

	Scrapbook No. 2
1.	Article, "Merchant Marine" by James J. Vlach, Hobbies Magazine, April 6, 1939
1.	One Cent Star die envelope used with five cent green, Confederate stamp
1.	News article; Home of Alexander Majors, a Pony Express founder, Kansas City Star, August 11, 1946
2.	Article, "Boston's Steamship Mail, by Erik Heyl, Mekeel's, October 3, 1938
2.	Article, "Ocean Mail" by Erik Heyl Stamps, December 10, 1938
3.	Article, "The Rise of New York Port 1815 - 1860" by Robert Greenhalgh Albion
3.	Article, "Quo Vadis?" Y. Souren advertisement. Mekeel's, April 10, 1939
4.	Article, "Auction Catalog Illustrations" by Kent B. Stiles, Mekeel's, April 3, 1939
4.	Article, "Publishers of Foreign Catalogs Exempt under United States Illustrative Law," National Stamp News, April 17, 1939
4.	Clipping, "Ashbrook featured in Cincinnati Paper"
5.	Article, "Greatest U.S. Rarity was Found in Liverpool" 24 c 1869 Invert block
5.	Article, "Philately of Tomorrow" (2 pages)
5.	Article, "Science and Our Stamp Collection" Weekly Philatelic Gossip, May 20, 1939
6.	Article, "Crocker Rarities Sold" December 1938
6.	Article, "Further Reports on the Crocker sale", Stamps, December 10, 1938
6.	Article, "Invert Block Brings £2,500" Weekly Philatelic Gossip, December 3, 1938
7.	Article, "A Unique Souvenir" (reproductions of Lynchburg Confederate)
7.	Article, \$600 'Sepcimen' Error (30¢ Agriculture Dept. stamp)
7.	Article, "Richey's Specialized Collection of Confederate Frame Line stamps on Display at A.P.S. Convention," Stamps, December 16, 1939
7.	Article, "A Nicholas Reggio" obituary
8.	Article, "Ten Sheets of 10 cent Special Delivery Part perforates have been Found," Weekly Philatelic Gossip, April 8, 1939
8.	Article, "Three cents, Pink," Weekly Philatelic Gossip, September 2, 1939
8.	Article, "U.S. Auction Prices" by W.L. Babcock, September 4, 1939
9.	Article, "I Like 'Em Postally Used," by William W. Wylie, Weekly Philatelic Gossip, February 25, 1939
10.	Article, "Philatelic Literature," by Charles C. Gill, Mekeel's, April 3, 1939
10.	Article, "Postal Markings of the U.S. 1847 -1851"
11.	Article, "Our Advertisers - Noman Serphos" Weekly Philatelic Gossip, June 24, 1939
12.	Article, "Ocean Mail and Steamers that Carried the Mail", by Erik Heyl, Stamps, February 11, 1939
13.	Article, "Advertisement for Max Johl's 20 th Century U.S. Postage Stamp Books"
13.	Article, "Dr. A.E. Hussey obituary" August 21, 1939
14.	Article, "Phillip H. Ward, Jr. column"
14.	Article, "Eustace B. Power Dies" Stamps, August 26, 1939
15.	Article, "Check List of Names in Diagram of House of Saxe-Coburg-Gottas," The Stamp Lover, May 1939
16.	Article, "Ocean Penny Post Covers," from Knapp Collection, Godden's Gazette, June 1939
16.	Article, "Our Advertisers - Donald W. Tucker, Weekly Philatelic Gossip, May 27, 1939
17.	Article, "Was There a Third One Cent British Guiana" (incomplete)
18.	Article, "The Old Weber Stage and Pony Express," by Dick Clayton
18.	Article, "Wheelbarrow John of Hangtown," Placerville, California, August 1939

19.	Article "James Smillie, Stamp Engraver Extraordinary," by Thomas F. Morris
20.	Article, "Letter to Editor-from Y. Souren concerning 24C Continental Banknote stamp, Weekly Philatelic Gossip, February 4, 1939
20.	Article, "And They Used to Brag About It or Why the 'Experts' Get Fooled Today"
20.	Article, "A Stamp of 1870 Found on Silk Paper" (24¢ Continental Banknote) Weekly Philatelic Gossip
	No page 21.
21.	No page.
22.	Article "The 1856 Trial Perforation," by Y. Souren, March 6, 1939
23.	Article, "An 1857 Item Discovered," by Kent Stiles, N.Y. Times, Feb.26, 1939
23.	Article, "Old Perforation Mystery" Weekly Philatelic Gossip, March 18, 1939
24.	Article, "More Concerning Exhibition Awards," by Marian Carne, Sept. 25, 1939
25.	Article, "Postal Markings" Harry M. Konwiser, Stamps, December 10, 1939
25.	Article, "Stamp Exhibition Awards – Rarity and Completeness Should Have a Higher Rating than Philatelic Knowledge and Condition" by Philip H. Ward, Jr.
25.	Article "Sixth William H. Crocker Sale", with 13¢ Hawaii Missionary on cover
26.	Article "2-cent Columbian Reliefs" by C.W. Bedford
27.	Manuscript "Express Mail 1836-1839, "The First Pony Express" by Ward E. Hinman Article, "Express Mail 1836-1839, "The First Pony Express" by Ward E. Hinman, Stamps, May 27, 1939
28.	Article, "United States Auction Prices – The Crocker" Mr. X" and Kissel-Carhart
29.	Article, "Attack on Error Prices" 6¢ Bi-colored airmail, April 1939
29.	Article, "Editorial-Shall Errors be Reprinted" April 10, 1939
29.	Article, "Reprinting of Stamp Errors" February 27, 1939
29.	Article, "New part Perf. Variety", Weekly Philatelic Gossip, April 8, 1939
29.	Article, "7¢ McKinley Park Perf." By Don Grieve
30.	Article, The Hawaiian 'Missionaries'" by L.N. and M. Williams, Stamp Review, August 1937
31.	Article, "History on Hawaiian Stamps, "by L.N. and M. Williams, Stamp Review, August 1937
31.	Article, "Hawaii's Stamp Tell History," by Dr. and Mrs. Charles C. Gill
32.	Article, "Waldorf Hotel Exhibit," Crocker collection by Y. Souren
33.	Invitation, Exhibit of Crocker collection at Waldorf-Astoria Hotel by Y. Souren, January 5, 1939
34.	Article, "Steamboat Cancels" by Edward S. Knapp, Mekeel's, January 30. 1939
35.	Advertisement "The Y. Souren Company," Mekeel's, January 23, 1939
36.	Advertisement, "United States 6¢ Bi-colored Airmail Imperforate Horizontally," Mekeel's January 16, 1939
37.	Financial Statement of the Accessory Transit Company of Nicaragua, December 1853
38.	Article, "The Ashbrook Stamp"
38.	Article, "Rare Stamps Bring Spectacular Bids," Stephen Brown collection, New York Times
39.	Article, "The Sale of the Stephen D. Brown Collection, Stamps, November 11, 1939
40.	Article, "Adolphe Menjou," Weekly Philatelic Gossip
40.	Article, "Ward sale of Mr. X Totals \$36,675"
40.	Article, "United States Rarities from the Crocker collection", The Stamp Lover, December 1938
41.	Article, "William H. Crocker sale"
41.	Article, "Stamp History Made with Purchase by Trans-Atlantic Phone," Mekeel's, December 19, 1938
41.	Article, "A Notable Find, Union Town, Ala." Mekeel's, November 14, 1938

42.	Advertisement, "The Y. Souren Company", on purchase of 24¢ 1869 Invert Block, Mekeel's, December 19, 1938
43.	Illustration, Ocean Penny Post propaganda cover
43.	Obituary, William Carlos Stone by Everett E. Thompson
43.	Obituary, John N. Luff, Godden's Gazelle, November 1938
43.	In Memoriam, Edward S. Knapp, by Y. Souren Company
44.	Article, "Prices of 19th Century U.S. on Covers Stand Up Well," Weekly Philatelic Gossip, March 25, 1939
44.	Articles (3) Obituaries, Edward S. Knapp, April 6, 1940
45.	Article, "That was New York, the Fatal Hudson River Steamboat Race, The New Yorker
46.	Collectors Club New York Letters re: Regional Representatives
47.	National Bank Note Company, Notice of Incorporation, November 1859
48.	Bank of the Republic, N.Y. Notice re: National Bank Note co. Feb. 28, 1860
49.	National Bank Note Company, promotion of business w/N.Y. Secretary of State, June 23, 1860
50.	Obituary, Mrs. Edward S. Knapp, October 30, 1938
50.	Series of six banknotes
50.	Series of seven postmarks
51.	Advertisement, "the One Cent 1851 TY I, 7R.I.E."
51.	Notices: "Cooperation Needed" for Ashbrook Study on U.S. British Mail 1847-49, Godden's Gazette, Nov. 1938
51.	Article, "i.e. Blue 1851 - 1857"
51.	Photo, Marjorie
51.	Photo, Elliott W. Ashbrook, 1910 - 1911
52.	2 Photos, "Pine Tree Drive Home"
52.	Poem "The Face Upon the Floor"
53.	Pittsburgh Platt Glass re: Glass for Ashbrook use on photos of stamps
54.	Society of Philatelic Americans, Notice of Officers, February 23, 1939
55.	Joseph Shirley re: concerning Ashbrook move from area
56.	Article, "Greulichs are Sentenced" Weekly Philatelic Gossip, December 3, 1938
56.	Article, "Held in \$100,000 Stamp Theft"
56.	Article, "Thinks Morgan's Men Might have taken Cincinnati in '63"
57.	Article, "Desert Best Brokers"
57.	Advertisement, "Charles J. Phillips"
57.	Advertising Circular, "Hudson River Mail Boats," December 5, 1938
58.	Article, "Greater Cincinnati Stamp Collectors" by Herbert Gay Sisson, June 28, 1936
58.	Prospectus for WINPEX, St. Petersburg, Florida 1939
59.	Stamp Color Studies by W.C. Mirrales

MERCHANT MARINE

Conducted by JAMES J. VLACH
3019 West Juneau Ave., Milwaukee, Wis.

World Affairs

A DECREE issued recently in Rio de Janeiro authorized the Brazilian Finance Ministry to give a Treasury guaranty for the construction in Germany of four liners.

Japan's determined drive for the Pacific-Oriental carrying trade was evidenced again a short while ago by the report that the building of three of the largest and fastest express liners will be started shortly, and that they will be ready for service in 1941. The new vessels will operate over the Nippon Yusen Kaisha's California-Hawaii-Orient route. NYK also announces that its three new Japan-Europe liners will be commissioned next year.

I have been advised by a well-known collector that he has received no cooperation from the Holland-American Line in regard to covers. I have had similar experiences, so probably others have also.

When sending for covers it is advisable to state that they are desired for collections, otherwise many pursers or officers handling the mail, who are not collectors themselves, or who have never heard of the hobby, are apt to become suspicious as to just why you should want a cancel from their ship. This is especially true if the cover is sealed. They may presume that you are trying to trip them up on some mail regulations, so rather than take a chance, they do not handle your cover. In the November **HOBBIES**, I listed several foreign translations of a request for ship markings, and in each case, stated that the cover was meant for a collection of ship markings. I consider this very important. In naval cover collecting, we know that practically all ships will oblige, as they have a postoffice on board, or at least, facilities for handling mail. This is not true, however, of all merchant ships.

The Panama Canal, one of the world's greatest canals, will celebrate 25 years of service on August 15, 1939. However, it is still in debt. All the tolls received, have not been enough to pay its original cost plus all its improvements. Originally, the canal cost \$380,000,000, and the improvements have amounted to \$161,000,000—total \$541,000,000. Money received in tolls has amounted to over \$450,000,000. The expenses of operation each year have also been great, although no figures are avail-

able. I understand the U. S. will issue a commemorative stamp for this anniversary in August. No details available at this time, but I will see that they are printed in time. Many merchant marine cover collectors will doubtless want to use these stamps on their covers.

Many collectors, especially those who live in the east and south, do not realize that there are many steamship services from the West Coast of North America to European and other ports. Having many covers from these ships, I am in a position to say that they furnish fine cancels in all cases. I list a few of them here:

Use U. S. or German stamps
North German Lloyd Line, Northern Life Tower, Seattle, Wash. SS ISAR; SS WEBER; SS ULM; SS EDDA; SS DONAU; SS ESTE.

Use U. S. or Chilean stamps
Grace Line, 408 White Bldg., Seattle, Wash. SS COYA; SS CUZCO; SS CHARCAS.

Use U. S. or English stamps
Furness Lines, Exchange Bldg., Seattle, Wash. SS PACIFIC GROVE; SS PACIFIC SHIPPER; SS PACIFIC PRESIDENT; SS PACIFIC EXPORTER; SS PACIFIC RELIANCE.

Use U. S. or German stamps
Hamburg American Line, Henry Bldg., Portland, Oregon. SS VANCOUVER; SS SEATTLE; SS TACOMA.

Use U. S. or English stamps
Donaldson Line, Dexter Horton Bldg., Seattle, Wash. SS MOVERIA; SS COR-DILLERA; SS PARTHENIA; SS GRACIA; SS MODAVIA; SS SALACIA; SS CORRIENTES.

A great deal of miscellaneous marine information appears in this column regularly. Some merchant marine cover collectors may sometimes wonder what all this has to do with the hobby. I will state here that any hobby at all is just as interesting as you make it. Let us, as an example, take stamp collecting. Having been an avid collector some

years ago, and still retaining my interest in stamps, I know whereof I speak. I know, for instance, that no real philatelist goes out, buys a bunch of stamps of various kinds, and mounts them, without first ascertaining the why and wherefore of as many stamps as he can. He enjoys digging up facts about his stamps, and securing all the information he possibly can about them. What I say here about stamps, applies to any hobby, including cover collecting, and there are many kinds of covers to collect. The naval cover enthusiast, for example, learns all about the ships from which his covers come, their activities, etc. The collector of merchant marine covers should read all he can about ships in general, and thus he will learn how world-wide and extensive his hobby is. It is deplorable that more marine news does not appear in the hobby magazines in North America. However, this column attempts to report as much up-to-the-minute news as it can obtain.

It is interesting to note that all former records for peace time ship-building in the U. S. were smashed last year. Let us hope this state of affairs continues.

I have just received a report that the Kiel Canal in Germany, one of the world's greatest canals, is to be widened to a considerable extent. It is announced that this will be for commercial purposes only.

Collectors desiring two unique covers can send to the following:

Canadian National System, SS Charlottetown. This ferry operates between Cape Tormentine, N. B., and Borden, P. E. I., Canada. Address her at either point.

Canadian Pacific System. SS Princess Helene. This ship operates in the CPR Bay of Fundy service, between St. John, N. B., and Digby, N. S., Canada. Address her at either point.

Use Canadian stamps on both these covers, and expect returns within two weeks.

CUNARD WHITE STAR LINE

By WALTER CZUBAY

This is the fourth of a series of articles by Mr. Czubay covering some of the important steamship lines. Others will follow later, and should be of great interest to all followers of the merchant marine cover hobby and others.—James J. Vlach, President UMMCC.

SAMUEL Cunard, born in Halifax in 1787, was the founder of the line which today bears his name. He entered the shipping business when in 1813 he purchased the White Oak, a sailing vessel. In 1814 he signed a contract to convey the British mails between Halifax, Newfoundland, Boston and Bermuda. In 1829 he conceived the idea of building and oper-

ating regular mail ships that would carry the mails across the Atlantic. It was not until ten years later that he realized his dreams. This was really the beginning of the development of shipping as it is today. It was through the mail contracts that the merchant marine has progressed to one of the greatest businesses in the world. The Cunard Line has

attended. On the inside cover of the menu United States presidential 1c stamps were used with each course, philatelically expressed, listed separately on each stamp.

Presidents and secretaries of the various other stamp societies in San Francisco, Berkeley and San Jose were guests of honor.

This society was organized November 24, 1884 and is A.P.S. Life Branch No. 1.

—O—

The Michigan Stamp Club will hold its Silver Anniversary Celebration on March 24, 25, 26 at the Book-Cadillac Hotel, Detroit. An exhibition

early California town cancelled covers, Overland, Pony Express, Pictorial Stage Coach, via Nicaragua, via Panama or early British Columbia-Vancouver envelopes, California Miners Pictorial letter sheets, Gold Miners Letters, also letters of or documents signed by Washington, Lincoln, Hamilton, Lee, Jackson, etc. The items mentioned are only a part of what I buy—any attractive stamps or letters are apt to interest me, so write and tell me what you have. Address—James S. Hardy, 1426 Chicago, Ave., Evanston, Ill. ap93

INTERESTED in Tobacco, Beer and all early U. S. tax paid. Will buy or trade. —Roy W. Gates, Dunellen, N. J. ap6252

THE CLAPP MORTGAGE COMPANY

Wichita, Kansas

Memorandum

~~For~~ MR. ASHDROOK —

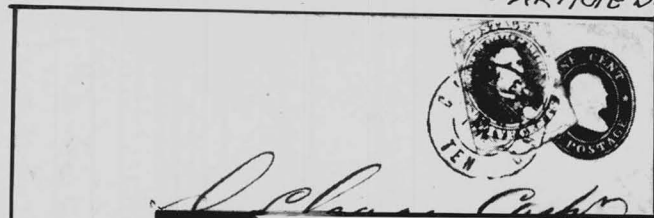
The photo didn't come
out so hot, but anyway it will
give you an idea of how I set this
cover up in my album

Yours
Monica

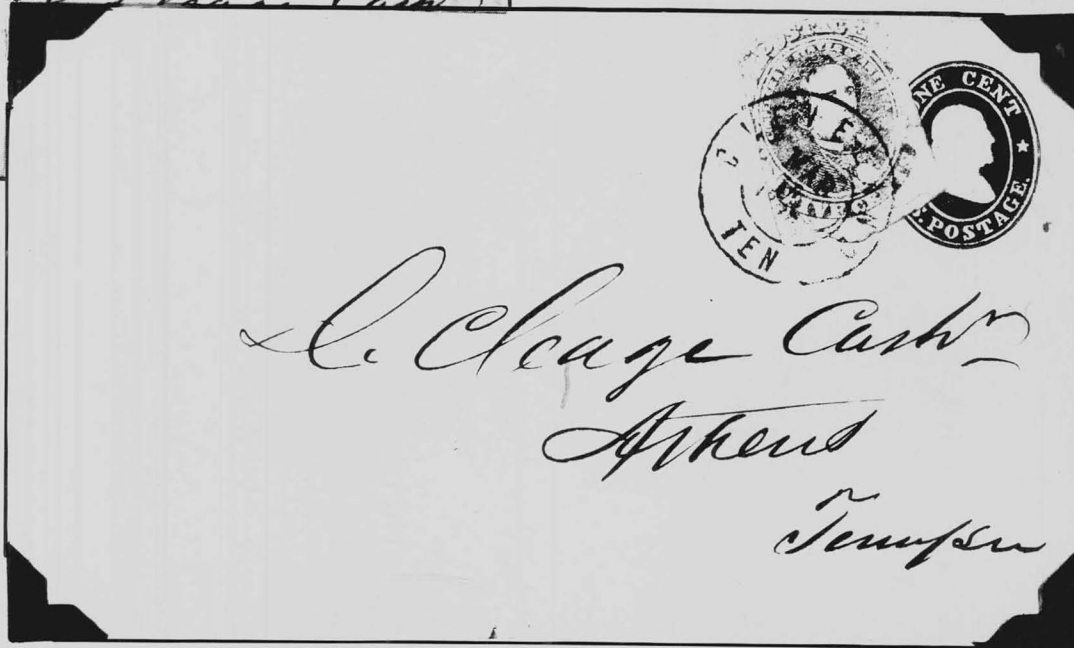
THE STAMPED ENVELOPES OF THE UNITED STATES

From
The "American"
Philatelist"
for
March
1944

On Plate Three appears one of the only two cases this writer has seen of a United States 1c blue stamped envelope used with a Confederate stamp,—this one being from the Richey collection. —ARTICLE BY VAN DYKE MCBRIDE.



CONFEDERATE STAMP
USED ON UNITED STATES
ENVELOPE.



The CONFEDERATE FIVE CENT GREEN LITHOGRAPHED STAMP
SCOTTS NO. 200 USED WITH U.S. STAR DIE ENVELOPE STAMP of 1860 (SCOTTS U 19)
This is a VERY FINE and a VERY RARE COVER and is one of only two
of this combination and usage known to philately. Ashbrook says
(See below) "This copy is the only one I ever saw!"
The Cover is from The Richey Collection

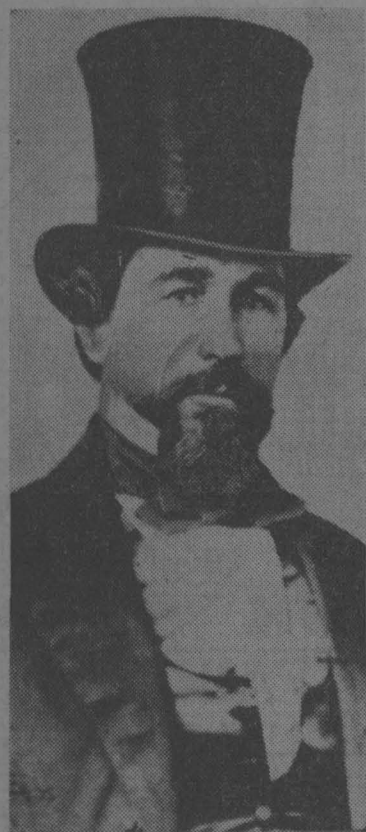
At one time, many years ago, I had a large collection of this type of material but this 1/2 Blue Star Die is the only one I ever saw used with a Confederate stamp. I believe it is doubtless unique and any Entire Collector would be proud to own it. This cover has not been previously offered for sale. Of course, the 1/2 Star Die has no postal significance other than that it served the purpose of conveying a letter with a 5¢ C.S.A. stamp in March 1862.

EXTRACT FROM A LETTER
By MR. STANLEY ASHBROOK
Dated March 15" 1944.

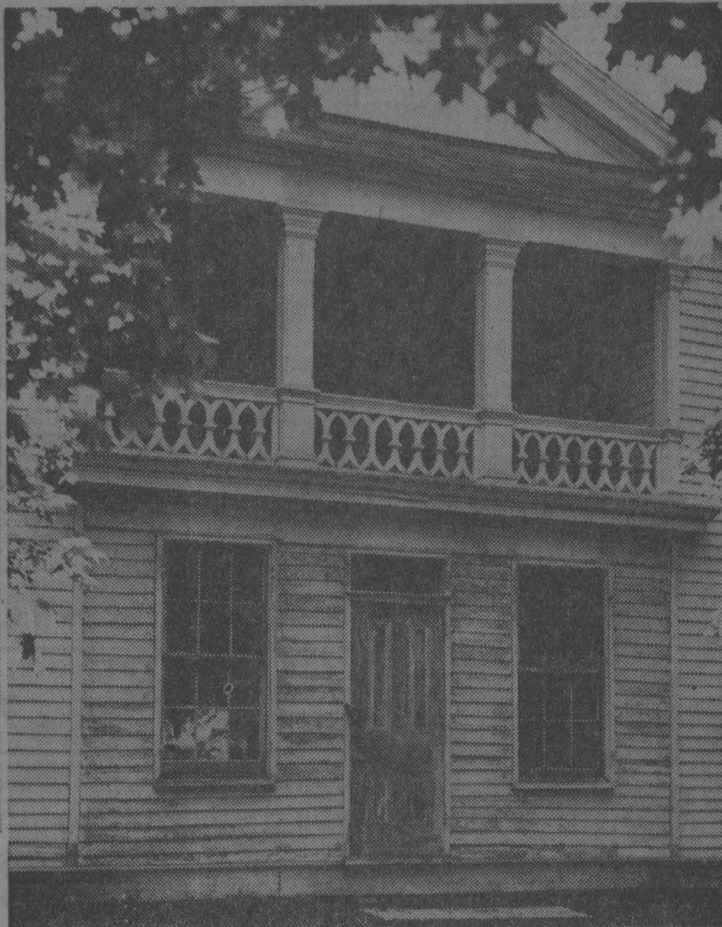
KANSAS CITY, SUNDAY, AUGUST 11, 1946.

SECTION D

THE HOME OF ALEXANDER MAJORS, FREIGHTER OF THE PLAINS, MAY BECOME A NATIONAL MEMORIAL



PLAINS FREIGHTER — Alexander Majors, founder of the ox wagon freighting firm of Russell, Majors & Waddell, as he looked in 1857 when he lived at the home at 8145 State Line.

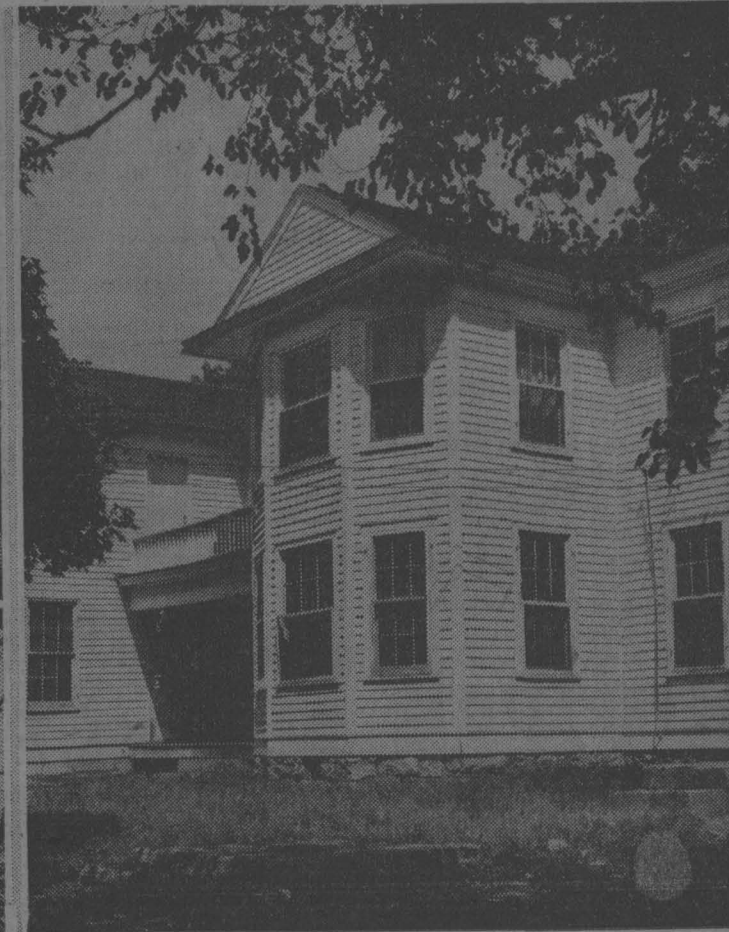


FRONT DOOR—A closeup of the present entrance on the west side of the Majors home. It is in the center of what was the front porch, later walled in as part of a remodeling to make a country schoolhouse out of the place.



FAMILY HOMESTEAD—The Majors house (upper) as it looked in 1862. The Samuel Poteet family is shown in the front yard. Mrs. Poteet was Rebecca Majors, oldest daughter of the founder of the Pony Express.

WEATHERED BY TIME—The old Majors home (lower) as it looks after ninety years and some remodeling. It has served as a school and community house as well as home, and soon may become a national memorial.



SOUTH SIDE—The back part of the old Majors home, as seen from the south. The white farmhouse was built to house a large family, and fifteen or eighteen persons for dinner was commonplace.

A STATE LINE FARMHOUSE IS
A MEMORIAL TO PLAINSMEN

BY EDWARD R. SCHAUFFLER.

THE low-gabled white frame farmhouse which Alexander Majors built ninety years ago at 8145 State Line nestles serenely amid its trees and blue grass, looking to the west, where its white-bearded owner made and lost his fortune.

Alexander Majors, who gained fame in connection with Santa Fe trail freight wagons, transcontinental stage coaches and the pony express, lived in this house briefly, and his descendants lived there continuously until 1900. In 1930 a great-granddaughter, Miss Louisa P. Johnston, a teacher in the Kansas City public schools, bought the place, to keep the memory of her adventurous ancestor green, and his roofline from destruction.

It has been Miss Johnston's hope for a long time that some organization would take over the home and forty acres immediately across the state line in Kansas, which she does not own, as a memorial to the plains freighters, whose ox-drawn wagons were the predecessors of the railroads in making the so-called "great American desert" into the great West of the United States.

In the last days of July, the United States Senate passed a bill, introduced by President Truman January 6, 1945, when he was a senator, providing for the purchase

Alexander Majors, a Founder of the Pony Express, Erected the 2-Story Home Ninety Years Ago at 8145 State Line, and Now a Movement Is Under Way to Make It a National Monument.

of the Majors home and the adjoining forty acres and its maintenance as a national memorial. The House of Representatives took no action on the bill, however, and unless the seventy-ninth Congress is recalled in extra session, the Majors bill will have to start all over again in the eightieth Congress. Congress moves a good deal more slowly than the pony express.

Oxen Once Bellowed There.

On the rolling prairie land, immediately across the state line in Kansas, as far north as Seventy-fifth street, the oxen which drew the freight wagons of the firm of Russell, Majors & Waddell, used to graze and bellow before setting out for Santa Fe. The freighting firm, which was to blossom out with stage coach lines as well, had brought the

unfenced ox pasture in 1855, as a taking-off place for its wagon trains. In 1856, Majors, who liked to be near his place of business, bought 320 acres from the firm and built the house, a spacious 2-story home of nine rooms, with beams of oak and floors and windows and door frames of white pine. Majors was not destined to live there long.

The freighting business of Russell, Majors & Waddell grew enormously with the start of an abortive war between the United States government and the Utah Mormons in 1857. The Missouri firm had contracts to haul army supplies. Mr. Majors started a route from Nebraska City, Neb., and moved there to take charge of operations. Russell was handling the firm's business in Leavenworth, and William B. Waddell, a banker, was living in

Lexington, Mo. Mr. Waddell's granddaughter, Mrs. Edwin B. Wingate, now lives at 4130 Warwick boulevard, in Kansas City.

When Mr. Majors moved to Nebraska in 1858, he deeded the farm and home on State Line to his eldest daughter, Rebecca, who was Mrs. Samuel Poteet. It remained in the possession of the Poteet family until 1900. There was a great apple orchard north of the house, and it was a family custom to dry apples on the roof of the house. When rain clouds appeared the drying apples were gathered up quickly to prevent their spoiling.

Miss Johnston says her mother, a niece of Mrs. Poteet, told her it was nothing unusual for fifteen or eighteen persons, mostly members of the family, to sit down to dinner in the old house. When the Civil war came, both Federal and Confederate skirmishes stopped at the old Major's place. There is a misty family legend of the Federal cavalry patrol that came looking for Quantrill's guerrillas, found them in a

pasture southwest of the house and galloped back, having lost about half their horses to the bushwhackers.

Russell, Majors and Waddell performed a truly strategic service to the federal government by keeping California in touch with the Union by stage line which carried gold, and by the pony express in 1860 and 1861. The pony express was an operating success but a financial failure. Promised government subsidies went unpaid, Russell was arrested and briefly confined in jail, on charges of irregularity which were not proved.

The firm failed in business and the fortunes of its members were swept away. The place on State Line which Alexander Majors had given his daughter, Mrs. Poteet, remained, however, in the possession of the Poteet family. In 1863 the notorious Order No. 11 caused them to move away for some time. It was neighborhood belief that the fact Alexander Majors had served the

United States government long and faithfully was responsible for the fact the house was not burned or ransacked.

In 1900 the old Majors place was bought by A. Louis Buhl, who lived there with his family until 1924. Then he started a neighborhood real estate development and the old home was remodeled for use as a district schoolhouse and community house. The lower part of the central front porch was enclosed and two rooms on either side of it were thrown into one large room running the length of the house.

In 1928 the school district planned to tear down the house and build a new schoolhouse on the site. The contractor who agreed to wreck the house found it so strongly built, with hand-wrought iron nails and oak beams, that he reported it could not be wrecked at the price on which he had agreed. So the district school board chose another site for a school and offered the old Majors place for sale.

In 1930 Miss Johnston, then a high school mathematics teacher, bought the home her great-grandfather had built and started restoring it, a little at a time, as she was able. It was a labor of love. In 1932 she moved to the farm herself, and took with her Benjamin Majors, a son of her great-grandfather. He died in 1937.

"Remember the Sabbath."

It was true that the original Majors had required his wagon drivers to sign contracts promising not to get drunk, use profanity, nor be cruel to animals. They were required also not to travel on Sundays, that being regarded by Majors as a violation of the Old Testament commandment to "Remember the Sabbath day to keep it holy."

Alexander Majors was a devoted Presbyterian. When he proposed to have all his employees and animals rest on Sundays, experienced plainsmen told him he would fail in business. He tried it anyhow, and consistently made better time than his competitors who traveled seven days a week. Riders on the pony express, which carried the mail between St. Joseph, Mo., and Sacramento, Calif., were provided with small copies of the Bible, designed to fit in their shirt pockets, the gift of Mr. Majors.

Across the road from the old Majors home when Miss Johnston moved there was an old barn, since torn down, known as "the pony express relay barn." She could not figure out for a long time why a pony express barn was built so far south of St. Joseph. She learned that a farm for wintering horses for

near Lee's Summit, and believes that the "relay barn" was a place where horses were broken in before being started on the pony express. When she started restoring her great-grandfather's house, Miss Johnston was unable to find any of the original Majors furniture. The Majors family had moved about too much to keep heirlooms. She was able to obtain some furniture which had belonged to the Waddell family, however, she says. Three of the original mantelpieces in the house survive.

Credit for the progress of the memorial plan, Miss Johnston says belongs to the National Old Trails association, and to its secretary, Frank A. Davis, 1726 Southwest boulevard, Kansas City, Kansas. President Truman has been president of the Old Trails association since 1926, when he was a county judge here. All she has done about it, Alexander Majors's great-granddaughter says, is to prevent the house from being torn down. She believes it possible that if the place is made a national memorial, she will be made custodian of it and will be able to continue to live there.

She has made a genuine personal sacrifice to preserve the home of the ancestor of whom she is so proud. Having no motor car, she walks to and from the end of a bus line and carries groceries a half mile to her home. Still, that doesn't seem like much hardship compared to a Santa Fe trail freighter. And it is done in behalf of a cause in which she believes, and for which she has hope.

Boston's Steamship Mail *Michael Oct 3 1938*

By ERIK HEYL.

The August 29 issue of your very interesting and always instructive magazine contains an article by W. Ward, entitled "Boston's Early Steamship Mail", which unfortunately contains some erroneous statements. These, I take the liberty of correcting herewith.

The steamship depicted on the 12c 1869 is not a Cunarder, but the S.S. *Adriatic* of the Collins Line. The Collins Line was an American corporation, founded in New York by New York capitalists. It operated a fleet of steamships between New York and Liverpool built in the United States and was a direct competitor of the Cunard Company.

The first four ships built by William Brown & Co., of New York for the Collins Company were the *Arctic*, *Atlantic*, *Pacific* and *Baltic* in the years 1849-1850. No expense was spared to make these vessels the most luxurious and palatial afloat. They were the first steamships to have steam-heat installed in the cabins, and they also had reading rooms with well-stocked libraries and a grand piano on board. The ships were built of live oak, 282 feet long and were driven by paddle wheels.

The *Adriatic* was built by Steers of New York to replace the *Arctic* and *Pacific*, both of which had come to untimely ends. She was considerably larger, being 373 feet long. Launched in 1856 the ship continued in operation until 1858, when she was laid up indefinitely, because the U. S. Government did not renew the mail carrying subsidy contract with the Collins Line. In 1861 she was sold to British interests, who had begun to operate a line from Galway, Ireland, to New York. Tho she was the only steamer on this service, which fully met the requirements of the British P. O. regulations as to size and speed, the Galway Line was liquidated very shortly.

Again the *Adriatic* was laid up at Liverpool until about 1870, when she was sold and sailed to Bonney on the west coast of Africa, where she was converted into a store ship. Here she remained at anchor until in the late eighties she just fell apart.

Referring again to Mr. Ward's article, he infers apparently that the Cunarder shown on the 12c 1869 stamp, was the first steamer to cross the Atlantic after the *Sirius* in 1838. Actually the first steamer, tho she sailed most of the way, to cross the Atlantic, was the *Savannah* in 1819, tho it is said that a Netherlands steamer beat her by a few years.

Other early passages were the following:—1833, *Royal William*, Quebec to Liverpool; 1838, *Sirius*, Cork to New York; 1838, *Great Western*, Southampton to New York; 1839, *British Queen*, London to New York; 1840, *President*, to New York; 1840, *Britannia*, *Acadia*, *Columbia*, *Caledonia*, 1843, *Cambria*, *Hibernia*, Liverpool to Boston (Cunard); 1845, *Great Britain*, London-Bristol-New York; 1846, *Sarah Sands*, Liverpool to New York; 1847, *Washington*, *Herman*, N. Y. to Southampton (Ocean Steam Nav. Co. of N. Y.); 1848, *United States*, N. Y. to Liverpool (U. S.); 1849, *Atlantic*, *Pacific*, N. Y. to Liverpool (Collins); 1859, *Franklin*, *Arago*, *Humboldt*, N. Y. to Havre (Livingston Line).

It is true that when the U. S. Post Office depicted the *Adriatic* on the 12c of 1869 the ship was no longer under American Registry, but was a British vessel. There were no modern ships in 1869, which belonged to the U. S. comparable to the size and speed of the *Adriatic*, which could be shown on a stamp. Similarly when in 1913 the Post Office put out the Parcel Post stamps, they had to picture a foreign steamer, as there were no American ships sufficient-

ly modern in size and speed to be worthy of putting on a stamp. This was the *Kronprinz Wilhelm* of the North German Lloyd, which brought the Kaiser's brother Prince Henry to this country, for the launching of the Kaiser's Yacht *Meteor*. Incidentally the Yacht was sponsored by Alice Roosevelt, daughter of Pres. Theodore Roosevelt. The *Kronprinz Wilhelm* was seized by the U. S. at the outbreak of the war with Germany and was renamed *Steuben*.

As far as the writer knows, the only Cunard Steamer depicted on any stamp is on the 1861-63 issue of New Brunswick. The ship here shown is probably the *Asia* or *Africa* both sister ships and launched in 1850, or the *Arabia* launched in 1852.

Stamps Decem

OCEAN MAIL

And Steamer
Carried the

By ERIK HEYL

(This is the second of a series)

"America"

WE present an old letter, written in 1852, fax and sent via

New York. On closer examination a Halifax postmark can be faintly under the circular "11 JAN 5 CTS" hand. The letter was sent by steamer fax to Boston and forwarded to New York.

We quote an interesting passage from the letter itself: "I had great pleasure yesterday, the day of the steamer from Liverpool, which enables me to acknowledge the 4th per 'CANADA' enclosure—."

The letter was dated January 9th, 1853 and was despatched by the Cunard Liner "AMERICA" on the 9th. The "AMERICA" sailed on December 25th, 1852 and arrived at Halifax January 9th, 1853. Apparently she was a sister ship to the "CANADA," which brought the respondent's letter from Liverpool.

The "AMERICA" was built by her sister-ships "CANADA," "AGARA" and "EUROPE" launched in 1848, being built by the Cunard Line by Steele & Black. She was 279 feet long, 38 feet broad, with a displacement of about 4,250 tons. Her hull of wood was driven by six engines of 2,000 hp., which gave the ship a speed of 10¼ knots. She was somewhat larger and faster than the original Cunarders of 1840. She embodies no radical departure from the "AMERICA" of 1848. Between New York and Liverpool, though occasionally she was patched to Boston and New York, via Liverpool, via Halifax.

OCEAN MAIL

And Steamers That Carried the Mail

By ERIK HEYL

(This is the second of a series of articles)

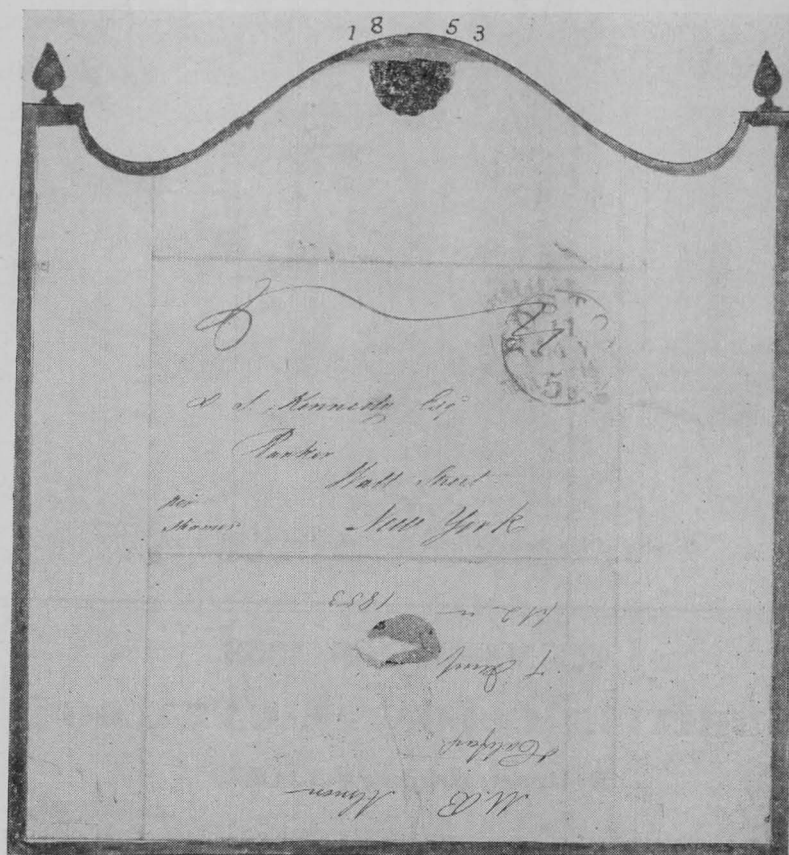
"America"

WE present an old business letter, written in 1853 in Halifax and sent via Boston to New York. On closer examination the Halifax postmark can be made out faintly under the circular "BOSTON 11 JAN 5 CTS" handstamp. The letter was sent by steamer from Halifax to Boston and forwarded by rail to New York.

We quote an interesting passage from the letter itself: "I had this pleasure yesterday, the non arrival of the steamer from Liverpool, enables me to acknowledge your favor of the 4th per 'CANADA' with its enclosure—."

The letter was dated January 7th, 1853 and was despatched by the Cunard Liner "AMERICA" the 8th or 9th. The "AMERICA" left on December 25th, 1852 and arrived at Halifax January 9th, 1853. Incidentally she was a sister-ship to the "CANADA," which brought our correspondent's letter from New York.

The "AMERICA" together with her sister-ships "CANADA," "NIAGARA" and "EUROPA" were all launched in 1848, being built for the Cunard Line by Steele & Co., Greenock. She was 279 feet long, over all, 38 feet broad, with a displacement of about 4,250 tons. Her hull, made of wood was driven by side-lever engines of 2,000 hp., which gave the ship a speed of 10 1/4 knots. Though somewhat larger and faster than the original Cunarders of 1840, the ship embodies no radical departures. Usually the "AMERICA" operated between New York and Liverpool, though occasionally she was despatched to Boston and return to Liverpool, via Halifax.



Old business letter sent by R. M. S. America from Halifax to Boston, thence by rail to New York. Note the faint Halifax cancel beneath the Boston 5c cancel.



1853

A Business Letter sent by Ship
from Halifax, N.S. to Boston, Mass.

R. M. S. AMERICA - CUNARD LINE
BUILT - 1848
LIVERPOOL - HALIFAX - BOSTON

WOOD HULL, LENGTH 251', BEAM 35', DEPTH 26'. DISPLACEMENT 4250 T.
GROSS TONNAGE 1825 R.T. TWO-CYLINDER SIDE-LEVER ENGINE OF 2000 HP.
SPEED 10 1/4 KNOTS. 13 LBS STEAMPRESSURE. SISTER SHIP TO CANADA,
NIAGARA, EUROPA. BUILT BY STEELE IN GREENOCK. IN 1867 WAS SOLD
OUT OF SERVICE AND CONVERTED INTO A SAILING SHIP.

Picture of the R. M. S. America from the Collection of Erik Heyl.

QVO VADIS?

On Sunday, April 2nd, 1939, the stamp page of the *New York Times* carried a news story which appears to me as of the utmost importance to philately and its future. The fact that foreign auction catalogues containing illustrations contrary to United States laws were openly distributed in this country is a fact of which the management of every philatelic publication must have been aware. Yet it remained for a daily newspaper to bring this information forward that the United States Government was investigating the matter.

I have noticed that for the past several years the *New York Times* has invariably been first in presenting important philatelic news and it causes me to stop and think. Are philatelic journals deliberately suppressing news or is it that they are not "on their toes" and they look to others for news.

I am unable to agree fully with the statements in the *New York Times* but if the article is studied, there is more than would appear at first glance and it brings questions of paramount importance to the future of philately. This article should be productive of much serious thought among both dealers and collectors.

Carefully considering this and other facts, it has appeared to me that outside influences are threatening the freedom of the philatelic press. A few years ago, the National Federation of Stamp Clubs was formed. This organization was founded on highly meritorious principles in which it was hoped that the philatelic public, as a group would be able to formulate expressions of opinion representative of the whole. One of the claims for their strength was that the postoffice would lend an ear to the general opinion of collectors and would be influenced in the issuance or suppression of various stamps. The powers granted the leadership of this organization are dictatorial in their scope. They have within them, the power to suppress or further any opinion or to distort it as suits their fancy. I do not feel that these powers have been abused but they exist and since they do, it becomes a potential menace to the free expression of opinion among philatelists.

The managements of large philatelic publications have announced in their columns that their calendar of philatelic auction sales would be limited to those who advertise in the columns of the paper. All stamp auctions are of importance to collectors and the calendars are relied upon as an accurate guide as to when different sales will be held. Surely this is not the true spirit of journalism, but the publishing of a philatelic paper is a commercial enterprise and the management have a perfect right to follow such policies as they wish. Yet, it amounts to a deliberate suppression of items of genuine interest and value to collectors. All this, however, is beside the point.

There is a tremendous moral obligation on the part of philatelic journalists to report the news. Personal opinion must become secondary and even forgotten in the presentation of news.

I personally believe that the concentration of so much power within the leadership of the National Federation of Stamp Clubs is a menace to the free expression of philatelic opinion. While no criticism is directed against what the organization has accomplished or what they propose to do, the vesting of dictatorial authority in the hands of so few persons is a challenge to the right of free expression of opinion. A potential danger exists. It has not become a threat but may, at any time, act as a throttle to suppress such opinion as may be considered contrary to the views of the leadership.

Philately must combat this menace and it can be done, only by the presentation of opinion in a broad way by individuals and smaller organizations than a national federation. Let expression come from the individual and from individual clubs and a true picture of public opinion is forever assured. Thus can the broad mindedness of philately be perpetuated.

Since the organization of the National Federation of Stamp Clubs there has been a noticeable tendency to prescribe certain policies for philately to follow. Philately can only maintain its greatness and breadth if every collector feels free to collect what he pleases; make his individual studies and has the freedom of association with his fellow collector. It is my opinion that an organization such as the National Federation of Stamp Clubs presents the danger of regimentation of Philately as in dictator-controlled countries. Who knows whether the views of the National Federation express the opinion of the majority of collectors. While they may possess the affirmative vote of a majority of clubs, the proportion of the total number of collectors who support these views may be in the minority. Let the true principles of democracy prevail throughout Philately and philatelic journalism and everyone will be better served.

In my twenty years in the stamp business I have constantly avoided "politics" and have tried to "mind my own business". I do not relish bringing this situation into the open but the best interest of Philately must be served and is entitled to and must demand a free expression of opinion through the philatelic press. It is up to them to act.

Signed:

Souren Yohannessian

This article is purely an expression of personal opinion and the writer has no intention to discuss the matter. If anyone has any criticism or suggestions the columns of the philatelic press should be thrown wide open to a subject of such importance and if a reply is indicated, I shall utilize the same means. All Philately should know what is going on.

[The space occupied by this article is paid for at full advertising rates by the Y. Souren Company as a contribution for the good of Philately.]

Spring Announcements

H N Rosen

1939

The Rise of New York Port *1815-1860*

by ROBERT GREENHALGH ALBION

This book presents a comprehensive picture of the maritime activity of New York during the decisive years in which it became the foremost seaport and city of America. Starting with an account of the sailing packets, the Erie Canal, the steamboats and other devices whereby New York gained a long lead over its rivals; it describes the activities on the major route to Europe, the Caribbean, Latin America, the other Atlantic ports and the hinterland, as well as adventures to the Far East and other "distant seas."

There are chapters on the waterfront, business methods, shipbuilding and merchant society, terminating with the story of the development of the ocean steamships, the Californian clippers, and the successful race with rival ports to gain railroad communication with the West.

A large amount of statistical and other factual matter for reference purposes is compressed into the appendix, leaving the text free for broader treatment of narrative, description and analysis.

Illustrated.

15s. net.

*about 50¢
with postage
and duty*

Ashbrook Featured in Cincinnati Paper

IN the August 11, 1939 issue of *The Cincinnati Times-Star*, there is a splendid article about Stanley B. Ashbrook, with a three column head, "Retired Broker Makes of Stamps Lucrative Killer of Spare Time."

The article refers to the splendid work that Mr. Ashbrook has done in developing interest in philately, and points out that in order to carry out his work he has had to become an expert on the Civil War, General Denver's famous duel, Aaron Burr, the California gold rush, and the development of every kind of transportation—coach, horseback, train and boat.

