-third that amount per $100.00 proved a bargain for local merchants. During the first month (August) the sale of money orders was mostly to soldiers but as time went on more and more were sold to merchants. There had been no money order system under Spanish administration and the local people had to be introduced to it.

City Deliveries.

On September 15th four free daily deliveries were instituted (except Sundays) in the Santiago business district. Boxes were placed on all the principal streets and four collections (with one on Sundays) were made. Under the Spanish system letter carriers were employed in the large cities but were paid by the patrons and not by the post office. They collected from 3 to 5 centavos for each letter delivered. Kempner stopped this practice but did not extend the free delivery service further than the business district. It was carried on by two of the old Spanish carriers.

Steamer Service.

A weekly mail service was established between Santiago and Havana and intermediate seaports on the south coast line of steamers on August 31st. Beginning September 27th a mail was dispatched every ten days on the north

coast line of steamers. Mails to the States still depended on the military transports and as their sailings were irregular no definite schedule could be advertised. The Ward Line steamers were then calling at Santiago every fortnight and Kempner ascertained that they were willing to establish a weekly sailing if they could get the War Department contract to transport the Army supplies being carried in transports.

To offset the irregular mails from the U. S., Kempner received mail matter for residents and merchants regularly from Havana, Cienfuegos, Manzanillo, Guantanamo, Santo Domingo, Caracas, Port au Prince and Jamaica. Mails were also dispatched to these places at regular intervals. Advertising the departure of these and the railroad mails in Spanish in the native papers found favor with the residents and merchants of the city.

Stamps.

Under Spain the post office had had nothing to do with stamp sales. They were sold by storekeepers who obtained them from the Treasury Department for 99% of their face value, retaining the 1% balance as their profit. The following are the sales in Cuba by the military postal system for the fiscal year 1898:

From June 23 to August 31, 1898	$3,119.12
September 1 to September 30	1,129.75

No sale in September was over $2.00. As sales continued low Kempner called on several local business men at Santiago to find out the reason. He found that most of the merchants had left the city before the blockade began and did not return until after the surrender. During their absence they had found that U. S. stamps would be required in the future and fearing that they might not be able to obtain them after their return brought back considerable supplies purchased in the States. Until these were exhausted the sales continued low.

The stamps used until the establishment of the civil post on January 1st, 1899 were exclusively ordinary unoverprinted U. S. issues. Excepting in Puerto Principe where the well known provisionals were used. Overprinted stamps seem to have been ready for the opening of the civil system on January 1, 1899. No stamp of higher face value than 10c was overprinted and as the civil posts seems to have gotten along without any stamp of higher face value until 1907 I do not believe that any stamp above that denomination was sold by the military establishment. It is improbable that stamps of higher face value were brought back by the Santiago merchants from the States.

The following are the stamps probably issued in Cuba:

ORDINARY

Issue of 1895

Cat. No.

268 3c purple (Jackson)
269 4c dark brown (Lincoln)
271 6c dull brown (Garfield)
272 8c violet brown (Sherman)
273 10c dark green (Webster)

Issue of 1898

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

TRANS-MISSISSIPPI

285 1c dark yellow green
286 2c copper red
287 4c orange
288 5c dull blue
289 8c violet brown
290 10c gray violet

SPECIAL DELIVERY

Issue of 1895

1894 10c blue

DUES STAMPS

Issue of 1895

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

ENVELOPES

Issue of 1887

Cat. No.
2c green

Issue of 1895

1c dark blue
5c blue

POSTAL CARDS

Issue of 1891

PC11 1c blue (Grant) (library)

Issue of 1897

PC14 1c black (Jefferson) (regular)

Issue of 1898

PC15 1c black (Adams) (regular)

Issue of 1879

PC 6 2c blue (foreign)

Issue of 1898

PC16 2c black (foreign)

Issue of 1892

PC50 & PC51 1c (reply)

Issue of 1893

PC52 & PC53 2c (foreign reply)

Issue of 1898

PC54 & PC55 1c (reply)

It must be remembered that at that time there was no parcel post or air-mail service calling for the widespread use of high valued stamps as there is today. I have never seen a copy of the Columbian issue used in colonial parts during the Spanish-American period that didn't appear to have been "planted". I do not believe that any of these were issued to the military or civil establishments abroad. I firmly believe that all are "philatelic" importations. The Trans-Mississippi issue was current at the time and regularly issued to them. The newspaper stamps were also current but were hardly issued in Cuba. Since envelopes and postal cards tend to hang on longer than the corresponding adhesives we look for and find the earlier issues. The envelopes of 1899 were probably not issued here. The postal cards of 1898 may also not have been issued here, but I list them.

Post Routes.

Under Spain postal facilities were largely restricted to the seaports. At several points post riders were retained to serve the interior. They were not paid by the post office but received exorbitant prices from the addressees, sometimes charging as high as $1 for a single letter. Merchants invariably sent private messengers into the interior and the old post office system seems to have been entirely mistrusted for interior service.

On August 20, 1898 Kempner established semi-weekly mail service on both the Songo and San Luis branches of the railroad from Santiago. On September 15th this was changed to a daily service.

Occupied Territory.

On October 20, 1898 Kempner wrote the Acting Postmaster General, Perry S. Heath; that American troops occupied only a portion of the province of Santiago de Cuba; together with Manzanillo on the south coast and Gibara and Holguin on the north coast. He recommended that Guantanamo, Baracoa, San Luis and Songo be made full stations; and that stations be established also at Manzanillo, Gibara and Holguin.

He also recommended that the names of post offices in Cuba be permitted to remain the same as under Spain, without designating them as numbered military stations; and that "United States Post Office" be prefixed to the old name if necessary.

He stated that the title "Military Station No. 1, Cuba" was misleading and caused difficulties. The absence of the word "postal" made confusion with the army establishments easy. Supplies, stamped envelopes and furniture when not enclosed in mail sacks were invariably delivered into the clutches of the mili-

tary when the transports were unloaded. This material could only be recovered after considerable delay. 50,000 stamped envelopes sent from New York on July 8th were not received at Santiago post office until September 24; and the one responsible for the delay could not be ascertained. On October 1st when the military depot quartermaster was moving into another building, he discovered amongst his loot, a case addressed to Military (Postal) Station No. 1; which had been dispatched on July 25 from the States. When they received this they knew why their 50,000 stamped envelopes had been held up; and who did it.

He also pointed out that special Congressional action should be taken to have the Cuban service divorced from the New York Post Office. He had been advised that an act of Congress was necessary to that end. He pointed out that when Havana was taken over it would have to be known postally as a sub-station of New York City, as it would be a branch of Santiago; which was itself only a station. He thought that Havana, at least, deserved the rating of a first class post office.

The Cuban-American civil postal system was established on Jan. 1, 1899, for which I have coined the name "Cubamer" to distinguish it from the military postal system.

Kempner applied for leave of absence to come to Washington to consult the P. M. G. in person about the Cuban service. He appointed Clerk Heydeman of the New York Post Office to take charge at Santiago and left on October 5th, 1898 to inspect the Spanish postal facilities on his way home.

Mil. Sta. No. 1—Daiquiri.

This town in south central Santiago de Cuba province was frequently miscalled Baiquiri. It is midway between Santiago and Guantanamo. The Marines landed here on June 6th, 1898 and formed a junction with the insurgents. The military landed on June 22. Mil. Sta. No. 1 was opened here on June 23, 1898. On July 6th the office was closed, when the station was moved to Siboney.

Mil. Sta. No. 2—Daiquiri.

After the capture of Santiago the Spanish-American Iron Co. made application for the re-establishment of a postal station here, where its mines were located. 1,500 miners were employed here and their families resided in the town. The company ordered one of its bookkeepers to take over the job of postmaster and assume charge of the post office; and on October 20th, Kempner recommended to the 1st Assistant P. M. G. that he be paid $200.00 annually as a retainer. The mails between Daiquiri and Santiago were to be transported free on steamers owned by the company. Sometime between October 20 and November 1, 1898 this was made a full station of the New York Post Office as Mil Sta. No. 2. It was closed February 27, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 1—Siboney.

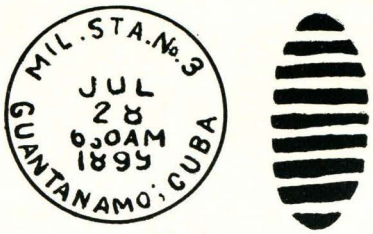
This town in south central Santiago de Cuba province was nearer Santiago than Daiquiri. Troops landed here June 23, 1898. Mil. Sta. No. 1 was moved here from Daiquiri on July 6, 1898. On July 20, 1898 Kempner left here for Santiago and placed Clerk G. S. Gallupe of the Pittsburgh Post Office in charge at Siboney. July 23, 1898 is the last official recorded date of any activity at this office. It was probably closed about that time.

Mil. Sta. No. 1—Santiago.

Military Sta. No. 1 was removed to this important city in south central Santiago de Cuba province on July 21, 1898 from Siboney. It was officially made

a full station of the New York Post Office sometime between July 1 and August 1, 1898. On October 5, 1898 Postal Agent Kempner placed Clerk Heydeman of the New York Post Office in charge here and departed for a tour of the Cuban postal system, ultimately going back to the States. The Military Station was discontinued February 18, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 3—Guantanamo.



No. 3.

This place is in southeastern Santiago de Cuba province on Guantanamo Bay. The Marines landed here on June 10, 1898 from the Transport *Panther* and established Camp or Fort McCalla. The Military Station was opened on September 6, 1898 with Clerk W. E. Spicer of the Boston, Mass. Post Office in charge. On the same day Postal Agent Kempner at Santiago commissioned the Steamer *Thomas Brooks* as a mail packet to make semi-weekly trips between there and Guantanamo. Sailing from Santiago on Mondays and Thursdays. Sometime between Oct. 20 and Nov. 1, 1898 this office was made a full fledged station of the New York Post Office. Mails between this office and Santiago were regularly maintained and advertised in the vernacular newspapers.

Discontinued as a Military Station of the N. Y. P. O. February 22, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 4—Baracoa.



No. 4A.



No. 4.

This port in extreme eastern Santiago de Cuba province was surrendered at the same time as Santiago. It was opened as a sub-station under the Santiago Office on September 28, 1898 with Clerk William Troensegaard in charge. Made a full station of the N. Y. P. O. between Oct. 20 and Nov. 1, 1898.

Discontinued as a military station February 27, 1899 by amalgamation with the Cubamer system. Type 4A is the old Spanish postmark.

Mil. Sta. No. 5—San Luis.

On the Santiago railroad in south central Santiago de Cuba province, was surrendered with Santiago. Opened as a branch of Santiago about Augrst 20th, 1898 when Postal Agent Kempner established semi-weekly service on the branch of the railroad running to San Luis. On September 15, 1898 this was

changed to a daily service. Made a full station of the N. Y. P. O. between Oct. 20 and Nov. 1, 1898.

Discontinued as a Mil. Pos. Sta. on February 24, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 6—Manzanillo.



No. 6.

This important port in western Santiago de Cuba province is on the Bay of Guacanayabo. It was occupied by the 3rd U. S. V. I. under Colonel Ray, arriving on the S. S. *Riena de Los Angeles* on Oct. 5, 1898. Postal Agent Kempner arrived a few hours later and called at the Spanish Post Office. The postmaster, Nestor Alvarez, his assistant Electo Fernandez and a native carrier comprised the old post office staff. As the Spanish postmaster spoke English and had been fairly spoken of by several residents who had called at Santiago, Kempner retained him as postmaster under the military system. Colonel Ray appointed several men from the military detachment to assist in the local mail service. Made a full station of N. Y. P. O. between Oct. 20 and Nov. 1, 1898.

Discontinued as a military station on February 19, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 7—Gibara.

Gibara or Jibara was occupied by the Cubans before July 29, 1898. Kempner recommended that a Mil. Pos. Sta. be established here in his report of Oct. 20, 1898. This town is on the north coast in the north western part of Santiago de Cuba province. Made a full station between Oct. 20 and Nov. 1, 1898. Discontinued as a Mil. Pos. Sta. February 29, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 8—Holguin.



No. 8.



No. 8A.

This inland town in north western Santiago de Cuba province had not been captured; by the time of the signing of the protocol suspending hostilities, on August 12th; by which Spain relinquished all claim to Cuba. Kempner recommended that a Mil. Pos. Sta. be established here on Oct. 20, 1898. Military Station established sometime between Oct. 20 and Nov. 1, 1898. Discontinued

as Mil. Pos. Sta. on Feb. 28, 1899 by amalgamation with the Cubamer system. Military postmarks give this as "Holquin."

Mil. Sta. No. 9—Sagua de Tanamo.

This town in the north eastern part of Santiago de Cuba province was surrendred with Santiago. A Mil. Pos. Sta. was established here between Nov. 1 and Dec. 1, 1898. Dis-established as a Mil. Pos. Sta. probably before Mar. 18, 1899 and amalgamated with the Cubamer system.

Mil. Sta. No. 10—Havana.



No. 10.



No. 10A.



No. 10B.



No. 10C.

Havana, the capital of Cuba, is in the northern part of La Habana province. It was under naval blockade at the suspension of hostilities. It was not formally surrended to the Americans until January 1, 1899. The 2nd Illinois V. I. arrived in the harbor on Dec. 13th, 1898 and disembarked on the 15th, forming the vanguard of the American troops arriving for the occupation ceremony on New Year's Day. They marched through the city and went into quarters at Camp Columbia, in the suburbs. The Mil. Pos. Sta. was apparently established at the camp, sometime between Nov. 1 and Dec. 1, 1898. It was discontinued as a Mil. Pos. Sta. February 17, 1899 and amalgamated with the Cubamer system. On March 19, 1901 a postmark shows it to have been functioning as Camp Columbia Station of the Havana Post Office.

Mil. Sta. No. 11—Puerto Principe.



No. 11.



No. 11A.

This city is in the center of the province of the same name. Made a Mil. Pos. Sta. between Nov. 1 and Dec. 1, 1898.

Closed as Mil. Pos. Sta. Mar. 1, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 12—Neuvitas.

This city is in north eastern part of Puerto Principe province. Made a Mil. Pos. Sta. between Nov. 1 and Dec. 1, 1898 under the name "Unevitas". This error was corrected on Jan. 21, 1899.

Closed as Mil. Pos. Sta. on Feb. 28, 1899 by fusion with the Cubamer system.

Mil. Sta. No. 13—Cienfuegos.



No. 13.

This city, more important as a commercial center than Santiago, is in south central Santa Clara province. Under Spain it was the best postally equipped office in Cuba. Antonio Giral with an assistant and 6 clerks composed the staff. Here, unlike any other Spanish office, the carriers worked as clerks before going out on their routes. But strangely enough, the clerk-carriers pay was derived entirely from the fees collected for the delivery of letters to addressees; which was 3 centavos here. It was the terminus of the Havana railroad as well as an important seaport. Good roads led to different points on the north coast, over which post riders supplied service. The Americans had a camp outside the city; but the city was not occupied until Jan. 1, 1899, when Capt. Barker, U. S. N., raised the flag over the Post Office.

This office was constituted a full military station under N. Y. P. O. between Nov. 1 and Dec. 1, 1898. On Feb. 16, 1899 according to the Postmaster General (Feb. 17, 1899 according to Rathbone) this office was closed by amalgamation with the Cubamer system.

Mil. Sta. No. 14—Songo.

This office, in south central Santiago de Cuba province was opened about August 20th, 1898, as a sub-station of Santiago, on which day Kempner established semi-weekly service on the branch of the Santiago Railroad running there. On Sept. 15, 1898 this was changed to a daily service. Made a full military station of the N. Y. P. O. between Jan. 1 and Jan. 21, 1899. Discontinued as a Mil. Pos. Sta. Feb. 23, 1899 by fusion with the Cubamer system.

Mil. Sta. No. 15—Pinar del Rio.

This office in the center of the province of the same name was opened as a Mil. Pos. Sta. between Jan. 1 and Jan. 21, 1899. Closed Feb. 23, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 16—Guanajay.

This office in Pinar del Rio province was established between Jan. 1 and Jan. 21, 1899. Closed Feb. 26, 1899 by union with the Cubamer system.

Mil. Sta. No. 17—Mariel.

Opened between Jan. 1 and Jan. 21, 1899.
Closed Feb. 27, 1899, when it was merged in the Cubamer system.

Mil. Sta. No. 18—Trinidad.

In south central Santa Clara province. Opened between Jan. 1 and Jan. 21, 1899. Amalgamated with Cubamer system probably before Mar. 18, 1899.

Mil. Sta. No. 19—Las Tunas.

Port in south eastern Santa Clara province. Opened between Jan. 1 and Jan. 21, 1899. Closed by fusion with the Cubamer system on Feb. 16, 1899. There was also the town of Tunas in west central Santiago de Cuba province supplied by Manzanillo post office over the post route to Bayamo. Also Victoria de las Tunas in western Santiago province. But the Mil. Pos. Sta. was in Santa Clara province.

Mil. Sta. No. 20—Sancti Spiritus (Holy Ghost).

This office in eastern central Santa Clara province was opened between Jan. 1 and Jan. 21, 1899. Closed and taken over by the Cubamer system on Feb. 20, 1899.

Mil. Sta. No. 21—Cardenas.

Important port in north central Matanzas province. Office opened between Jan. 1 and Jan. 21, 1899. Closed and merged with Cubamer system probably before Mar. 18, 1899.

Mil. Sta. No. 22—Bayamo.

This town in west central Santiago de Cuba province was the terminus of the post road from Manzanillo. It was occupied by the Cuban insurgent forces and Sr. Rafael Gonyonnet appointed postmaster by General Garcia. On October 5th or 6th Kempner met Gonyonnet at Manzanillo and apparently confirmed the appointment of Garcia. Mail facilities were by post rider to Manzanillo. It is interesting to note the difference with which the Cuban Insurgents were recognized as compared to the ignoring of the Filipino Insurrectos. The Cuban Junta in America had a big lobby with many real sympathizers; while the Filipinos had comparatively none. The American public looked upon the former as fondly as they regarded the Belgian refugees of two decades ago. This office was made a full Mil. Pos. Sta. of N. Y. P. O. betweeen Jan. 1 and Jan. 21, 1899. The post road to Manzanillo also supplied the inland towns of Jignani, Veginte, Canto, Embocadero and Tunas. Discontinued as a Mil. Pos. Sta. on Feb. 20, 1899 by combining with the Cubamer system.

Mil. Sta. No. 23—Mayari.

In north central Santiago province. Opened between Jan. 1 and Jan. 21, 1899. Closed Feb. 23, 1899 by fusion with the Cubamer system.

Mil. Sta. No. 24—Palma Soriano.

This town in south central Santiago de Cuba province was surrendered at the same time as Santiago. Opened as Mil. Pos. Sta. between Jan. 1 and Jan. 21, 1899. Closed Feb. 23, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 25—Cristo.

In Santiago de Cuba province. Opened between Jan. 1 and Jan. 21, 1899. Closed by fusion with the Cubamer system probably before Mar. 18, 1899.

Mil. Sta. No. 26—Buena Vista.



No. 26.

In La Habana province. Opened between Jan. 1 and Jan. 21, 1899. Closed by union with the Cubamer system Feb. 20, 1899.

Mil. Sta. No. 27—Matanzas.

This city, second port of the island, is in north western Matanzas province. Mil. Pos. Sta. opened between Jan. 1 and Jan. 21, 1899 under name "Matarizas." Closed Feb. 26, 1899 when taken over by the Cubamer system.

Mil. Sta. No. 28—Santa Clara.

Important city in central Santa Clara province. Opened between Jan. 1 and Jan. 21, 1899. Closed Feb. 22, 1899 by amalgamation with the Cubamer system.

Mil. Sta. No. 29—Placentas.

In Santa Clara province. Opened between Jan. 21 and Jan. 31, 1899. Closed Feb. 26, 1899 when fused with the Cubamer system.

Mil. Sta. No. 30—Santa Cruz.

Port in south central Puerto Principe province. Opened between Jan. 21 and Jan. 31, 1899. Closed Feb. 17, 1899 when it was united with the Cubamer system.

Mil. Sta. No. 31—Santo Domingo.

Opened between Jan. 21 and Jan. 31, 1899. Closed by being taken into the Cubamer system Feb. 11, 1899.

Mil. Sta. No. 32—Jucaro.

On his tour of the Spanish post offices Kempner called here in west central Puerto Principe province about Oct. 7, 1898. Jose Navarro Diaz was postmaster with Miguel de Quesada as assistant. The postmaster wanted to return to Spain but Quesada having been in the service at Jucaro for 20 years was anxious to be retained. Kempner found that no records had been kept in the office since 1895 and didn't appear to be any too well pleased with the Spanish staff. He found the town supplying San Fernando to the north, via Ciego de Avila and Moron, by means of a short railroad. This office became a full Mil. Pos. Sta. between Jan. 21 and Jan. 31, 1899. On Feb. 17, 1899 it was discontinued by amalgamation with the Cubamer system.

Mil. Sta. No. 33—Sagua la Grande.

In north western Santa Clara province. Opened between Jan. 21 and Jan. 31, 1899. Closed by fusion with the Cubamer system Feb. 27, 1899.

Mil. Sta. No. 34—Caibarien.

In north eastern Santa Clara province. Opened between Jan. 21 and Jan. 31, 1899. Closed by union with the Cubamer system Feb. 27, 1899.

Mil. Sta. No. 35—Batabano.

At this port, in south central La Habana province, a train awaited the arrival of the steamer from Santiago to take passengers and mail overland to Havana. Kempner arrived here about Oct. 8, 1898. Mil. Pos. Sta. was opened between Jan. 21 and Jan. 31, 1899. The time of discontinuance and fusion with the Cubamer system was about Feb. 17, 1899.

Mil. Sta. No. 36—Colon.

In eastern central Matanzas province. Opened between Jan. 21 and Jan. 31, 1899. Closed by amalgamation with the Cubamer system probably before Mar. 18, 1899.

Mil. Sta. No. 37—Surgidero de Batabano.

In south central La Habana province. Opened between Jan. 21 and Jan. 31, 1899. Closed by being united to the Cubamer system Feb. 26, 1899.

Mil. Sta. No. 38—Guines.

In eastern central La Habana province. Opened as "Grimes" between Jan. 21 and Jan. 31, 1899. Closed probably before Mar. 18, 1899 by fusion with the Cubamer system.

Mil. Sta. No. 39—Union de Reyes.

In Matanzas province. Opened between Jan. 21 and Jan. 31, 1899. Closed by union with the Cubamer system probably before Mar. 18, 1899.

POSTAL RATES AND REGULATIONS.

—1.—

Order No. 161 of April 26, 1898 by Ch. Emory Smith, P. M. G., ordered suspension of mail service between the U. S. and Spain and all its colonies and dependencies.

—2.—

The Act of March 3, 1879 specified: "The P. M. G. may . . . provide by regulation, for transmitting unpaid and duly certified letters of soldiers, sailors and marines in the service of the U. S. to their destination, to be paid on delivery." On May 28, 1898 this was called to the attention of postmasters by the 1st Asst. P. M. G. but he doesn't seem to have been very specific about the necessity for the letters being "duly certified."

—3.—

Order No. 219 of June 7, 1898 fixed domestic rates and conditions for "mail matter for or from persons connected with the United States forces at and near the islands of Cuba and Porto Rico. . . . "

Military, Naval and Marine Mail—

Domestic.

1st class 2c/1 oz.
2nd class 1c/4 oz.
3rd class 1c/2 oz.
4th class 1c/1 oz.
Special Del'y 10c

Drop letters 2c/1 oz.
Country drop letters 1c/1 oz.
Postal cards 1c each, double 2c each
Private mailing cards 1c each
Registration 8c

Designated Tampa, Fla. as office of dispatch for Cuba.

—4.—

Order of July 21, 1898 of President McKinley specified:

"In view of the occupation of Santiago de Cuba by the forces of the U. S., it is ordered that postal communication between the U. S. and that port, which has been suspended since the opening of hostilities with Spain, be resumed, subject to such military regulations as may be deemed necessary."

