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November 1977

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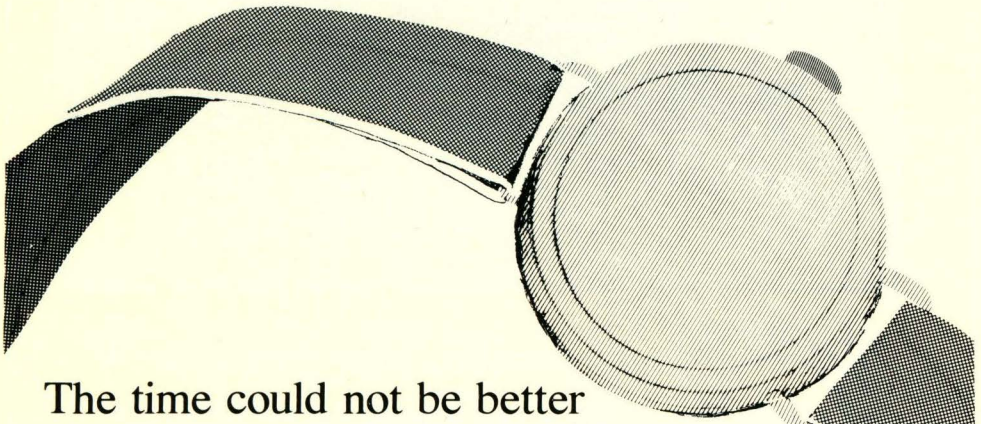
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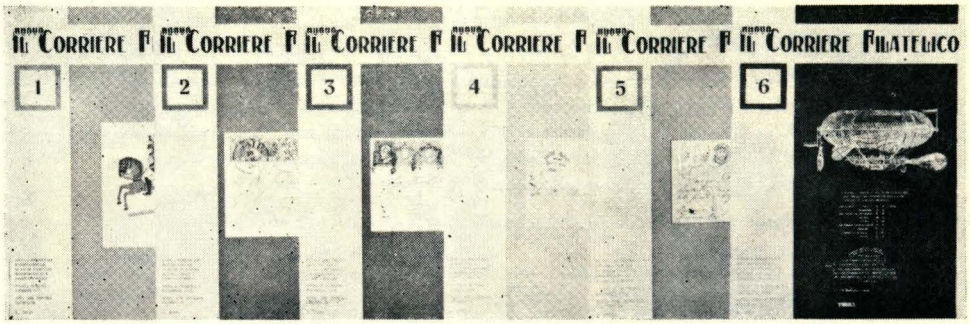
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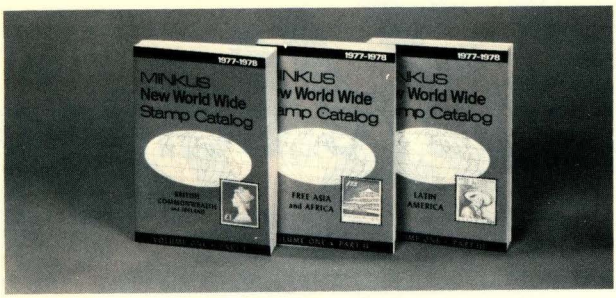
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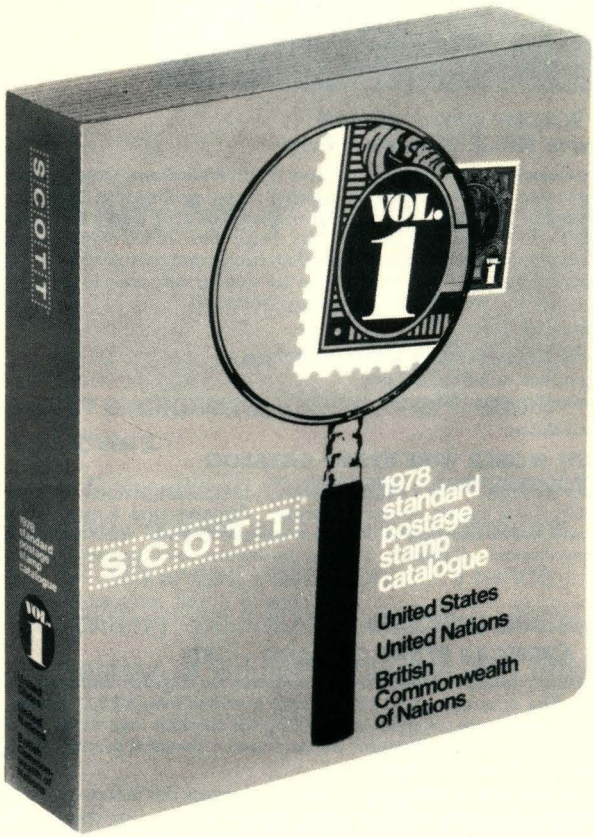
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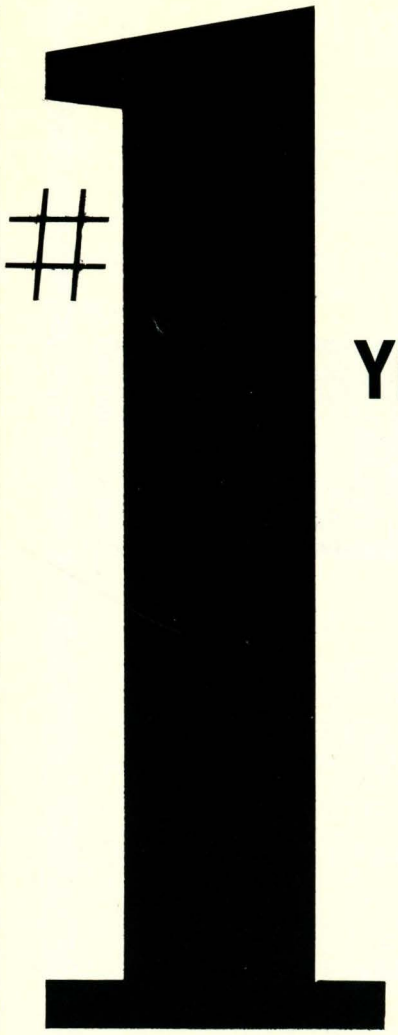
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The Collectors Club PHILATELIST

Volume 56, Number 6 **November 1977**

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Nevertheless, it has taken a group of "Madison Avenue" merchandising and marketing practitioners to come up with a campaign that cannot help but accomplish what "organized philately" hasn't yet done!

They have used these techniques so successfully employed to sell breakfast cereals, toys, candies and other merchandise through the various advertising media. And they have done it with a professional expertise that is certain to recruit tomorrow's philatelists.

Let's be realistic in giving our plaudits. The program is clearly aimed at getting youngsters into the habit of buying all new stamp issues (and other merchandise) on sale at post offices across the land. The fact that some of the youthful customers may graduate to the levels of advanced philately is only incidental, as far as Washington is concerned.

On a recent visit to Washington, this commentator enjoyed an occasion at which he was shown the audio-visuals and other features of the Postal Service's campaign that already has begun and will be intensified before the year's end. It all is under the direction of Donald McDowell and George Screws. And an admirable task they and their team of aides did!

The campaign uses a series of film-strips accompanied by superbly produced tape-casettes. We viewed three of the series and came away feeling that they were so good that we wish we had prepared them.

One relates events of the American Revolution as reported by a mail courier in letters to his wife. A 10-year-old girl (a descendent of the rider-historian) finds the letters in her attic and proceeds to read them to her friends. Each incident is illustrated by U.S. stamps issued to commemorate 18th century events in our struggle for independence.

A second centers on the conquest of Space from Mercury to Apollo, with a most informative and exciting commentary on exactly how the epochal Apollo-Soyuz Mission developed. It depicts in dramatic form how the United States and Soviet Union cooperated so closely in the planning, production and release of the four jointly designed stamps that marked the unprecedented international union in outer Space. Put together in language (and pictures) that the veriest youngster can understand, it yet contains information which veterans have not yet read in the stamp weeklies.

The third is a straight pitch to encourage juveniles to start collecting stamps as an educational, enjoyable hobby.

The scenes are set in a classroom, with the teacher explaining stampdom's fundamental lures, practices and attractions. Emphasis is placed on joining the Benjamin Franklin Stamp Clubs the U.S.P.S. is organizing in schools from here to our four borders. Naturally, domestic pictorials abound, but there are some quick glimpses of foreign stamps with pictures of things youngsters like (including a screen full of Sharjah with Disney characters.)

According to Mr. McDowell, these and other film-strips will be supplied to teachers and others who work with children in the fourth to sixth grade age group. "We cannot go beyond this level at present," he explained. "It is our hope that individuals and clubs will volunteer to undertake further philatelic training where we leave off."

That certainly represents a challenge which no one concerned with our avocation's future can ignore. It is up to us to meet it.

(E.A.K.)

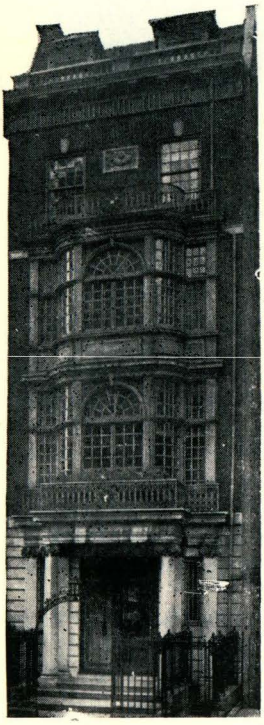
LETTERS to the Editor

On page 178 of Volume 56, No. 3 of The Collectors Club Philatelist for May, 1977, we note an error. The Chicago Postal History was edited by Dr. Harvey Karlen and not Kalem as noted therein. We would appreciate it if you would please make the correction.

Bernard A. Hennig
Chicago, Ill.

A small error crept into your story, "Out of Sight, But Not Out of Mind," in the July 1977 issue of the "Philatelist." The block of nine with the 99R2 in the center was not in Siegel's rarity sale in 1977, but in H.R. Harmer's Lou Grunin sale of December 1976 where it brought the $65,000 you mention.

Bernard D. Harmer
New York, N.Y.



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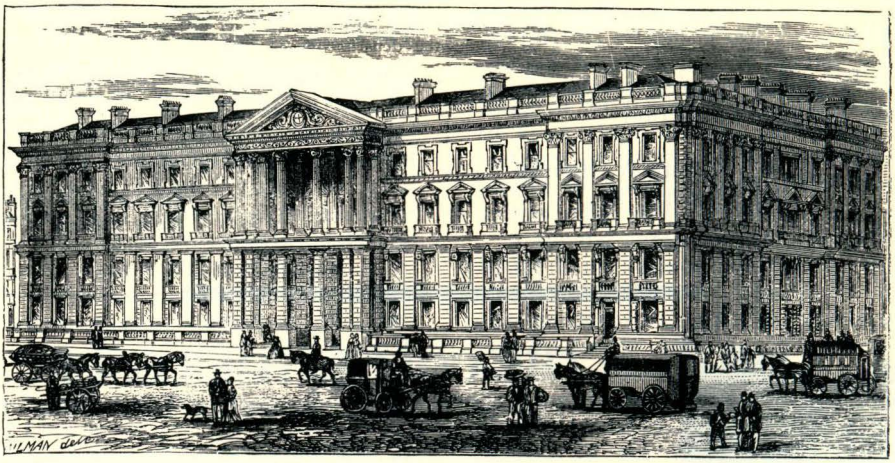
1977 PROGRAM AND CALENDAR OF EVENTS

November 2 — *UNITED STATES, 1861-68 ISSUES,* William K. Herzog, Saginaw, Michigan

November 16 — *HONG KONG & WORLD WAR II,* Peter Shek, Staten Island, N.Y.

December 7 — *WAR COVER CLUB,* Theo Van Dam, Moderator

December 21 — *BOARD of GOVERNORS' OPEN HOUSE*



NEW GENERAL POST OFFICE, ST. MARTIN'S-LE-GRAND.