It also refers to his two classic books on the *One Cent* and *Ten Cent U. S. 1851-57*.

Washington Observations

Publishers of Foreign Catalogs Exempt Under United States Illustration Law

By **WILLIAM M. STUART**
Associate Editor

The law to permit the printing of black-and-white illustrations of United States and foreign postage stamps for philatelic purposes was approved by President Roosevelt on January 27, 1938. Since that time the law has allowed for publication, under certain regulations, of United States postage stamps and an amended regulation has allowed postal cards like treatment. There seems to be no fault found—except in a certain limited quarter. Some of those interested in the law have been rather snobbish in discussing it and even to this day declare the law is not a proper one. Such reasoning is unexplainable but many things are not explained satisfactorily in this regard. It has always seemed rather strange that those forces who endeavored to have the President veto this measure should now take so much credit with the workings of so successful a measure. But that is another chapter in a long story.



W. M. STUART.

★ ★ ★ ★ ★

Now, there are reports and rumors that the law will be upset and that even stamps will be removed from the free list and a tariff enacted. Why is it necessary to even refer to such rumors? The illustration law was passed chiefly for consumption in the United States. Up to date the Treasury and Post Office Departments as well as the Secret Service are well pleased with the law and there have been no complaints that the law does not do just what it was passed for. It is most successful in every detail, and philatelists know this to be an unquestionable fact.

That certain foreign catalogues are publishing illustrations of United States postage stamps contrary to law is well known. The laws of the United States are not effective abroad and no collector here should have any concern with that

for the law was passed here and for use in the United States. One of the arguments used by a certain group when the law was before Congress was that the foreign dealer and publisher were not taken into account. Why waste any more time on such arguments? The law is for United States business alone, and it is working well and its passage has been fully justified by the fine publications developed since January 27, 1938. We fail to find one single Government agency investigating anything regarding this law. Why all the turmoil? One publisher had a lot to say about the law's inadequacy, yet its publications showing United States stamps in black-and-white are among the most beautiful philatelic publications ever published.

★ ★ ★ ★ ★

The philatelic press has a real duty to perform to its ever-increasing number of readers. The news should be given correctly and without personal bias, but at the same time confidence should be respected at all times. It is the easiest thing in the world to say things that are not so, especially in the news-line. There have been rumors and stories about stamps that never should have been written or uttered and the collectors who read such matter seldom ever see corrections of items that have been wrongly given to the press. The stamp collector does not have to have his news so far in advance as to take any chances on its truth. Too many rumors are dangerous to philately itself, and it is sincerely hoped that in the future less rumor and more fact shall predominate.

Representative John M. Coffee, of Washington, in a recent address before the Collectors Club, Branch 5, S. P. A., Washington, D. C., stressed the fact that the investment angle in stamp collecting was all wrong. The representative is a collector for the pleasure of it, and while he has spent sums for stamps to build up his collection, he advocates the investment idea is all wrong and can prove a grave danger to all classes of collecting. It would be well for all stamp collectors to weigh the representative's words for they are sound and most effective for real collectors to follow.

APR. 3, 1939

Auction Catalogue Illustrations

By KENT B. STILES.

Federal postal authorities in Washington are inquiring into circumstances under which a leading British stamp house is currently distributing in the United States an auction catalogue which illustrates seventeen United States stamps in their natural colors and actual sizes and nearly a hundred United States stamps in black and white but in their actual sizes, it was learned last week. The situation also was called to the attention of those members of Congress interested in philately.

The Government was asked to allow American dealers the same privilege of illustrating United States stamps in nat-

ural colors and actual sizes, on the premise that if they were to be denied this privilege while distribution of foreign-prepared auction catalogues so illustrated continued, the foreign stamp company would be given an unfair advantage over American auction houses.

Treasury Department regulations as placed in effect about thirteen months ago by Act of Congress permits printing, publishing and importation of only "black-and-white illustrations of canceled and uncanceled United States postage stamps" when they "are of a size less than three-quarters or more than one and one-half, in linear dimension." This was

the so-called stamp illustration liberalization law passed, with the approval of President Roosevelt, a collector, at the request of American philatelic interests. The criminal code as amended in January of last year provides for fine or imprisonment, or both, for bringing into the United States any photographs or impressions of United States stamps when such reproductions are not prepared in accordance with Treasury regulations.

The Treasury regulations encompass postage and envelope stamps only and do not permit reproductions of revenue stamps for philatelic purposes. The British auction catalogue now being distributed, in advance of a sale of a notable collection of United States stamps at London in May, illustrates five revenue stamps in their natural colors and actual sizes and contains black-and-white reproductions of twenty-two revenue stamps in their actual sizes.

The postage stamps illustrated in color include the 1901 Pan-American Exposition 2c carmine and black with inverted center, as a cover design; and, inside, the 1c green and black and 4c chocolate and black of the same issue with centers inverted, the 1869 15c brown and blue and 24c green and violet with centers inverted, and the 4c error, blue instead of ultramarine, of the 1893 Columbian series. All these are among leading American rarities.

The British catalogue has been widely advertised in the United States, and copies of it have been readily available at philatelic centers in New York. It is learned that one American philatelic magazine which had promised the British stamp house to aid in the distribution altered its decision after it received the catalogue and discovered illustrations not in conformance with Treasury regulations, as the Federal law forbids "control and possession" as well as importation of unauthorized photographs and impressions.

The request to the Government that American stamp auction dealers be granted opportunity, equally with foreign houses, to reproduce United States stamps in natural colors and actual sizes, is one outcome of a trend, noticeable in recent years, of leading American collections being sent to foreign centers, notably London, for sale, notwithstanding that most of the rarities in the collections are purchased by Americans represented at those auctions and make their way back into American collections. Instead of being disposed of in the United States, where the bulk of buyers of United States rarities reside. * * *

Interested Congressmen are studying to learn whether equalization would be effected, benefiting American dealers competitively, through tariff protection on stamps imported and exported, plus a further tax specifically covering purchase of stamps at foreign auction sales.—N. Y. Times.

April 17, 1939

Washington

Published Under

By WILLIAM

The law to permit white illustrations of postage stamps first proved by President 1938. Since that publication, under



W. M. STUART.

dent veto this measure credit with the work. But that is a

Now, there are law will be upset removed from the Why is it necessary? The illustration law assumption in the Treasury and Post the Secret Service and there have been does not do just most successful in know this to be an

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It also refers to his two books on the *One Cent and Ten Cent U. S. 1851-57*.

Philately Of Tomorrow

*Scientific proof presented founded
on controls of ink, pigments, pa-
per construction and constituents.*

(By courtesy of the Publishers.)

We have received for review a copy of a booklet of 64 pps. issued by the Philatelic Research Laboratories, Inc., 394 Park Av., New York City. The very name of this organization indicates its mission:—the establishing of the true nature of stamps in connection with "deceptive frauds". We can demonstrate the usefulness of this research work by quoting a report made to the well-known philatelist Edward S. Knapp who submitted a 10c 1847 "with extensive double transfer". Mr. Knapp declared that he was delighted at the conclusive manner in which the firm settled a problem that had created a "great controversy". The report submitted him was accompanied by some fifteen half tones showing details of engraving, merging of ink, etc., based upon photographs. We quote:—

"On stamp described as United States 10c 1847, No. 29, with extensive double transfer throughout.

Question: Genuineness of shifted lines of design.

The solution of this problem rests upon two prime factors. (1) Is a double transfer of this extent compatible with the original lines of the normal stamp? (2) Was the ink of the shifted lines applied to the paper at the same time as the normal lines?

Various tests have been undertaken to prove both of these factors and each test gives a positive result, confirming that the shifted lines are inherently a part of the stamp itself from this particular state of the plate.

The results of the tests are given, with photographs and explanatory details, on the following pages.

These comprise: (1) General appearance of stamp with and without cancellation. (2) Measured relation of duplicated lines to basic design. (3) Character of ink structure of normal lines, shifted lines and line junctions. (4) Relation of cancellation to duplicated lines.

Analysis has first been made of the entire stamp as such. Then each of the four corners have been critically studied. Finally, analysis of surface characteristics was made by a division into sixteen sections covering each part of the area of the stamp. As a result of this extreme enlargement, it has been possible to make an accurate determination of the character of the duplicated lines in relation to the normal. Certain slight imperfections in the normal lines are reproduced in the shifted lines.

In the cross hatching at the top of the portrait there is a definite progression of duplicated lines, extending into the white space surrounding the medallion. It is noted that the shifted lines retain identical character and relationship throughout this area, even though the lines are so close together as to give an almost solid appearance. It is beyond the bounds of possibility for human hand to make a faithful reproduction of these lines since they occur within an extremely small area.

It is a known fact that if two inks are put on paper at different times, there will be a distinct demarcation of these two inks at points of junction. Conversely, if the ink is applied at one time there will be a fusing of the lines at the junctions. This is a point of extreme importance and, in itself, should be adequate proof. However, even further tests have been undertaken to prove the identical composi-

tion of the ink of the normal and shifted lines.

The question of "kiss" or "slip" print is eliminated by the fact that uniform pressure was applied over adjacent areas of the stamp at time of printing. The relative absorbency of the paper is indicative of this fact.

An additional point of some importance is brought forward in regard to the cancellation of the stamp. A few of the duplicated lines are covered by the cancellation ink. If any of the shifted lines were artificially put on the stamp, they would naturally be put over the cancellation. While only a small number of shifted lines are found within the cancelled area it was decided to determine the actual appearance of the stamp as though it were not cancelled. A photograph is included in this report which shows the stamp without the cancellation. It will be noted that the shifted lines within the cancelled area are seen in the correct relationship.

This type of test is of great analytical value in that many differences of ink composition are discovered. It becomes of extreme importance in this case as a corroborating piece of evidence of the identical character of the ink of the normal and duplicated lines. Were they of different character or composition, they would present a different appearance with the probability that any shifted lines artificially added would be completely eliminated from the picture.

Thus, conclusive proof of the genuineness of the shifted lines is presented. This proof becomes of special value in that it determines the fact of two distinct states of the plate from which the stamps were printed. Not only does this become a determined fact, but it becomes proof that these stamps were printed from a copper rather than a steel plate. A shift of this extent and sharpness could only occur on a plate that was relatively soft.

Several students have satisfied themselves that these stamps were printed from copper plates, and the entire examination of this stamp has been in support of this contention. It will be noted that only the deepest and strongest lines have been duplicated. The duplication, without exception, is of deeply shaded lines, not a single one of the finer lines of the plate being reproduced. This is especially noted in the shift of the cross hatching.

At the lower portion of this part of the design, where the horizontal and vertical lines are evenly spaced, there is no evidence of the shift. However, at the top, where the lines were cut more deeply, in order to give a more solid appearance, the shifted lines are present. Such a shift as this, involving both the top and bottom of the stamp and with equal depth throughout could not have been made on a steel plate without transferring some of the finer lines. In order that the relief would impress the plate, pressure was necessary and in the case of a copper plate, a relatively light pressure would leave the traces of the deeper lines without transferring the lighter and more delicate lines. However, with the relatively hard steel plate much greater pressure would have been necessary and both light and heavy lines would have been transferred, so that the shift would involve even a greater number of lines than it does.

No fewer than fifteen full page pictures show details of engraving.

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Science and Our Stamp Collections

THE skill with which forgers and repairers of postage stamps have plied their trade almost unchecked, and with injurious effects on philately, is a challenge to science. Science is now accepting that challenge through the instrumentality of Philatelic Research Laboratories, Inc., recently incorporated under the laws of the State of New York.

The problems of authenticity, preservation and restoration that have in late years been scientifically solved with relation to books, manuscripts, textiles, dyes, pigments, bronzes, inks, paper and the world's masterpieces in the fields of painting and engraving, are now, for the first time in philately's history, being applied to stamps under the supervision of Harold D. Ellsworth, one of America's foremost experts in scientific art research.

Photo-micrography, chemistry, physics, long-bellows camera, arc lamp with infra red filters and plates, polarized microscope, quartz mercury lamp with ultra-violet light, photo-electric spectrophotometer, luminous tube, motion picture projector—these and other factors and devices are being utilized to the end that science will displace, from the viewpoint of supplying irrefutable proof, the human "expertization" of the past in rendering judgment on the true nature of any individual stamp.

Authenticity, or lack of it, with regard to perforations, repairs, cancelations, texture of paper, character of ink, etc., is being established with the aid of all this scientific apparatus, thus suggesting the dawn of a new era in philatelic research. The result of this research will be made known to the philatelic world, and collectors who possess postal rarities will be afforded opportunity to have their treasures scientifically tested—for a price, of course—as the specially-built machinery which comprises the laboratories has cost thousands of dollars to put together, and there will be operating costs.

A curious factor, but one which assures complete independence in the research activity, is that Mr. Ellsworth, scientist and inventor, knows nothing about philately. He has never collected stamps and is not concerned with the hobby. His major interest for years has been science in its association with investigation in the arts—electrolytic restoration of bronzes, detection of restoration or repairs in pictures and manuscripts, precision color measurement, etc., for the Andrew Mellon and other art collections, the Walter's Art Gallery laboratory and similar institutions. Chemist, physicist and toxicologist, he is a graduate of Middlebury College and is a qualified expert before the Supreme Court of the District of Columbia.

But although not a philatelist, Mr. Ellsworth holds that the scientific instruments and processes used in determining the genuineness, or lack thereof, of pictures, manuscripts, bronzes, textiles, inks, etc., can be successfully adapted to philately, and he believes that such scientific proof eliminates the personal element

from "expert" opinion, as it does in the arts. His job is to carry on just such research into all the technical principles of stamps and their variations. The work is already under way, and in the future it will be possible, in his opinion, thus to examine any given postal item scientifically and to determine whether it is precisely what it purports to be or whether it is masquerading. In no stamp is he interested philatelically, his approach being purely scientific in nature.

Philatelic Research Laboratories, Inc., of which Mr. Ellsworth is vice-president and managing director, had its inception in January when the Y. Souren Co., New York stamp dealers, publicly displayed at the Waldorf Astoria Hotel in New York the Crocker collection gems which Mr. Souren had purchased at a London auction a few months earlier. At the Waldorf exhibition the Crocker items were projected many times enlarged under polarized light on a motion picture screen, with the aid of color-processed slides, and thus a study of surface characteristics was simplified. This led to inquiry into the possibilities of scientific investigation on a broader scale, and the research laboratories are the result. The corporation is an organization entirely separate from the stamp dealing business, but Mr. Souren is its president and financed the purchase of the machinery.

For critical examination and study, the laboratories have been equipped with a great variety of apparatus assembled by Mr. Ellsworth. The objectives are "to cooperate with all those seriously interested in stamps in perfecting methods of examination and to assemble a library of reference material which will contribute to the solution of various problems confronting philatelists" and to "afford a positive documentary proof" of the true nature of every stamp examined.

Tests are made under special lights and filters, the results being recorded photographically, and the examination is continued by microscope with results similarly recorded. Photomicrographs present evidence of repairs, reperforations, cancelations, watermarkings, etc., if they exist. Each photographic record is an accurate one, scientifically determined. Various types of inks and paper are given micro-chemical analysis.

As an example of how such investigating functions, a collector recently submitted a United States 24c, 1870 issue, which he had been informed was on silk paper. The stamp was scientifically diagnosed, and the collector received the following report:

"Most of the colored fibers are linen. Several were specifically identified by their peculiar behavior under polarized light, which presents characteristics which positively identify them as such. A few of the colored fibers are cotton. Two examples were critically examined and positively identified as such. The entire substance of the paper is composed of cotton and linen fibres with no traces of silk."

(Please turn to next page.)

Thus guesswork and human "expertization" were confounded as science stepped in with proof.

Nor was there guesswork in the instance of a Philippines 4p showing no trace of cancellation and purporting to be a mint copy. Subjected to scientific analysis, it was found that the stamp had been used, had been canceled with bars, and had been so expertly washed that the bars were not visible to the naked eye even through a powerful microscope. Under light which revealed traces of the bars, a photograph was taken. Here was indisputable proof that the 4p was not a mint copy.

A block of four U. S. submitted to similar analysis brought disclosure of evidence that the four stamps were not of the same issue but had been skilfully put together against a square of thinned paper and their perforations so carefully merged that normal vision could not detect the fraud. Moreover, under certain lights it was obvious that not all of the four stamps were even of the same color; and a missing part of one had been "restored" by painting on the square of thinned paper. Here science revealed what the human eye and ordinary photography had not.

"THE METHODS used in the scientific examination of stamps," according to Mr. Ellsworth, "must of necessity neither add to nor subtract from the specimen or in any way alter it. A stamp subjected to examination must be maintained in the same state throughout examination, which when completed will leave the stamp in precisely the same condition as before. Therefore a carefully prepared series of 'controls' forms a basic part of the laboratories. These 'controls' are the result of extensive preliminary examination of many stamps and include photographs of all kinds, including photo-micrographs of paper, inks, perforations, watermarks—in fact, everything relating to an extensive examination. These 'controls' are used to check results in specimens examined subsequently.

"Photography in its various phases and other optical methods are naturally emphasized in a study of stamps. Other methods include microchemical analysis, spectrography and photo-micrography.

"The work in photography involves the utmost technical detail. Scientific photography is not merely the taking of pictures. It involves the use of invisible infra-red and ultra-violet rays, accurate scale enlargement, and photo-micrography capable of most detailed analyses. An accurate knowledge of the properties of light and

light filtration is necessary. Color filters, the color sensitivity of the emulsions of the film and a familiarity with the intricate processes of development are essential. Important details may be lost if all these factors are not given proper consideration.

"There are similar problems in photography by infra-red or ultra-violet rays. These light rays are invisible, and in the case of ultra-violet photography there is the problem of fluorescence. They present particular problems of development, light filters and types of film emulsion. It is frequent that adequate proof is obtainable only through a correlation of the results of both infra-red and ultra-violet photography of an identical specimen. For such photographs to be reliable evidence, they must be the result of correct use of the method based on knowledge and experience. This experience gained in applying such scientific photography to art problems provides a sound basis for extension to a critical study of stamps.

"The use of the microscope is essential to scientific philatelic study. The number of specialized instruments and accessories used in the field of microscopy indicates the ramifications of this highly important science. Some form of microscope contributes to the study of almost all forms of matter, be it animal, vegetable or mineral. Stamps are by no means exceptions. Monocular and binocular microscopes of both low and high power are used. Also the petrographic microscope which employs polarized light. This is particularly useful in the identification of paper, fibers and inks. The comparison microscope such as is used in ballistic investigation provides means for accurate comparison of two specimens. The results of microscopic investigation may be recorded photographically by the use of special instruments.

"Chemistry, particularly microchemistry, is valuable in preparing fundamental data from which simplified methods, especially those of optical nature, may be devised. Thus, a method which might otherwise be simply comparative may be related to specific facts. Petrographic and chemical microscopes are essentially analytical instruments and have been developed to a high degree of accuracy and serve to reveal real facts discoverable in no other way.

"The 'Grenz' ray, which is a very low voltage X-ray, is of great value in determining characteristics of ink and paper. Variations in chemical and physical structures are shown by the difference in opacity to rays of particular voltage. Clear pictures of the paper structure can be obtained as well as the character of the ink for print-

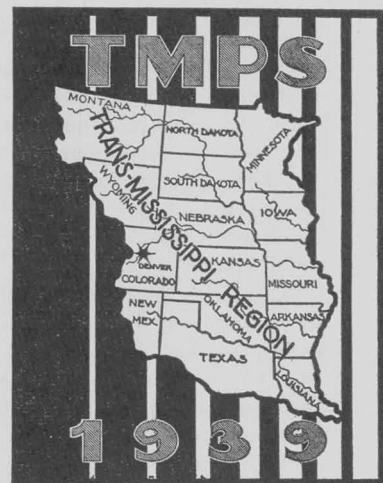
ing the stamp. The inks used for cancellation are sometimes transparent to the 'Grenz' ray and a picture of the engraved detail is obtained with no trace of the superimposed cancellation ink."

Denver to Entertain Trans-Mississippi Group

DENVER is making great plans to entertain the Trans-Mississippi Philatelic Society Convention, August 17-20, which will be staged in Denver's \$600,000 Municipal Auditorium.

The convention bureau of the Denver Chamber of Commerce is planning to put on a big celebration at the summit of Mount Evans as part of the celebration, and the society will hold one of its sessions there.

There will also be a visit to the Denver Mint, repository for more than four billion dollars.



We show you a representation of the seal, which is being reproduced in red and green for the convention. Two other seals, one showing Mount Evans, and the other one reminiscent of Buffalo Bill, will also be used.

C. Z. Stamps May End

ACCORDING to latest advice a plan is on to use United States stamps for the Canal Zone instead of special stamps for that territory. Ernest A. Kehr was talking with a postal official recently and was told how stamps are now costing the Canal Zone government \$2.50 per thousand to print, whereas regular post stamps for the United States cost four cents a thousand to make. If U. S. stamps were used for the Canal Zone it would effect a tremendous savings.

Philately Of Tomorrow

Recognition of the service rendered satisfied clients by the Philatelic Research Laboratories

PART TWO

The last half of "Philately of Tomorrow" is given to correspondence with collectors who have been satisfied users of the facilities of the Research Laboratories. Among them are Esmond Bradley Martin, Westbury, Long Island, who writes:—

"I have examined your report on the stamps of the 1869 issue which I recently received. According to this report it would have been very unwise for me to purchase these stamps and I sincerely thank you for this information which has probably saved me thousands of dollars.

I hope that other philatelists will avail themselves of your laboratory and wishing you the best of success."

Two invoices totalling \$5,200 are illustrated and the laboratory findings given. It is interesting to note that tests brought out grill erasures, re-issues instead of original, modern cancellations, postmarks tampered with, differing inks, etc. Numerous illustrations lend great interest to the deductions found in the booklet.

Mr. X is given ten pages dealing especially with covers. Some of the findings

disputed, it undoubtedly exists in Type II. It is seldom offered and was purchased cheaply. Second strip of 4 with center line same price. An o. g. pair @ \$10.50. Zeppelin set of 3 of 1930, mint and centered, @ \$24.75 and \$26. 1938 President set complete, mint singles, @ \$3-10-0, and the same in mint pairs, @ \$6-10-0.

A. H. Murchison 27th Sale, July 26, at the Philatelic Club, Los Angeles. 24c purple with grill, No. 142, centered, bluish green grid canc., slight tear at R and little faded, cat. \$600, @ \$139.75. A block of 4, 15c, No. 284, v. f., used, cat. \$8.50, @ \$4. O. g. block of 4, No. 346, v. f., n. h., \$3.75. 5c grill, No. 351, in a v. f., n. h., line pair, o. g., \$5. No. 354, fine, o. g. single, \$4. V. f., n. h., o. g. line pair of the same, \$9.25. 2c, No. 368, Lincoln, U. S. Auto Vending, Type I, v. f., o. g. pair, \$2.75. 10c Pan-Pac., No. 400, v. f., o. g., not quite cent., \$3.50. 12c, No. 435, v. f., used block, cat. \$3, @ \$2. A fine block of No. 440, used, cat. \$8, @ \$3.25. A sheet of 5c Air, No. 1315, r. p., v. f., \$4.10. Less than a score of wholesale lots were offered, the bulk of the sale being foreign.

read:—Whole stamp on cover has been removed and replaced by a 6c bisect, a stamp "not originally used on this cover", cancellation removed, etc. Eleven cover half-tones accompany the exhibit demonstrating clearly that the research work is of great value in detecting fraudulent operating.

Judge Van Buren Perry, Aberdeen, So. Dakota, wrote the Laboratories about Scott's Nos. 43-44, U. S. perf. 12½ as follows:—

"On March 18, there appeared in *Philatelic Gossip* an article about the study you have been making into the 'Chicago' perforations in the above numbers. Perhaps I can add a little to your store of knowledge by submitting for your examination three specimens which I have, and a history of their antecedents which may help to negative the idea that they were so perforated by someone with an idea of making a profit out of them for such, definitely, is not the case as to mine."

Judge Perry makes a lengthy statement regarding the genesis of the stamps and our readers will be interested in the finding of the Laboratories as given him:—

On Stamps Described As: United States 1857 3c Type 1, perforated 12-12½ postmarked "Chicago, Ill." and pronounced as being with forged perforation as per letter accompanying the stamps.

Question: (1) Genuineness of stamps. (2) Genuineness of perforation. (3) Genuineness of postmark.

Three photographs which accompany this report are entirely illustrative of the conclusions reached. The three stamps in question were compared and checked. Critical comparison under accurate instruments show that the perforations check with the control in every detail of measurement.

J. A. Farmer obtained this report on a submission:—

"Subject: United States 24c gray lilac (Scott No. 78) on original cover tied with 'Short Paid' in frame.

Question: Was this stamp originally used on this cover?

Examination: The general characteristics of the stamp and cover are normal except that the 'R' of 'Short' appears abnormally fore-shortened and the cancellation ink of the 'grid' tying the stamp is of a different intensity from that on the cover.

Conclusion: This stamp was not originally used on this cover. The parts of the 'Short Paid' which appear on the stamp have been drawn in and the parts of the grid cancellation on the stamp have been added. The cancellation and postmarks entirely on the cover are genuine but the stamp originally used has been replaced by this 24c."

In this section of "Philately of Tomorrow" there are no fewer than 26 plates made from photographic reproductions.

TWO NEW "NARI"

FRANCE AND

No. F—75 France: Postage and Semi-Postage

No. G—58 Germany: Postage, Semi-Postage, 1936-1938; and Official

Write for 6-page folder showing Blank Albums. If your dealer doesn't serve you, send us your order.

THORP & MARTIN CO., 68 F

Greatest U. S. Rarity Was Found in Liverpool

THE USED block of four of the 24-cent purple and green U. S. stamp of 1869, recently purchased by the Y. Souren Company of New York City for £2,500 (about \$11,750 at the rate of exchange at the time of the sale) at the London auction of H. R. Harmer & Co., has an interesting history, according to Kent B. Stiles, in the *New York Times*.

"Research shows," says Mr. Stiles, "that the 24-cent invert block was originally used on a package of insured registered mail from the United States to Liverpool, England, in 1869. At what point in the United States the package was mailed has not yet been determined, as the postmarking is not legible."

Mr. Stiles says it is likely that a color enlargement of the stamp will be later thrown onto a screen to determine if possible the postmark of the point from which the package was sent.

Best available information is that the block was discovered in Liverpool some time in the 1890s, and was soon sold to William Thorne of New York City. In 1901 the block was purchased by a Boston stamp dealer (our own personal remembrance is that the Boston dealer was Warren H. Colson) who soon disposed of it to William Henry Crocker, San Francisco banker, for a sum in the neighborhood of \$1,500.

Experts agreed that it is the only block likely to exist, as only one sheet of the inverts is thought to have been issued (judging by the number of single copies on the market and in private hands.

Mr. Souren spent \$200 on the trans-Atlantic telephone to purchase the block, Mr. Souren being in New York City at the time of the sale and his conversation being with Theo. L. Behr, one of his employees, whom he had sent to London to bid for him. Thus the block cost Mr. Souren approximately \$11,950 net.

We now learn that he sold this block, among other rarities, to Esmond Bradley Martin, nephew of the late Henry Phipps, capitalist and philanthropist, who died in 1930, the other day. Mr. Martin is a philatelic student, is acquiring rarities at great speed and has also formed a very fine philatelic library.

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Crocker Rarities Sold

SOUREN CO. OBTAIN \$40,000 WORTH AT
HARMER, ROOKE & CO. SALE

The three days' sale of the Wm. H. Crocker collection at auction in London, November 23 to 25, attracted world-wide attention. This was due to the diversified extent of the rarities listed in the sale. The prices realized will prove an interesting chronicle for the annals of philately.

Wireless despatches describe the up-to-date methods used by the Y. Souren Co., well-known New York firm, in securing lots. Theodore L. Behr of the company took possession of a telephone booth in the Harmer, Rooke and Co. auction rooms the first day of the sale. Mr. Souren was thus able to keep in constant touch with Mr. Behr by private wire during the entire three days of the sale. The great rarity, an unused block of four of the 24c, 1869, invert (the only one in existence) naturally attracted spirited bidding. It began at £1,000, went quickly to £1,500 but not until it reached £1,800 was Mr. Behr a bidder. He carried the prize to £2,500 or practically \$12,000. The results of the three days' sale showed total receipts of approximately \$80,000 with Mr. Souren purchasing one-half of the total amount. His firm has demonstrated real American enterprise in the manner in which it has protected the interests of its clients and given the stamp trade throughout the world a striking example of up-to-date American business methods.

In recent months we have had several inquiries as to why U. S. stamp collections, made up by U. S., should be sent abroad for re-sale to Americans in European auction sales. We are unable to answer the question. The Souren patronage of the Crocker sale in behalf of American philatelists should be convinc-

ing evidence that the United States is the stamp market of the world and especially so for United States stamps.

The Souren Co. has furnished the press with a list of prices realized and it will be of interest to all our readers. Among the many choice items obtained by Mr. Souren were the following:—

10c Providence, £7. 1847 5c brown, superb, £4. 1847 5c mint block, £222. 1847 5c brown, late 1849 impression, £10-10s. 1851-56 5c red-brown, rare color trial, £15. 1857-60 1c dark blue, Type 1, mint, plate 12, £6-6s. 1857-60 5c dark-brown, Type 2, superb mint block 4, £23. 1857-60 10c green, Type 5, mint block 4, £12-10s. 1857-60 10c yellow green, superb mint block 4, £16. 1857-60 24c red-lilac, fine unused, £15. 1861 1c pale blue, superb mint block 4, £4-4s. 1861 3c pink, unused block 4, no gum, £70. 1861 30c, mint block 4, £28. 1861 90c mint block 4, £130. 1862-66, 2c black, yellowish chemical paper, with 3c. 1861 color trial, 70s. 6p 1867 3c grill 14x16, imperf. horiz. pair, £15. 1867 grill 12x14, 2c black, mint block 4, £135. 1867 grill 11x13 3c Scott 88, mint, £1. 1867 grill 11x13 3c rose Scott 88, mint block 4, £8-10s. 1867 grill 11x13 10c green, unused block 4, £75. 1867 grill 11x13 15c black, mint block 4, £120. 1867 grill 9x13 5c brown, superb copy, £15. 1867 grill 9x13 10c green, mint block 4, £85. 1867 grill 9x13 12c black block 4, £60. 1867 grill 9x13 15c black, mint block 4, £30. 1875 Re-issue of 1861-66 5c, 10c and 12c, mint condition, each brought £9-10s, and 90c blue, same issue, £16.

Notes on the Sale

A Confederate provisional Athens, Ga., realized £38; a Lynchburg (Va.), £42; a

Macon, Ga., £21; a 2c black, Mobile, Ala., £40. A block of four Confederate 10c rose, £90.

A 1c Agriculture, black on soft paper went to Souren for £90.

Besides the Souren Co., Ezra Cole and Sir Nicholas Waterhouse, English collector, were the most active bidders at the sale. One of Mr. Cole's outstanding acquisitions was a mint block of 24c 1870 for £250.

A \$1 mint block Trans-Mississippi with straight edge brought £42, a record. A \$2 block straight edge, £125.

A \$2 mint block of 1895 sold at £32 and a \$5 of that issue at £95.

Mint specimens of \$1 and \$5 proprietary stamps realized £90 and £80 respectively, the \$1 item being in better condition.

A 30c 1869 with flags inverted brought £650. A Pan-American 1901 1c mint block center inverted sold for £375 and a 2c mint, same issue, center inverted, £420.

Further Reports on the Crocker Sale

AS was reported in our last issue, the total amount brought by the Crocker sale of United States stamps was slightly over £16,000, and in a report just received from Ezra D. Cole, the most surprising thing to him was the uniformly high prices the general and regular issues of the United States stamps brought in England. In the first session alone, he states that it brought at least \$3,000 above his own estimated valuations. The second session sold just as well as it would have done in the United States, while the third session, if it had been broken up in smaller lots, might have fetched more in America.

The English newspapers gave considerable space to the sale, and in particular featured the long-distance telephone call from Mr. Souren to the auction room. It was one of the best publicity stunts that could possibly be imagined, but was entirely inadvertent for Mr. Souren has told me that his only reason in putting through this telephone call was to prevent his associate, Mr. Behr, from losing his nerve if he was obliged to pay the full limit he had given him on the 24c 1869 Invert block of \$25,000. Incidentally, Mr. Behr was featured with a double-column headline in the *Daily Herald*.

In our last issue, we featured the prices that were secured, and are glad to add some others that Mr. Cole reports as being extraordinarily good.

1847 5c brown, superb copy, £4. 1847 5c block of four which we mentioned last week as bringing £210, was the rare brown orange shade, an extremely scarce item. 1847 5c orange-brown, unused, £10. 1847 10c, a superb copy, started at 10 and sold for £12. 1851-56 12c unused horizontal pair, opened at £25 and sold for the record price of £60. 1851-56 30c orange, variety imperf., £92/10s. 1857-60 1c Type 2, mint block of four, £22. 1857-60 30c mint block of four with 3 of the stamps slightly thinned from the hinges, £60. 1861 24c August, superb, £46. 1861 24c mint block of four, cataloging \$100, £80. 1861 30c block of four cataloging \$125, £28. 1861 90c mint block of four, cataloging \$750, £130. 1867 3c rose grill 11 x 13, mint block of four, £8/10s. 1867 15c mint block of four, £120. 1867 10c grill 9 x 13, mint block of four, cat. \$300, £85. 1867 12c grill 9 x 13, mint block c

four, £60. 1867 15c grill 9 x 13, mint block of four, £30. 1875 90c re-issue, mint copy, £16. 1869 3c mint block of four, cat. \$12, 70s. 1869 6c mint horizontal pair, £6/10s. 1869 24c mint copy, £40. 1869 90c, superb used, £15. 1869 90c mint copy without grill, £40. 1870-71 2c mint block of four, £17. 1870-71 24c, superb, £95. 1870-71 12c superb block of four, without grill, £160. 1870-71 24c mint block of four, £250. 1873 7c superb mint block of four, £55, which is a good price because this is not a particularly rare stamp. 1873 10c mint block of four, £65. 1873 90c mint block of four, cataloging \$150, £45.

The big lot of the sale, as we reported last week, was the block of four 24c 1869 with inverted center, which sold for £2,500. The 30c 1869 with inverted center, which we have already reported as bringing £650, was a new high, for the last American auction record was \$2,800.

We have already reported on the Pan-American inverts, including the 1c single

at £65, the 1c block of four at £375, and the 2c at £420.

The 1875 5c mint block of four, £16. 1890-93 30c mint block, £22. 1893 4c error of color, mint block of four, which was sold at considerably less than the present price in the Hind sale, £700. 1893 \$3 Columbian block of ten, slightly off-center, £170. 1893 \$4 Columbian in a block of ten, £280. 1893 \$5 Columbian block of ten, £300. 1894 \$5 block of four, £145. 1895 \$2 block of four, £32. 1898 \$1 Trans-Mississippi block of four with straight edge, £42. 1898 \$2 Trans-Mississippi block of four, £125.

There was a sleeper in the Departments,

consisting of an unused block of four of the 1c Agriculture on soft paper. Everyone discovered it, however, and it brought £90.

In the Postage Dues, a mint block of 45 of the 30c #2220 brought £26.

An imperforate \$20 Probate of Will brought £22.

In the third issue revenues, a \$1 superb mint copy brought £90, and a \$5 of the same issue brought £80.

A very rare Pony Express cover was bought by Ezra Cole for £150.

A very beautiful block of the 10c rose Confederate issue brought £90.

A 5c blue on bluish, Scott's #40. Fredericksburg, Va., brought £20, while a 5c blue Scott's #72, Lynchburg, Va., brought £42. A 5c grey-blue, Scott's #77, Macon, Ga., brought £21 and a fine 2c black Scott's #96, Mobile, Ala., brought £40.

According to Ezra Cole, many of the cheaper stamps, too numerous to mention, sold just as well in England as they would have in this country, but Theodore Behr, who was the representative of Y. Souren & Co., stated that these high prices were largely due to the presence of the American dealers, who furnished most of the competition. Among the

English bidders, Sir Nicholas Waterhouse and Frank Godden were very active competitors.

Commenting on these good prices, Mr. Cole states that they verify the fact that stamps are an international commodity, and American collectors will have to look to their laurels.

Even the Department's Newspapers and miscellaneous material sold at very good prices, although Mr. Behr felt that if some of the large lots had been broken up into smaller lots, as is customary in this country, they might have brought even more. According to Mr. Cole, there were very few real bargains in the sale, but one of the best was the Millbury cover, which was purchased by Sir Nicholas Waterhouse at £450.

Among the important bidders we have already mentioned Sir Nicholas Waterhouse, Y. Souren, Edward Stern of the Economist Stamp Company, and Ezra D. Cole, representing a large number of American bidders. In addition to them, Capt. Ustick of Stanley Gibbons, Inc., E. J. Bridger, Frank Godden, W. Houtzamer, Charles King, and E. O. Holmes were active bidders. After the sale Mr. Godden personally congratulated Mr. Behr on having secured the block of 1869 inverts, stating that in his opinion this was one of the greatest philatelic items in the world.

The special printings in the Crocker sale were exceptionally fine and brought very good prices.

Mr. Cole states that the American auction firms could well copy the pleasant

atmosphere, congenial company and general spirit of friendliness which prevails in London sales. The sales are ably conducted and the staff is capably trained to see to the buyers' every desire. Mr. Cole's only criticism was the fact that the auction room was very cold as compared with American auction quarters.

Mr. Behr was quite intrigued with the fact that a girl walked around among the buyers with the lots as they were being sold so that anyone desiring to do so might look them over. Another interesting feature of which he approved was the fact that all bids must be at least a multiple of 5 per cent of the price.

The dramatic element surrounding this sale made it of considerable importance so that it has been watched with more interest than any similar sale held in recent years.

Invert Block Brings £2500

THE BLOCK of 24-cent 1869 inverts in used condition in the Crocker sale held in London last week went to Y. Souren of New York City for £2,500.

It was a dramatic instant in the sale when the block went up as Theo. Baehr, agent for Mr. Souren, walked to the telephone booth and called Mr. Souren in New York by transatlantic telephone and kept him apprised of the bidding relayed to him by a stenographer. Mr. Souren did not enter the bidding until the rare item went to £1,800, and it was finally knocked down to him at the £2,500 figure.

This item was the gem of the collection of William Henry Crocker, a San Francisco banker, who died in September, 1937, aged 76, and is the only known used block.

Sterling. At 465 = 1162500

Please tell the advertiser you saw it
in W. P. G.

Gossip Dec 3 1938



Carter Glass. Carter Glass, Jr.

AN UNIQUE SOUVENIR

We are indebted to Carter Glass, Jr., President of the American Philatelic Society, for a very interesting souvenir. It is pictured above and is quite self-explanatory. It features the Lynchburg Postmaster provisional stamp bearing the name of Major Robert H. Glass and the autographs of son and grandson, Hon. Carter Glass, U. S. Senator from Virginia, and Carter Glass, Jr., Pres. of the A. P. S. We quote from a letter received from our philatelic president:—"Recently I had 25 proofs made of the Lynchburg postmaster provisional stamp which was issued by my grandfather in 1861. I am enclosing with my compliments one of the copies, autographed by the son and grandson of Major Robert H. Glass."

\$600 "SEPCIMEN" ERROR

By HARRY M. KONWISER,
181 Claremont Av., N. Y. City.

A copy of the Agriculture 30c yellow, overprinted "Sepcimen" instead of "Specimen" sold for \$600, at the American Art Association Galleries, April 29, 1938, when the Carl B. Ely collection was sold for a total of \$14,754.45. This was the highest priced item in the sale.

The Hind Collection had a copy of this rarity and it went to Philip H. Ward (my catalogue of the sale says) for \$330. Mr. Ward has the reputation of knowing United States stamps and their values. The Hind copy was described as "centered southeast but only known copy". It was presumed the Hind copy was the copy sold through Frank P. Brown who, in 1927, wrote he had handled thirteen "Sepcimen" error stamps and one of these was the 30c Agriculture.

The U. S. Specialized Catalogue indicates this is a rare item. There were 354 Agriculture 30c "Specimen" stamps sold.

Richey's Specialized Collection of Confederate Frame Line Stamps on Display at A. P. S. Convention

THE STAMP EXHIBITION that is being held in connection with the *A.P.S.* Convention at San Francisco will have a large number of very important collections on display which will be a treat to every one privileged to attend it.

One particular collection to which we want to call attention is that of Samuel W. Richey, of Cincinnati, showing the plating of the Confederate Frame Line stamp for the first time. This plating is 95 per cent complete, and is entirely the work of Stanley B. Ashbrook.

Mr. Ashbrook has done much important plating in United States stamps, but says that the work on this Frame Line stamp, due to lack of multiple pieces, was one of the most difficult jobs that he had ever undertaken. The full story of the plating problems will appear in the first issue of *The Stamp Specialist*, which will be issued in October.

There will be a number of other exceptionally interesting collections on display. Many of them shown on the Pacific Coast for the first time, and no collector able to attend the exhibition should miss the opportunity.

H. WARD, JR.

design are crossed bats with the glove and ball enclosed within a wreath. Such a stamp is certainly representative of true baseball and will take many back to their childhood. The design is from a wash drawing by William A. Roach.

Auction Catalogue Illustrations

The New York Times of April 2 carried a column from the facile pen of Kent B. Stiles entitled "Plates Stir U. S. Inquiry". In this Mr. Stiles discusses the laws and regulations governing the illustrating of stamps with special stress upon the fact that certain of our foreign professionals are seriously breaking these laws.

Since last November there has been distributed in this country certain auction catalogues from London which (1) illustrate United States stamps in their exact size, (2) illustrate revenue stamps, and (3) illustrate stamps in color. All of these activities as well as (4) the fact that some of our local people have been distributing them are strictly illegal and the laws carry heavy penalties.

There is no doubt in the world that such publications are much more attractive and enable the professional to better present his stamps but it is claimed and rightly so that this competition is very unfair to the American auctioneer who would not dare to flaunt the laws of his country in such a way.

We would like to see the laws changed to make this possible for all but in the meantime remember that we are now illustrating stamps in accordance with regulations of the Treasury Department and if there is a refusal to obey these regulations, just as the Secret Service has always claimed would be the case, why they

will undoubtedly clamp down in such a way that we will soon be back where we were a few years ago. No more illustrated publications from abroad, our mail held up at customs and our own publishers not knowing what they can or cannot do.

We think for all concerned that the foreign dealer seeking business on this side of the water should endeavor to abide by our laws through desire rather than force. If he refuses he will soon find that his catalogues will not pass our customs and that those who might endeavor to distribute them in this country will be putting themselves in a position where criminal prosecution might result.

A. NICHOLAS REGGIO

The *Blue Book of Philately* pays a striking and well deserved tribute to A. Nicholas Reggio, who died Apr. 13 at his residence in Brookline, Mass., after a brief illness, aged 57. He was a member of the A. P. S. (No. 8380) and the Boston Phil. Soc. The *Boston Herald* of April 14 has an account of Mr. Reggio's from which we quote:—

"Mr. Reggio was born in Germany of American parents, received his early education there, in England and the United States, before entering Harvard College, from which he was graduated in 1906.

Mr. Reggio was retained by Henry G. Lapham, Boston financier, to supervise his stamp collection, which in 1936 won the grand award at the international stamp show in New York. Mr. Reggio was awarded the prize for the Lapham collection by Amelia Earhart.

But his achievement considered most significant in philatelic circles was the reconstruction for Lapham of a sheet of 10 of the Brattleboro, Vt., postmaster's personal stamps, printed in 1846, each of which now catalogues at more than \$2,000. The item required 20 years to complete.

Mr. Reggio was a member of one of the first Davis cup tennis teams to go to Australia. He later gave up competitive play, but as a member of the board of governors at the Longwood Cricket Club arranged many important matches. At the time of his death he was vice-president of the club.

He leaves his widow, the former Claire Means of Boston, and three daughters: Claire, Erdna and Louise, and three sons, Peter, Andre and A. Nicholas, Jr."

TEN SHEETS OF THESE PART PERFORATES HAVE BEEN FOUND



ACCORDING to R. E. Boody, Stamp Editor of the *Oakland Tribune*, ten sheets have "turned up" of the 10c Special Delivery stamp (Scott's No. 1904) containing the recently reported part-perforate vertical variety which was discovered in Oakland, California, last month.

Two of the sheets had been broken into blocks and in pairs, while the remaining eight sheets are being held intact; sheets were found to bear either plate number 19282 or 19283.

Harry E. Gray, Oakland stamp dealer to whom the first sheet discovered was submitted for inspection, reveals three of the five sheets which later came into his possession have been sold. The first sheet sold was

purchased by Bertram W. H. Poole, Los Angeles dealer, who created considerable excitement and comment in philatelic circles on the Pacific Coast when he set a value of \$5,000.00 on his newly acquired sheet of stamps.

The second sale was the purchase of two sheets by Edwin P. Seeborn, San Francisco dealer and auctioneer, one of which has already found its way into a private collection. The amounts paid by dealers or collector was not revealed.

SPECIAL DELIVERY ERROR

We recorded last week the find of some part perforated U. S. 10c Special Deliveries in California. This information was given by courtesy of R. E. Boody and the *Oakland Tribune* in which he is stamp department editor. Here is Mr. Boody's brief story:—

“Probably the most important philatelic discovery ever made on the Pacific Coast is the find of an *imperforate* vertical variety of the current 10c Special Delivery, red-violet (type SD6, Scott's No. 1904). The vertical imperforate appears between the first and second rows of stamps and the sheet is the only one known to exist. It was purchased by a non-collector from an Oakland branch post office. A stamp collector promptly noticed the error and secured permission from the owner to submit the sheet to Harry Gray, well known Oakland stamp dealer, for inspection.”

September 2, 1939

PHILATELIC GOSSIP

Three Cents, Pink

THERE SEEMS to have been only one find of U. S. three cent "pinks," of 1861, on record, and this was related by John N. Luff, in the *American Journal of Philately*, October, 1892, page 470, as follows:

"If the experience of an enthusiastic collector is worth anything, mine proves that this is a very scarce stamp. Shades of rose are plenty. I have thirteen in my collection and do not doubt there are more to be had. But there is only one pink. Anyone who ever sees the stamp will know it at once for what it is and that there is no other exactly like it. It is not a shade at all but a distinct color, bright, clear, with a tint of lilac, the pink of artists and dyers.

"That it is rare, I am sure, from the very limited number seen. I have had a damaged specimen in my possession for years and sent it all over the country to dealers and collectors but none of them could match it used or unused.

"But 'all things come to him who waits' and one day the pink turned up, where least expected, near at home. Among the papers of a lawyer at National City, Cal., someone found a few of these stamps in the long-sought color, unused, original gum and fine in every way. Fortunately for Philately the finder did not use them on his correspondence but sold them to San Francisco dealers. Among these stamps were two blocks of twelve, each bearing the imprint 'Engraved by the National Bank Note Company, City of New York, No. 12 Plate.' It is strange that the same plate number appears on both blocks and gives rise to the query, was the 3c pink printed only from plate 12?"

It is said there were less than sixty stamps in the find, and they were at first put on sale at 50 cents each, later being raised to \$1.25 per copy. Mr. Luff bought one of the plate blocks of twelve, for a sum said to have been \$9, later soaked the gum off when the block started to crack, and finally sold it to George H. Worthington.

SEPT. 4, 1939

U. S. Auction Prices

Edited by W. L. BABCOCK,
245 Willis Ave. East, Detroit, Mich.

(Any firm using our Auction Directory is urged to send to the above address for review after each sale, a priced list of the U. S. section only of the printed catalog.)