"As other portions of the enemy's territory come into the possession of the land and naval forces of the U. S. postal communication may be opened under the same conditions."

"The domestic postal service within the territory thus occupied may be continued on the same principles already indicated for the continuance of the local municipal and judicial administration, and it may be extended as the local requirements may justify under the supervision of the military commanders."

"The revenues derived from such service are to be applied to the expenses of conducting it, and U. S. postage stamps are therefore to be used."

"The Postmaster-General is charged with the execution of this order in cooperation with the military commander, to whom the Secretary of War will issue the necessary directions." (Signed) "William McKinley."

—5.—

Order No. 296 of July 21, 1898 by Ch. Emory Smith, P. M. G., ordered No. 4 into effect for the Post Office Department. It relaxed the prohibition against

Spanish mails insofar as Santiago de Cuba was concerned and extended the following rates to civilians of that territory. This was the first order allowing the Cuban civil population to make use of the military postal system.

Civil Mail.

Domestic.

1st class 5c/½ oz.
2nd & 3rd class 1c/2 oz.
4th class 1c/1 oz.

Registration 8c
Postal Cards 2c each, double 4c each

Mexico and Canada were presumably included in "Domestic" mail. Only U. S. stamps were recognized by this order. Prepayment was optional but double the deficiency was collected on unpaid matter.

Foreign.

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

1st class 5c/½ oz.
Printed Matter 1c/2 oz.

Registration 8c
Postcards 2c single, 4c double

Mails from U. S. to Santiago to be addressed to U. S. Postal Agent at Santiago and could be withheld as the military or naval authorities desired.

—6.—

Order No. 395 of Sept. 19, 1898 by Perry S. Heath, Acting P. M. G., authorized Military Station No. 1, Santiago, to make registered dispatch via the New York Postmaster.

—7.—

Order No. 351 of August 19, 1898 ordered No. 161 prohibiting the forwarding of Spanish mails suspended as hostilities had ceased.

—8.—

Order 514 effective in Cuba and Porto Rico on December 20, 1898 directed that: "Mail sent to the U. S. by persons connected with the U. S. forces at or near Cuba (or) Porto Rico . . . to be entitled to the domestic rates of postage . . . must be endorsed 'Soldier's Letter,' 'Sailor's Letter,' 'Marine's Letter,' or such other branch of service to which the writer belongs, and be signed thereunder with his name and official designation by a field or staff officer, post or detachment commander to whose command the soldier belongs, or by a surgeon or chaplain at a hospital where he may be; in the navy or marine (corps) service by the officer in command of the vessel, or surgeon on board or officer commanding naval hospital or detachment on shore."

—9.—

Order of Jan. 3, 1899 to take immediate effect provided that all matter entitled to be carried "free" in the U. S. mails was also to be carried free in the Cuban mails.

—10.—

Order No. 63 of Feb. 23, 1899 amended Order No. 514 by authorizing postmasters, at military stations, to countersign combatant's mail in lieu of officers, surgeons, chaplains, etc.; but this only applied to letters *to* the U. S. *from Cuba* and only to postmasters at the post office of mailing.

—11.—

Order of Mar. 24, 1899 by John A. Merritt, 3rd Asst. P. M. G., reaffirmed necessity for counterstamping of combatant's mail to receive domestic rate; and also reaffirmed the optional prepayment clause. On prepaid matter, however, it specified that *only* the special overprinted stamps for Cuba could be used. This order also specified that the special stamps for Porto Rico and Hawaii *must* be used in these places respectively. It stated that ordinary U. S. unoverprinted stamps were only to remain valid in the Philippine Islands.

This order continued the rates for civilians' mail given in Order 296 of July 21, 1898.

Chronology.

April 26, 1898—Mails from and to Cuba suspended.
May 28, 1898—Privilege of the armed forces to send their mail "collect" called to the attention of postmasters.
May 3, 1898—Mail agency ordered established in Cuba.
May 4, 1898—First military post office established at Camp Black, New York.
June 7, 1898—Domestic rates extended to armed forces in Cuba. Tampa made dispatch offce for Cuba.
June 23, 1898—Mil. Sta. No. 1 established at Daiquiri.
July 6, 1898—Mil. Sta. No. 1 moved to Siboney.
July 21, 1898—Mil. Sta. No. 1 removed to Santiago.
July 21, 1898—Prohibition against Cuban mail relaxed insofar as the surrendered territory around Santiago is concerned. Service extended to civilians at rates differing from those of the armed forces.
August 19, 1898—Restrictions against Cuban mails lifted for the entire island.
September 19, 1898—Santiago allowed to make registered dispatch direct to New York, instead of via Tampa.
December 20, 1898—Letters from the armed forces must be countersigned by an officer to receive domestic rate.
January 1, 1899—Cuba surrendered to the Americans.
January 1, 1899—Semi-independent civil postal system established dealing direct with Post Office Dept. at Washington, D. C. I have called this the Cubamer system.
January 3, 1899—"Free" mail extended to Cuba.
February 10, 1899—The Military Postal Stations which were still under N. Y. P. O. ordered to merge with Cubamer system.
February 16, 1899 to March 18, 1899—Military Postal Stations merged with Cubamer system.
February 23, 1899—Military postmasters allowed to countersign mail **from** the armed forces to receive domestic privilege.
March 24, 1899—Use of "Cuba" overprinted stamps made compulsory.

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The United States Postage Stamps of the 20th Century

By MAX G. JOHL.

(Continued from page 242, Volume XV.)

The attitude of collectors was clearly indicated by George B. Sloane's column in STAMPS of February 2, 1935:

"THE IMPERFORATE 'PRESENTATION' SHEET MESS.

It gratifies me no end to observe the rumpus stamp collectors are stirring up over the present practice of the Postmaster-General in distributing "presentation" sheets in imperforate form of every newly issued commemorative stamp to high government officials and personal friends. I was beginning to believe that philatelists, collectively, were willing to sit back passively and take it on the chin, the while their hobby was being undermined.

The Norfolk (Va.) Philatelic Society has lodged a vigorous protest with the President, and its reverberations are still echoing through the newspapers from Maine to California. What the President intends to do about it will be awaited with eagerness, and there is no doubt that organized philately will continue to hammer at the evil until they get satisfactory action. This is an excellent opportunity for President Roosevelt to recognize the great faith and confidence reposed in him by his fellow philatelists, exemplified by the numerous honorary memberships in philatelic organizations which stamp collectors throughout the United States have conferred upon him.

After previously ignoring the subject, evading the issue and stating that any imperforate sheets outstanding must have reached the philatelic world through laxity and inefficiency at the Bureau, the Postmaster-General now says that such sheets are in philatelic hands. In time it became rather difficult, and embarrassing, for Mr. Farley to continue the pretense of knowing nothing about the Mothers' Day sheet, when all the while it bore his own autograph. He says, "It was all a mistake," and explains to a news reporter that he has been using imperforate sheets for presentation purposes because his pen always got caught in the holes of the perforated sheets, and one can believe this must have been annoying.

Mr. Farley goes to considerable pains to impress upon his questioners the fact that these sheets have been "bought and paid for"—at face value. But were they made available at the same prices to any others who were not among the faithful? When sheets of imperforate stamps, which are not on regular sale, get out of the Department by irregular means, even though "paid for" at face value (in most cases only $6 per sheet), and ultimately are valued at $20,000 to $30,000 after they reach philatelic trade channels, it is a matter not to be dismissed so nonchalantly. Many will consider it, instead, an abuse of official position.

Reports are now drifting in that the little imperforate souvenir sheets of the 1c National Parks stamp, issued last October, have been distributed in the manner complained of, in large size sheet form; that is, several small panes on one sheet."

At the initial printing of the various stamps issued under Postmaster General Farley, he had presented sheets of ungummed and unperforated stamps to President Franklin D. Roosevelt and other members of the administration and such facts had been, in most cases, included in the official press releases. It was therefore natural, the collectors believed, that in answer to the House inquiry, Mr. Farley would give a detailed list of the sheets presented. This belief is clearly indicated by the comment which appeared in the *New York Sun*, February 2, 1935:

"WAIT ON FARLEY'S IMPERFORATE LIST.

Collectors Want to Know Extent of the Gifts.

The stamp collecting world is waiting expectantly for Postmaster-General Farley to list the number of special imperforate sheets of commemorative stamps he has presented to friends.

From Washington comes word that Mr. Farley is not overconcerned by the tempest and that he never thought he was doing anything unethical or that the stamps were worth more than face value.

Collectors, however, are deeply concerned and expect that the House resolution will reveal that Mr. Farley has given away imperforate sheets which in a short time may be worth many thousands of dollars.

If such is the case the White House can be prepared for an insistent demand that quantities of similar imperforate sheets be printed and sold to collectors by the Philatelic Agency."

The widespread interest in the Millard Resolution, was further evidenced by the following editorial which appeared in the *New York Herald Tribune* on February 5, 1935:

"MR. FARLEY'S MODERATION.

Some of our philatelic friends have written to us to insist that Mr. Farley, as Postmaster General, has really been most moderate in the gifts which he has handed out to his friends, associates and relatives, in the form of unperforated stamps. We had thought that sheets of these rarities—worth in the open market from $20,000 to $30,000 apiece—made fairly valuable presents. But after hearing what might be done, with the aid of a little philatelic lore from the past, we are inclined to agree with our correspondents.

Back in 1869, for example, a 24-cent stamp was issued by the Post Office Department which portrayed the signing of the Declaration of Independence. The design consisted of a green border surrounding a purple picture. A specimen of this, with the picture inverted showing the signers standing on their heads, has brought as high as $7,000. This was, of course, an accidental error. But if Mr. Farley should now issue a stamp portraying the signing of the United States Constitution, and print two sheets with the founding fathers standing on their heads, it is hard to say what these two hundred stamps, so admirably symbolic of much of the New Deal, might not fetch.

We are even more fascinated by another error which occurred in the year 1918. This was the year of the first government air mail and the first air-mail stamps issued, in the denomination of 24 cents, showed a blue airplane bounded by a red border. One sheet of 100 was printed with the airplane upside down. The issue itself was a popular one and the error has brought sensational prices. A block of four has sold for $14,000; a single specimen has brought as high as $2,750. The whole sheet would be worth well over $200,000.

Mr. Farley may hesitate to issue a special series of stamps to commemorate what the Administration did to the air mail of the nation last year, and especially to the Army aviators who were called upon to carry the mail without adequate training or equipment. But the inverted airplane error of 1918 suggests the possibilities which lie open before him. If he is looking for appropriate stamps with which to commemorate the achievements of the New Deal here is surely one opportunity.

The regular issue would, of course, display an airplane inverted and crashing. The two sheets of errors with the airplane righted—we leave it to our philatelic friends to guess whether they would be worth half a million dollars or more—Mr. Farley would hardly wish to keep for himself. He might well decide to sell them in the open market, the proceeds to go to the relatives of flying officers killed while carrying the mails for the Postoffice."

The Millard Resolution, being one of "inquiry," the House rules made it necessary thtat it be reported back to the House one week after its introduction. Under these rules, the House acted upon the Millard Resolution on February 5, 1935. The action of the members of the House of Representatives on the Millard Resolution, was reported by the *Congressional Record* as follows:

"IMPERFORATE, INCOMPLETE, OR SPECIALLY MARKED STAMPS.

Mr. ROMJUE. Mr. Speaker, I call up House Resolution 76, which is a privileged resolution.

The Clerk read as follows:

Resolved, That the Postmaster General be, and he is hereby, directed to furnish to the House of Representatives the following information: (1) Whether imperforate, incomplete, or specially marked stamps have, since January 1, 1933, been issued by the Bureau of Engraving and Printing at the request of or with the consent of the Post Office Department or any officer or employee of that Department; (2) whether imperforate, incomplete, or specially marked stamps, since January 1, 1933, have

been knowingly distributed by the Post Office Department, or any officer or employee of that Department, other than through the regular channels of the Post Office Department for sale to the public; (3) whether any stamps of special issues, since January 1, 1933, have been distributed other than through the usual channels of the Post Office Department for sale to the public; and (4) the name or names of officers or employees of the Post Office Department, if any, who have since January 1, 1933, authorized or consented to the distribution of imperforate, incomplete, or specially marked stamps or have distributed such stamps or any stamps other than through the regular channels of sale to the public, and the name or names of the person or persons to whom such distribution has been made and the price or prices, if any, paid by such persons receiving such stamps.

Mr. ROMJUE. Mr. Speaker, I send to the desk a report which I have been directed to make by the Committee on the Post Office and Post Roads, and I ask unanimous consent that the Clerk read the same.

The SPEAKER. Is there objection to the request of the gentleman from Missouri?

Mr. SNELL. Mr. Speaker, reserving the right to object, is the gentleman going to give us some information in regard to this before he makes his motion?

Mr. ROMJUE. I was coming to that.

The SPEAKER. Is there objection to the request of the gentleman from Missouri [Mr. Romjue]?

There was no objection.

The Clerk read as follows:

The Committee on the Post Office and Post Roads, to whom was referred the resolution (H. Res. 76) requesting information from the Postmaster General, having had the same under consideration, report it back to the House and recommend that the resolution do not pass.

The action of the committee is based upon the following informative letter from the Post Office Department:

Post Office Department,
Third Assistant Postmaster General,

Washington, February 4, 1935.

Hon. James M. Mead,
Chairman Committee on the Post Office and Post Roads,
House of Representatives.

My Dear Mr. Chairman: Since January 1, 1933, 27 varieties of postage stamps have been issued by the Department. A list of these stamps, together with the quantities issued and made available for sale to the public, is attached (exhibit A).

All of these stamps, with the exception of the souvenir sheets, were made available to the public in sheets of either 50 or 100, according to the size of the stamp, which is the usual form in which they are distributed to postmasters. These sheets were perforated and gummed. The 1- and 3-cent Century of Progress souvenir sheets were in panes of 25 stamps, imperforate and ungummed; the souvenir sheets of the 3-cent Little America stamp were in panes of 6 stamps, imperforate and ungummed; the souvenir sheets of 1- and 3-cent National Park stamps were issued imperforate but gummed in panes of 6 stamps.

With the exception of the souvenir stamps, the sheets of stamps first come from the press in 200 subject form, imperforate, and ungummed. Since January 1, 1933, 98 of these sheets (including souvenir sheets) from 20 of the varieties have been presented to high Government officials as specimens of new issues. In filling an order for some stamps, through inadvertence, one of the large sheets was sold to a man in Norfolk, Va. He apparently exhibited this sheet to several dealers in New York and elsewhere and it has been the subject of a great deal of comment in philatelic circles, with a high valuation placed thereon. This man paid $6, or face value, for this sheet, which went out through error, and the Department is making an effort to recover it.

The records disclose that thousands of die proofs of newly issued stamps and sets of stamps, including those of the postage due variety, have been given out by previous administrations. It has also been the custom of the Post Office Department during previous administrations to prepare several hundred albums containing specimens of the current issues to be given to the delegates to the international postal conventions. There exists, therefore, several precedents for the furnishing of specimens of stamps, and none of the sheets presented by this administration was in any wise intended for speculation or for sale. On the contrary, it seems that the publicity and complaint on the part of the collectors and philatelists has arisen mainly by reason of exhibition of this sheet of stamps by the man at Norfolk.

There has been no loss to the Government, and I am satisfied that the supposed

value placed upon a sheet of these stamps is inflated and fictitious and is merely intended for purposes of criticism.

The Post Office Department has invariably adhered to a policy of providing commemorative stamps for sale to the public in such forms as to be readily usable for postage; that is to say, sheets of convenient size, perforated and gummed. The only deviation from this policy whatever has been the issuance of the small souvenir sheets in imperforate form in honor of philatelic gatherings of unusual importance.

Very respectfully,

C. B. Eilenberger,
Third Assistant Postmaster General.

Postage stamps issued since Jan. 1, 1933.

Description	Denomination	Number issued
	Cents	
General Oglethorpe	3	61,729,200
Proclamation of Peace	3	73,382,400
Century of Progress	1	295,189,300
Do.	3	304,379,300
Century of Progress souvenir sheets in panes of 25 stamps	1	11,588,050
Do.	3	11,232,500
N. R. A. Emergency	3	1,869,145,100
Gen. Thaddeus Kosciusko	5	41,429,200
Little America	3	26,300,800
Little America souvenir sheets in panes of 6 stamps	3	4,441,650
Maryland Tercentenary	3	42,092,700
Mothers	3	210,000,000
Wisconsin Tercentenary	3	65,000,000
National parks:		
Yosemite	1	80,000,000
Grand Canyon	2	75,000,000
Mount Rainier	3	85,000,000
Mesa Verde	4	15,000,000
Yellowstone	5	35,000,000
Crater Lake	6	15,000,000
Arcadia	7	15,000,000
Zion	8	15,000,000
Glacier	9	15,000,000
Smoky Mountains	10	20,000,000
National parks souvenir sheets in panes of 6 stamps:		
Yosemite	1	4,800,000
Mount Rainier	3	3,000,000
Zeppelin	50	3,260,000
Air mail—special delivery	16	10,000,000

Mr. ROMJUE. Mr. Speaker, it is my purpose to present a motion to lay this resolution on the table. I intend to do that for the reason that rather extensive debate has already been had on this matter, and the committee instructed that the matter be presented in that manner.

Mr. WITHROW. Will the gentleman yield?

Mr. ROMJUE. I yield for a question.

Mr. WITHROW. The adverse report of the committee in this case should in no wise be construed that the committee places its stamp of approval on the Postmaster General deliberately making imperforate stamps to be given away?

Mr. ROMJUE. I am yielding for a question only.

Mr. WITHROW. It should not be so construed—

Mr. ROMJUE. Each Member may construe it as he pleases, so far as I am concerned.

Regular order was demanded.

Mr. Millard. Will the gentleman yield for a question before he puts the motion?

Mr. ROMJUE. I yield first to the gentleman from Texas [Mr. Blanton].

Mr. BLANTON. I want to ask if it is not very evident, because of the fact that our friend from New York [Mr. Millard] has not even been to the Post Office Department to ask for information, and that he could have gotten it if he had gone there, that this resolution is nothing in the world but a political ambuscade and is too picayunish to be worthy of any consideration whatever by the House?

Mr. ROMJUE. I think you are correct.

Mr. COCHRAN. Mr. Speaker, regular order.

Mr. ROMJUE. Mr. Speaker, I move that the resolution be laid on the table.

The question was taken; and on a division (demanded by Mr. Snell) there were ayes 198 and noes 45.

The yeas and nays were ordered.

The question was taken; and there were—yeas 276, nays 102, answered "present" 1, not voting 53.

Mr. MILLARD. Mr. Chairman, I ask unanimous consent to put in my remarks the resolution of inquiry that I presented this morning, so that the inquiry and the answer of the Postmaster General may appear in the same Record.

The CHAIRMAN. Is there objection to the request of the gentleman from New York?

There was no objection.

The resolution is as follows:

Resolved, That the Postmaster General be, and he is hereby, directed to furnish to the House of Representatives the following information:

1. Whether imperforate, incomplete, or specially marked stamps have, since January 1, 1933, been issued by the Bureau of Engraving and Printing at the request of or with the consent of the Post Office Department or any officer or employee of that Department.

2. Whether imperforate, incomplete, or specially marked stamps, since January 1, 1933, have been knowingly distributed by the Post Office Department, or any officer or employee of that Department, other than through the regular channels of the Post Office Department for sale to the public.

3. Whether any stamps of special issues, since January 1, 1933, have been distributed other than through the usual channels of the Post Office Department for sale to the public.

4. The name or names of officers or employees of the Post Office Department, if any, who have, since January 1, 1933, authorized or consented to the distribution of imperforate, incomplete, or specially marked stamps or have distributed such stamps or any stamps other than through the regular channels of sale to the public, and the name or names of the person or persons to whom such distribution has been made and the price or prices, if any, paid by persons receiving such stamps.

Mr. MILLARD. Mr. Chairman and gentlemen, if you will examine the resolution of inquiry which I presented last Monday, and which was before the Post Office Committee this morning, and then read the report of the Third Assistant Postmaster General, you will see that you have never read a more evasive report in your life. He does not answer a single question in my resolution. He does not state how many imperforate stamps have been issued; he does not give the names of the persons to whom they were issued.

Therefore, as I did not get the answers which you and I were entitled to, I have offered a resolution to investigate the whole matter. The committee told me that if I presented a bill they would give it consideration. I had hoped that the Postmaster General would answer my resolution of inquiry. This is an important subject, my friends, although the gentleman from Texas [Mr. Blanton] said that it was picayunish. I understand there were 160 sheets sold, which, at $20,000 a sheet, would amount to $3,200,000. I do not regard that as picayunish.

It affects 9,000,000 philatelists in this country.

The gentleman cross-examined me the other day and said, "What do these stamp collectors amount to, anyway?" I might have reminded him that his President and my President and his leader is one of the most prominent philatelists of the country.

I understand that the President has two sheets of these stamps, and the Secretary of the Interior has one, who also is a philatelist.

But, my friends, the Postmaster General does not confine his gifts to philatelists. He gave them to his children. He gave one to Louis Howe, and I never heard of him as a philatelist.

I understand that Gen. Hugh Johnson got a set of them, and that a son of a distinguished Senator of the East—I will not mention his name, because it is a rumor to that effect. Further, a Senator from the West got a set. Mrs. Roosevelt had a set given to her, and I want to know how many of these sets were distributed. Perhaps you think nobody is interested in that, but I do.

Mr. Chairman, on January 25 I introduced a resolution of inquiry which called upon the Postmaster General for information concerning his practice of obtaining from the Bureau of Engraving and Printing imperforate sheets of stamps which he later presented to members of his family, to officials of the Federal Government, and to his friends.

While I was motivated in asking this inquiry by the request which I received from the Westchester County (N. Y.) Chapter of the American Philatelic Society, the questions involved here are so broad that they interest every citizen, whether a stamp collector or not. The real question at issue is not whether certain philatelists

or stamp dealers have been injured but whether Mr. Farley or any official of the United States has used his official position to show favors and bestow valuable gifts upon a special group of people.

I think you gentlemen will agree that I have been very temperate in my presentation of this matter to the House. If the Postmaster General or any other official of the Government has used his position to bestow special favors upon his friends, I think we will all agree that it is unethical and improper. I will reserve any expression of opinion whether it is anything more than that when the House is fully informed of the facts and can pass judgment upon the legality of this practice.

The question is not whether there is a law prohibiting a restricted distribution of incompletely manufactured or imperforate stamps but rather a question of whether the Postmaster General has authority under the law to issue or release any stamps for purposes other than strictly postal use. Many lawyers believe that he is only authorized to do those things authority for which is specifically given him in the statutes or the postal regulations. Clearly the Postmaster General's authority in regard to the issuance of postage stamps finds its source in the statutes and is limited to the issuance of stamps for postal purposes. The imperforate sheets under consideration were not released for postal purposes—Mr. Farley has so stated. He stated that they were given to his selected few friends as souvenirs of the occasions. There is nothing in the statutes or the postal regulations which authorizes the Postmaster General to engage in the souvenir-vending business. The United States of America is not in the souvenir business.

Small sheets of 6 and 25 stamps were issued on four occasions, beginning with July 14, 1933. These were not restricted in sale to the Postmaster General's selected friends, and in addition to the 200 and 400 subject sheets. In each instance an inscription on the margin of the small souvenir sheets stated—

> Printed * * * under authority of James A. Farley, Postmaster General * * * in compliment to * * *.

In the several official circulars issued to postmasters throughout the country and in the Postal Bulletin the sheets were referred to as souvenir stamps, capable of serving postal duty but issued for the benefit of stamp collectors. No reference is made in the circulars as to the source of the Postmaster General's "authority" for issuing these souvenir sheets for purposes primarily other than postal uses.

The possible precedent of a somewhat similar sheet in connection with the International Philatelic Exhibition of October 1926 is not comparable with the 1933-34 souvenir sheets, since in the 1926 instance the stamps were fully perforated, gummed, and incapable of being distinguished from identical individual stamps on sale at all post offices.