THE LONDON POST OFFICE

A fascinating piece of early philatelic history, this detailed dissertation on British mail and the London Post Office in Victorian times comes from "Knight's Cyclopaedia of London which appeared in 1851. Its writer is unknown.

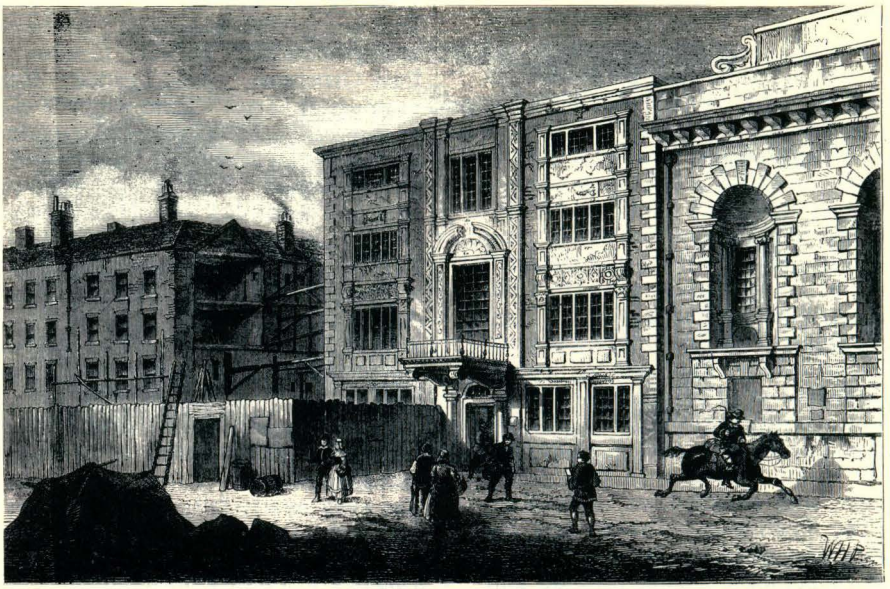
Of all the public departments under the direction and management of the State, the Post Office is at once the most popular and the most interesting in its operation and influence. In consequence of recent changes, it can scarcely be any longer regarded as an engine of taxation, but its vast machinery is put into action almost solely for the advantage of the public. In its social influence, such an institution is only second in value and importance to the art of writing. If the millions of letters which it is now employed in transmitting from one part of the earth to another—from kingdom to kingdom, from the metropolis to the most obscure hamlet, and from the latter to the antipodes—were suddenly deprived of the means of reaching their destination, and all the resources for accomplishing this end were to be broken up, the whole world would be thrown backward in civilisation, and all the springs by which it is urged onward would lose some portion of their elasticity. Such a prospect need not, however, be contemplated.

The days before the Post were days when those who left their houses, for distant parts of England, were more separated from their friends than the North American emigrant of our own times. The transmission of intelligence across the Atlantic is now an easier thing than the old conveyance of a letter two hundred miles, upon a cross road. The historian of Craven, speaking of 1609, says, "at this time the communication between the north of England and the universities was kept up by carriers, who pursued their tedious but uniform route with whole trains of pack-horses. To their care were consigned not only the packages, but frequently the persons, of young scholars. It was through their medium, also, that epistolary corre-

spondence was managed; and as they always visited London, a letter could scarcely be exchanged between Yorkshire and Oxford in less time than a month." Charles I. seems, in 1635, to have resolved to remedy this evil, by the establishment of the home post office. In his proclamation of that year he says, that there had been no certain intercourse between England and Scotland; and he therefore commands a running post to be established between London and Edinburgh, to go thither and come back again in six days; and for other roads there are promised the same advantages. In 1660 the General Post Office was established by act of parliament; and all letters were to be sent through this office, "except such letters as shall be sent by coaches, common known carriers of goods by carts, waggons, and pack-horses, and shall be carried along with their carts, waggons, and pack-horses respectively." The Postmaster-General and his deputies, under this statute, and no other person or persons, "shall provide and prepare horses and furniture to let to hire unto all thorough posts and persons riding in post, by commission or without, to and from all and every the places of England, Scotland, and Ireland, where any post-roads are." We find, by various clauses of this act, that the Postmaster was also to furnish a guide with a horn to such as ride post,—that he was to furnish horses within half an hour after demand,—and that if he could not accomplish this, persons might hire a horse where they could, and sue the Postmaster for a penalty. The country Postmaster was an ancient functionary, who had long been in the habit of attending to the wants of those who bore letters inscribed "Haste, haste, post haste." He was generally an innkeeper. Taylor, the water poet, in his 'Penniless Pilgrimage' from London to Scotland, in 1618, has described one that might rival any Boniface on record.

The history of the modern Post Office may be divided into three distinct periods: 1st, before 1784; 2nd, from that year to 1839; and 3rd, from 1839 to the present time. In the first period the bags were conveyed on horseback or in light carts, and the robbery of the post was one of the most common of the higher class of offences. The service was very inefficiently performed, and the rate of travelling did not often exceed four miles an hour. A time-bill for the year 1717 has been preserved, addressed "to the several postmasters betwixt London and East Grinstead." It is headed "Haste, haste, post haste!" from which it might be inferred that extraordinary expedition was not only enforced, but would be accomplished. The mails, conveyed either on horseback or in a cart, departed "from the letter-office in London, July 7th, 1717, at half-an-hour past two in the morning," and reached East Grinstead, distant forty-six miles, at half an hour after three in the afternoon. There were stoppages of half an hour each at Epsom, Dorking, and Reigate, and of a quarter of an hour at Leatherhead, so that the rate of travelling, exclusive of stoppages, was a fraction above four miles an hour. But even nearly fifty years afterwards, and on the great roads, five miles an hour was considered as quite "going a-head." "Letters are conveyed in so short a time, by night as well as by day, that every twenty-four hours the post goes one hundred and twenty miles, and in five or six days an answer to a letter may be had from a place three hundred miles from London." Letters were despatched from London to all parts of England and Scotland three times a week, and to Wales twice a week; but "the post goes every day to those places where the court resides, as also to the several stations and rendezvous of his Majesty's fleet, as the Downs and Spithead; and to Tunbridge during the season for drinking the waters." This state of things existed until Mr. Palmer's plan for extending the efficiency of the Post Office began to be adopted in 1784. To him we owe "The Mail."

Sixty years ago was this great engine of our civilisation first set in motion. Before Mr. Palmer suggested his improvements to the Government, letters sent by the post, which left Bath on Monday night, were not delivered in London till Wednesday afternoon. The London post of Monday night did not reach Worcester, Birmingham, or Norwich, till Wednesday morning, and Exeter on the Thursday morning. A letter from London to Glasgow, before 1788,



THE OLD POST OFFICE, IN LOMBARD STREET, ABOUT 1800.

was five days on the road. The letter-bags were carried by boys on horseback; and the robbery of the mail was, of course, so common an occurrence, that no safety whatever could be secured in the transmission of money. The highwayman was the great hero of the travelling of that day. But on the 2nd of August, 1784, the first mail-coach left London for Bristol; and from that evening, till the general establishment of the railway system, the mail was one of the wonders and glories of our country and the age.

The era of mail-coaches embraces about half a century. Their origin, maturity, and perfection, and gradual displacement by the railways, all took place within that short period. In 1836 there were fifty-four four-horse mails in England, thirty in Ireland, and ten in Scotland. The number of pair-horse mails in England was forty-nine. Their average speed in England was nine miles, all but a forlong, per hour, including stoppages. Starting from London at eight o'clock in the evening, the mail reached Exeter, 170 miles, in sixteen hours and thirty-four minutes; Holyhead, 261 miles, in twenty-seven hours; Galsgow, 396 miles, in forty-two hours; Edinburgh, 399 miles, in forty-two hours and a half. The number of miles travelled by the mails in England and Scotland, in 1838, was above seven millions, equal to a circuit round the globe, every day in the year. The English mail-coach was strongly characteristic of the national energy and spirit, and also of the national taste. In 1837 the number which left London every night was twenty-seven, travelling in the aggregate above 5500 miles before they reached their respective destinations.

We now come to a new era, which has had a most important influence on the arrangements of the Post Office. In 1836 the stamp-duty on newspapers was reduced from fourpence to one penny. The circulation of the London and provincial papers together has enormously increased since this change; and a large proportion of the total number is sent through the Post Office. Here is so much additional work to be got through. The Penny Postage came into operation on the 10th January, 1840; and the number of letters passing through the Post Offices of the United Kingdom has risen

from 1,500,000 per week to 7,239,962 in the week ending Feb. 21, 1850.

The old Post Office in Lombard Street was a cumbrous and inconvenient mass of buildings, ill adapted to the great increase which had taken place in the business of the department. It was at length determined to erect a building expressly for affording the conveniences and facilities required; and in 1815 an act was passed authorising certain Commissioners to select a site, and to make the necessary arrangements for this purpose. The situation chosen was at the junction of St. Martin's-le-Grand with Newgate Street. Compensation was granted to the parties whom it was necessary to remove: their houses were pulled down; and the first stone of the new building was laid in May, 1824. On the 23rd of September, 1829, it was completed and opened for the transaction of business. It is about 389 feet long, 130 wide, and sixty-four feet high. The front is composed of three portions, of the Ionic order, one of four columns being placed at each end; and one of six columns, forming the centre, is surmounted by a pediment. The other parts of the building are entirely plain. The public entrances are on the east and west fronts, which open into a hall eighty feet long, by about sixty wide, divided into a centre and two isles by two ranges of six columns of the Ionic, standing upon pedestals of granite; and on each side of the hall are corresponding pilasters of the same order. There is a tunnel underneath the hall by which the letters are conveyed, by ingenious mechanical means, between the northern and southern divisions of the building.

On entering the hall from the principal front, the offices on the right hand are appropriated to the departments of the Receiver-General, the Accountant-General (up stairs), and the London District (late Twopenny Post) Office. On the left are the Newspaper, Inland, Ship, and Foreign Letter Offices. A staircase at the eastern end of this aisle leads to the Dead, Mis-sent, and Returned Letter Offices. The Inland Office, in the northern portion of the building, is 88 feet long, 56 wide, and 28 high; and there is a vestibule in the eastern front where the letter-bags are received, and whence they are despatched from and to the mails. The Letter-Carriers' Office adjoins the Inland Office, and is 103 feet long, 35 wide, and 33 feet high. The business of assorting the letters and newspapers for delivery and for dispatch into the country is carried on in these two offices. The whole building is warmed by means of heated air, and the passages and offices are lighted by about a thousand Argand burners.

We now proceed to give the regulations of the Post Office in the official terms:

GENERAL REGULATIONS.

General post letters are charged by weight, as follows:—Letters not exceeding ½ oz., one postage; not exceeding 1 oz., two postages; and so on, adding two postages for every ounce; but parliamentary papers are an exception. The price of a postage is 1*d*., which must be pre-paid by a stamp, or it will be charged double, and if the weight of the letter should exceed the value of the stamps attached, the excess will be charged double: thus, a letter weighing more than half an ounce, but not exceeding an ounce, if bearing 1*d*. stamp only, will be charged an additional 2*d*. on delivery. Shilling stamps and tenpenny stamps are also now issued.

Newspapers, to go the same day, must be put into the General Post Office before six o'clock; but those put in before half-past seven o'clock will go the same evening by paying a halfpenny with each. In the branch offices they must be put in before half-past five, and at the receiving houses before five. They must be sent in covers, open at the sides, and, to go free, no words or communication must be printed on such paper after the same shall have been published, nor any writing or marks upon such printed paper, or the cover thereof, other than the name and address of the person to whom it is sent; but, by affixing a stamp conspicuously on the cover, the paper itself may be written on, but this exemption does not apply to papers sent abroad. If addressed to persons who have removed, they may be re-directed, and sent free of extra charge. Failure in these conditions subjects the paper to the same rate of postage as an unpaid letter. Single books

may also be sent by post, open at the ends, at the rate of 6*d.* per pound, which must be pre-paid by stamps, every fraction being reckoned as a pound.