Harmer, Rooke & Co., Ltd., U. S. Sale, July 20-21, 2 Arundel St., Strand, London. The property of an unnamed American philatelist. Prices in British currency. 5c 1847 on entire, v. f., red grid, 44/-. Another on piece with Blood's Despatch 1c tied by blue town, 47/6. Copy unused, part o. g., v. f., 67/6. Superb single with full margins and red grid, 40/-. 10c with 3 good margins, on entire, tied with St. Louis pmk. in red, £5/5. V. f. pair from corner of sheet, cat. \$250, nearly superb, l. c., £19. Two superb singles, both with red grid and margins, 84/- each. 5c Scott's, No. 34, fine color and margins, l. c., slight corner crease, otherwise superb, 84/-. Another with three margins and red grid, £6. Third copy close at bottom, 90/-. 10c, No. 35a, superb, horiz. pair, £5/5. 12c black, No. 36, horiz. strip of 5, used, full margins, frame lines intact on all sides, v. f., £24. 5c brick red, No. 45, black town pmk., cat. \$35, @ 80/-. 10c, Type I, No. 49, horiz. strip 3, v. f., used £9. 10c, No. 50, unused block of 4, o. g., fresh, not quite centered, near cat. £9/10. 10c August, No. 58, l. c. pair on piece, cat. \$125, @ £9/9, rather reasonable price for a very scarce pair. 5c, No. 67, centered, brilliant color, light red town pmk., exceptional, near cat., £6. 90c, No. 72, superb, unused, part o. g., cent., cat. \$50, @ 80/-. a bargain. 2c, No. 73, o. g. block of 6, centered trifle to bottom, @ 90/-. 15c, No. 119, on cover, cent., cat. \$30, @ 30/-. The same center inverted, cent., l. c., good color, slight tear and a little rubbed, cat. \$1,750, @ £70, and cheap at that. 90c, No. 122, full o. g., cent. and v. f., one in a thousand, £20. V. f., cent. and l. c., used, @ £5/5. 90c No. 144, vert. pair, l. c. and v. f., cat. \$75, @ £8/8. 24c, No. 175, special printing, unused, one perf. missing, otherwise superb and very rare, cat. \$200, @ £9/10. 2c, No. 178e, bisect. and used as 1c on cover, superb, rare and unpriced, @ £17/10. 90c, No. 191, used block 4, reg. pmk., nice color, 84/-. 24c, No. 200, special printing, superb, unused, fresh and very rare, £18. 90c, No. 202, same issue, not quite cent., £15/10. 2c green, No. 212a, imperf. horiz. strip of 3, margins, superb, used, only 2 or 3 pairs known, £23. Columbian 4c blue error in color, superb, o. g., not quite centered but immaculate, cat. \$1,200, @ £110. \$4 Columbian, No. 244, superb, cent. and o. g., @ £5/10—very reasonable for this stamp. 4c Pan-Am., No. 296a, invert. center with specimen removed, regummed and repaired tear, fine appearance, @ £15/10. \$1 black, No. 311, o. g. and v. f., cat. \$22.50, @ 30/-; \$2, same issue, mint, superb, cat. \$22.50, @ 52/6. 10c map, No. 327, mint strip 3, imprint and pl. no., superb, cat. \$60, @ £5. Lincoln 2c bluish, superb, o. g. block of 4, cat. \$75, @ £6. 10c orange, perf. 10, superb, o. g. block

4, nearly cent., cat. \$200, @ £11. The last three items excellent buys, and as an investment, should pay exceedingly well. 2c carmine imperf., No. 459, mint pair, v. f., cat. \$120, @ £8/10. 5c error, No. 467, superb, cat. \$50, @ 75/-, another good buy. The much disputed 2c, Type II, No. 491a, superb, mint, cat. \$50, @ 90/-. \$2 black and orange, No. 523, superb, mint, cat. \$25, @ £3. Complete mint sheet of 100, Harding No. 613, £6/10. Complete sheet of 2 and 5c Hawaii, £7. Complete set Parcel Post, including shades 20 and 75c, mint, cent. blocks of 4, superb except the \$1 block (one stamp damaged), cat. \$218, @ £10. In revenues the \$1.30 orange imperf., superb, brilliant, margins 3 sides, uncut, cat. \$250, @ £17. Another p. c., close at bottom, £5. Confederate States block of 4, 10c blue, Hoyer printing, full o. g., large margins, cat. \$175, @ £10/10. 10c blue, superb, mint block of 4, Paterson printing, full o. g. and good margins, £6/10. 10c rose Confederate, No. 204, part o. g., horiz. pair, fine color, good margins, £5/10—another bargain. V. f., 19th Cent., in general sold quite well, particularly covers; 20th Cent. mint at decided reductions from prices a year ago. A fine-conditioned property and a credit to the owner.

I Like 'em Postally Used

By WM. W. WYLIE

UNLESS your philatelic life antedates the Washington Bicentennial series you're not likely to know much about the mint versus used controversy which raged a short philatelic generation ago and which was characterized by columns of pro and con discussion in the philatelic press and bitter debates in clubs which estranged friends, embittered souls formerly most genial, and which broke up more than one collector group.

Perhaps it were better if the old argument relative to the respective merits of collecting postally used or unused stamps were allowed to remain in limbo, but some of the old arguments which were used while the forgotten battle raged seem too good to be forgotten and one prejudiced in favor of the postally used stamp may be forgiven if he brings to the attention of a new generation of collectors a few facts, ideas, theories, and possible delusions about the desirability of the postally used stamp.

The most familiar arguments in favor of collecting postally used rather than unused stamps are frankly sentimental ones, but they've a certain value even though platitudes are something a debater tries to avoid. But there seem to be a good many collectors today who don't seem to realize that stamps aren't issued because there are stamp collectors—at least not in the broader sense. It's a sad fact that nearly every country in the world issues its stamps with an eye on the collector market, but at the same time it mustn't be forgotten that our hobby came into being because stamps came into being. And a postally used stamp is one which has fulfilled the mission for which it was created.

From a purely aesthetic standpoint a lot can be said for the unused stamp. A page of unused stamps, brave in the bright, fresh colors in which they were issued, is an impressive sight. All the same it's a sad fact that many a fine collection of unused stamps is rather barren of philatelic significance and all too often indicates only that its owner has a capacious pocket-book.

For mint stamps have the advantage of being easy to procure. As new stamps appear the dealers go to the post offices and lay in large stocks. Naturally the stamp issuing countries of the world like this ready market for large quantities of stamps at face value especially since a thousand stamps sold in one lot to a dealer rep-

resent almost one hundred per cent profit to the government. Collectors today often bewail the constant appearance of unnecessary postal issues. Well, it seems logical to assume that such issues will continue to appear just as long as there's a market.

Postally used stamps can't be obtained at post offices except in isolated instances. They must be accumulated slowly and painfully and therefore are often far less plentiful than catalog values indicate. And the humanitarian collector will take a certain satisfaction in seeking for postally used stamps, because he can know that somewhere down the line an ordinary human being benefited by sale of that stamp to a dealer. The mint stamp, on the other hand, put cash into a government's treasury and while receipts from sale of stamps no doubt ease the tax burden in some countries, many collectors like to believe that some small part of the money they're putting into stamps goes to ordinary human beings rather than governments.

Yes, even though a used stamp is generally given the lower valuation in the catalog, the fact remains that plenty of stamps are virtually unobtainable in used condition. Recently a New York collector who likes his stamps postally used sought in nineteen urban stamp shops for a copy of Aitutaki No. 1. In not one of these shops was a used copy available, although several of them had ample stocks of the same stamp in mint condition. And several columns could be filled with similar illustrations. And a wholesaler in Australia admitted he could not supply the particular stamp in wholesale quantities — except on "made-to-order" covers which were priced far above the catalog quotations for the stamp in used condition. So the collector of postally used stamps will have to do plenty of hunting to fill the spaces in his album.

And if a collector really enjoys being a condition crank he should by all means take up the collecting of postally used stamps. Finding perfect mint copies of stamps—even in U. S. issues—is child's play compared with finding a postally used copy which could be classed as superb. Just add the factor of a cancelation to the other points which the condition-conscious collector stresses and you've a situation which should be delightful to the collector who enjoys being particular.

Of course, there's the canceled-to-order question to be considered, but

it's a molehill too often magnified into a mountain by unduly fearful collectors. There are countries which make a practice of canceling stamps specially for sale to collectors, but the identity of these countries is well known and if a collector is afraid to trust a reliable and conscientious dealer and lacks confidence in his own philatelic ability he can avoid the stamps of the dubious countries and concentrate on those with clean reputations.

There's a chance that canceling-to-order would become more common were the collectors of the world to demand postally used copies, but that is a situation which could be easily controlled. At least it's a bridge the collector can well delay crossing until the time comes.

And, of course, outright forgery of cancelation is not unknown. However, it must be remembered that when a cancelation is faked the "album weed" appears because the stamp is more valuable in canceled than in unused condition. And, curiously enough, most of those nineteenth century reprints which so many collectors fear so much were produced because there was a demand for unused copies and are seldom found canceled. Collectors mustn't forget that the demand for unused stamps is of fairly modern origin. The early collectors demanded their stamps used and no one thought of going after unused specimens until some collector made a collection of unused stamps which he displayed to his friends and bragged about. And then all his friends started to try to outdo his accomplishment.

There might not be a decided slump in the issuance of unnecessary stamps were collectors to demand their stamps postally used, but after all, the collecting of used stamps isn't urged to give the stamp-issuing countries of the world a hint that geese which lay golden eggs can be killed. But collectors can save money by seeking the postally used stamps and there seems a good chance it might have a salutary effect toward halting the constant parade of new issues—most of them brought out because collectors will fall head over heels in a rush to buy.

Of course, it's a free country. Go right ahead and laugh at all stamps save those in spotless mint condition. But don't tell the fellow who collects postally used stamps that he's wasting his time with "a lot of junk." Just remember that the philatelic definition of "junk" is rather uncertain.

Several years ago Christopher Morley commented that the only autographs worth having were those never intended as such. Might not the same thing be true of stamps?

Philatelic Literature

By CHARLES C. GILL, M. D.

Meekel's
Apr 3-1935

What does the collector want from the stamp journal besides ads? A comprehensive survey has not been made, so no one can tell what the majority of subscribers prefer. Some editors have in times past asked their readers to state the order of preference for various features of the publication, but responses have been from only a small portion of the mailing list.

We find a very enlightening but alarming note relative to philatelic books. Editions of many books vary from 500 to 1,200 copies. Judging from the number of repeated ads in the journal sponsoring the books, it must be difficult to sell even such a small number. This is especially significant in view of the number of collectors of the country. A few of the journals boast a subscription list of 20,000 to 35,000. Some people purchase two or more magazines, so it is doubtful if there are many more than 100,000 paying customers for all the philatelic papers. Yet the P. O. Dept. officials claim as many as 10,000,000 collectors, past and present. This figure does not seem too large when one considers all the boys and girls and former collectors. The Government Printing Office has sold nearly 200,000 copies of its best seller, the record-breaking booklet, "A Description of United States Postage Stamps". Its sale proves that American collectors want information about their hobby, but will buy only if the price is quite low.

The postman has brought to my door three or four weekly stamp journals regularly for the most of the past ten years. My curiosity was aroused as to just what was offered for the price. With the aid of a ruler some copies were measured, several consecutive numbers of three weekly stamp journals covering the same span of time. The total column inches were tabulated, then the proportion of revenue producing advertisements and of literary material. This last was further divided into general items and into what might be called philatelic literature, with a rather broad interpretation of the term. All of them contained certain identical features, such as editorial comment, notices of new foreign and United States issues, problems of our own post office department, letters from subscribers, cachet notices, precancel notes, auction returns, club activities and general news items. Space was frequently used by the editors for indirect advertising.

Journal No. 1 contained 2,300 column inches of printed material, of which 1,260 were ads (55% of the total). The literary portion, 1,040 inches (45%), contained about 300 inches of articles that could be classed as philatelic literature, 13% of the total space. (The type used in No. 1 was smaller than that of Nos. 2 and 3, so there is less difference in the number of words in the literary section than appears at first glance).

Journal No. 2 contained 4,020 column inches, of which 1,710 were commercial, 43% of the total. The literary portion,

2,310 inches, or 57%, contained 480 inches of philatelic literature, 12% of the total.

Journal No. 3 contained 5,130 column inches, of which 3,090 were ads, 60%. There were 2,040 inches, 40%, in literary section, with 400 inches, 7.8%, of philatelic literature.

The proportion may vary a little during the year, but not a great deal over a long period of time. Stamp journals serve a large number of dealers all over the country, and it was noted that many companies had identical ads in two or more simultaneously. The literary sections try to cover a wide field of general interest, so that all the minor branches of the hobby are at least noted. But even by being very liberal in the what we classify as philatelic literature, that part of the paper seems too small. This is the section that appears to need an increase in size.

Most of us have space too limited to accumulate large quantities of periodicals. A scrapbook has solved my problem, for articles that have a special appeal. Frequently I found one or more copies of a journal with no articles of enough interest to clip. From the several periodicals quite a group of clippings have been collected.

Stamp magazines carry all the paid advertisements they can, and there is always room for more. Articles that enrich philatelic literature are scarce. Several of the better ones have been reprinted several times. No doubt editors would like to get more if they were offered, and if the demand of subscribers was greater they would be sought. A concerted effort by publishers could stimulate a large production of fine items. This might necessitate increasing the size of the publication occasionally by an extra sheet of four pages.

There was at one time a journal devoted to the periodical summary of philatelic literature from all sources. As an independent venture it failed. As a community non-profit enterprise for all the larger weekly and monthly stamp papers, and perhaps house organs of the large stamp companies, it should have a better chance to succeed. The honor of having items appear in such a journal should be an added stimulus to people who can write. Editors would eagerly search for high class material, both for their columns and the reflected honor of being the first publisher. Such a stamp review is much more likely to be saved for posterity, forming a permanent philatelic library. There is a definite need for such a thing to bring together under one cover the more worthwhile contributions of collector-writers.

We call our hobby the king of hobbies. We know that our more valuable stamps represent the highest concentration of wealth the world has known. The claim is made that there are great educational, social and other advantages that are limited to the followers of stamp collecting. At our meetings people are pointed out with side remarks that they are noted experts or authorities on various phases. We have some excellent papers read in meetings that never are passed along to a larger group thru the philatelic press. With this background, why can't we have a larger volume of articles in keeping with the high place we have given our hobby?

*Postal Markings of the
U. S., 1847-1851*

Mr. Mannel Hahn, author of this work, opens the booklet with an imposing array of contributors, headed by the most thorough student of 1851 issues, Stanley B. Ashbrook, and including such names as W. Babcock, H. C. Bounds, Henry de Windt, S. Dow, Walter Fishel, Ernie Jacobs, Eugene Klein, Edward S. Knapp, Harry M. Konwiser, Stephen G. Rich and Delf Norona, among several others. Acknowledgment is also given to *Mekeel's Weekly Stamp News*, *Stamps* and *GOSSIP* for valuable information.

Maybe Mr. Hahn's booklet isn't the last word on the postal markings of this period, and we are quite sure it isn't as it doesn't cover enough pages, but he has packed enough information into the small number of pages to satisfy other than the man who must have it all and is willing to pay accordingly. He has managed to condense dates and place of cancelations so neatly that the book is both compact and easy to use, and he hasn't been at all "chinchy" with illustra-

Our Advertisers



Norman Serphos, Owner of Scott Stamp & Coin Co., Inc.

Scott Stamp & Coin Co., Inc.

Scott is the oldest name in American philately. In Civil War times when people were just beginning to form stamp collections, J. W. Scott was the first dealer in the field. He established the stamp business and the Catalogue, both of which have continued as standards for American collecting and dealing.

Naturally there have been many changes in policy and personnel in eighty years, but in one thing Scott has been consistent. In all that time the policy of fair dealing and an intelligent appreciation of collectors' needs have been the basis of the company's activities.

The most recent change in the organization of the Scott Company took place in the spring of 1938. At the beginning of the year the company was owned by Mr. Hatfield of Boston, but

shortly thereafter his interest was purchased by Mr. Hugh M. Clark who had for 25 years been the executive head of the company. A few weeks later Mr. Clark, whose chief interest had been in the Catalogue and other Scott publications, divided the company to form one for publications alone and one for the sale of stamps and the retail sale of albums and accessories. This second company, now Scott Stamp & Coin Co., Inc., was bought from Mr. Clark by Mr. Norman Serphos.

For many years the greatest emphasis in the Scott business had been placed on publications. Although Scott owned and maintained one of the largest stocks of stamps in the world, the stamp business was in fact the lesser part of the company's concern. Mr. Serphos, one of the leading wholesale dealers in stamps before his purchase of the Scott Stamp & Coin Co.,

reorganized the company and its merchandising. He studied the great stock of stamps to find both its strength and its weakness, began at once a systematic program of purchase to fill up the gaps, and revised retail prices. Although the famous Scott standard of quality has been strictly maintained, Mr. Serphos has found it possible to sell the stamps of more than 100 foreign countries at 50% of their catalogue value, and to offer a very large selection from the stock of United States stamps at the lowest prices in the history of the Scott firm. The response by collectors was immediate and stamp sales have mounted steadily during the past year.

No dealer's stock of stamps can ever be complete. There will always be some rarities lacking and it is possible that even some of the hard-to-get stamps may not be represented, but it is fair to say that stamp collectors can send their want lists to Scott with a reasonable expectation that most of their requirements will be met.

The personnel of the company has been considerably enlarged and a number of new departments have been established in order to care more efficiently for collectors' wants. The latest of these is the department for airmail covers, which offers both information and sales service to collectors who wish to follow this interesting branch of their hobby. The activities of the J. C. Morgenthau Co., a subsidiary of the Scott Stamp & Coin Co., Inc., have also been extended and now include a complete commission service for collectors who wish to either buy or sell.

OCEAN MAIL

And Steamers That Carried the Mail

By ERIK HEYL

(This is the third of a series of articles)

THE old letter we show herewith is one of the few which have the name of the steamer, which was to forward it, inscribed on the front. The letter was despatched from Liverpool, as indicated by two hand-

stamps on the back: a circular stamp in green ink reading "LIVERPOOL OCT -52," and an oval stamp with the letter "L."

On the front are two handstamps, one, indicating the rate of postage to be collected from the addressee, i.e. "19 cents, and the other, circular stamp, the date of arrival and the words BR. PACKET and N. Y.

The "AFRICA," which carried this letter, was a Cunard Ship, built in 1850 by Steele & Co., Greenock, for the Cunard Line; her sister-ship, the "ASIA" was built at the same time. The wooden hull, 290 feet long, 45 feet broad and displacing 3620 tons was driven by side-lever engines of 2400 HP at a 12½ knot speed. In accordance with a contract the owners had with the British admiralty, she was equipped with cannons, so as to be used as a man-of-war if necessary.

In February 1851 the "AFRICA" brought news to New York that the Collins Liner "ATLANTIC," which had been long overdue, was safe. When she entered New York harbor cannon after cannon was fired, so that by the time the ship reached her pier, a tremendous crowd had gathered there. An officer mounted the paddle-wheel housing and shouted through a megaphone that the "ATLANTIC" was safe, having put back into Queenstown on account of a broken shaft. Bells were rung and even special editions of the newspapers were gotten out.

In the same year, in October the "AFRICA" had a narrow escape from being completely wrecked on Copeland Rock, off the Irish Coast, when she went ashore.

In 1867 during the Fenian riots and disturbances in England, the "AFRICA" was chartered by the

British Government and used as a floating barracks for troops off Liverpool. Next year she was taken out of service, but held in reserve for several years by the company, until in the early seventies, she was finally sold. The "AFRICA" was the last wooden paddle ship built for the Cunard Line.

Apparently it is the "AFRICA" or her sister-ship the "ASIA," which is shown on the New Brunswick 12½c stamp of 1860-63, as none of the later Cunard ships resemble the ship depicted on the stamp.

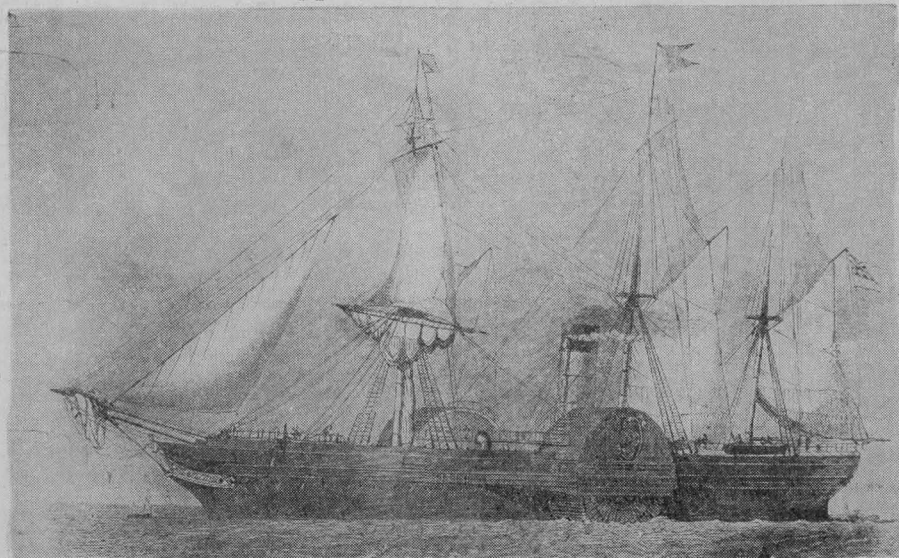
1852



NOTE STAMP
"BR. PACKET"
"24"
AND SUPPLEMENTARY
RATE STAMP
19 CENTS.
THE CIRCULAR
STAMP WAS AP-
PLIED AT THE
U.S. PORT. THE
TOTAL RATE WAS
24¢ OF WHICH
19¢ WAS PAID
TO THE SHIP.

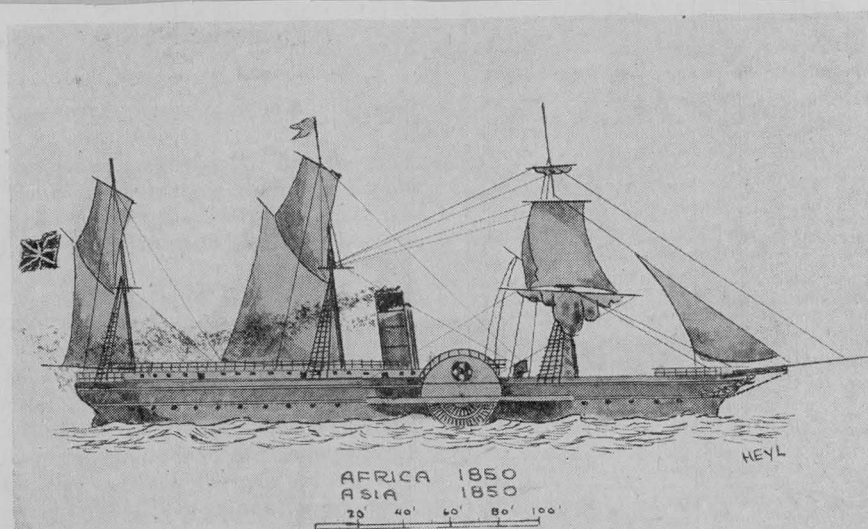
ON REVERSE NOTE
GREEN LIVERPOOL
STAMP. ALSO OVAL
STAMP WITH L.

R. M. S. AFRICA



CUNARD LINE
BUILT BY STEELE
GREENOCK
LENGTH: 290'
BEAM: 45'
DEPTH: 24'
DISPL'T: 3620T
GRT: 2226T
WOOD HULL

H.P.: 2400 HP
SPEED: 12½ K.N.
2-CYLINDER SIDE-
LEVER ENGINE.
STEAM PRESSURE:
15 LBS.
SISTER SHIP: "ASIA"
LAUNCHED: 1850



AFRICA 1850
ASIA 1850
20 40 60 80 100

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THE U. S. 1c STAMP OF 1851-1857

VOL. I

by Stanley B. Ashbrook

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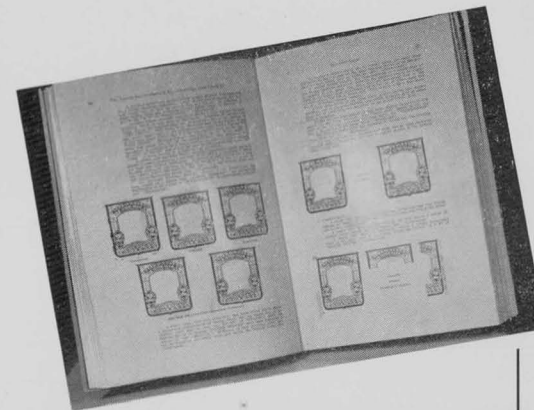
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DR. A. E. HUSSEY

By N. R. HOOVER.

One of the bulwarks of the S. P. A. has been taken from us in the death of Dr. A. E. Hussey, of cerebral hemorrhage, Tuesday, Aug. 1, at his home 3457 Dury Av., Cincinnati, O., after a long illness dating back to Nov. 2, 1937. Dr. Hussey had been Sales Manager from August, 1923, until the end of July, 1938, a remarkable span of 15 years during which time he increased stamp sales from \$2,661.23 his first year to \$20,477.44, his last, a tribute to his extraordinary ability. He was succeeded in 1938, solely due to his illness, by his daughter, Miss Helen Hussey, who now occupies the position.

Dr. Hussey was born in Cincinnati Nov. 21, 1878, and has since lived there, except for six months' residence in Dayton. He graduated from the Ohio Medical College in 1901 and practiced in Cincinnati as an eye, ear and nose and throat specialist for 20 years. In 1921 he entered the U. S. Veterans' Administration as specialist in his line and remained there until ill health compelled him to resign in January, 1938. Dr. Hussey's S. P. A. membership number was 3139—Life No. 10. He specialized in stamps of the U. S., followed Semi-postals and his Charity stamps of the world are exceptional.

Dr. Hussey took charge of the Sales Dept. after one of those periodical mix-ups in sales which formerly were of frequent occurrence. The S. P. A. had an unsavory experience to live down in lost circuits and failures to follow up delinquent remitters, and we recall the business-like way Dr. Hussey started the Department on its remarkable showing in Sales and efficiency. Not once in those 15 years was there evidence of looseness in management—a tribute to his ability.

The striking thing about Dr. Hussey was his imperturbability. His poise was striking. He never raised his voice. Always the same kindly attitude of gentlemanliness and deference. The Society can ill afford to lose one the type of Dr. Hussey. He was an active leader at an opportune time and served us well, loyally, efficiently. He was one of the stalwart group that arrested the threatened disintegration of the Society in 1923 and lived to see the fruits of his influence weld us into the great organization of today.

AUG 2 1 1939

10c Special Delivery**Horizontal Pair Imperforate Between**

We have just been shown a horizontal pair of the current 10c Special Delivery (No. 1904) rotary press, perforate 11x 10½, imperforate between. The owner writes that three blocks of four and the pair were found in this condition in one of the Post Offices in Kansas.

This differs from the part perforate panes of the same stamp which were located some months ago. The new variety has perforations at the top, bottom and two sides of the horizontal pair but the vertical perforations which should be found between the two stamps are missing.

Rawdon, Wright, Hatch & Edson

We have just located a book of some fifty pages published in New York in 1856 entitled, "How to Detect Counterfeit Bank Notes: or, an Illustrated Treatise on the Detection of Counterfeit, Altered, and Spurious Bank Notes, with original bank note plates and designs by Rawdon, Wright, Hatch & Edson, Bank Note Engravers, of New York. The whole forming an unerring guide by which every person can, on examination, detect spurious bank notes of every description, no matter how well executed they may appear." By George Peyton, Exchange Broker.

The book contains four plates beautifully engraved, by the printers of our 1847 issue of stamps, which the author uses to show the type of work done by our early engravers. Speaking of the plates which were evidently produced by the individual engravers who produced our first stamps, the author states, "To fully appreciate the advantage which these plates offer, it will be necessary to know that there is a standard of excellence in bank note engraving, at which all, who claim the title of bank note engravers, must arrive before their abilities can be acknowledged. With the present few established firms, which, I believe, constitute all the bank note engravers in the United States, this ability, both in design and execution, is beyond question; and the degree of excellence to which bank note engraving has been brought, is about equal with each of them; hence, comparatively, no difference can be discovered between any branch of it, engraved by one firm, and a similar one engraved by another: thus establishing a

general uniformity by which the characteristics of all can be acquired by learning those of any one."

These plates we are told were engraved on steel by a firm that "for the last thirty years, by the beauty and artistic superiority of the bank note engraving executed by it, successfully resisted, strictly speaking, the many attempts to imitate its work".

"The plates, it may be proper to state, were engraved on condition that they should remain in their hands, to be destroyed when the impressions were printed."

"It appears that every order for engraving is investigated in the most rigorous manner, and no price can purchase an atom of their work, until the party applying is ascertained beyond doubt to be acting in good faith and for a legitimate purpose."

The book then compares originals and counterfeits by showing 26 differences between paper, ink, printing, imprint, letters, figures, bas-relief, lathe work, vignette, principal figures, hair, flesh, eyes, nose, mouth, chin, neck, arms, hands, feet, drapery, portraits, landscapes, perspective, etc.

The many species of counterfeit notes were produced by "Photographic, Anastatic, Lithographic, and impressions from wood, copper, steel, and pewter".

Attached to the book is a four page circular entitled, "A. Thompson's System of Detecting Counterfeit and Altered Bank Notes", which also deals with the state laws of the time referring to Bank Note.

American Bank Note Company

Attached to the inside back cover of the book is a single page circular dated New York, May 1, 1858, announcing the formation of the American Bank Note Company which has been duly incorporated by law. The several houses comprising the corporation are listed as Rawdon, Wright, Hatch & Edson—New York, Montreal, Cincinnati, New Orleans; The New England Bank Note Company—Boston; George Matthews—Montreal; Toppan, Carpenter & Co.—New York, Philadelphia, Cincinnati and Boston; Danforth, Perkins & Co. (Late Danforth, Wright & Co.)—New York, Philadelphia, Cincinnati and Boston; Bald, Coulson & Co.—New York and Philadelphia; Jocelyn, Draper, Welsh & Co.—New

York; Draper, Welsh & Co.—New York, Philadelphia, and Boston; Wellstood, Hay, Whiting—New York and Chicago; John E. Gavit—Albany.

The business will be conducted in New York, Philadelphia, Boston, Montreal, Albany, Cincinnati, Chicago and New Orleans. The following are named trustees appointed under the act: Freeman Rawdon, Tracy R. Edson, Charles Toppan, Samuel H. Carpenter, Mosely I. Danforth, Edward J. Danforth, J. Dorsey Bald, Nathaniel Jocelyn, William H. Whiting. "Until arrangements are completed, for the concentration of the business, orders may be addressed to the respective firms."

Eustace B. Power Dies

THE passing of Eustace Bertram LePoer Power at his home in Chappaqua, N. Y., on Saturday, August 12th, was somewhat of a shock to his many friends. His death was due to a heart attack suffered while at tea.

E. B. Power was born June 19, 1872 in Abbey Wood, Kent, England.



Eustace B. Power

He came to America in September, 1890, going to Denver where he found employment in the curio shop of J. O. Stevens. Four years later he went to Chicago and acted as agent for several firms, selling stamps. In conjunction with J. C. Morgenthau, Ludwig Wolf and others he formed the *Chicago Stamp & Coin Co.*, and opened shop on Dearborn Street in the heart of Chicago.

In 1895 he moved to New York with J. C. Morgenthau, and worked for Mr. Morgenthau until 1900 when he started his own business, which, he says, consisted of "a small stock of stamps and a large amount of nerve."

He managed the New York office of *Stanley Gibbons, Inc.*, for twelve years, until December, 1911, when the business was sold to the Hon. Ernest R. Ackerman. Mr. Ackerman in turn sold the business to E. B. Power. The offices were then at 198 Broadway. In 1920 the offices were moved to 51 East 42nd Street where they remained until 1925 when Mr. Power decided to go to France, and sold his entire holdings. During the 23 years E. B. Power was responsible for the name of Stanley Gibbons in America he said he held that "the conduct of the business should be on one plane which should be that of the highest business integrity."

E. B. Power returned to America in October, 1925, and devoted much of his time to the care and upkeep of several noted collections. He published *The Stamp News*, a semi-monthly paper, during 1929 and 1930, at the same time conducting a stamp business from his home in Chappaqua. He continued this stamp business from his home up to the time of his death.

He was an authority on rare

stamps, and especially on 19th Century U. S., about which he wrote four handbooks. He was a 33rd degree Mason and a member of the *A.P.S.* and the *Collectors' Club* of New York at the time of his death. Eustace or "E.B." as he liked to be called, will be missed by his many friends, but the memory of his personality will live on and we feel all the richer for having been called his friend.

He is survived by his widow and two children by a former marriage, Philip E. Power and Mrs. Violet Brohm.

Eustace B. Power Dies

WORD has been received from Ernest A. Kehr that Eustace B. Power of Chappaqua, N. Y., died August 12th, at his home. According to all accounts he was about to have his afternoon tea, but asked for a glass of water instead and, while his wife went into another room to obtain the water, he suffered a stroke and died.

Mr. Power came to this country from England in September, 1890, and had a curio store in Denver for several years. Coming to Chicago in 1894, he helped form the Chicago Stamp and Coin Company, along with the late Julius C. Morgenthau, and several others. In 1895, he and Mr. Morgenthau moved to New York City, and Mr. Power embarked in business on his own account in 1900. He sold his business to Stanley Gibbons, Ltd., in 1902, and became manager of the New York branch of that firm. After a few years he in turn bought out the New York rights of the Gibbons' firm, which has since been known as Stanley Gibbons, Inc., with no connections with the London firm. Some years later he sold his interests in the firm and has since been engaged in business under his own name at Chappaqua.

Mr. Power was a yachtsman of note and, when the World War was declared in this country he offered his boat and his services to the New York Police Department, and was engaged in harbor patrol duty for some time, later being placed in a responsible position under the Department of Justice for the duration of the war.

He will always be remembered for the fine set of booklets he wrote on U. S. 19th and 20th Century stamps, which have been widely read and used by collectors in this country since their first edition, the set being revised periodically and doing much to popularize U. S. stamps. In later life he refused to handle U. S. stamps and became obsessed with a passion to cause collectors to give up collecting our stamps and transfer their allegiance to the issues of other countries. For this purpose he wrote a series of little booklets which he called "Philatelic Horse Sense," and which attacked the validity of many of our stamps.

If we remember aright he once went into a "purple passion" (about 1925) over the fact that stamp collectors were particular about the centering of stamps and asked, "Are we collecting stamps or holes," but collectors went along the even tenor of their ways, still demanding perfection in centering, much to the discomfiture of Mr. Powers.

He was, indeed, a stormy petrel in our midst, and there is little doubt that he knew his stampic "onions" and "potatoes." Much of his tirade against perforations, grills, shades, etc., are worth heeding; it is just that too many of us don't know how much of his "Philatelic Horse Sense" is the real "McCoy" and how much is sheer bunkum.

Check List of Names in Diagram of House of Saxe-Coburg-Gotha

FIRST LINE. Francis Frederick, D. of Saxe-Coburg, †1806.

SECOND LINE. Ernest I=Louise of Gotha. Victoria=Edward D. of Kent (†1820), s. of George III. Ferdinand. Charlotte, d. of George IV=(1) *Leopold I, K. of the Belgians (1831-1865) (2)=Louise, d. of Louis Philippe of France.

THIRD LINE. Ernest II, D. of S.-C.-G., †1893. *Albert (Prince Consort), †1861=*Victoria (1837-1901). Ferdinand=*Maria II of Portugal (1834-1853). Augustus=Clementine, d. of Louis Philippe of France. *Leopold II (1865-1909). Philip, Count of Flanders, †1905. Charlotte=*Maximilian, Emperor of Mexico (1864-1867), b. of *Francis Joseph, Emperor of Austria (1848-1916).

FOURTH LINE. Victoria, †1901=Frederick III, German Emperor (1888). *Edward VII (1901-1910)=*Alexandra, d. of *Christian IX of Denmark. Alice, †1878=Louis IV of Hesse-Darmstadt. Alfred, D. of Edinburgh, †1900=Marie, d. of *Alexander II of Russia (1855-1881). *Arthur, D. of Connaught. Beatrice=Henry of Battenberg. *Pedro V (1853-1861). *Luis (1861-1889). *Ferdinand of Bulgaria (Prince, 1887-1908; King, 1908-1918). *Albert (1909-1934)=*Elizabeth of Bavaria.

FIFTH LINE. *William II (1888-1918). *George V (1910-1936)=*Victoria Mary of Teck. Maud, †1938=*Haakon VII of Norway (1905-). Alexandra Feodorovna=*Nicholas II of Russia (murdered 1918). *Marie=*Ferdinand of Roumania (1914-1927). *Victoria Eugénie=*Alfonso XIII (1886-1931), s. of *Alfonso XII of Spain. *Carlos (1889-1908). *Boris (1918-)=*Giovanna of Italy. *Leopold III (1934-)=*Astrid of Sweden, †1935. *Marie José=*Humbert, Prince of Piedmont.

SIXTH LINE. William, ex-Crown Prince. *Edward VIII (1936). *Albert, D. of York (George VI, 1936-)=*Elizabeth Bowes-Lyon. Olaf. Alexis (murdered 1918). *Charles (Carol) (1930-). Elizabeth=*George II of Greece (1935-), s. of *Constantine. *Marie=*Alexander of Jugo-Slavia (1921-34), s. of *Peter I of Serbia. *Prince of the Asturias, *Maria Christina, *Beatrice. *Manoel (1908-1910). *Marie Louise, *Simeon. *Baudouin, *Josephine Charlotte, *Albert.

SEVENTH LINE. *Elizabeth. *Margaret Rose. *Michael (1927-1930). *Peter II (1934-), *Tomislav, *Andrey.

N.B.—An asterisk indicates that the head of that person has appeared on one or more stamps.

A cross shows the year of death.

TABLE OF RELATIONSHIPS.

FIRST-COUSINS OF QUEEN VICTORIA.

Ernest II and Albert of Saxe-Coburg-Gotha. Ferdinand (=Maria II of Portugal). Augustus. Leopold II. Philip of Flanders. Charlotte (=Maximilian of Mexico). Victoria was first-cousin to Charlotte (=Leopold I), whose father was the brother of Edward, Duke of Kent, and also first-cousin to George V, the blind King of Hanover.

SECOND-COUSINS OF KING EDWARD VII.

Mary (=George V of Great Britain). Pedro V and Luis of Portugal. Ferdinand of Bulgaria. Albert of the Belgians.

FIRST-COUSINS OF KING GEORGE V.

William II of Germany. Alexandra (Alix) Feodorovna of Russia. Marie of Roumania. Victoria Eugénie of Spain. George V was also a first-cousin of Nicholas II of Russia, whose mother (the Empress Marie) was a sister of Queen Alexandra. The late King was a second-cousin, once-removed, of Queen Mary.

FIRST-COUSIN OF KING GEORGE VI.

Olaf of Norway.

SECOND-COUSINS OF KING GEORGE VI.

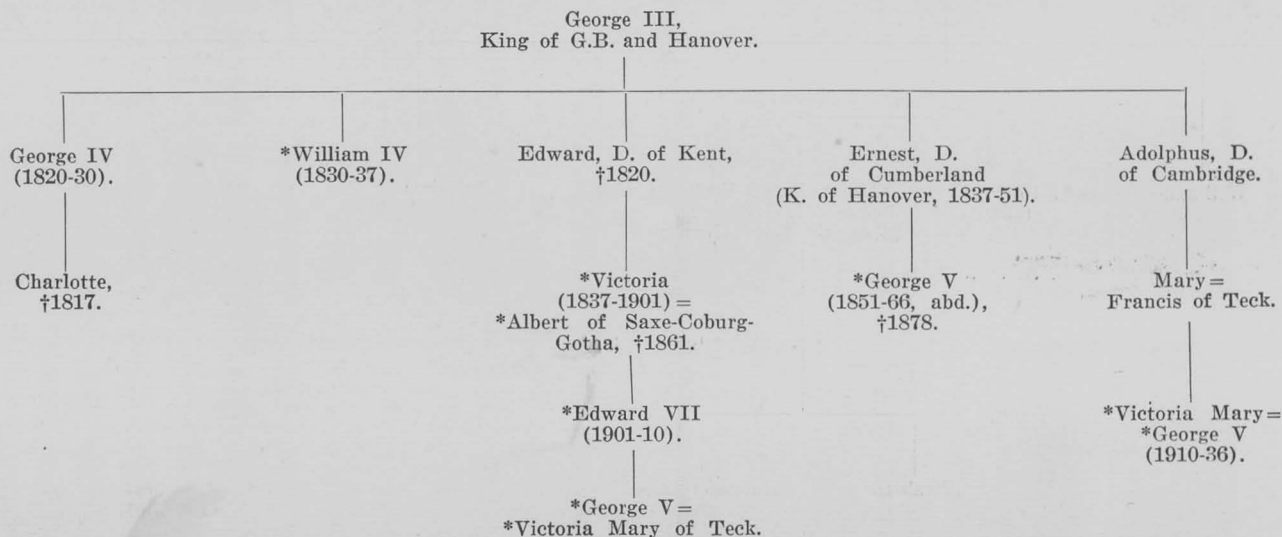
William, ex-Crown Prince of Germany. Alexis, Cesarevich of Russia. Charles (Carol), etc. Prince of the Asturias, etc.

NOTES ON QUEEN ELIZABETH.

King George VI and Queen Elizabeth are both descended from Robert II (King of Scotland, 1371-1390), who was a grandson of Robert Bruce.

Until the time of her marriage to the Duke of York in 1923, "Debrett's Peerage" always referred to the Queen as "Lady Elisabeth Angela Marguerite Bowes-Lyon," youngest daughter of the Earl of Strathmore and Kinghorne. The spelling of her first name was only changed to "Elizabeth" in the 1924 edition of that book.

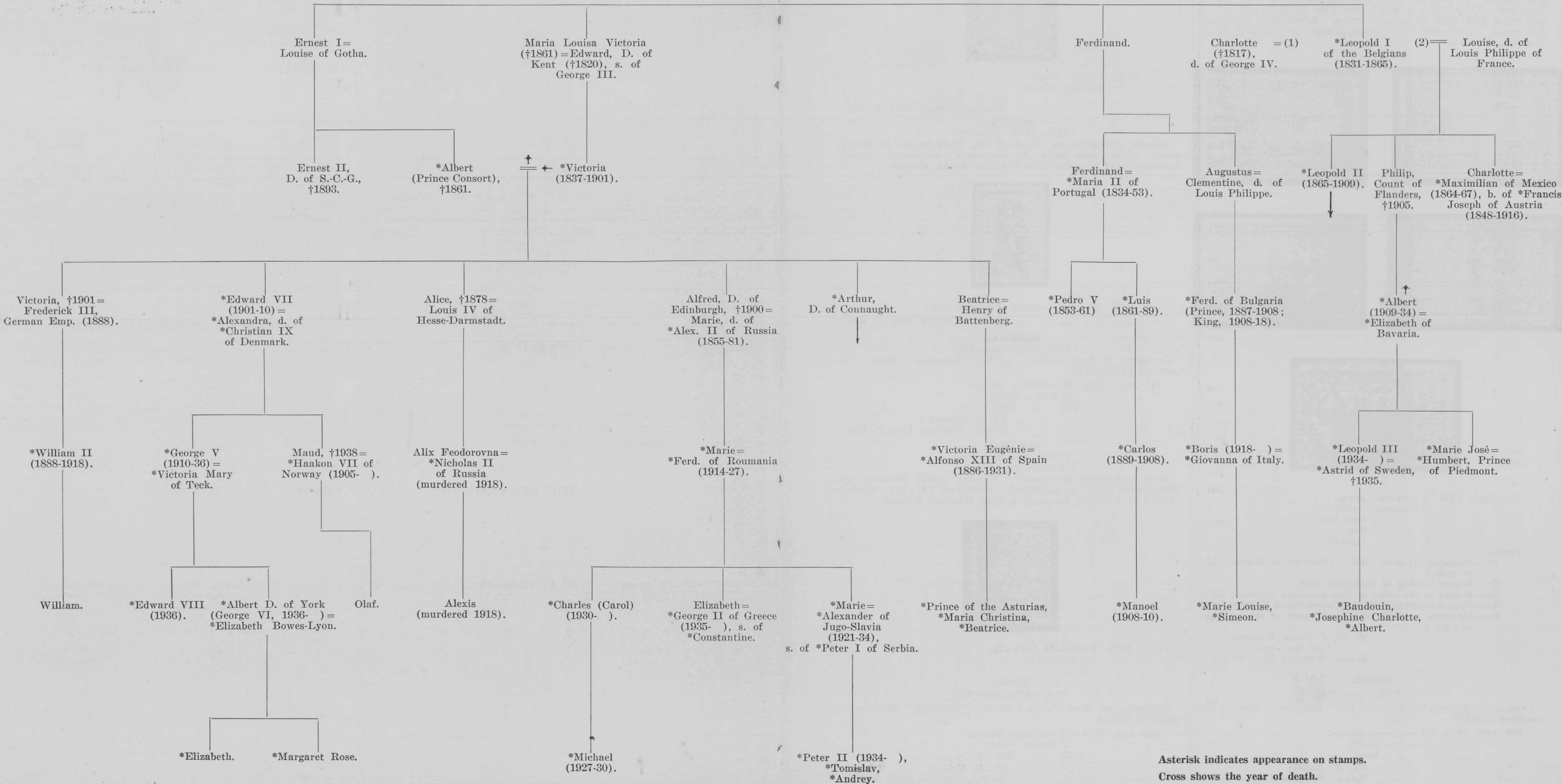
THE RELATIONSHIP OF KING GEORGE V TO QUEEN MARY.



Arranged by
J. T. MOLONY.

The House of Saxe-Coburg-Gotha

Francis Frederick,
D. of Saxe-Coburg, †1806.



Asterisk indicates appearance on stamps.
Cross shows the year of death.

OCEAN PENNY POST COVERS.

Four rarities in the collection of Mr. Edward S. Knapp of New York.

THE story of the Ocean Penny Postage Envelopes of 1851 given in the December issue of Godden's Gazette, 1936, was one of the most interesting we have had. Many appreciative letters were received from collectors saying how much they enjoyed this article and the inspiring story that lay behind these attractive envelopes.

Some readers may still remember the article with the history of "The Learned Blacksmith" Elihu Burritt, who founded the League of Universal Brotherhood with the idea of promoting friendly relations between the peoples of all countries, irrespective of clime and colour. Notwithstanding the disadvantages of poverty and a meagre education, this remarkable man studied during every moment of his spare time and became a United States Consul to Great Britain. His enthusiasm for learning included the study of languages until he could read more than fifty, including Hebrew and Oriental languages. His name was known in every capital as the greater part of his life was devoted to the cause of Universal Brotherhood and Peace Congresses were organised in many countries.



The high cost of sending letters abroad at that time acted as a deterrent to his scheme of friendly relations with people overseas. In 1851, he devoted his attention to advocating Ocean Penny Postage, and one of his publicity schemes was the publication and distribution of these specially printed envelopes.

Mr. Edward S. Knapp has recently added to his collection of covers four most unusual specimens of these envelopes. Remembering the article in "Godden's

Gazette," Mr. Knapp has very kindly sent them over, and I am pleased to have the opportunity of illustrating them.

Practically all the known Ocean Penny Post covers were used in England as Elihu Burritt was residing in England up to 1854 before returning to America. He evidently took some back with him, and examples used in the United States are rare. Three of the covers sent by Mr. Knapp are used in America, and all of them bear different designs from the ones previously illustrated.

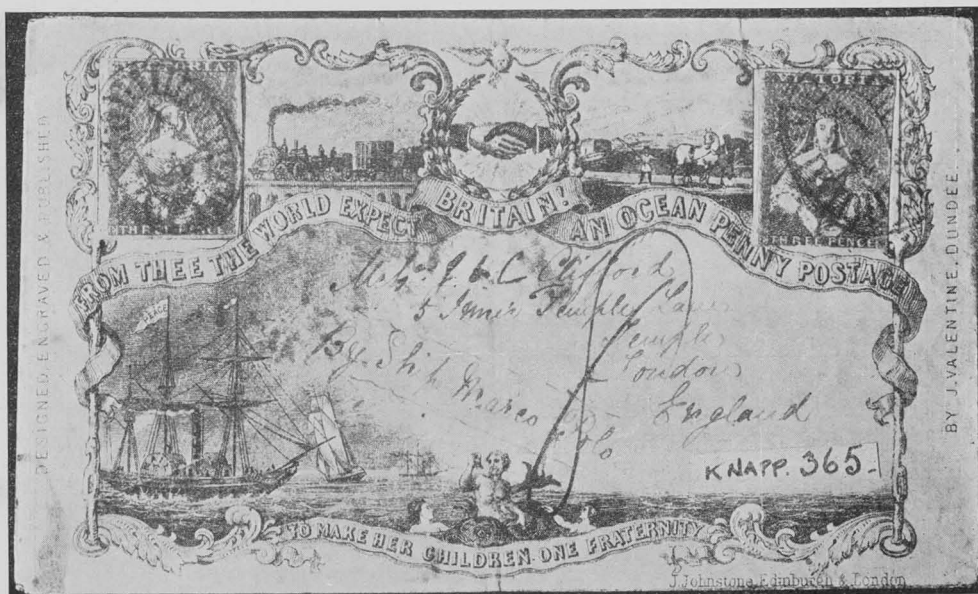
The first two have been used from Hartford with a 3 cents imperforate stamp of the 1851 issue, and are not actually Ocean Penny Postage covers. They are, however, very fine examples of Elihu Burritt's propaganda covers for his Universal Brotherhood. Both have designs symbolical of world peace with inscriptions, first, ARBITRATION FOR WAR, UNIVERSAL BROTHERHOOD, FREEDOM OF COMMERCE, and the second NATION SHALL NOT LIFT UP SWORD AGAINST NATION, NEITHER SHALL THEY LEARN WAR ANY MORE. Mr. Knapp mentioned that the addresses might be in the handwriting of Burritt himself, but after consulting Mr. Graveson, the authority on this subject, he believes these are not so as Burritt was in England at the time both covers were used. The handwriting is also not quite the same as on one of Mr. Graveson's covers which actually has the address written by the famous man. This was illustrated on Page 63 of the December issue of 1936.

The third cover is similar to one of Mr. Graveson's previously illustrated, with the exception of the flag which is only half the size. The figures represent Europe, Asia, Africa and North America. The edges and back of the envelope are covered with what appears to be a blue watercolour.

The fourth and last cover is a most remarkable item, having been sent from



Australia and bearing two copies of the first type threepence value of Australia. The design is for Ocean Penny Postage propaganda, and the inscription reads: BRITAIN! FROM THEE THE WORLD EXPECTS AN OCEAN PENNY POSTAGE TO MAKE HER CHILDREN ONE FRATERNITY. There are two cancellations on the back of the cover showing the year date of 1852. One of them is the SHIP LETTER postmark of Melbourne. This cover has a remarkable



variety of interests, each of which can tell a wonderful story. First, there are the two fine copies of the first issue of *Victoria*. Second, the story behind the inscription and design on the cover. Third, the man who was responsible for the World Peace propaganda and, fourth, what more fitting name to excite the imagination could have been given to the ship carrying the letter than the *Ship Marco Polo*.