Since the printing and distribution of the 1933-34 souvenir sheets and the accounting and distribution of them, as well as their sale, entailed an expenditure of Government funds, it might be interesting to obtain an opinion from the Comptroller General as to the propriety of the expenditures made. The fact that the sales may have netted a profit would not affect the legal question involved.

It is a fundamental concept that Government property and government facilities are public property and exist for the benefit of the public at large alone. The restricted or monopolistic use of Government property or facilities for private gain is abhorrent to the fundemental concept of popular government.

It is not at this time contended that the Postmaster General or any member of his staff received any private monetary reward for having made it possible for a selected few to obtain the sheets in question, but it is contended that through the exercise of his control of the great institution which has been intrusted to his management he has impressed certain Government property with great and extraordinary value. This property he has made available to the exclusive benefit of a few persons of his own individual selection.

This clearly is an indirect circumvention of that which is fundamental to popular government, namely, special privilege.

I was asked on Monday whether former Postmasters General have autographed sheets of new issues. I understand they have, but never before have the sheets been unfinished or in any way different from sheets which could be purchased from the Philatelic Agency.

The practice of making presentations of these special varieties originated with the present administration. Before this time the Post Office Department and the Bureau of Engraving and Printing have zealously guarded against knowingly issuing any special varieties, and every precaution has been taken to see that no stamps were issued other than the regular common stamps available at the Philatelic Agency and in the post offices to the public.

The Bureau of Engraving and Printing, I find upon careful inquiry, acts merely as a manufacturer executing a contract. The Postmaster General, under the law,

requisitions from the Bureau the quantity and type of stamps needed or desired and the Bureau executes the order.

In the case of the imperforate and ungummed stamps the Postmaster General specifically ordered them delivered to him unfinished, or if he did not do so by what authority were they issued. The Bureau of Engraving and Printing is extremely careful in the issuance of all stamps, that they be just as requisitioned and perfect in every way. The Director has no discretion in the matter. He carries out his instruction to the letter. If the Bureau of Engraving and Printing, in furnishing these special stamps to the Postmaster General, acted upon regular requisitions submitted by the Post Office Department in accordance with the established practice, that Bureau is, of course, without blame.

I am told that in Canada a few sheets of 2-cent King Edward stamps were blown out of a window before they were perforated. The Canadian Government promptly made an effort to retrieve them, and upon its failure to do so, issued similar sheets of stamps without perforations.

In 1919 we know of another similar instance. This time imperforate sheets of Bavarian stamps were stolen. To offset their fictitious value the Bavarian government printed and issued a whole set of imperforate sheets and placed them on public sale.

For some time Russia has issued perforate and imperforate sheets of stamps for the acknowledged purpose of creating a demand for both issues in the philatelic market. This is well known and frankly admitted to increase the sales of stamps to collectors.

How other governments have corrected their stamp abuses and problems is not our concern except insofar as we wish to follow their example. The score of philatelic organizations which have passed resolutions condemning the distribution of imperforate sheets of commemorative stamp issues not available to the general public offer suggestions as to how to right the wrong which they feel has been done them. The first of these resolutions was adopted last July by the Westchester County Chapter and presented at the American Philatelic Society's convention as early as last August. The resolution asked the Post Office Department to discontinue the practice as detrimental to stamp collecting in that rare varieties of United States stamps were being created which would at some future time command exorbitant prices in the stamp market. The fears of the members were justified, for we now know that some of these stamps have already found their way into the hands of dealers and are being offered and sold for tremendous prices. The Norfolk Philatelic Society addressed a letter to President Roosevelt urging him to "Take steps immediately to discontinue this favoritism in the distribution of imperforate stamps"; and prompted by the report that a collector in that locality had a sheet of 200 Mother's Day stamps, which had a face value of $6, but which he had insured for $20,000, and for which he had been offered $30,000 by a New York stamp company. Sometime ago a similar sheet of the Mother's Day stamp was in New York. It bore a signature, "James A. Farley, May 18, 1934," and like the Norfolk sheet, was said to be insured for $20,000. The owner and dealer, however, could not come to terms. The first run of these stamps was on April 13, when a considerable ceremony was staged in Washington, with Mrs. Roosevelt representing the mothers of America.

Speaking of the Norfolk sheet, Mr. Farley, in reply to an inquiry by the Herald Tribune, said:

At the time of the Mother's Day stamp issuance I purchased five sheets of the ungummed and imperforate stamps. These sheets went to the President, Mrs. Roosevelt, Secretary Ickes, and Louis McHenry Howe, the President's Secretary. Also I presented one to a friend of mine in Norfolk, Va., and that probably was a mistake.

Mr. Farley further clarified his position by explaining that he mistook a request from Norfolk for an autographed sheet of Mother's Day stamps to be from a personal friend and in sending the sheet used an imperforate one on account of the holes in the perforated sheets catching the point of his pen. After signing the sheet he folded it, placed it in an envelope, and mailed it to Norfolk.

We know, too, that a sheet of Mother's Day stamps bearing the autograph of the Postmaster General was offered for sale for $20,000 to the Scott Stamp & Coin Co. Also, according to the Philadelphia newspapers, there was a sheet of Mother's Day stamps offered in that city and also in Washington.

As I pointed out last Monday, I am told by Mr. George R. M. Ewing that the New York dealer who received the sheet of Mother's Day stamps twice requested the Post Office Department to send an inspector to see him so that he could tell him the name of the owner offering the sheet for sale, and the Department has not availed itself of the invitation. I have already cited in my previous statement that Mr. Ewing bought a pair of the 2-cent National Parks imperforate for $250 from a deal-

er in Philadelphia. I also have a letter written by Eugene Klein in Philadelphia, a dealer, offering for sale another stamp, the 2-cent Grand Canyon, imperforate, pair at $350, which is a pair from one of the sheets given by the Postmaster General. I also have information, and I do not know whether it is true, that Bernard Gimble or his representative, Edward Kerr, have some of these imperforate and ungummed stamps in their possession.

I was asked to give the name of the gentleman who wrote the letter giving information, and told that I could not read the letter unless I gave the name. The name is George R. Ewing, 52 Vanderbilt Avenue, New York City, who said that the New York dealer had been offered a sheet of stamps for $20,000 above referred to.

It took comparatively little effort to ascertain that blocks of stamps which can only have been a part of the incomplete sheets such as were requisitioned by Mr. Farley have found their way into the hands of dealers in several parts of the country and are held for high prices to be sold to persons who can afford to buy.

At the outset only the philatelists viewed the practice of the Postmaster General with alarm, realizing that the stamps would be classed as rarities. When the Mother's Day stamp was run off Mrs. Roosevelt received the first sheet. With the printing of the Wisconsin stamp a press notice indicates that the Postmaster General purchased several sheets, autographed them, and presented them to the President, Mrs. Roosevelt, Colonel Howe ,the First Assistant Postmaster General, one for each of his children, and so on. This procedure appears to have been followed with each new issue until the National Parks stamps when the first sheet was presented to the Secretary of the Interior. Mr. Ickes has received one or more complete sets of these stamps. I am reliably informed that he in turn had given away some of his stamps, but that he has recalled them and, if he has not already done so, will turn them over to the President.

I have as yet no definite knowledge of how many of these sheets have been distributed, though the members of the Post Office Committee have shown me the courtesy of letting me see reply furnished by the Postmaster General in response to the resolution of inquiry. I think, however, a fairly accurate estimate would be considerably over 100. There has been an estimate made of 160. Press reports have criticized the presentation of some of the recent stamps to the President, Mrs. Roosevelt, Secretary Ickes, the children of the Postmaster General, the Secretary to the President, Louis Howe, the First Assistant Postmaster General William W. Howes, the Acting Second Assistant Postmaster General Jesse Donaldson, the Third Assistant Postmaster General Clinton B. Eilenberger, Gen. Hugh Johnson, an unnamed friend of Mr. Farley in Norfolk, Va., and it is rumored that a set went to a Member of the United States Senate and another to a Senator's son.

I was informed yesterday—and I do not know whether it is true or not—that Mr. Ickes gave a set of stamps to a stamp collector in Washington, and that when this resolution of inquiry came along he obtained that set of stamps and has offered to turn over to the President his 20 sheets, but that the President told him to keep it for the present.

That was told to me yesterday. By his own admission Mr. Farley purchased five sheets of Mother's Day stamps. There have been 20 issues of commemoratives or special stamps and the estimate of over 100 sheets certainly is not exaggerated.

In commenting to the press on the sheet offered for sale in Norfolk, Mr. Farley prefaced his explanation by saying: "The worst part of it is it was." In other words, Mr. Farley's regard seem to be not that he made valuable gifts but that his friends disposed of the gifts. I have not seen nor have I heard any adequate defense. His attempt at justification of the issuance of autographed imperforate sheets because his pen stuck in the perforation, does not vindicate him even in the eyes of those who are endeavoring to shelter him.

Mr. KNUTSON. Mr. Chairman, will the gentleman yield?

Mr. MILLARD. Yes.

Mr. KNUTSON. How many stamps are a sheet?

Mr. BULWINKLE. Fifty-two to one hundred.

Mr. KNUTSON. If they were 50 to 100, that would be $35,000 a sheet.

Mr. MILLAR. Yes. One hundred and fifty sheets at $20,000 would be $3,000,000.

Mr. FITZPATRICK. Do I understand the gentleman to believe that the passage of this resolution will be the first great step to correct the depression in our country?

Mr. MILLARD. It might not stop the depression, but it would stamp out a very bad practice.

Mr. FITZPAHRICK. The gentleman thinks it is a constructive measure so far as the depression is concerned?

Mr. MILLARD. And I suppose the gentleman from New York, my neighbor, thinks that the Postmaster General has not been unethical.

I do not want to give you the names, but it is rumored—and within 48 hours it will be proved true or untrue—that one set went to a wester Member of the United States Senate and another to the son of an eastern Senator, who was a stamp collector.

Suppose if we give the present possessors of the sheets the benefit of the doubt, though we know single imperforate stamps, pairs, blocks, and sheets have more than once been offered for sale at high prices, there is nothing to prevent their heirs or estates after their death from placing them on the market. We know of instances where men have left nothing to their heirs but valuable stamp collections. On the auction block these have created huge fortunes. One of our late colleagues in the House is said to have left a collection of stamps valued at $1,000,000. Now, if a single sheet of 200 stamps, the face value of which with perforations is worth four to six dollars, is salable unperforated in the philatelic market for $20,000, a set of the 20 special and commemorative issues is worth $400,000. I am informed that the President has two such full sets, and Mr. Secretary Ickes has another, and from newspaper reports there are many others. From this it is easy to understand why there has been such a tempest raised among philatelists against this distribution by the Postmaster General.

On February 1 I offered an amendment to the Treasury and Post Office appropriation bill which, if it had been adopted, would have specifically prohibited such unusual distributions. Perhaps such unusual distributions are already illegal, but this amendment would have cleared up any doubt on that question. The amendment, however, became, instead of a question of right and wrong, a partisan matter on the part of the Members on the other side of the aisle and was voted upon as such. It consequently failed of passage. Perhaps some of those on the other side who voted against that amendment feel that no new legislation was necessary to make illegal practices of this character, and if there were Members of the House whose vote on the amendment was influenced by such considerations, I am sure they are taking a keen interest in this discussion.

In my opinion, legislation should be enacted which will settle any doubt as to the legality of such a practice. I hope this House will see fit to pass a bill for this purpose. But consideration of that must come later. We have now to decide a course of action in the present situation. There is incontrovertible evidence that some of these presentation stamps have been placed on the philatelic market for sale. It would seem only common justice, therefore, to the rank and file of the 9,000,000 stamp collectors in the United States that they be given the privilege of purchasing at the philatelic agency similar sheets of incomplete stamps. The Post Office Department should be instructed by the Congress to requisition from the Bureau of Engraving and Printing, if the Postmaster General does not himself take the initiative, an adequate number of these sheets of all issues, place them on sale in the regular way, and thereby correct the injustice already done, whether it was intended or not. The least that could be said in favor of such an authorization would be that the Federal Government would derive a considerable revenue by this course, for a substantial percentage of the stamps so purchased would never be used in the payment of postage. This would give everyone an equal opportunity to purchase similar incomplete sheets, without perforations, and what is of comparable importance, the bottom would drop out of the market, for these presentation sheets will no longer be rarities, or collectors' items commanding a high price, either now or at some future date. Let us see that this unjust practice shall be ended and that in fairness to all concerned these imperforate and ungummed sheets of stamps are issued to the public."

In spite of the action of the House of Representatives, in tabling the Resolution of Inquiry, the Post Office Department deemed it advisable to order that all stamps issued in forms not generally available, be duplicated and placed on sale to the general public. The first news of this decision to reach collectors was contained in the following telegram sent to the President of the Westchester County, N. Y. Chapter No. 85, A. P. S.:

"Post Office Department decided today to place on sale to public imperforate sheets of stamps of all issues distributed by Farley stop This is a great victory."

CHARLES D. MILLARD, M. C.

The *N. Y. Herald Tribune*, February 6, 1935, announced the action of the House and the subsequent decision of the Post Office Department in the following article which also contained the Department's press release:

"FARLEY, SPARED STAMP INQUIRY, SOOTHES CRITICS.

Promises to Print Enough for All as Democrats Squelch Call for Facts.

From the Herald Tribune Bureau.

Washington, Feb. 5.—Stamp collectors, in rebellion against Postmaster General James A. Farley's recent private distribution of imperforate stamps from certain issues, were crushed by a Democratic steamroller in the House today when their champions moved for an investigation, but almost immediately the Post Office Department gave out the soothing announcement that duplicates of all stamps privately allotted by Mr. Farley would be printed in sufficient numbers to meet all demands.

"Sample" stamps given by Mr. Farley to President Roosevelt, Harold L. Ickes, Secretary of the Interior, and others had acquired a value which some philatelists placed as high as $2,000,000.

The department's invitation to collectors to apply for duplicates of the stamps involved in the controversy was believed to have originated with the President. It was said that he had not been unmindful of the political possibilities of the uprising of great numbers of stamp enthusiasts throughout the nation against Mr. Farley.

Representative Charles D. Millard, Republican, of New York, whose resolution directing the Postmaster General to furnish the House detailed facts on the stamp affair was tabled in the House, hailed the announcement of the Postmaster General tonight as showing his resolution has been justified. He declared the outcome "a great victory."

The statement tonight from the Post Office Department follows:

In order to clarify some misrepresentations which have been made in regard to the issuance of United States postage stamps and in order to leave no possible question in the mind of the public as to the policy of the Post Office Department, the following statement is made:

1. Collectors of stamps do not recognize varieties of stamps such as imperforate varieties, inverted center varieties, etc., unless these varieties have been sold to the public. Sometimes in the history of the department these have been sold over postoffice counters by mistake on the part of the Bureau of Engraving and Printing. Where this happens the stamp becomes a collector's "find" and often attains great value.

In the case of several recent issues a number of sheets in imperforate condition were struck off as samples, but were not sold to the public. This being so, they have no value from the collector's point of view because they do not fall under the general rule any more than proof copies, essays or stamps marked "specimen."

To Sell Imperforate Sheets.

2. Because question has been raised, however, in regard to these sheets, which were not sold to the public, and because of the possibility that in the future some of these sheets might find their way into the hands of the public and be given a fictitious and unwarranted value, the Post Office Department has decided to take the one step possible to eliminate this for all time. The department will place on sale, through the Philatelic Agency in Washington, imperforate sheets of all issues of which imperforate "specimen" or "souvenir" sheets have already been run, and these will be printed in sufficient numbers to meet the request of all collectors. Normally such imperforate stamps should not be available for postage, but it is, of course, impossible for every postmaster to check up on every stamp which passes through his office, and they will therefore be available for postage.

3. Orders have been issued that hereafter no sheets of any stamp will be allowed outside of the Bureau of Engraving and Printing except in the form in which the stamp is available to the public over the counter.

The resolution of Representative Millard was tabled on a roll call by 275 to 101, after it had been declared tabled on a division. Immediately after this, regardless of efforts of Republicans to make themselves heard, all opposition was bowled over and a similar resolution by Representative Hamilton Fish, Jr., of New York, was tabled. This was done without a roll call, and despite protests of Republicans at the summary method of the Democratic machine.

Committee Squelches Move.

The action of the House was an example of the effective working of the huge Democratic machine. Administration leaders set out to protect Postmaster General Farley from the embarrassment involved in the Millard and Fish resolutions. Shortly before noon, a call for all the Democrats of the House to be present was sent out. Prior to this the House Committee on Postoffices had held an executive meeting,

with Representative Milton A. Romjue, of Missouri, ranking Democrat, presiding in the place of Representative James M. Mead, of New York. The committee, without a record vote, turned down the Millard and Fish resolutions and decided to report to the House in favor of tabling them.

In the voting in the House today, the only Democrat who lined up in favor of the Millard and Fish resolutions was Representative John H. Hoeppel, of California.

The formal defense of the Postmaster General was contained in a letter which C. B. Eilenberger, Third Assistant Postmaster General, sent to Representative Mead. It was read to the House by Mr. Romjue. It seeks to show that what Mr. Farley did had been done in past administrations, denies there was any intention to promote speculation or sale of the sheets of stamps which were distributed, and contends there has been no loss to the government.

Eilenberger's Letter Cited.

Mr. Eilenberger's letter follows:

Honorable James M. Mead,
Chairman the Committee on the Post Office and Post Roads,
House of Representatives.

My dear Mr. Chairman:

Since January 1, 1933, twenty-seven varieties of postage stamps have been issued by the department. A list of these stamps, together with the quantities issued and made available for sale to the public, is attached (Exhibit A).

All of these stamps, with the exception of the souvenir sheets, were made available to the public in sheets of fifty or 100, according to the size of the stamp, which is the usual form in which they are distributed to postmasters. These sheets were perforated and gummed. The one- and three-cent Century of Progress souvenir sheets were in panes of twenty-five stamps, imperforate and ungummed; the souvenir sheets of the three-cent Little America stamp were in panes of six stamps, imperforate and ungummed; the souvenir sheets of one- and three-cent National Park stamps were issued imperforate but gummed in panes of six stamps.

Department "Error" Explained.

With the exception of the souvenir stamps, the sheets of stamps first come from the press in 200 subject form, imperforate and ungummed. Since January 1, 1933, ninety-eight of these sheets (including souvenir sheets) from twenty of the varieties have been presented to high government officials as specimens of new issues. In filling an order for some stamps, through inadvertence one of the large sheets was sold to a man in Norfolk, Va. He apparently exhibited this sheet to several dealers in New York and elsewhere and it has been the subject of a great deal of comment in philatelic circles, with a high valuation placed thereon. This man paid $6, or face value, for this sheet which went out through error and the department is making an effort to recover.

The records disclose that thousands of die proofs of newly issued stamps and sets of stamps, including those of the postage-due variety, have been given out by previous Administrations. It has also been the custom of the Post Office Department during previous Administrations to prepare several hundred albums containing specimens of the current issues to be given to the delegates to the international postal conventions. There exist, therefore, several precedents for the furnishing of specimens of stamps, and none of the sheets presented by this Administration was in any wise intended for speculation or for sale. On the contrary, it seems that the publicity and complaint on the part of the collectors and philatelists has arisen mainly by reason of exhibition of this sheet of stamps by the man at Norfolk.

No Loss to Government.

There has been no loss to the government, and I am satisfied that the supposed value placed upon a sheet of these stamps is inflated and fictitious and is merely intended for purposes of criticism.

The Post Office Department has invariably adhered to a policy of providing commemorative stamps for sale to the public in such forms as to be readily usable for postage; that is to say, sheets of convenient size, perforated and gummed. The only deviation from this policy whatever has been the issuance of small souvenir sheets in imperforate form in honor of philatelic gatherings of unusual importance.

Very respectfully,
C. B. EILENBERGER,
Third Assistant Postmaster General.

The tabling of the Millard and Fish resolutions did not prevent discussion later. Mr. Millard said that, while he had moved in the matter because of the request from

the Westchester County Chapter of the American Philatelic Society, the questions involved "are so broad that they interest every citizen, whether a stamp collector or not." He said the real question was whether Mr. Farley had used his office "to show favors and bestow valuable gifts upon a special group of people."

The *New York Times* took this view of the actions in Washington:

" 'GIFT' STAMPS PUT ON SALE TO PUBLIC.

Farley Issues Order After House Democrats Prevent Inquiry Into His Action.

Curb Put on Recurrence.

No Sheets of Any Stamps Are to Go Out Except in Form Available to All.

Special to The New York Times.

Washington, Feb. 5.—Capitulating before growing resentment among philatelists over his gifts to several government officials and others of autographed, ungummed and imperforate postage stamps, Postmaster General Farley today ordered that sheets of all such issues be put on sale at the Federal stamp agency here.

The action folowed the rescue of Mr. Farley by an overwhelming majority of House Democrats from a threatened investigation of his gifts, which was pressed for by Representative Millard of New York. The resolution for an investigation together with another by Representative Fish was tabled following a week of debate, but not until the Republicans had manoeuvered the House into a record vote.

The Postoffice Department announcement, which followed the House action, stated that orders had been issued that "hereafter no sheets of any stamp will be allowed outside the Bureau of Engraving and Printing except in the form in which the stamp is available to the public over the counter."

Mr. Millard and other Republicans had carried the complaint of the philatelists to the floor of the House with the charge that souvenir sheets similar to those given away by Mr. Farley had found their way into the collectors' market with promise of great profit to a select few.

The proposal for an investigation was unfavorably reported by the Committee on Postoffices and Post Roads. Before action could be taken on the resolution the committee had read to the House a letter from Clinton B. Eilenberger, Third Assistant Postmaster General, attempting to explain the situation.

"In filling an order for some stamps," the letter stated, "through inadvertence one of the large sheets was sold to a man in Norfolk, Va. He apparently exhibited this sheet to several dealers in New York and elsewhere and it has been the subject of a great deal of comment in philatelic circles, with a high valuation placed thereon.

"This man paid $6, or face value, for this sheet which went out through error and the department is making an effort to recover. * * * There has been no loss to the government and I am satisfied that the supposed value placed upon a sheet of these stamps is inflated and fictitious and is merely intended for purposes of criticism."

The *Chicago Daily Tribune* of February 6, 1935, reported the results of the Millard Resolution with these comments:

"FARLEY STAMP INQUIRY KILLED BY DEMOCRATS.

They All Turn Out to Vote It Down.

[Chicago Tribune Press Service.]

Washington, D. C., Feb. 5.—[Special.]—The postoffice department tonight issued a statement in defense of Postmaster General James [Call Me Jim] Farley's distribution of valuable stamps to a favored few of his friends.

Released by the "postoffice department information service," the statement announced that imperforate sheets of all issues of which imperforate "specimen" or "souvenir" sheets had been run would be placed on sale for the public through the philatelic agency in Washington.

The statement set forth that the action was taken because of the danger that sheets not sold to the public in the future might find their way into the hands of the public and be given a fictitious value.

It was also announced that orders had been issued that hereafter no sheets of any stamp will be allowed outside of the bureau of engraving and printing except in the form in which the stamp is available to the public over the counter.

Investigation Voted Down.

A few hours before Democratic members of the house had crowded into the

chamber when the body convened at noon in order to vote down an investigation of Farley's stamp favors. The resolution went down to defeat in a vote of 275 to 101.

Word had gone out to committee chairmen and individual congressmen of Democratic ilk to be on hand to protect the postmaster, who also is national chairman of the party. It was the biggest turnout since the opening day of congress.

Committee Reports Unfavorably.

The resolution, sponsored by Representative Charles D. Millard [Rep., N. Y.], was reported out unfavorably by the house committee on postoffice and post roads, under the control of the Democrats. Immediately, Representative Milton A. Romjue [Dem., Mo.] moved to lay the measure on the table, which would send the Farley investigation to limbo.

"This is simply a political ambuscade," asserted Representative Thomas L. Blanton [Dem., Texas].