British newspapers sent to foreign countries (where they are permitted to go free through the foreign post) go free: but if otherwise, they are charged a British postage of 2*d.* each; or a rate equivalent to the foreign rate. French and Belgian newspapers are subject to a postage in England of one halfpenny. English papers pay in France a postage of five centimes.

Letters exceeding 4 oz. in weight *must* be pre-paid in money or in stamps. With this restriction, any weight may be sent by post; but the packet must not exceed two feet in length, and nothing should be posted which will not bear the crush in the letter bags.

The rate of postage for Parliamentary Papers is 1*d.* for every 4 oz. They may be also sent to Hamburgh, Bremen, or Lübeck, viâ Hamburgh, open at the ends and pre-paid, if not exceeding 2 oz. for 1*d.*; above 2 oz. and not exceeding 3 oz. for 6*d.*; above 3 oz. and not exceeding 4 oz. for 8*d*; and 2*d.* per oz. extra up to 16 oz.

Letters containing coin or articles of value are recommended to be registered. Such letters and any others may be registered at any of the receiving-houses in London till five o'clock for the evening mail, and at any post-office in the country until within half an hour of the closing of the bag to the place for which they are directed. The fee in any case in Great Britain is 6*d.* and the postage, and to France 6*d.* and double the French postage. Such letters bearing a sufficient number of stamps will pass as paid letters, but the registration fee must in every case be paid in money.

FOREIGN LETTERS.

Foreign letters, when transmitted by packet, will be liable to the single rates of packet postage as given in a Table issued monthly by the Post Office.

The single uniform rate on letters between the United Kingdom and places beyond sea (Hamburgh and Lübeck excepted, to which the postage is 6*d.* only), when conveyed by *private ship* will be 8*d.*, Holland 1*s.*, in whatever part of the United Kingdom they may be posted or delivered. The rate of 8*d.* must be taken on letters between the United Kingdom and the East Indies, &c., when conveyed by private ship.

It is clearly to be understood that the single rates of postage given in the above instructions are applicable only to letters not exceeding *half* an ounce in weight. Letters exceeding half an ounce advance in proportion to their weight.

It must however, be borne in mind that this scale does not apply to *French* and *Belgian rates* on letters to and from France, Belgium, and through France, as the present system of charging *French rates* on such letters must continue in force, namely, a single French rate for each quarter of an ounce exclusive. Letters to and from warm climates are recommended to be sealed with wafers instead of wax.

Mails made up in London as follows:—*Viâ London*—France, twice daily: till seven P.M. Belgium, daily. Holland every Wednesday and Saturday: Letters received till half-past eight A.M. Germany and the north part of Europe on the evenings of Tuesday and Friday: *Viâ Southampton*—Channel Islands, Tuesday, Thursday, and Saturday: Portugal, Madeira (viâ Lisbon), Spain and Gibraltar, on the 7th, 17th, and 27th of every month. Gibraltar, Malta, Greece, Ionian Islands, Egypt, Ceylon, and India, the 20th of every month. British West Indies (except Honduras and Bermuda), Foreign West Indies (except Havana), Venezuela, and Jacmel (Hayti), 2nd and 17th of every month. Nassau, Havana, Honduras, 17th, Vera Cruz, Tampico, 2nd, and St. Juan (Porto Rico), 2nd and 17th of every month. Madeira, Grey Town (St. Juan de Nicaragua), 2nd and 17th New Granada, Chili, and Peru, on the 17th of every month only. *Viâ Liverpool*–British N. America, and United States. There are now two lines of packets, one British and one American, and letters are sent by the first that starts; Saturday is the usual day, but there is occasionally an extra one on a Wednesday. One of the United States packets that communicates with Hamburgh calls at Southampton in and out.

LONDON DISTRICT POST.

The principal office is at the General Post Office.

Letters going from one Part of the Town to another, if put into the

Receiving Offices—at ¼ bef. 8, 10, 12 A.M., 1, 2, 3, 4, 5, 6, 8 P.M., or

Chief Office—at 9, 11 A.M., ¼ bef. 1, 2, 3, 4, 5, 6, and at 7 and 9 P.M.

Will be sent out—at 10, 12 A.M., 1, 2, 3, 4, 5, 6, 8 P.M., and at 8 A.M. following morn.

The above deliveries are confined to London; and in the environs, within a circle of three miles, including Camberwell, Camden Town, Dalston, Hackney, Holloway, Islington, Kent Road (Old), Kennington, Kentish Town, Kingsland, Newington Butts, Pentonville, Shacklewell, South Lambeth, Somers Town, Vauxhall, and Walworth, there are six deliveries a day, and letters posted in London before six are delivered the same evening. All places within six miles of the General Post Office have letters delivered the same evening if posted before five o'clock at the receiving-houses, or before a quarter to six at the chief office. The district extends twelve miles round London, but includes Hampton Court, Hampton, and Sunbury, though beyond the limits; and the number of deliveries vary from five to two. Formerly the stranger might wander a long time in search of a receiving-house, and he might be compelled to pass one intended only for the reception of letters for the country, but for seven or eight years the situation of the receiving-houses has been indicated by a plate of tin affixed to the nearest lamp-post, on which is shown the street number of such house, a crown being conspicuously placed at the top of the lamp. The keepers of the receiving-houses are shopkeepers, who were formerly paid according to the number of letters they received, but they have now fixed salaries, usually varying from £5 to £40, though a few, where the duties are heavier, receive considerably more.

MORNING MAILS.

For the *Morning Mails* the letter boxes at the receiving-houses are open till seven A.M. for newspapers, and three-quarters past seven A.M. for letters; and those at the Branch Offices, Charing Cross, Old Cavendish Street, and the Borough, for the reception of newspapers until half-past seven A.M., and for letters at half-past eight A.M. Mails dispatched at half-past nine A.M. Letters and newspapers for Ireland, posted at any receiving office before two, or any branch office before three, or at St. Martin's-le-Grand by half-past three, are dispatched at five, and reach Dublin early on the following morning.

EVENING MAILS.

The receiving houses are open for general post letters till half-past five, or till six P.M., if the letters be pre-paid by stamps, and bear an additional 1*d.* stamp as a fee; and at St. Martin's-le-Grand and the Branch Offices at Charing Cross, Old Cavendish Street, Stones' End, Southwark, and Lombard Street, till six without fee; at the first three Branch Offices till a quarter to seven; at Lombard Street and the General Post Office, St. Martin's-le-Grand, till seven, with an additional 1*d.* stamp; and at St. Martin's-le-Grand till half-past seven P.M. with a fee of 6*d.* The extra penny on all inland letters to be paid by a stamp, but upon foreign, colonial, or ship letters the penny must be paid in money.

On a Saturday the number of letters dispatched into the country is above a hundred thousand, and there are as many newspapers. Each of the receiving-houses contributes its proportion, those from the greatest distance being received by horse-posts and mail-carts, which call at each office along their respective lines of road, and arrive at the central office between five and six o'clock. At five o'clock the receiving-houses in the three-mile district close, and at six o'clock the four principal branch offices are closed for the evening's dispatch. A minute or two before the boxes are closed for the receipt of newspapers, the late editions of the evening papers, with an account of the proceedings in Parliament, and of other events which have transpired before seven o'clock, are brought on horseback in bags; and it often happens that intelligence reaches Liverpool, Manchester, Leeds, and other great towns as far north as Lancas-

ter, distant two hundred and forty miles from the metropolis, which the merchant or tradesman who has retired to his house at Hampstead, Highgate, or Norwood, does not hear of until a later period on the following morning. The great exertions for effecting the dispatch of the mails are crowded into the two or three preceding hours. The appearance of the large hall a few minutes before six is very striking. Men and boys with sacks of newspapers pour in in a continued stream; the newspaper window is raised for their reception, and one or two porters inside empty the contents into large baskets, which are wheeled forward for sorting, and pitch the bags outside to their owners. Within three or four minutes of the time for closing, the discharge of bags into the office-window, and the hurling of those which are emptied, take place as fast as it is possible for the two or three porters inside to perform the operation. When the clock has finished the sixth stroke the window descends as if it were impelled by a powerful spring. At the same instant all the letter-boxes close as if by some similar means. The scene there is as animated as at the newspaper window.

Before an attempt is made to assort the letters, they are placed with the address uppermost, and stamped at the rate of two hundred a minute. They are then assorted in about twenty great divisions, all those letters which are intended for a particular series of roads constituting one division. While this process is going on, the letters already placed in their proper division are taken to other tables, where other sorters are employed; they are then classed according to the separate roads, and next according to the different post-towns, for which bags are made up, and which are about seven hundred in number. The newspapers merely require to be faced and sorted. Every letter and newspaper passes more than once through the hands of the sorters, and about three hundred persons are engaged as sorters, including a considerable number of letter-carriers. An account is taken of the unpaid letters to be sent to the postmaster of each town, and the bags are then sealed up.

As the clock strikes eight the sacks with the letters and newspapers are dragged into the Post Office yard, and put into the mail-carts and omnibuses. The total weight of the newspapers and letters dispatched on a Saturday night, including the bags, is above eight tons. Omnibuses, or accelerators, proceed to the stations of the various railways. On the arrival of the accelarators at the stations, the servants of the Company carry the bags to a large vehicle, sixteen feet long, seven and a half wide, and six and a half feet high, fitted up as a sorting room, with counters and desks, and neatly labelled pigeon-holes. This is the Railway Post Office. While the train is proceeding at a speed of twenty-five or thirty miles an hour, a couple of clerks are engaged in sorting letters and arranging the bags for the different towns. By an ingenious contrivance, letter-bags are taken up while the train is at full speed. They are suspended from a cross-post close to the line, and as the train passes the bag is caught by a projecting apparatus, which drops it into a net hung from the exterior of the Railway Post Office. Bags for delivery are simply dropped as the train passes. The bag taken up is examined, and the letters for places onward are put into the proper bags, which are left during the passing of the train. The same process goes on in the day-mail, and the services of many clerks are required for the day and night work. In 1717, and for above half a century afterwards, a week would have elapsed before a reply could be received in London to a letter addressed to a person at Lancaster. Now a letter may be written to the latter place on one day, and an answer received to it on the next day. It is not only the internal means of communication which have been accelerated, but the change has been complete. Letters are conveyed in eleven days from Halifax, Nova Scotia, to London; and from London to Bombay in thirty-one days. There are lines of steam-boats from England to Halifax and Boston; to the West India Islands; and to India by the Mediterranean and Red Seas. The post has become the safest and quickest of all modes of conveyance.

The business of the General Post Office commences at six o'clock in the morning, by which time all the mails

have arrived. There are about seven hundred bags to be opened, and as many accounts of unpaid letters to be checked. It is said that expert persons will open a bag and check the account in a minute and a half. The letters are then sorted into districts, and afterwards into "walks" corresponding to the districts of actual delivery. A bill is made out against each letter-carrier, and the whole number start at the same time. The letter-carriers whose walks are farthest from the office are conveyed by accelerators or omnibuses as near as possible to the scene of their duties, dropping them one by one in rapid succession. The effect of this excellent arrangement is to give the most distant parts of the town nearly the same advantages as those in the immediate vicinity of the Post Office. The work is so subdivided that the deliveries are finished in from one hour and a half to two hours. The dispatch of letters to the suburbs, and villages, and towns not included within the limits of the General Post delivery, but comprised within the twelve mile boundary, is effected by the horse posts and mail-carts, which leave the bags at different offices, where letter carriers are in waiting to deliver the letters, or to take the bags to the respective receiving-houses to which they are subordinate, and which are in many cases at a distance from the line of road traversed by the mail-cart or horse post.