THE POSTAGE STAMPS OF NEW ZEALAND.

THE eagerly awaited handbook on the Postage Stamps of New Zealand, published by the Philatelic Society of New Zealand has now arrived. It is a massive volume of six hundred and seventy-eight pages, and includes numerous first-class illustrations and some photographs in a pocket at the end.

It seems strange that this popular country, with its very large and varied philatelic field has had to wait so long for an up-to-date reference book, incorporating all the researches and facts brought to light since the first stamps were issued in one authoritative handbook.

It was in 1933 that the Philatelic Society of New Zealand made the decision to publish a handbook on the stamps of their own country. A Research Committee was appointed and authorised to collect the necessary data for a comprehensive presentation of all available information. Various sections and periods, etc., were allocated to individual specialists as it was thought that the magnitude of the task was such that no one individual could be expected to accept responsibility.

Unfortunately, the death of Dr. H. M. Prins, the well-known New Zealand collector, removed one of the keenest workers, and a number of others found it almost impossible to spare the time necessary for the research work. Considerable credit, is, therefore, due to the Society in having overcome all these difficulties and maintaining its enthusiasm which has not flagged until the book's completeness and accuracy have been assured.

It is interesting to note that the postal authorities of New Zealand have given a great deal of assistance in the preparation of this book. In fact, the Editors make a special point of mentioning the keen co-operation of Mr. G. McNamara (Director-General of the Post and Telegraph Department) in making available the records from which much valuable new information was obtained.

The editing of the book has been shared by Mr. R. G. Collins (who is on the Roll of Distinguished Philatelists) and Mr. H. T. M. Fathers, Vice-President of the New Zealand Philatelic Society. Separate committees were formed for the business arrangements of the production.

Mr. Benjamin Goodfellow, F.R.P.S.L., the leading English collector of New Zealand stamps, has also collaborated and has been generous enough to assist towards the financial cost of the illustrations.

I feel sure that when the many collectors interested in New Zealand stamps have this book before them, they will realise the immense effort which has been needed to complete such an exhaustive work on a subject which covers a very wide philatelic field. There is an immense amount of information which is quite

Our Advertisers



DONALD W. TUCKER, *Mgr.*

THE Hub Postage Stamp Company, Inc., now going into its 40th year of continuous business, has always maintained and still maintains a complete stock of General Foreign and U. S. stamps.

Started by Nathan Cobe in 1900, it grew to the point of incorporation in 1920 by William S. Barker, Waldo Farrar, Fernald Hutchins and Lorenzo Green. William S. Barker was elected manager, and followed in succession by Lorenzo Green, Arthur Lane, and Henry Wenzelberger.

During these years, the Hub became well known to many collectors by its continuous advertising in GOSSIP, for its large stock of U. S. and 19th century foreign and the slogan, "If you can't find it elsewhere, try the HUB," became an established fact to many a collector hunting an elusive stamp.

Donald W. Tucker was elected manager in 1938 following the death of H. J. Wenzelberger who was an outstanding authority on 19th century stamps and a friend of all collectors.

Mr. Tucker is another follower of the old formula of "boy saves stamps—stamps save man." As a general collector through college, receiving his B. S. degree from Connecticut State College in 1925, he spent seven years doing sales promotion work with a large corporation. Hit by the depression in 1932 with the loss of a job, his stamp knowledge was his salvation, and he secured a position in the re-

tail sales department of H. E. Harris & Company.

Don is known to many collectors for his work as editor of the Slogan Postmark Catalog and his knowledge of U. S. covers. His early general collecting plus the later interest in U. S. and U. S. on cover, fitted him for his work in carrying on with the large general stock and stock of covers at the Hub.

Continuous advertising is his first principle of business and results have been such that added help was needed.

Don lives in Watertown, Mass., and is a director of the Suburban Stamp and Curio Club, bourse manager of the Boston Philatelic Society, Inc., and former general manager of the United Stamp Societies. Don, Jr., aged 5, is already a collector and looks every night for another new stamp.

Was There a Third One Cent British Guiana?

FOREWORD: Mr. Diet, writing in the "American Pork Digest," says that he has just received a letter which apart from a threatening missile which recently came to hand from his tailor, was the most interesting communication he has ever received by post. We are reproducing this letter without any further comment other than we see no reason to believe it to be anything but a fake.—Editor.

* *

Dear Mr. Diet:

In a recent issue of your magazine I read about the second 1c British Guiana. Now I am an old man (over 120 years this coming winter) and apart from an occasional aeroplane jaunt around Europe every couple of months, I live a very quiet life in Paris. I am, by the way, posting this letter from Tannou-Touva so that you will not be able to trace me by the postmark.

Well, Mr. Diet, to come to the point, I had one of those darn 1c British Guiana stamps, too. Seems incredible doesn't it, but there it is.

I was only a lad in my late thirties then and at the time was first mate on the S.S. *Bounty* under Captain Bligh. We were running arms from Prague to Spain via the Cape Horn then and were doing nicely in the business.

Well, one night as we were battling out way 'round the Cape, Captain Bligh came up to me on the bridge and said: "Sam, old boy (Sam is my name), things are getting pretty tame 'round this hole, what say we pull into Cuba for a few days?"

"Sure, that'll suit me," I replied. I knew a few swell joints in Cuba in those days.

"Okey doke," said Captain Bligh, "clap on full speed and head her for Havana and the bright lights."

The old S.S. *Bounty* would do about 170 M. P. H. in those days and we had her flat out with a result that we were able to nose into Havana the following afternoon.

On the second night Captain Bligh came up to me where I was standing up against a bar gazing dismally at an empty glass (the dice had been against me and I was flat broke).

"Say, Sam," he said, "I've got to send a cable home to the missus and all the operators up at the wireless station here are blotto so I'll have to run across to British Guiana and send it. Like to come for the run?"

"Sure," I said. Anything for a change.

So we pulled out to the *Bounty* and got the motor launch out and after checking over the gas and oil we set off for British Guiana.

We reached Demerara about midnight and after tying up the launch sought out the post office and proceeded to knock out the postmaster.

"Wassa matter," said the postmaster, sticking his head out of his bedroom window, "fire or something?"

"No," explained Captain Bligh, "I just want to send a cable."



"Line's out of order," lied the postmaster promptly.

"Would a bottle of Scotch be any help in putting it right?" suggested Captain Bligh tactfully.

"Oh, sure, why didn't you say so in the first place." The postmaster was all smiles now.

And so it was arranged. We were let into the post office and while Captain Bligh was writing out his cable the postmaster was sampling the Scotch.

"Good stuff, this," he said at last. "Got any more of it?"

"I'll say we have," said Captain Bligh. "We picked up a couple of cases from a bootlegger last time we were up in Chicago, didn't we, Sam?"

"What do you want for it?" queried the Postmaster.

"What will you offer?" countered the Captain.

"Well, I can't give you cash," said the Postmaster regretfully, "as I did my last week's wages on the dogs Saturday night. Dogs they call them—why, they're nothing but a pack of . . . hairy goats." He spat disgustedly to indicate his general opinion of the local tin hare-chasers.

"What about some nice cigars?" he offered.

"No go," said Captain Bligh quickly. "We just got a load of them from Havana."

"What about some poppy, then, you know, coke or opium?"

"No fear," the Captain and I replied in unison.

"Well," said the postmaster desperately, "Do you collect stamps?"

"I'll say we do," said Captain Bligh. "Why, Sam and me here have one of the finest collections of Spanish pictorials, Russian commemoratives and Mongolian triangles in existence, and our collection of Abyssinian Red Cross stamps is absolutely complete."

"Sure," I said, backing up the Captain. "We pooled our funds and have a joint collection aboard the *Bounty*."

"Bah, that rubbish?" snorted the postmaster.

"Well," said the Captain, slightly offended that our collection should be laughed at, "we have got a few Coronations and Jubilees and also the scarce New Zealand Commerce sets and you can't call them all rubbish."

"No, no," explained the Postmaster patiently. "What I mean is the real classics like the Post Office Mauritius, the West Australian Invert-Swan and the Poached Egg stamps."

"I'm afraid we haven't any of those," said Captain Bligh sadly.

"Well," said the Postmaster, leaning confidentially over the counter, "I can let you have something better than any of those. I've got a 1c British Guiana Magenta."

"Good Lord," gasped the Captain and I together, "You don't mean the one catalogued in Gibbons at £7000 or something?"

"Sure thing, no kidding," replied the P. M.

To say we were astounded would be putting it mildly.

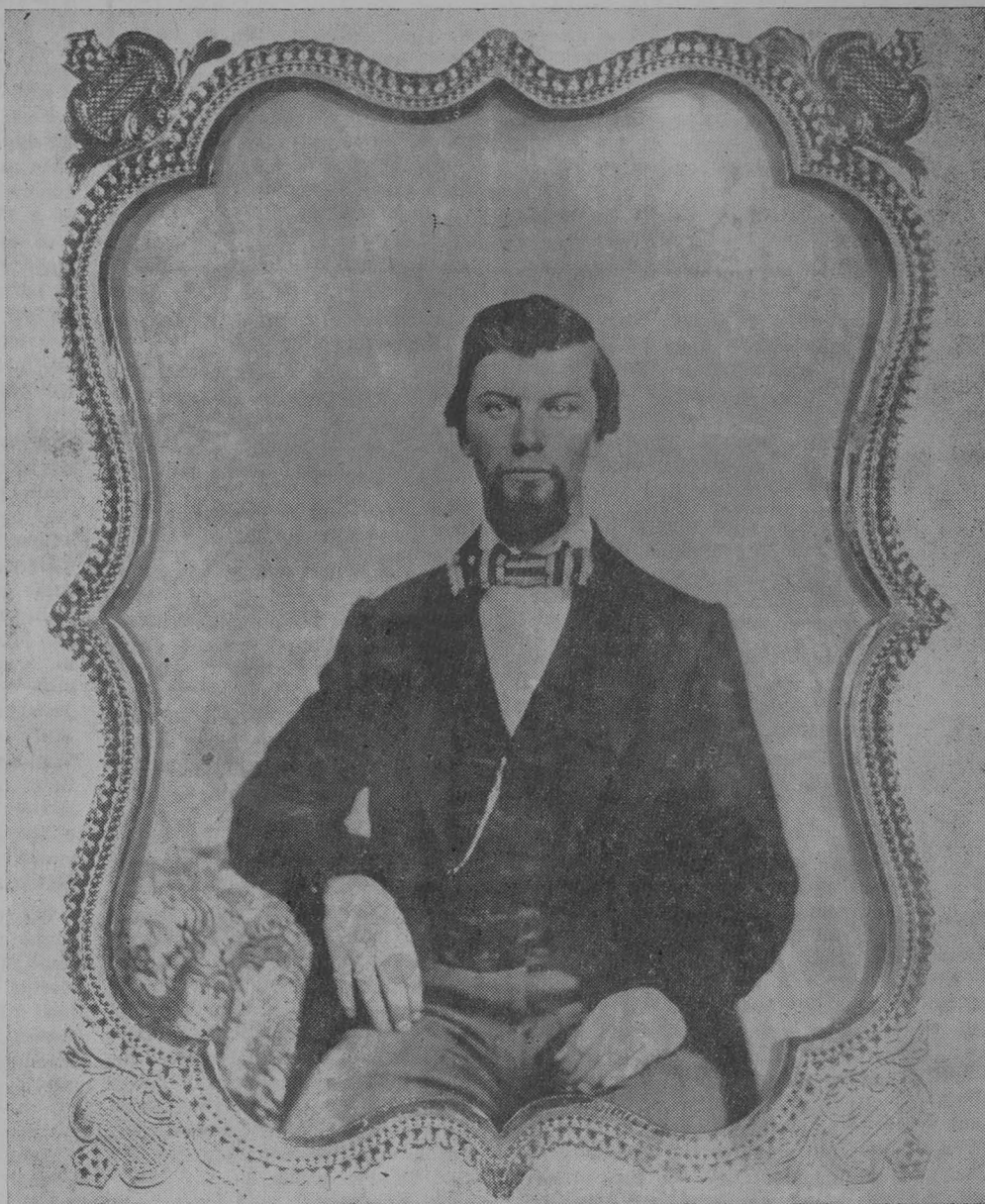
"You see," continued the postmaster, "I only issued the stamp last week and I bought in the entire stock myself so that no one but me got one unless the printer collared a couple before he sent them up here."

"How many you got?" demanded the Captain.

"Oh, a few sheets of mint and a couple of hundred first day covers, but mind you I'm not selling them because I think they are going to turn out real good. However, I don't mind letting you have an ordinary mint copy if you want to buy it," he said.

"What you want for a copy?" breathed the Captain.

"Well," said the postmaster, "Arthur Hind, the millionaire from New York, dropped in here on his yacht yesterday and I let him have a copy



WHEELBARROW JOHN OF HANGTOWN

John Mohler Studebaker, in 1853, turned his face toward the setting sun, and traveled to the far land of his dreams. Few men in all California history wrote a more interesting chapter. The story of his life reads like a fairy tale. As a youth of 19 he built his own prairie schooner, and with faithful oxen trekked across the plains, landing in Hangtown with but fifty cents in his pocket. With the indomitable spirit, and will to serve his fellowman, he went to work making wheelbarrows. Ralph Waldo Emerson has told the story—"And the world beat a trodden path to his door."



The Old Weber Stage and Pony Express Station

By DICK CLAYTON

In this article is information given me by the late George Bromley, prospector and trapper, who was born at the Weber Stage and Pony Express Station. Original picture taken May 1862, loaned by the late Willard Keyes. Reproduced from an old photo by C. B. Copley.

MRS. K. K. N. ROBERTS
BOOKSELLER
410 N. 1st St.
New York City
New York Drive

THE Weber Stage and Pony Express Station, which nestled in the very mouth of Echo Canyon, near Echo City, Utah, is now only a memory. The Concord stages and pony express have given way to the spinning drivers of the Union Pacific's fast passenger trains; the whirr-r-r-r-r of the streamliners as they slip silently through the canyon, and the growl of the transport planes rushing overhead at the rate of 175 miles per hour.

The Weber Stage and Pony Express Station, although never an extensive station, had a record of sudden death and disaster that was, no doubt, unequaled by any other station of the Overland Stage Company, according to pioneers' reports. It was here the Black Smallpox struck. Negroes working for the Union Pacific when the road was being built, died by hundreds. Hundreds of unmarked graves line the hillsides. Captain Jack Slade, famous superintendent of the Overland Stage Lines, is said to have added to these unmarked graves, stopping the "racket gang." As Bromley explained Slade's methods: "They were rather rough but effective." The "racket" gang operated at this station from its beginning. Renegades stole the stage and pony express ponies, and upon the posting of a reward for the ponies, the gang promptly returned the ponies and collected the reward.

When the old building was razed in December, 1932, the thick stone walls were found to contain five pockets, which had been used to conceal valuables, one pocket had been overlooked by its owner and was concealed so effectively that for years a modern garage was operated in the building and it was not discovered. In this pocket was found a five dollar gold piece dated 1849; some small change; a letter from a son and daughter, to their "Dear Parents"; a pair of gold rimmed eye glasses; a light pony express rider's gun case, and a parchment, such as the pony express mail first used, written by an eastern girl to her pony express sweetheart.

A feature article was written by the author at the time the old station was razed, and in return he received a letter from Thomas Rivington, of Ghering, Nebr. Rivington, had lived at the old station in its heyday. He also supplied information in regard to the people who had lived and passed through the station. Mark Twain, Charles White, Lottie Crabtree, and other famous characters of the old west. Also famous Indian characters who lived near the old station.

The Pony Express made its first run into the old station in April, 1860. In 1868 it woke to find steel rails crawling down the canyon. Large tent saloons and gambling houses sprang up with the coming of the

James Smillie, Stamp Engraver Extraordinary

From A Radio Broadcast

By Thomas F. Morris

MANY of our readers have heard of James Smillie, one of the most outstanding engravers who ever made plates for United States stamps, but—few of us know any of the intimate details about the man. Therefore, it is a pleasure to be able to present to the readers of Gossip excerpts from a broadcast made by Thomas F. Morris, on the NFSC program "Calling All Stamp Collectors" over the red network of Station WEAJ, Saturday, Mar. 25th, concerning this extraordinary man.

* *

Every day we read and hear so much concerning great stamp collections, the philatelists who formed them and the prices paid for some of the great rarities, but little has ever been spoken about some of the great engravers responsible for their execution. It is my purpose this afternoon to bring to our listeners a short story of a very famous engraver who rose from obscurity to prominence to become one of the great pictorial line engravers of his day. He was honored not alone by the men of his great profession during the 19th century, but by those in other branches of the high arts. He bequeathed to America some of the finest examples of line engraving on steel executed during the middle and latter part of the past century.

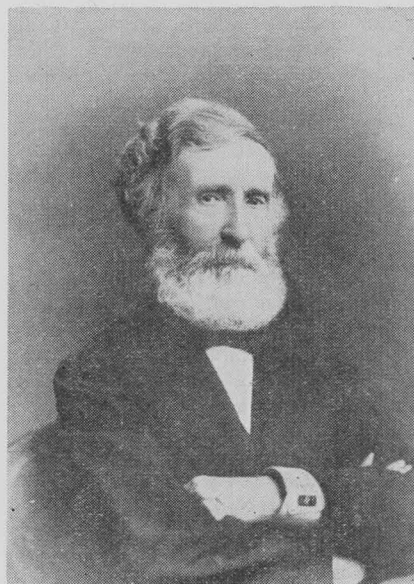
His name—James Smillie, whose home was in Poughkeepsie, N. Y., and who died there in 1885, and I make no apology when I say he stands alone in this field of artistic endeavor, the Patriarch of the most conspicuous family in the annals of American engraving in connection with the designing and engraving of United States postage stamps, bank notes and other things entering into that branch of the arts.

I can say there is considerable romance in the story of James Smillie's life. If there was sufficient time, I could tell you of the many disappointments, heartaches, joys and triumphs which surrounded his life in climbing the ladder of success, a typical example of American youth with determination and courage. James Smillie was only 12 years old in the year 1819 when he definitely made up his mind to study engraving. He left America to study abroad and had

in all only approximately two years instruction by English and Scottish engravers, and this short apprenticeship did by no means warrant his entering the field of pictorial work. The family fortunes having waned with the untimely death of his father, he was forced to support his mother and her other seven children, and what a great struggle it was during the succeeding eight years.

We find James Smillie in New York during the winter of 1830, a lad of 23, having arrived with an extremely

(Photo courtesy Thomas F. Morris)



**An unpublished photo
of James Smillie**

limited amount of teaching—and most of the knowledge gained by self-instruction—to face the world and gain a livelihood in such an exacting and painstaking profession. The wonder is that any art germ could have survived such experience. Good fortune brought him in contact with Asher B. Durand, a very prominent engraver of that period. He recognized in Smillie's work a certain ability and through his generosity asked if he would care to engrave a plate for him. Smillie wrote at the time: "I was of course anxious to find something to do that I might realize enough money to buy a pair of shoes. My naked feet were on the ground and

my hankering for home became intolerable." It was Smillie's first work on steel and he was totally unfamiliar with the medium. A greater difficulty confronted him, however, for he had no place to engrave the plate. In requesting a room of a landlady of an old dilapidated house on Spring Street, she responded by saying, "If you could do anything in one of our sleeping rooms in the garret, you will be most welcome." Again he thought good, but it was cold and what was he to do for want of fire. There was no alternative—he must do without fire! He accepted the kind offer and commenced his work at once. In this cold and dreary room he worked and labored and in two weeks completed the plate and lost no time in making his way to Mr. Durand. He was reluctant to ask too much for his work, not knowing it would please. He inquired if \$20.00 was too much, whereupon Mr. Durand took out his pocketbook and handed the young man forty dollars.

Many similar incidents crowded his life during his early struggles for recognition. Within the space of a very few years, however, he had won the struggle and was receiving commissions to reproduce on steel some of the finest examples of works of American artists. His work attracted such wide attention he was elected a National Academician, an honor few men of that profession enjoyed, and I might say here, ladies and gentlemen, that fine examples of James Smillie's work have been preserved and may be found in many of the art museums in the eastern part of this country. The period of James Smillie's work extending from 1830 to 1860 places him not only among the pioneers of engraving in this country, but also among the last of those who attained distinction in that now-supplanted art of pictorial engraving. Due to the introduction of photography, his brilliant career in the field of pictorial engraving had of necessity come to an end, only to bring him further laurels in the art of bank note engraving.

The growth and success of the National Bank Note Company formed in 1859, was due primarily to the nucleus of brilliant engravers brought under one roof at No. 1 Wall Street. James

Smillie was asked to join that firm in 1860, and we see from that period on through the days of his association with the American Bank Note Company, hundreds of his engravings used in connection with the production of stamps, bank notes, bonds, and other things entering into that field of endeavor.

James Smillie played a very conspicuous part in the engraving of the U. S. postage stamps of the 1869 series which was the first U. S. commemorative issue to be undertaken. He had previously engraved the larger vignette of the S.S. *Adriatic* by Parsons from which the 12-cent design was used. He, himself, engraved the small vignettes of the Landing of Columbus shown on the 15-cent, the signing of the Declaration of Independence for the 24-cent 1869 issue, as well as the 30-cent essay Surrender of Burgoyne at Saratoga of the same series. His vignette engraving of the Declaration of Independence after Trumbull, occupying a space only $\frac{3}{4}$ by $\frac{3}{8}$ inches is perhaps the finest miniature piece of engraving ever executed by man. Take a strong magnifying glass and you will observe the likenesses of six principal Signers of the Declaration, yet the engraved head of each figure is less than half the size of the head of a pin. The other 30 or more figures are engraved with the same degree of skill. He also engraved the vignettes on the \$2.00, \$500.00 and \$1000.00 U. S. First National Bank Notes, as well as the vignette back on the California Gold Bank Note issued about 1871.

Aside from the great work done by James Smillie—head of the family—during his career of 55 years, there were also other members of it who played conspicuous parts in the same field. His younger brother, William, had a brilliant career, was a member of the firm Toppan, Carpenter & Company at the time the 1851 U. S. postage stamps contract was signed, and spent fifty years in the work. The talents of James Smillie were implanted in the souls of his two sons, James S. Smillie and William Main Smillie, the former a celebrated designer of vignettes, steel engraver and etcher; the latter a letter engraver who began his career with Rowdon, Wright, Hatch and Edson, and did meritorious work as a designer of stamps for the American Bank Note Company and served with distinction as a bank note executive. Still another son, George Smillie, was a prominent landscape artist. James Smillie's nephews were also bank note engravers, the last of their family to carry on the work of their famous uncle. Geo. F. C. Smillie, the better known, was Chief Engraver at the

Bureau of Engraving and Printing and did many of the fine vignettes and superbly fine portraits which appeared on both postage stamps and bank notes from 1893 to 1924.

I do not believe there will ever again be a family so closely identified with the arts in bank note work as that headed by James Smillie. It was indeed an array of talent seldom witnessed in any profession in America. The members of this family contributed at different times a share of the labor which went into the planning, designing, engraving and printing of a majority of the postage stamps issued by the United States from 1847 to 1924. In view of the desire of the Post Office Department to do honor to certain distinguished Americans in a proposed issue of stamps, would it not be particularly fitting and a fine tribute to the profession if one of its most distinguished members were signally honored in such manner? If the fine arts are to be represented in such a series, it would be particularly gratifying to all stamp collectors and to thousands of others if the art of engraving was represented in that group, for a similar series of stamps may never again appear. I have, therefore, addressed both President Roosevelt and the Hon. Postmaster General James A. Farley, bringing to their attention the matter which I have presented to you this afternoon and proposing the name of James Smillie, eminent engraver of the 19th century, as one who could be so honored in the proposed series of U. S. stamps of distinguished Americans. This could be brought to a reality if the philatelists and numismatists of our country were to present similar views and to write the Hon. Postmaster General James A. Farley, in support of this deserving American engraver, James Smillie.

• •

AT A RECENT luncheon of the Midwest Philatelic Society of Kansas City, Mo., Rex O. Copp, former president of the society was honored with a life membership in the club. This was given to Mr. Copp for outstanding service to philately and the society. Mr. Copp had been a guiding genius of several of the very successful exhibits the society had put on once a year, and one of its hardest workers over a long period.

He has been sick abed since last October, but—has been very cheerful about it, and all of his friends trust it won't be long until Rex will be able to attend meetings regularly again. Mr. Copp is very well known to GOSSIP readers as the editor of our Air Mail column, which he wrote for us up to the time of his illness.

OUR Question Box

Conducted by William W. Wylie
Route One, Manhattan, Kansas

Mr. Wylie will be glad to answer your questions about stamp collecting in this column. Questions requiring research cannot always be answered immediately, but will be taken care of as soon as possible. Questions requiring personal answers must be accompanied by stamped, addressed envelope.

Souvenirs of a Plebiscite

FROM Gerhard J. Newerla comes an explanation of the "Deutscher Wert / Gleich Pfg. / Wahl Deutsch" overprint on stamps of Poland's types A12, A13 and A14, which the Question Box last described in the hope some reader of GOSSIP could explain it.

According to Mr. Newerla, the stamps belong in the category of propaganda labels and date back to the plebiscite held in Upper Silesia following the termination of the World War. Both German and Polish factions were working hard to secure the votes in the plebiscite and one of the methods of the German propaganda office was the overprinting of types of current stamps with the overprint described above which may be translated "German Value/Equals Pfennig /Vote German."

It seems Mr. Newerla was living in Upper Silesia when all this was going on and he reports that he neglected to obtain specimens of the labels as personal souvenirs. And he recalls that at the time it was generally supposed in the district that the overprint was placed on counterfeit stamps.

A thousand thanks, Mr. Newerla, for this information.

* * *

Not Always Perf. 10

GOSSIP seems to have a good many readers with specially sharp eyes and they seem to believe in using said eyes as well as perforation gauges and millimeter scales. And the latest discovery of this coterie is some copies of stamps of the rotary press series of 1926 perforated $9\frac{1}{2}$ instead of the Perf. 10 stated in the catalog.

But these items seem to rank as perforation oddities rather than varieties. Specialists have known for a long time that the gauge of the perforating pins at the Bureau of Engraving and Printing is not exactly Perf. 10. There seems to be a marked variation in the pin setting and many stamps accepted as Perf. 10 aren't

(Please turn to next page.)



Dear Mr. Burns:

In WEEKLY PHILATELIC GOSSIP of January 21st appeared a letter in regard to the 24c Continental Bank Note Printing. Among other contentions is one stating that a 6c National Bank Note Company printing has been found containing a fragment of silk.

Through years of research and examination of the Bank Note Company printings, no stamp printed by the National Bank Note Company *has yet been found containing true silk fragments*. A number of stamps of National printings supposedly containing silk threads have been examined. Not in any instance did tests prove that the supposed fragments were true silk threads. However, there was some doubt as to the true nature of these fragments appearing as silk threads.

Further researches proved that examination by the naked eye, supplemented with a magnifying glass or even a microscope (by itself), does show fragments of pseudo-silk as true silk. However, about a year ago, through the aid of a simple chemical solution, an examination with polarized light (or ultra-violet rays) under a biological microscope, the writer has been able to differentiate *true silk fibre* from *pseudo-silk* (impurity in the paper, or in the case of OG stamps, impurity in the gum).

While your correspondent states that 15 or 20 years ago a copy of the 6c National was found containing silk threads, in the light of further knowledge the undersigned questions if the supposed silk fragments are not impurities mistaken for silk.

Of the fact of the printing of the 24c stamps by the Continental Bank Note Co., research has brought further information to light, particularly that the Continental Bank Note Co. printed and delivered to the Government a quantity of 24c stamps on June 14, 1874. This date is a year in advance of the date of deliveries of any 24c stamp as stated in Luff's book. Research of later years has disclosed that many discrepancies occur in this great study, because neither the American Bank Note Co. nor the government gave any cooperation in connection with his research. The facts are even stated in his book, and he does (Please turn to next page.)

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not want anyone to consider his conclusions as final.

Further proof and information in regard to these issues will be found in a book which will appear on the market within a few months. This book will deal with an intensive study of the bank note issues, based upon modern methods of scientific research and further historic data which has been brought to light.

New York. Y. SOUREN.

* *

Dear sir:

In defense of my suggestion that the Government print stamps for collectors on a better grade of paper and with more attention to centering I would like to elucidate a little further for the benefit of the stamp editor of the *Washington Post* who so emphatically disagreed with my suggestion.

In the first place I did not infer that the Government make these Special Printings for collectors only, or that they make so few of them that some wealthy collector or stamp firm could buy them up as soon as they were placed on sale with the idea of making a big profit by later selling them to collectors at an enormous price. These Special Printings would be available to anyone and for the same length of time as the regular printing of the same issue. By a "limited" number I did not mean that the quantity be limited to a few hundred or a few thousand to be sold to a chosen few as in the case of Farley's original "gift sets" of imperforates. I only meant that the Special Printings be made only as long as that particular issue was on sale at the Agency. In ordering, the collector would need only specify whether the regular gummed printing or the Special Printing was desired. Both would cost the same, which, as everyone knows, is only face plus postage (and registration if desired). As the money received by the P. O. Department for stamps sold through the Agency is nearly all clear profit, the slight extra expense of making the Special Printings I am sure would be more than repaid by the increased sales of stamps.

Mr. Stuart is wrong in his interpretation that the Special Printings would be for collectors only. They could be used for postage if anyone should so desire as they would be "stamps" in every sense of the word, the only difference being that the user would have to supply his own "stickum."

It is true, millions of collectors have bought millions of mint stamps, some of which are off center, some printed on poor paper, etc., but they did not do so from choice, rather for the simple reason that nothing better was

available. The Philatelic Agency was not created by the Government as a "money making scheme," but only as an accommodation to collectors, many of whom complained that they were unable to obtain fine copies of the current stamps at their own local post offices. By offering near perfect copies to collectors for the same price as the regular gummed variety of each issue the Government would be merely extending its service and I can in no way see how it could be accused of creating false values or otherwise harming our hobby in any way.

Of course, anyone may collect anything he chooses; that is his own business, whether it be damaged or off center stamps, straight edges or punched initials, but any collector who would pay the same price for a stamp of this kind as he would for a perfect stamp could hardly be commended for his good judgment and foresight. For as long as stamps do have values which are set according to present standards, the items of appearance and condition must be considered, not only for the present but the future as well, all arguments to the contrary notwithstanding.

Iowa. CHARLES A. SISLER.

STAMP collecting became

virtually a government monopoly in Russia in the spring of 1922, as it was at that time that the Council of Commissars announced the creation of a special philatelic bureau to deal in stamps for the benefit of the State export fund. At the same time restrictions were placed on stamp exports and imports and exchanging became virtually impossible between Russian stamp collectors and outsiders.

Lincoln Stamp Engravers

THE 15c 1866 Lincoln stamp portrait was engraved by Mr. J. P. Ourdan, and the border by Mr. W. D. Nichols.

At least one authority claimed that the 90c 1869 Lincoln stamp was engraved wholly by Mr. D. S. Ronaldson, from a photograph. There must be some discrepancy here as, while Mr. Ronaldson was known as an excellent engraver of stamp frames, he was never a portrait engraver. But, he did engrave stamp frames a quarter of a century. The 18c portrait seems to be identical with the 1866 issue.

The 4c Lincoln stamp of 1890 had the portrait engraved by Alfred Jor and the border by Mr. D. S. Ronaldson.

And They Used To Brag About It or Why the "Experts" Get Fooled Today

Among the interesting booklets in our Library is one entitled **DAMAGED STAMPS**, published in New England in 1901. The writer was evidently an artist and undoubtedly contributed much to Philately—in a back-handed way—

He was ready to repair a damaged stamp or correct a straight edge with equal facility. Make a "Stamp" from a proof or Doctor a "cut to shape" to the owners' complete satisfaction. But, to let him tell the story.

"For all practical purposes the following has given satisfaction:

Torn stamps neatly repaired, per stamp, 25 cents.

P. S.—Stamps that are not worth laying out this sum on are not worth repairing and should be cast aside or turned over to the fire.

Stamps expertly repaired so as to appear perfect and which will stand soaking in hot or cold water, per stamp, \$1.00.

Rare stamps that catalogue \$200 each and upward repaired in first-class shape for 2% of catalogue value.

Grease stains, discolorations, etc., etc., removed, per stamp, 25 cents.

NOTE—Many stamps have stains which it is impossible to remove, but I have been able as a rule to treat successfully all that have been sent me.

Match and Medicine stamps that have age stains, etc., made to look as if printed but yesterday, and permanently remain so, per stamp, 10 cents.

Owning a fine perforating machine, I am able to re-perforate stamps that are off centre, or are imperforate on one or more sides. Cost of this class of work, per stamp, 25 cents.

Stamps catalogued \$100. each and upward, 2% of catalogue value.

Envelope stamps cut to shape, remounted, per stamp, 25 cents.

NOTE—These stamps are not simply pasted onto tinted paper as is done by some collectors, but are sunk into same and have every appearance of a cut square specimen.

Cardboard proofs cut down to the thinness of ordinary paper, 15 cents each.

Cardboard proofs cut down and perforated and gummed, 25 cents each.

India proofs mounted and gummed, 15 cents each.

In these sophisticated days, we fear the work goes on, but with much less naiveté.

—W. R. M.

A Stamp of 1870 Found on Silk Paper

WE ARE indebted to A. W. (Bill) Bloss, stamp editor of the Los Angeles *Times*, for the news that a 24-cent U. S. stamp of the issue of 1870 has been found on paper showing silk fibres.

Mr. Bloss says this stamp was found accidentally by a Los Angeles stamp collector who wishes to avoid the publicity attendant to a new stamp discovery.

As Mr. Bloss says, "This discovery is of more than ordinary importance, for it may serve definitely to prove or disprove the authenticity of the 24-cent stamp printed by the Continental Bank Note Company in the period of 1873 to 1879."

Experts have been in disagreement as to whether the 24-cent, 30-cent and 90-cent stamps are Continental printings or just shade variations of late National printings. To confuse them more, here comes along a 24-cent stamp with silk fibres in the paper, which Mr. Bloss says is definitely the shade of the 1870 National Bank Note printing.

"Now," says Mr. Bloss, "the experts face the problem of deciding whether the stamp was printed by the Continental Bank Note Company, along with the other values known, on the silk fiber paper. If the latter is the case, this should prove that the 24-cent stamp properly belongs among the Continental printings."



The 1856 Trial Perforation

By Y. SOUREN.

Perhaps the most desirable of all varieties of the 3c 1851 is the Chicago perforation so-called "unofficial". The variety has been well known to specialists and has been the subject of considerable research on the part of both Ashbrook and Chase. In the light of their discoveries, it seems more than probable that this is actually an official trial perforation sold through the Chicago post office in the regular course of their business. Such conclusions have been reached from a summary of the facts surrounding the recorded specimens of this highly interesting stamp.

Perforation was first introduced in Great Britain by Wm. Archer in 1854. However, letters patent covering apparatus for perforation of postage stamps and other papers were granted to Wm. Bemrose and Henry H. Bemrose on May 31, 1855. In that same year, Toppan Carpenter & Co. ordered a perforating machine from the Bemrose firm, and after delivery of the machine, changed the perforating wheels from those producing slits to those which would punch out round holes. The details of this are covered in an extensive correspondence between Perkins, Bacon & Co. and the Bemrose Bros. Perkins, Bacon & Co. desired to secure a machine which would perforate by punching out holes instead of producing straight roulettes. A small single line machine was already used by them, but their interests lay in securing a machine capable of doing a greater amount of work at a single operation.

The fact remained, however, that Toppan Carpenter & Co. were the only persons in the U. S. who, in 1856, possessed a perforating machine. The Bemrose machine had been used with satisfactory results in Sweden and other countries, and Toppan Carpenter & Co. were eager to adapt such an improvement to the stamps that were produced for the U. S. Government. However, the purchase of such a machine necessitated a considerable investment. This investment was made only a short time before the expiration of their contract, and in order to protect themselves, an agreement was entered into with the U. S. Government whereby they were to be reimbursed for the cost of the perforating machine in the event the stamp contract was awarded to some other firm, the machine, of course, becoming the property of the U. S. Government.

The machine was used in 1856 to per-

forate a limited quantity of 1c and 3c stamps. The perforation gauges $12\frac{1}{2}$ to 13 with rather large even holes well punched out. The peculiar characteristics of this perforation are unmistakable.

According to Chase, the earliest dated copy is July 14, 1856. 16 specimens of the 3c stamp have been recorded with this perforation, all but one of which are postmarked Chicago.

The discovery of the 17th specimen has just been made by D. A. Stone of the Y. Souren Co. in looking over an extensive accumulation of 3c covers. This specimen is on a clean white envelope, plainly postmarked Chicago, Illinois, January 8, 1857, just about six weeks before the regularly perforated stamps came into use. This cover is of particular significance since it presents almost conclusive proof of Ashbrook's contention that these stamps were regularly issued through the post office. The cover is used in regular correspondence, addressed to Mr. Martin J. Gleason, Brimfield, Hampden Co., Mass., and bears no return address. It was used in personal correspondence and not from a business firm bearing a return card. This is a most significant fact since the general belief had been that it was a perforation made for the convenience of a few users.

Five 1c stamps of this series have been recorded with this perforation. Four of them are Type 4, and one of them is Type 2 from Plate 2, which would indicate that the perforations were applied to stock on hand without selecting between the stamps printed from various plates.

The most significant fact in regard to this perforation is that Toppan Carpenter & Co. were the only firm who owned a machine capable of such work. They were engaged in printing stamps for the Government, and it was only natural that a trial would be desired before perforation was generally applied. The entire shipment was undoubtedly sent to the Chicago post office, for the specimens which are known on cover are used from various firms and individuals, which would indicate a general distribution rather than a use by a single firm who might have had the stamps perforated for their own convenience. These two facts would tend to confirm the official nature of this perforation, and Ashbrook reaches this conclusion in his study of the 1c stamp.

Under such circumstances, there seems no doubt that these perforated stamps

represent what are probably the most interesting trials issued by the Government and are the only trials which are known to have been placed in regular use.

The writer has before him one of the four recorded specimens of the 1c Type 4 of this perforation. It is postmarked Chicago and the date January 22nd or possibly 23rd. This would represent a very late date of use, being just a month before the issuance of the stamps perforated 15. A curious feature of most of these perf. 12 stamps is the fact that the convenience of perforation was not recognized by the public. Many of the known specimens are cut from the sheet with scissors instead of being torn along the line of perforation. This may be due partly to the fact that the gauge of perforation was too large to permit convenient separation, or possibly due to unfamiliarity of the public with the purpose of the perforation.

are worthy of catalogue recognition as separate number since they are the work of the firm producing stamps for the Government under contract and done with a machine approved by the Government. Special catalogue recognition is given to such varieties in other countries, notably New Zealand, where private perforations are given separate catalogue listings. The reader is referred particularly to Scott No. 12e, f, g, and h, of New Zealand and also No. 17d, e, f, and g. These particular perforations were privately applied by the postmaster of Dunedin, New Zealand, for the convenience of his patrons. Thus, they are even less official than these varieties of United States stamps.

It would seem that under the present system of cataloguing, the numbers 39a, b, and c be assigned these stamps. They

AN 1857 ITEM DISCOVERED

N. Y. TIMES

Postal Paper Tends to Discount Theory of Private Process

By KENT B. STILES

DISCOVERY last week of a seventeenth copy of the United States 1851-57 3-cent stamp with perforation gauge $12\frac{1}{2}$ to 13 throws new light on what has long been a controversial question among advanced students of the nation's postal paper—namely, whether stamps of the 1851-1857 series so perforated were officially prepared by the printing firm which was producing stamps for the government and were then sold in that form at postoffices, or whether the $12\frac{1}{2}$ to 13 perforating was unofficially done by private users after purchase for postage purposes.

The present "find" is important not alone because it opens up a new channel of research for the serious collector but because values of the "perf. $12\frac{1}{2}$ to 13" stamps may be materially enhanced—possibly five or six times above the present standard quotations.

As background of this discovery it may be explained that the government did not make its own postal paper in those days. The 1851-57

began to discover stamps in this design with the perf. $12\frac{1}{2}$ to 13 gauge. Inquiry brought to light nothing to show that the perforating of these had been officially done by Toppan, Carpenter & Co. The first sixteen such 3c stamps found are mostly on covers which bear in their corners the name of one or the other of two Chicago business firms, and fifteen of them bear the Chicago postmark.

From these and other circumstances, advanced philatelic students generally concluded that the stamps with $12\frac{1}{2}$ to 13 perforations per two centimeters were privately made by the two Chicago firms and were never on sale to the public at postoffices in Chicago. According-

fore the first stamps of the 1857-60 perf. 15 series were placed in circulation.

This newly discovered cover, in the opinion of competent philatelic authorities, would appear to discount the theory that perf. $12\frac{1}{2}$ to 13 stamps were privately or unofficially prepared by the two Chicago firms, and to sustain the school which contends that these stamps were prepared by the government's contract printers, Toppan, Carpenter & Co., in trial or experimental work in preparation for the 1857-60 perf. 15 series.

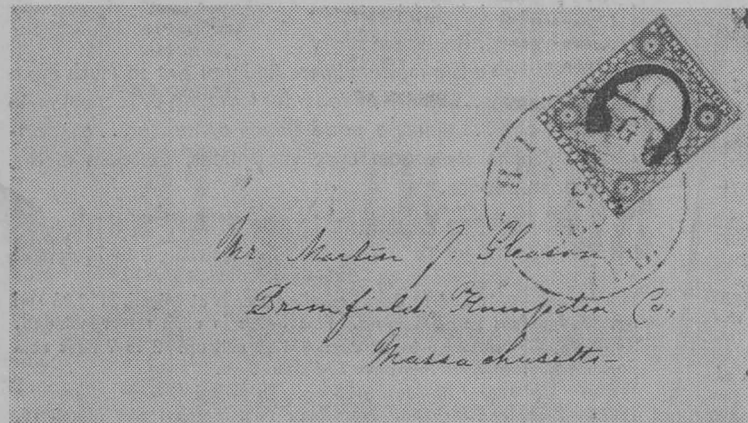
Support for Belief

Further in support of the contention that the perf. $12\frac{1}{2}$ to 13 stamps were officially made, it is on record that of five 1c stamps of the 1851-57 series that have been discovered with this gauge of perforation four are of Type IV and one is of Type II from Plate 4, which suggests that such perforating was applied by Toppan, Carpenter & Co. to stock on hand without selecting from stamps printed from different plates during the company's experimental work.

The perforated $12\frac{1}{2}$ to 13 stamps, on the basis of being regarded as "Chicago unofficials," have been selling at from \$50 to \$75 each. If they are now to be accepted as having been officially prepared by Toppan, Carpenter & Co., the philatelic values should range from \$200 to \$300 apiece, according to informed students.

Last week's "find" was for years in the collection of Dr. Reginald Burbank, a New York collector. Mr. Souren purchased the entire collection for \$65,000 in 1936. The apparent significance of the perforated $12\frac{1}{2}$ to 13 stamps has only now come to light, and the discovery will undoubtedly start collectors searching anew among their postal treasures.

* * *



1857 cover bearing 3-cent stamp with $12\frac{1}{2}$ to 13 perforation—The separation holes are along the left and bottom borders.

series was produced by Toppan, Carpenter & Co. under contract with the government, and the stamps were without any perforating. It was not until 1854 that the perforation process was introduced, and that was in Great Britain by William Archer. Two years later, Toppan, Carpenter & Co. began experimenting with a perforating machine which had been used with satisfactory results in Sweden and other countries, and in February, 1857, the first United States perforated stamps (familiarily known as the 1857-60 issue) appeared. These, in the same values, colors and designs as the imperforate stamps, are perf. 15.

In subsequent years collectors

ly, they were regarded as "unofficial perforations" and thus entitled to possess relatively small philatelic worth.

The significance of the finding of the seventeenth copy last week by D. A. Stone of the Y. Souren Company in New York is that the cover which bears the perf. $12\frac{1}{2}$ to 13 3c stamp is the first one discovered without a corner card showing the name of one of the two Chicago firms. Addressed to Martin J. Gleason, Brimfield, Hampden County, Mass., it is a clean white envelope bearing no return address and obviously was used for personal correspondence. The postmark is legibly that of Chicago, of date of Jan. 8, 1857, or about six weeks be-

Old Perforation Mystery

WHAT has been an old perforation mystery is now one step nearer to being solved by the find recently in the stock of Y. Souren Company of the seventeenth copy of the 3c 1851 U. S. stamp with perforation 12½ to 13, by Mr. D. A. Stone, an employee of that concern. Sixteen copies have heretofore been recorded, all of them except one being postmarked from Chicago. This fact has given rise to the name of "Chicago" perforations for these stamps, and this last one was also postmarked Chicago but, seems to be the first one

identified as having been used on mail from other than two firms.

It has been thought by many students for years that the perforation was unofficially applied by someone in these firms or by someone for these two firms, and it is now contended that this new cover, without return address, addressed to "Mr. Martin J. Gleason, Brimfield, Hampden Co., Mass.," goes far to prove that the perforation was evidently applied to 1851 stamps by the producers of the stamps, Toppan, Carpenter & Co., who, it is said, "were the only firm who owned a machine capable of such work." Ad-

mitting such to be the case, there is still the question of the stamps being removed from the envelopes by some one (perhaps years ago) interested in adding value to what was then otherwise a common stamp, by manipulation. This present cover was for several years in the collection of Dr. Reginald Burbank of New York, and was purchased by Mr. Souren, along with the rest of the collection, in 1936, and bears a Chicago cancellation of January 8, 1857, about six weeks before the stamps perforated 15 were issued.

If, as contended, the firm of Toppan, Carpenter & Co., were the only persons in the United States, who possessed a perforating machine in 1856, capable of producing such clear cut perforations, then—the only thing to determine is whether the perforation was applied at a later date by someone interested in making a valuable perforation variety out of a common stamp. The earliest dated copy with this cancellation was reported by Dr. Carroll Chase, as July 14, 1856, and some have contended this perforation was an experimental one performed on the new machine by Toppan, Carpenter & Co., in that year.

Mr. Souren says that five 1c stamps

of 1851 have also been recorded as being with this perforation, four of them being Type Four and one of them being Type Two from Plate Two. Apparently they were also postmarked from Chicago. A curious feature of most of these perforated 12 to 13 stamps is that the users seemed not to recognize the fact that they were intended to be torn apart, and had cut them apart with a pair of scissors or some sharp instrument that left a clean, straight cut. A portion of our information above comes from recent articles on this find from Kent B. Stiles in the *New York Times* and Mr. Souren's article in *Mekeel's Weekly Stamp News*.

More Concerning Exhibition Awards

Rarity and completeness should not have a higher rating than philatelic knowledge.

By MARIAN CARNE ZINSMEISTER, A. P. S.

And so it has come to this! The old masterpieces, the classics, the so-called rarities are not satisfied with having won ribbons and awards for the past fifty or sixty years, but, they still should be the winners of all the first awards. Just because they are the rarities! If you were to take Mr. Philip H. Ward, Jr., seriously (MEKEEL's Sept. 4, 1939) where do you think philately would land in the next ten years if, at all the large philatelic shows, rarity would win the highest awards?

For example, a comparatively new collector, say collecting only six or seven years, finding that he cannot acquire rarities has gone into other phases of collecting, seriously, and is devoting his time to the study of the stamp, or acquiring the so-called "philatelic knowledge" of which we hear and read so much now days and which seems to irk the old-time stamp collectors. Perhaps our collector does get his knowledge from the philatelic press. What do we have our stamp magazines for, except to learn new facts regarding our hobby, or some particular branch thereof? Our collector gets together what he thinks is a really worth-while collection, for example, we will say, philatelic souvenir sheets, and has invested his money to get all the rarities known to this branch of collecting. He has devoted hours and hours of time in philatelic research, learning the real "low down" on how and why these sheets were issued in this form, who engraved them, who designed them, etc. After he exhausted all the philatelic publications from way back when, he corresponded with foreign governments to get his information authentically. He has his collection neatly mounted. Not with a lot of furbelows on the pages, but plainly typed or lettered (if he is lucky and can do it, or can afford to pay to have it done for him).

Our collector then enters his material in one of the large shows, national or international. He pays his entry fee, but the rarities win the awards. He has no rarities, according to the judges or the rules of the show. Yet he has all that has ever been issued as philatelic souvenir sheets. Then he enters it in another show, and a third, and perhaps a fourth one, paying his entry fee each time. Still he cannot win. The rarities take the prizes. That

collector is relegated, then, to the ranks of his own home town clubs. There he has no competition in his field (sheets), for no one else in his club is interested in that branch of the hobby. So he has to compete in the foreign or miscellaneous class and may win a first ribbon. If that is all his work is worth, why show stamps any where. Why not let only those owning the rarities show, and call it a day. And so philately as a whole, and incidentally the dealers, have lost a good conscientious collector.

All of this would apply equally to meters, precancels, or any of the so-called newer branches of stamp collecting.

I am reminded of one particular collection which has been shown in many local shows, every national show, and every international show in the last six years, without any great change being made in it but, has always taken a first or grand award, gold certificate or gold medal. That collector must have a grand assortment of awards packed away in his safe by now. It would be just too bad if that collection should lose out to a very "unimportant but well written up lot of stamps of inferior value", using Mr. Ward's own words. Collectors might like to see that prize winning collection, but it does seem that that sort of thing does more harm than good to philately. It's probably much easier for the judges who must recognize this collection to give it the first award than to study a newcomer's efforts to see whether his work and effort should be awarded.