When the roll call was concluded it was found that only two Democrats, John H. Hoeppel of California, and Andrew J. May of Kentucky, had voted against the motion.

Had the resolution been adopted Farley would have been compelled to tell the house what imperforate, incomplete, or specially marked stamps had been given out and to whom since Jan. 1, 1933."

The United Press Despatch believed that the decision of the Postmaster General, in ordering presentation sheets to be reprinted, was the more important news and their release of February 6, 1935 stated:

"STAMP-MAN FARLEY WILL SELL 'EM NOW.

Duplicates of Issues He Gave to Roosevelt and Other Friends to Have Public Market.

By the United Press.

Washington, Feb. 6.—Postmaster General Farley, who handed about $1,000,000 worth of rare postage stamps to his friends and thereby made enemies of all other stamp collectors, today tried to square himself with all concerned.

He announced that duplicate sheets of the imperforate stamps that he gave President Roosevelt, Secretary of the Interior Ickes, his own children and others would be printed immediately and put on general sale.

Mr. Farley paid the government 3 cents each for his gift stamps, but they became worth $2,500 apiece to collectors because of their scarcity, and almost caused a Congressional investigation."

In addition to serious editorial comments in regard to the investigation, Postmaster General Farley was also subjected to criticism in the humorous vein and an editorial in the *Des Moines Register*, chided the Postmaster General with these comments:

"LOVE'S TURNING, OR, IT'S ALL OVER NOW.

"Postmaster General Farley said he would issue duplicates of the unperforated stamps which he gave to President Roosevelt and others . . . but the new stamps intended to appease the collectors won't bear his signature."—News item.

JIM:

(Naturally, you cannot expect me to say "Dear Jim" any longer.)

You have pleaded for a reconciliation. I am writing for the last time, to assure you it is no use. The words in my heart must remain locked there securely, no matter what they are.

For they are no longer important. The only thing that matters is that you have been unfaithful. Our love is but a pricked bubble that cannot be restored by any ingenuity.

Now you offer me a substitute, an artificiality, an imitation of what once bound us together. It will not do.

Let this be the end. Go your way, and I shall go mine.

PHILATELIA."

The details of the sale of the imperforate stamps was announced in the press release of the Post Office Department Information Service dated February 7, 1935, which read:

"It was announced at the Post Office Department today that the forthcoming issues of ungummed and imperforate postage stamps will be placed on sale at the Department's Philatelic Agency in Washington on March 15, 1935.

These stamps will be available only at the Philatelic Agency. Further details as to quantity of issue and the stamps to be thus offered to the philatelic public will be announced later."

The *N. Y. Herald Tribune* of February 7, 1935, in its editorial column, made these comments about Mr. Farley's decision to issue presentation sheet duplicates, for the benefit of collectors:

"A PLEA OF GUILTY.

There was really nothing the Administration could do with respect to Mr. Farley and his million dollars worth of gift stamps—to his own family, to the President and Mrs. Roosevelt, to Mr. Ickes and other friends and associates—except to plead guilty. That it has now done. To be sure, the plea has been made with the customary indirection and evasion of the present regime. But the slickness of the remedy will conceal the truth from no one. Farley, the spoilsman, who instinctively views all government property as the natural perquisite of good Democrats, has been caught again in a scandalous misuse of his power.

The irate stamp collectors of the nation who ferreted out the facts as to these gifts and stormed for six months until the President was forced to act may well feel gratified. The country at large can be grateful to them for a good job of detective work and prosecution. But can the country take any great satisfaction from the President's handling of the episode? The answer is, regrettably, "No." To the contrary, the President has, in effect, condoned and attempted to brush aside as of no great importance, as arrant a handout of public property to the faithful as any Tammany boss ever dreamed of.

It is conceivable that Mr. Farley, in view of his blind spot with respect to the line between public property and partisan profit, did not realize what he was doing when he ordered the manufacture of these rare stamps. But the President, as a stamp collector, must have perceived instantly their significance and value. The solution chosen, of printing unperforated stamps for all collectors to buy and thereby destroying the value of the original sheets, may have been the President's own invention. It supplied stamps for collectors, a chance for an evasive explanation and, above all, a graceful exit for Mr. Farley from a very hot corner.

But suppose Mr. Roosevelt had taken the frank course. Suppose he had publicly condemned the whole performance, forbidden such practices in the future, and ordered the recall and destruction of the gift sheets now outstanding. Recall would scarcely have been difficult since all the sheets are understood to lie in the hands of the President and his family, or members of his official family and their families. The rebuke for Mr. Farley would have been severe. But what a heartening example of courage and integrity for every honest holder of public office! What a reassurance for the taxpayers of the nation about to see some five billions more of their money go over the New Deal dam!"

Additional information as to the stamps to be issued on March 15th, was contained in a Post Office Department press release, for use on February 12, 1935, which contained the following:

"Announcement that the Post Office Department will issue, ungummed and imperforate, all postage stamps issued in specimen sheets since March 4, 1933, and that these stamps will be offered in full sheets and also in blocks of four, was made at the Post Office Department Monday afternoon.

As previously announced ,these ungummed and imperforate stamps will be placed on sale at the Philatelic Agency of the Post Office Department on March 15, 1935.

Specimen sheets of all but seven stamps issued since March 4, 1933 were issued. The stamps of which specimen sheets were not issued are Century of Progress one and three-cent; General Thaddeus Kosciusko five-cent; Maryland Tercentenary three-cent; Graf Zeppelin fifty-cent; NRA three-cent; and the six-cent Air Mail stamp.

A complete list of the remaining stamps issued since March 4, 1933 and which are to be made available to the public through the Philatelic Agency on March 15, 1935 follows:

Three-cent Proclamation of Peace (Perforate)
One-cent Century of Progress Souvenir Sheets (Imperforate)
Three-cent Century of Progress Souvenir Sheets (Imperforate)

Three-cent Little America (Perforate)
Three-cent Little America Souvenir Sheets (Imperforate)
Three-cent Mother's (Imperforate)
Three-cent Wisconsin Tercentenary (Imperforate)
One-cent Yosemite National Park (Imperforate)
Two-cent Grand Canyon National Park (Imperforate)
Three-cent Mt. Rainier National Park (Imperforate)
Four-cent Mesa Verde National Park (Imperforate)
Five-cent Yellowstone National Park (Imperforate)
Six-cent Crater Lake National Park (Imperforate)
Seven-cent Acadia National Park (Imperforate)
Eight-cent Zion National Park (Imperforate)
Nine-cent Glacier National Park (Imperforate)
Ten-cent Smoky Mountain National Park (Imperforate)
One-cent National Park Souvenir Sheets (Imperforate)
Three-cent National Park Souvenir Sheets (Imperforate)
Sixteen-cent Air Mail-Special Delivery (Imperforate)

Stamp collectors desirous of obtaining these ungummed and imperforate sheets should make separate requests for these stamps and should not include them with other orders to the Philatelic Agency."

George B. Sloane, in his column in STAMPS, March 2, 1935, made the following comments:

"FARLEY IMPERFORATES—

Are There Other Varieties, Not on the List of the Forthcoming Issue?

The Post Office Department announces that the projected issue of the "gift" imperforates will include two perforated sheets, the Byrd issue, and the Newburgh issue, in full size plate form,—200 stamps in the former, 400 in the latter. This leads to a question as to whether the Department is unintentionally holding out in not issuing the Byrd stamp in a full imperforate sheet of 200 stamps.

It has been said that an imperforate sheet of 200 was originally issued to Admiral Byrd, and it is believed the custom of passing out subsequent imperforates began then. Readers will recall that this column, August 11, 1934, called attention to the apparent existence of such a sheet (or sheets) as indicated by the separate listing the variety received as No. 733a in the Scott 1935 catalog, then in preparation. Or whence came the data on the basis of which this stamp was listed imperforate, apart from the souvenir sheets of six stamps listed as No. 735 in the catalog? It is, of course, possible that this particular sheet (or sheets, if there were others) has since been retrieved. The Department should make some statement clarifying the situation.

The Maryland stamp is not among those to be issued. It was reported sometime ago that a sheet of this stamp was presented to Senator Tydings, of Maryland. While it is my belief that this was an ordinary perforated sheet, many are under the impression, in view of later developments, that it was an imperforate sheet. This should be either affirmed or denied.

The Newburgh stamp, as a rotary press issue, was perforated 10½x11. Reports current from time to time are to the effect that some sheets were inadvertently perforated on the flat plate perforating machines, gauging 11x11, and presented to officials who witnessed the ceremonies surrounding the first printing of the new stamp. I have never heard that the stamp existed imperforate, but if some sheets were perforated 11x11, this is an important distinction. Again a word from the Department would appear necessary.

Rumors are to the effect that the 50c Graf Zeppelin was another item distributed in imperforate sheets. I am inclined to doubt it, but there are many who feel that it was issued. Yes or no?

These are questions being asked in many quarters by stamp collectors. I think that the Department, by consulting with Mr. Hall, Director of the Bureau of Engraving and Printing, who undoubtedly kept some record of these issues, could look into these matters, and with a definite statement, set at rest the many rumors.

On March 15, 1935, the duplicates of the presentation sheets, were placed on sale in full sheets and in blocks of four, at the Philatelic Agency, Washington. These remained on sale until June 15, 1935.

(To be continued.)

The Chinese Air Post 1920-1935

By James Starr, F. R. P. S. L., and Samuel J. Mills.

Drawings by James Starr. Photographs by George S. G. Cavendish.

SOUTHWESTERN AVIATION CORPORATION

THE Southwestern Aviation Corporation was organized early in 1934 by the Kwangtung Provincial Government for the purpose of opening up southwest China for aerial passenger, freight and mail service.

It is wholly a Chinese company, employs American-trained Chinese pilots and started with four single motor, double control Stinson planes carrying one pilot and three passengers.

Its intention was to open up as soon as possible the following routes:

(a) Canton—Lungchow, via Wuchow and Nanning;
(b) Canton—Nanning, via Maoming and Kungchow (Kinchow) (on Hainan Island) and Pakhoi;
(c) Canton—Swatow; and a branch line
(d) Nanning to Yunnanfu, via Liuchow, Tuh Shan, Kweiyang and Hingi.

It is hoped eventually to extend these lines from Yunnanfu to Tengyueh on the border line of Burma, and from Kweiyang to Chengtu, thence to Tai Sien Lu and Batang on the Thibetan border, and also to open up a route from Canton, via Waichow, Kaying and Changchow to Foochow. This latter route, if opened, would approximately parallel that of the China National Aviation Corporation, but would be inland instead of following the coast line.

Liuchow-Tuh Shan-Kweiyang Experimental Flight, ([87])

March 25, 1934.

(Actual date of flight.)

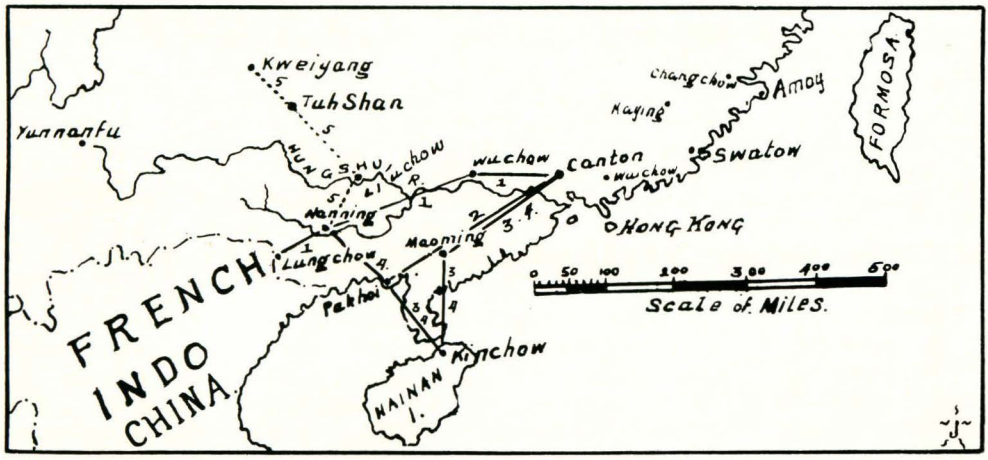
The first flight of which we have heard that was made by this Corporation was an experimental one between the above points on March 25, 1934. It is said that some mail was carried. Our informant states "I have a cover with that special Southwestern entirely Chinese red cachet (see figure 41), postmarked Liuchow, 19th March, Tuh Shan, 25th, and Kweiyang, 30th March. It took 26 days, from 31/3/34 to 26th April, to return by ordinary means to Canton." We have no other information in regard to this flight.

Mr. Spiker (letter, Feb. 6, 1935) says that several unsuccessful trial flights were attempted from Nanning to Kweiyang during the latter part of 1934. Up to date this proposed line, as far as we can find out, has not been started.

Canton-Wuchow-Nanning-Lungchow Route, ([88])

Passenger Service Only—April 7, 1934.

According to C. J. Spiker, U. S. Consul-General at Canton (letter dated February 6, 1935) the through route from Canton to Lungchow, *for passenger service only*, was opened on April 7, 1934, and some mail is said to have been carried on the return flight. According to articles in the *South China Morning Post*, Hong Kong, dated October 12 and 16, 1934, various trial flights were made, of which we have been unable to obtain any details, and in May, 1934,



Map 4—Southwestern Aviation Corporation Flights.

Map Route Numbers		Chronological List Numbers
5	1934, March 25, Liuchow-Tuh-shan-Kweiyang, experimental flight	87
1	1934, April 7, Canton-Lungchow, via Wuchow and Nanning, passenger service only, and return	88
3	1934, After April 7, Canton-Kungchow (Kinchow), trial flights	88A
1	1934, May 15, Canton-Lungchow, via Wuchow and Nanning, and return, Free Mail Service	92, 93 & 94
2	1934, August 11, Canton-Pakhoi, Trial flight and return	95
3	1934, August 29, Canton-Kungchow (Kinchow), Regular service	95A
1	1934, October 3, Canton-Lungchow, via Wuchow and Nanning, and return. First contract mail service	96 & 97
2	1934, November 28, Canton-Pakhoi, and return trial flights	100, 101
4	1935, May 22, Canton-Pakhoi, via Maoming and Kungchow (Kinchow), and return. First regular flight	105 & 106
4	1935, August 17, Canton-Nanning, via Maoming, Kungchow (Kinchow) and Pakhoi, and return. First regular flight	109 & 110

the company was authorized, pending signature of a formal agreement with the Minister of Posts at Nanking, to carry mail at the regular rates without extra airmail fee.

Canton-Wuchow-Nanning-Lungchow Route, (92, 93, 94)

Free Mail Service, May 15, 1934.

The first mail from Canton to Wuchow and Nanning is postmarked Canton, May 15, 1934, and is backstamped the same day at Wuchow and Nanning. Mail for Lungchow was left at Nanning and carried by the next plane from Nanning to Lungchow and is backstamped Lungchow, May 17.

The first return flight from Nanning and Wuchow to Canton was on May 17th and the mail is postmarked at these points May 17th, and backstamped at Canton the same date.

Mail carried on the first return flight from Lungchow is postmarked at Lungchow and at Nanning, May 19th, at Wuchow, May 20th, and all three are backstamped Canton, May 20th. It would seem that mail on this flight *originating* at Lungchow is *first flight* mail from that point, but mail carried on this flight *originating* at *Nanning* and *Wuchow* should be considered *second flight* mail from those points.

According to the same article a few commemorative covers were prepared for this first flight by the Company to be sold to the public.

A special wooden cachet and a rubber one were applied to some of them. From Lungchow some covers were franked with airmail stamps; at all other stops, only the usual postage stamps were used. It is thus possible to find ordinary covers with postmarks of dispatching and receipt with or without one or two cachets, and commemorative covers also with one or two cachets and with or without airmail stamps.

A cut of one of these special covers from Lungchow to Canton is shown below, postmarked Lungchow, May 19, 1934.



Fig. 41. First Flight Lungchow-Canton Free Mail Service.

The characters on the streamer carried by the airplane on the top of the envelope mean "To Commemorate the Opening of the Airmail Service Between Canton and Lungchow." The three vertical columns at the left of the cover, reading from left to right, mean (1) Telephone 12976; (2) Southwestern Aviation Corporation; (3) Canton, Ten Thousand Happiness Street, 226.

The horizontal line in the four-pointed star means "Aerial Transportation Service." The perpendicular line at top means "Free Service"; and the two top characters below the horizontal line are "Southwestern" and the four below "Aviation Corporation," all these are in dark Chinese red ink.

The Chinese characters in the oblong chop read from left to right and mean exactly the same as the English above them. This chop is in a paler red foreign ink.

The article continues "As far as is known, no further mail was carried on the Canton-Lungchow line, although regular passenger service was maintained."

Canton-Wuchow-Nanning-Lungchow Route, ([96], [97])

Contract Mail Service, October 3, 1934.

During the above period of free mail service, negotiations were taking place between the Nanking National Government and the Kwangtung Provincial Government which terminated in a mail agreement, and the first regular mail service from Canton to Lungchow was scheduled on October 1, 1934, according to Notification No. 1310, as follows:

POST OFFICE

Notification No. 1310

Inauguration of Canton-Lungchow Air Mail Line by Southwestern Aviation Corporation, Notifying.

Notice is hereby given that a direct air mail service connecting Canton with Lungchow via Tsangwu (Wuchow) and Yungning (Nanning) will be inaugurated on 1st October, 1934, by the South-western Aviation Corporation, and a twice-a-week service each way will be maintained, viz:—from Canton to Lungchow on Tuesday and Friday and from Lungchow to Canton on Wednesday and Saturday.

This line will connect with all the domestic air mail lines operated by the China National and Eurasia Aviation Corporations. Mails for places on and in transit through this line may be accepted for air transmission. The rates of air postage may be obtained on inquiry at the Post Office.

E. NORDSTROM
Postal Commissioner
for Kwangtung

POST OFFICE
Canton, 27th Sept., 1934

On account of an impending typhoon, however, the start was postponed until October 3. A special commemorative cancellation was applied to these first flight covers consisting of a double circle with the name of the dispatching office at the bottom, and the characters, reading from right to left, meaning "Commemorating the Opening of the Kwangtung-Lungchow Aviation Postal Service" at the top, with the date "October 1, 1934" in the center.



Fig. 42. First Regular Contract Flight Canton to Nanning.

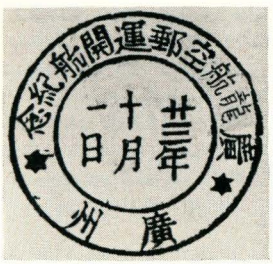


Fig. 42A. Canton Special Postmark.



Fig. 42B. Nanning special Postmark—the Characters Read "Yungning."

We have covers from Canton to Nanning and Lungchow, both of which are registered and carry 13 cents ordinary postage and 30 cents of the third issue airmail. The stamps on both covers are cancelled Canton, October 1. That to Nanning is backstamped October 3, 4 p. m. and that to Lungchow is backstamped October 9, 4 p. m. It is to be remembered that owing to the typhoon, the flight did not start until October 3 and the backstamp on the Nanning cover is of that date. The mail for Lungchow was delayed at Nanning on account of

the weather and did not go forward to Lungchow until the 9th.; this applies also to all mail for Lungchow originating at Wuchow and Nanning that was prepared for and posted on the first flight. The *South China Morning Post* of November 16, 1934, states: "The first mail flight to Lungchow, however, was carried by plane only on October 9, owing to the unfavorable weather."

Return covers from Lungchow bear, besides the special postal commemorative obliterating cachet, dated October 2, 1934 (the date upon which the first return flight was scheduled to be made), another ordinary cancellation, dated October 9th, and are backstamped at Nanning, October 9, and at Wuchow and Canton, October 10, 1934. The distinctive proof is that all westbound covers carried by the first flight must show the special commemorative obliterating cachet, dated October 1st, and be backstamped October 3, at Wuchow and Nanning, and October 9 at Lungchow.

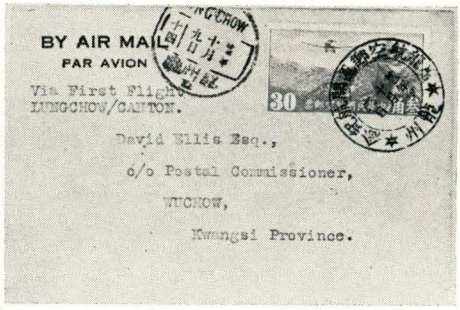


Fig. 43. First Reverse Flight Lungchow-Wuchow.

According to J. M. X. Chollot, in letter dated July 14, 1936, this first flight was scheduled to leave Canton on October 2, 1934 (Postal notice says October 1). Thus the Canton covers were cancelled with the date prior to the flight, the first, and at midway points, Wuchow for instance, the second. Owing, however, to weather conditions, the plane did not leave Canton until October 3. Therefore, there are found Canton cancellations of the first, Wuchow second and third, and Nanning, the third.

The plane arrived at Nanning on the 3rd, and was unable to either proceed or return so it stayed in Nanning until the morning of the 9th, when it left for Lungchow, in consequence of which some Nanning covers are found cancelled the 3rd, or the 9th, and all are backstamped at Lungchow on the 9th.

On October 9th, the plane left Nanning early in the morning and arrived at Lungchow the same day. There it took up the mail which had been posted for the return flight and which was originally dated October 2nd, and was redated October 9th. Leaving with that, on the 9th., it stopped at Nanning where it took on mail dated October 2nd, 3rd, 4th or 9th, flew to Wuchow where it picked up mail dated October 9th, and arrived at Canton the same day. All the return mail was backstamped at Canton on the 9th or 10th.

To possibly clarify the above statements, we would say that the same plane left Canton on Oct. 3rd, and went as far as Nanning where it arrived on the 3rd, and stayed until the 9th, on which day it flew to Lungchow. It then returned on the 9th over the entire route to Canton which was reached the same day.

We have the following covers carried on this flight:

CANTON TO NANNING, Registered. This is franked with a thirty cents third issue air mail stamp and eight cents and five cents ordinary postage which are cancelled with the special chop dated October 1st, 1934, as stated. It carries a blue "Par Avion" label and the special commemorative chop of Yungning, (Nanning),

dated October 3, in the lower right corner. It is backstamped with the ordinary backstamp Yungning (Nanning) October 3, 1934, 4 P. M.

CANTON TO LUNGCHOW, Registered. Blue "Par Avion" label and same stamps as above with special commemorative Canton cancellation dated October 1, 1934. This cover is backstamped with the common backstamp, in Chinese, Lungchow, October 9, 1934, 2 P. M.

LUNGCHOW TO NANNING. Small envelope franked with a thirty cent third issue air mail only, cancelled with the Lungchow commemorative chop, dated October 2, 1934, and with the regular circular post mark in the lower left corner reading Lungchow, October 9, 1934, 2 P. M. It is backstamped Nanning, October 9, 1934, 3 P. M.

NANNING TO WUCHOW. This cover is franked with a twenty-five cents third issue air stamp and five cents ordinary postage, cancelled with the special commemorative chop reading Nanning, October 4, 1934. It is backstamped with the ordinary Wuchow postmark reading Wuchow, October 9, 1934, noon.

WUCHOW TO CANTON. This cover is similar to above, the stamps being cancelled with the special chop dated Wuchow, October 4, 1934. It is backstamped Wuchow, October 8, 1934, 1 P. M., and Canton, October 9, 1934, 11 P. M.

The distances on this line are: Canton to Wuchow, 192 kilometers; Wuchow to Nanning, 323 kilometers; Nanning to Lungchow, 128 kilometers, or for the through line, 643 kilometers or 402 miles.

Approximately two pounds of mail were carried to Wuchow on the first flight, and four pounds to Nanning. No figures are given for Lungchow, nor any details.

On December 1, 1934, a tri-weekly service was introduced on the route, and, presumably, is still in force.

According to the company's time-table, planes leave Canton on Monday, Wednesday and Friday, at 8 A. M., and are due at Wuchow at 9.20 A. M. (20 minute stop), at Nanning at 11 A. M. (40 minute stop), and arrive at Lungchow at 1 P. M.