There is one department of the General Post Office to which we have not alluded, which has lately become of great importance. This is the Money-Order Office. A few years ago the business was transacted in apartments at a house in Noble Street, a little distance east of St. Martin's-le-Grand, and subsequently it was transferred to offices in the present building, but it was again removed to a large building in Aldersgate Street, a little north of the General Post Office, and on the opposite side of the way. About five years ago, the cost of transmitting a few shillings to a place 160 miles distant was 2*s*. 2*d*., the order being on a separate paper, which rendered the enclosure liable to double postage. Money orders for sums under £5 are now granted by every post-town upon every other post-town in the United Kingdom, on application at the various offices; and also by and upon certain offices in the metropolis, of which the postmasters are furnished with a list, for which a commission of 3*d*., for Two Pounds, and 6*d*. for any sum above Two Pounds and not exceeding Five Pounds, is charged. They must be presented for payment within the second calendar month after their issue or a fresh order will be charged for, and within the twelfth calendar month, or they will not be paid at all. Post Office Orders are recommended for small sums; and, if neither that nor registration be adopted, that all bills, notes, &c., be cut in halves, and sent by different posts; the numbers, dates, &c., should also be carefully taken. No money orders are issued or paid on a Sunday. A money order granted upon London, without specifying any particular office in London, can only be paid at the General Post Office in St. Martin's-le-Grand. Where personal attendance is inconvenient payment may be obtained by receipting the order and giving the bearer information as to the Christian name, surname, and occupation of the person who obtained the order. The total number of Post Office orders issued and paid in 1849, in England and Wales, was 4,248,891, and the amount was £8,152,643.

We cannot conclude without a tribute to the admirable management of the Post Office in this country. It has in a great measure ceased to be an engine of taxation; and within the last few years a series of improvements have been adopted which renders the institution a most valuable auxiliary in the diffusion, both directly and indirectly, of most important moral advantages.

Postal historians will find the companion piece to "The London Post Office" that appeared in the July 1975 issue of "The Collectors Club Philatelist" of special interest. That article from "Scribner's Magazine" of May, 1878, describes the inner workings of the New York post office of the time, the dedication to duty and the sincere effort to serve of the men who worked the mail there in those halycon days of long ago. *I.Z.*

Further Notes on the Stamps of the Native States of India

H. D. S. Haverbeck

Charkhari

Some time ago I was fortunate enough to acquire a portion of the fine collection of stamps of the Indian Native States formed by the late R. F. Stoney of Ootacamund. Among them was a page of Charkhari stamps with manuscript surcharges. There was a ½ a. on 1 pice turquoise blue (Sg No. 16) and 1 a on ½ anna rose red (SG No. 17).

They were described as follows: "These Provisionals were obtained from Messers Ram Gopal and Co., Stamp Dealers, of Alwar City, in August 1935, and March 1936.

"A reference to the State Authorities, regarding their status, elicted the following communication, dated the 11th February, 1936, from the inspector of State Post Offices, Charkhari State:—'I beg to inform you that the stamps mentioned in your letter were issued in 1922 and 1930 and were official. Now all of them are out of stock since the new pictorial stamps were issued.'

"The above letter would appear to vouch for the genuineness of these Provisionals. They have not, however, been noticed in Messrs Stanley Gibbons Catalogue.

"I have not been able to ascertain which was issued in 1922, and which in 1930, nor can I find out how many sheets of each were issued.

"They are a curious departure from the more normal practice of surcharging a lower value on a stamp of a higher denomination; this unusual practice would lead to fraud, the more especially as the surcharge is in manuscript.

"I have not been able to obtain any



Fig. 1



Fig. 2

entires bearing these Provisionals, nor have I seen any used copies.

"See my Article on Charkhari, pages 60 to 62, of Volume XLI, 1937, of the Philatelic Journal of India."

Reference to the article mentioned, showed there was little further to be learned. The description of the surcharge tallies with the items themselves—manuscript, rather neatly done, applied in black ink. We further learn that the inquiry to the Charkhari State officials was made by Mr. E. Franklin DeSouza, bringing another respected philatelist into the picture. In the closing paragraph of the article, Mr. Stoney comments, "As they do not seem to have been noticed, they are probably not very common."

However, there is one outstanding discrepancy between the description of the ½a surcharge in the article and the stamps which appeared on Mr. Stoney's album page. In the article he states, "I have an unused upper left hand corner block of 3 rows of 5 stamps of the first item, and an unused strip of 3 from the right margin of a sheet of the second." The items themselves are illustrated herewith (Fig. 1. The ½a manuscript surcharge: Fig. 2, The 1 a manuscript surcharge.) From the illustration you will be able to see that three rows of three stamps to right of the originally described block have been found at a later date and added to the original find, so that we now have three horizontal rows of eight stamps making up the top three rows of the post office sheet. It is also interesting to note that the basic 1 pice stamp is of the Die I printing made between 1909 and 1911, while the basic ½ anna stamp is from the printing from Die II, made between 1912 and 1919. I would suggest that the ½ anna on 1 pice stamp is the earlier of the two and could be considered as the 1922 issue.

Another interesting point regarding these stamps is that the Inspector of the State Post Offices, Charkhari, was an official of a currently operational State postal service. He was making reference to these stamps from currently available records. This is a factor to consider in appraising the validity of these provisionals. Also, from the tone of the letter, he was well aware of and respectful to the small band of pioneer collectors of the States Stamps.

All of the evidence that we have been able to gather points to the legitimacy of these provisional stamps. It is quite possible that, with the greatly increased interest in Philately in India today, more information about these stamps will come to light hopefully soon.

An Hitherto Unreported Essay for the State of Rajpipla.



In the year 1957, I compiled all the philatelic information regarding the State of Rajpipla then available. It was published in "The Collectors Club Philatelist," Vol. XXVI, No. 6, page 295. Subsequently, I acquired a large portion of a well known Danish collection of India and neighboring countries which contained many items that had not been previously recorded in the literature. I had put these aside for further study and only recently came across them again. Included, were two impressions of what may be an essay for the stamps of Rajpipla.

The impressions are on unwatermarked wove paper. Fully gummed, "SPECIMEN" is printed on the back, diagonally in green ink. Perforated 11, both are produced for the same denomination, 1 anna, and printed by typogrphy in two colors. The central vignette, the

(Continued on page 376)

FRENCH COLONIES, 1881-1891,



The Alphée Dubois Issue

The Evolution of a Stamp and its use

Continued from page 312, Vol. 56, No. 5, Sept. 1977

by Robert G. Stone

The Sketches, Essays, and Proofs (contd.)

In none of these illustrations of the die proofs are any surrounds shown; Maury may have cut them off the proof sheets or masked them in making the cuts for his article, if there were any. But in the case of the secondary dies, at least, there could not have been any surrounds because the dies had been trimmed and mounted on steel or brass bases, as was customarily done by the printery from 1876 on. For the master-die proof, we suspect that Maury either trimmed off or masked the surround, or that the proof was pulled after wiping the ink of the surround from the die block, of after laying a mask around the image. However, in my collection there are several examples of proofs of this master die in which the surround is fully or partially present (Fig. 5). They reveal that the die block was round, about 41 mm in diameter. Similar round die blocks were used for the master dies of the Sage and Mouchon types of France, of Tunisia 1888, and for the Colonies 1892 and Guinea 1904 types. Evidently it was a standard steel or brass block that the Mint or printery furnished the engravers to use. (Later the die blocks are all square or rectangular). The die proofs showing the surround of the die block were generally "engraver's proofs," that is ones made by the engraver so he can judge his work before submitting it to the administration. They are often messy and pulled on indifferent quality papers, but some are struck on carton or india paper and may be very clean with or without surrounds. Undoubtedly, the engraver and the printery made some neat die proofs for imprimatur, presentation, and personal and official archives.

The Dubois master die was, according to Maury, cut on steel; but it could have been brass, as were some later French dies. (Wood or copper would not hold up in a coining press and secondary copies from such would have to be made by electrotypy through gutta percha matrices.

Finally, Maury illustrates a die proof with numeral space blank and in white (Fig. 6). Maury's remark about this throws us into a fit of confusion. Contrary to what he has stated previously, he suggests this proof may indicate that the printery tried the system of cutting a hole in the master die to allow the insertion of movable numeral plugs (—a method used for earlier French stamps, generally given up after the trouble it caused in the Sage die of 1876, though used again for some Mouchon-type dies). Maury did not put forth this suggestion very seriously. If the supposition were correct, this proof would be from the master die after the numeral space had been drilled out; it would be very unlikely, if not impossible, to have a secondary die drilled through. Rather, I believe, this proof is from the first 25c secondary die, which was rejected and later had the numeral routed off to prevent its being re-used by accident. If it were from an intermediate transfer it would be in recess and reversed. There is no other reasonable explanation.

There are reports of only some of the numerous color trials which must have been made to allow the officials to choose the printed colors; and of none of plate proofs in odd colors made for preparation of the make ready. However, two of the master-die proofs in my collection (like Fig. 6) are in colors, non-issued ones (red and violet), which we think were made by the engraver and not for official color trials. There are a considerable number of imperforate stamps known, often in blocks, in approximately issued colors and paper tints. These could be from plate proofs of the printery for some purpose or from accidentally-unperforated sheets that went out with the regular stocks—since all denominations seem to occur, and they are without gum, we suspect they were cut from waste sheets stolen from the printery (Fig. 6). Rather mystifying are reports in the old literature of proofs (some in pairs) in non-issued colors perfed and gummed; Marconnet claimed these were made by a faker in 1883 from make-ready sheets or color trials.

The Granet reprints made of French stamps and the Eagles in 1887 did not include the Dubois. But there are two very rare types of presentation proofs



Fig. 13. Formula post card, Guadeloupe 1880 issue, listing several 10c printed rates. Here used with pair of 5c for local rate, Pointe-a-Pitre to Basse-Terre, 1884.



Fig. 14. 10c Dubois post card, 1885 issue, used from Porto Novo, Benin (later Dahomey), 1891, to Guatemala. As Benin colony, established in the mid-1880s, was not yet fully "pacified," use of the Dubois there is very scarce. 10c Dubois postal cards, however, were much used in most colonies until the mid-1890s.

known. One is a double set—the so-called "Regent" issue—of large-margined "de-luxe" proofs of each denomination in issued colors, one set with and one set without the background tints, on a thin carton paper, allegedly made in 1889. The other is the so-called "simili-perfs" produced in 1900 in connection with the exhibits for the Paris Exposition. They were struck in panes of 25 for each denomination on smooth white carboard, in issued colors with the proper tint block underneath. The perforations are imitated by an overprint in sepia. Only a few sets were made, at least one of which has been cut up and dispersed among collectors (Fig. 7).

It cannot be claimed that all these imperfs and presentation proofs add anything to our understanding of the evolution of the stamp; they are curiosities of the afterbirth.

Maury writes of the laborious difficulty of relief-type engraving, of the long time it took from design to stamp production, and of the great cost of the design-to-plate stage alone—he estimates 20,000 francs, a lot of money in 1880! Although Maury had said the Dubois engraving gave "good results in the printing," he did not fail to observe that the printed stamps were much degraded from the fineness of the original dies—a truism about typo work that he harped on for many years in his magazine. If the stamps had not been printed on deeply tinted papers, one might be inclined to agree that the engraving did not come out too badly in printing.

The question of the meaning of Dubois' allegory has intrigued generations of commentators and catalogers. The general opinion that it represents "Commerce" is an obvious deduction from the overcharge of its various symbols scattered around—the ship, the anchor, the casks and bales, and the horn of plenty. The figure, called the "seated goddess" (déese assise) by Marconnet (1897) and by many later French catalogers and writers, is rather reminiscent of the seated "Liberty"—figure found in many French official cachets, telephone and revenue stamps of the Republican regimes, and related to the Ceres and Marianne motifs. Naturally she would have to wave the tricolor, which led many patriotic French collectors to think



Fig. 15. Local letter, Macouba to St. Pierre, Martinique, 1891, with 15c Dubois stamp. These internal letters with Dubois stamps are rather scarce to rare, especially from small postoffices. Macouba, a sugar-plantation-distillery hamlet on the north coast of Martinique was destroyed by the eruption of Mt. Pelé in 1902. The local rate was 2oc until 1885. It was then reduced to 15c, leaving large useless stocks of the 20c on hand which were later surcharged.