If there are one and a half million collectors in the U. S., and we think that is a low estimate, just where are all these collectors going to get hold of the so-called rarities to show? There are not that many in existence, allowing one copy for each collector, to say nothing of the so-called "specialist" with half a dozen or a dozen of a given stamp. That reduces the possible number of rarities there are for collection purposes.

True, the very lovely old classics should be shown, and many people do enjoy looking at them at a stamp show, even though they may never hope to own a copy, but, should not those exhibits be put in one class by themselves, with no competition

(Continued on page 475)

MORE CONCERNING EXHIBITION AWARDS

(Continued from page 465)

except among themselves, and not have them compete against the newcomer to our ranks, even assuming that the newcomer does show sheets, animals, current new issues, or covers.

It is also admitted that we do go to stamp exhibits to see stamps, and not to read our history lesson while there. On the other hand, some of the sales points in getting the younger generation to collect stamps are, how much history, languages, foreign currencies, etc., etc., you will learn by being a collector. So, if you learn it, and don't use it, your work has all been for naught. How better to use it than show it with your stamps at an exhibition?

In a local club, if we were to use Mr. Ward's suggestion, the man with the largest pocketbook could go out and buy rarities, or even borrow them from his dealer; mount them in any sort of manner, and take the first and grand award of the show. Day after the show he could return the stamps to his dealer, and be the proud possessor of the first ribbon. Particularly would this be true if you would consider the 65% for rarity and 20% for condition of stamps. We all know, as has been said so many times, old stamps "they come that way" so condition would mean 20 points secured for nothing. Might as well make the rarity and completeness and condition read 85%. Any condition would be "superb" condition on these rarities.

Merely to go out and buy stamps, rarities or new issues, paste them into an album, and put the book away, is the old style collecting and went out of date with the turn of the century. The up-to-date collector wants to know the reason for issuing that particular stamp, and who did the work on it, and how, and when and why.

We repeat, if we are to keep philately alive, if we are to continue to keep the collectors we have acquired, and secure new ones to our hobby, then, we must cater to new ones and give them something to shoot at.

Completeness!! Where can they get completeness except in some new branch of the work. Sheets, precancels, topical collections, maps, blocks of commemoratives, meters. Foreign commemoratives shriek history long since buried in the archives and now being brought to light.

And the suggestion about completeness—what judge can be expected to check every exhibit with the catalogue to know

Dec 10

Dec 10



POSTAL MARKINGS

Harry M. Konwiser

Address correspondence to H. M. Konwiser,
c/o STAMPS, 2 W. 46th Street, New York

Information Wanted

Will some reader kindly explain the circle postmark reading: "L.M.A. DUNKIRK, N. Y." as used on a cover franked with a 3-cent green, used in 1882, addressed to Holley, Orleans County, New York? William S. Orr, of Batavia, N. Y., owns the cover.

Miss. River Handstamps

This column asked for United States Shipmarks, supplemental to the markings listed in STAMPS, July 2, 1938, and especially wants Mississippi River markings not hitherto listed. This column is familiar with the Sloane list of 1920, and the Chase list of 1925, likewise the items listed (and illustrated) by D. A. Somdal in issues of *Postal Markings* and has additional data. In order to make the next printed list (now in preparation) "almost complete" every cover collector is asked to send in his list for the record. Owners of single items should not neglect this opportunity to aid a philatelic work and dealers who have items in stock might also help—if they will.

If possible report, as did J. Thurber Kelly of New York City, as follows:

REGULAR ALABAMA RIVER PACKET SENATOR. For Selma and All Intermediate Landings. Black, 35 Mm. circle. On 3c U. S. Envelope, 1860 usage.

Mr. Kelly also reports handstamp STEAMBOAT in 21 mm. circle, used in the 1851-57 period on mail addressed to Mobile. One of these covers has an adhesive label reading: "Per Steamer Wm. Jones, Jr. Receives Freight Every Saturday and Leaves for All Landings on the Alabama River, Every Sunday Morning, at 10 o'clock."

Ray H. Costen reported STEAMER SYDONIA, in oval, which is likewise one also known as SIDONIA in oval and the DALMAU ovals. Gordon E. Wheeler reported E. B. Brady, Caddo No. 2, Creole, Dove, Isabel, Gov. Jones, Ophelia, Rio Grande, War Eagle and others in detail; T. A. Simpson reports NEW WORLD and others have reported covers already listed.



Stamp Exhibition Awards

*Rarity and completeness should
have a higher rating than philatelic
knowledge and condition.*

By PHILIP H. WARD, Jr.

In a recent article in MEKEEL'S "Electric Eye" takes a fling at the prevailing methods of judging or rather rating at our stamp exhibitions and we add our "Amen" to his remarks. We have no criticism of the judges for they are hemmed in with instructions which often force them to make a high award to what may be described as an inferior lot from the standpoint of real stamp collecting.

We have before us the prospectus of a coming exhibition which is typical. The philatelic public is asked to participate and we note that the board of judges will be governed by the following schedule in making awards:

Philatelic knowledge,	40 points
Condition of stamps,	20 points
Originality in mounting,	10 points
Neatness in mounting,	10 points
Completeness,	10 points
Rarity,	10 points

Under such a schedule the foremost collections in the country today might lose out to a very unimportant but well written up lot of stamps of inferior value. Sinkler, Lichtenstein, Caspary, Lapham, Newbury, and other owners of the world's finest collections would take second place to a well written up accumulation of miniature sheets, first day covers, current British Colonies, or what-nots. Forgotten would be the years of search necessary in getting together the really fine things of philately. Collections that cannot be put together in a few weeks by corresponding

with some of our late issue professionals would be lost in the background.

What constitutes "philatelic knowledge"? It seems that if the collector will consult the philatelic publications and magazines and copy sufficient information in regards to his exhibit why then he is entitled to the 40%. The collector who has not made a scrap book out of his collection gets nothing. Look at Lichtenstein's great Canada or his wonderful Capes or his outstanding lot of Mauritius; view Sinkler's magnificent United States; Lapham's famous Postmasters or other equally fine collections. They have not endeavored to make a textbook out of their albums but have built up a stamp collection that the real stamp collector can appreciate. If the "philatelic knowledge" was original then it would be worth while but we think we are safe in saying that 95% of the "knowledge" is simply a copy of what someone else has written.

We go to a stamp exhibition to see stamps and prefer to do our reading in the quiet of our study.

"Neatness" and "originality" 20 points. Are we running a kindergarten, so that if we wash our hands and keep our papers clean our teacher will praise us?

What's the result? Most of our exhibitions today are unfortunately of minor importance insofar as the stamps shown are concerned. Some few collectors with important collections will show a few pages as a favor but the vast lot of really fine collections go unseen, and remember

Panama for sale. Ninety per cent of all listed varieties, as well as many unlisted, are included therein. Complete information gladly furnished at request of serious collectors.

JAMES H. RAYMOND
Box 364, Ben Fr. Sta., Washington, D. C.

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117 W. Harrison St., CHICAGO, ILL.

it is from these that we gain our greatest knowledge and get our real thrills. How much more important is the page with the attractive cover carried by the Pony Express across our early western plains with all its associations even if without details of "philatelic knowledge" than the well written up page with all its history of the rare miniature sheet.

But the smaller collector will say how can we compete with such important collections. Our answer would be to give them separate classification. We wouldn't enter a plow horse in the Kentucky Derby, then why make the race inferior just so the farmer who is in the majority can win?

Without a lot of thought on the details we would suggest:

Rarity and completeness,	65 points
Condition of stamps,	20 points
Philatelic knowledge,	10 points
Mounting and arrangement,	5 points

We have always maintained that one of the joys of our hobby is that we may collect exactly what we want whether it be pre-cancels, first day covers, ship or animal stamps, or whatever strikes our fancy. But why take such a collection, spend some hours in writing it up, and then expect it to compete against the glorious and difficult to obtain, old issues of the United States, Canada, Cape of Good Hope, Mauritius, Ceylon, Brazil, and similar countries.

SIXTH "WILLIAM H. CROCKER" SALE

on

Thursday & Friday, February 23rd & 24th, 1939

Lot

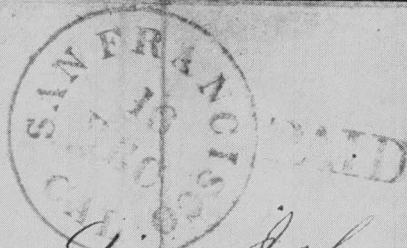
HAWAII

No. in Lot

204

1851, H.I. and U.S. 13c. blue, S.G. 4, a magnificent unused copy, with enormous margins all round, showing adjoining stamp at left. This example is probably one of the finest existing copies and is perfect in all respects, of the very greatest rarity and with "Royal" Certificate, cat. £2000 (See Photo)

1



*Mrs Eliza Johnson,
Care of Thomas W. Hooper Esq
Merchants Bank
Boston.
Mass. U.S.A.*

2-Cent Columbian Reliefs

From the E. W. Bedford Files

IN February, 1933, Mr. Bedford was working on data pertaining to the "2c Columbian Reliefs." Below is a copy of the letter he sent:

319 Vaniman Street,
Akron, Ohio
2-25-33

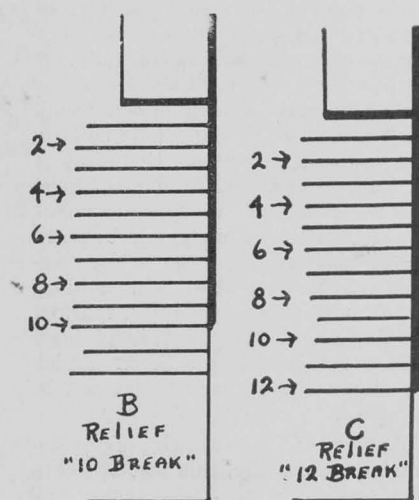
To the collectors of
"2c Columbians":

"The attached chart shows all the letter groups and Plate Numbers for the 2c Columbian stamps. There were at least 4 and probably 6 reliefs on one or two transfer rolls. The four known reliefs may be described and recognized as follows:

A Relief: This is the NORMAL relief of which there were several at first.

B Relief: This is the relief that shows the broken frame line at the lower right side wherein the remaining line extends past 10 of the horizontal shading lines thus:

C Relief: This is a similar break in the right frame line but it extends down past 12 of the horizontal shading lines, thus:



D or BH Relief. This is the Broken Hat Relief.

E & F Reliefs. Not certain. Work in progress.

Broken Hat Relief. Note that this relief has only been observed in Plate groups U, LL, NN and PP. It will therefore probably be located on other plates in these groups. More data is desired.

B Relief. This "10 Break" may be found in about 14 stages from the first

little break to the full 10 break. Stages of the B break are found in groups G, H, I, and EE. The puzzle is that the full B break is found on G31 and H38. Were there two reliefs that broke in exactly the same manner? Doubtful. If not, then the next assumption is that the plates were not made in the same order as they were lettered and numbered. Still it is very difficult to imagine that the plate finally numbered EE 110 was made before plate F26.

Here is a real stimulus to those who are interested in this stamp. Only by compiling additional data will the problem be solved.

Relief A on Relief B (or vice versa). As the transfer man rolls in a position he then removes the relief and examines the position for depth. If it is not deep enough he then returns the relief to the same position and deepens the design. In so doing he is just as

apt to use a second relief on the transfer roll as to use the same one he started with. This actually happened in many cases such as on plates 143 and 145 where we find the B relief double transferred on top of the A relief (or the A on the B?). This seems to be indubitable evidence that the A and B reliefs were on the same transfer roll, as we would expect. What a wonderful story these little relief breaks can tell.

As you inspect additional plate number strips or blocks, please carefully record the data on the reliefs that were used and report your findings so that ultimately a joint report may be made for the benefit of the fraternity."

Cordially yours,

C. W. Bedford.

The following Chart is a copy of the one mentioned in the first part of Mr. Bedford's letter:

Plate	Reliefs	Plate	Reliefs	Plate	Reliefs	Plate	Reliefs
A 1	A	O 62		FF 117		NN 158	
A 2		O 63	A	FF 118		PP 164	A BH
A 3		O 64		GG 119	B	PP 165	
A 4		Q 70	A	GG 120	B	PP 166	A
A 5	A	Q 71	A	GG 121		PP 167	BH
C 11		Q 72	A	GG 122	B	PP 168	BH
C 12		Q 73	A	GG 123	B	QQ 169	
C 13		Q 74	A	HH 124	B	QQ 170	
C 14		T 78	A	HH 125	B	QQ 171	
C 15		T 79		HH 126	B	QQ 172	
E 21		T 80		HH 127	B	QQ 173	A
E 22		T 81		HH 128	B	RR 174	
E 23		T 82		JJ 134	B	RR 175	
E 24		U 83	A	JJ 135	B	RR 176	
E 25		U 84	BH	JJ 136	B	RR 177	
F 26	B	U 85	BH	JJ 137	B	RR 178	
F 27		U 86	BH	JJ 138	B	SS 179	A
F 28	A	U 87	BH	KK 139		SS 180	
F 29	A	V 88	A	KK 140	B	SS 181	A
F 30	A	V 89	A	KK 141	B	SS 182	
G 31	B	V 90		KK 142	B	SS 183	A
G 32	A	V 91	A	KK 143	B	TT 184	
G 33	A	V 92	A	LL 144	BH	TT 185	
G 34	B	X 94	A	LL 145		TT 186	
G 35	A	X 95	A	LL 146	BH	TT 187	
H 36	B	X 96	B	LL 147	BH	TT 188	
H 37	A	X 97		LL 148		UU 189	A
H 38	A B	X 98	B	NN 154		UU 190	
H 39				NN 155		UU 191	
H 40		EE 109		NN 156		UU 192	
I 41	A	EE 110	A B	NN 157	A BH	UU 193	
I 42	B	EE 111	C				
I 43	A (AB)	EE 112	C				
I 44	B	EE 113					
I 45	(AB)	FF 114					
O 60	A	FF 115					
O 61		FF 116					

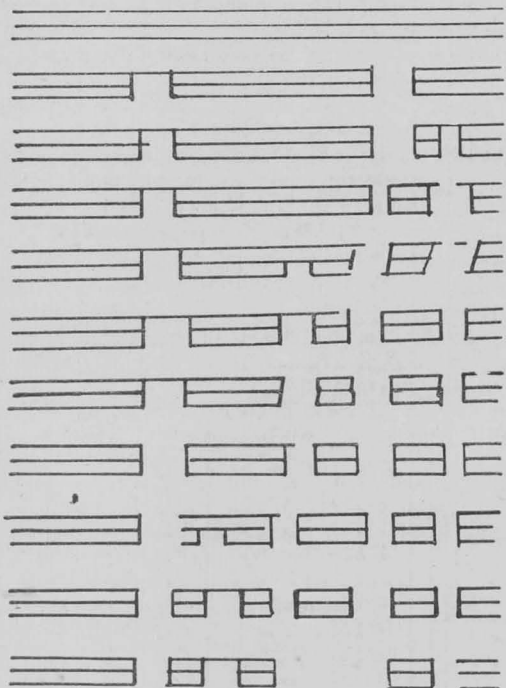
RELIEF

A—Normal. B—Stages of B.
B—"10" Break. (AB)—A on B or
C—"12" Break. B on A.
BH—Broken Hat. C—Stages of C.
(PLEASE TURN TO NEXT PAGE.)

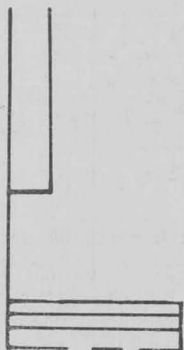
The greater part of the data presented on this chart was made possible by Mr. R. R. Dickson of Pittsburgh, Penna., who loaned Mr. Bedford his collection showing the mint plate number strips from a large number of the 2c Columbian plates which gives the actual plate Nos. on which many of the breaks appear, including five plates on this stamp that show the "broken hat."

Those who helped and were interested were Dr. L. L. Steimly, Mr. Walter Brink and others.

In the lower left corner of this issue Mr. Brink had on 3-8-33 given information on eleven different kinds of Relief breaks. We illustrate:



Again on 3-4-33 Mr. Kuespert sent C. W. an entirely different break from those above. This occurred on Plate TT 188 which is as follows:



The information as shown is, of course, not complete but we publish with the hope that some one may be benefited.

Sincerely,

GEO. BLACK



Conducted by Don F. Nichols

P. O. Box 8, South Haven, Michigan

THE YEAR just past in stamping was not spectacular. It was one rather which seemed to be primarily concerned with the tapering off of trends which were started and nourished during the one to three pre-

1. preceding years. Values which were slipping down a year ago found new lows, while on the other hand those items having the promise of a good value future have in almost every instance proved at this point that they are on a trend upward. Strictly within the stamp investment world, the past year seems to have been one of termination for the long drawn out transition period from the over-dose of bulk storing of current mint to the careful buying of early (selected) premium material and increased activity in the specialized fields. We certainly hope so.
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- 10.
- 11.

1938 had a few important points of interest. The dropping of Coronation wholesale prices to 65 per cent of original face value has wiped out completely, for the time being at least, all prospects for a return of our buyers into the foreign issues field. We do exclude here, of course, all specialized dealers in foreign and dealers in foreign approvals.

We saw the final death of the small club auction, from every practical point of view and the inglorious record of the SPA, last of our special printings. A revival of interest in this field is not likely for some time.

We saw the noteworthy event by Scott Publications in pricing 20th Century United States postal issues on cover. This will prove a very decided stimulus for late cover collecting.

The year of 1938 saw a small return of interest for study and research in our early classics, i. e., the 1851 three cent. This points to a very definite collecting trend, and certainly a most wholesome one.

An interesting turn of affairs has

been the general abandonment of collecting plate numbers in blocks for collecting them simply in singles. Evidently it was too much of a load for the average stamper to maintain. Incidentally, the prices being asked at present for current and recently current plate numbered singles are way too high and out of reason. As this field progresses an adjustment to more normal levels will have to take place or else this fascinating branch of collecting will be driven to the wall, too.

The very sad experience of investing in airmails and special delivery air mails was fully realized this last year, as thousands of dollars worth of them were dumped at sizeable discounts from face. Just one more reminder that whenever we overdo it in investment or speculative stamping, we must eventually suffer for our excessiveness. It simply is not possible to have two stamps available for every one needed by the collector and expect to maintain a profitable commodity.

The used commemorative stamp market almost passed from sight during the last twelve months, with very little hope of a comeback for some time. The "controlled" used market is still carrying on, due solely to the high quality of material being obtained. Yet, there is reason to believe that this branch is headed for a fall before another year.

We were able to note for the first time a slight let-down on the part of our ultra-fastidious buyers in their demands for superb material only. It is still much too early to state whether or not this may develop into a trend. If this should be, it will prove to be a most important one in the effect it will have on present premium levels. Investors must still continue to select only the finest of material, but are strongly advised not to go in for paying extra fancy prices. The holding of superb stamps gives one a marked advantage, but this is lost if high prices are paid to obtain them. Under such circumstances it is better not to buy at all.

This year of 1939 is beginning quietly and very steadily, this last of great importance to us all. Your writer expects it to prove to be one of much more evenness in both volume and prices than we have had heretofore for several seasons. The speculators and plungers will not like this, but both collectors and the regular trade will benefit immensely. The modern stamp investor will net a modest and safe return if he continues to carry on his activities in a shrewd and sensible manner. This column wishes it readers every stamping success for this New Year of 1939.

EXPRESS MAIL 1836-1839

"The First Pony Express"

By
Ward E. Hinman
Albany, N.Y.

EXPRESS MAIL 1836-1839

"The First Pony Express"

Twenty-four years prior to the famous western Pony Express the United States Postoffice Department operated a "pony express" mail service over routes totaling 3,115 miles. The express mail service of 1836-1839, carried largely on horseback, was established in response to a public demand for a more speedy mail service between the North and the South. By traveling day and night the express mail covered some 200 miles per day which was about twice as fast as the ordinary mail.

This service should not be confused with the mail service of private express companies nor with the U.S. Express Mail service in New York State and New England in the 1840's.

Before going into a description of the express mail service of 1836-1839, a brief outline of the economic conditions of the time will give a better understanding of the reasons for the establishment of the service and for its discontinuance after a life of only about two and a half years.

From 1834 to the spring of 1837 the United States experienced a period of unusual expansion and prosperity. The completion in 1832 of the Mohawk and Hudson Railroad, demonstrating the success of steam railroads, ushered in an era of railroad promotion and construction. The population of the country was increasing rapidly. The government was selling large tracts of land in the central plains, then called "The West". In 1833 a reduction in tariff rates stimulated business in the South as cotton and the other agricultural products of that section then had a higher value in the world market. During this period credit became very easy, banks issued large amounts of paper money and speculation was rampant. As we of today know all too well, periods of great credit expansion and speculation are followed by severe reactions. The 1834-1837 boom being no exception ended in the panic of 1837 and the depression of the following years.

In the business activity of 1834 to 1837 we have the reason for the establishment of the speedier express mail service, and in the subsequent depression and the speeding up of the ordinary mails through the extension of railroad and steamboat transportation we have the reasons for its discontinuance.

The postoffice department, sharing in the prosperity of 1834 to 1837, was being operated at a considerable profit. The policy of the department, under Postmaster General Amos Kendall, was to use these profits for the improvement and extension of the mail service. The Postal Act of 1836 alone authorized the establishment of about 700 new mail routes.

Congressional Authorization

The express mail service of 1836-1839 was established pursuant to the Act of Congress approved July 2, 1836, Section 39 of which provided as follows;

"In case the postmaster general shall deem it expedient to establish an express mail, in addition to the ordinary mail, on any of the post roads in the United States, for the purpose of conveying slips from newspapers in lieu of exchange newspapers, or letters, other than such as contain money, not exceeding $\frac{1}{2}$ ounce in weight, marked 'Express Mail', and public dispatches, he shall be authorized to charge all letters and packets carried by such express mail with triple the rates of postage to which letters and packets, not free, may be by law subject, when carried by the ordinary mails."

The provisions of the Act may be enumerated as follows;

1. The routes over which express mail service might be established were at the direction of the postmaster general.
2. Only slips from newspapers (in lieu of exchange newspapers) and letters weighing not more than $\frac{1}{2}$ ounce could be carried by the express mail.
3. Letters containing money were excluded from the express mail.
4. Letters for the express mail must be marked "Express Mail".
5. Public dispatches without limit as to weight could be carried by the express mail.
6. Express mail rates were triple the rates for ordinary mail.
7. Free or franked letters were excluded from the express mail.

Routes

Pursuant to the authority given him by Congress, Postmaster General Kendall established five express mail routes. The routes, and the dates when service was started on each, were;

<u>Route</u>	<u>Service Began</u>
New York to New Orleans	November 15, 1836
Columbia to Charleston	May 11, 1837
Washington to Cincinnati	July 1, 1837
Dayton to St. Louis	October 1, 1837
Cincinnati to Montgomery	October 1, 1837

The accompanying map shows the locations of these routes.

An express mail route from Boston through Albany to Buffalo was projected in 1836 but never put into operation. It was planned to start the Washington-Cincinnati route from Baltimore but when the contracts to carry the mail were let the starting point was changed to Washington.

The express mail was carried by private contractors, each section between places shown on the map being a separate contract. Between New York and Philadelphia and between Mobile and New Orleans the express mail was combined with the ordinary mail.

Covers bearing express mail markings occasionally are seen which originated at or were addressed to postoffices not on an express mail route. These covers were carried to or beyond the express mail routes in the ordinary mail. For example, an express mail cover from Cincinnati to New Haven was carried by the express mail as far as New York and thence to New Haven in the ordinary mail. The writer has an express mail cover from Havana to New York postmarked Charleston, S.C., Apr. 24, 1837, handstamped "Ship", manuscript "Express Mail" and rated at 77¢. Two cents of this charge was for the ship service. The cover probably was put in the express mail at Columbia as the express mail between Charleston and Columbia did not begin until the following month. Thus this cover was carried by ship, by ordinary mail and by express mail both on horseback and railroad.

Modes of Transportation

The express mail was carried by post riders on horsebacks except that it was carried by railroad between New York and Philadelphia and between Petersburg and Gaston, and by steamboat between Mobile and New Orleans. Thus of a total of 3,115 miles of express mail routes all but 314 miles were on horseback.

Advertisements appearing in the summer of 1836 inviting bids for contracts to carry the express mail between New York and Mobile read as follows;

"Proposals shall be received until the fifteenth day of September at 12 o'clock M. (to be decided on the next day) for carrying a daily express mail on horseback, in railroad cars or in steamboats for the purpose of conveying slips from newspapers, in lieu of exchange newspapers, and letter (other than such as contain money), not exceeding half an ounce in weight, marked Express Mail, and public despatches, on the routes and during the times hereinafter stated."

The advertisements for bids to carry the express mail on the other routes were the same except that they read "for carrying a daily express mail on horseback" only. The report of the postmaster general to Congress in 1837 on the contracts let for carrying the express mail expressly stated that the express mail contracts provided for its transportation by horseback, except the two contracts by railroad and one by steamboat previously mentioned.

The express mail was carried in waterproof rubber bags which were opened only at the postoffices where the mail was transferred from one contract carrier to another and at a few intermediate postoffices.

Schedule of Operations

The express mail was a daily service, not only traveling on Sundays but also starting on Sundays. Several express mail covers in the writer's collection bear Sunday postmark dates. The following schedules show the distances between the transfer or contract termini postoffices along the express mail routes and the times of arrival and departure as provided in the contracts with the carriers.

New York - New Orleans Route

	<u>Miles</u>	<u>Southbound</u> (read down)		<u>Northbound</u> (read up)	
		<u>Arrive</u>	<u>Leave</u>	<u>Arrive</u>	<u>Leave</u>
New York	0		5:00 pm	2:00 pm	
Philadelphia	90	2:00 am*	2:30 am	5:30 am*	6:00 am
Baltimore	100	12:30 pm	1:00 pm	6:30 pm	7:00 pm
Washington	38	5:00 pm	5:30 pm	2:30 pm	3:00 pm
Fredericksburg	61	11:30 pm	12:00 m	8:00 am	8:30 am
White Chimneys	37	3:37 am*	3:45 am	4:15 am	4:23 am
Richmond	30	6:30 am	7:00 am	1:00 am*	1:30 am
Petersburg	21	9:00 am	9:30 am	10:00 pm	10:30 pm
Gaston	60	2:30 pm	2:45 pm	4:00 pm	4:30 pm
Louisburg	63	8:45 pm	9:00 pm	9:00 am	9:15 am
Raleigh	30	12:00 m	12:30 am*	5:30 am*	6:00 am
Columbia	215	10:00 pm	10:30 pm	7:30 am*	8:00 am
Milledgeville	163	2:30 pm*	3:00 pm	2:00 pm*	2:30 pm
Columbia	133	3:30 am*	4:00 am	11:30 pm	12:00 m
Montgomery	81	12:00 n	1:00 pm	2:00 pm*	2:30 pm
Mobile	198	10:00 am*			3:00 pm
	<u>1320</u>				
New Orleans	164				
Columbia-Charleston Branch					
Columbia	0		10:30 pm	7:30 am*	
Charleston	125	10:00 am*			6:30 pm

Washington - Cincinnati Route

	<u>Miles</u>	<u>Westbound</u> (read down)		<u>Eastbound</u> (read up)	
		<u>Arrive</u>	<u>Leave</u>	<u>Arrive</u>	<u>Leave</u>
Washington	0		7:00 pm	5:00 pm	
Fredericksburg	43	12:00 m	12:30 am*	12:00 n	12:30 pm
Cumberland	91	9:30 am	10:00 am	2:30 am*	3:00 am
Uniontown	60	5:00 pm	5:30 pm	7:00 pm	7:30 pm
Wheeling	71	1:00 am*	2:00 am	11:30 am	12:00 n
Lanesville	75	10:00 am	10:30 am	3:00 am*	3:30 am
Columbia	57	3:30 pm	4:00 pm	9:30 pm	10:00 pm
Dayton	66	11:30 pm	12:00 m	2:00 pm	2:30 pm
Cincinnati	53	7:00 am*			8:00 am
	<u>516</u>				

Dayton - St. Louis Route

	<u>Miles</u>	<u>Westbound</u> (read down)		<u>Eastbound</u> (read up)	
		<u>Arrive</u>	<u>Leave</u>	<u>Arrive</u>	<u>Leave</u>
Dayton	0		12:00 m	2:00 pm*	
Indianapolis	112	12:30 pm	1:00 pm	11:00 pm	11:30 pm
Terra Haute	72	9:00 pm	9:30 pm	1:00 pm	1:30 pm
Vandalia	99	8:30 am*	9:00 am	12:00 m	12:30 am*
St. Louis	65	4:30 pm			3:30 pm
	<u>348</u>				

Cincinnati - Montgomery Route

	<u>Miles</u>	<u>Southbound</u> (read down)		<u>Northbound</u> (read up)	
		<u>Arrive</u>	<u>Leave</u>	<u>Arrive</u>	<u>Leave</u>
Cincinnati	0		8:00 am	7:00 am*	
Georgetown	70	5:00 pm	5:30 pm	8:00 pm	8:30 pm
Louisville	70	1:00 am*	2:00 am	7:00 am*	12:00 n
Three Forks	93	12:30 pm	1:00 pm	7:00 pm	8:00 pm
Nashville	91	11:00 pm	11:30 pm	8:00 am*	8:30 am
Huntsville	117	1:30 pm*	2:00 pm	4:00 pm	4:30 pm
Elyton	99	1:00 am*	1:30 am	3:00 am*	3:30 am
Montgomery	102	12:30 pm			2:30 pm
	<u>642</u>				

* Following day.

The following summary shows the total lengths of the express mail routes and the elapsed time of transmission as provided in the contracts.

<u>Route</u>	<u>Total</u> <u>Distance</u>	<u>Schedule elapsed time</u>	
		<u>South/Westbound</u>	<u>North/Eastbound</u>
New York - Mobile	1320	5 days 17 hrs.	5 days 23 hrs.
Mobile - New Orleans	164	1 day	1 day
Columbia - Charleston	125	11 $\frac{1}{2}$ hrs.	13 hrs.
Washington - Cincinnati	516	2 days 12 hrs.	2 days 9 hrs.
Dayton - St. Louis	348	1 day 16 $\frac{1}{2}$ hrs.	1 day 22 $\frac{1}{2}$ hrs.
Cincinnati - Montgomery	642	3 days 4 $\frac{1}{2}$ hrs.	3 days 16 $\frac{1}{2}$ hrs.
	<u>3115</u>		

Some idea of how closely the schedules were adhered to in actual transmission may be gained by an analysis of covers in the writer's possession from Mobile to New York postmarked on about 100 different dates and on which the dates of receipt in New York are noted. This shows that about 50% arrived in New York on the 6th day (on time), 30% on the 7th day, 15% on the 8th day and only about 5% required more than 8 days.

Express Mail Rates

The postage rates for express mail were triple the rates for ordinary mail. At that time postage rates were based on distances in accordance with the following schedule.

<u>Distances</u>	<u>Ordinary Mail Rates</u>	<u>Express Mail Rates</u>
Up to 30 miles	6¢	18¢
30 to 80 "	10¢	30¢
80 to 150 "	12 $\frac{1}{2}$ ¢	37 $\frac{1}{2}$ ¢
150 to 400 "	18 $\frac{3}{4}$ ¢	56 $\frac{1}{4}$ ¢
Over 400 "	25¢	75¢

These rates applied to "single" letters, that is, those consisting of one sheet of paper. Each additional sheet or enclosure was charged at the same rate. An exception to this rule was that quadruple the single rate applied to letters weighing not more than one-half ounce regardless of the number of sheets or enclosures and to each additional half-ounce or fraction. As express mail letters, except public dispatches, were limited in weight to one-half ounce they will be found rated only at single, double, triple and quadruple the single rate for the distance carried including the distance if any by ordinary mail to or beyond the express mail routes.

At first the prepayment of postage on express mail letters was optional as was the case with ordinary mail. However, on October 12, 1837 Congress adopted a resolution directing the postmaster general to "cause the postage on all letters sent by the Express Mail of the United States to be paid in advance". It appears

that a regulation pursuant to this resolution was put into effect on or about November 1, 1837 as the writer has unpaid express mail covers up to October 27, 1837 and all covers postmarked November 1, 1837 and after which have been seen are marked paid. Prior to November 1, 1837 the majority of express mail covers were sent collect.

No record has been found of the requirement of the prepayment of a part of the postage on express mail letters at any time. Several covers have been seen marked, for example, "Paid 75¢-Due 75¢". These are believed to be letters on which the sender simply failed to pay the total rate during the period before the prepayment of express mail postage became obligatory. This requirement of the prepayment of postage on express mail is the first instance of such a regulation in the United States.

The exchange of newspapers between publishers free of postage had become a burden on the postal service. By express mail newspaper publishers could exchange slips from newspapers not exceeding in each case two columns of the newspaper free of postage.

At that time many government officials, including local postmasters, could send and receive mail free of postage by the ordinary mail. This privilege did not extend to the express mail. In one express mail cover in the writer's collection, written by a local postmaster, his correspondent is advised not to reply by the express mail as his franking privilege did not cover express mail.

As previously pointed out, letters containing money or letters (except public despatches) weighing more than one-half ounce were excluded from the express mail. Public despatches, on which there was no weight limit, were charged for at the same rates as private letters. The exclusion of letters containing money may have been due to the fear of loss as the express mail generally was carried by a man on horseback alone and during the night, or to Postmaster General Kendall's desire to further his plan of establishing a money order system. He prepared a

proposed law providing for such a system but it was not enacted by Congress.

Although England had a successful money order system as early as 1839, it was not until 1864 that the United States made such provision.

Express Mail Markings

The Act of Congress authorizing the express mail service provided that letters to be so carried must be marked "Express Mail". The vast majority of express mail covers are so marked in manuscript. A few express mail covers have been reported marked by handstamps, either straight line or in an oval. The oval handstamp is reported to have been used at Columbia, S. C. The fact that manuscript express mail markings generally are in the same handwriting as the address raises the question of whether the handstamp markings were applied by the postmaster or by a large user of the express mail service.

End of Express Mail Service

Postmaster General Kendall's report to Congress for 1839 states that "The speed of the ordinary mail having been so increased as to reduce the time of transit between New York and New Orleans to nine days, the express mail, which ran in seven, has been discontinued and the southwest branch, which yielded but a small portion of its cost, fell with the main trunk,"; and further that the express mail service "ceased partially with the contract year of 1838 and entirely with that of 1839". Most of the contracts to carry the express mail were executed to terminate on June 30, 1839, 1840 or 1842. No record has yet been found of what disposition was made of the contracts which ran beyond the date of the discontinuance of the service.

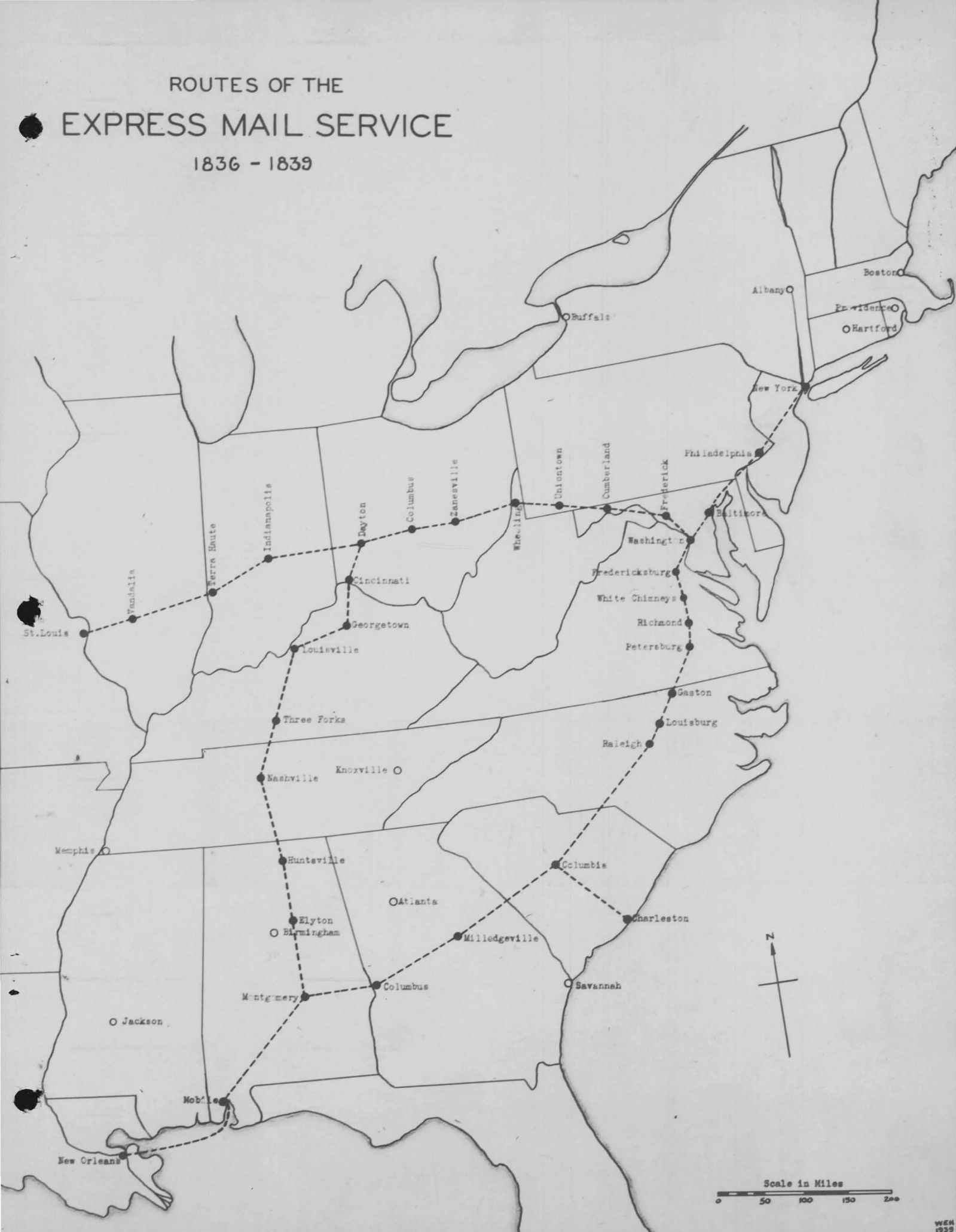
The earliest express mail cover seen is postmarked November 17, 1836, two days after the service was inaugurated, and the latest is postmarked May 31, 1839. Express mail covers dated in 1838 and particularly in 1839 are relatively scarce as the principal use of the service occurred in the latter part of 1836 and in 1837.

The factual data contained in this article has been taken from government documents and from an examination of express mail covers. For a description of mail service between the North and the South following the express mail, the reader is referred to the article on "The Great Mail" at page 220, volume 2 of The United States One Cent Stamp of 1851-1857 by Stanley Ashbrook.

ROUTES OF THE

EXPRESS MAIL SERVICE

1836 - 1839



EXPRESS MAIL 1836-1839

"The First Pony Express"

By WARD E. HINMAN

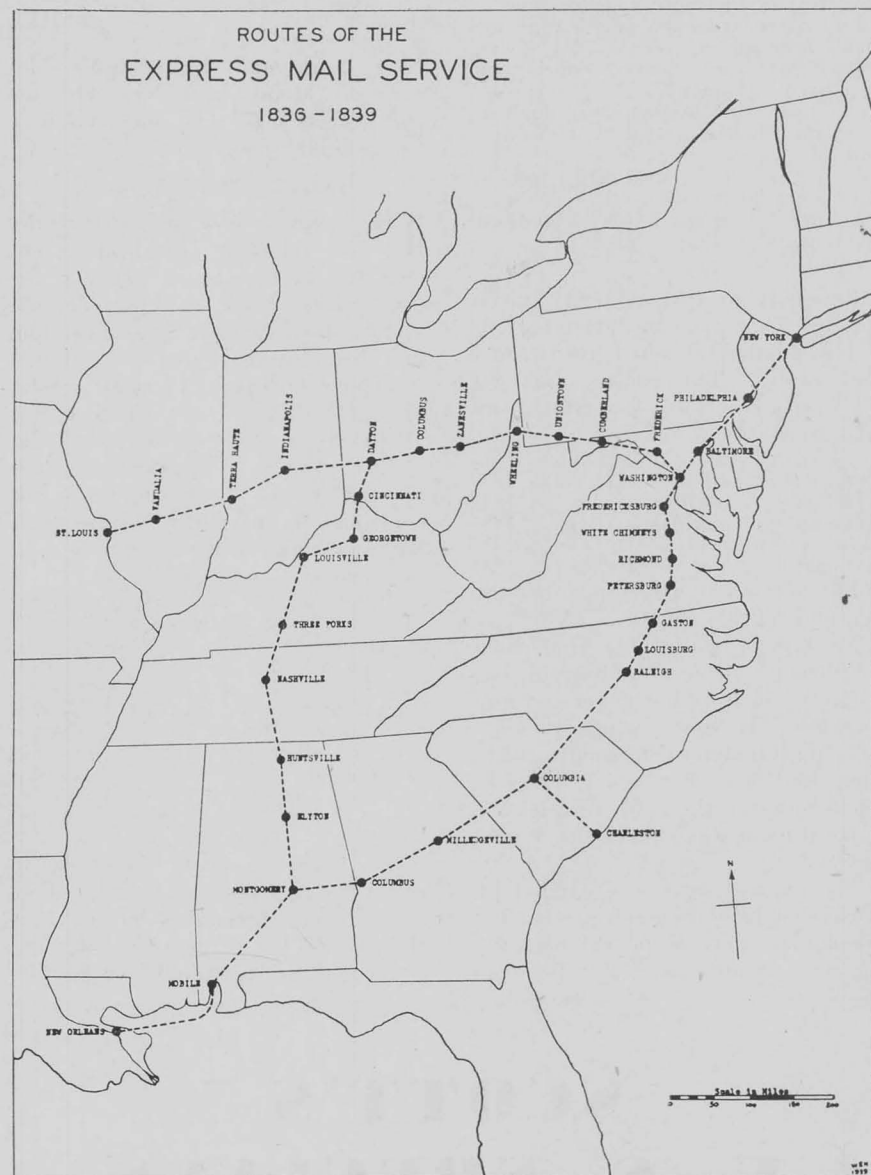
TWENTY-FOUR years prior to the famous western Pony Express the United States Post-office Department operated a "pony express" mail service over routes totaling 3,115 miles. The express mail service of 1836-1839, carried largely on horseback, was established in response to a public demand for a more speedy mail service between the North and the South. By traveling day and night the express mail covered some 200 miles per day which was about twice as fast as the ordinary mail.

This service should not be confused with the mail service of private express companies nor with the U. S. Express Mail service in New York State and New England in the 1840's.

Before going into a description of the express mail service of 1836-1839, a brief outline of the economic conditions of the time will give a better understanding of the reasons for the establishment of the service and for its discontinuance after a life of only about two and a half years.

From 1834 to the spring of 1837 the United States experienced a period of unusual expansion and prosperity. The completion in 1832 of the Mohawk and Hudson Railroad, demonstrating the success of steam railroads, ushered in an era of railroad promotion and construction. The population of the country was increasing rapidly. The government was selling large tracts of land in the central plains, then called "The West." In 1833 a reduction in tariff rates stimulated business in the South as cotton and the other agricultural products of that section then had a higher value in the world market. During this period credit became very easy, banks issued large amounts of paper money and speculation was rampant. As we of today know all too well, periods of great credit expansion and speculation are followed by severe reactions. The 1834-37 boom, being no exception, ended in the panic of 1837 and the depression of the following years.

In the business activity of 1834 to 1837 we have the reason for the establishment of the speedier express mail service, and in the subsequent



Routes of the Express Mail Service

depression and the speeding up of the ordinary mails through the extension of railroad and steamboat transportation, we have the reasons for its discontinuance.

The postoffice department, sharing in the prosperity of 1834 to 1837, was being operated at a considerable profit. The policy of the department, under Postmaster General Amos Kendall, was to use these profits for the improvement and extension of the mail service. The Postal Act of 1836 alone authorized the establishment of about 700 new mail routes.

Congressional Authorization

The express mail service of 1836-

1839 was established pursuant to the Act of Congress approved July 2, 1836, Section 39 of which provided as follows:

"In case the postmaster general shall deem it expedient to establish an express mail, in addition to the ordinary mail, on any of the post roads in the United States, for the purpose of conveying slips from newspapers in lieu of exchange newspapers, or letters, other than such as contain money, not exceeding $\frac{1}{2}$ ounce in weight, marked 'Express Mail,' and public dispatches, he shall be authorized to charge all letters and packets carried by such express mail with triple the rates of postage to which letters and packets, not free, may be by law subject, when carried by the ordinary mails."

The provisions of the Act may be enumerated as follows:

1. The routes over which express mail service might be established were at the direction of the postmaster general.

2. Only slips from newspapers (in lieu of exchange newspapers) and letters weighing not more than ½ ounce could be carried by the express mail.

3. Letters containing money were excluded from the express mail.

4. Letters for the express mail must be marked "Express Mail."

5. Public dispatches without limit as to weight could be carried by the express mail.

6. Express mail rates were triple the rates for ordinary mail.

7. Free or franked letters were excluded from the express mail.

Routes

Pursuant to the authority given him by Congress, Postmaster General Kendall established five express mail routes. The routes, and the dates when service was stated on each, were:

Route	Service Began
New York to New Orleans	Nov. 15, 1836
Columbia to Charleston	May 11, 1837
Washington to Cincinnati	July 1, 1837
Dayton to St. Louis	Oct. 1, 1837
Cincinnati to Montgomery	Oct. 1, 1837

The accompanying map shows the locations of these routes.

An express mail route from Boston through Albany to Buffalo was projected in 1836 but never put into operation. It was planned to start the Washington - Cincinnati route from Baltimore but when the contracts to carry the mail were let the starting point was changed to Washington.

The express mail was carried by private contractors, each section between places shown on the map being a separate contract. Between

Route	Total Distance
New York-Mobile	1,320
Mobile-New Orleans	164
Columbia-Charleston	125
Washington-Cincinnati	516
Dayton-St. Louis	348
Cincinnati-Montgomery	642
	3,115

New York and Philadelphia and between Mobile and New Orleans the express mail was combined with the ordinary mail.

Modes of Transportation

THE express mail was carried by post riders on horseback except that it was carried by railroad between New York and Philadelphia and between Petersburg and Gaston, and by steamboat between Mobile and New Orleans. Thus of a total of 3,115 miles of express mail routes all but 314 miles were on horseback.

Advertisements appearing in the summer of 1836 inviting bids for contracts to carry the express mail between New York and Mobile read as follows:

"Proposals shall be received until the fifteenth day of September at 12 o'clock M. (to be decided on the next day) for carrying a daily express mail on horseback, in railroad cars or in steamboats for the purpose of conveying slips from newspapers, in lieu of exchange newspapers, and letters (other than such as contain money), not exceeding half an ounce in weight, marked Express Mail, and public dispatches, on the routes and during the times hereinafter stated."

The advertisements for bids to carry the express mail on the other routes were the same except that they read "for carrying a daily express mail on horseback" only. The

Schedule Elapsed Time			
South/Westbound		North/Eastbound	
5 days 17 hrs.		5 days 23 hrs.	
1 day		1 day	
11½ hrs.		13 hrs.	
2 days 12 hrs.		2 days 9 hrs.	
1 day 16½ hrs.		1 day 22½ hrs.	
3 days 4½ hrs.		3 days 16½ hrs.	

report of the postmaster general to Congress in 1837 on the contracts let for carrying the express mail expressly stated that the express mail contracts provided for its transportation by horseback, except the two contracts by railroad and one by steamboat previously mentioned.

The express mail was carried in waterproof rubber bags which were opened only at the postoffices where the mail was transferred from one contract carrier to another and at a few intermediate postoffices.

The above summary shows the total lengths of the express mail routes and the elapsed time of transmission as provided in the contracts:

Some idea of how closely the schedules were adhered to in actual transmission may be gained by an analysis of covers in the writer's possession from Mobile to New York postmarked on about 100 different dates and on which the dates of receipt in New York are noted. This shows that about 50 per cent arrived in New York on the 6th day (on time), 30 per cent on the 7th day, 15 per cent on the 8th day and only about 5 per cent required more than 8 days.

Express Mail Rates

The postage rates for express mail were triple the rates for ordinary mail. At that time postage rates were based on distances as follows:

Distances Miles	Ordinary Mail Rates	Express Mail Rates
Up to 30 ...	6c	18c
30 to 80 ...	10c	30c
80 to 150 ...	12½c	37½c
150 to 400 ...	18¾c	56¼c
Over 400	25c	75c

These rates applied to "single" letters, that is, those consisting of one sheet of paper. Each additional sheet or enclosure was charged at the same rate. An exception to this rule was that quadruple the single rate applied to letters weighing not more than one-half ounce regardless of the number of sheets or enclosures and to each additional half-ounce or fraction. As express mail letters, except public dispatches, were limited in weight to one-half ounce they will be found rated only at single, double, triple and quadruple the single rate for the distance carried including the distance if any by ordinary mail to or beyond the express mail routes.

SCOTT'S U. S. SPECIALS

Almost all types of U. S. stamps are included in Scott's special offers of U. S. stamps. Prices are low, the selection wide. Now is the time to fill your want list. Send for the new list of special bargains.

SCOTT STAMP & COIN COMPANY, INC.
1 West 47th Street

New York, N. Y.