The plane leaves Lungchow at 1.15 P. M. the same day it arrives, and is due at Nanning at 2.15 P. M. There it apparently spends the night, leaving the next morning at 9 A. M. It is due at Wuchow at 11 A. M. and after a 20 minute stop, departs for Canton, at which point it is due at 12.50 P. M.

Canton-Kungchow-Pakhoi Route, (*88A, 95, 95A, 100, 101*)

August 11, August 29, November 28, 1934.

The article in the *South China Morning Post* of October 12, previously quoted, goes on to say: "I am told that another trial mail flight was made from Canton to Pakhoi and back on August 11, 1934 (95) under the same conditions, but so far have not seen any covers." It is said that no mail was carried.

C. J. Spiker, in letter of February 6, 1935, states that trial flights were made later (after April 7, 1934) from Canton to Kungchow (88A) on Hainan Island, and that on August 29, weekly passenger and air mail service was inaugurated on this route (95A). We have never seen or heard of any covers carried on either of the above routes, and have no other information in regard to them up to date.

Mr. Macdonald says that on November 28, 1934, a trial flight was made from Canton to Pakhoi, (100), and a return flight on November 29 (101). Mail was carried on both flights, franked with air mail stamps, and the same type of special cachet as was used on the Canton-Lungchow route. We have not, as yet, been able to secure any of these covers, or any other details of the flight.

We are, however, told that the line has been operating ever since, according to the time-table, on a once-a-week basis. At times, mail is carried but without extra air-mail fee, as no contract with the Nanking postal authorities has as yet been concluded.

J. M. X. Chollot, under date of April 17, 1936, advises us that his office received a cover carried on this line bearing a special postmark as illustrated

below. The characters shown, reading from right to left, mean "Southwestern Aviation Corporation Free Postal Service." The rest of the postmark was too illegible to copy.

He states that the cover came from Hoi How (a town to the south of Kungchow) and that it was dated Hoi How, 9th of January, 1935 and was backstamped Canton, 10th of January, 1935. The cachet is 50 mm. in diameter and is in the ordinary deep black ink customarily used by the post office that affixed it. He adds "I presume some other covers must have received same."

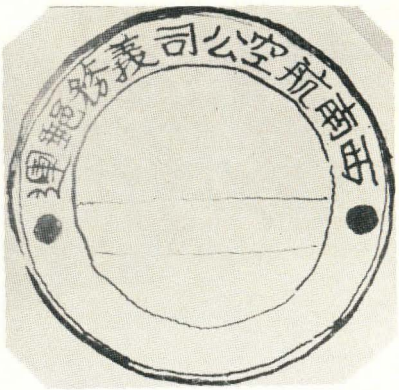


Fig. 44. Hoi How Special Postmark.

As far as we know, no stop was made by any mail plane at Hoi How and we presume this letter must have gone from that point to Kungchow where it was taken on the plane. We reproduce this postmark here as a matter of record, less the information be lost.

As the time-table of the corporation lists a Canton-Maoming-Kungchow-Pakhoi Line, we assume that all flights mentioned above are part of this service. The distance from Canton to Pakhoi over the route is given as 695 kilometers, or 434 miles. Planes leave Canton on Wednesdays at 8 A. M., arrive at Maoming at 10 A. M., stop 20 minutes and arrive at Kungchow at 11.45 A. M. They proceed at noon and are due at Pakhoi at 1.30 P. M.

Returning, they leave Pakhoi at 8.30 A. M. on Thursdays, and, after making the same stops, are due in Canton at 2.10 P. M.

Canton-Maoming (Mowming)-Kinchow (Kungchow)-Pakhoi-Nanning Route, (*105, 106, 109, 110*)

May 22, 1935.

In May 1935, regular mail service was established for the above route as per the following post-office notice:

NOTIFICATION NO. 1381

Notice is hereby given that from 21st instant, air mail matter and parcels for Mowming (Kochow), Kiungshan (Kungchow), Pakhoi and Yungning (Nanning) may be accepted for transmission by aircraft flying between Canton-Kungchow-Nanning air line of the Southwestern Aviation Corporation. The rate of air mail postage payable by senders is as follows:—

(1) **Letters and postcards:** 25 cents for each 20 grammes for each flying zone (1000 kilometres).
(2) **Printed matter and parcels:** 15 cents for each 20 grammes for each flying zone (1000 kilometres).
(3) **Newspapers:** 15 cents for each 50 grammes for any number of zones.

F. A. NIXON
Postal Commissioner
for Kwangtung

Post Office
Canton, 14th May, 1935.

(The above mentioned charges are the airmail fees, and are additional to regular postage).

The *Morning Post* of Hongkong for June 7, 1935, however, states: "The day previous to the flight it was decided that the aeroplane would not push up to Nanning in spite of the announcement in said notification. Covers seen of the outgoing mail are cancelled Canton, May 21, back-cancelled at Kochow, Kungchow (Hainan Island) and Pakhoi the 22nd. On the return journey Pakhoi covers are cancelled the 22nd, and backstamped 23rd, at Canton. Kungchow and Kochow in-bound covers are postmarked the 23rd, and backstamped Canton the same date."

It is stated that the mail carried on these trips was very small and that no commemorative cachets or covers were used.

According to the *Morning Post* of Hongkong of September 6, 1935, the through route from Canton to Nanning was actually inaugurated on August 17, 1935.

Outgoing mail is postmarked Canton 8.16.35. The plane left in the early morning of the 17th, and covers were backstamped on arrival at Nanning the same day.

The return flight airmail is cancelled Nanning on the 18th, and is backstamped at Canton on its arrival, August 19th.

The mail was very limited and no special cachets were used.

The opening of the Canton-Kungchow-Nanning route completes the development of this service to the end of 1935 as far as we have any information.

If not interfered with by the Japanese, undoubtedly the future will see the whole of China covered by these aviation lines which will be of the utmost importance to the nation in developing quick communications and in bringing the different parts of the country closer to each other, thereby abolishing provincial prejudice and sectional rivalry, and will be of immense advantage to the unification of the country.

UNOFFICIAL OR PRIVATE FLIGHTS.

In addition to the foregoing flights on regular routes which were all a part of developing the official airmail service, or which, while single flights carrying a small mail, were authorized by the postal officials, a number of sporadic flights took place from time to time.

Strictly speaking these were entirely private ventures, on some of which mail was carried by the courtesy of the pilots without postal markings or authority. On others, the planes carried a small amount of mail with postal cancellations. In regard to the latter class, the postal authorities sometimes admit that a small mail was carried by such planes with official knowledge. In other cases they now deny that any mail was carried officially, although covers exist with regular post office cancellations. In such repudiated cases it may very well be that the local officials originally authorized the carrying of the mail and after their action had been criticized by the postal headquarters, they thought it better to repudiate any connection with the transaction.

A list of such of these flights as we have heard of may be of interest to our readers and are therefore included in this article.

In some cases knowledge of the flights did not reach us until part of the article had gone to press which necessitated our inserting lettered numbers in Appendix A.

Sungyan-Yenkou Flights, ([8])

1924, May 1st and Following.

The above is listed by D. Field but we believe it to be the same as the Moukden-Newchwang flight listed as our No. 8.

Moukden is postally known as Shenyang, hence the phonetic Sungyan.

Newchwang is postally known as Yingkow, contracted into Yenkou.

Costes and Bellonte, ([25A])

October 23, 1929.

On this date these aviators left Shanghai for Hanoi carrying a small mail.

According to D. Field a special two-line bi-lingual cachet in English and Chinese, reading "Airmail", was applied to the covers.

Mr. Chollot advises that he has a cover cancelled Shanghai, October 22, 1929, and backstamped at Hanoi with two cachets, one, unfortunately, being very faint, and the other reading October 24, 1929. The cover is franked with two airmail stamps (30 cents and 15 cents) and a ten cents ordinary postage stamp, and has a red cachet reading "Airmail."

Flights by Commander Liu, ([25B])

1929.

During the summer and fall of 1929 and prior to crashing the day before his proposed flight from Canton to Yunnanfu, previously described, Commander Liu in his plane "King Ma" (Golden Horse) made a number of semi-official flights through the provinces of Yunnan, Kwangtung, Chekiang and Hupeh. On some of these flights he unofficially carried mail.

According to Macdonald "some of these covers bear two cachets, one in the form of a horse in black with six Chinese characters underneath reading 'LONG DISTANCE FLIGHT MEMORIAL' and another consisting of a long narrow oblong red cachet in Chinese meaning 'CHINESE NATIONAL ARMY NUMBER 10 AIR COMMANDER'. Airmail carried by the 'Golden Horse' was flown between Canton and Hankow by Commander Liu and from Hankow to Shanghai by ordinary plane. I have seen covers postmarked 'Hankow, 11th November, 1929' and backstamped 'Shanghai, 12th November, 1929.' "

According to letter from Mr. Chollot, dated August 7, 1936 "various elusive covers seem to have been carried by him . . . . Some were flown during the Hangchow (Chekiang Province) West Lake Exhibition. I have one with a 15 cents airmail stamp and a 4 cents stamp cancelled with the special commemorative exposition square cachet,

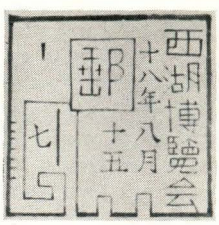


Fig. 45. Hangchow-West Lake Exhibition Cachet.

showing the date, 18th year (1929) August 15, 7th hour, and a round rubber cachet



Fig. 46. Golden Horse Cachet.

mentioning that it was carried on the memorial flight of the Golden Horse. Dimensions of West Lake square cachet are 26 mm. square, and Golden Horse rubber cachet are 38 mm. in diameter.

Figure 45 was applied to cancel the stamp and is in black ink. It reads "West Lake Exposition, 18th year, 8 month, 15 day, 7 A. M., Postage."

Figure 46 reads "Entire Chekiang Province Aviation Commemoration" and beneath are the characters for year, month and day.

Mr. Chollot goes on to state that covers without stamps, supposed to have been carried by Commander Liu between Shanghai and Canton, are being sold.

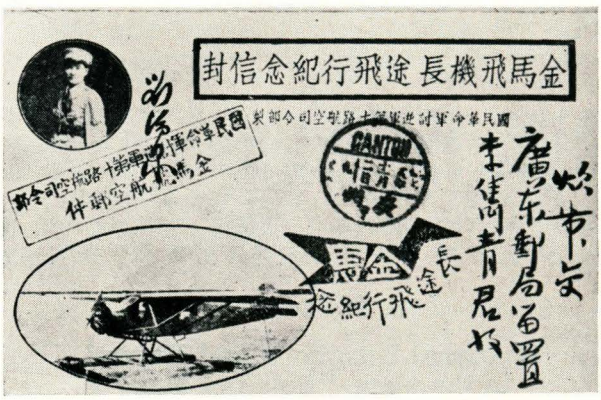


Fig. 47. Golden Horse Cover.

The above is a souvenir envelope on which the picture of the plane, that of Commander Liu, his signature to the right of it, the oblong cachet at the upper right and the Chinese characters beneath it are printed on the envelope in blue-black ink. The "Golden Horse" cachet and the characters below it appear to have been applied by some kind of a stamp. The white characters on the horse are "King Ma" meaning "Golden Horse."

The characters below it mean "Commemorating Long Distance Flight." The inclined red chop means, top line, "Republican National Army Anti-Rebel 10th Route Army Aviation Headquarters" and the lower line, "Golden Horse Aerial Post Mail."

This letter carried no postage stamps but is postmarked, as shown, Canton, November 2, 1929, and was apparently flown from Hangchow to Canton, being addressed to "Mr. Lee—Ting, Give to Canton post office."

Moench and Burton, (36A)

Shanghai-Paris, France.

April 1, 1931.

On the above date, Messrs. Moench and Burton left Shanghai on the return trip to Paris which they reached on April 19th. Mr. Chollot states that he has a cover carried on this flight autographed by the pilots and dated Shanghai, 1-4-31 (April 1, 1931).

Vicompte de Sibour, (62)

Peiping-Paris, France,

August 25, 1932.

On the above date, Vicompte de Sibour started on a return flight from Peiping to Paris. He carried some covers which usually bear the cachet of the French Consulate at Peiping, and an oblong cachet reading

PEIPING-PARIS
PAR AVION
DE SIBOUR

enclosed by a double line frame.

We are advised that this mail was not sanctioned by the Chinese post office. Full details of the flight are given in "*L Illustration*" (Paris) of September 12, 1932, No. 4619, Page 33.

Mr. Chollot states that he has seen two autographed covers carried on this flight.

According to a letter received by Lloyd S. Ruland from Francis D. Field, dated September 10, 1934, this flight had a semi-official status, mail being made up too late to pass through the official post office at Peiping in time to be put on board the plane. Mr. Field says the "pilot flew outwards to China and then back to Europe, being lost for sometime, without news, on two occasions during the return flight." He states that he has only seen two such covers.

J. B. Dickson, (65A)

Shanghai-Hongkong and Beyond in the plane "Spirit of Fun"

October 29, 1932.

According to Mr. Macdonald, on the above date the Metro-Goldwyn-Mayer plane "Spirit of Fun," owned by Arthur M. Loew, and flown by Captain J. B. Dickson, pilot, left Shanghai for Hongkong, Calcutta and beyond. It carried a few letters unofficially. Two exist which were autographed by Mr. Loew. Stamps were cancelled Shanghai, October 29, 1932. Another one had typed on the face of it "First Direct Flight from China to South Africa by 'Spirit of Fun' Metro-Goldwyn-Mayer Business Flight."

This cover was posted at Hongkong and picked up by the plane there. The plane crashed after reaching South Africa. He adds that two autographed covers were also carried from Honkgong to Shanghai. Mr. Chollot writes, under date of August 7, 1936, that he has a cover carried on this flight dated October 29, 1932, 18 o'clock.

He states that it is autographed but is not backstamped by the post office at Hongkong, as is often the case.

Neither Mr. Chollot nor ourselves understand what Mr. Macdonald means in his statement that two autographed covers were carried from Hongkong to Shanghai but we presume they must have been carried on the outbound flight of the plane or else that they were carried from Shanghai to Hongkong instead of the reverse as stated in the catalogue.

D. Field lists this flight but says the plane left Shanghai on November 3rd, and concurs that the mail carried was not authorized by the Chinese post office.

Air France, (65B)

By plane "La Zellee"

November 2, 1932.

On November 2, 1932, the Air France Fokker tri-motored plane "La Zellée" left Canton for Indo-China and Europe. On her outbound trip she carried mail to Canton from London, Paris and Saigon.

On her return trip she carried 70 ordinary letters and 31 registered letters.

This flight should have been placed in the Pioneer Section but information in regard to it was not received until that portion of the article had gone to press.

The return flight was officially sanctioned by the Chinese post office and the Postal Commissioner took part in the ceremony of the plane's departure from Canton and it is not a private nor unofficial flight.

Tokio and Osaka, Japan-Peiping, (95B, 95C)

September 6 and 10, 1934.

On September 5, 1934, arrangements had been made (we believe by a Japanese newspaper) for two airplanes to fly to Peiping. One was to leave from Tokio and the other from Osaka. Owing to bad weather the start was postponed and the plane from Osaka started on September 6, arriving at Peiping the same day. The plane from Tokio started, but owing to bad weather in Hakone, it returned to Tokio. It left Tokio a second time on September 10, arriving in Peiping the same day.

Special cancellations were used in Tokio and Osaka. Our cover from Tokio is franked with a 3 sen stamp cancelled by a red circle containing a vertical view of two planes in flight with some Japanese characters. This is backstamped Peiping, September 10, 1934, 6 P. M.

On the return flights from Peiping to Osaka and Tokio, no special cancellations were officially used.

The plane from Tokio is said to have carried 1000 or 1500 covers, that from Osaka 500 covers.

The planes are said to have returned on September 15, carrying some mail. They left Peiping in the morning and arrived at Osaka, Japan, the evening of the same day. We, however, have a post-card (supposed to have been carried on the return flight) which is postmarked Peiping, September 12, 1934, 8 P. M., and carries a Japanese postmark 9.9.16, whatever this may mean (we are not familiar with Japanese postmarks).

Peiping-Osaka.

"*L'Aviette Postale*," magazine of the Association Amicale Aerophilatelique (Paris) No. 104, December 1934, quotes as follows:

"China, Peiping / Osaka—On the 10th September, 1934, Peiping had the visit of two Japanese airplanes. These airplanes returned the 15th in the morning, car-

rying some mail. They landed at Osaka (Japan), their base, the 15th in the evening. (By E. Griscoli)."

This quotation would appear to allude to the above flights.

Tokio-Nanking, ([101A])

March 20, 1935.

On this date air mail was carried from Tokio, Japan, to Nanking, China. Our cover carries a 3 sen stamp cancelled by a special chop showing a monoplane in flight with an inscription in Japanese below it, all in a circle, and also giving the date, 10.3.20. This chop is in maroon. The cover we have bears no other special cachet. It is backstamped in Nanking, March 20, 1935, 8 P. M. The flight was sponsored by the Japanese newspapers "Tokio Asahi" and "Osaka Asahi." It is said it was organized very suddenly and the amount of mail carried was probably very small.

Shanghai-Tokio, ([101B])

March 23, 1935.

On this date mail seems to have been carried from Shanghai to Tokio. The stamps on a post-card in our possession are cancelled as of that date at Shanghai and backstamped at Tokio on the 27th. The assumption is that the flight actually took place on the 27th, and that the card was deposited at the Shanghai post-office on the 23rd so as to be in readiness for the flight whenever it should take place.

We realize that the information in regard to these Sino-Japanese flights is exceedingly meager, but we have been unable to obtain any further information in regard to them in spite of many inquiries. Personally, we do not regard them as belonging to the story of Chinese Airmails with the possible exception of the return flights to Japan.

As far as we know this ends the unofficial flights, although it is quite possible that others of these mail-carrying unofficial flights have been made. After checking with all available catalogues and lists, however, we feel fairly certain that the above covers the more important flights of this class.

This completes the story of the Chinese Air Post from its inception in 1920 until the end of 1935 as far as we have been able to ascertain the facts.

As stated at the beginning of our article, we realize that we have not attained the absolute perfection that had been our ambition when we started to write, but we have placed on record all the facts that we have been able to gather and think we have established a firm foundation upon which subsequent readers may complete our work and that we have made a record of facts which would be utterly impossible to obtain at later dates.

It had been our intention to close our article with the end of 1935 but as its publication has run on through the year 1936, during which period several other important flights have occurred, and as numerous readers have furnished us with additional information and criticised several of our statements, it is our intention to publish a supplement in the next issue of this magazine, which will bring the article up to the end of 1936 as far as important events are concerned. There will be no effort made to go into minor details for the year 1936.

To all those who have furnished us with this additional information and criticism we extend our thanks.

(To be continued.)

The Steamship Cancellation New York to California

By CLARENCE W. BRAZER.

NOTE—This article has been in preparation for several years and so far as known was the first study made of this cancellation. At various times the author has told the story at the **Collectors Club** and elsewhere, and the unfinished paper was loaned to Stanley Ashbrook before some of the information contained herein was published by him.



The incorrect date has been purposely changed to make photographic counterfeiting more difficult.

TYPE II

Contract Route No. 3

New York-Panama Steamship Cancellation

NOTE—There are two types of this concellation:
Type I (used Dec. 1, 1848 (?) to Oct. 1, 1859 (?)) is 30 mm. diameter with eight bars 10 mm. circular grid.
Type II (used Oct. 1, 1859 (?) to about July 1861) is 29 mm. diameter with only 7 bars and dot 9 mm. circular grid.

SEVERAL years ago I came into possession of an important early California correspondence which contained, among other fine items a number of covers bearing the above "NEW (8 bar grid) YORK" which generally attracted attention when mounted in my collection. I was told by various dealers and collectors that the cancellation was "Around Cape Horn," a "Clipper Ship," etc. etc., which aroused my curiosity and subsequent research for the truth. It is doubtful that any mail bearing this cancellation ever went around Cape Horn except possibly on the first three government steamships sent around for Pacific service on Route No. 4. I know of no official U. S. Government contract for carrying mail to California on "Clipper Ships" nor any but "steamships," except that sailing vessels were used at first from San Francisco to Astoria, Oregon. This STEAMSHIP cancellation was adopted and used only for mail from New York City on this official contract route No. 3 tho an occasional error rarely occurred when it was erroneously used on other mail.

Harry L. Jefferys has an envelope with a 3 cent 1851 stamp used by U. S. Express Mail from New York to Boston which has upon the back flap a 54x37 mm red oval (advertisement) with colorless embossed 21x14 mm flag with a red St. Georges cross in the center of which is a 12x8 mm colorless diamond with an embossed letter O in the center. At the top of the oval in colorless letters "CLIPPER LINE of California Packets," and at bottom of oval "JOHN OGDEN, 116 WALL ST., N. Y." The Ogden line and other clipper sailing ships carried "SHIP" letters both before and after establishment of the 10 year Official contract by steamships (which began Dec. 1, 1848) but not with Government cancellations nor under Government contracts.

The following two letters of Feb. 7, 1849 and Sept. 15, 1849 give interesting information about forwarding mail at this time. The cover of the second is illustrated.



New York, Feb. 7, 1849

Dear Amos—

You have been absent a month and we hope that you have made a most satisfactory progress in your voyage.

I Had hoped to have sent you a commission **by the Falcon Steamer of the first of Feb.** (1849) as our friend Mr. Edwards had taken passage by her but on the day of sailing he was taken sick and was compelled to abandon the voyage and loose his passage.

The **Falcon** took out several hundred passengers **for "Chagres"** and the **Crescent City** sailed quite as full on the fith. The excitement has in no manner abated and vessels are departing daily with large numbers of passengers, mostly round the "Horn."

Companys are forming in every direction through the country, some overland and some by way of the Cape.

But the prevailing opinion is decidedly in favor of the long voyage particularly from the unfavorable accounts that have continued to come to us from the Isthmus. Since your departure several deaths have occurred at that point of persons who had sailed from New York.

We have account of new discoveries in the Gold Regions of richer mines than ever before known and all appears to think that the prospect is a most flattering one for any who have gone out.

It is so uncertain whether any thing of size would reach you by way of the Isthmus' that I shall look for an opportunity by a sailing vessel and the probability that Mr. Edwards will take that route.

We intend to ascertain what can be forwarded to you to the best advantage and make up a package for him to take charge of.

It is expected that the mail route to California will soon be placed on the right footing and in successful operation so that the communication will be constant and speedy.

We shall write you by every steamer.

A Son of Secretary Marey has a Government appointment at San Francisco and it is said has amassed large sums of the precious metal and there are various rumors in circulation touching the interest which certain government officers have in the mission.

There is at the present moment of my writing a great **struggle** going on in the U. S. Senate **between the friends of the Panama road** and the Mass of the people who are crying loudly for the Great **Continental road** leading from the Mississippi.

I find an opportunity to forward this today by a passenger in the **Chesapeake** propeller **bound to the 'Isthmus'** and therefore must close my letter in haste but will write again by **The Northerner which is up for Chagres for the ninth of March.**

With the best wishes from your friends in New York for your continued health and prosperity, I remain,

Very trly yours,

C. T. Catlin

Address on front of envelop—Mr. Amos P. Catlin Esq.
San Francisco, Calif.

Ford by Mr. David Van Cott
Paid 40 No postmark

New York Sept. 15/49

Dear Amos—

We have recd great pleasure from your letters announcing your safe arrival at 'San Francisco' after so long & tedious a voyage.

We are glad to hear of your good health and of Vand-mark I think you must have rejoiced once more to place yr foot on The 'Dry Land.'

You speak of getting no letters from the P. Office when you arrived—I am not surpoised at yr disappointment as so many opportunitues you knew had occurred of sending by the Isthmus.

But the fact has been that **in all cases I have entrusted my letter to private hands and the last time by Empire City.** This package includes divers papers from up Country and the City.