Fig. 16. A 15c Dubois letter card of 1885 with 10c stamp added to make the 25c UPU rate, Conakry, Rivières du Sud, 1892 to Germany—commercial use with message inside and perforated selvage intact, an unusual state in which to find these cards. Rivières du Sud was the name of the later French Guinea territory during the 1885-91 period. Use of Dubois there was very limited. Dubois letter-cards were popular in most colonies, though many "used" ones are philatelic. (Dubois envelopes were relatively little used compared to the cards.)



Fig. 17. From Papeete, Tahiti, to France 1884 with the 25c yellow, 2nd printing. From a census we made of all recorded covers of the General Issues from Tahiti it appears, surprisingly, that Dubois-stamped covers are no more common than Eagles covers—about 30 of each!

the figure merely represents (Vive) "La France," Maury even has described it as "déese au drapeau." Dr. Bouvet took particular note of the olive wreath around her head and the olive branch in her hand. He thinks this symbolizes "Peace," as in various other French stamps. Bouvet also sees a resemblance in this to the Britannia type of Trinidad and to the Grasset type of Indochina. "Peace" was something of a fetish in the Victorian era, the necessary accompaninment of "Commerce." The Sage design of France 1876-99 symbolized "Peace and Commerce." Alphé Dubois also designed the 1892 Colonies type which, though officially designated as "Commerce and Navigation," has its seated laurel-crowned figure on the left holding a flag and a sailing mast. Does it suggest that Dubois, a medal and coin designer from way back, had a one-track inspiration? Moreover, the use of the two figures in the 1892 type seems to be a thinly disguised copying of the Sage design of 1876. Is it poverty of imagination? Or just pandering to popular taste?

Recalling that J. Chaplain was one of the four artists who submitted sketches for the 1881 issue, we were surprised to discover that Maury once illustrated an essay by Chaplain which Maury stated was intended for a new Colonies issue in the late 1870s (Fig. 8). Was this the design that Chaplain submitted in 1879? This essay is little known, not mentioned anywhere else in the literature. The style is medallion with a head of Ceres. It would have made a better stamp than Dubois' but probably was too much like the classic Ceres type of France to appeal to the post-1876 officials.

What happened to the original Dubois sketches and model which Maury owned? They came ultimately into the beautiful Durrieux Collection of classics of France, French Colonies, and the World, which was dispersed at public auction 25-27 Oct. 1972 at the Hotel Drouot in Paris (cat. prepared by Roumet). Therein we note lot 506 described as "Three designs of the type Alphée Dubois, original *maquettes* of the artist." It sold for only 280 Fr—we hope thay found a good home. They should be in the Postal Museum. The description as "three designs" leads me to believe that the lot included, perhaps, the intermediate-size reduced model which Dubois prepared or a proof of it, or else some trial sketch which Maury did not have in his possession.

(To Be Continued)

SAMOA

The Palm Trees Issues, 1886-1900

By Robert Odenweller

Continued from page 304, Vol. 56, No. 5, Sept. 1977

RATES

Perhaps the most elusive element of the Palm Trees Postal History is a definitive knowledge of rates and when they changed. In an earlier attempt[54] at observing some pattern from the rates, I found a formidable obstacle in the form of the chronic problem with this issue - a lack of material from which to be able to draw any conclusions. Compounded by the lack of year dates on at least the fronts of the covers, much of the early information gathering was more frustrating than useful as the only available material was often in the form of illustrations or in exhibitions in which the remarks on the reverse remained unobserved. It was not until I was able to observe a significant number of covers in three major holdings in addition to mine that the pattern began to emerge.

What had been obscure until that time suddenly became much more sharply delineated and, more importantly, unequivocal. Two distinct elements of the early covers fell into a non-overlapping pattern of characteristics when all such covers were put into order in a chronological list. These elements, the basic Samoan rate and the equivalent U.S. postage, with particular emphasis on those stamps which comprised the latter, may be assigned to a very specific range of dates in which each occurred. (Table IV) When compared at the same time with type, color and condition of the Apia C.D.S. it may be seen that it is possible to assign with reasonable confidence a year date to covers or fronts which otherwise bear none. Indeed, upon occasion only two of these are necessary for a positive assignment.

It now remains to examine the various rates and changes as they have thus far been observed. Though available for release and possibly used in 1886, there is no cover yet recorded prior to the one sent on March 2, 1887 (Fig. 29) which is one of two known prior to the introduction of the perf. 12 x 11½ stamps in July of that year. Though neither of these bears U.S. stamps, the due markings on the other (not illustrated) make the ½ ounce rate 6d, which was the equivalent of 5¢.

The reverse of the earliest cover bears the manuscript annotation "Weighed at P.O. Birmingham and found to be under 1½ oz." This would lead one to believe that by the two shillings rate observed on the cover, Davis found it to be between 1½ and 2 oz., or a quadruple rate cover. The Birmingham Post Office, perhaps in the act of forwarding the letter, reweighed the cover and noted the discrepancy on the reverse. It is a shame that the cover is reduced at the left, as there is sufficient space there to have borne equivalent U.S. postage, although it is questionable whether such was available at that early date. The ⅛ manuscript marking and circled "T" also indicate postage due (4 times 5d sterling) which would presumably not have been the case had U.S. postage been present. The second cover, also to England, bears 6d Samoan postage (2d and 4d, perf 12½) with 5d sterling indicated as due. All subsequent covers for almost two years, however, bear equivalent U.S. postage. The third cover possessing a philatelic element by choice of the stamps used to make up the rate, is to Sicily, with an unusual (non-rate?) combination of 8d = 15¢. The final of the four earliest covers (Fig. 49) is

[54]Op cit. Postal History, Philympia edition

TABLE IV

	Rate	Type CDS	U.S. stamps
1886			
	6d = 5¢	type 2	Scott 205, 209
1887			
1888			
(May-Aug)	3d = 5¢		(Mar) Scott 216
1889			
1890			
1891			(Nov) Scott 221-223, 226
1892	2½d = 5¢	(Nov) type 3,	
		clear blue black	
		clear blue	
		dry dark blue	
1893		blotchy purplish black	
1894		watery purplish black	
1895	2½d = 3¢	(Aug) type 4, purple black	
		(Mar) type 5, black	
		(Apr 18) blue	
		(Jun 13) black	
1896			
1900			

one sent to France which again bears the 6d rate with the equivalent 5¢ in U.S. postage which remained the standard rate for approximately eight years.

The first four recorded covers all bear the perf 12½ stamps, the last of these having been sent within days before or possibly after the receipt of the 6d value by Davis. It is significant to note, however, that *every* cover mailed from that point on until the rate changed, bore at least one of the 6d stamps (one cover, a 5x rate, shows a pair of 1/-perf 12½ and the 6d perf 12 x 11½ rather than the 2/6 stamp, which might have been the only real chance for that stamp to have been correctly used singly. The U.S. stamps used in conjunction with the 6d rate were initially the 1882 issues of the 5¢ yellow brown Garfield (Scott #205) and the 10¢ brown reengraved Jefferson (Scott #209). (Fig. 50, also see Fig 30A, B.) The type 2 Apia CDS used through 1891 will be found on all of these covers.

The U.S. 5¢ stamp was changed from the yellow brown to the indigo of the same design (Scott #216) in late April 1888. Certainly the single rate would be the most common so it would be logical that the 5¢ stamps would be more easily stocked as well as more in demand. The less used 10¢ stamp, reserved for the double and higher multiple weights continued beyond the replacement date for the 5¢ as a replacement for the 10¢ value was not available until February 1890. In any case, there are no covers recorded bearing this stamp (or needing it) after March 1889 and until January 1891. The final recorded cover showing the 6d = 5¢ rate was a double rate cover bearing the 10¢ Scott #209. (Fig. 51) At the time of its use May 22, 1888, there had appeared a month earlier the first combination of the 6d = 5¢ indigo (Scott #216), which was the final recorded single rate cover at the 6d rate.

Between May and July 1888, the rate was changed to 3d = 5¢. The usual means of making this rate was with a 1d and 2d Samoa along with the U.S. indigo Garfield (Fig 52). The use of this U.S. stamp continued until late 1890, after the 5¢ chocolate Grant (Scott #223) became available. It is significant that the only period which spans over a year in which the rate, Apia CDS, and types of U.S. stamps used did not change was from mid-1888 to late 1890. Though this may pose some ambiguity problems in



Fig. 49. One of the earliest recorded covers, to France, bearing two of the first issue and additionally franked with the U.S. 5¢ (Scott #205).



Fig. 50. A late use of the yellow brown 5¢ Garfield with the first 6d stamp.

assigning a year date to cover, it should essentially boil down to a choice of only two or rarely three possible years. There is as yet insufficient data to attempt to correlate wear characteristics of the type 2 Apia CDS as it is not generally clear or consistent enough in its impressions to do so. Regardless of this uncertainty, there is little added desirability in any of these three possible years - all are most difficult to find and worthy of acquisition in any case. The earliest of the covers with the 5¢ Grant shows an anomaly of the type 2 Apia CDS, in that the NOV is at the bottom and the 5 is inverted at the top (Fig 53). One of the later of these combinations prior to the change to the type 3 CDS shows the deterioration of the type 2 mark (Fig 54), possibly a reason for its replacement as mentioned in the section on markings.

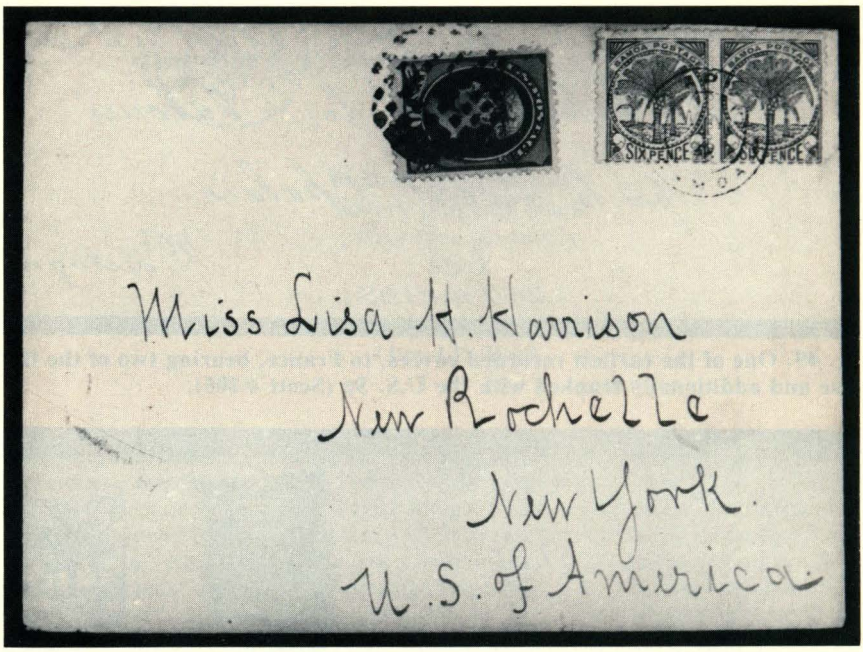


Fig. 51. The final recorded double rate cover of the 6d = 5¢ rate shows use of the 10¢ reengraved Jefferson (Scott #209).

At the end of 1891, two major changes took place, making any dating after that time very simple - the CDS became type 3 and the rate changed. The appearance of the type 3 CDS brought with it none of the ambiguity problems associated with the type 2 mentioned above. Early impressions were clear and sharp for about half a year (See Fig 31), after which they took on a "dry" appearance (See Fig 32A, B) The deterioration following that was steady enough to place the dates to within 3 or 4 months almost without reference to the month as indicated on the CDS. The final state of the type 3 is shown by the trio of covers mailed on the same day in July 1894 (See Fig 45, 46, 47). The steady decline of this mark made its replacement understandable. The sequence of "harsh," possibly acidic inks of the earlier days of the use of the CDS seem to herald its decline. More specific dates of shift from one form to another of this mark may be seen in the list of covers which will follow the end of this section.