At first the prepayment of postage on express mail letters was optional as was the case with ordinary mail. However, on October 12, 1837, Congress adopted a resolution directing the postmaster general to "cause the postage on all letters sent by the Express Mail of the United States to be paid in advance." It appears that a regulation pursuant to this resolution was put into effect on or about November 1, 1837, as the writer has unpaid express mail covers up to October 27, 1837, and all covers postmarked November 1, 1837, and after, which have been seen are marked paid. Prior to November 1, 1837, the majority of express mail covers were sent collect.

No record has been found of the requirement of the prepayment of a part of the postage on express mail letters at any time. Several covers have been seen marked, for example, "Paid 75c—Due 75c." These are believed to be letters on which the sender simply failed to pay the total rate during the period before the prepayment of express mail postage became obligatory. This requirement of the prepayment of postage on express mail is the first instance of such a regulation in the United States.

The exchange of newspapers between publishers free of postage had become a burden on the postal service. By express mail newspaper publishers could exchange slips from newspapers not exceeding in each case two columns of the newspaper free of postage.

At that time many government officials, including local postmasters, could send and receive mail free of postage by the ordinary mail. This privilege did not extend to the express mail. In one express mail cover in the writer's collection, written by a local postmaster, his correspondent is advised not to reply by the express mail as his franking privilege did not cover express mail.

As previously pointed out, letters containing money or letters (except public despatches) weighing more than one-half ounce were excluded from the express mail. Public despatches, on which there was no weight limit, were charged for at the same rates as private letters. The exclusion of letters containing money may have been due to the fear of loss as the express mail generally was carried by a man on horseback alone and during the night, or to Postmaster General Kendall's desire to further his plan of establishing a money order system. He prepared a proposed law providing for such a system but it was not enacted by

Congress. Although England had a successful money order system as early as 1839, it was not until 1864 that the United States made such provision.

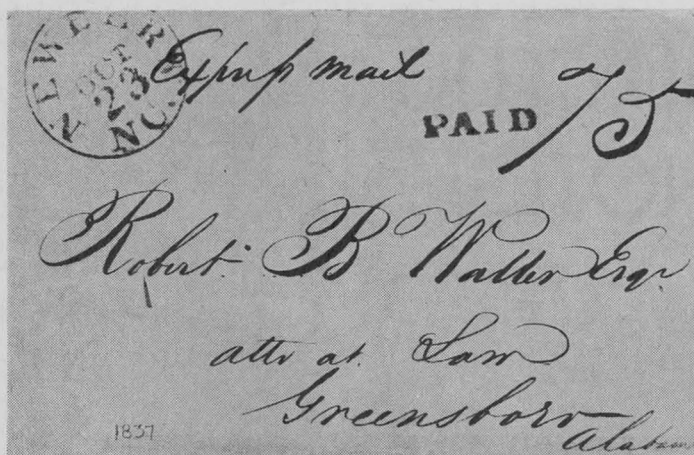
Express Mail Markings

The Act of Congress authorizing the express mail service provided that letters to be so carried must be marked "Express Mail." The vast majority of express mail covers are so marked in manuscript. A few express mail covers have been reported marked by handstamps, either straight line or in an oval. The oval handstamp is reported to have been used at Columbia, S. C. The fact that manuscript express mail markings generally are in the same handwriting as the address raises the question of whether the handstamp markings were applied by the postmaster or by a large user of the express mail service.

End of Express Mail Service

Postmaster General Kendall's report to Congress for 1839 states that "The speed of the ordinary mail having been so increased as to reduce the time of transit between New York and New Orleans to nine days, the express mail, which ran in seven, has been discontinued and the southwest branch, which yielded but a small portion of its cost, fell with the main trunk"; and further that the express mail service "ceased partially with the contract year of 1838 and entirely with that of 1839." Most of the contracts to carry the express mail were executed to terminate on June 30, 1839, 1840 or 1842. No record has yet been found of what disposition was made of the contracts which ran beyond the date of the discontinuance of the service.

The earliest express mail cover seen is postmarked November 17, 1836, two days after the service was



An Express Mail Cover

inaugurated, and the latest is postmarked May 31, 1839. Express mail covers dated in 1838 and particularly in 1839 are relatively scarce as the principal use of the service occurred in the latter part of 1836 and in 1837.

STAPEX Souvenir Label

Collectors of Souvenir Labels are invited to request a STAPEX label of the First Annual South-Town Annual Philatelic Exhibit held May 20th and 21st at Grand Crossing Park Fieldhouse in Chicago. The exhibit was sponsored by the ROOSEVELT PHILATELIC SOCIETY and upwards of 300 frames were on display, the property of the sponsors and their neighboring friends. Send self-addressed and stamped envelope to L. E. Van Reeth, 8134 Kenwood Ave., Chicago.

1847 5c on cover

No. 28, good margins, tied by Blue Grid of Baltimore, Md.	\$12.00
No. 28, good margins, tied by red diamond grid of New York, and PAID	13.50
No. 28, cuts L, tied by blue town-mark of Troy, N. Y.	5.00

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*(See page 16 for list of various Poster Stamps)

ELMER R. LONG
203 Market St., Harrisburg, Penna.

United States Auction Prices

The Crocker, "Mr. X" and Kissel-Carhart Sales

By Sidney Bird

It seldom happens that three really important sales of the same kind of material are held at about the same time, but the above three offerings of unusual United States stamps took place between the 23rd of November and the 6th of December, with a total of 2375 lots of stamps which were disposed of in six sessions: three in the Crocker sale, two in the Kissel-Carhart auction, and one in the Advanced Algebra Assignment.

Rarely does one have the opportunity of becoming so thoroughly mystified as by the perusal and comparison of the prices which were—or were NOT—attained in these outstanding contributions to Roman holiday periods for the auctioneers as well as for the public.

Stamps that might have sold for high prices were knocked down, over, and about for a song and a sixpence, while others that have always seemed to be catalogued high enough, in all conscience, went to unbelievable and unheard-of heights.

The only sensible conclusion seems to be that catalog prices on many United States items are entirely out of line with actual demand, favor, and market conditions, and that they need to be revised with an unfaltering hand. The S. U. S. catalog for this year has already been published, so that such revisions, if made, cannot become public property until many months have passed, and even then most people will not know about them, because such revisions will deal with specialistic material, such as blocks, pairs, strips, unused revenues, covers, and other things not in the general catalog.

Of course, practically everybody knows that the unique block of '69 24c inverts was sold for £2500 to Y. Souren of New York, bidding by telephone at much expense, and getting enough publicity to pay for it a hundred times!

But the entire list of prices, as well as those of the other two sales, have just become available for study.

Taking the issues of the Postmasters, Baltimore, Brattleboro, Millbury, New York, Providence, and St. Louis, the prices appear disappointing, at any rate from the standpoint of owners of such material.

For obvious reasons, known to all advanced U. S. collectors, none of the sales contained any Alexandria, Annapolis, Boscawen, or Lockport items, nor any New Havens, except reprints.

Baltimore 3, listing \$1000, brought \$375 in the Crocker sale, by Harmer, Rooke & Co., and \$500 in the "X" sale, by Ward. Both stamps are on cover, and both bear the same postal markings. The Crocker item

has the earlier date, but the "X" cover has the stamp tied by the postmark. This may be worth the extra \$125—judge for yourself.

Baltimore 4 was not in the Crocker sale, but the wonderful cover bearing this item, listing \$12,500, sold for \$3,750, less than one-third cat., in the "X" sale.

Ward said, "One of our greatest rarities," and being the only one known to have carried a letter abroad, it is THE rarity. The cover has been reproduced in color and mounted on the cover of bound copies of the catalog of the sale.

Baltimore 5, listing \$1200, brought \$350 in the Crocker sale, and \$520 in the "X" sale, but the latter was on cover and tied by a blue PAID.

Baltimore 7 in the Crocker sale brought but \$200 and in the "X" sale \$420, which seems unexplainable, as the former is the unique specimen with PAID above the signature, as mentioned by Luff. Possibly the Ferrari-Hind pedigree of the "X" cover had something to do with the price it brought. But why should sentiment enter such transactions?

Baltimore 8 brought \$250 in the Crocker sale, and \$380 in the "X" sale, another surprise, as both of these covers are as near equal as they could well be.

The Brattleboro in the Crocker sale was not quite perfect, and was off cover. Nevertheless it brought \$350, while the "X" copy, on cover, and not perfect, either, brought \$745.

So far the Philadelphia-Philwardia prices have beaten the London quotes, but with the Millbury it is another story. The "X" copy, tied to the cover with a red town, and a very beautiful piece, brought \$1300. But the Crocker cover, with the stamp tied by a red PAID, brought no less than \$2250, comparatively the best price so far, as it is considerably over half of the cat. quotation of \$4000.

New Yorks, which were plentifully represented in the sales, brought from ¼ to ½ catalog, with a pair on cover bringing \$75 (Crocker sale) and an "RHM," very fine, ex-Walcott collection ("X" sale), bringing \$187.50. This item lists \$800 but just why a post office clerk's initials should be worth \$750 extra, if we are to believe the catalog, is one of those things which are hard to understand—or swallow. Personally, I believe that \$750 would buy enough red ink to initial every brick in the New York post office, and probably have some left over to sign the shingles.

Of New Havens there were only reprints, in the "X" sale—one signed by the P. M. brought \$15. This was a '74 production. A pair of the 1932 reprints brought

\$16.50, and a pair of the 1932 envelope reprints brought \$3.25. No more reprints can be made, as the die has been defaced—and who was vandal enough to do THIS? If anyone were to deface a historical monument in New Haven, the irate citizens would likely hang him—or try to, but this hand-stamp, certainly a historic monument of philately, is defaced deliberately and intentionally by thoughtless persons who have failed to have sufficient vision to realize that the attitude of philately to such things may change completely in another hundred years.

Complete sheets of the Providence stamps brought \$150 in London and \$280 in Philadelphia: collectors over here are beginning to realize, probably, that sheets are no longer easy to find, because they have gradually been broken up, the 5c Providence being about the only Postmaster that the average collector can afford to buy.

COMING to the St. Louis Postmasters, we reach stamps which were evidently prime favorites with Wm. H. Crocker, as he had eleven of them, but strange to say, no 20c stamp. In the "X" sale there were five St. Louis Bears, one of them a 20c, No. 25. It seems to me that the 20c St. Louis, on green paper, is immensely rarer than any catalog price indicates: in spite of having no less than 19 St. Louis Postmasters, among them a couple of pairs, Arthur Hind did NOT have the 20c on green, although he DID have two copies of No. 25, the 20c on grey-lilac.

My impression is that ALL of the St. Louis issues in both the "X" and the Crocker sales, went for far less than they were worth. The 5c on green brought \$60 in the "X" sale, and \$100, \$125 and \$235 (for a superb Type II) in the Crocker sale.

The 10c on green brought \$120 for each of two copies in the "X" sale, practically half cat., but the five copies in the Crocker sale were giveaways in every case—\$70, \$50, \$50, \$42, \$40, among these being an unused copy and two on small pieces of original. A couple of them had slight defects, but what of it? Catalog prices for these things are for AVERAGE copies, and not for items in extra superb condition—like current mint British Colonials. Right here we have plenty of evidence that present day collectors have entirely run out of perspective, and probably chiaroscuro as well.

On grey-lilac paper the "X" copy of the 5c brought \$210, but the Crocker copy, which was somewhat heavily pen-canceled, brought only \$80. The three Crocker 10c items brought \$135, \$210 (this was a marvelous copy) and \$57, and this latter, though a bit close

at top, was one of the biggest bargains in the sale.

The 20c on grey-lilac, "X" sale, brought \$480, about a quarter of its catalog listing. As Mr. Ward says, the copy is much above the average, and for such an item is really very fine.

However, we have always to take into consideration the invariable rule that people who can afford such items insist on having them in superb condition, and people who can't afford them will only buy them if they are able to obtain the stamps for practically nothing—not that \$480 is practically nothing, y'unnerstand, but it probably looked like it to the purchaser for a \$1750 stamp, whether he could afford it or not.

All in all, the prices obtained for these incunabula among U. S. issues were disappointing, only three or four of them being really good. The present generation of collectors, evidently, is more concerned with such trivialities as plate-number strips and position blocks, which have no significance, in a mass production era, comparable to these first issues, each subject laboriously engraved on the plate by hand. In a few more years, when postage stamps attain the dignity of veritable antiques, there will undoubtedly be a change in this attitude, with a corresponding increase in price: some millionaire connoisseur will buy a Brattleboro, a set of Chippendale chairs, some Revolutionary glass, and a Gobelin tapestry all at the same time, and the Brattleboro will cost more than all the rest of the *meubles* put together.

Leaving the Postmasters, we do not find much for comparison in the earlier issues, because the exceptional pieces were unique in each sale.

The outstanding '47 item was a mint block of 4 of the 5c, 1849 printing, in wonderful condition. This Crocker item brought \$1100, or \$350 MORE than the S. U. S. quotation. An unused 10c brought \$130, close to catalog, while a used copy brought \$60—twice cat. A double transfer, (31 R) superb copy, listing \$150, brought \$80.

In the "X" sale a MINT 10c brought \$270, more than twice as much as the unused copy in the Crocker sale. Thus do worshippers of O. G. cast their pearls before Wrigley: \$140 worth of gum Arabic ought to be enough to put stickum on all the '47's in the entire world.

A bisected 10c on an Express Mail cover, formerly in the Gibson collection, brought \$310, a bargain if there ever was one, as the cover lists \$1000 and is undoubtedly the finest one existing, Mr. Crocker did not have such a bisect, another indication of its desirability.

Among the 1851-56 issues there were many outstanding items in the Crocker sale, and Messrs. Harmer, Rooke & Co. illustrated these magnificently.

A mint block of four of the 1c, No. 32d, brought only \$20, against a cat. value of \$100, and in spite of the fact that it was a little close in spots, there were enough re-entries, re-cuts, and other little gadgets, to make it worth a lot more money.

A block of the 10c, consisting of Types II & III, mint but damaged, list

THE HENRY W. ROTH COLLECTION BRITISH EMPIRE 20th CENTURY MINT POSTAGE STAMPS

SOLD BY ORDER OF
Fidelity-Philadelphia Trust Co. and Samuel D. Clyde, Executors.

This magnificent collection contains great rarities, such as:

GREAT BRITAIN: 1. R. Official, 10s and £1. Board of Education, King Edward Is. British and Irish Controls.	NEWFOUNDLAND: Hawker, DePinedo and inverted DG-X. Imperforate and part perforated pairs and blocks of four.
BRUNEI: 2c on 3c, "BRUNEI" double, only known used.	NEW GUINEA and SAMOA: An extensive representation of overprints including errors.
BUSHIRE: 2ch., 5ch., 6ch., 5kr. inverted and 3t on the Coronation issue.	NIUE: Silver Jubilee 2½d part perforated block of four.
CANADA: Imperforate and part perforated pairs.	NORTHERN NIGERIA: £25.
CEYLON: Up to 1000 rupees.	NYASALAND: 1902, 2d and 4d.
COOK ISLANDS, Aitutaki, Niue and Penrhyn Island, inverted centers.	PAPUA: Is inverted airmail.
JAMAICA: 1 shilling inverted center.	STRAITS SETTLEMENTS: 1902, \$100; 1904, \$100; 1912, \$500.
KENYA: £50, £75, and £100.	SUDAN: Many errors.
LABUAN: 1905, 25c, \$2, \$5, and \$10.	TOGOLAND: 50p, 2m and 2m inverted overprint.
NATAL: £10 and £20.	TRANSJORDANIA: "Flis" errors.
	ZANZIBAR: 100 rupees and 200 rupees.

The stamps will be sold at auction in a series of sales as follows:

Part I, February 20 and 21: Dominions and colonies in America and Oceania.

Part II, March 13 and 14: Dominions and Colonies in Africa; Egypt and the collection of British Silver Jubilees.

Part III, April 3 and 4: Great Britain, British Controls, Irish Free State and Controls; Cyprus, Gibraltar, Malta; also Dominions and Colonies in Asia.

Those interested in any particular group are advised to make early application for profusely illustrated catalogues covering their specialty.

EUGENE KLEIN, 200 South 13th Street, Philadelphia, Pa.
Cable Address: KLEINSTAMP

100, brought only \$47 and was another sharp-shooter's meat. A similar piece of butchery was the unused block of 6 of the 12c, which brought \$42, or \$7.00 a stamp if you cut it up! Unused singles list \$85, and if we consider that the block was close in spots and slightly creased, it is a sheet-margin block, and there are FOUR absolutely perfect copies in a block. A pair lists \$275, and it would be possible to get an absolutely perfect pair out of the middle of it, or, in fact, a superb appearing block, which lists \$1200. Snipping off the bottom pair would do this, but probably bidders at this sale did not believe in scissors, which leads one to the inevitable conclusion that auction buyers never see the doughnut at all, and only about half of the hole.

A block of twelve (4x3), mint, brought \$650, a perfectly ridiculous figure, when we consider that the next lot, a pair, brought no less than \$300—and the same scissors might have made FOUR such pairs from the block of twelve, and still have left a pretty fair strip of four—better than most of us will ever see, let alone own.

30c, No. 38, which lists \$500, brought \$462, and here, it seems, was the only place where a London price of the '51's kept pace with a Philadelphia price.

In the "X" sale a mint 1c (7R1) brought \$380, a little better than half cat., while a 31, cracked plate, brought \$41, two-thirds cat. But a magnificent 32 (99R2), listing \$600, brought only \$200, and this was an unusually fine copy. A 32b with a town cancel, list \$30, brought \$42.50, while a block of 32d, with only traces of gum, brought \$44, as against \$20 for the MINT block in the Crocker collection. In this case it looks as if the gum on the Crocker block didn't count!

There were two 10c Type IV in both the Crocker and "X" sales, the former two bringing \$90 and \$75, the latter \$33 and \$67.

A block of 12c in the "X" sale brought only \$52—what's the reason for all these 12c black blocks bringing so little? Especially when HALF of a stamp, a San Francisco split of the 12c on a fine cover "Via Nicaragua," brought \$425. Who knows anything about the psychology of bidders on biscuits when the next one, also a San Francisco split "From the Noisy Carriers," brought only \$175!

Here enters the 24c lilac, No. 37, a little close at top, but very wide margins on the other sides. This brought \$180, or sixty per cent of catalog. Mr. Crocker did not have this in his collection.

The 30c imperforate, No. 38, in the "X" collection brought just half what the Crocker copy did—\$230 against

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4c each: 448, 487, 498, 499, 657, 681, 682, 688, 690, 706, 716, 717, 721, 722, 727, 729, 736, 737, 738, 739, 742, 751, 772, 773, 774, 775, 776, 777, 782, 783, 784, 787, 792, 795.
5c each: 409, 489, 582, 600, 635, 645, 651, 654, 680, 689, 703, 724, 725, 726, 731, 732.

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VERY FINE USED BLOCKS

10c EACH

Northwest 2nd, Swede, Ratification, Virgin Islands, Porto Rico, Alaska, Hawaii, Constitution, N. West Terr., Suffrage, Oregon, Arkansas, Rhode Island, Texas, Michigan, Boulder Dam, San Diego, Comm., Mothers Day, 1c & 3c Chl., Newburgh, Penn, Arbor Day or Red Cross.

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Have your name on my mailing list and get prices and dates of balance of President set. Set 1/2c-10c, 13 covers, \$2.20.

Scott's 1939 Postage Cat., \$2.35; Thumb

Index 2.50

1st day cover Cat., 1938 27

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423-26... .25	451..... .04	704..... .09
427..... .04	452..... .10	726-27... 1.00
428..... .04	453..... .03	729-30... 1.25
429..... .04	454..... .03	731..... .40
430-31... .14	457..... .03	901-04... .70
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CONFEDERATE STATES

5c Lt. Blue 1862 #205, London Print\$.20
5c Blue 1862 #206, Local Print25
2c Br. Red 1863 #20775
10c Blue 1863-64 #21015
10c Blue 1863-64 #21120
20c Green 1863 #21260
Fine unused copies. *00

A. H. SCHUMACHER
3239 Huntingdon, Houston, Texas

\$460, and the "X" stamp is the better copy.

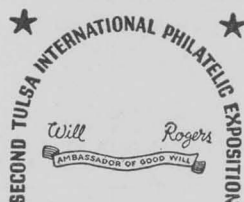
Neither collection had a copy of the 90c, No. 39, and in view of the fact that Mr. Crocker was able and willing to buy this stamp at any time a suitable copy was offered, it looks as if the \$1000 quotation in the S. U. S. catalog must be far too low. Whether the pair listed at \$8000 would bring such a figure if offered is something else.

Anyway, there was a copy of the 30c in BLACK in the Crocker sale, which Scott indicates MAY have been sold and used. This rarity brought a mere \$55!

Next week we begin with the 1857-60 issue.

Seal for Tulsa

SEALS for the Second Tulsa International Exhibition, May 17-21, in two colors (red and brown) are now ready for distribution. We show cuts of the two separate colors, the wording being in red and the halftone of Will Rogers and the Will Rogers ranch being in brown.



TULSA, OKLAHOMA
May 17 - 21, 1939



These seals are very attractive and many collectors are forming collections of them, mounting them in albums just as is done with a stamp collection (we saw a very beautiful collection comprising several hundred seals in Wichita recently).

The Tulsa seals may be obtained from Mrs. C. N. A. DeBajligethy, P. O. Box 567, Tulsa, Okla., at 4 for 10c or 25c per sheet of 25 (each sheet is perforated between the seals, with imprint around selvedge).

Philatelic Gossip

FROM HERE AND THERE

IT HAS been claimed the movie producers spend millions of dollars in production, yet have no search departments to assure having scenes filmed correctly, and we can see the result of this in the motion picture, "You Can't Take It With You," in which Lionel Barrymore appears as a stamp collector. One scene shows him mounting French and United States stamps on the same page, handling them with his fingers instead of tweezers, mounting them on a page labeled "Germany" and not even bothering to remove the paper from their backs.

• A letter to the Postmaster, New York, N. Y., will bring you a naval vessels having mail clerk will service covers for naval cancellations on their respective ships sure to enclose a stamped, addressed envelope.

• President Roosevelt told Congress in his budget message that his estimates of the postal service for coming fiscal year were based on continuing the present 3-cent letter (first class mail).

• Great Britain has announced a regular weekly trans-Atlantic air service between Montreal, Canada and Southampton, England, via Foynes, Ireland, and Botwood, Newfoundland, beginning in June. Negotiations are also under way to obtain a landing permit for New York at the same time. The plan includes the carrying of air mail as well as passenger and express service.

• Pennsylvania won the Gradd Award for the best showing of a postal area in the country during National Air Mail Week last May. Pennsylvania's record was 750 towns on the 152 feeder-line flights by pilots, carrying more than 440 pieces of air mail on "Pick-up Day," last May 19.

• Word has just arrived from the San Francisco Examiner that its stamp column editor, Lon A. St. has recently died and that Mr. Goldie has been appointed the stamp editor.

• J. Edw. Vining, Vice-President of the Society of Philatelic Americans, has just gone to the hospital for an operation and asks us to notify our

United States Auction Prices

The Crocker, "Mr. X" and Kissel-Carhart Sales

By Sidney Bird

(Continued from page 546)

WHEN we get to the 1857-60 issue of our stamps, we are supposed to reach a place where the ordinary, small-time collector can afford to own a few of them—Nos. 42f, 43, 44 and 50, for instance. But survey the prices in these sales on some of the others!

A mint strip of three of the 1c, No. 40, brought \$90 in the Crocker sale, pairs being listed at \$50. Thus \$10 more than catalog on such a basis. A mint block of the 1c, Type II, No. 41a (dark blue) brought \$110, against a list of \$125. A block of six of the 1c, Type V, No. 42f, the common item, brought \$21: a block of four lists \$8.50! Oh, hum!

The 5c brick red, creased and no gum, brought \$57—one-fourth catalog—while a really mint copy brought \$125. But a 5c red-brown, slight crease, and sans gum, but beautifully centered, brought only \$25, while a mint 5c brown, cat. \$60, brought \$57. Surely a lot of apparent contradictions in the way of prices! An orange-brown 5c, block of six, and certainly a very rare item, brought \$150, \$125 being the quote for a block of four. A superb mint block of four of the dark brown 5c, No. 48a, brought no less than \$165, list being \$200.

So much for the 5c varieties, but look at the 10c, No. 49, Type I, which lists \$500. A copy described as "fairly well centered" (and it's a lot better than that) brought only \$75.00, and it had part of the original gum; another unused copy, but soiled, brought only \$15; while a lovely copy of 49c, Type IV, but pen canceled, brought only \$17.50.

These are all exemplifications of the rule laid down in the former installment, that the people who can AFFORD these rarities insist on perfection, while the people who CAN'T afford them won't pay ANYTHING for the average copy, which, by the way, is the basis of the catalog price.

No. 50, the Type V, is one of the ordinary collector's stamps, but a very fine mint block, listing \$50, sold for \$62, and a superb block of the same stamp, yellowish-green, sold for \$75, further demonstrating the truth of the above rule.

But a block of 12 of this stamp, no gum, and with a straight edge showing center line, brought \$140, so occasionally a customer comes along who is not so wriggly about the gum.

Another gift in black was the block of six of the 12c, from plate III. Block of four lists \$100 and a pair \$25, so \$35 was plenty cheap. The specialists in black stamps would appear to have been absent from this sale, but wait until we get to the 1861 issue and see!

A RED-LILAC 24c, one of our very real rarities, listing \$450, in spite of being in superb condition, brought only \$75.

A beautiful block of the 30c, No. 53, brought \$300 in spite of three stamps having hinge thins. I wonder if the \$400 cat. quote isn't a *trifle* low!

A single 90c, fine mint and showing double transfer, brought \$30, a good price, as the double was slight, and such things do not merit fancy prices.

But a block of six of the 90c, with natural straight edge at left, brought \$315; very little, considering that a block of four lists \$1000. This is significant, when we consider that the thinned block of 30c brought almost as much.

In the "X" sale prices for this issue ruled uniformly higher, but still they did not come up to expectations.

Of the 1c items a No. 40, O. G., brought \$17. A 40b, Type Ia, brought \$74—sixty per cent of catalog. But a block consisting of Types I & II, estimated to bring \$150, brought only \$67.50, while a block of six of No. 41 brought only \$27.50, though cataloged at \$187.50. As a contrast to this, a *single* of No. 42, list \$45, brought \$36.50.

Right here let us pause to examine a recent statement that if the Crocker stamps had been sold over here they would have brought four or five times as much.

This, obviously, is nonsense. In both of these outstanding sales, items which might have been expected to bring large prices failed to do so, while other items, not nearly so highly thought of, brought, comparatively, enormous prices.

The COMPETITION wasn't there—that's all. As I said before, the boys who used to have it haven't got it now. But they'll get it back after a while and they'll spend it again, and any argument about what this, that or the other thing would have brought in Timbuctoo, Nukahiva, or Tucuman doesn't mean any more than the constantly recurring rumpus about what Ty Cobb and Christy Mathewson could do to, and with, the present-day baseball. Auction-sale prices are *facts*, and what might have been is just a lot of static.

Again, in the "X" sale, a 5c brick red, mint, brought just \$41, and it lists \$350. AND a used one, with a black grid, which lists \$35, brought just exactly that much! But a strip of three, with the same pmk., and a red "PAID NEW YORK" on it, cat. \$175, brought only \$30. NOW who's slightly erratic, not to say totally demented!

Let's look at the 49c's in the "X" sale, all three of them. One brought \$62, one \$22, and the third, recut

both T. & B., brought \$82. They were described as V. F., F., and V. F. They brought 88, 19, and 65 per cent of catalog, respectively.

A block of the 10c, Type V, brought \$33, as against \$62 and \$75 for blocks in the Crocker sale, while a block of the 12c brought \$105 in the "X" sale and a block of SIX of the same stamp, in the Crocker sale, brought just one-third of that, or \$35.

A 24c red-lilac in the "X" sale brought exactly what one did in the Crocker sale—\$75.

There were several "sample" items of this issue in the "X" collection, none of these being represented in the Crocker accumulation. These were strips of three or blocks of six, with ruled pen cancelations on them, forming rectangles on the blocks. They sold for perfectly ridiculous prices, the block/6 of the 24c going for \$51, and the similar block of 90c going for \$160, or about a tenth of catalogue. Either there was no competition for these unique items, or no one properly appreciated them, but likely it was considerable of both.

The "August" issue, so-called, of 1861, has a peculiar fascination for collectors, even though most of them never expect to own any. They were not so well represented in the Crocker collection, but the "X" collection had them all.

A set of *proofs* in blocks of four, India paper, Crocker collection, brought \$300, and this was an outstanding bargain, as blocks of the 1c and 30c are not listed, and these are probably unique.

The Crocker 5c, slightly thinned, brought \$475. The "X" copy sold for \$535. The Crocker 30c, a splendid copy but not quite centered, brought only \$700, while the "X" copy, a mere trifle better, brought \$1300, or about \$600 more for a white area on the right margin, possible fifteen-THOUSANDTHS of an inch wide—certainly it is NOT as much as two hundredths. Quite a bill for a little better centering.

The fire always flies when one of the seven or eight known copies of the 12c August is offered for sale, and the "X" copy, believed to be the finest one in existence, brought \$3100, proving that some people still like black stamps, but still a most reasonable price for a \$7000 item which is never available unless a first-magnitude collection is broken up. Which leads me to inquire, with all due humility, just why they put a space for this stamp, or any of the Augusts, in an ordinary U. S. printed album.

The "X" collection had both the perf. and imperf. August 90's, the former being good for \$825, the latter \$605, cat. prices being \$2500 and

\$1250, so that the imperforate brought much the better price.

A USED 1c August, in the "X" sale, brought \$600, about a sixth catalog. Centered a bit to the top, so probably considerably scorned, in spite of the fact that perfectly centered copies are not known.

As only 8 to 10 copies are known of each of these rarities, the 1c, 12c, 30c, 90c, and 90c imperf., the diversity in catalog quotations, and consequently auction prices, is astonishing: probably ALL of them merit the same price estimate.

As might have been expected, both the Crocker and the "X" sales contained numerous fine items of the September '61 issue, but here the Crocker collection was superior, with some quite unusual items.

A mint block of six of the dark blue 1c, 63b, sold for \$26—*derisore*, a Frenchman would say. A block of four of the ordinary shade lists \$25—eight times the price of a single, so a mint block of the dark blue should list \$100, and a block of six—well, \$150 would be fair.

The 3c pink, mint, sold for \$50, one-sixth cat., but better than the "X" price, which was only about one-eighth cat. A block of four in a pale shade—haud an' safe us—sold for \$350. And that, I'd think, would be several times what it would bring in N. Y. A strip of four with plate number and imprint, of the 3c lake, unissued and tacitly admitted to be "not regular," brought \$110. Sympathy. A 5c brown-yellow, mint, sold for \$105. This is the rarest shade and lists \$350. Same stamp in the "X" sale, apparently sans gum, sold for only \$30.

An olive-yellow 5c, No. 67b, the good old mustard, sold for \$32 unused, but a knock-out USED copy, very deep shade (sulphidized?) brought no less than \$65, twenty smackers more than catalog. It's the fog.

An unused one in the "X" sale brought \$50, not very much for a well centered, fine copy. But this was Philadelphia.

The choicest thing of this issue in the Crocker collection was the block of 24c red-lilac, as fresh as when issued. \$400 was cheap for this thousand-dollar item. A block of four of the 30c brought \$140, \$15 over cat., and a block of the 90c brought \$650, list \$750. The "X" collection had no September items to match these, but a 90c in the August shade (dull blue) brought \$73, this item not being represented in the Crocker sale. But the normal 90c did \$35 in the Crocker sale and only \$15 in the "X" sale, while a pale blue brought \$20.

(Note that all prices given are to the nearest dollar, no account being taken of a few cents, either way.)

Just what conclusions are we to draw from the comparison of these prices, in addition to those already advanced? Must we admit, frankly, that the collecting of early United States stamps has become a job which is entirely beyond the engineering and financial abilities of the average collector? Well, what else can we conclude? It begins to look as if the ordinary philatelist, and there are ten thousand of him to every collector who can go in for 12-cylinder stuff, will have to content himself with a modest representation of a stamp or two from each of the early issues, and that he hasn't got much of a chance at anything approaching completeness until he gets to the '69 issue, which will be handled next week, with the '61 grilles and the Bank Note issues.

Auction Calendar

THIS CALENDAR lists each week all auctions advertised in GOSSIP.

Feb. 3-4—U. S. & Foreign including wholesale & a collection of 20th Cent. Mexico—M. Ohlman, 116-G Nassau St., N. Y. C.

Feb. 8—Wholesale—Harmer Rooke Co., Ltd., 2 Arundel St., Strand, London, England.

Feb. 10—Wholesale U. S. General Foreign, Air Post—Christian L. Dull, 1210 Locust St., Philadelphia, Pa.

Feb. 13 & 14—Two general collections strong in stamps of Mexico, South America, & Central America—American Art Ass'n-Anderson Galleries, Inc., New York, N. Y.

Feb. 17—U. S.—Uptown Stamp Co., 140G W. 42nd St., New York City.

Feb. 18—U. S. & Foreign—James R. Arnold, Box 36, Metuchen, N. J.

Feb. 20 & 21—Dominions & Colonies in America & Oceanica—Eugene Klein, 200 S. 13th St., Philadelphia, Pa.

Mar. 4—U. S.—Uptown Stamp Co., 140G W. 42nd St., New York City.

Mar. 13 & 14—Dominions & Colonies in Africa; Egypt & a collection of British Silver Jubilees—Eugene Klein, 200 S. 13th St., Philadelphia, Pa.

Apr. 3 & 4—Great Britain, British Controls, Irish Free State & Controls; Cyprus, Gibraltar, Malta; also Dominions & Colonies in Asia—Eugene Klein, 200 S. 13th St., Philadelphia, Pa.

OUR OWN newspaper stamps of 1865 were engraved from wood, and some say they are the only true wood cuts of stamps ever to be made, the so-called wood blocks of Cape of Good Hope being metal mounted on wood.

United States Auction Prices

The Crocker, "Mr. X" and Kissel-Carhart Sales

By Sidney Bird

(Continued from page 572)

THERE is little to compare in the Crocker and "X" sales in the 1862-7 issues, principally because there are so few stamps, but a Crocker 3c scarlet, not quite perfect, brought \$90, and the "X" copy, not quite centered, brought \$98—plenty, most people will be inclined to think, for something which is no better than an essay.

Two blocks of four of the 5c black-brown, No. 76a, in the "X" sale, brought \$68 and \$77.50, against an estimate of \$200 each. They were not well centered, and Mr. Ward said he'd never seen a well-centered block, but there *was* a beautifully-centered block in the Crocker sale, and this went for \$115. There is no room for argument about the beauty of this block: it has every perf. intact, it is splendidly centered, and is O. G. So P. H. W. must have been opt-optimistic.

The "X" sale contained a number of bisected Black Jacks, on cover, of course, and the prices of these, with one exception, were disappointing. Why not? They don't mean anything unless on cover, and they don't mean much there, judging from the lack of interest in them and the microscopic prices they brought.

Diagonal splits list \$500. They brought \$65, \$175, \$90 and \$35, respectively. A horizontal split, lists \$600, brought \$67. How much would YOU give for one of these improper fractions? W. H. Crocker didn't have any of them.

Every collector knows how difficult it is to get well-centered examples of the 1867 grilled issues, but both the Crocker and "X" sales contained numerous splendid items of these issues. In spite of this, the prices in both sales were disappointingly low compared with their catalog quotes. Many collectors look on these grilled issues as mere experimental varieties, which might be nice to own if you found them, or someone gave them to you, but as for investing any great amount of money in them—well, that's something else again.

The Crocker 3c grilled-all-over brought \$20, and the "X" copy, mint, got only \$38, not much for a \$200 item.

The Crocker 5c, a superb copy, was not sold at all, and the "X" copy, not well centered, brought a mere \$385—catalog \$3500.

A pair of the 3c imperforate, "X" sale, brought \$22, which looks like two-bits worth of nothing for an item which lists \$500 normally, and is not priced at all imperf.

The Crocker sale had a pair of the 3c grilled 14x16, imperforate, another unissued darling. This brought \$65. It's a beautiful pair, indeed, but such things have not entered the S. U. S. yet.

In the "X" sale was the unique 1c grilled 13x16, from the Worthington collection. May have been issued but is not in the catalog. Brought \$250 over 20 years ago, but this time it got \$600, against an estimate of \$750. Not bad.

A block of four of the 2c, 12x14 grille, got \$675 in the Crocker sale—lists a thousand. A single brought \$25. Wasn't centered, but a well-centered copy in the "X" sale brought exactly half of the \$175 cat. quote, which was remarkable. Two copies of the 3c in the Crocker sale brought \$26 each: they were fairly centered. A fine one in the "X" sale brought \$38.

There were no "Z" grilles in the Crocker collection, but a 12c in the "X" sale, red cancel, got \$24—more than catalog. The red cancel was responsible for this, as it is not listed.

Of the 11x13 grilles there were plenty in both sales. Those in the "X" sale were given away, with the exception of a really fine 15c, which brought \$37—about one-third cat. In the Crocker sale a mint block of four of the 10c was good for \$375, just half cat., while a similar block of the 15c brought \$600, which WAS a price: cat. is \$700. A block of the lowly 3c brought \$42, and it lists but \$50. But another block in a pale shade went for a mere \$17. Aspirin.

There were plenty of 9x13 grilles in both sales, as might be expected, among them some unusual pieces, like the mint block of 9 of the 5c in the Crocker sale, which brought \$400, which was hardly sufficient when a fine single brought \$75! Over catalog and four times what a similar copy brought in the "X" sale.

A block of four of the 10c, in the Crocker sale, brought \$425. Cats. only \$300. A block of four of the 12c brought \$300, \$50 above cat. The 15c block brought \$150, three-fourths cat. The 24c block brought \$325, two-thirds cat. There were no comparable pieces of 9x13's in the "X" sale. A single 30c, with distinct double grille, brought \$90. Lists \$50 used.

In the "X" sale a block of TWENTY of the 3c, with sheet margins and imprints, scratched plate, and O. G., went for \$25. Please page the man who said that such things are appreciated over here! But singles of the 10c, 12c, and 15c sold from three-fourths to one and two-thirds times catalog, while the 5c, 30c and 90c brought from an eighth to two-fifths cat. This was a place where Solomon might have said, "Who knoweth the way of a man with a gavel."

A set of the 1875 re-issues of the '61 design brought \$508 (total) in the "X" sale, and only \$410 in the Crocker sale, which nevertheless was a far better price,

Written especially for WEEKLY PHILATELIC GOSSIP

as several of the Crocker stamps were damaged, and the 30c sold for less than \$4, more than enough to make the difference.

Everyone knows that the principal fireworks in the Crocker sale were touched off over the '69 issue, the block of 24c inverts being, all British Guiana 13's with-the-corners-clipped to the contrary, the world's premier philatelic gem. But there were other inverts in the collection, all of which were sold at one time, and they are so dealt with here, as there were no inverts of any kind in the "X" sale.

The 15c '69 invert, a perfect copy, fairly well centered, but in my estimation pretty well canceled, sold for \$600, about one-third cat. But the 30c invert, a perfectly magnificent copy in every respect, sold for \$3250, 81 per cent of catalog.

The block of 24c inverts brought the highest price and were the biggest bargain in the sale at \$12,500—since sold for twice that, and good for ten times that amount of free advertising besides.

Here we handle the 1901 inverts, as they were sold at the same time: the 1c for \$325, cat. three-fifty, and a block for \$1875—it isn't priced or even listed. The 2c invert brought \$2100, cat. \$3500.

GETTING back to the regular '69 issues, we find that there were quantities of them in both the Crocker and "X" sales, and that the items in fine shape brought wonderful prices, while those that weren't so fine were just sold. Mr. Ward has made it very plain that this was our first commemorative set, and eventually this fact will become recognized, even by catalogers. There isn't any doubt that people of vision have bought '69's for years and salted them, against the day when they should become properly appreciated. That day is not here yet, but it's time to listen to the alarm clock, because this issue was in use just one year.

There were blocks of the 2c and 3c in the Crocker sale, but no blocks in the "X" sale, an indication of the extreme rarity of '69 blocks.

The 2c block of six sold for \$42, very cheap, as a block of four lists \$25, and anything in the shape of a large block is of the utmost rarity. A slightly damaged block of 3's sold for \$9, three-fourths cat., and a perfection block for \$17—cat. and a half. A pair of the 6c brought \$32—over cat. These were superb, and it should be noted that in spite of Eustace Power's dictum that the 10c is the hardest to find centered, in reality the 6c '69 is the toughest one of the lot, well centered and mint.

Beginning with the 90c in this issue,

and going backward, we find that the fine copies brought exceptional prices in both sales, the most remarkable, comparatively, being \$75 for the superb used copy in the Crocker sale, cat. \$50, while the same stamp, unused, full gum, no grille, brought \$199.

In the "X" sale a no-grille 90c sold for \$203, and three superb copies of the normal 90c sold for \$151, \$137 and \$159, respectively, 85, 78 and 89 per cent of cat. Where are the half-catalog debaters who represent the affirmative?

The Crocker superb 30c brought \$35, and a similar one in the "X" sale got \$42. More thought rations for the half-catalog boys.

None of the 24c sold well in either sale except the no-grille, full gum 24c in the Crocker sale, which brought an even \$200, which, by the way, is all there is of it—full catalog! Max Ohlman will get a great kick out of quoting this to the 50-50 boys!

A superb 15c Type I, "X" sale, went for \$55, and a no-grille item, same
(Please turn to page 608)

Postal "Guyed" Poster Stamps



By COULTHARD

These poster stamps combine the interest of collectors of poster stamps with that of cover, cachet, and postmark collectors in that the poster stamps may be used in connection with postmarks from post offices represented in the poster stamps.

John Coulthard, well-known philatelic cartoonist and originator of many famous cartoon cachets for post offices with peculiar names is working on "New Issues" to be announced later.

The stamps are printed in different colors and on good grade gummed paper in imperforate blocks of four. The following post offices are so far requested as follows:

No.		No.	
1	SHAVAR LAKE, CALIF.	11	MUD, W. VA.
2	LOOKINGGLASS, ORE.	12	COMPETITION, MO.
3	HELLGATE, WASH.	13	PIE TOWN, N. M.
4	HORSE HEAVEN, ORE.	14	PAINTED POST, N. Y.
5	BACHELOR, CALIF.	15	SOCIAL CIRCLE, GA.
6	LEFT HAND, W. VA.	16	WORRY, N. C.
7½	SUNNY SOUTH, ALA.	17	HORSESHOE, FLA.
8	ROMEO, COLO.	18	GASOLINE, TEX.
9	YOUNG AMERICA, IND.	19	AUTO, W. VA.
10	O. K., KY.	20	DETOUR, MD.

PRICES:

Any FOUR Blocks	----- \$.10	20 Blocks (20 diff.)	----- \$.40
40 Blocks	----- .75	60 Blocks	----- 1.10
100 Blocks	----- \$1.50		

All Postpaid. Order by Number

WESTERN STAMP COLLECTOR

P. O. BOX 385G,

ALBANY, OREGON

BUREAU ISSUES ASSOCIATION

An association of collectors to promote the study of the philatelic output of the Bureau of Engraving and Printing of the United States of America.

KNOW YOUR COUNTRY'S STAMPS



"POSTAGE STAMPS OF 1940?"

WALTER M. SWAN, JR., BIA No. 658
Stony Creek, New York

DURING the past year the Post Office Department has had in operation several meters at the parcel post windows of some of the larger post offices to prepay the postage on third and fourth class mail. This experimentation, as one may call it, started in 1936 according to items in my collection, which show a coin feed meter in use for 1st class mail in the lobby of the Stamford, Conn., post office which meant self-service for patrons. This meter was No. 100 which was in operation about one year and which was replaced by Meter No. 101, another coin operated meter, which is now in use in Canada.

The National Cash Register Company meters have been used at post offices to prepay the postage on parcel post; and Meter NCR No. 102 was in use at City Hall Annex, New York, which now is no longer in existence

as the new Church Street Annex replaced same. My copy shows a postmark date of March 24, 1937. Another NCR meter numbered 104 was also in similar usage during 1937.

The Pitney Bowes Postage Meter Company has had several meters in such service during 1938 and the meter numbers and where used are as follows:

Meter PO 90060, used at Mad. Sq. Annex, New York, seen with Parcel Post slogan.

Meter PO 90062, used at Washington, D. C. No slogan seen.

Meter PO 90796, used at Church St. Annex, New York. No slogan seen.

Meter 93567, P O in postmark, used at Brooklyn, N. Y. No slogan on copy at hand.

Meter 93616, P O in postmark, 9th St. Annex, used at Philadelphia, Pa., both with and without slogan.

Meter 93642, P O in postmark, Main P. O., used at Chicago, Ills., both with and without slogan.

Meter 93643, P O in postmark, No. used at Detroit, Mich., both with and without slogan.

Meter 93656, P O in postmark, Parcel Post, used at Baltimore, Md., both with and without slogan.

The slogan relating to the Parcel Post Silver Jubilee which was used on several of these PO Meters read, "Send It Parcel Post 1913 Silver Jubilee 1938 Speed, Convenience Safety," which was likewise used in a large number of meters throughout the country. This is the first instance of the Post Office Department's using a meter slogan.

Postage meters are leased to users and not sold; however, if the Government lets a contract for such use of meters at post offices it is possible that they might be sold outright though I personally have some doubt about it. These PO meters for prepaying postage on parcel post all use the sticker tape method and do not imprint the meter indicia directly on the cover as in the case of first class mail.

Since July 1st, 1938, a memorable date to precancel collectors, the use of meters has largely increased and has thus replaced precanceled stamps in a large number of instances. Meters of the 95000 series hold a total of \$10,000.00 made at one setting at the post office and pay postage in denominations from 1c up to \$10.00 and these are commonly called "Omni's" by the Postage Meter Company. Thus a single sticker tape prepays the postage that probably called for the usage of several stamps previously and undoubtedly reduces the usage of precancels over the 6c value.

The next time you go to the post office to mail a package to the folks back home or to a fellow member, don't be surprised if you see the clerk punch a machine and place a sticker tape on the package in place of stamps. This method of prepaying postage at the parcel post windows will save time as such packages need no further canceling. The fact that your postage is as safe as a bay in the church is stressed by the meter company in their December advertisement in *Shipping Management*. What does all this presage for our "Postage Stamps of 1940"?

SECRETARY'S REPORT

NEW MEMBERS ADMITTED

- 908 Peter N. Bronecke, 2622 W. Third St., Chester, Penn. Specialties: Gpx-4, Gx-1-11, FGx-4, Cpx.
- 909 S. D. Lebrecht, 34 W. 53rd Terrace, Kansas City, Mo. Specialties: Fop-1, Fox-1-9, A-4-33.
- 910 Wilburn F. Unthank, Box 32, Sta. B, Dayton, Ohio. Specialties: A-H, 1-7-8-9-22.

RENEWAL

- 352 Edwin E. Elkins, 880 East 35th St., Brooklyn, N. Y.

APPLICATION

- C. Rost Hunter, 225 Main St., Norwalk, Conn. Proposer: Rev. Floyd S. Leach. Ref.: John H. Ferris, Norwalk, Conn.; L. C. Woodbridge, Norwalk, Conn.
- Harold N. Sherman, P. O. Box 133, Newburgh, N. Y. Proposer: G. R. M. Ewing. Ref.: Thomas Whitbread, West Cummington, Mass.; Clarence W. Brazer, New York, N. Y.
- Thomas O'Brien, Jr., 121 87th St., Brooklyn, N. Y. Proposer: Edward Terri. Ref. F. H. Dietz, 135 W. 42nd, N. Y. C.; Wakonda Stamp Co., 71 Nassau St., N. Y. C.

CHANGE OF ADDRESS

- 124 Henry Zierler, to 1115 Union St., Brooklyn, N. Y.
- 169 Victor W. Rotnem, to 3919 47th St., Long Island City, N. Y.
- 300 L. B. Gatchell, to 24 Brook Road, Bronxville, N. Y.
- 454 Fred H. Kenkel, to 5723 Pennsylvania Ave., St. Louis, Mo.
- 592 James F. Henley, to 1700 T St., N. W., Washington, D. C.
- 614 Capt. Charles R. Smith, to 2528 So. 20th St., Philadelphia, Penn.
- 644 John W. Hancock, to 10 East 85th St., New York, N. Y.
- 771 Wallace F. Yerkes, to 540 N. Michigan Ave., Chicago, Ill.
- 851 Einar Rasmussen, to Lebanon, Oregon.
- 878 Arthur C. Bates, to 47-06 Skillman Ave., Long Island City, N. Y.

MRS. J. W. LUNDY, Sec'y.,

Jan. 2, 1939.

23 S. Chancellor St., Newtown, Bucks Co., Penn.

United States Auction Prices

(Continued from page 604)

sale, for \$125. More tough fodder for the fifty-fifty fellahs. A mint 12c got \$9, and a superb 1c (and mark this well behind your fine ears, as Uncle Heinie would say), sold for \$7—full catalog.

A complete set of the re-issue brought \$175 in the Crocker sale, being offered as one lot. Total for the set, offered as single items in the "X" sale, was \$194, while a block of four of the 1c soft paper reissue got \$30 in Philadelphia—much over catalog.

Coming to the Bank Note issues, we find that the 1870 grilles all went for high prices in both sales, but as these are so rare, only the totals are given here.

The Crocker set, strangely enough lacking the 15c, and with the 12c used, got \$875, and a block of the 2c fetched \$85, \$10 over cat. The set in the "X" sale, and here the 12c was mint and the finest existing copy, got \$966, practically the same, all things considered.