The letters will reach you after awhile, and I regret you found only one of mine on yr arrival.

I sent today the last 'Weekly Herald' which is a Summary of the news from all parts of the world to the present time.

The Empire City remains but 3 days here and departs again today at 2°°. She has a full compliment of passengers and **with the Crescent City is doing a most laborious business.**

Bro. George **writes by this Steamer** and will probably go at some length into all matters, and things which may be interesting.

Look up my Bro. in Law Wm. Derby and I hope you will be intimate friends. Tell him I see his rememberance in the newspaper and recognized his handwriting immediately. We were all glad to hear from him. Tell him to write us a line and give us all particulars.

We are all well at home and send every kind remembrance to you with every wish for yr continued happiness and welfare.

Yours very sincerely

C. T. Catlin

Theodore H. Behr says:—

"Prior to the subsidizing of the Vanderbilt (or Astor) steamship lines for the carrying of mail to and from the west coast by the Panama or Nicaragua route much of the mail has been entrusted to the care of forwarding agents. The Panama route offered the quickest and surest transportation by sea, the voyage around Cape Horn being a perilous undertaking. The distance across the isthmus being only fifty miles, there was comparatively little difficulty in transportation. Many firms had agents in Panama whose duty it was to see that mail and freight were properly transported to the west coast of Panama and there placed on board a ship for San Francisco. A comparatively small fee was charged for the transportation of letters as the postage bill of one of the largest business houses in San Francisco was only $9.00 over a period of six months. Many of these forwarding agents also operated express lines in California, such as Wm. Gregory, the founder of the famous "Gregory's Atlantic and Pacific Express," Freeman & Co., Berford & Co., and Adams & Co. There were also a number of independent operators such as Wm. Nelson, Smith & Lewis, Body White & Co. The firm of E. & T. Serruys & Co. of Valparaiso also maintained offices in various parts of Central America and undertook the forwarding of mail. Most of these forwarders marked mail carried by them with a distinctive handstamp. They were deposited in the post office at port of destination by the captain of the ship carrying them and postage was collected from the addressee. Many of these covers have the San Francisco postmark with "SHIP 6" in a fancy circle. This is sometimes in red though more frequently in black. These forwarding agents covers are extremely scarce and much sought after. However, with the building of the Panama Railroad and the subsidizing of the steamship company for the carriage of mail great inroads were made on the business of these operators. With no extra fee being charged it was natural that the government facilities were used and soon the forwarding agents abandoned this part of their business."

The United States came into the possession of Oregon by a treaty confirmed by Great Britain in the summer of 1846. The territory of California was ceded to the United States by the treaty with Mexico which was signed Feb. 2, 1848 tho not ratified by the Congress until May and publicly proclaimed in July of

that year. President Polk in his message to Congress on August 5, 1846 called particular attention to the necessity of establishing mail facilities to our citizens west of the Rocky Mountains. The commerce with that territory then employed five or six hundred vessels and forty thousand persons.

Soon afterward there was some official overland mail provided both westward and eastward as shown by the following advertisement in the Daily National Intelligencer, Wash. D. C. March 17, 1847—

Oregon Mail
(1847)

"A mail will be dispatched to Oregon, under charge of Mr. J. W. Shively, from Independence, Missouri, on the 15th of April next. Persons desirous of sending letters to Oregon will forward them to Independence, Missouri.

C. Johnson
Mar. 16—4td. Postmaster General"

April 17, 1848 the United States Army in California dispatched "Kit" Carson with the first overland mail to Washington, D. C.

Routes No. 3 & 4

In response to the President's message Congress passed a special Act of March 3, 1847 as follows—From the Daily National Intelligencer—March 17, 1847.

Public No. 42

An Act providing for the building and equipment of four naval steamships.

Approved March 3, 1847.

Sec. 4. And be it further enacted, it shall be the duty of the Secretary of the Navy to contract, on the part of the Government of the United States, with A. G. Sloo, of Cincinnati, for the transportation of the United States mail **from New York** to New Orleans, twice a month and back, touching at Charleston, (if practicable) Savannah and **Havana;** and **from Havana to Chagres** and back, **twice a month.** The said mail to be transported in at least five **steamships** of not less than fifteen hundred tons burden, etc., * * * and each of the said steamers shall also receive on board and accommodate without charge to the Government, one agent, to be appointed by the Postmaster General, who shall have charge of **the mails to be transported in said steamers.** Provided, The Secretary of the Navy may, at his discretion, permit a steamer of not less than six hundred tons burden, and engines in proportion, to be employed in the mail service herein provided between Havana and Chagres.

Sec. 5. And be it further enacted—That it shall be the duty of the Government of the United States, for the transportation of **the mail from Panama to such port as he may select in the Territory of Oregon, once a month each way, so as to connect with the mail from Havana to Chagres across the isthmus,** said mail to be transported in either steam or sailing vessels as shall be deemed most practicale or expedient."

Proposals were advertised for from April 21, 1847 to July 13th, 1847, in the Daily National Intelligencer.

From P. M. G. James Campbell's report of Dec. 4, 1854 we read—

"A. G. Sloo was contracted with by the Secretary of the Navy on **the 20th of April, 1847,** to perform the service mentioned in the fourth section. The service was to be twice a month; The sum to be paid, two hundred and ninety thousand dollars; and the contract to continue in force **for ten years from the commencement of the service.** This contract likewise contains all the stipulations required by the act of Congress, and was assigned by A. G. Sloo to George Law, Marshall O. Roberts, and B. R. McIlvain, on the 3d of September, 1847. **The contract to transport the mail from Panama to Oregon** was entered into with Arnold Harris **on the 16th of November, 1847.** The service was to be once a month; the price to be paid was one hundred and ninety-nine thousand dollars; and the contract was to continue for **ten years from the 1st of October, 1848.** All the stipulations required by the act of Congress are contained in this contract also, which was assigned on the 19th of November, 1847, to William H. Aspinwall.

On the 13th of March, 1851, the Secretary of the Navy and the Postmaster General, in pursuance of a law passed on the 3d of March, 1851, entered into an additional contract with the Pacific Mail Steamship Company, acting by William H. Aspinwall, by which **the service from Panama to California and Oregon was increased to twice a month,** at an increased price of one hundred and forty-nine thousand two hundred and fifty dollars, making the whole cost of the service three hundred and forty-eight thousand two hundred and fifty dollars.

In the bids received under an advertisement issued to obtain information required by the third section of the act of 3d March, 1853, the Nicaragua company proposed to carry a semi-monthly mail between New York and California for a sum not exceeding three hundred thousand dollars, or six hundred thousand dollars for a weekly service, which is not required; and this, in my opinion, is the highest rate of pay which ought to be demanded."

The Nicaragua Route, which did not receive an official government contract, was opened with bi-weekly sailings in 1852 and sold to the Pacific Mail Company May 8, 1858. Its ships on the Atlantic were—*Webster, Star of the West, Promethus, Northern Light* and later *Sierra Nevada, Cortes* and *Uncle Sam.* The ships on the Pacific side were *Pacific, North America, Brother Jonathan* and *St. Louis.*

The Nicaragua Steamship Route advertised in 1855—"Through ahead of the mails! to New York in less than 21 days being 700 miles shorter than the contract mail *route via Panama.*"

P. M. G. J. Collamer wrote in his report dated June 27, 1850—

"There are three modes of transporting the mail. The **first** is by **naval steamships conducted by the Navy,** as a national service.

The **next** is sending the mails from time to time by fast steamers which are first going. Inconsistent and uncertain.

The **third** is by contract routes for terms of years.

Semi-Monthly N. Y. to Panama.

Only monthly Panama to San Francisco."

The FALCON (a smaller boat) *began temporary Atlantic Contract No. 3 postal service from New York to Charges on the Isthmus on December 1, 1848.*

The CALIFORNIA was launched on May 19, 1848 and sailed from New York Oct. 3, 1848 to go into the Pacific Contract (Contract No. 4) service with the first California mail from New York for the Pacific coast via Rio Janerio, Cape Horn and Callas, Peru and arrived at Panama on the west coast on Jan. 30, 1849. She was the third steamship but *the first American steamship to pass thru the Straits of Magellan.*

Gold was discovered at Sacramento, Cal. on January 24, 1848 *but it was nearly a year before the news reached New York* and immediately started the rush by the quickest and safest routes. The CALIFORNIA sailed with full capacity but by the time she arrived at Panama (Jan. 31, 1849) on the West Coast, many who had come by later ships to Chagres and crossed the isthmus to Panama, crowded aboard even filling the rigging in order to be among the first to get to California. She arrived at San Francisco Feb. 28, 1849. Her crew all deserted to hunt for gold and the ship could not make the return voyage to Panama.

The OREGON, which was the second ship to go to the Pacific end of the Service under Contract No. 4, sailed from New York Dec. 8, 1848 and arrived at San Francisco April 7, 1849, kept her crew in irons and raised their pay from $12.00 to $112.00 a month and was thus the first east bound mail steamship leaving San Francisco on April 12th, 1849.

While *the cancellation* with which we are now concerned *was only used on the westward bound mail from New York City* it is interesting to note *other early east bound mail steamships* as indicated on a half dozen covers in the collection of Laurence B. Mason. All are from San Francisco with horizontal pairs of the 3c orange brown stamps, except the first which probably left before 3 cent stamps were available.

	Left San Francisco	**Received in New York**
via TENNESSEE	Sept. 1, 1851	Sept. 1, 1851
OREGON	Oct. 1, 1851	Nov. 2, 1851
TENNESSEE	? 1851	Nov. 30, 1851
NORTHERNER	Nov. 15, 1851	Dec. 21, 1851
GOLDEN GATE	Dec. 5, 1851	(?)
GOLDEN GATE	Jan. 15, 1852	Feb. 18, 1852
CALIFORNIA	June 12, 1852	July 16, 1852

WILLIAM VAN VOORHES was appointed government agent to establish California Post Offices. I have seen Van Voorhees Commission as the U. S. P. O. D. Agent. He arrived in San Francisco on board the "CALIFORNIA" on Feb. 28, 1849, having established post offices at San Diego & Monterey enroute.

The other boats required by the Navy contract for this service then building were completed as follows—

Jan. 26, 1850 the GEORGIA
Jan. 1851 the OHIO
Sept. 1851 the ILLINOIS

The ships carried normally 100, and up to 400 passengers westbound but few came back eastward until 1852 and afterwards.

Law & Co. Contract Route 3

The earliest ship departures and arrivals under this ten year contract were as follows with stops at Chareston, Savannah, Havana, New Orleans, Chagres. Often mail was transferred at Havana, one steamship going to New Orleans, another to Chagres.

Steamship	Left N. Y.	Ar. Chagres
FALCON	Dec. 1, 1848	Dec. 26, 1848
ISTHMUS	Dec. 26, 1848	Jan. 16, 1849
FALCON	Feb. 1, 1849	Feb. 14, 1849
FALCON	Mar. 8, 1849	Mar. 26, 1849
FALCON	Apr. 19, 1849	May 2, 1849
FALCON	May 26, 1849	June 11, 1849
FALCON	June 28, 1849	July 19, 1849
FALCON	Aug. 27, 1849	Sept. 18, 1849
OHIO	Sept. 20, 1849	
OHIO	Oct. 16, 1849	Oct. 29, 1849
OHIO	Nov. 13, 1849	
OHIO	Dec. 13, 1849	Dec. 26, 1849
OHIO	Jan. 12, 1850	Jan. 26, 1850
GEORGIA	Jan. 28, 1850	Feb. 8, 1850
OHIO	Feb. 13, 1850	Mar. 6, 1850
FALCON	Feb. 28, 1850	
GEORGIA	Mar. 13, 1850	Mar. 27, 1850
OHIO	Mar. 28, 1850	Apr. 10, 1850
GEORGIA	Apr. 13, 1850	Apr. 25, 1850
OHIO	Apr. 27, 1850	May 11, 1850
GEORGIA	May 13, 1850	May 25, 1850
OHIO	May 28, 1850	June 9, 1850

The above dates are all prior to the 1851 stamp issue.

From covers I have seen bearing 1851 and 1857 U. S. stamps it is noticeable that the cancellation dates generally are the same as date of sailing, which later became regular on the 5th and 20th of the month, tho occasionally delayed a day or so, possibly on account of storms having delayed arrival in New York. The P. M. G. Report of Dec. 1, 1857 stated that the Atlantic (Route No. 3) Contract for Bi-monthly sailings would expire Oct. 1, 1859 but Stanley Ashbrook says "bi-monthly sailings were discontinued with the sailing of June 20, 1860—tri-monthly service went into effect July 1, 1860—sailing dates the 1st, 11th, and 21st unless these dates fell on Sunday, therefore the mail ship sailed next day."

As these cancellations seem to have been used to identify mail sent over these contract routes it is quite likely that the larger Type I cancellation was used under the first 10 year extended contract of bi-monthly sailings until Oct. 1, 1859 and the smaller Type II cancellations on the new contract with tri-monthly sailings.

Route No. 5

Wm. H. Aspinwall had the Pacific Contract by STEAMSHIPS from Panama, New Granada via San Diego & Monterey to San Francisco and at first extended by sailing vessels from San Francisco to Astoria, Oregon. These steamships first went from New York via Cape Horn to Panama and then into regular Pacific service. The dates of early sailings follow. (L) were extra trips.

	Left New York	Left Panama	Arrived San Francisco
CALIFORNIA via Cape Horn & Panama	Oct. 3, 1848	Jan. 31, 1849	Feb. 28, 1849
OREGON via Cape Horn & Panama	Dec. 8, 1848	Mar. 13, 1849	Apr. 17, 1849
PANAMA via Cape Horn & Panama	Nov. & rtd. Feb. 17, 1849	May 18, 1849	June 8, 1849
OREGON		May 23, 1849	June 17, 1849
CALIFORNIA		June 25, 1849	July 16, 1849
PANAMA		July 29, 1849	Aug. 19, 1849
OREGON		Aug. 28, 1849	Sept. 18, 1849
CALIFORNIA		Sept. 17, 1849	Oct. 9, 1849
(L) **UNICORN**		Oct. 1, 1849	Oct. 31, 1849
PANAMA		Oct. 10, 1849	Oct. 31, 1849
OREGON		Nov. 10, 1849	Dec. 2, 1849
CALIFORNIA		Dec. 6, 1849	Dec. 28, 1849
PANAMA		Jan. 1, 1850	Jan. 18, 1850
(L) **UNICORN**		Jan. 12, 1850	Feb. 8, 1850
OREGON		Feb. 5, 1850	Feb. 22, 1850
CALIFORNIA		Mar. 2, 1850	Mar. 26, 1850
(L) **TENNESSEE**		Mar. 24, 1850	Apr. 13, 1850
PANAMA		Apr. 1, 1850	Apr. 22, 1850
(L) **CAROLINE**		Apr. 16, 1850	May 7, 1850
OREGON		May 1, 1850	
(L) **TENNESSEE**		May 30, 1850	
CALIFORNIA		June 1, 1850	
(L) **PANAMA**		June 15, 1850	

The Postmaster General's report of December 4, 1854 includes the following:

"In September 1854 the United States Steamship Company having withdrawn their direct steamers between New Orleans and Aspinwall, the mails between New Orleans and the Pacific have since been conveyed, according to the original contract, by way of Havana. On the Pacific line the company are permitted to omit Monterey and San Diego by their ocean steamers, and thus expedite the through mails, on condition of their supplying those offices, together with Santa Cruz, Santa Barbara, San Luis Obispo (if practicable) and San Pedro, semi-monthly, by a coastwise steamer from San Francisco, in due connexion with the through route, without change of pay."

Route No. 5—Mail Transportation Over the Isthmus

Prior to Dec. 1851, the mails of the United States were conveyed across the Isthmus of Panama, under a contract with the Government of New Granada at a cost of about 17 cents per pound,—when boats and mules were obtained at a very low rate. Increased traffic of 1850-51 caused losses and the contract was given up.

The Panama Railroad assumed the contract Dec. 1, 1851 at a rate of 22 cents a pound. * * * a few miles by rail, and then by contract with other parties in canoes or on mules taking from four days to two or three weeks for the 48 miles. Until about Dec. 1852 only two-thirds of the railroad was in operation and the other one-third by mules, for which the railroad paid for mail 17 cents a pound. The railroad was opened from sea to sea in Jan. 1855, making the run in four hours.

The Panama Railroad had only 4 days a month when the passengers and mails paid expenses. In one of its prospectus issued in 1849 it claimed—"The

route from New York to Panama is 13,500 miles shorter via the isthmus than via Cape Horn which takes a common sailing ship making 110 miles per day 127 days out and back or 254 days shorter than via Cape Horn."

Postmaster General Hall in a letter to the President of the Railroad on March 15, 1851 wrote—"Under contract with the New Granada Government mail was often left on the isthmus two or three weeks."

Contract Extensions

Postmaster General Campbell's report for Dec. 1st, 1857 states—

"A contract has been made with the Panama Railroad Company for the conveyance of the mails, as frequently as may be required, between Aspinwall and Panama, at an annual compensation of one hundred thousand dollars. It took effect on the first day of April last, and is to **continue until the first of October, 1859, the date of expiration of the contract for the connecting lines from New York and New Orleans to Aspinwall.**"

"By its terms, the contract with the Pacific Mail Steamship Company for **semi-monthly service from Astoria, by San Francisco, &c., to Panama,** expires on the 1st October, 1858, while, under the decision of the Navy Department, the contract of the connecting lines on this side runs **until 1st October, 1859.** Therefore, to keeu up the connexion with the Pacific line, as provided by law, and as originally contemplated, it will be necessary to **extend the contract on the Pacific one year;** and as the Pacific Mail Steamship Company have performed their service generally in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such extension."

Letter Rates

P. M. G. Campbell in a letter to the Railroad of April 12, 1856 said:

"Wells, Fargo & Co. and Freeman & Co. charge their customers for merchandise by the steamers taking U. S. mail—25 to 40 cents per pound from New York to San Francisco."

"You, (the Railroad) have notified me that unless I will consent to pay 22 cents per pound, you will refuse to take the mails. This notice has been given at a time when the line via Nicaragua is withdrawn and it remains for me to determine whether I will yield to your demand, **or run the risk of shutting up the mail communication between the Atlantic.** The responsibility of this latter alternative I am not prepared to assume. * * * at this time when, on some parts of the Pacific, the country is disturbed by hostile Indians."

The P. M. G. in his report to Congress on Dec. 5, 1856 wrote:

"The Nicaragua route which was closed in April 1856 made it **impossible to have mails of the U. S. conveyed by any other route than via Panama.** * * * twice a month each way. * * * I requested power to enter a contract to convey the mails twice a month, alternating with the line via Panama, by the route via Nicaragua or Tehuantepec.

The Express companies paid the Railroad less than 22 cents a pound but charged customers more."

The first postage rate by Act of March 3, 1847 to the Pacific Coast was 40 cents for single letters. July 1, 1851 for exceeding 3000 miles (by land) it became 6 cents prepaid by stamps or 10 cents collect until April 1, 1855 when prepayment took effect. When conveyed wholly or in part by sea, and to or from a foreign country, for any distance over 2500 miles 25 cents, and under 2500 miles 10 cents.

In 1854 the "sea rate" on California closed mail via *Collins Line* was still 40 cents an ounce and newspapers 2 cents. July 1, 1855 it was 10 cents until 1863.

From Nov. 1849 to Dec. 1850 the average monthly mail was 30,000 letters, one shipment filling 95 mail sacks of 2 bushels capacity. In July 1852 the Oregon carried 60,000 letters and by 1859 the annual mail over this route was over two million letters and nearly four million newspapers at an average time

of 26 to 30 days from New York to San Francisco. Feb. 26, 1848—the GOLDEN AGE completed the Pacific end of the fastest trip then made in 21 days, 2 hours and 13 minutes.

Known Steamship Cancellations on Stamps

Eventually I obtained this STEAMSHIP cancellation upon only one 1847 10 cent stamp. I also found it upon all the 1851 issue and commonly upon the 1857—1c, 3c, 5c, 10c, 12c but found it upon only one 30 cent stamp. The latter cancellation was dated "Jan. 1" 1861 and as the 30c stamp was demonetized in August 1861 it was in use only about 12 months. Harry L. Jefferys has this STEAMSHIP cancellation on the perforated 90c stamp.

The latest use I have seen of this NEW YORK-STEAMSHIP cancellation is the Harry L. Jeffery's cover No. 10 with Type II cancellation dated Feb. 1, (1861). It is not known on the 1861 issue stamps which first appeared in August 1861. About the time of expiration of these contracts the Overland Mail Routes were regularly established and thereafter most of the mail between New York and California went overland. As all these steamships were built for and operated under contracts with the Navy Department, with view to use in time of war, it is likely that they were taken off regular service at the outbreak of the Civil War in 1861 after the contracts had expired. The St. Louis perhaps carried one of the last mails which arrived in San Francisco Oct. 6, 1861 prior to the completion of the Union Pacific R. R. route.

The P. M. G. Report of Dec. 1, 1862 states:

"I regret to state that **the overland mail service has not been** satisfactory. It was assumed by Congress that this company could procure the transportation of much of the heavy matter by water, but no arrangement to effect this object was made till about the first day of July 1862. To this cause of failure must be added the unprecedented floods of last winter (1861) and spring (1862) and Indian depradations.

Arrangements having now been made by the company for the water carriage of periodicals &c. and a new and more direct route having been started, less liable to interruption by the Indians, I hope for greater success than has yet been achieved."

Some New York to California Covers

Laurence B. Mason has very kindly loaned me a number of his year dated covers from New York to California and I give herewith descriptions of each of them.

The first—1847 10c black strip of 4 cover does not have the steamship cancellation which is the subject of this article tho it went by a ship that did have a contract to carry the Government mails. *This STEAMSHIP cancellation was therefore probably not yet in use at this date (Aug. 1850)* tho I have had it on an 1847 10 cent stamp which went out of use June 30, 1851.

A strip of four 10c black 1847—tied to a blue cover with circular **red** seven bar grids and in the upper left hand corner the 27 millimeter diameter red cancellation "NEW-YORK AUG 13" (1850) which falls over the manuscript **"Per Georgia."** This cover is addressed to "Messrs. Macondray & Co. San Francisco Cala." and on the back is endorsed "G. W. Goodridge & Co. N. Y. Aug 13 Recd Sept 23/50 Ans." On the inside of the cover is the rubber stamp of "John F. Seybold, Syracuse, N. Y." The letter is dated "New York August 1850 per **Georgia."** Messrs. Macondray & Co. were the local representatives of Goodridge & Co., ship owners of New York. The "Georgia" was one of those steamships which carried the contract mail to Panama.

Cover #1—Bearing a 3c 1851 tied with this NEW YORK-STEAMSHIP cancellation and addressed to Lexington, Kentucky was probably **cancelled in error** unless it might have been put off on the stop at Charleston if that were a shorter route to Lexington at that time, the distance being abou 400 miles, whereas from New York to Kentucky overland is about 700 miles. A buff envelope having on the back the embossed stamp of "Clark & Jessup, General Rail Road Agents, Office 38 Exchange Place, New York" and addressed to "S. Miller Jim, Esq., Lexington,

Ky." A 3c 1851 stamp is tied to the upper right corner with a TYPE I STEAMSHIP cancellation "NEW (grid) YORK MAR 9." This date was **not** a regular sailing date for this route cancellation.

Cover #2—This was mailed December 20 (1854) and is the earliest date he has. The stamps were first cancelled with the regular New York domestic mail postmark on December 12th receiving the NEW YORK-STEAMSHIP cancellation on December 20th. A small white envelope with two copies of the 3c 1851. Tied to cover with black 32 millimeter circular cancellation "NEW-YORK DEC 12" and also with the later black Type I 30 mm. diameter NEW YORK-STEAMSHIP cancellation "NEW (8 bar grid) YORK DEC 20." "Ansd Jan 16th 1855" appears in manuscript at the top of the white envelope which is addressed to E. Otis Blake, San Francisco, Cal.