At about the time of the introduction of the type 3 CDS, New Zealand joined the Universal Postal Union. The U.P.U. rates which applied to New Zealand also applied "to the Pacific Islands, and in accordance with a reciprocal agreement between New Zealand and Samoa, a 2½d value was required for the latter country."[55] This change to

[55]Op cit. Romney Gibbons, p. 8

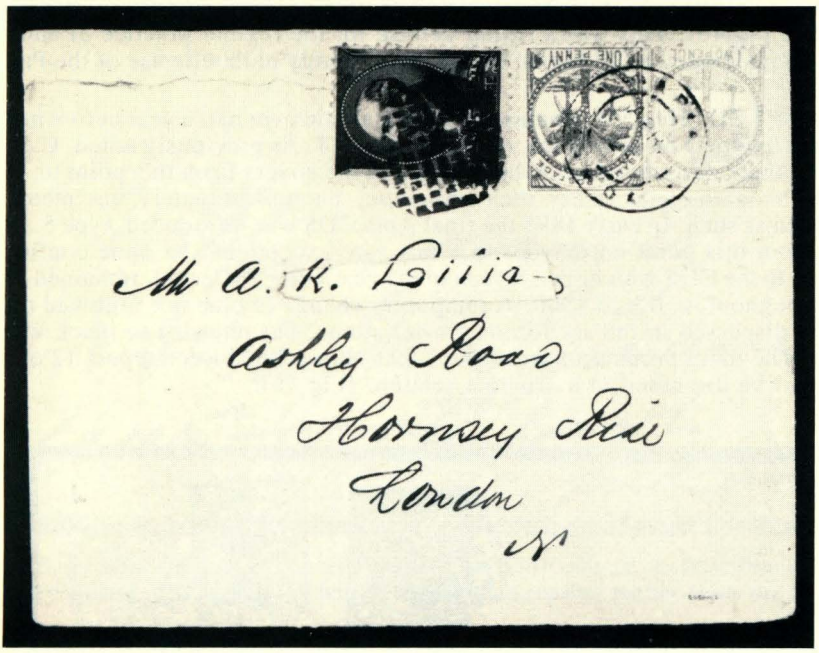


Fig. 52. After the change of the rate to 3d = 5¢ in 1888, the usual means of constructing the proper Samoan postage was with a 1d and 2d stamp combination. The 5¢ U.S. postage was now paid with the indigo Garfield (Scott #216).

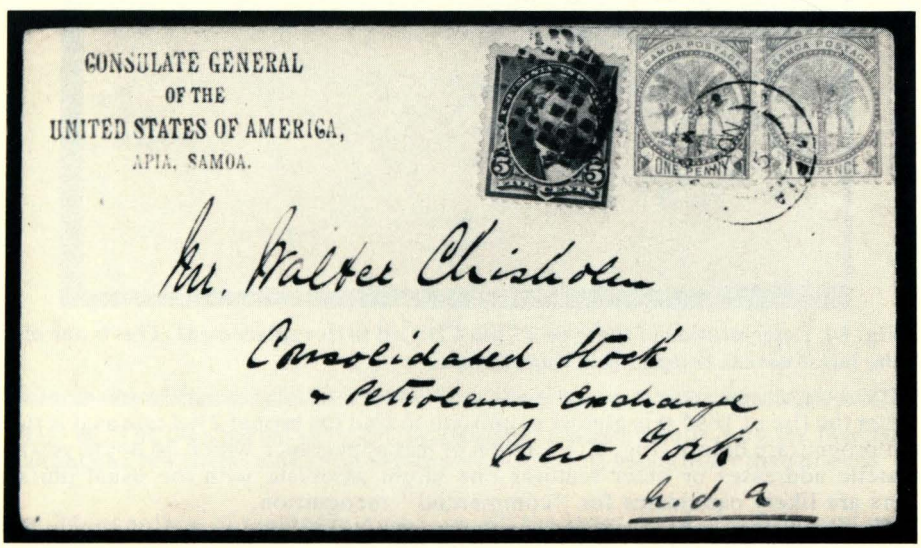


Fig. 53. Late in 1890 the change to the Grant (Scott #223a) for U.S. postage in Samoa was made. This is the earliest cover bearing this stamp.

2½d = 5¢ was the final genuine rate prior to the close of the Post Office in early 1900.

Although the changes in the appearance of the CDS are in themselves sufficient in almost any case to date covers after 1891, other features are worthy of note. The concurrent use of U.S. stamps on all but a few covers for the first 7 years, essentially ceased in August 1894 after what appears to have been the first day of use of the type 4 CDS (See Fig 40). This was a fitting demise for the regular practice of adding U.S. stamps as it signaled a full blown explosion of purely philatelic use of the Palm Trees issues.

The type 4 CDS (Fig 55) remained in use for a little over half a year before making the final shift to type 5 by adding the year date to type 4. As previously noted, U.S. stamps were no longer considered necessary. Some of the covers from this point on appear to have been commercial rather than philatelic, but unfortunately not many can be considered as such. In early 1895 the final Apia CDS was introduced, type 5. Dating of covers from this point on may, with a few rare exceptions, be done confidently by reference to the CDS which, in addition to the year being indicated, remained sharp and clear throughout its life to 1900. A temporary change to blue ink followed the fire of 1895, as discussed in the section on cancellations, but returned to black within two months. The main product of the "blue" period was the bisected perf 12½ shillings which will be discussed in a separate section. (Fig 56).



Fig. 54. Deterioration of the type 2 Apia CDS led to its replacement. This is one of the latest covers bearing this cancellation.

After the fire of 1895 it is almost as unusual to find the proper 2½d rate as it is to find an improper rare before (Fig. 57). Covers of this appearance which do not have known philatelic addresses or other features one might associate with the usual philatelic covers are likely candidates for "commercial" recognition.

In the final years, when Davis was in the process of building a stock of remainders in anticipation of future business demands after the imminent close of his Post Office, it is reasonably difficult to find many covers which bear the most current stamps, let alone the proper rate. The cover illustrated in Figure 42 appears to be ½d underpaid if the registry is assumed to have remained 3d. The only recorded covers remaining from the period 1895 - 1900 with any U.S. stamps on them are registry covers, each having the

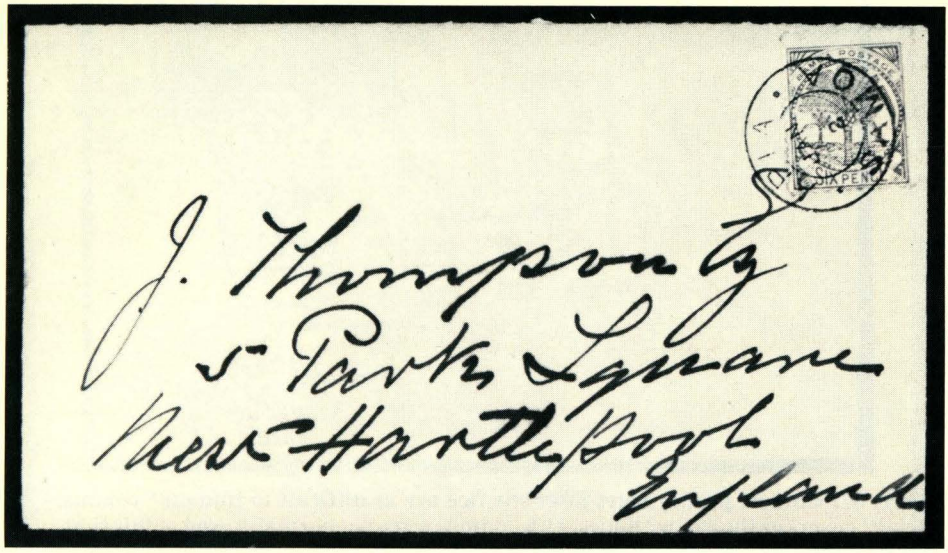


Fig. 55. By time the type 4 cancellation has been introduced, here in black, the concurrent use of U.S. stamps had become the exception rather than the rule.

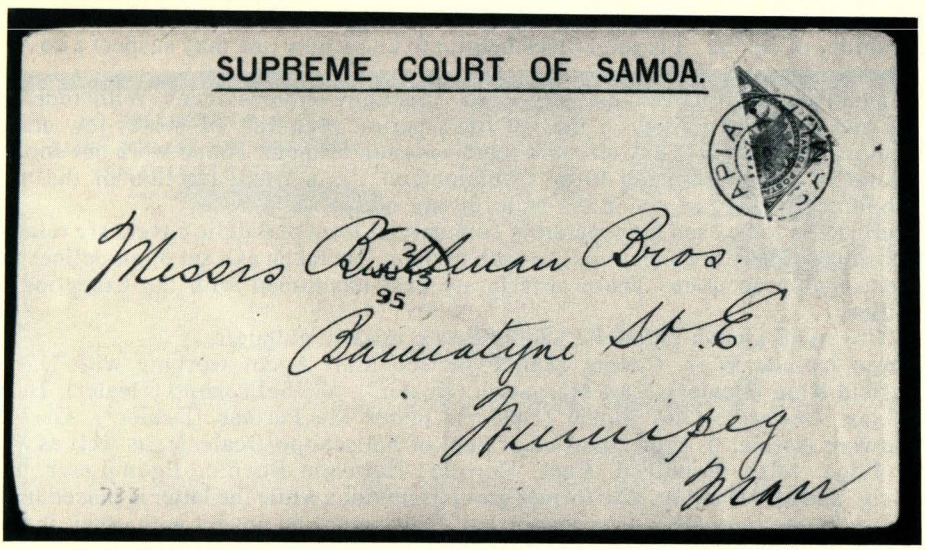


Fig. 56. The blue period of type 5 is associated predominantly with the bisects, although a few covers exist (Fig. 58) which also show its use on other than bisects.

rate of 8¢ regardless of the Samoan postage. Of the latter, 5½d, the presumed correct rate, barely predominates over the 5d and 6d, making it seem that there was not as much concern about the correct rate in later years. The cover in question appears to be a commercial candidate in spite of the rate problem, and is more unusual in that the "Provisional Govt." overprint is correctly used rather than the postage having been paid by an earlier issue which is more often the case.



Fig. 57. Correct proper rates after the fire are as difficult to find on "commercial" covers as the earlier issues. U.S. stamps were not normally used at this time.

Philatelic or Commercial

The final two covers illustrated in the section on rates (Fig 48A, B), were discussed briefly in the context of philatelic and commercial features. In a country where philatelic overkill may insert confusing value judgements as concerns the relative desirability of covers, it is sometimes helpful to know how one may suspect a cover of one or the other attributes.

Samoa Palm Trees covers are very scarce under any circumstances. With under 250 cards and covers recorded on the list for a period spanning 14 years, few are the collectors who can have any sizeable representation of them. If that were not enough, the total of these estimated to be "commercial" is a small fraction of the total, approximately 20%, of which the majority are before 1895.

The criteria to be used for separating commercial from philatelic covers are relative, not absolute. There are exceptions to each of them, yet taken as a set of guidelines they are reasonably accurate. These criteria are best mentioned with the exceptions as modifiers.

1. Covers to known philatelic addresses are usually philatelic.

These include W.A. Cooper (San Francisco Mail Agent working with Davis), Whitfield King (Dealer), Carl Marquardt (Dealer?), W. Sellschopp (Dealer), H. W. Hawkins (Dealer?), Otto Bickel (Dealer), James MacFarlane (Dealer?), Geo. D. Woodward (Dealer?), Ernst Dietrich (Client of Sellschopp/Dealer?), as well as Miss May Edge, Miss Woodford, Capt. Herrold, Hermann Boehm, Egon Leser, Carl Taussig, and Mr. Hambly. The former group is obvious while the latter is placed in this category by the frequency of appearance of their names on covers with other obvious philatelic characteristics. Correspondence to these addresses is hardly likely to be other than philatelic although it is possible that genuine letters with the proper rate could have been sent to them in some of the known covers such as Fig 54. This is a case where the one bad apple spoils the lot.