The 1870-71 no grille set was represented by numerous mint blocks in the Crocker sale, but there were no such pieces in the "X" sale. The Crocker items were the following: 2c block \$25 (\$30); 3c block \$14 (\$40); 12c block, EIGHT HUNDRED DOLLARS (\$500); 24c block, one grand and a quarter—\$1250—full catalog. (Values in () are cat. prices.)

A remarkably fine single 24c in the "X" sale brought \$40, also full cat., but in both sales copies which were not so fine, or were off center, sold very reasonably. Nevertheless there is no getting away from the fact that very fine or superb copies, which most U. S. collectors are always demanding, whether they expect to get them or not, sold for three-quarters to full catalog, so let's have less of this half-catalog palaver on the one hand, and more detail with regard to condition in the catalog, some differential quotations, so to speak, on the other.

In the 1873 Continentals the Crocker collection had numerous fine blocks, again missing in the "X" sale, and it might be noted here that the outstanding difference in the two collections lay in the mint blocks.

Three 1c blocks, only one fine, brought \$20 (\$25 cat.); 2c block \$27 (\$25), but this was accompanied by a single mint and three used ones: 6c block, off center, \$27 (\$60); 7c block, superb, \$220 (\$250); another, but not so well centered, \$120; 10c block, superb, \$325 (\$250); 12c block, centered high, only \$75 (\$400); 90c block of EIGHT, with straight-edge and centered to bottom, a mere \$60 (\$300); but a superb block of four brought

\$225—catalog and a half. Thus it goes for the people who say they won't pay over half-catalog. They won't get the groceries, either.

The special prints of this issue, lacking the 3c and 6c, brought \$1015, and the 7c was not sold. A full set in the "X" collection brought \$1232; or less the 3, 6 and 7c, \$872, so that the London price was much higher.

Both the 2c and 5c of 1875 in blocks were in the Crocker sale, and brought \$37 (\$40) and \$80 (\$75) respectively. Similar blocks in the "X" sale brought \$18 and \$15 respectively—somewhat *frappe*. But a mint, imperforate horizontal pair of the 2c, really something to write home about, brought \$121 (\$125).

There were a number of grilled items among the 1873's and '75's in both collections, but these seem to have made little impression on bidders, as they brought very little.

Strange to say, the Crocker collection had only one block of the '79 soft papers, and this item, the 5c, brought \$47, much over catalog. There isn't a vestige of a doubt that blocks of this issue, on the flimsy, easily-torn, soft paper, are far rarer than catalog quotations indicate.

The "X" sale contained blocks of the 2c, 15c (in one lot) and the 3c, block of six. They were not properly appreciated or were not extra fine: they averaged about 40 per cent of catalog.

A single 10c, without secret marks, a rare and underpriced stamp in mint condition, brought nearly \$16 in the "X" sale, but was not sold in the Crocker offering.

A superb 90c in the Crocker auction got full catalog—\$20, and one in the "X" sale brought \$14, while an imperforate pair, very beautiful, but a trifle thin, brought \$72. That's \$178 off for having an emaciated dorsal exposure which nobody can see, anyway.

Of the 1880 Special Prints on soft paper, the Crocker collection contained the 2, 3, 7, 10, 12, 15, 24, 30, 90c stamps, thus lacking the 1c, 6c, and the 2c and 5c of '75. These brought \$2165 (total), while those in the "X" sale, lacking only the 6c, brought \$2080, with the 12c not sold and the 2c and 5c ('75 colors) bringing \$1050, or over half of it, so where is the citizen who said that these split-hair varieties bring more money over here, "where they are understood." He must have a filbert tree on his rancho.

An unusual Bank Note item in the "X" sale was the 10c pair, imperf. between, No. 161d. Formerly in the Worthington, Lozier, and Sinkler collections, this rarity, of which only two pairs are known, went for \$475, less than one-third catalog, due to stupid oversight or clever buying—suit your-

self. And a Mauritius No. 1 or No. 2, either one of 'em, of which there must be at least a dozen copies, catalogues TEN TIMES AS MUCH and sells the same way! This is what the New Jersey hill-billies mean when they say there ain't no justice!

Skipping over to the 1888 issue, and neglecting some of the special prints and left-handed imperf. of the 1882-3 issues, we find that a block of the 5c Garfield, imperforate, brought \$45; a block of 28 of the 30c orange-brown brought \$26 (worth four times that much as singles); another block of ten brought \$36, and an entire sheet, listing \$750 on the basis of \$30 per block, brought \$250. Then blocks of four brought \$14 in two instances, so please page Bedlam.

An imperforate pair of the 30c brought \$47, which was a gift for a \$200 item. All of these 30's were in the Crocker sale. A similar imperforate pair in the "X" sale got \$127, and a single imperforate 90c, same sale, brought \$90, which prices look more sensible.

Of the 90c purple there were numerous large blocks in the Crocker collection, and judging from the very considerable number of them I have seen during the last 20 years, and have seen advertised, I believe that this 90c is far commoner in blocks than collectors realize. At the time of issue, four pounds was the limit of weight for a package, unless prepaid at the first-class rate, and thus large numbers of these 90's were used to post large pieces of mail, on which there was no limit at the letter rate.

A used block of 18 brought \$37; a very lightly canceled block of 17, \$60; a mint block of four, \$63—half-catalog. Mint singles averaged better than \$10 apiece, and used ones better than \$4.50 each, a break for the split-cats.

Next week we start with the 1890 issue.

Not Intended For Postage Stamps

THE watermark found on stamps of the Argentine Republic's 1921 series wasn't meant for the eyes of stamp collectors, for it was applied to paper intended for revenue stamps. The rays of the sun are heavier than in the watermark found on paper meant for postage stamps and the individual suns are so close together several of them (or parts of several) are generally found on one stamp. The revenue stamp paper was used for postage stamps because paper makers weren't able to supply paper for postage stamps in time.

7c McKINLEY PART IMPERF.

By DON GRIEVE.

(We take the following from a news release that has appeared in Mr. Grieve's stamp department in the "Cleveland Plain Dealer". A photo of the part imperforate pair accompanied it. We appreciate this courtesy.—EDITOR.)

Nelson P. LaGanke of the Mint Sheet Brokerage Co., 415 Caxton Building, has submitted a vertical pair of the 7c black rotary press, perforated $10\frac{1}{2}$ by 11, imperforated between. Although these were discovered more than a year ago, this is the first time that they have been recorded.

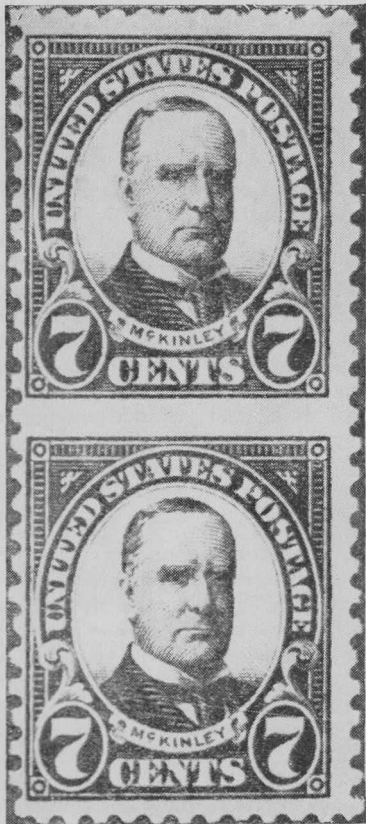
The postmaster in a small town west of Cleveland received a supply of the 7c stamps and was annoyed to find that several sheets had some of the horizontal rows of perforations missing. For some time he cut the pairs apart but finally threw the balance in a box as being too much trouble to separate.

Later a stamp collector came in and on being asked if he could use the varieties promptly bought the lot. There were about twenty pairs and two blocks of four then.

The collector in turn put them in a box and forgot them until he read about the part perforated varieties on the bi-colored air mail discovered recently. He dug his pairs out and took them to Mr. LaGanke who now makes their presence known. The plate number is unknown and the position of the error was not noted. As the issue is now obsolete, this is probably the last error that will be discovered in the set.

Otherwise they cannot be given consideration.

New Part Perf. Variety



New Stamps for C

of Can
me

WE ARE NOW able to show you a picture of the vertical pair of the 7-cent black rotary press stamp, perforated $10\frac{1}{2} \times 11$, imperforated between, exhibited by Nelson P. LaGanke of the Mint Sheet Brokerage Company of Cleveland, as told you in last week's issue.

Although these stamps were discovered over a year ago this is the first time they have ever been exhibited to the public or anything said about them in print.

The account of the find says that a postmaster in a small town west of Cleveland received a supply of 7-cent stamps and was annoyed to find that some of them weren't perforated horizontally, and he had to cut them apart with a pair of sheers before they could be sold. A stamp collector found out about it and purchased the remainder, from which he was able to cut about twenty pairs and two blocks of four. However, he just put them away for a time and thought no more about them until he heard about the find of the part perf. current air-mail stamps, when he dug them out and took them to Mr. LaGanke, who now has them for sale.—Photo courtesy Cleveland *Plain Dealer*.

* * *

Reprinting of Stamp Errors

Feb 27-39

We asked for the pro and con on the reprinting of errors made by the Bureau of Engraving and Printing and various responses have reached us. The first came from an influential organization, the Collectors Club, New York City, as follows:—

“At a regular meeting of the Collectors Club held February 15, 1939, the following resolution was adopted: ‘Resolved that it is the unanimous opinion at this meeting that any errors of stamps, which reach the

public through legitimate channels, should not be re-issued’.”

Representative of the sentiment in favor of reprinting stamp errors we quote from an extremist: “The Beverly Hills Society does not go far enough in its solicitude for the collector. I suggest that its request be amended, so as to include all known 1869 inverts, as well as all inverts, known and unknown of the Pan-American Exposition issue. Then we can all be happy. Everybody can get a ‘genuine’ invert at a nickel apiece.”

Editorial 4/10 -39

Shall Errors Be Reprinted

In a recent editorial we asked for comment on the Beverly Hills Club proposal that the P. O. Department reprint the part perforated bi-color 6c air mail stamps. C. A. Perz of Chicago sends us a composite of the views of a number of Chicago philatelists expressed at a recent luncheon. It was the consensus of opinion that each case should be considered individually.

It would require considerable space to print the resolutions as adopted but we append the gist of the conclusions arrived at, in approving reprinting, namely:—

- (1) The large number of sheets sold to one or two persons acting together.
- (2) The selling price as "a direct affront to the principle of fair profit".
- (3) The "benefit that will accrue to philately in restoring confidence in the minds of legions of collectors".

The resolutions are signed "A group of Chicago collectors". We are not convinced that it would be a wise policy for the P. O. Department to reprint stamp errors, even as we thank Mr. Perz for the service rendered.

desired.

- James Waldo Fawcett, stamp editor of the *Washington Star*, says the Post Office Department positively will not reprint the part perforate six-cent air-mail stamps, as requested by several stamp groups throughout the country, but—it appears—an investigation of why 40 sheets were “inadvertently” sold over a post office counter is being investigated thoroughly.

- Commencing May 1. Stephen A.

Attack on "Error" Prices

The Postoffice Department has been asked by the Beverly Hills Philatelic Society, Chicago, to prepare horizontally imperforate sheets of the 6-cents bi-color air-mail stamp for sale to collectors at face value. This is the "error" of which only forty sheets, or 2,000 stamps in all, have come to light. Virtually the entire stock was cornered by a New York group of dealers whose asking prices have ranged from \$2,500 for a full sheet down to \$200 for a block of four and \$100 for a vertical pair.

Should the Chicago society's request be granted, the prices quoted would automatically collapse. Albert W. Hocking, secretary of the society, transmitted to Postmaster General Farley the text of resolutions adopted, as follows:

"Inasmuch as it has been brought to our attention that at least forty sheets of the current 6c air-mail stamp have been found imperforate horizontally and, further, since recent advertisements in the philatelic press offer these stamps for sale at ridiculously high advance over the face value, it is our desire to go on record as follows:

"1. That the laxity of the Bureau of Engraving and Printing and the Postoffice Department in permitting such stamps to be released, thereby causing stamp collectors to be exploited, be condemned.

"2. That since such a large number of these part perforate sheets were released and also to clear the Postoffice Department of any suspicion of connivance, sheets similar to these should be placed on sale at the Philatelic Agency for a limited period of time at face value."

STAMPS

Plains, New York.

SENSATIONAL DISCOVERY United States 6c BICOLORED AIRMAIL IMPERFORATE HORIZONTALLY

Vertical pair.....	\$100.00	Block of four.....	\$200.00
Bottom double strip of ten, including bottom arrow and both corners.....			600.00
Center double strip of ten, including center cross line and left and right arrows.....			750.00
Top double strip of ten, including both plate numbers, top arrow and both corners.....			850.00
Complete set of positions, comprising above three strips....			2,000.00
Complete sheet of fifty stamps.....			2,500.00

Offered for sale by any of the following dealers:

ECONOMIST STAMP CO., INC.

87 Nassau St., N. Y.

F. W. KESSLER

551 5th Ave., N. Y.

NICOLAS SANABRIA INC.

17 East 42nd St., N. Y.

EMIL BRUECHIG

522 Fifth Ave., N. Y.

The Hawaiian "Missionaries"

L. N. and M. Williams

To the philatelist, as opposed to the non-collector, the term "Missionaries" calls to mind not persuasive prelates but the early issues of the Sandwich Islands.

The term has been applied to these rare stamps, because most of them have been found on letters from missionaries in Hawaii to their relatives and friends in the United States.

Before 1852, the postal arrangements in the Sandwich Islands were anything but satisfactory. Letters delivered to the islands by passing ships were placed in a pile on a table near the quay, and if any of the inhabitants expected a letter he or she would go to the table and sort through the heap of correspondence.

Despite this most unsatisfactory method of mail distribution, no steps were taken to improve the system until 1851. The chief agitator for reform was a newcomer to the island of Hawaii. After the call of every ship he went down to the quay and searched the table for his correspondence which was very much overdue. Time and again he made the journey in vain.

One day the mystery of the delay was solved. He set out to fetch his expected mail earlier than usual after the ship had docked, and he found another inhabitant of the island, who bore the same name as he did, about to walk off with his letters; the other had received and kept all the previous correspondence.

It was largely to remedy this very lax state of affairs that an Act was passed by the Hawaiian Privy Council on December 21st, 1850. The Act was ratified by the Legislature of 1851, and was published in the official organ of the government, *The Polynesian*, on September 13th of that year.

The Act provided for the issue of postage stamps, and required all letters sent abroad to be prepaid. The rates were to be five cents for each half ounce on letters,

and two cents on newspapers. Mr. H. M. Whitney, who owned a general stationery store and printing plant, was appointed by the government to the office of Postmaster, and he was authorized to issue stamps of such values as might be required.

The Act did not place the newly created post office under government control. The whole of the postal arrangements were put into the hands of Whitney, who took over all the liabilities and received all the profits. The government was satisfied that it was not put to any expense, and in the knowledge that the mail was distributed efficiently; furthermore, that the whole of the work was being carried out as quickly as possible.

No records of an official nature were

or in the government offices of *The Polynesian* is doubtful.

The stamps were printed late in September, 1851, and were issued early in the following month. The values were given in *The Polynesian* of October 4th as two, five, and thirteen cents.

For many years philatelists were puzzled as to the reason for the last value, but it was eventually discovered that the thirteen cents was made up as follows: five cents was the cost of the Hawaiian postage, six cents the cost of the United States' postage, and the balance of two cents the rate charged by the ships for conveying each letter from the island to the mainland.

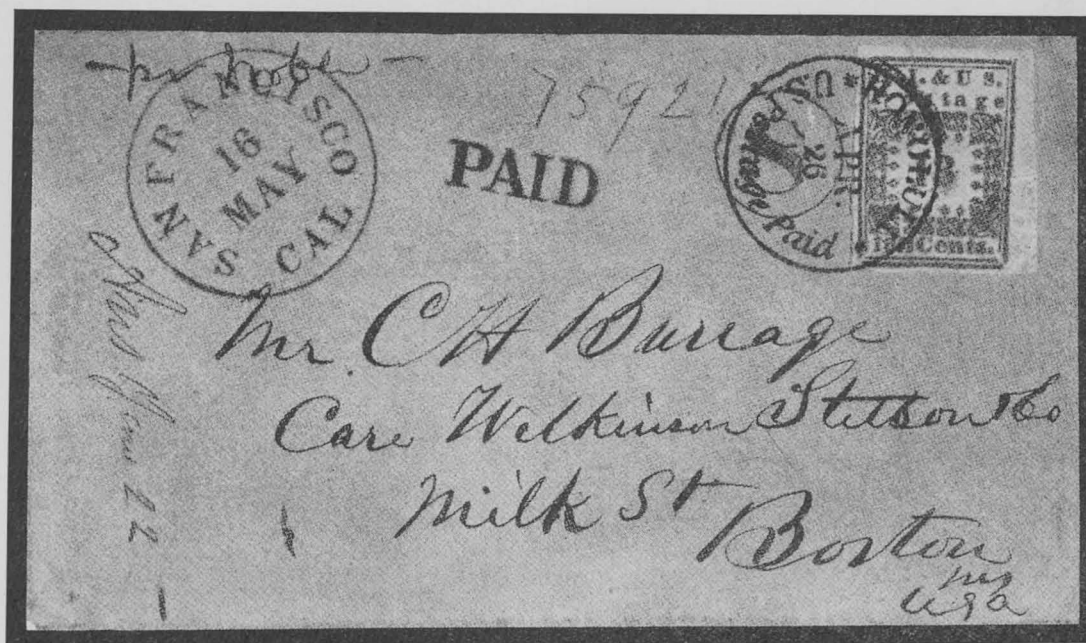
For letters going abroad the lower values were used in conjunction with the stamps of the United States. A particularly fine piece bearing a Hawaiian 5 cents stamp used together with a vertical pair of the U.S.A. 3 cents imperforate of 1851 was among the specimens sold by H. R. Harmer at the "Hind" sale in 1935. Arthur Hind had acquired this piece from H. J. Duveen.

Only Hawaiian

stamps were cancelled at Hawaii. If any United States stamps were used on letters they were postmarked when they reached the United States. However, if postage was fully prepaid, the letters received a red circular postmark reading HONOLULU U.S. Postage Paid, with the date in the centre.

The stamps were printed on horizontal strips of paper, from two typeset formes or clichés set side by side at a distance of about two millimetres.

The designs of the stamps consist of a square of arabesque ornamentation above which appear the words HAWAIIAN and



A fine cover in the Champion collection

kept with regard to the early stamps of Hawaii. All the data about them was gathered, many years later, by philatelists who drew upon the memories of the individuals on the island at the time of issue. It is not definitely known how many stamps of the first issue were printed but, in the words of the late Henry J. Crocker, the well-known specialist in Hawaiian stamps, "there is every reason to believe that the number was very few; for the so-called Missionary stamps are exceedingly rare."

Whitney printed a newspaper called the *Commercial Advertiser*, but whether the actual work of printing the stamps was carried out in his printing establishment



POSTAGE in two lines. In the centre of the square a numeral is set, and the number in letters together with the word CENTS appears at the foot. The whole design is surrounded by two lines of printer's rule, one thin and the other thick. The overall measurement of each stamp is $19\frac{1}{2} \times 28$ millimetres.

The same clichés were used for all values. After the 2 cents stamps had been printed the figure 2 was removed from the centre and 5 inserted in its place; the word at the foot was changed also. In the case of the 13 cents the value tablet at the bottom contained the figures 13, and a small ornament was inserted to fill up the space between the figures and the word CENTS.

The paper on which the stamps were printed, according to H. M. Whitney, was "thin, plain letter-paper, such as was to be had at the time in the market." It is bluish pelure—a very brittle and fragile type of paper. As the stamps were thus liable to damage it became customary among early philatelists to strengthen them by sticking them on pieces of card or stout paper. The ink used for the printing was pale blue, and the designs on some of the stamps present a very washed-out appearance.

Owing to the fact that the stamps were type set there are two different states of the designs, known commonly as Types I and II. In his work *Hawaiian Numerals*, H. J. Crocker classifies the types as follows: In Type I the upright stroke of the P in Postage is under the centre of the H in Hawaiian; in Type II the upright stroke of the P is in line with the left-hand stroke of the H. The classification seems logical because, from observation, Type I was printed from the left-hand cliché, but this classification was not adopted by Sir E. D. Bacon when mounting the Tapling Collection, and Type II is referred to as "variety I."

There was a second issue

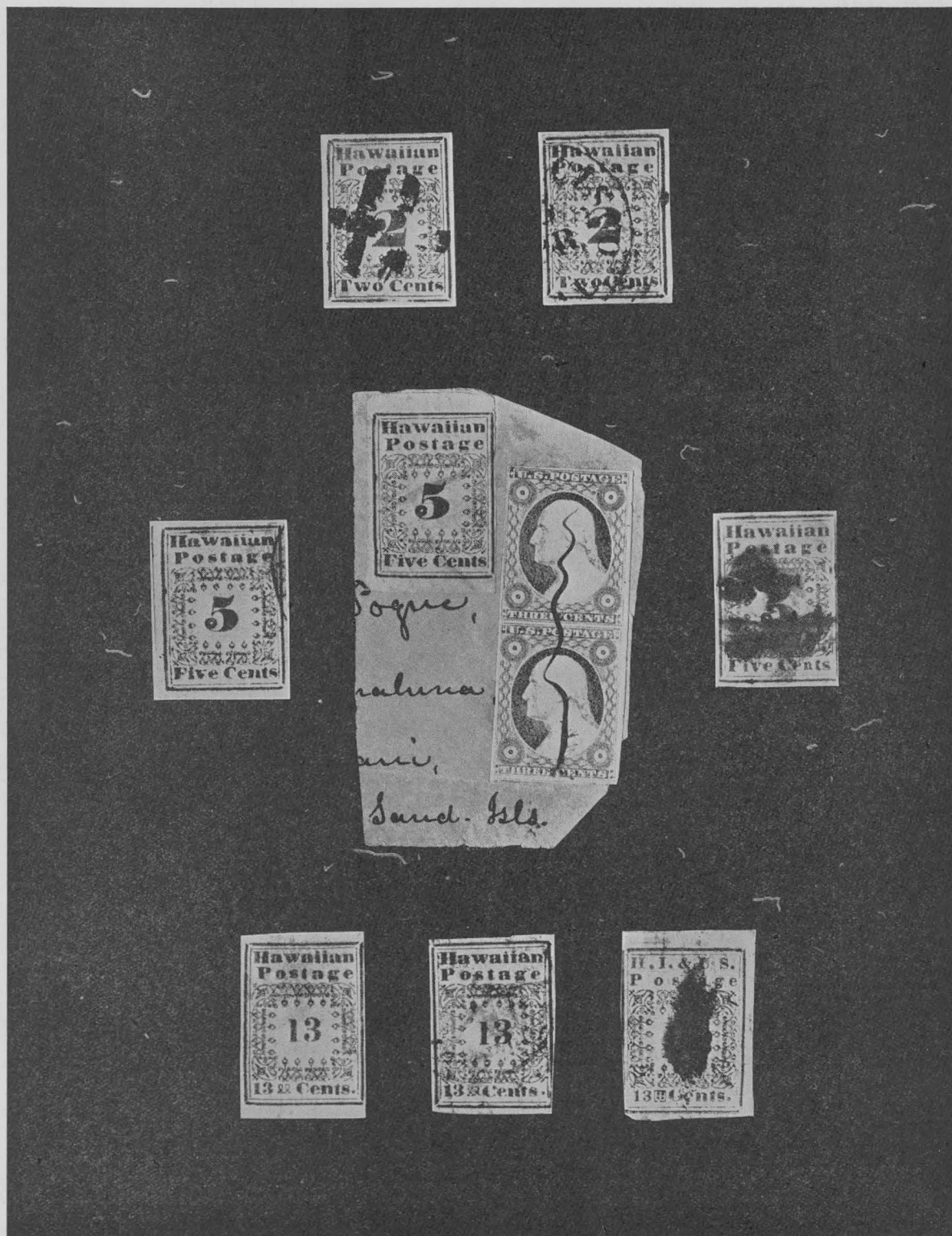
of the 13 cents in November 1852, and the wording on the stamp was altered, the top reading H. I. & U. S. POSTAGE. At the foot, between 13 and CENTS, the shape of the ornament was changed. In common with the earlier issue, the two types exist also on this stamp.

Although the "Missionaries" were issued in 1851, they were unknown to European collectors until about 1864. At first the stamps were viewed with suspicion, and it was not until several years later that they were proved to

be genuine, but even as late as 1892 so eminent an authority as the Rev. R. B. Earée considered the 2 cents to be bogus, and he stated as much in *Album Weeds*.

Two early recorded transactions in Hawaiians were those in which Sir Daniel Cooper was fortunate in obtaining several specimens. He mentioned the transactions in the rough draft of a letter which was published in *The Royal Philatelic Society*, 1869-1919.

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"Missionaries" from the Hind collection

The Hawaiian "Missionaries"

Continued from page 6

Unfortunately the denominations of the stamps did not appear, but Sir Daniel stated that he picked up a blue—c. on very thin paper for £5. He said also that a few months later he met a man who had several of the stamps, but would not sell them at any price.



Types I and II

"I kept on the most friendly terms with him," continued Sir Daniel, "and one day, when he was mellowed with whisky, I proposed to make a swop with him of some Australian stamps which I knew he wanted, and he gave in at once. I would have taken 20s. for my stamps."

Sir Daniel Cooper's collection was bought in 1877 for £3,000 by Philippe la Renotière, Baron Ferrari, who had the largest number of "Missionaries" ever assembled in one collection.

All the "Missionaries" are rare, but the rarest of them are the 2 cents, and the second printing of the 13 cents. Ferrari had four of the 2 cents, two of each type; one of them, Type II, is probably the finest specimen in existence and realised nearly £4,000 at the first Ferrari sale. The three remaining copies realised £5,700. In addition, Ferrari had five of the 5 cents, four being of Type I, and five of the first printing of the 13 cents. He had also three copies of the second printing of the 13 cents.

Many of the rarities in the Ferrari collection were purchased by Arthur Hind, among them being one of each type of the 2 cents. At the Hind sale in 1935 these two stamps realised £3,550. Altogether Hind had eight "Missionaries," including one of Type II of the 13 cents, second printing.

The Tapling Collection at the British Museum contains one specimen of each type of the 2 cents, and they are kept in a separate hand-frame. The Bishop Museum at Honolulu contains several of the stamps, as also does the collection of Theodore Champion, of Paris. Included in this collection is a magnificent cover bearing a copy of the second printing of the 13 cents with large margins and clear postmarks.

Second only to that of Ferrari was the collection of "Missionaries" formed by H. J. Crocker. The collection contained

no fewer than sixteen of the rarities, among them being the 2 cents, and a strip of three of the 13 cents, first printing, showing both types. Large portions of Crocker's stamp-collection were destroyed in the San Francisco earthquake, but fortunately the albums which contained the Hawaiians were in England at the time for the International Exhibition of 1906.

In common with most rare stamps, the Hawaiian "Missionaries" have many romantic stories connected with them. Outstanding among these stories is that of a philatelist, a holiday visitor to the Hawaiian Islands. He was making a tour of the interesting places in Honolulu, and came to a school in the wash-house of which the plaster was peeling off the walls.

He noticed what seemed to be part of a wrapper bearing a stamp stuck on the wall behind the plaster. After carefully cutting away the plaster covering the piece of paper, the visitor washed it and was delighted to find that it bore two copies of the 2 cents stamp. During the washing one stamp was damaged, but the other was revealed to be an excellent specimen.

No story of the Hawaiian "Missionaries" would be complete without mention being made of an astounding attempt to defraud a well-known stamp dealer in America shortly after the war.

For many years a rumour had been current that a lot of "Missionary" stamps lay hidden in Massachusetts. On being informed that a "find" of "Missionaries" had been made, John A. Klemann, a prominent New York dealer jumped to the conclusion that the "find" was of the stamps about which the rumour had been current, and perhaps because of this he was less careful in examining the specimens originally than otherwise he would have been.

Briefly the facts are these: Klemann received a telegram from Los Angeles that a large number of the stamps had been discovered, and he set out at once for California. He was met by a Mr. Wood, who purported to have an option on the stamps, and who told Klemann that there could be no question as to their being genuine since both he and a prominent Los Angeles dealer had compared them with some originals in a well-known collection. He stated also that he had been offered a large sum for them.

Klemann next met the owner of the stamps, a Mr. Grinnell, and made him an offer of \$65,000 for them even though he had not seen them. When he did see them later that day, they were mounted on sheets of cardboard placed between two pieces of glass and bound with *passe partout* binding. Even when the

glass was removed Klemann had no doubt as to their genuineness.

It was not until he had returned to New York with the stamps, that doubt was cast upon them by a prominent collector who had some genuine "Missionaries," and who provided Klemann with his first opportunity of comparing his purchase with them.

Klemann immediately communicated with his attorney, the attorney called in the Secret Service, and the U.S. Government stepped in and confiscated the stamps as counterfeits. The investigation took a particularly protracted course, and two and a half years later the case of Klemann v. Grinnell came up for trial.

The proceedings lasted fourteen days, during which time expert witnesses were called on both sides. The verdict was given in favour of Klemann. One of the points which told against the defence was their failure to call witnesses to prove that the stamps were genuine.

Postage Stamp Personalities—1.

A VERY valuable name in the stamp trade was that of the King of Siam, who reigned until 1910. To advertise a cheap packet of stamps and include "Siam, King Chulalongkorn" as one of the "star turns" always assured a big sale. The stamp was "a big noise," and incidentally so was the King himself!

While a very enlightened Monarch and the builder of modern Siam, there were many ancient customs that his Majesty had to keep up. One was keeping up his voice higher than any of his subjects! In



ancient Siam the strength of one's voice was graded according to rank. The higher the degree, the louder the voice. Auctioneers and showmen would soon have become dictators in the country of the White Elephant.

At a party given in his honour, during a visit to England, the wine butler approached him, asking "Sherry or Port, your Majesty?" The King's response at the top of a powerful voice "P O R T !" made the poor waiter drop his bottles, and he was frightened and trembling for the rest of the event.

W. WARD.

Cleaning and Repairing Stamps

Continued from page 7

An expert has told the writer that such composite stamps can be placed in a small pan of water and boiled up, where upon usually, but not invariably, they break up. If the stamp, after all, is genuine, such treatment cannot do it much good. A Hobson's choice!

A more certain test is the ultra-violet ray quartz lamp, which shows up additions in a vivid manner, as well as cancellations, which have been removed chemically. Certain repairs can often be seen by strong daylight, if the stamp is held at a slant to the light. Different surfaces reflect in different ways, and this test sometimes betrays a composite surface. Many stamps are tinted over in places, but the tint is shown up by the difference in reflecting quality.

Some stamps have been thinned by careless removal from the envelope. Fakers fill up these thinnings with a marvellously thin layer of paper pulp, which when hardened is very difficult to detect. Sometimes, by examining the back of a stamp, rather whiter patches may be found, and if these are slightly thicker than the rest of the paper, there is cause for suspicion. As a conclusive test, a few drops of rectified benzine can be dropped on the back. It takes longer to permeate the thicker portion.

It is inevitable that a stamp subjected to much cleaning will lose its sharpness of printing, and tend to become slightly blurred, with a faint difference in colour. If a line-engraved stamp looks very smooth and glossy when held up to the light, there is a chance that it has been pressed—probably after cleaning. You

will find, on most stamps, that if a drop of water is allowed to fall on the face, it remains a drop for a few seconds. With a repaired stamp, it soaks in almost at once.

The difficulty with cleaning is to know when to stop. It is legitimate, we may agree, to remove a greasy finger-mark, but fraudulent to fill in a thinned patch on the back of a stamp. Where is the precise dividing line? I would say that it is permissible to remove from the stamp any dirt, grease or slight crease occasioned through mishandling. It is legitimate to bring back chemically the same pigment that was originally in the stamp. It is not permissible to alter the actual structure of the stamp, i.e. by tampering with the paper (replacing missing corners, etc.). In other words, you may *clean*, but not *repair*.

British Varieties Worth Finding

Continued from page 8

penny exist perforated 14 all round, and are very rare in that condition. The stamps of this issue as well as those of 1912 may be found without a cross on the crown, and are desirable specimens. These errors are, however, much more fre-

quently met with than might be assumed from the catalogue prices.

The 1912-22 series contains two errors of lettering, QNE on the penny, and PENCN on the penny halfpenny. Both these are worthy of a search.

The most recent variety to occur on a British stamp consists of a white colon between 12 and MAY on the Coronation

issue. This is to be found on stamp No. 55 in sheets printed from Cylinder 7, but the error was soon discovered and the sheets withdrawn. Although this stamp may never be given catalogue status it should prove to be a good item, and collectors are advised to search through their duplicates while the Coronation stamps are still common.



The "colon" variety

History on Hawaiian Stamps

L. N. and M. Williams

THE stamps of Hawaii have always been popular with collectors in America, in recent years some of the popularity has extended to Europe.

Although the "classic" stamps are beyond the reach of any but the wealthiest collectors, the philatelist of modest means can make a fine representative collection of the later issues without placing too much strain on his resources.

These later stamps bear portraits of many people prominent in Hawaiian history; a history, both romantic and varied, which is first traceable through the album on the twenty-five cents of 1883 and the five cents of 1894, both of which show the bronze statue of Kamehameha I, erected outside the Government Building at Honolulu.



Kamehameha I

Kamehameha I was the first ruler to be King of most islands in the Hawaiian group. In 1782 he succeeded to the throne of Hawaii on the death of his uncle. Long before his accession he was filled with the ambition to

become ruler of all the islands. His life spans the transition from old to new Hawaii, its beginning resting in an ancient era, its close in the modern age.

Little is known about his early years, but the legends hold that he was born on a stormy night in the winter, probably of 1737. Soon after birth he was taken from his mother and kept in seclusion for five years; later he was placed under the tutelage of the greatest warrior in all Hawaii. So apt a pupil did he prove that by his skill and courage during a battle in 1775, he averted catastrophe and saved the life of his teacher.

When Captain Cook visited the islands a few years later, one of his followers recorded that Kamehameha possessed "the most savage face he had ever beheld."

This visit of Captain Cook no doubt stimulated Kamehameha's ambition to become ruler of all the Hawaiian islands. Immediately on his accession he threw himself into a series of bloody wars.

In 1790, an eruption of Mount Kilauea occurred, killing about a third of his enemy's soldiers; this was taken by many of the natives to be a sign that Kamehameha was receiving divine aid.

Slowly his ascendancy grew, and he finally succeeded in gaining supremacy

over the entire group of islands with the exception of Kauai. Much of his success was due to his equipping himself with fire-arms and a large war fleet.

His conquests over, Kamehameha set about the task of improving the social conditions of the natives, and many beneficial laws were passed. He also forwarded a request to England that missionaries be sent to Hawaii to instruct the islanders in Christianity, and he played a great part in the suppression of human sacrifice.

He died on 8th May, 1819, and his body was taken by a priest to a cave, the location of which was never discovered. Subsequently he became known as Kamehameha the Great.

Kekuanoa, who is portrayed on the 18 cents of 1871, married a daughter of Kamehameha the Great. He became Governor of Oahu and a judge of the courts. During the minority of Kamehameha III, Kekuanoa for all practical purposes, was the ruler of the country. In later years two of his sons became kings of Hawaii as Kamehameha IV and V. Kekuanoa lived to a ripe old age, and died in 1868. He age is well portrayed by the stamp.

Kamehameha II does not appear in the album, and, philatelically, the next king of Hawaii was Kamehameha III, younger son of Kamehameha the Great. He can be seen on the five and thirteen cents of 1853. He was only twelve years old when he was proclaimed King, on 6th June, 1825. His brother, Kamehameha II, had died of measles while on a visit to England the previous year.

For the first seven years of Kamehameha III's reign the country was ruled by a regent, but when the regent died, the country lost much of the progress it had made under Kamehameha I. All the laws were abrogated except those against murder, theft and rioting. However, in 1833, the young king announced his intention of taking the government into his own hands, and within two years order was restored. A few years later he promulgated a formal constitution, based on the model of that of England.

As explained elsewhere in this issue, in 1851 the Government placed control of the newly constituted post office in the hands of H. M. Whitney, in consequence of which the first Hawaiian postage stamps were issued.

It was during this reign, too, that the first mission was set up in Hawaii, as a result many of the islanders adopted Christianity.

Despite the progress which was made in these directions and others, trouble arose about 1840, and some French naval officers who visited the islands made unjust demands of the Hawaiians, the demands including a guarantee of twenty thousand dollars good conduct money. Although these demands were met, the French were still dissatisfied and several incidents of a warlike nature occurred, until in 1851, a secret proclamation placed the islands under the protection of the United States of America.

In 1853, an epidemic of smallpox broke out and thousands of people died. On 15th December of the following year Kamehameha III died, and his adopted son, Alexander Liholiho, was proclaimed King under the title of Kamehameha IV.

This king was twenty-one years old at the time of his accession. He appears on the two cents stamps of 1862 and 1864. He was one of the first members of the Royal School established by the King and chiefs, and was particularly interested in English constitutional history.

Eighteen months after his accession he married Emma Rooke, the adopted daughter of a doctor on the island. She is to be seen on the one dollar stamp of 1883-6, and was noted particularly for the establishment of the Queen's Hospital.

Her husband had only a short reign. He died on 30th November, 1863, having named his brother, Lot, as his successor.

Like his younger brother, Kamehameha V was very well educated and widely travelled. He has been referred to as the last great chief of the old type. He was great in more senses than one—he weighed



Kamehameha V



Princess Kamamalu

over thirty stone. His portrait appears on the five cents of the 1866 issue, and the six cents of 1871.

He was very strong minded, and evolved a new constitution, but his reign was marked by bitter political strife. In 1866, the King was saddened by the death of his sister, Princess Victoria Kamamalu, who can be seen on the one cent of 1871. She had attended the Royal School, and for several years had held the position of premier.

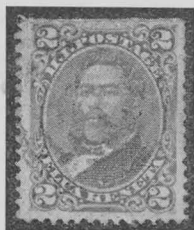
Kamehameha V died suddenly on 11th December, 1872, while preparations were being made to celebrate his birthday.

With the death of the King the throne of Hawaii became vacant, Kamehameha V having no direct heir. It was therefore necessary for the people to choose a new King, and the candidates were finally reduced to two, Lunalilo, who is portrayed on the fifty cents of 1883-6, and Kalakaua, who is shown on the two cents of 1875 and the ten cents of 1882.

The ballot was in favour of Lunalilo, who was elected King in January, 1873. Although he reigned for only a year he was very popular, but during the early part of September there was a mutiny among the Household troops which was rapidly quelled by the personal influence of the King.

Lunalilo died a year and twenty-five days after his accession. Again an election was held to determine who was to rule Hawaii, the candidates being Kalakaua and Queen Emma, who has already been mentioned.

Kalakaua was elected, taking the oath of office as King on 13th February, 1874. In order to prevent the possibility of the throne's again becoming vacant, Kalakaua immediately proclaimed and appointed as



King Kalakaua



his heir his younger brother, Leleiohoku, who is to be seen on the twelve cents of 1875.

During the first years of his reign, Kalakaua ruled fairly well, and succeeded in making a treaty with the United States of America which was beneficial to the islands.

In 1877 Leleiohoku died, and Princess Liliuokalani was nominated as Kalakaua's successor. The Princess is to be seen on the two cents of 1890. The death of his brother seems to have had an adverse effect on Kalakaua, for he tended to become despotic and attempted to return to heathen customs, accompanied by extravagance and corruption.

By 1887 the country had become so outraged that a peaceful revolution was organised to compel the King to grant a new constitution. The new constitution was granted, but between 1887 and 1895 there was scarcely a year in which there was not a revolutionary uprising or an attempted revolt.

Kalakaua married Queen Kapiolani,



Queen Liliuokalani



Queen Kapiolani

who is portrayed on the fifteen cents of 1882. She and Liliuokalani were in England attending Queen Victoria's Golden Jubilee at the time of the revolution of 1887.

In November, 1890, Kalakaua, who did not enjoy robust health, went to California for a rest, and Princess Liliuokalani acted as regent in his absence. The King died in San Francisco in January of the following year, and Liliuokalani succeeded to the throne at the age of fifty.

She chafed at the restraint of the constitution, but no serious conflict occurred until January, 1893, when she dismissed the Legislature. This action alarmed the people of Hawaii and they called several mass meetings. On 17th January a committee took possession of the Government Building without opposition, and read a proclamation which put an end to the monarchy and which established a provisional government "to exist until terms of union with the United States of America have been negotiated and agreed upon."

This provisional government has left its mark in the album in the overprints: PROVISIONAL GOVT. 1893. The head of the government was Judge Sanford B. Dole, who can be seen on the twenty-five cents, 1893.



Provisional Government

In May of the following year a convention met, and proclaimed the Republic of Hawaii on the morning of 4th July. Judge Dole was elected first President, and the government was recognised by all the leading nations of the world. However, it was not until some time afterwards that Liliuokalani, who had been captured after a royalist uprising, abdicated and renounced all her claims to the throne of Hawaii.

On 12th August, 1898, there was a transfer of sovereignty from the Republic of Hawaii to the United States of America, since when no separate stamps have been issued by the islands.

History of the Stamp Trade—3.

H. R. HARMER

MANY boys who collect stamps during their school-days seem to "grow out" of the hobby when they take up business. H. R. Harmer reversed the procedure; he "grew out" of business when he took up the hobby. He started collecting at the age of ten, and was dealing in stamps before he had left school. Then, in 1892, he forsook his other occupation and adopted stamps as his sole business.

One of the best ideas he ever had, and upon which he used to act before the War, was to travel on the Continent for four or five months of the year and buy up fine old British Colonials, which he would sell in London. Alternatively, he bought classic Europeans and old German States in London for sale on the Continent. In this way he got the most out of the two markets.

"During the pre-war years," said Mr. Harmer, "I often used to meet Ferrari and most of the other prominent European collectors of that period, in fact I used to try and contact Ferrari at the hotels in which he used to stay at various towns on the Continent. If I had the bad luck not to meet him anywhere it used to mean that that trip was not nearly so successful financially."

Mr. Harmer was connected with stamp auctions in London at the early part of this century, and was the principal of Martin, Ray & Co. After the War he opened up as auctioneer at 6, 7 and 8, Old Bond Street, but in 1932 expansion of business obliged him to remove to larger premises at 131/134, New Bond Street.

The most important property yet handled by the firm of H. R. Harmer was the "Hind" collection, which realised nearly £200,000. It was the second largest collection ever formed, and contained practically every important rarity. One day's sale totalled £33,000, a world's record for stamps. Another famous collection disposed of by the firm was that of Baron Caroly, while the "Mayfair find" was also dispersed under the hammer of H. R. Harmer.

When Mr. Harmer decides to retire he will be happy in the knowledge that his two sons are ready to carry on the traditions of the Bond Street firm. One of the sons has already had fifteen years' experience.

L. N. & M. W.

Hawaii's Stamps Tell History

By Dr. and Mrs. Charles C. Gill

EARTHQUAKES, gigantic upheavals, and volcanic activity on the ocean floor in ages past, have brought us the verdant islands dotting the surface of the vast Pacific Ocean. Plant and animal life came to them, followed by venturesome and wandering men. From the populated islands below the equator, bands of men and women sailed in small out-rigger canoes, many to be lost, but a few to find new lands, where they settled. Perhaps at about the time of King Arthur and his Knights of the Round Table, the legendary Polynesian explorers arrived in Hawaii. In neither case are we able to fix the unimportant date. We do not know how these brown-skinned natives from "down under" found this group, barely in the edge of the tropics on the north. But find them they did, colonized, settled them and carried on life in their accustomed manner.

Our small globe shows a dot or two in the Pacific Ocean called Hawaii, and to many people that signifies their entire importance. However, this is not the case, either for the sake of keeping our geography correct or for realizing their history and importance to the United States. Bringing our magnifying glass closer to the map we see a group of islands that extend for about 1,400 miles across the ocean, with Honolulu about the same distance from San Francisco as is Midway from Tokyo or Guam. Most of the islands are in the southeastern portion of the group, in a zone four hundred miles long, extending from the large island of Hawaii on the south to Kauai on the north. Honolulu has the only large harbor, on the more centrally located island of Oahu. Many times we have driven along the shores around Diamond Head and looked across the channel to the ghostly outlines of Molokai and Maui. Never did we catch a view of those towering craters of Mauna Kea and Mauna Loa, nearly 14,000 feet high, 160 miles away on the large southern island. The base of these two craters is on the ocean floor, 18,000 feet below the water's surface, making them the two tallest of earth's peaks, nearly 32,000 feet in total height above surrounding country.

Different friends took us around Honolulu, showing the beauties ordinarily pointed out to newcomers. We learned that the lantana, which covered many hill-sides, and occasionally brushed the side of the car as we drove along, had been brought in years before. Cactus, that had invaded thousands of acres, was likewise introduced, and cane had come from islands of the East Indies and India. Even the coconut is credited to the early roving Polynesians. We found that this and that variety of flower, tree or shrub had been sent from various corners of the earth to this cross-roads of the Pacific. It seemed as though nearly everything had been taken there by the white or brown man, and

we wondered if there had been anything besides grass and a few small plants before humans came to these shores. Undoubtedly migratory birds brought seeds and gave them some variation in flora, for it is not too far away for birds from the mainland. Each year the plovers arrive in the fall, from Alaska, making a non-stop flight of 2,400 miles in about 24 hours. In Hawaii they winter and feed, then in the spring suddenly arise from all the islands, circle and head north much faster than our streamlined express trains. In Alaska they find their places of nesting, the young are hatched, fed and raised. The new members have to learn to fly for the return trip with parents in the fall. How this started originally we do not know, but it has been going on for ages.

Many standard books tell of ancient Hawaiian customs in great detail, so we shall mention only a very few. There were three social strata of human life, the common people, the priests and the rulers, kings and chiefs. A feudal system was followed in which the ruler of an island or section sub-let his lands to a group of people, for a consideration. The sub-chief in turn divided it among the ordinary folk who worked and paid the bill. Curiously enough, women rulers had more power than men, they ranked higher in state affairs, and through them passed the heritage of rank. Marriage was most casual, very informal, and no questions were asked as to paternity of offspring. They had no alphabet, no written language or literature. There was a wealth of legends and of tabus, the things they were supposed to avoid doing.

So often we have heard these natives called peaceful, simple and childlike, and no doubt they were at times. But people who offer human sacrifice in their religious worship can hardly be classed in this manner. They were frequently at war with neighbors on their own or nearby islands. When King Kamehameha I took control of the island of Oahu, he drove the defenders up Nuuanu Valley to the crest. The crest falls away in a great cliff to the inside of the ancient volcanic crater, miles across. This Nuuanu Pali (cliff), drops hundreds of feet, and the defenders were either slain in combat or thrown over the edge of the precipice. Warfare there was just as deadly as anywhere else, anything but peaceful, simple or childlike. Even in the past few years, skeletons were uncovered at the foot of the Pali, remnants of Kamehameha's enemies.

Now we spin our globe and it stops at another place, the Mediterranean world. We turn time back to the 15th century. This was the intellectual center of the Christian world, hidebound and terrible in its mental narrowness. It was fatal for a painter to make the mistake of showing Eve with a navel, for the Bible said she had been created from the rib of Adam, which

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The Editor's Viewpoint

ONE ought to choose his manner of diversion as carefully as his employment. Surely one's avocation ought to be just as rational as his vocation. Success is made up of small things, and one of the most important of them is how you use your spare hours. It is the edge and fringe of your day that prepares you for the next day's toil—control it with reason and you will be stronger and more able on the morrow. How you play sometimes makes all the difference. Devote a certain time each day to loitering, resting and letting go, but—make sure it is gainful loitering and resting that you choose. We can learn to enjoy certain kinds of amusement that does not at first appeal to us; and we can get over liking other kinds that seem imperative for our enjoyment at first. Man is prone not to believe this, and thus fritter away his hours in ungainful recreation. But, the really wise individual sees his mistake and reforms his mode of recreation before it has gone too far in the wrong direction. We should learn to enjoy those forms of mental recreation that serve to give tone to the mind, leaving it keen and fit. Novels are good in their place (providing they are the two per cent worth read-

ing), but it is possible to steep one's mind in them so assiduously by devouring one right after the other that one is liable to become an intellectual sot. With a modicum of will-power and the right amount of patience anyone can create a taste for study. Study stamps, coins, old china, period furniture, old pewter, flowers, trees, insects, music, economics, psychology, history, mechanics—anything worthwhile. They will all help to make you forceful. Many people are content never to know anything. As such persons grow old their brain becomes nigh as useless as were it a pebble in a box. "Strong characters" know the value of unemployed moments. Those who are not strong in character allow the unemployed moments to weaken their will and sap their soul until it dissolves and disintegrates. Use your spare moments, whether it be with stamp collecting, coins or old china, in actual study and, when the crisis comes, you will find that you have fortified yourself with a something that will line up behind you like a phalanx of conquering soldiers.