Cover #3—A folded blue letter containing strip of three 3c 1851 and a 1c Type II 1851. Tied to the top of the cover with three NEW YORK-STEAMSHIP cancellations Black Type I 30 millimeter "NEW (grid) YORK JUN 20" (1856). The cover is addressed to "Mess. Macondray & Co. San Francisco, Cala" and is endorsed in the lower left hand corner "via Panama." On the back of the cover is "Grinnell Minturn & Co. New York June 19, 1856 Recvd-July 14, 1856. No answer." The letter is dated "New York June 19 1856" and endorsed "Via Panama" and is signed "Grinnell Minturn & Co."

Cover #4—Mailed from New York July 21, 1856, having been originally postmarked with the regular cancellation on July 5th and the NEW YORK-STEAMSHIP cancellation July 21st. A buff envelope with a 10c 1851 Type III. Tied to the upper left corner with black 32 millimeter cancellation "NEW-YORK JULY 5" and also applied over same the Type I 30 millimeter circular black NEW YORK-STEAMSHIP cancellation "NEW (grid) YORK JULY 21." The envelope is addressed to "E. Otis Blake, Columbia Toulumne Co. Cal." and is marked in the upper right "Ans'd Augt. 16th 1856."

Cover #5—A 10c 1851 Type II applied with the right side down and tied to the upper right corner of a cream envelope with the black NEW YORK-STEAMSHIP cancellation Type I 30 millimeter circular "NEW (grid) YORK DEC 5" On the left end is endorsed "DEC 5/**56** Insurance." This cover is addressed to I. C. McCerrey Esq San Francisco Cal."

Cover #6—Was mailed from New York July 21, 1856. A small white envelope with 10c 1851 Type II tied to the upper right corner with the STEAMSHIP cancellation Type I 30 millimeter circular black "NEW (grid) YORK JULY 21," endorsed on the left end "Recd I. L. Stephens Aug 13 1859." The cover is addressed to "Mr. Stephen L. Machant, U. S. Mint, San Francisco, California."

Cover #7—A 10c 1857 Type V tied to the upper right corner of a small white envelope with the black NEW YORK-STEAMSHIP cancellation Type I "NEW (grid) YORK Aug 21" (probably 1859). The stamp is also cancelled with an 8 bar circular formed red grid and the red cancellation barely ties with the ends of four bars to the cover which is addressed to "Ship Enterpe San Francisco John Sheppard."

Cover #8—A 10c 1857 Type V stamp tied with NEW YORK-STEAMSHIP cancellation 30 mm. circular Type I dated Nov. 12 (1860) addressed to the Purser S/S Granada, San Francisco and marked "per Steamer."

Harry L. Jefferys has kindly loaned me the following two covers from his extensive collection:

Cover #9—A blue folded letter sheet with a strip of three 1857 10c type II & III stamps tied twice with the NEW YORK-STEAMSHIP 30 mm. circular black Type I cancellation dated New York JUL **6** (1858) addressed to Messrs. Falkner Bell & Co. San Francisco with "per Moses Taylor" in upper left corner mostly covered by the stamps. It is marked "recd 29 July."

Cover #10—Is the latest use I have seen and the only Type II cancellation I know of with a 1857-1c Type V used as a Carrier stamp with 1 only 1857 10c Type V both tied with the NEW YORK STEAMSHIP 29 mm. circular black Type II cancellation to New York Feb 1 (1861) addressed on a small green paper envelope to "Andrew Whelock Nichols Esq. Care Messrs Kelsop & Co San Francisco California" with "Per Steamer" in lower left corner. On the back is marked "Jany 22/61."

NOTE—The author is deeply indebted to Perry W. Fuller for the loan of a bound book of Postmaster General's printed papers, which contained much of the above information.

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ECHOES FROM THE THIRD INTERNATIONAL PHILATELIC EXHIBITION

Since the close of the *Third International Philatelic Exhibition*, which was held at the Grand Central Palace in New York from May 9th to 17th, 1936, inclusive, several of the committees have been continuously at work to close up the affairs in a satisfactory manner.

Those who guaranteed the expenses of the Exhibition were only called upon for 25% of their pledge. Of this amount, 60% was immediately refunded at the close of the Exhibition. In November a further dividend of 20% was declared, which left but 20% of the amount collected, or 5% of the amount pledged, still outstanding. It is very possible that this balance will also be refunded so that every guarantor will receive back the full amount of his pledge. This is a splendid record and should do very much to stimulate support in future exhibitions.

The reports from those who participated in the Exhibition have been uniformly encouraging. Many of them commented on the manner in which the exhibits were returned and we quote just two extracts from letters which are typical of the whole:

All my material was returned in perfect order and in good time."

"When my exhibit returned it was hard to believe that it had been unpacked, mounted in frames and repacked, for it was so spotless—not a wrinkle or speck of dirt on a page anywhere. It speaks well for the organization and management as well as the individual workers."

Nearly everyone commented on the beauty of the medals. From all over the world, words of praise were received. In justice to the designer and to the committee who selected it, we are printing a number of these comments:

"These are certainly the most beautiful awards I have ever seen."

"Both these trophies have been greatly admired by my friends and, if I may say so, I consider them to be of the highest artistic merit, so that I shall always value them as things of beauty as well as for the high honor they represent."

"The medals are most handsome and I do not think any more attractive have been distributed at any exhibition.

"I am very pleased with the medal which comes out better than I expected from the illustration."

"The medal I consider is a particularly handsome piece of work and I am very glad to be the possessor of such an artistic production."

"The medal is a beauty and I am delighted with it."

"The medal to my mind is the most beautiful of all the medals hitherto issued at the various International Philatelic Exhibitions, and your Committee are to be congratulated on having turned out something considerably above the average. In fact, it is a medal which anyone can show with considerable pride, and will interest everybody to whom it is shown."

"I have a drawer full of medals and now at last comes one which is a sheer joy. It is such a splendid example of an artistic as opposed to a naturalistic rendering of a subject."

"I thought you might like to know that I was so impressed by the beauty of the design of the medal that I wrote specially to Mr. Lichtenstein and I said that I considered the design was 'beyond praise.' "

"These medals are the most artistic design and work I have ever seen. I take this opportunity to congratulate you on the tremendous success achieved and there is no doubt that it was the best organized Exhibition ever been held in every way."

Several specific suggestions were made in answer to our solicitation for comments, one in regard to the participation of dealers, and the following extracts from a letter received rather expresses the general sentiment:

"I cannot see why dealers should not be permitted to show their own private collections in competition with non-dealers. It should, however, be clearly demonstrated that such dealers' collections are their bonafide collections and have been in their possession for a period of time to be determined and are not to be sold after the exhibition."

Another question discussed was that of airmails, and the same writer submits the following:

"They (Airmails) have become one of the most important items in the Exhibition and in my opinion they had better be shown in an Exhibition of their own. If, however, they are to be shown in a general exhibition, then I think they should come under the various countries to which they belong.

"For example, at the London Airpost Exhibition I showed my Airmail stamps and flown covers under the proper section designated for them, but at New York they were all included under my collection and were a part of the main collection. I can see no particular reason why they should come under a section of their own in a general exhibition any more than Postage Due Stamps should. If, however, this is not considered advisable and they are grouped in a class by themselves, then I think that they should be judged within their own class and not in competition with the rest of the collections and that their class should be divided into approximately the same sections, groups and classes as the main part of the exhibition.

"To give a personal example again—there was no particular place under the grouping of the Airmails at the **Tipex** where I could have shown my Airmails with any chance of a fair competition. At the London Exhibition, where there was nothing but Airmails, it was so divided that each country could be put in its proper place."

Further suggestions will still be welcomed and they will all be given serious consideration.

OUR 40th ANNIVERSARY DINNER

On Saturday evening, December 12, 1936, the 40th anniversary of the *Collectors Club* was celebrated with a Dinner-Dance at the Hotel Astor.

Four of the original charter members were present at the dinner, including J. M. Bartels, George R. Brown, Mr. and Mrs. Walter S. Scott and Mr. and Mrs. H. F. Dunkhorst of Washington. In addition to these four members, there are four charter members still living, including Peter F. Brunner, John N. Luff, A. Krassa and Hiram Deats.

Laurence B. Mason, the President of the Club, acted as Toastmaster, and introduced the charter members, who each spoke briefly on the early days of the club. Among others who spoke were Alfred F. Lichtenstein, Admiral Frederic R. Harris, Eugene Klein, President of the *American Philatelic Society*, and Father O'Hurley. Music was supplied by the Wolfsie Orchestra and there was dancing between the courses and following the dinner.

Several out-of-town members attended and practically all of the local members, who are really interested in the club, were present.

TRANSLATIONS FROM KOHL'S HANDBOOK

By Dr. Herbert Munk

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The Bechuanalands*

SOUTH AFRICA

Translated by STEPHEN G. RICH.

British Bechuanaland, Sept. 1885 to Nov. 1895.

Bechuanaland Protectorate, Since Nov. 1895.

1 Pound=20 Shillings.

1 Shilling=12 Pence.

(Translator's Note: Thruout this translation, the usual abbreviations, £ for pound, **S** for shilling and **D** for pence are used, instead of the aberrant ones used in some American catalogs.

British Bechuanaland's stamps strictly do not begin as here given, but include those of Stellaland. This short-lived republic occupied the southern portion of British Bechuanaland and was annexed by the British at its own request, to prevent conquest by the South African Republic (Transvaal). Philatelic custom of many years' standing has set Stelland as a separate country, however.

Bechuanaland is pronounced "Bĕ-chwän'-á-lănd" and any other alleged pronunciation is incorrect regardless of its source. Its name derives from the Bantu tribe the Chwanas, who occupied it when the first white settlers arrived. The plural of Chwana in their own tongue is Be-chwana, whence the name of the country.)

(**Prices.** Since the Bechuanaland section of the **Kohl Handbook** was published in 1925, it will be evident that any prices given in it must be taken as entirely obsolete. For this reason the prices are omitted from the listings; but those for unique items or rarities which seldom appear on the market are mentioned. As the differences between the prices in the standard English language catalogs, British and American, for 1936 are small, no substantial errors will occur in using any of these lists as within the necessary limits of accuracy and subject to the usual ruling discounts. —Translator.)

THE southern portion of Bechuanaland, as far as the Nassob and Molopo Rivers on the north, became a British Crown Colony on September 30, 1885. As such it received a separate postal administration (British Bechuanaland). In August 1888 the land north of these two rivers was declared a British protectorate under the name Bechuanaland Protectorate. This northern protectorate in Bechuanaland was not given a separate postal admin-

*By Dr. Munk.

Bibliography: Royal Philatelic Society, Africa, Vol. 1, pp. 1-19; S. Friedger, Illustriertes Briefmarken Journal, 1911, pp. 521 ff, 568 ff.

istration but was served in postal matters by the colony. The colony promptly issued special stamps for the Protectorate in 1888 and 1889 in the following manner: the stamps issued by the postal administration of British Bechuanaland from 1886 to 1889 and inscribed "British Bechuanaland" were valid only in the colony; those issued in 1888 and 1889 with the inscription "Protectorate" were valid only within the Protectorate. The stamps of 1888 and 1889 surcharged "Protectorate" are, therefore, not issues of an independent postal administration for this are as are those with a similar overprint after 1895.

They are issues of the postal administration of the colony for the additional area served. These stamps of 1888 and 1890 are comparable to the Austrian stamps for Lombardy-Venice, or the Italian stamps for the Province of Naples. In the latter cases, a difference in currency and in the present case a difference in postal rates was the cause of the double issue. In the year 1890 the postal administration of British Bechuanaland ceased separating its services in the colony and the Protectorate. From 1890 onward stamps with either overprint could do service thru the entire area served.

On November 16, 1895, the Crown Colony of British Bechuanaland, the southern portion of the area, was united to the Cape Colony and since then has been a portion of it in postal matters. At the same time the Protectorate, the northern portion of the area, ceased to be a dependency of the Crown Colony and for the first time had its own independent postal administration. The stamps of 1888 and 1899 with the overprint "Protectorate" issued by British Bechuanaland were for the area postally dependent on the colony. Thus they do not belong under those of the Protectorate but under those of British Bechuanaland. But all the stamps which have appeared since November 1895 or were used then, regardless of their inscriptions, are considered as belonging to the newly established postal administration of Bechuanaland Protectorate. This administration is different in both time and place from that of the Colony.

In just the same way as the difference between issues for the Crown Colony and those for the Protectorate was later lost, so that after 1890 both issues could be used without differentiation within the entire area served by the postal authorities of British Bechuanaland, the fundamental separation between the postal administrations of British Bechuanaland and Bechuanaland Protectorate, separated in both space and time, was lost.

As a result, the issues of stamps from the Colony administration were turned over to the new administration of the Protectorate after the colony was annexed to the Cape of Good Hope. These issues were put into use without further overprinting and as if they had been those of the Protectorate itself. The confusion is still greater in philatelic circles because the first stamps issued in 1897 by the newly established administration for the Protectorate actually bore the old overprint "British Bechuanaland." As a result the new postal area not only used stamps from the old one unchanged but actually brought out itself a stamp with the incorrect and misleading name of another country.

From what has been said it will be understood that the stamps of these two administrations, separated as to both place and time, have never up to now been correctly catalogued. The separate listing of each under the two names "British Bechuanaland" and "Bechuanaland Protectorate" is warranted in general. In order to make the distribution of the stamps between the two administrations as clear and comprehensible as possible, we have abandoned such a classification and made one continuous series of the two countries. It is wrong to list the stamps and envelopes and wrappers of 1888 and 1889 overprinted "Protectorate" under that head. These rather belong under British Bechuanaland in the catalog and as issues of that colony for use in the northern Protectorate. On the contrary, the last stamp given as of 1897 in most catalogs for British Bechuanaland, the ½d of 1897, does not belong to that colony but to the Protectorate. The cataloguing of a stamp is not determined by its over-

print or inscription but by the administration by which it was issued. Thus the following scheme, modified from Friedger, is systematically correct.

British Bechuanaland.

Group A, 1886-89: Issues for the Crown Colony of British Bechuanaland.

Group B, 1888-89: Special issues of the Colony for Bechuanaland Protectorate.

Group C, 1890 to November 1895: Issues for general use thruout the entire area served by the postal administration of British Bechuanaland. (In this group are placed stamps of groups A and B used after 1890.)

Bechuanaland Protectorate.

1. All stamps of British Bechuanaland used after November 16, 1895, (Including groups A, B and C.)

2. Stamp of the Cape of Good Hope, ½d green with incorrect overprint "British Bechuanaland."

3. All stamps issued after November 16, 1895, with the overprint "Bechuanaland Protectorate."

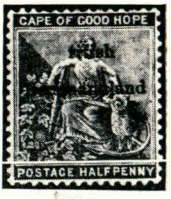
The stamps of groups A, B and C of the Colony have each received a special series numbering so that the values and surcharges of each of the three groups are numbered consecutively. This indicates that we are dealing with different series of issues altho the same administration made them. On the contrary, under the Protectorate both stamps and illustrations receive an entirely new number series because we are dealing with a completely new postal administration.

The illustrations of the overprints are purposely altered so that they give only the chief identification of the overprints instead of a photographically accurate copy.



Type 1.

British Bechuanaland A1.



F1.

British Bechuanaland.

A. Issues for the Crown Colony British Bechuanaland.

February 1886, type 1. Preliminary issue. Stamps of the Cape of Good Hope of the issues 1876-77 (watermark Crown CC). 1882-83 (watermark Crown CA) and 1884 on (watermark Anchor), with local overprint in two lines without period. (Type A1). Lines of overprint close. Overprint red on No. 1 and black on other values. Stamps Nos. 1 to 6 without outer line; stamps numbers 7 and 8 with it.

Watermark Crown CC or Crown CA.	Watermark.	Color of Overprint.	
1. ½d Slate	Crown CA	Red	Kohl's
F1. Double Surcharge.	Crown CA	Black, Red	prices
2. 3d red brown	Crown CA	Black	omitted as
3. 4d Blue	Crown CC	Black	obsolete.

Watermark Anchor; Black Overprint.		FI. "ritish"	FII. Double Overprint	FIII. Inverted Overprint
4. ½d Slate	Kohl's	——	——	——
5. 1d Rose	prices	——	——	——
6. 2d Olive Brown	omitted as	——		
7. 6d Purple	obsolete.			
8. 1s Green		——		

(Note by Translator. Only those surcharge varieties are known to exist where a dash in the table fills the appropriate place. All of them are known both used and unused. Kohl puts a question mark after each of the items with inverted surcharge. He prices only number 4 in FI at $24.00 unused, number 5 in FI at $80.00 used and number 5 in FII at $6.00 used. No. 4 FI was sold in 1936 for $30.00.)

The overprint type A1 has no period after Bechuanaland; impressions with a period are counterfeits. Upper line 7¾ mm. long; lower line 16½ mm. long; smallest letters 1¾ mm. high; distance between lines (to top of h) 3 mm. The red overprint on number 1 comes in both bright and brownish red. The double overprint on No. 1, FI, apparently arose by resurcharging in black over a red original overprint. As a result this is not comparable with the accidental double overprints FII of Nos. 4 and 5. Along with the genuine error FI, "ritish" various individual irregularities occur such as broken or misplaced letters, pointing to poor press work.

The 5s value with overprint A1 is a counterfeit.



Type 2.

October 1887. Type 2. ½d stamp of Jubilee issue of Great Britain with black colonial overprint in two lines (A2).

9. ½d red orange.	Kohl's prices omitted as obsolete.

BRITISH

BECHUANALAND
A2.

Stamps from two different plates were used for No. 9. This is shown by copies with sheet margins. Plate B without Jubilee line and plate D with Jubilee line encircling the pane exist. Since plate D was put into use in 1888, No. 9 comes in at least two printings.

October 1887. Stamp types 3, 4, and 5 from the Unappropriated Dies for revenue stamps: with black inscriptions "BRITISH BECHUANALAND POSTAGE AND REVENUE" (& on types 3 and 4: AND on type 5). Typographed in color by De La Rue, London. Very smooth paper with various watermarks. **Fugitive colors.**



Type 3.

Watermark Orb erect; perforated 14.

10.	1d lilac	Kohl's prices omitted as obsolete.
	A. bluish paper	
11.	2d lilac	
	A. bluish paper	
13.	4d lilac	
14.	6d lilac	



Type 4.

Kohl did not price numbers 10A and 11A.

Watermark script VR sidewise; perforated 13½.

15.	1s sea green	Kohl's prices omitted as obsolete.
16.	2s sea green	
17.	2s6d sea green	
18.	5s sea green	
19.	10s sea green	



Type 5.

Watermark 2 Orbs sidewise; perforated 14x13½.

20.	£1 lilac	Kohl's prices omitted as obsolete.
22.	£5 lilac	

Arrangement of sheets. Numbers 10 to 14 are in panes of 120 stamps, 10x 12. On the upper and both side margins the name "C. I. Herries" is printed; No. 14 has Jubilee line. 15 to 19 are in panes of 84 stamps, 7 horizontal rows of 12 each. The name "C. I. Herries" is on the upper margin and at the middle of each side margin the inscription "Stamps" in double-line letters. Nos. 20 and 21 are in panes of 60 stamps (6x10).

The values above 5 shillings are found almost exclusively *fiscally* cancelled. Such items are worth about 1/10th the prices for postally used copies. Used copies with entirely unaltered colors warrant a premium. For No. 12 with overprint "Mafeking Besieged" see Cape of Good Hope.

August 7, 1888. Type 6. Stamps of the previous issue with additional surcharge in black or red (also in green with number 23). Local printing of the figures of value **with period.**



Type 6.

		Color of overprint	
22.	1d on 1d lilac	black	
	A. bluish paper	black	
23.	2d on 2d lilac	red	Kohl's
	A. bluish paper	red	prices
	B.	green (Sept.)	omitted as
24.	4d on 4d lilac	red	obsolete.
25.	6d on 6d lilac	black	
26.	1s on 1s green	black	

(Kohl prices No. 23B at $150.00 new, $62.50 used. A used copy changed hands for $16.00 in 1936.)

Nos. 22A and 23A not priced by Kohl.

No. 23B was used in September 1888. A letter of September 15, 1888 from Vryburg is in the Tapling collection franked with a pair of No. 23A along with single 23B and a single No. 11. An unused copy of No. 23B was sold in a lot of the 5th Ferrari Auction. Perhaps the overprint of No. 23B is an error of color. On No. 23 the 2 is found with curved foot (known both used and unused.)

December 1888. Type 7. Provisional issue: Stamp No. 12 with black local overprint in three lines. Value changed, and narrow bars thru original value.



Type 7.

27.	One-Half Penny on 3d lilac	Kohl's prices omitted as obsolete.

This stamp was sold in 1936 for $12.50 unused; $7.50 used.

The total printing was 700 copies. The overprint shows many irregularities, especially in the bars cancelling the original value. According to the complete pane shown on page 11 of Volume 1 of the *Royal Society's "Africa,"* the crossing-out rules were pieced together from short lines of various sizes. In many places the joints are seen. On one stamp of the next to last row on the left, the bar is so short as a result of the omission of one piece of rule, that the letter P is not crossed out. In the same vertical row, two stamps lower, the hyphen after "Half" does not appear to have been locked properly in the form.

so that the hyphen printed thick and heavily, with the letter F almost invisible. Inverted surcharge and other errors are counterfeits.

1889 (beginning of year). Cape of Good Hope stamps, watermarked Anchor, with a different local overprint: Type A5, with period; lines 13 mm. apart, in green.

28.	½d slate	
	FI. Double surcharge	
	FII. Double surcharge, one inverted	Kohl's prices
	FIII. Double surcharge, one vertical	omitted as obsolete.
	FIV. Vertical surcharge	

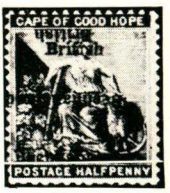


A5.

British

Bechuanaland

A5.



FII.



FIII.

(No prices given for FI to FIV *cancelled.*)

Besides the errors of surcharge mentioned there exist also stamps without surcharge, vertically se tenant with stamps bearing overprint; others vertically se tenant with stamps bearing double overprint. On certain sheets the entire 5 lowest rows of stamps remained without overprint. There also exist stamps showing only the upper line of overprint, the word "British." In the catalog of the 6th Ferrari Auction was also listed a copy with diagonal overprint. (We question this item.)

From 1890 onward the issues for the Crown Colony were used also in Bechuanaland Protectorate.

(To be continued.)

SCOTT'S STANDARD POSTAGE STAMP CATALOG FOR 1937

STANDARD POSTAGE STAMP CATALOGUE FOR 1937, published by The Scott Stamp and Coin Co., 1 West 47th St., New York, N. Y. 1,200 pages, 6 by 9 inches. $2.50.

The Standard Postage Stamp Catalogue for 1937 shows an increase of approximately sixty pages over last year's edition and this illustrates the remarkable growth that goes on in our hobby.

The most notable price changes, as expected, are found in the United States division of the book, particularly in some of the postmaster provisionals and the carriers. Practically all the commemoratives have been advanced in price. The early commemoratives receive the greater advance. Here and there will be found notable price changes in the 19th century listings, and early 20th century. In the Foreign division, popular pictorials receive the most attention in price advances, most of which are slight. In some instances prices have been reduced, such as the Capitol Inauguration Issue of Cuba No. 298-302.

Twelve pages are devoted to Tentative Listings of stamps which the compilers consider of questionable status regarding their being issued for postal purposes. In this list are included certain issues of Abyssinia, Andorra, Argentine Republic, Belgium, Bolivia, China, Cuba, Cyrenaica, Dominican Republic, Ecuador, Epirus, Eritrea, Honduras, Indian States of Bijawar and Orcha, Italian Somaliland, Italy, Latvia, Lithuania, Mexico, Newfoundland, Nicaragua, Persia, Roumania, Russia, Spain, Tanna Touva.

Included in the book will be found much fundamental information, definite data about the stamp countries and various issues, making the edition a philatelic encyclopedia of which the publisher may justly feel proud.