2. Covers from known philatelic senders are normally philatelic.

Though most of these have "P. M. Apia" in pencil on the reverse or were processed by Davis, other philatelic senders, though not in Apia, are known. Sellschopp was a frequent user of the Davis Post Office to mail orders to clients even though he himself was in San Francisco. He often sent, under separate cover, covers bearing a selection of

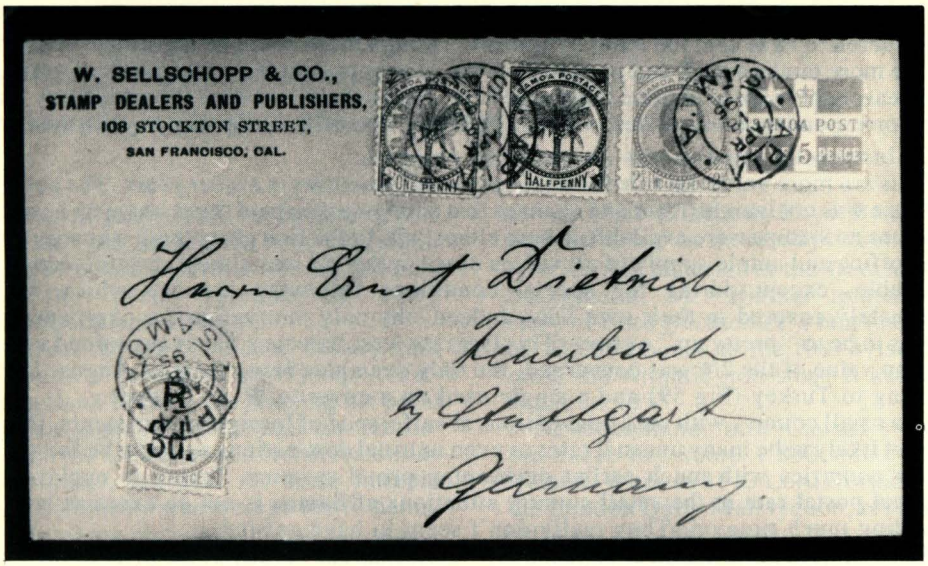


Fig. 58. Sent after the fire from San Francisco, but before the news had arrived, this cover bears pre-fire stamps put on by a dealer who sent a bill to one of his clients. This is one of a very few which bear the blue type 5 cancellation.

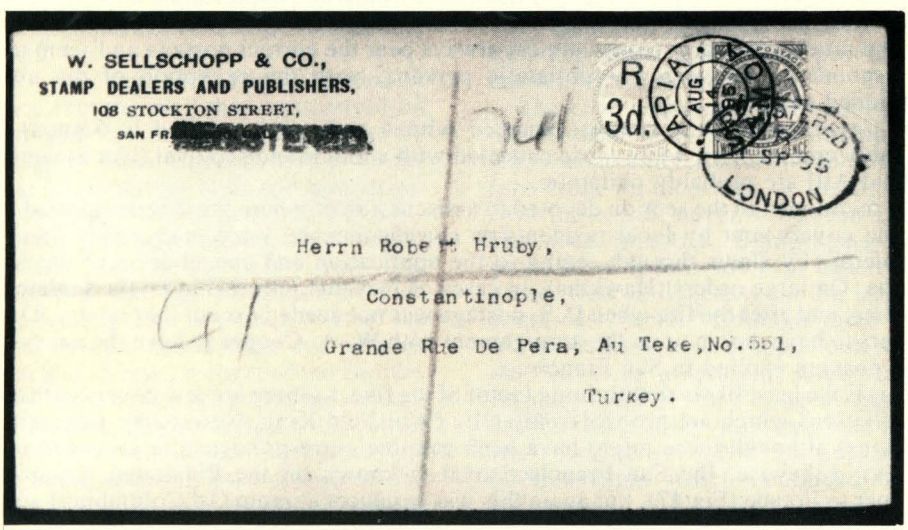


Fig. 59. Only two covers with the 2/6 stamp are recorded. This one is particularly notable for its address to Turkey which is confirmed by receiving marks on the reverse.

stamps to be postmarked in Samoa. One such resulted in a fortunate accident whereby a cover was mailed under separate cover to Samoa by Sellchopp after the fire but before news of it had reached San Francisco (Fig 58). This was among the first to be processed by Davis after recovering from the fire and is one of very few with pre-fire issues used after the fire.

Printed self addressed envelopes also fall into this category as the recipient can be considered to have sent the letter to himself. Though these could be legitimate versions of the more modern SAE designed to save the correspondent the expense of answering, it is reasonably safe to assume otherwise here. Again there is always the possibility that the correspondence originated without philatelic intent, but the taint is still there.

3. Incorrectly rated covers are probably philatelic.

This is a more universal rule for relatively small countries in earlier years. The cost of postage was not insignificant and chances that someone overpaid the postage on a cover because no stamps were available in here almost nil. In the first place there was only one post office and ample supply of all values down to the ½d was almost certainly always available, except during the special conditions following the fire which were adequately covered in their own way. Indeed, the only motivation for overpayment seems to be to "pretty up" a cover. This largesse was, however, fairly restrained when the top value of the 2/6 was concerned, the only examples being from an August 1895 mailing to Turkey (Fig 59) and a single used on a cover to W.A. Cooper.

In a small country with mail conventions at sufferance of foreign governments, there are not likely to be many unusual rates or even unusual destinations as might be found in major countries with much earlier developing postal systems. Trying to explain an unusual postal rate in the small country situations of Samoa is not an exercise worth spending much time on. They really don't seem to have existed.

4. Bearing in mind the three primary considerations above, any cover prior to the fire is likely to be commercial while those after the fire are likely to be philatelic.

As the philatelic awareness and foothold established by the Davis Post Office grew, so increased the philatelic use of the system. Knowledge and desirability of stamps around the world came relatively slowly at the time of the beginnings of the Post Office and though reported in philatelic publications of the time, exploitation and acceptance by the reasonably small collecting public seldom happened very quickly. In meeting the desired criteria the early covers almost always bear the correct postage and seem to be correspondence between non-philatelic persons, with the exception of the above mentioned names.

5. Covers with U.S. stamps canceled with a cork grid (applied in Samoa) are probably commercial, while those canceled with a San Francisco oval (Not Steamship or Paid All) are probably philatelic.

As mentioned in the section devoted to a discussion of where these were applied, the routine covers sent by local residents as correspondence were presumably handled completely by Davis through seeing to the application and cancellation of the U.S. stamps. On large orders (Hawkins), in cases of fear that processing might deplete his supplies, and after the fire when U.S. postage was not needed except for registry, Davis appears to have drawn upon the arrangement with W. A. Cooper to have the necessary U.S. postage applied in San Francisco.

This is the least likely determining factor of the five, as there are few covers with cork cancellations which are probably philatelic (Whitfield King, Newspaper fragment to Hawkins) although these might have been genuine correspondence to an unfortunate address. Likewise, the San Francisco oval is known on the illustrated newspaper wrapper to France (Fig 47), but again this was to cancel a stamp (1¢ Columbian) which Davis is hardly likely to have found a need to keep in stock.

In all, these five criteria serve as a fairly reliable indication of the relative philatelic merits of any cover and leave very few to be judged on their own. These criteria have been applied to the list of known covers and the resultant determination of philatelic or commercial status indicated there.

(To be continued)

The Clubhouse

The Meeting of June 15, 1977

NEWFOUNDLAND AIRMAILS

Presented by Cyril H. C. Harmer, R.D.P.

Journeying from London, Cyril Harmer, our guest at the June 15th meeting, provided us with a splendid display of the great rarities of early Newfoundland airmails.

Great Britain's oldest colony and Canada's youngest province, Newfoundland became the jumping off point for air passage and airmail service between the European and North American continents, the base for those intrepid aerial pioneers who were so instrumental in shrinking the world in time and space. It was from Newfoundland that Hawker and Grieve, Alcock and Brown, Raynham and Morgan and de Pinedo flew their primitive Sopwiths, Martinsydes, Handley-Page, Vickers-Vimy and S.55 flying boats into the Atlantic in their attempts at a non-stop transoceanic flight.

Not only were these flights historic in nature, but the mail that was carried on them and the stamps used to pay the postage on those letters rank high on the roster of those romantic and glamorous items that abound in aerophilately.

It was this material that Mr. Harmer showed. Among the many rare and delectable items in the frames were such remarkable pieces as a block of 15 of the proof setting of the Hawker overprint on the actual stamps, a sheet of the Halifax essay, the Halifax with inverted center, also the Martinsyde essays, Alcock and Brown material, Hawker covers as well as a sheet showing the settings of the 1927 de Pinedo overprints. This proof sheet and the printer's job record that accompanied it were crucial exhibits at the "Stamp Forgery Trial of 1934" held in St. John's. Mr. Harmer traveled to St. John's to give evidence against a forger of the de Pinedo overprints which resulted in a jail term for the culprit. It was at St. John's too, that he met his wife to be, Miss Elizabeth Boyd Baird. A successful trip in more ways than one.

With this material in the frames as a background, Mr. Harmer related the story of Lord Northcliffe's famous offer of 10,000 pounds to the first aviator to cross the Atlantic non-stop. It actually began in 1913.

Newfoundland, now Canada's tenth province, lies some 1,850 miles from Ireland. When in 1913 Lord Northcliffe, the London Daily Mail tycoon, offered a prize of £10,000 for the first non-stop transatlantic flight, the world was interested but not very impressed. However war clouds were looming and the eventual outbreak of World War I the following year postponed the project. Northcliffe repeated the offer early in 1919 by which time vast strides in aviation had been made. Ten provisional entries were received.

The U.S. authorities were not oblivious to these activities. An airship, the C5, was assembled near St. John's but, torn from its moorings, it disappeared over the ocean, never to be seen again. However, four U.S. flying boats, each powered with four 400 h.p. Liberty engines, flew to Trepassy on the island's south-east shore. Although three took off on 16 May, two dropped out, while the NC 4, in a series of hops via the Azores, reached the Portugese capitol, Lisbon, on 27 May. An American plane was "first across". No mail was carried on this flight which continued on to England and at Plymouth, the port with historic associations with the western world, a plaque commemorates this epic achievement.

The basic conditions for the Daily Mail prize were simple. The machine had to be heavier than air, the flight-non-stop, and it must be completed in 72 hours! The results are as follows:

Machine	*Arrival St. John's*	*Crew*	*Flights and Dates*	*Result*	*Comments*
SOPWITH "ATLANTIC" 350-h.p. Rolls-Royce engine. Speed 120 m.p.h.	End March 1919	Harry Hawker, pilot Lt.-Com. Mackenzie Grieve, Navigator	April 11 April 12 May 18	Trial flight Trial flight Attempt—	Rescued in Atlantic by *S.S. Mary*
MARTINSYDE "RAYMOR" 285-h.p. Rolls-Royce Falcon engine. Speed 100 m.p.h.	April 10	Major Raynham, pilot Major Morgan, navigator Major Raynham, pilot Lt. Biddlecombe, navigator	April 18 May 18 July 4 July 14 July 17	Trial flight Attempt— Trial flight Trial flight Attempt—	Crashed at take-off Crashed at take-off
HANDLEY-PAGE "ATLANTIC" Four 350-h.p. Rolls-Royce engines.	May 11 Transported to Harbour Grace May 12	Admiral M. Kerr Major Brackley, pilot Major Gran, navigator F. P. Arnold and two others	June 10 July 4	Trial flight Forced landing in Nova Scotia	En route to U.S.A.
VICKERS-VIMY bi-plane. Two 350-h.p. Rolls-Royce Eagle engines.	May 24	Capt. John Alcock, pilot Lt. Whitten Brown, navigator	June 9 June 12 June 14	Trial flight Trial flight First non-stop Atlantic flight completed	Won £10,000 prize

If you had been a lad in St. John's on the morning of Saturday, 14 June, you would doubtless have asked your mother for a packet of sandwiches and made your way to Lester's Field on the outskirts of the city. You also would have heard that Alcock and Brown were due to take off that afternoon following the two unsuccessful attempts a few weeks earlier. You would have seen the overloaded "sticks and string" plane only just clear the treetops and disappear over the Atlantic. If you had been somewhat older and a philatelist you would certainly have had a letter or two in the mailbag.

And, to the day, exactly 58 years ago, the Sunday morning news was that the plane, its radio failing early on, battling with violent storms, snow, fog, clouds and icing of controls, had, in 16 hours, 12 minutes, landed safely in a friendly bog in Ireland. It was surely a very great achievement by two gallant aviators.

After a brief question and answer period the meeting was adjourned.

NATIVE STATES (Cont'd)

portrait of a Rajput Prince (possibly the ruling Raja), is in black on both examples. The frames are printed in very light, amost pastel, colors. One is in ultramarine, the other, in very pale lime green. Although the inscriptions on these essays are in Latin characters, the denominations are printed both in Latin and Urdu characters. The Urdu appears above the portrait, the Latin below in the center of two ribbons bearing the inscription, "Rajpipla-Postage."

The origin of these impressions is not known. From the details of the design it may be thought that they are of European or United States manufacture. The frame is very intricate and ornamented at the top with a steamship and a railroad train. Such intricacy and ornamentation of the frame design suggests that they belong to the last thirty years of the Nineteenth Century. Since it is believed that the Imperial Indian Post Office absorbed the Rajpipla State Post Office in 1886, it would be logical to conclude that these impressions originated about that time.

Book Reviews

Queensland Cancellations and Other Postal Markings 1860-1913, by H.M. Campbell, FRPSL. Published by the Royal Philatelic Society of Victoria, The Hawthorn Press, 601 Little Bourke Street, Melbourne 3000, Australia, 1977, 161pp. A$20.00.

Few areas of philatelic interest have been subjected to as careful and detailed study as the Australian States and for good reason. The fortunate combination of John Gartner's Hawthorn Press and the impressive stable of eminent philatelic researchers under the watchful eye of J.R.W. Purves has yielded a broad base of students which may well be envied by philatelists the world over. The timeliness of this combination is not being missed, with the end result beginning to emerge — an in-depth coverage of many aspects of each of the States. A glance at the Hawthorn Press advertisement elsewhere in this issue will show the extent of completion of this goal.

Latest to appear is a work on the cancellations and postal markings of Quensland. Perhaps it is fair to comment at the outset that, rather than a definitive postal history of Queensland as one might hope, by its title it is clear that this deals only with the markings, leaving the rates, routes, and stamps to others to complete the picture.

The present work is an expansion and updating of material initiated by Capt. Harry S. Porter. As is true with most of the books on the Australian States, this is a fine example of collaboration and cooperation, carefully corrdinated by Mr. Campbell. Some discontinuity in coverage of the various sections, noted by Mr. Campbell, is due to the styles and approaches of each author. A section on Brisbane cancellations was written by Mr. Campbell from research notes provided by Phil Collas.

Similar in arrangement and format to the two volumes of "Tasmania: The Postal History and Postal Markings" with which effort Mr. Campbell was instrumental, the book is a particularly useful reference source for collectors of Queensland.

In the first part of the book, the Queensland Numeral Cancellations are listed in a number of ways, each useful. First is a list of numbers used in order along with cancellation types associated with each, followed by a rating of the scarcity of each. Next, follows a chronological list of the post offices and their numeral obliterators showing opening and closing dates as well as any name changes or other remarks. Then, in strict numerical order, comes a list of each number and the office which used it. The first section is concluded with a compilation of the offices which used date stamps that gave the name of the town and their types along with other markings.

The three other parts deal with the Postal Service and the Railways, Receiving Offices and their Postal Markings and the earlier mentioned Postal Markings of the G.P.O. Brisbane, 1860-1912.

(Robert P. Odenweller)

American Air Mail Catalogue, Volume II, Fifth Edition, 1977, Editor-in-Chief, Dr. Perham C. Nahl. 509 pages, hardbound. Published by American Air Mail Society, Cinnaminson, N. J. 08077. Available from dealers and George D. Kingdom, P. O. Box 499, Conneaut, Ohio 44030, $12.50, postpaid.

Volume II of the American Air Mail Catalogue is a worthy addition to a comprehensive compendium of air mail data unrivalled, in this reviewer's opinion, in any country in the world. The present volume carries forward a tradition in the philatelic publishing field that goes back almost fifty years. Ever since the first edition was published, each succeeding edition has sought to update previous information, to correct errors and to add new listings or sections to better inform devotees of aerophilately in this country. Thus, this second volume of the fifth edition blazes no new path; it merely follows a respected tradition of continual betterment.

The book contains an entirely new section devoted to domestic air mail rate

changes starting with the first flights of May 15, 1918 and continuing to the October 10, 1975 demise of air mail as a separate class of service. Included are first and last days of the several rates plus sufficient data to clarify points of reference. Prices are reasonably current although it must be admitted that some of the 1918 pricings are somewhat outdated already. This is probably due to a recent upsurge in prices engendered, no doubt, by the emergence of a new class of collectors, the investment-minded individual.

Another section lists the United States air mail field and airport facility cancellations which first came into vogue with the start of transcontinental service on the government-operated route on July 1, 1924. For easy type identification, there is a code listing, a tabulation of earliest dates of use and a classification part which lists the types of handstamps and machine cancels available. Each air mail field is listed in alphabetical order with sufficient photographic and other illustrative material to adequately inform the reader of available collectibles.

The main body of this volume is devoted to the official contract air mail services which played so great a part in the development of flying in the United States. When the first contract air mail flights took place on February 15, 1926 between the cities of Chicago, Cleveland and Detroit, commercial airplane passenger service was light years away. But by demonstrating the feasibility of flying the mail for Uncle Sam, the fledgling air route contractors actually paved the way for the network of aerial routes that criss-cross the country, bringing the benefits of fast travel and fast communication to the citizenry.

Each of the first 72 contract air mail routes is treated separately with delineation of point service of the original routes plus the several extensions, additions, revisions and consolidations that followed as the service was expanded. All the maps from previous editions have been extensively redrawn and upgraded. Each route is brought up to date, of course. C.A.M. Route No. 1, for example, was inaugurated on July 1, 1926. All extensions and revisions up to and including October 1, 1969, are listed, together with all official cachets provided by the Post Office Department.

The final section of this volume contains a cumulative chronological index for every cover mentioned in the current work plus all items listed in volume I as well. This index permits the reader to pinpoint the page in each of the two issued volumes according to the date of cancellation of a cover. This is an extremely handy tool. In previous editions, collectors had to wait for the final volume for this index. This cumulative index will be continued as the three additional volumes of this fifth edition are published.

The American Air Mail Society, publishers of this volume, caters to collectors in every facet of aerophilately. Additional information is available from John J. Smith, 102 Arbor Road, Cinnaminson, N.J. 08077.

(Philip Silver)

Stanley Gibbons British Commonwealth Stamp Catalogue 1978, Stanley Gibbons Europe 1 Foreign Stamp Catalogue (A-F) 1977, Stanley Gibbons Overseas 3 Foreign Stamp Catalogue (K-O) 1977, all available from the Publisher, Stanley Gibbons Publications Ltd., 391 Strand, London WC2R 0LX, England. Retail price from $10 to $12, approximately.

As summer draws to a close, collectors of British Commonwealth countries look forward to the latest "red" Gibbons, so called by the color of the cover. Price rises are seldom a surprise, though the 1978 edition could cause some raised eyebrows at the magnitude of some of them, with 50% not at all an unusual number this year. Specific eye-openers have already been reported in the philatelic press so those will not be belabored here.

The concurrent appearance of two other catalogues, the Overseas 3 (K-O) and the Europe 1 (A-F) offers the opportunity to make some comparisons and contrasts in the treatments given to each area. The first of these to come to mind is an obvious one—the "red" Gibbons is an annual affair, as it should be, giving annual attention to home country and Commonwealth. The other two are more

matters of convenience, appearing every other year or so.

Changes in the Commonwealth catalogue are notable. A major change is in the separate listing of the three papers/watermarks used from 1882–1900 for the stamps of New Zealand and Samoa. The listings of the former tend to be slightly confusing and perhaps a little overpowering to a newcomer to the area. It should be easy to tighten up of the format so that this problem can be overcome. The Samoa section avoids this situation—it is cleanly stated and straightforward. Pricing in this latter area is somewhat unrealistically low as reference to the catalogue which has recently run in these pages will show. Illustration and explanation of the distinction between the watermark types, similar in many ways to those used for the Australian Kangaroo issues, could be improved. I am sure that all these difficulties can easily be remedied by the time the next issue is ready. In any case the expanded listing was a much welcomed step forward in these fascinating issues.

The ever upward march of prices has been carefully noted in this edition and an honest attempt has been made to present the most up-to-date information possible. It is an essential tool for anyone collecting any of the Commonwealth countries.

The changed format Europe and Overseas catalogues, as areas to be treated by Stanley Gibbons, have resulted from a realization that it is almost impossible for any single cataloguer to give adequate coverage to the entire world in these days of ever proliferating issues, especially on an annual basis. As a result, the decision to treat alphabetic segments and bring each out in a series of books was made. Long gone are the days of a single combined edition covering the world, unless it were to be done in microfilm or microfiche form. (Perhaps in time that will not be so far from the truth, but for the moment the equipment would be too expensive, especially so, when it comes to mass production.

The expanded coverage permitted to the Gibbons catalogues is immediately evident in the format they have chosen. Somewhere between the specialized catalogue and the more generalized catalogue treatment, the coverage of earlier classics is most worthy. For example, the classics of France are given a lucid expanded treatment with full explanatory notes and illustrations of an extent only offered in catalogues written in other languages.

Another feature of these catalogues is the listing of "back of the book" issues where they belong chronologically. The Postage Due and Newspaper stamps are given "D" and "J" numbers respectively, coordinated with the same number sequence as the regular issues, often using matching numbers of the regular issues which, of course, do not have prefix letters. This approach is interesting and can give new meaning to issues which might previously have been ignored. For quite some time the treatment of air mail stamps has followed this plan, so they have regular unprefixed numbers only.

The expanded approach yields an additional dividend—-coverage of some countries which may not have been accessible elsewhere, such as North Korea (54 pages of listings) may be of interest to those who may have wondered about such. The only drawback to the resultant leisurely output of such catalogues as these is the inevitability of pricing becoming outdated. If forced to choose between up-to-date pricing and an expanded treatment, however, I would personally favor the latter, particularly as the pricing in an annual catalogue can fall just as far behind if the market is particularly active.

These latest offerings of the Gibbons group go far to show that the vital and healthy attitude toward meeting the requirements of the philatelic world which has won them so many gold medals in literature competition still flourishes.

(Robert P. Odenweller)

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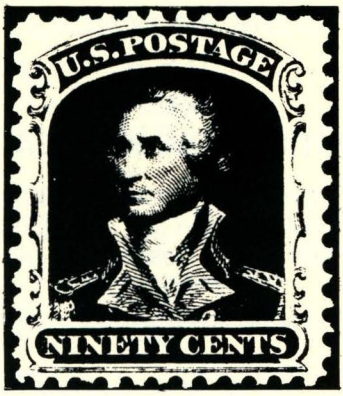
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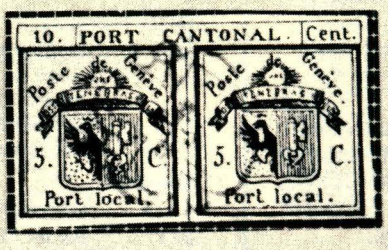


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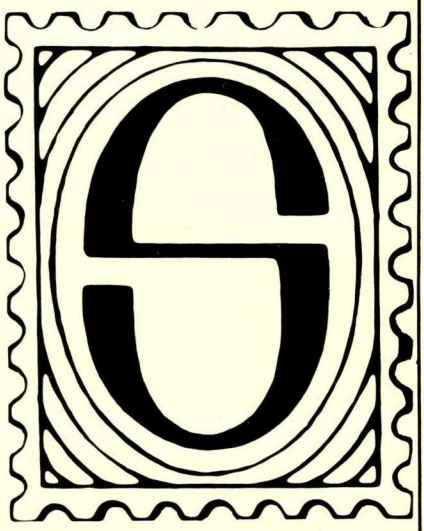
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