THE COLLECTORS CLUB

30 East 42nd Street - - New York City

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1514 A. A. Cohen, San Jose, C. R.

MICHEL BRIEFMARKEN KATALOG, EUROPA-UEBERSEE, 1937. Verlag des Schwaneberger Album, Leipzig, Germany.

The 1937 Edition of the Michel Briefmarken Katalog is an impressive book of 1984 pages. It is divided into two sections, the first listing the stamps of Europe, and the second all other countries. This work is the recognized authority in many European countries. It is well illustrated and contains much information of value to the specialist as well as the general collector.

Accessions to the Library

The Franking System in the P. O. 1652-1840 by G. Brumel. Gift of Author.
S. S. C. C. Standard Catalog, 1937. Gift of Publishers.
Swiss-Liechtenstein Catalog, 1937, E. Mueller. Gift of E. Mueller.
Specialized Postage Stamp Catalog, Germany, Cross Stamp Co. Gift of Publishers.
Michel Katalog, 1937, Schwaneberger Album. Gift of Publishers.
Stamp Guide and Glossary, H. Sanguinetti. Gift of Author.
Standard Catalog of Air Post Stamps, 1937, N. Sanabria. Gift of Publisher.
Nederlandsch Maandblaad voor Philatelie, Bd. Vol. 1935. Gift of Publisher.
Hoehere Philatelie, Part I, II, bound, Dr. Zsaley. Gift of Author.
Tribuna Filatelistu, bound volume 1935. Gift of Publishers.
Le Fuji Courier, 14 Numbers. Gift of Publishers.
Collectors Digest, 1922. Gift of W. Randall.
STAMPS, volume 16, bound, Publ. H. L. Lindquist. Gife of Publisher.
Introduction to Edwardian Stamps, D. Armstrong. Gift of Author.
Stamp Lover, Vol. 27, bound. Gift of F. Melville.
Stamp Trade Advertiser with binder, 1935, F. H. Vallancey. Gift of Publisher.
Stamp Collecting, one volume in binder. Gift of Publisher.
Philatelic Adviser, 14 Numbers. Gift of R. C. Alcock.
Senf's Briefmarken Katalog, 1937, Senf Brothers. Gift of Publishers.
Official Catalog of the Johannesburg Int. Phil. Exh. 1936. Gift of Frank Godden.

Evenings at the Collectors Club

OPENING MEETING SEPT. 16th, 1936.

This was the first meeting of the season, with a good number of the officers and members present.

The President commented on the death of former President Charles Curie as well as Dr. John W. Andrews of Westfield, N. J., which occurred during the vacation period.

Mr. Mason also called attention to a silver bronze "TIPEX" medal which had been granted **The Collectors Club** as a special award in recognition of the wholehearted support given the exhibition. The new season's program was presented to the members, showing 18 meetings and 3 out-of-town visits.

The President, having been one of the judges at the Golden Jubilee Exhibition in Chicago which took place October 9th to 12th, brought with him the prospectus and Banquet Souvenir for the members to see.

This first meeting of the season was a Competition and the following members participated:

Dr. Elias Silberstein, showing Greece, gave a most interesting history of the country as to its financial conditions affecting the production of the various issues, with details of the manufacture of the "Paris" and the "Athens" first and second prints. He made plain the "decoupage" method of producing the beautiful clear impression on the "Paris" issues.

Theodore E. Steinway exhibited British Colonies and showed "South Australia" in first and second printings and Departmental issues; "Sierre Leona" in a variety of watermarks, perforations and colors; "Western Australia" in a profusion of watermarks and perforations; together with some very beautiful items of "St. Helena" and "Canada."

Stephen G. Rich exhibited Orange Free State and gave an interesting history of the country and the adoption of the design used on its stamps. The tree shown should have been a "green" one instead of the one with "oranges." He described the various issues, where printed, when, how and why surcharged, and his description of the "office-boys" many and often trips to the printers shop to get batches of stamps surcharged is one of the bright spots in philatelic history.

The judges, consisting of R. A. Barry, G. R. M. Ewing and R. Laurence, awarded first, second and third awards to Elias Silberstein, Theodore E. Steinway and Stephen G. Rich respectively.

—ARTHUR W. DEAS, Secy.

OCT. 7, 1936.

The club was honored on this occasion by a visit of the **Philadelphia Chapter No. 18 of the American Philatelic Society,** accompanied by members of the **Women's Stamp Club** of Philadelphia and the **Lansdowne Stamp Club,** most of whom were guest exhibitors.

President Mason turned the meeting over to Thomas F. Armstrong, Jr., secretary of the Philadelphia Chapter, who introduced the following speakers:

Mrs. Mary Garretson Cook, past president, **Lansdowne Stamp Club,** and member of the **Women's Stamp Club** of Philadelphia: Egypt 1868 to date, including British Forces in Egypt.

C. Brinkley Turner: Jamaica proofs, color trials and issued varieties from 1919 through the jubilees.

Eugene Klein: Steamboat cancellations of the United States, including U. S. Naval Lyceum, Louisville and Cincinnati, Louisville and St. Louis, New Orleans and Vicksburg River Mail, Via Nicaragua Ahead of the Mails, Noisy Carriers, Hudson River mail and Troy and New York Steamboat.

Thomas F. Armstrong, Jr.: Pioneer airmails 1911-15 from the Garden City on, including the unflown ship-to-shore of 1910.

Philip Dengler: Bank note issues 1870-88 shades, cancellations and on cover.

Among the visitors who were entertained at a dinner at the Chemists Club before the exhibition in the clubrooms were Miss May E. Walsh, Mrs. Mary Garretson Cook, Mrs. S. Franklin Sharpless, Miss Edith Rolf, Mr. and Mrs. Eugene Klein, Jere Hess Barr, C. Brinkley Turner, Philip Dengler and Thomas F. Armstrong, Jr.

The talks and exhibits of the visitors were most interesting and on their conclusion the club thanked them with a rising vote.

—R. A. BARRY.

"PONY EXPRESS" DISPLAY OCT. 21, 1936.

Wednesday, October 21st, witnessed the most historical display of material that I have ever seen shown at the Club.

Our Guests were entertained by a dinner given at the Chemists Club, at which 18 were present.

At 8 P. M. an adjournment was made to the **Collectors Club,** and seats were provided in the front row for our guests: **Mr. Mahoni Young,** Grandson of Brigham Young—skilled artist of the medals given

at our late Exhibition, and **Dr. Howard R. Driggs,** the well known writer of stories of the early days and who knew personally Uncle Nich. Wilson and Billy Fisher, early riders of the Pony Express, and who went to Oakland and there met Billy Campbell (93 years old), the last of the Pony Riders; **Mr. William H. Jackson** (now 94 years old, who was a photographer of the Union Pacific, and in 1865-66 went over the Oregon Trail and later on served for ten years on the Geological Survey; **Mr. Thomas R. Morris,** son of the first Engraver of the Bureau of Engraving and Printing, and **Major Prcor,** of the Oregon Trail Association.

One of the most interesting exhibits was a Treasure Chest of wood with iron bands, used by Wells, Fargo & Co. In this were three bullet holes caused in an attack by Indians near Oroville, Cal., in 1860, who took out of it about $11,000.

A copy of the very interesting pamphlet by E. S. Knapp on the Pony Express, recently published by the Scott Stamp & Coin Co., was presented to all present at this meeting.

Our President, L. B. Mason, introduced the exhibitors in the following order:

Edward S. Knapp showed a portion of his fine collection of Pony Express material and explained the division he had adopted as follows:

Part I.

The Pony Express of 1860-61.

Part II.

The Second Period operated by Wells, Fargo & Co., March-November, 1861.

Part III.

The Pony Express of 1862-64, known as the Virginia City Pony.

The following are a few of the choice items shown by Mr. Knapp:

Two covers carried in 1859 by Jones and Russells Pike's Peak Express Co. These were the direct antecedents of the Pony Express.

The first Pony Express operated under the title "Central Overland California and Pikes Peak Express Co." working between San Francisco and St. Joseph, Mo.

One of the most interesting covers shown by Knapp was one going East, dated 4th April 1860, four days after the starting of the Express.

A number of covers were shown with the "Running Pony" cancellation.

The earlier covers had no stamps. One rare cover had the "Running Pony" in carmine.

A very unusual cover was one franked by a 12 cent black of 1857. Only three such covers are known. This 12c is tied on by the San Francisco Running Pony in blue and is dated Nov. 21 (1860).

Another rare cover has the double oval in green, dated Dec. 19, 1860.

The first rate on letters carried by Pony out of St. Joseph was $5.00 but in July this was reduced to $2.50 a letter.

Some interesting covers of Hinckley & Co.'s Express from Denver City, K. T., were shown.

Mn March 1861, Wells, Fargo & Co. took over the contract and issued their well known stamps in April. They operated some 190 stations and used about 80 riders.

Their first rate was $2.00 a letter and on the 1st of July this was reduced to $1.00.

A number of covers were shown with stamps of 10c brown, 25c blue and $1.00 red. A scarce cover was franked with a vertical strip of three 25c blue.

After the Comstock Silver deposits were found in Nevada in 1858, Virginia City became a very busy place with thousands of miners congregated there. A number of covers were shown with Pony Express stamps, cancelled in oval "Wells Fargo & Co., Virginia City, N. T." or Carson City, N. T., also in double circle, "W. F. & Co. Sacramento."

The **Henry C. Needham** collection was shown by L. B. Mason.

A cover to Senator William H. Gwin of California, who helped to establish the Pony Express.

$2.00 stamps used on U. S. envelopes of 1853 and 1860.

$1.00 on cover dated July 1st, 1861.

Probably the rarest cover shown at this meeting was one franked with the $1.00 Garter stamp in blue on letter East to West, cancelled with the double oval of St. Joseph.

Another rare cover had the $2.00 green, the only one so far recorded.

Still another great rarity was the $4.00 black on letter from Hawaii, only two or three others known.

Several covers were shown with the rare Wells Fargo & Co. pink frank vertically on the left side of the cover. These are very rare used.

A used block of 25c blue on cover, another rarity.

A strip of six of the 25c red showed the wide gutter between the panes.

Another rare cover was franked with a pair of U. S. 5c red-brown of 1857.

A few of the Pony Express stamps were printed on envelopes. These are very rare used. Mr. Needham has two of the 10c red and one 25c blue, the latter a great rarity.

Reprints of most values were shown in sheets of 25 stamps.

A. F. Lichtenstein showed a small portion of his superb collection of Pony Express material.

He mentioned that there were two plates of the $1.00 stamps, one being

shown in the block of four in the Needham collection and the other in another block elsewhere.

Among the rare items shown were:

Hinckleys Express and Pikes Peak used in June and July 1860.

Central Overland California and Pikes Peak Express Label on deep pink paper.

A very choice item was a 1st day cover from San Francisco dated April 3, 1860, the actual day of the start of the Pony Express.

He showed early cancellations of the Pony Express in black, later in blue in October and November 1860, and a rare one in red January 1861.

The Running Pony, St. Joseph, in black and in blue and a very rare cover with the St. Joseph cancellation in magenta.

Another cover was shown from a Mail stolen by the Indians and recovered two years later.

In the Second Period of the Pony Express, Mr. Lichtenstein showed a cover sent to England, 13 April 1861, with the rare green St. Joseph cancellation.

Three of the rare W. F. & Co. pink franks vertically on the left side of the envelope were shown used.

Another very rare cover had the franks of Freeman & Co. and W. F. & Co. on a letter sent to Prince Edward Island with the 15 cent rate.

A number of covers of the 10c used in 1863 from Virginia City and 25c blue to and from San Francisco and a rare one to Marysville.

Mr. Lichtenstein also showed a second copy of the very rare printed envelope 25 cent blue with the original paste-up on the back.

NL. B. Mason showed a large map indicating the route for mails on 1850 across Panama.—The Vanderbilt route across Nicaragua in 1852 and that used for a short time via Mexico and finally in 1858 the famous Overland Route. He pointed out that on the outbreak of the Civil War the Southern Mail Routes had to be discontinued.

A cover was shown of the Central Overland, May 23, to Leavenworth City, K. T.

Several fine Hinckley covers with different types of cancellation from Denver City, K. T.

One rare cover from Denver, March 14, 1861, with double oval in green. The second day of use.

A rare cover had a $2.00 over Freemans frank, from San Francisco, only one other known.

A very interesting cover had a 25c Langton & Co. Humboldt Express used in Nevada, with a 25c Pony Express used from Star City, Nev.

W. K. Jackson showed us a beautiful series of sketches in color, that he had taken on the Oregon Trail.

T. R. Morris showed a fine lot of photographs taken by Mr. Jackson by wet plate photography.

These depicted views in Salt Lake City showing the quarrying of rocks for the foundation of the Mormon Temple and many scenes in and around Salt Lake City in 1869.

Major Proctor gave interesting details of running the Pony Express Trail by the aid of 300 Boy Scouts all through the desert and by the old ruins of the numerous stations.

—CHARLES J. PHILLIPS.

U. S. COMMEMORATIVES, NOV. 4, 1936

The meeting of November 4th was devoted to a Competition of United States Commemorative Stamps by members, limited to 60 pages each.

Mrs. Norman Serphos displayed her sixty sheets in the frames on the walls and Mr. Serphos described the large number of stamps in blocks on cover, the Columbian and higher values being exceedingly rare in that condition.

Albert N. Rothermel, an out-of-town member, from Lynn, Mass., sent his stamps, which were displayed and commented upon by Max Johl. The material consisted of mostly single stamps, exceptionally well centered and in beautiful condition.

Max G. Johl, as usual whenever he exhibits any part of his collection, made a wonderful showing of original drawings of designs used in producing the stamps, single and blocks in profusion of colors, plate numbers, varieties of major transfers, data about plates used or withdrawn, together with a wealth of histoical data and background.

Stephen G. Rich showed only eight pages, but, as usual, what he exhibited was worth seeing. It contained the only commemorative "coil" stamp, which is the "Edison" 1929 issue in a number of arrangements. He also showed what is not generally known to be a commemorative, the Special Delivery, 1893, 10c orange, (Cat. #1892) and explained why it should be considered a commemorative. A number of precancelled coil stamps were also shown.

W. Parsons Todd had a magnificent collection beginning with the Columbian issues down to the present in singles and blocks containing high values Columbians, plate number blocks and arrow blocks in great profusion. It was an outstanding lot of material and created much interest among the members.

B. K. Ford showed stamps from the Columbian series in singles and blocks with plate numbers and arrow markings, all in beautiful condition, and arranged on special privately printed heavy paper, loose leaves permitting easier handling than an album.

The Judges, **Arthur E. Owen, G. R. M. Ewing** and **Arthur W. Deas,** awarded the first place to Max Johl, second to Parsons Todd and third to Mrs. Serphos. Honorable mention was given to A. Rothermel.

—ARTHUR W. DEAS, Secy.

JAMES B. HELME EXHIBITS WEST INDIES, NOV. 18, 1936.

It would require more space than is contained in this issue to adequately describe the collection of the stamps of the West Indies which James B. Helme exhibited to the members at this meeting. Suffice it to say that the collection comprised all countries in this group, that it was 96% complete in all varieties catalogued by Gibbons or Scott, including many unlisted in either catalog and that it represented twenty years of effort on the part of the owner to gather it together.

—R. A. BARRY.

M & M STAMPS ON ORIGINAL COVERS SHOWN BY HENRY W. HOLCOMBE

The following interesting introduction to his display of M & M stamps on original cover was read by Mr. Holcombe at the meeting of Dec. 2 1936. This was followed by an intensely interesting display of the stamps with the containers in which the products were sold.

"In speaking of the Revenue Stamps of the Civil War period we usually think of the regular issues that are seen in most collections—but rarely do we think of the private proprietary stamps, generally spoken of as M & M's. Let us see the part they play in this issue.

"The total quantity of Documentary and Proprietary stamps issued from 1862 to 1883 (excepting the 'stamped paper') amounted to about 7,830,000,000 stmps; and of this enormous number nearly 5,300,000,000 were of the private die issues. In other words close to 68%, or more than two-thirds of the total, of the Civil War issue were M & M's. In quantity issued the private dies outnumbered the other revenues nearly four to one. The average value of a private die stamp was about 1¼ cents, while that of the general issues was 6 cents; yet of the combined total face value of the general and private die stamps (about $192,000,000.00) close to 38% of this figure was accounted for by the M & M issues. It may be said, therefore, the M & M issues accounted for more than one-third of the total revenue from all the issues of the Civil War period.

"The Boston Book tells us that the plan to issue M & M stamps was decided upon at least as early as August 26, 1862—of course, under the Revenue Act of 1862. The first to be issued, on November 18, 1862, was the small red stamp inscribed: 'Dr. Herrick's Plasters.' The stamp tax was repealed March 3, 1883 to become effective July first of that year.

"In general, the procedure of obtaining a private die and stamps was something like this. Thru the office of the Commissioner of Internal Revenue in Washington, D. C. the firm contacted the concern who then held the Government printing contract. Estimates for engraving the die and making the plate were probably furnished. Then, after arranging the details and paying for the work desired—the contractor proceeded. Upon completion proofs were sent to the firm for approval and designation of color.

"There was considerable 'red tape' in ordering stamps from a private die. Here is how it was done. When the firm wished to order say a thousand dollars worth, they took that amount in cash or certified check to the nearest U. S. Assistant Treasurer or designated depository for U. S. funds, deposited it and received a certificate of deposit in duplicate. The stamps were then ordered, with the number and value of each title and denomination wanted, and the order together with the duplicate certificate of deposit sent to the Commissioner of Internal Revenue. Upon receipt the Commissioner made a requisition upon the engravers and printers for the stamps wanted. The stamps were sent directly from their establishment to the firm. If the firm requested the Commissioner to send them by mail they were franked thru, otherwise the firm had to pay for their transportation by express.

"The different match, medicine, perfumery and playing card firms saved themselves a lot by the use of private die stamps. Buying in large quantities they made quite a substantial saving in the discount, or premium allowed. From the start varying rates from 5% to 10%, payable in stamps, were in force. This, it will be seen, gave the owner of a private die a decided pecuniary advantage over those using the regular Government Proprietary stamp—provided, of course, that the firm was more than a very small business so they could order more than the minimum of $500 worth at one time.

"The idea of issuing M & M stamps was a clever one as it carried with it so much advertising for the concern using them, and at no additional cost. This fact is borne out by noting what the different firms did with their dies when the tax was repealed in 1883. Many of them continued to use them in the same capacity as before, but of course not paying any tax. It is plain that the firms recognized the advertising value of these stamps which accounts for their great popularity.

"Further, when private die stamps were used it was not considered necessary to cancel them because of the manner in which they were affixed. The Government required them to be so affixed that they must of necessity be destroyed when the container was opened. However, some firms did cancel their stamps —possibly as a means of control.

"Not so many years ago my collection of M & M stamps arrived at such a point that seldom was I able to add to it. So I—more or less—concentrated on what had been merely a passing interest, i. e.: collecting M & M's on original covers as they were issued 60 to 70 and more years ago, together with related items.

"What I am to show you this evening is a part of my collection which has grown to almost ten volumes. Most of the items have been found in original sources—drug stores, general stores, attics and places of about every description. Many have come from New York State; while others have been located by my friends in various parts of the country from California to Massachusetts."

—HENRY W. HOLCOMBE.

Brief Reviews

SANABRIA'S AIRPOST CATALOG

Standard Catalogue of Airpost Stamps, 1937, Seventh Edition, New York, Nicolas Sanabria, Inc., 504 pages; cloth, $2; flexible fabrikoid (De Luxe Edition), $4. Compiled and edited by Nicolas Sanabria and Harry M. Konwiser.

The new Air Post Catalog continues to merit the approval given it last year. The pricing is even closer to the actual market than last year; inconsistencies have been corrected here and there; and the net price basis has been continued. A notable feature is the restraint shown in the number and extent of price advances, so that the catalog is not outrunning the actual market—however much it may seem to lag behind in a few individual cases in which some dealers may have depleted stocks. A goodly number of price cuts, the justification for which is in many cases obvious, appear.

In your reviewer's opinion, based upon the countries whose aid post stamps he knows as a collector, the accuracy in the pricings is remarkably high—probably better than 90 per cent of the prices being within 10 per cent of the actual market, if these countries form a fair sampling. The caution need be added that in an active field such as this there may be actual changes in a few conspicuous cases while the catalog is going through the press.

A well-made and competently priced catalog such as this is a pleasure and a profit to the hobby. The new Air Post Catalog may justly be hailed as a far step in the development of stamp catalogs.

INTRODUCTION TO EDWARDIAN STAMPS, Douglas Armstrong, Publisher Stamp Collecting, London, price 12/-.

This little booklet containing 35 pp. is a check list for collectors of the Edwardian Stamps of the Empire.

DIE ERSTE AUSGABE VON OESTERREICH UND LOMBARDEI-VENETIEN 1850-58. P. F. de Frank, Publ. Die Postmarke, Wien, 1936, Price S6.30.

Die Postmarke has just brought out booklet No. 13 treating the first issue of Austria and Lombardy-Venetia, 1850-58.

It consists of 97 pages in two parts with the information on proofs, plate construction, paper as well as type II and III and considerable other valuable data for collectors of these items. Very well illustrated.

SWEDISH STAMPS 1920-1926. Uno Soderberg, Stockholm.

A Catalog of the Postage Stamps of Sweden issued 1920-1926 and which were exhibited by the Royal Swedish Postal Administration at the Third Int. Phil. Exhibition in New York. The **Collectors Club** is indebted to Mr. Soderberg for a copy.

THE STANDARD CATALOGUE OF THE POSTAGE STAMPS OF THE WORLD, Whitfield King & Co., Ipswich, Eng.

The Whitfield King catalog is used by a growing number of collectors. It is the advocate of simplified collecting and lists all major varieties without considering minor varieties of paper, perforations and watermarks. The 1937 Edition contains an important number of pages and additions.

ANNUAL PRICE LIST OF POSTAGE & AIR MAIL STAMPS, 68th Edition, 1937. Whitfield King & Co., Ipswich, England.

The 68th Edition of Whitfield King & Company's Annual Price List for 1937 will be sent free upon request. It lists postage and airmail stamps in sets and packets.

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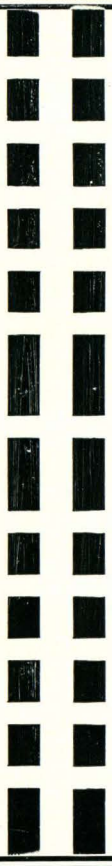
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Specialized Lists Of

Imperforate Position Blocks, Coil Varieties and the Special Printings of March, 1935.

The list is now in the printer's hands and will be ready for distribution shortly. If at all interested in current U. S. quotations and are not on our regular mailing list, write for a copy—
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Brief Reviews

HANDBOOK ON BUREAU AND LOCAL PRECANCELS, Adolf Gunesch, Chicago, Ill. 25c.

This is an indispensable handbook for every collector of precancels. The new edition is one of the finest ever produced by Mr. Gunesch and it contains 144 pages of text and is selling for twenty-five cents.

THE FRANKING SYSTEM IN THE POST OFFICE 1652-1840, George Brumell, Bournemouth, England.

A booklet of thirty-eight pages with the description of the postmarks used in connection therewith, with illustrations drawn from originals by the author.

IN MEMORIAM

We regret to announce the deaths of two of our members, Charles Corwin and Max Morgenthau.

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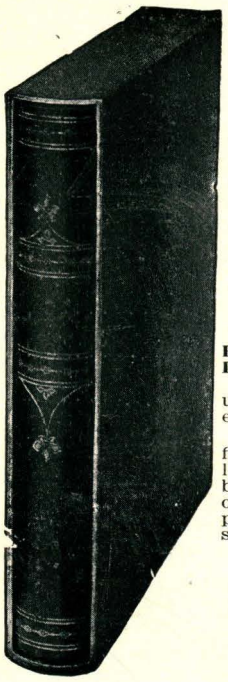
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