—AL BURNS

avoided the necessity of an umbilical cord. To such a luckless individual came speedy excommunication from the church, disgrace for himself and family, no protection of the law, and sometimes even the death penalty was administered. It was equally serious to advance new ideas of natural fact, and scholars who decided the world was round met such fates. But the idea of a spherical world persisted and was broadcast for debate and discussion in temple and tavern. Among those favoring it was one Cristoforo Colombo, or Cristoval Colon, as the Spanish knew him. A trip for westward exploration was financed by King Ferdinand and Queen Isabella of Spain, as they wanted the gold and jewels that came from the East, for their court was becoming very important in Europe. Fine silks and satins were envied by nobles and courtesans. Temporal power and increase in the domain of the church were desired. Perhaps greatest of all reasons backing the venture was the need of spices. There was no refrigeration, no method of preserving perishable food from spoilage. Something had to be done to improve the palatability of food partly decomposed. At this time the Turks had closed the caravan routes to India, so only the sea was left, and there were no waterways known. When volunteer crews of free men could not be found to sail the ships, prisoners filled the vacancies, ordered by royal decree, with freedom as a reward if the venture was successful.

Between 1492 and 1504, Columbus made four voyages to the New World, not knowing that India and China were still months beyond. Then in 1513, Balboa made a momentous discovery, a great ocean on the other side of the Isthmus of Panama. Gold was found in Central America in small amounts, and both the yellow metal and jewels in the form of pearls were sent back to Spain as early as 1514. Pizarro's expeditions of 1533 brought back vast stores of Inca gold, so in some respects this seemed to have the wealth of the Orient. Magellan had been in India as early as 1505, via the Cape of Good Hope. For Spain he tried an expedition to the Spice Islands, around South America, sailing through the Straits of Magellan in November, 1520, then on ninety days more to the Ladrões (Guam). In March, 1521, the ships arrived in the Philippines, where he was killed in a fight with the natives. The expedition returned by way of Cape of Good Hope, bringing to Spain knowledge of a circumnavigation of the globe, spice islands and India, as well as the extreme southern part of the New World.

Panama City was started in 1519, a port on the Pacific side of the Isthmus, at the western terminus of the portage from Colon. Ships came around the Horn, while others were dismantled at Colon, carried overland and re-assembled for exploration of the Pacific Ocean. The California coast was discovered by Juan Cabrillo in 1542 and Sir Francis Drake in 1579 repaired his ships in Drakes Bay, a few miles north of San Francisco. It is most amazing that in twenty years' time after Columbus made his first trip to America, there should have been dozens of other expeditions, the Pacific discovered, a port established and further exploration started on the Western Slope of the Americas. Then with the knowledge brought by Magellan's trip in 1521, spice islands were known to exist far to the west, so many others sailed toward the setting sun.

Hawaii is supposed to have been seen by white people in the first thirty or forty years after Panama City was founded, perhaps by a Spanish ship wrecked on its shores. Juan Gaetano, in 1555, on his second voyage in the Pacific, is alleged to be the true discoverer of the land, and from Carpenter comes the remark, "discovered a group, which, on an ancient Spanish manuscript chart preserved at Madrid, is laid down at a point near that where modern geographers place the Hawaiian Islands on their maps." Spain had spice ships, during the two hundred years prior to

Captain Cook, that made regular trips, year after year, passing from the Philippines to Panama. On the eastward trip they traveled in the prevailing winds south of the equator, and returned up the coast of Mexico, then westward in the prevailing trade winds, only a few degrees south of Hawaii. It is not at all surprising that Hawaii should have been found by the Spanish, and in fact, we might wonder why it took two centuries before they became better known. But be that as it may, Captain James Cook is credited with placing Hawaii on the maps and in the minds of the English speaking people. The Earl of Sandwich financed the expedition and in honor of him the islands were named the Sandwich Islands. The term is now obsolete. The Earl still has his name recalled in the Sandwich Group of islands belonging to the Falkland Islands, due east of Cape Horn. This was an area explored by the same Captain Cook a few years prior to the trip to Hawaii.

Captain Cook saw the Hawaiian Islands for the first time on January 18, 1778. In the next few years several English ships arrived, while the first from France was in 1786 and from the United States in 1789. An American settlement was made on Kauai in 1791, men who hunted sandalwood for the trade with China. Captain George Vancouver made several trips, bringing them mainland plants, cattle and sheep. He declared the islands to be a protectorate under England, in 1794,

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but this was never ratified at home. Russia tried to colonize in 1809, built two fortresses in Honolulu and Wai-
mea, and hoisted its flag, but negotiations were never completed.

An expedition started from Boston in 1787, in the "Columbia" and the "Lady Washington," sailed up the Pacific Coast and gave the Columbia River its name, then on to Hawaii. Their return in 1790 was of great interest. Governor John Hancock welcomed them. The sandalwood trade quickly became important, but such inroads were made that trees could no longer be found, the death knell of that venture. Before long the importance of the islands was realized as a stop-over on the long trips of whalers to the Alaskan waters. Early in the 1800's whaling became of prime importance, to reach its zenith by 1860, then to decline rapidly on account of scarcity of whales, plus the rise of the petroleum industry and the forced substitution of steel for whalebone corset stays. These whalers were mainly from New England ports, so the Sandwich Islands soon became quite well known to the Yankee households from Long Island to Nova Scotia.

Thus we have introduced the Hawaiian Islands, their location, origin, native population and discovery by the white race. Their history is a most unusual story, a kingdom, monarchy, provisional government and republic, all in four generations. In 1820 no written language or literature existed, but by 1845 they had a written constitution and laws, and in 1885 a court with splendid uniforms, crowns, scepter and other marks of royalty. The stamps issued by these people, before they became part of the United States, tell a good deal of that story.

In the kingdom and monarchy of Hawaii we have as rulers, Kings Kamehameha I, II, III, IV, V, King William Lunalilo, King David Kalakaua and Queen Liliuokalani. The provisional government and republic were under President Sanford Ballard Dole, from 1893 to August, 1898. The first issue of stamps, in 1851, were the so-called "Missionaries," type set, as was the series of 1859, the "Numerals." The 1853 set was engraved, the 1861 lithographed, while those printed from 1869 on were engravings, in sheets of 50, from flat plate printing presses, with no straight edges. The American Bank Note Company held the contract for years.

(To be continued.)

Please tell the advertiser you saw it
in W. P. G.

Philatelic Gossip

FROM HERE
AND THERE

WHEN Norman Albright of Coffeyville, Kansas paid us one of his regular periodical visits the other day he brought along his strip of the double paper variety of the Baseball commemorative stamp that he purchased over the counter, soon after the stamp was issued. It presents a perfect case of where a sheet was joined together before printing, and has a double thickness of paper covering two full stamps and portions of two others, and is in post office mint state.

- According to the *International Stamp Review*, that attempt from California to have the U. S. issue a semi-postal stamp to raise funds to fight social diseases was not sponsored by the club whose name was signed to it, neither was it with the recognizance of the American Philatelic Society of which this club is a chapter. It seems, according to the *Review*, that the letter to stamp publications was the brain-child of a former U. S. representative, and said publication says, "We knew the original had the smell of politics."

- No philatelic handling from New York will be given to the first Canadian Trans-Atlantic flight, which was scheduled to leave New York for Southampton, August 9. There was philatelic handling from Montreal, Canada and Botwood, Newfoundland, as explained in our issue of July 29.

- We'll all have to agree that issuing a commemorative stamp once a week is just too much. That's what France is doing these days, and she is also giving us a surfeit of them from her colonies. We suppose France does need the money, but she is likely to dry up the fount that keeps the water flowing if she keeps up the deluge.

- The United States, too, is piling up a bad reputation for issuing too many commemoratives these days, and with the forthcoming Authors, Poets, Artists, Educators, Inventors, Composers and Scientists set of 35 to come (probably in 1940) we will be definitely in the "dog house," for years to come, outside the U. S. The only saving grace, for the U. S., is that we issue most of our commemoratives in low denominations, while some of the other countries think nothing of running them up into the dollars in face value

(one thing to remember in this connection is that it doesn't cost any more to print a dollar stamp than it does a one cent one—and some of these countries have a habit of demonetizing their stamps after a few months)

- Walter M. Gray warns that counterfeit B-11 Bureau Prints are appearing on the West Coast. Those seen are Chicago 125; Evanston 122, 123; Springfield 121a (error), and Park Ridge 121.

- More unauthorized first day (June 12, 1939) covers of the Baseball commemorative stamp appear: Ken Tallmadge says he bought an entire sheet at Flint, Michigan at noon of the 12th and mailed several of them on cover, while James T. DeVoss says he has first day covers from both Belle Plaine and Williamsburg, Iowa, and that a friend of his has them from Toledo and Tama, Iowa. That makes eleven towns reported to date.

- M. F. Partridge suggests that first day sales of the "Heroes of Peace" series be held in their respective birthplaces, not in Washington. He says that a string of first day covers, all mailed from one city, can become quite monotonous. He says, "Let's have variety in postmarks as well as in stamps."

- We are indebted to Allen H. Seed, Jr., for a tear sheet from the July issue of the *N. A. C. Gopher*, official magazine of the Minneapolis Athletic Club, with an article, "Stamp Collecting is What You Make It," by Thornton Darwin. The article is very well written and should help to make converts to stamp collecting.

- One of our readers says, "I was a subscriber to both the *American Stamp Journal* and *Gossip*. Now that you have taken over the first named publication and incorporated it with *Gossip*, what do I stand to gain by the transaction?" We are glad to answer that question, L. S., both for your information and that of several hundred others: Your subscription to *Gossip* will be extended according to the amount you still had invested in a subscription to the *American Stamp Journal*, and it is also a pleasure to inform you that our questionnaire to readers has revealed some things that *Gossip* needs, and these will be put in this fall and winter, and we are sure you will find your *Gossip* much improved over past issues.

THE Washington Post, Washington, D. C., for Sunday, July 16, 1939, had three rotogravure pages devoted to a pictorial history of the U. S. mail.

Written especially for Weekly Philatelic Gossip

Hawaii's Stamps Tell History

(Continued from page 594)

KAMEHAMEHA I
17—1819

KAMEHAMEHA I was the Hawaiian king who united all of the islands under one ruler. We have very few pictures or portraits of him. Years ago a statue was erected in his honor, using as the model a native who was supposed to resemble the king. This statue, in front of the Palace of Legislature, is shown on stamps Nos. 47, 76 and 82. Number 47 was printed in 1883, with a total of 50,000 copies.

In 1782 there were four kingdoms among these island people, one of which was ruled by Kamehameha I. Through trade with white sea captains and by plundering wrecked ships, a supply of pistols, rifles, two small cannon and considerable iron were obtained. These gave his troops a great advantage in equipment over other armies. Formal training was given by white men on military tactics. Their well trained and equipped soldiers conquered all of their neighbors and by 1795 all the islands except Kauai and Niihau had bowed to this military leader. The last two islands joined his by cession in 1810.

In the twenty-year period from 1790 to 1810, many ships stopped on these shores, mainly American, English and French vessels. In 1792, Captain George Vancouver told Kamehameha about Christianity, and on his other trips to the Sandwich Islands brought many plants, including orange trees and grapes, and domestic animals, sheep and cattle. Russia attempted a permanent settlement, as mentioned before,



Kamehameha I

in 1809. They made a second attempt in 1815-16, and were driven out again. Spanish pirates tried an invasion in 1818, but were likewise defeated. Although many of these contacts with white men were bad, there were many good ones, enough so that the king requested missionaries and teachers be sent to enlighten his people. This was a dream he failed to realize.

Kamehameha I is regarded as the George Washington of Hawaii. He united the islands, through military

By Dr. and Mrs. Charles C. Gill

conquest, into one group, with a central place of government and close supervision of all outlying stations. He was responsible for many changes that bettered the lives and living conditions of his people. Human sacrifices were stopped in 1807. Many pernicious tabus were discontinued, even though it almost caused revolution. Oppressions of many kinds were prohibited, so that life and property became more certain. White men were placed as advisors and with their help he organized to fight crime, for many bad situations arose when ships' crews came ashore drunk. New illnesses were introduced, some of them highly communicable and very deadly, such as tuberculosis, smallpox and measles. The king, though, with his military conquests completed, devoted his time and energy to things of benefit for his subjects. The bulk of income was from the sale of sandalwood and from the pearl fisheries.

The king's wife of highest rank was Queen Keopuolani, a queen in her own right, and mother of Kings Kamehameha II and III. She was converted to Christianity in 1823. The favorite wife of the king was Queen Kaahumanu, appointed as premier and regent of Prince Liholiho until such time as he should become Kamehameha II. Kaahumanu was converted to Christianity in 1825, and served as regent until her death in 1832. These two women carried on the fight against ancient tabus and aided the missionaries. Kamehameha died on May 8, 1819, at the age of 82. He laid the foundations so well that his nation remained united.

King Kamehameha II is not shown on any Hawaiian stamp. His rule was rather short, lasting five years. The king and queen took a trip to Europe and while visiting in England during July, 1824, contracted a fatal infection of measles. Their bodies were brought back on an English ship. Kaahumanu, the regent-premier, had power equal to that of the king.

KAMEHAMEHA III
1824-1854

King Kamehameha III, born in 1813, ruled from 1824 to the time of his death on December 15, 1854. He is shown on several of their stamps, Nos. 5, 6, and 7, of the 1854 issue. These stamps followed the "Missionaries." They were engravings, print-

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ed in Boston, with several printings on different kinds of paper. The design of the 13c was made first.

The reign of this king is one of the most unusual of any king of any place or age, for a similar period. There were more profound changes for his peoples during these three decades than have ever occurred to any other free people in a like span. Religion, arts and sciences, politics, education and every day living were most radically affected. Thirty years was the longest rule of any Hawaiian monarch over all the islands. The youth who became king at eleven years, was under the guidance of Queen Kaahumanu, until her death in 1832. Then came Kinau, who filled the position of premier. She was a daughter of King Kamehameha I and mother of Kamehameha IV and V. Death came to her in 1839. Kekauluohi, mother of King Lunalilo, was premier for the next six years, until her death in 1845.

The first missionaries, seventeen in the group, including three Hawaiians who had been educated in New England, arrived in March, 1820, five months out of Boston via Cape Horn. The three Hawaiians had been brought back by an American vessel in 1809. They were joined by other bands of serious-minded Christian men and women, who among their number had preachers, teachers, doctors, printers, carpenters and people versed in other professions. They represented what the first king had desired of the first white visitors. The sounds of the native tongue were reduced to the English alphabet and a written language organized. Schools were established on the large islands, and to them went many chiefs and their children, people who later became kings, governors and important officials of the realm. Christianity was readily accepted by them and before the 1820's passed, nearly all important natives had accepted the new teachings.

Among educational institutions west of the Mississippi, the Hawaiian schools are very old. A high school on the island of Maui celebrated its centennial about 1932. Their schools assumed such an importance that after the gold rush of '49, many Californians sent their children to the islands for formal education of the New England variety. The printing press brought by the first missionaries was used for making spelling and grammar books. The New Testament was translated in 1832, the Old Testament in 1839. Newspapers were

started, one of which is still in existence after 95 years of publication.

Hawaii began to develop into an international prize, desired by England, France and the United States. The first treaty of any kind was a friendship treaty with America, negotiated in 1826. Another was made in 1829 by Captain Jones. Jesuits came in 1826, but were not harmoniously received, as the Protestant missionaries regarded the field as their own, by priority, and of such size as not to warrant too many outsiders. But they cooperated to the extent of loaning their newly made books, so that the newcomers might learn the language and customs. The natives strongly resented the Jesuits and growing opposition culminated in a decree of banishment in 1831. Mission San Gabriel in California became their refuge. Formal opposition was withdrawn in 1839 when they were threatened by the French frigate "Artemise." This was not the first treaty forced on them, for three years before, England had induced the signing of a friendship treaty with the guns of the ship "Actoon" trained on the city.

The Hawaiian declaration of rights was published in 1839, their Magna Carta. The first constitution was adopted in 1840, twenty years after the landing of the missionaries and the first compilation of laws was in 1842. Old feudal laws were changed in 1845 and a new constitution made in 1852.

The United States was the first to recognize Hawaiian independence, in 1842, followed the next year by England and France. Many commanders of warships regarded themselves as diplomats of great capacity, representing an imperialism that could not be resisted. Lord Paulet imagined that British subjects had been mistreated, and by threat of immediate attack on Honolulu, forced cession of Hawaii to England. The British flag was raised over the city. Communication from Hawaii to Washington, London and Paris was, at its best, many weeks, often months. Letters had to go around the Horn, or at times across Panama. The king sent letters of complaint to Secretary of State Daniel Webster and to President Tyler, asking for their intercession with the court of England. In view of a recent assurance by England to the United States, that they would respect Hawaiian independence, the Paulet seizure was embarrassing, and entirely disavowed, as soon as Queen Victoria made sure that the King of France also agreed to respect the entire independence of these small Pacific islands. The attitude of France became openly hostile in 1849,

at which time they landed troops and took temporary possession of government buildings in Honolulu. Another episode took place in 1851, with French ships threatening to bombard the city. King Kamehameha III went so far as to place in the hands of the United States Commissioner, a document asking for protection of the United States, and was prepared to raise the American flag in event the threatened attack started. Again an appeal was made to Washington, and when Secretary Webster communicated in no uncertain terms, France immediately backed down and withdrew. The United States had helped Hawaii again. These actions brought a desire on the part of the Hawaiians for a closer political union. The American republic now had vital interests on the Pacific Coast, with California and the Oregon Territory, which made them realize the value of close contact with Hawaii.

Early in the year 1854, during the administration of President Pierce, the attention of Congress was called to the Hawaiian situation and the question of a protectorate raised. The king had decided on American annexation, and, even though subjected to veiled threats by English and French warships, continued negotiations. Illness and death came after a short time, in December, 1854, before the treaty was completed.

Shortly after the first white settlers came, it was discovered that sugar cane grew well in the islands, and by 1853 nearly three thousand acres were under cultivation. But more about sugar later. The whaling industry reached its peak in 1854, with hundreds of ships in the Alaskan waters, most of them American. There were more hunters than the supply justified and in a very few years the number of ships fell to a quarter of what it had been. The scarcity of whales resulted in the forced change to steel instead of whalebone, while petroleum quickly took the place of whale oil in many of its uses.

Missionary people came to devote their lives to unselfish service, without the expectation of great financial or temporal rewards. The Hawaiian rulers quickly noted the difference between these people and the traders. It was only natural that when advisors were sought, these men and women should be chosen. They and their children were often given the rank of chief, and to some extent intermarried. They had an unusually hard fight against outside influences that tended to harm the natives, especially the liquor and drug trade, commercial exploitation and political domination.

(Please turn to page 636)



Kamehameha III



WE LEARN from *Stamps* that Rimma Sklarevski, 226 East University Parkway, Baltimore, Md., is convalescing from a broken neck at the present time. Mr. Sklarevski will be remembered by our readers as the writer of those scholarly articles we published on Russian stamps several years ago, and we trust that he is getting along nicely and will be up and around with us soon.

• Our Office Boy says he sees where they either have bi-colored babies or mothers in France. A recent issue of Evans Brock's column in the *Internatl. Stamp Review* relates that "France presents a child welfare set of two, each showing a mother and child and one of them bi-colored."

• Our Post Office Department has been asked why it did not include Thomas A. Edison in its list of famous Americans to be honored among the inventors. The reply is that Edison was honored by a stamp in 1929, and it was not thought necessary to honor him so soon again.

• We learn that Fred. J. Melville, famous British author and editor of several English stamp magazines is now, out of the hospital and convalescing "somewhere in the country." Mr. Melville has our best wishes for an early recovery.

• Albert W. Draves, one of our most helpful correspondents, is taking a vacation in Dublin, Ireland, at the present time and kindly sends us the current list of stamps handled by the Irish philatelic agency, known as An Ceannasai, P-Ch. B. (Philatelic Section), Dublin. This agency charges face, plus postage and registration, and makes it very plain that you can't get canceled-to-order stamps through its office (as is done in some other countries).

• Our Office Boy says he can't see why these heated discussions pop up ever so often as to what is the difference between a stamp collector and a philatelist. He says he never could get steamed up over being something that is so hard to pronounce, anyway, even if it did mean that he could prove there is a wart under Khristo Boteff's beard on that Bulgarian commemorative issue of 1926, or, that the expression on Empress Elizabeth's

face when she sat for that portrait on the 1913 issue of Russia, is bona-fide evidence that she was wondering if the royal chef would serve caviar for dinner.

• The Czechoslovak Pavilion at the New York World's Fair has a new scheme for making money to keep the pavilion going: it has taken a stamp with Dr. Eduard Benes portrait on it, mounted same on a sheet of Hammermill safety paper and had Dr. Benes to autograph it. We suppose there are plenty to go around, and that the price is sufficient to keep the pavilion open daily.

• Some time ago we related that the known used copies of U. S. No. 594 were mostly with New York postmarks. We now learn that there are several known with west coast postmarks, and it seems that one of our readers, Mr. R. E. Nichols, is the proud possessor of several, for he says he has one canceled at Pasadena, Calif., two postmarked at Washington, D. C., and he says he has "several from New York City." Mr. Nichols is indeed fortunate, and we congratulate him.

• Washington stamps will soon mean either George or Booker T., with pretty good American ratings for each of them.

• A double paper variety of the Golden Gate Exposition 3-cent stamp is reported found in New York City.

• The Chicago Philatelic Society, which announces it is going to have a

"Rajpeepla," October 13-15, says it has the stamp editors "hanging on the ropes" because none of them know what a "Rajpeepla" is. However, Our Office Boy says they don't have him mystified even a "hair-line," because he knows just what it is—he says "A Rajpeepla is just a Rajpeepla, and that's all there is to it."

• We again repeat that, we have some features coming up in *Gossip* this fall and winter that will make it both more readable and valuable as reference. It takes time to prepare such things as we have in mind, but—they are going to be worth the effort, and we know they will please a lot of readers.

• Although suffering from illness that is keeping him incapacitated most of the time, Don F. Nichols is back again with his "Philatelic Ticker" column this week. Don's column has become almost an institution in *Gossip*, because he is the only one who has tried such a column and made it click with the philatelic public. Naturally, there are some who condemn a column devoted to investment in a stamp magazine, but, we are happy to say that for every letter of condemnation, we receive at least twenty of praise, so you can draw your own conclusions as to its popularity. We even had one fellow who subscribed for the first time the other day and wanted to know if he couldn't buy all the past columns written by Mr. Nichols. Well, we supplied him with all we had on hand, which wasn't very many.

FIRST DAY COVERS

WASHINGTON BICENTENNIAL (No. 704-715)

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Set on one cover	\$ 2.50	\$ 3.00	\$15.00	\$ 5.00
Set on 12 covers	2.75	3.25	30.00	7.50
Set in pairs, on 12 covers	5.00	—	—	—
Set in 4's, on 12 covers	10.00	—	—	—
Set of 12 envelopes	5.00	5.00	17.50	5.00
Set of 4 envelopes, small size	1.00	—	—	—
Set of 3 envelopes, medium size	.80	—	—	—
Set of 7 envelopes, small & medium	2.00	—	—	—

LAKE PLACID, N. Y. (No. 716) Jan. 25th, 1932

Single on cover	\$.15	on cover	\$.35
Pair on cover	.20	of 6 on cover	.40
Strip of 3 on cover	.25	of 6 on cover	2.00
		of 9 on cover	.50

We have recently purchased a dealer's entire stock, and for a limited time only we offer these covers at very reasonable prices. Quantities are limited, so order now to avoid disappointment. Remittance must accompany each order. Orders under \$1.00 must include a stamped self-addressed envelope. Unused postage stamps positively not accepted in payment.

Ask for free copy of our Special Price List of surplus stock, United States and foreign at greatly reduced prices. Ready August 21, 1939.

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Conducted by Don F. Nichols

P. O. Box 8, South Haven, Mich.

Mr. Nichols is conducting this column to report and comment on the investment angle of stamp collecting and, in an effort to be of the greatest benefit to a majority, stands ready and willing to answer your inquiries if a stamped, self-addressed envelope is inclosed.

A COLLECTOR called to see us recently and exclaimed he was not sure that stamps were an investment, giving as his reason the point that one could not clip coupons from them. We asked him if he clipped coupons from his education, and it was apparent he did not understand. Therefore, we approached from a slightly different angle and asked if he considered his education as an investment. He replied that he was afraid not. The matter was dropped since we were not quite certain how he meant this. May it be said once again that coupon clipping merely follows as a part of one type of investment, and that it in no way reflects on the status of stamps as such. An unabridged dictionary or elementary economics text will do much to settle definitions and bothersome terminology pertaining to this score. Incidentally, it is interesting to note that it is usually insignificant quandaries of the above nature which seem to keep some operators from having sufficient time to realize worthwhile profits from their investing efforts. It is a fine thing to be a good student of economics and have the ability to point out the closest of distinctions in definitions and theories. Yet, in the market where the pay-off is, one is rewarded according to one's ability to buy and sell right. Operators will use whatever knowledge and experience they find favorable to their purposes, all else is discarded—and many a professor would be surprised at what is discarded. Buyers of stamps carry on in exactly this manner whether it be for the purchase of a single cover or a whole collection of commemorative blocks. They are traders first and scholars second.

* *

A large number of inquiries reach us monthly requesting market information for every conceivable type of stamp. The majority desire selling knowledge, covering sources and prices. It is perhaps regrettable but certainly not strange that such information for more than half of the inquiries simply does not exist. This

fact can be made shockingly clear when one realizes that at least one-third of the stamps being offered for sale on our markets today are not wanted by anybody at any price. It is not difficult to appreciate the jolt received when some of this material is actually described as investment holdings. Another one-third of the stamps reaching our markets are so cheap in quality and common in number that anything smaller than job lot packs make them commercially unprofitable. Opportunities for the seller must be derived through the ownership of stamps in the remaining one-third. It consists broadly of the collectible items from the more common of low cost to the rarities. As we have inferred, less than half of those being offered are in this group and they are absolutely without any market. Neither will there be any market for such holdings in ten or twenty years; it would be far better if the owners would scatter them among the children of the town who would get the only real benefit such stamps will ever have to offer.

* *

Stamps will turn out to be an awfully poor investment if they are never sold. Profits depend on sales, with ultimate success hinging on the degree of turnover maintained. Several times in the past we have mentioned the wisdom of long pull stamp investments. We were rather shocked to learn that some thought such a period might go on indefinitely. It is as bad to hold on too long as not long enough. If it will make it any easier for these particular few, we will set an arbitrary figure of fifteen years as maximum. Frankly, this does not mean a thing, for every case decides its own limits. We do positively know, however, that the average stamp cannot be held over a very long period of time profitably. An examination of price records for our issues previous to 1870 with present day quotations along with comparative computations of the same amounts of money placed then at six per cent and balances now will prove convincing. Stamps are very much like land, both need to be sold to make dealing in them worthwhile.

* *

New Zealand Booklets

UP to November, 1936, stamp booklets of New Zealand had been stapled vertically, but in that month the 1d denomination, prepared from a new plate, was changed over to being stapled in the booklets horizontally, leaving little or no selvage, and making smaller booklets on that account.

Hawaii's Stamps Tell History

(Continued from page 632)

ination. The fight was long, hard and valiant.

France and England had many Pacific possessions and wanted more, so both were eager to get Hawaii, yet were afraid of each other. There was a continual struggle to gain local favor and prestige. The actions of some of the local foreign representatives were certainly far from honorable or chivalrous in this struggle. Both were jealous, especially of the United States, that country which had made each of the others back down several times and restore sovereignty. The sphere of American influence was predominate in local business enterprise as well as social and political activities. Early in his reign he had asked the United States to send political advisers to Hawaii for the purpose of teaching political science. The request was refused, so the need was met by again calling on the missionaries for help.

These native brown-skinned people had recently discarded their religion, had no written language, very few laws, many tabus, and a very primitive industry, government and commerce. In a period of thirty years they adopted Christianity, formed a written language, published laws, overthrew restricting ancient customs, organized commerce, industry, education and local government, and took a position among the nations of the earth. Hawaii went through centuries of change in three decades. This is a progress unparalleled by any other nation.

The subject of special interest to stamp collectors is the issuance of Hawaiian stamps, the first of which were made locally in 1851, the famous type-set "Missionaries." There are only a few of these rare philatelic classics. Prior to this time a cash sum was paid sea captains to carry letters from port to port. The inter-island boats delivered letters and newspapers, letters for 5c and newspapers for 2c. The great bulk of all correspondence was with American residents. Most of the mail to other countries was sent through America, with the customary 13c, plus the additional amount from the United States to the country designated. At that time the letter rate of our country varied with each other country, according to mutual postal treaties. The rate from Hawaii to the United States was 13c, a combination of the local Hawaiian fee of 5c with the additional 8c, a sum presumably fixed by special agreement. This custom prevailed until Hawaii joined the International Postal Union. Postage for letters from

Hawaii to the mainland could be in stamps of either country, since the Postmaster General of the islands sent quarterly settlements through the postmaster of San Francisco. In November, 1852, the 13c stamp was altered, the word "Hawaiian" was removed and the letters "H. I." and "U. S." substituted, indicating a stamp for use between the two countries. It is certainly a most unusual circumstance for a regular issue of stamps to carry the designation that they were for postage between two sovereign nations. There are few, if any, duplications of this situation among the stamps of other countries.

(To be continued.)

The KenMore Katalog Contest

SOME TIME AGO we offered through your publication prizes for the best constructive criticism with suggestions for improving the 1940 catalogue. 308 replies were received, some with as high as 10 typewritten pages of suggestions, and from these letters we were able to tell the pulse of the collectors and set out a definite plan in publishing the catalogue which will be followed from now on. The 10 best letters in the opinion of the judges were as follows:

- 1st prize \$25.00 in cash to M. C. Reynolds, Burlington, Vt.
- 2nd prize \$15.00 in cash to R. H. Peeve, Hamilton, Ont., Can.
- 3rd prize \$10.00 in cash to Roger A. Mathes, Akron, Ohio.

The following received honorable mention by the judges for their fine cooperation:

- Frank A. Berger, Superior, Wis.
- Norman E. Hinkel, Camden, N. J.
- Willis L. Bradley, Salt Point, N. Y.
- Russell D. Rosene, Los Angeles, Calif.
- Burrill A. Porter, Easton, Pa.
- Franklin O. Davis, Yardville, N. J.
- William L. Hannam, Jr., Flushing, N. Y.

Analyzing the 308 letters the judges found that 241 suggested the catalogue be issued in September instead of January 1st.

2nd. 214 suggested that Great Britain be put first in the catalogue.

3rd. 186 asked that all the pictures of the British American stamps be included.

4th. 91 asked that the pictures of all the stamps issued since 1900 be included.

5th. 207 asked for photographs or artists' drawings of all the watermarks.

6th. 291 liked our simplified system of numbering, prefixing all but regular postage stamps.

7th. 301 suggested the name of the colony at the top of each page.

8th. 231 suggested that we specialize Canada and Newfoundland in this year's catalogue.

9th. 91 suggested we specialize Great Britain, but not as elaborately as for the Mother country's use, but suitable for the American trade.

10th. 114 suggested cloth binding at \$1.00. 96 suggested cheaper binding at 50c. The balance suggested no price or particular binding, but asked that the catalogue lay flat at every page.

11th. 183 suggested brief explanations after or before all commemoratives.

12th. 143 asked for a brief description of each colony right after the name.

13th. 171 asked for the type of currency to be listed with an approximate United States equivalent.

14th. 72 asked that we both name and number the cuts using the numbers to tie the stamps and pictures together.

15th. 271 suggested we change the name from Price List to Catalogue.

16th. Of these 204 suggested the spelling Katalog.

Now we decided as follows: To adopt all the first 13 and No. 15 and 16 suggestions, namely as follows:

1st. We will issue the catalogue in September.

2nd. Put Great Britain in the front of the book.

3rd. To include all pictures of the 20 British American Colonies.

4th. And all other stamps issued since 1900 and where we found in many colonies just a few were needed for the 19th century, we added these while we were at it, completing the pictures of a great many colonies.

5th. We decided to add the pictures of the watermarks.

6th. Decided to continue our simplified system of numbering.

7th. Decided to discontinue repeating the heading on each page and in place put the name of the colony.

8th. We will specialize Canada and Newfoundland and—

9th. Great Britain as we think it will suit the American and Canadian collectors.

10th. So as to satisfy both, we will issue the catalogue two ways, both of which will lay flat at every page, first a cloth bound at \$1.00 per copy and with a plastic spiral binding at 50c per copy, prepaid any place in the world.

11th. We will explain with a brief note the commemoratives.

12th. We will briefly tell something about each colony and—

13th. To the best of our ability explain the currency and its nominal United States equivalent.

14th. We will name all cuts, but will leave the numbering until we add all the cuts at which time the composition will have to be reset to tie in the stamp to the numbers.

15th & 16th. We will change the name as was unanimously suggested to the Kenmore Katalog of the Stamps of the British Commonwealth of Nations with Egypt and Iraq, a long name, but truly descriptive, of course, it's enough to say the Kenmore Katalog.—C. BEILMAN, Editor.

GREECE used a special postmark at Olympia, July 20, 1936, to mark the day the Olympic Torch commenced its journey to Berlin, Germany. This postmark has the Olympic five-circle device and suitable wording in Greek characters.

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Waldorf Hotel Exhibit

By ELIZABETH FORMAN.

A stamp exhibition which in several respects is unprecedented in the annals of philately will be held in New York on Jan. 6, 7 and 8 when some of the outstanding rarities of United States postal paper will be placed publicly on display at the Waldorf-Astoria Hotel on Park Avenue. They comprise the gems purchased recently from the collection of the late William Henry Crocker by Y. Souren of New York, and the aggregate worth of this unique grouping is approximately \$100,000. Included among the nearly one hundred lots is the only known used block of four of the 1869 24c invert—the \$35,000 to \$40,000 item which brought Mr. Souren unexpected publicity because he used the trans-Atlantic telephone for making bids direct from his New York office to the auction room in London on Thanksgiving Day.

That method of buying stamps was recognized by news gathering organizations as something novel in international communication, but from the philatelic viewpoint it was something more than that, as plans for the coming New York exhibit disclose. Here are some facts which suggest how the stamp show on Jan. 6-8 is to be made an affair unlike anything which has ever been attempted in this country and perhaps anywhere in the world:

The display will be on view in a parlor of one of America's greatest hotels. The environment will be one of culture and dignity, quite as though masterpieces of painters, or age-old tapestries, or famous antiques, were being shown. And why not? Stamps are miniatures of the engravers' profession. Such miniatures, in the form of U. S. postal issues of rarity, are objects of art and not stamps only. When philately and its engraved products are installed, in public estimation, on the same high plane on which great paintings and antiques rest today, the hobby will have been advanced profoundly in that public estimation. This is the thought behind the selection of a place like the Waldorf with its atmosphere of quiet elegance.

Mr. Souren concedes that it is an experiment—but, looking into the future and comparing philately with painting, sculpture and kindred arts, he maintains that stamp collecting has arrived at the mature point where such experiments are timely and the cost of conducting them justified.

And the cost of the coming exhibit is by no means picayune. Factors of expense are leasing the Waldorf parlor,

proper lighting equipment of special character, insurance, protection by private detectives day and night, advertising in New York newspapers, publicity, the making of nearly a hundred cuts for illustrating, the printing of 2,500 catalogs containing the illustrations and descriptive texts, and the engraving of invitations to a preview on the day before the exhibit opens. Together these mean an outlay of at least \$2,000 plus expenses represented by time and labor of employees.

Inasmuch as the exhibit will be wholly non-commercial—as no sales will be made, nor will discussion of sales be encouraged—the query arises as to what is Mr. Souren's objective? Why should he spend hundreds of dollars to display some stamps and at the same time refuse to sell those stamps while the show is in progress? What can he expect to gain in the long run?

These are logical questions if one is a skeptic. The answers, as Mr. Souren gives them, may be regarded by some as idealistic but they are simple in the light of his confidence in philately's future as constituting a hobby which it should be possible to make attractive, through intelligent thinking and planning, to the thousands of wealthy Americans who today are spending in the aggregate vast sums to acquire, not stamps, but such art treasures as have been mentioned, as paintings, tapestries, busts, antiques.

If a broad stamp-buying clientele of this character can be developed, as Mr. Souren theorizes, the height to which philately can be raised is almost limitless. It is a long-range view—and it is one, in the opinion of veteran observers, which deserves thoughtful study by those serious collectors and dealers who love the hobby and expect to profit from it either intellectually or financially.

If such is his true objective, as he declares it is, he is aiming at it not alone by publicly showing the stamps from the Crocker collection but also by making certain that each person who attends the exhibit carries away with him what will be one of the most elaborately executed catalogs ever prepared. This artistic creation will reproduce every postal treasure on display, and each illustration will be accompanied by the description given the stamp at the London auction and there will be supplementary information of special interest to collectors of U. S. scarcities. In other words, the booklet is designed to make the recipients rarity-conscious and at the same time to emphasize the cultural aspects of the hobby.

The engraved invitations to the preview, from 4 to 10 P. M., Jan. 5, are being sent to Pres. Roosevelt, Sec. of the Int. Ickes, P. M. Gen. Farley and U. S. Senator-elect James M. Mead, all of whom are directly interested in philately; to Gov. Lehman and Mayor La Guardia; and to a selected list of individual collectors who are known to be appreciative of stamps of outstanding importance. For the press, there will be a special showing from 10 A. M. to 2 P. M., Jan. 5. The hours for the general public Jan. 6, 7 and 8 will be from 1 to 6 P. M.

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Steamboat Cancells

By EDWARD S. KNAPP.

So little of the actual history of steamboats has been given to stamp collectors that I believe the following articles may be of interest.

"Boat" cancellations are extremely rare, no question about that, possibly *too rare* to ever be popular with the rank and file of collectors. There are not "enough to go 'round", and there are only a very few of what might be termed "comprehensive collections" of them.

I think I may correctly state that the majority of these cancellations came from the well-known correspondence of Buchanan, Carroll & Co., or the succeeding firm of Carroll, Hoy & Co., of New Orleans, and possibly fifty per cent of these are on United States envelopes of the Nesbitt issues of 1853 and 1864.

These cancellations are quite distinctive, often being of fancy design and in brilliant colors, no doubt to advertise the special boat they were used on. Most of them are found on boats plying the Mississippi River and its tributaries, occasionally a California or a "Lake" boat, or a coastwise packet. I have also seen cancells used on boats crossing the ocean and several on 1849 boats, New York to San Francisco. They seem to have been a purely American idea.

This article is compiled from much-told-down notes I have made during the last seven or eight years, and a good deal of it is taken directly from "Gould's History of River Navigation", which is the best textbook that I have found.

To Robert Fulton, in 1807, is generally given the credit for building the first steamboat. According to Captain Gould (and he proves his statements) there were eleven steamboats, built and tried out with varying success, prior to the cruise of Fulton's "Cleremont" in 1807.

I quote from the following passage on Page 3:

"The first vessel ever moved by steam in the United States (and there is reason to believe in the world) was a small skiff. The experiment was made by John Fitch, assisted by Henry Voight, on the Delaware River, about the 20th of July, 1786. The second vessel ever moved by steam, built by the same man, was 45 feet long and 12 feet beam and the engine was a 12-inch cylinder. Six oars or paddles, working perpendicularly, were on each side of the boat."

In 1796, Fitch built a yawl, which was propelled by a screw propeller at the stern, and, in this same year, Samuel Morey, of Connecticut, constructed a steamboat with paddle wheels at the sides. These, with other boats constructed by Fitch, Oliver Evans, and John Fox Ste-

phenson, comprised the eleven built previous to 1807.

Then came Robert Fulton, with the twelfth boat, the historically well-known "Cleremont", which made trips between New York and Albany twice a week; distance 160 miles, running time about 32 hours.

There was a rival steamboat company formed, and in 1809 there occurred what was probably the first steamboat race, between the boat owned by this rival company and the Cleremont, in which the Cleremont was victorious.

Mr. Fulton associated himself with a Mr. Livingston, and in 1811 the New York legislature passed an act securing Messrs. Fulton & Livingston's exclusive rights of steam navigation in the waters of the state, for the period of twenty years. This act, however, was not respected and several opposition boats were soon started.

That's a rough sketch of how steamboating started and now we will take up the introduction of the steamboat on the Mississippi River and the early navigation there.

The Mississippi River, how it was opened up to navigation and the value of the steamboat in the development of the country.

From 1804 to 1812, all commerce on the Mississippi was carried by "flatboats" and was so immaterial that no records were kept.

In 1812 a new era in transportation appeared, when the first steamboat, the "New Orleans" arrived in New Orleans. Two years later, the second boat, the "Vesuvius", arrived, and in 1815, the "Enterprise" (incidentally, she was the first to make the return trip to Pittsburg).

The value of produce received at New Orleans from the interior in the year 1815-1816, almost entirely due to the development of the steamboat, was nearly ten millions of dollars.

From 1815 on there was a steadily increasing number of boats in the Mississippi trade, it having increased to six regular boats, carrying exports and imports, in 1816.

The first steamer, the "Orleans" or "New Orleans", was built at Pittsburg, in 1811, by Livingston & Fulton. She had a propeller at the stern and two masts and was of 100 tons. Her first trip from Pittsburg to New Orleans in 1812 was made in fourteen days (a distance of more than 2,000 miles). She made regular trips between New Orleans and Natchez until in 1814 she was wrecked near Baton Rouge, by striking a snag.

The fares charged to passengers on this boat were \$18, descending the river

from Natchez, and \$25 ascending, a record of one trip is noted as taking 32 hours (in 1812).

From 1816 to nearly 1840 is a period which has no special interest to the stamp or cancellation collector. It was however, a time when steamboating developed. To show this development, there arrived at the port of New Orleans:

In the year 1816 6 steamboats.

In the year 1821 287 steamboats.

In the year 1825 715 steamboats.

In the year 1840 1,958 steamboats.

(Naturally, these last figures must represent several trips of the same boats.)

In twenty-five years the steamboat had secured a practical monopoly of the traffic and trade of the Mississippi and developed an interior commerce of immense proportions. Between 1830 and 1840 the river cities increased rapidly in population and wealth, and New Orleans advanced more rapidly than any city in America.

Boats were used to carry the mails, and sometime before 1840, these "Mailboats" used their own cancellations, specifying the boat name. I do not know how many boat cancellations a complete collection, up to the time of the Civil War would contain, but at a guess, I would say 300 different ones or a trifle more.

This period is referred to as "the Golden Days of Steamboating". The war put an end to this and the development of the railroads started the decline of the usefulness of the steamboat as a mail carrier. There was, however, a period from 1865 to 1872, during which much mail was carried by boats, and during which they used their own distinctive cancellations on such mail. These cancellations are nearly, if not quite, as rare and desirable to the collector as the earlier period and there seems to be about an equal number of them to be found, mostly appearing on the current U. S. stamped envelopes. They are just as much to be collected as the earlier ones and it is much easier to develop their history.

The earliest packet cancellation that I have seen is on a letter-sheet dated "Nov. 12, 1831" and is of the Lake Champlain Steam Packet "Franklin". The second earliest is that of a Texas boat, the "Steamer Columbia", dated 1838, and also on a letter-sheet. One seldom finds these, antedating 1850. From 1850 to the outbreak of the war, when boats carried the mails, and in the period from the end of the War until 1872, is the time most of these cancellations were used.

When the war broke out, commerce on the Mississippi was halted. Many of the old mail carrying boats were destroyed, to prevent their falling into Northern hands, some were used to transport troops, and the remainder were idle in

the various ports. Practically no cancellations are to be found from 1861 to 1865.

I find record of the following boats whose names are more or less familiar to collectors, being destroyed during the war: Capitol, Magnolia, Magenta, John Walsh, Natchez, Dew Drop, Emma Betts, Vicksburg, Lizzie Simmons, Tigress, and but few of the old boats seem to have carried and cancelled letters after the war was over. An interesting exception to this is the Red River Steamer, "B. L. Hodge", which even used the same cancelling device before and after the war.

There is record of the first steam whistle to be used on the River Boat St. Charles, which was built at Pittsburg in 1844.

A musical steam calliope was first used on the Ohio River, by the Steamer Unicorn, in about 1850.

Boats were named after towns, prominent citizens, river captains or owners, or they were given fanciful names: Belle, Southern Belle, Belle Creole, Bayou Belle, etc.

The most notable record of early days was that of the Steamer J. M. White, in 1844. She left St. Louis on a Monday, with 600 tons of freight, and arrived in New Orleans on Friday evening. Time, 3 days 16 hours, and she returned to St. Louis in 3 days and 23 hours. For all detentions of coaling, unloading passengers, mails and freight, the round trip was accomplished in less than nine days.

After 1871, the railroad supplanted the steamboat as a transporter of mail, and the steamboat, therefore, ceases to be of special interest to the stamp collector.

I would suggest to collectors of steamboat cancellations that they use the lists of boat names published by Dr. Chase and George B. Sloane. If they have a name that does not occur in those lists, that they help by adding that name. It's the only way to ever get a complete list, and it's as interesting a sideline to the collecting of United States as there is. These cancells are possibly rarer than "Railroads" and they are quite as attractive.

The Y. Souren Company

is proud to announce what has been hailed as the greatest advance in the study of stamps in the entire history of philately. At their exhibition, held at the Waldorf-Astoria Hotel in New York on January 6th, 7th, and 8th, the many visitors were given a first opportunity to view the results of years of study. The manner in which they were impressed was the least that could be said, for many were completely overwhelmed by the great possibilities shown by the apparatus of the Y. SOUREN COMPANY.

The object of the Y. SOUREN COMPANY, which it has pursued for many years, has been to eliminate the human element in the "expertization" of stamps. Every philatelist, be he collector or dealer, has, at some time, been faced with a conflict of expert opinion. Philatelic knowledge has been based solely upon the experience of the individual. The individual may, in a great number of cases, be absolutely certain as to his opinion, but he is sometimes confronted with the difficulty of establishing proof of his contention. Now, through the application of scientific laboratory apparatus and a knowledge of fundamental physical principles, the Y. SOUREN COMPANY is able to demonstrate to the philatelic world a means of studying stamps and establishing their true nature beyond any doubt whatsoever and at the same time are able to maintain a permanent record of whatever stamps have been examined by this process.

A study of stamps is based on the fact that they are the product of human enterprise. Everything that goes into the making of a stamp involves the work of human beings and, with the aid of science, the minute differences which characterize each individual stamp can be brought before the observer to be seen without difficulty of comprehension.

The Y. SOUREN COMPANY has equipped a laboratory with a great many pieces of scientific apparatus, all utilized in the study of stamps. There are microscopes of different degrees of power. One is capable of showing each particle of ink that appears on the paper of the stamp. It also shows the minute fibers which go to make up the paper. An ultra-violet apparatus is on hand for detecting the removal of pen cancellations and to show possible repairs. Most important of all, however, is a camera with special fittings, designed to take photographs of stamps in their natural color. The instrument can photograph a full page from one's album or it can take an enlarged photograph of as little as one-sixth of the surface of the average stamp. Through special projectors, the stamps are illuminated by polarized light to assure the faithful reproduction of the actual color. The true color of the stamp is not always apparent to the eye because of invisible light rays which cause a color aberration. Specially ground projection mirrors make it possible to throw concentrated beams of light through the stamp in order to photograph the texture of the paper. The camera is equipped with a precision lens which can be brought to a focus which records every detail sharply. Whether photographed in color (which requires special film and developing process) or in black and white, nothing is overlooked by the camera. The record is made upon a transparent film which is mounted in glass and is then projected on a screen, magnified to a great degree. During the exhibition, a hundred and fifty different photographs were projected on a screen for public view. Single stamps were magnified 600 times and blocks of four about 150 times. Every line of engraving stands out with an utmost degree of sharpness. The most minute deviation from normal is instantly seen. For example, a study of various types of, say, the United States 1c 1851 is made a simple matter. Such study can be adapted to any stamp whatsoever, with an equal degree of efficiency.

As a means of detecting counterfeit stamps, repairs, reperfusions, and the various steps taken to defraud collectors, the apparatus is of immense value. It has been employed by the Y. SOUREN COMPANY for some time for their own protection and that of their clients, but the philatelic world in general is entitled to know what is being done for their protection. Every reputable dealer wants to assure his clients of the genuineness of what he sells, and through this means he not only is able to make this assurance but he can also preserve a permanent record of the actual stamp sold. It is also a protection against substitution.

An unusual amount of interest has been expressed in the value of science in detecting repairs and reperfusions. A micro-photograph of any stamp can be taken by transillumination. This process will show, beyond equivocation, any repair work which might have been done. Closed tears, filled in thin spots, remounting . . . in fact every type of

repair is disclosed when the photograph is projected on a screen. By the same process any suspected reperfusions can be detected. The suspected perforated edge is placed on a slide in opposition to a genuine perforation of the same gauge. A photograph is taken and when projected on the screen is so greatly enlarged as to show any difference, making it possible to detect any reperfusions instantly. Each perforating machine leaves its "fingerprint". Observation of each hole and the projecting teeth, when so greatly enlarged, will leave no question. Through the use of simple apparatus and chemical principles, it is possible to determine the presence or absence of any watermark. This can be done so conclusively that there can never be any doubt.

The presence of grills can be determined through the application of microphotography, which will indicate any consistent disturbance of the normal relationship of the paper fibers.

The Y. SOUREN COMPANY does not deal in overprinted stamps and has not made any research in that direction; however, from a study of cancellations on different stamps, it has become apparent that a tremendous field exists with the use of this apparatus in determining the true nature of doubtful surcharges.

All this research is not a matter of "philately made easy". It involves a sound knowledge of stamps, paper, inks, printing and plate manufacture. In addition, a fundamental knowledge of chemistry is required and a sound understanding of the physical properties of light and the science of optics.

During the exhibition, Mr. Robert Laurence, well-known dealer in stamps and a philatelic student of importance, made the following observation to one of the staff of the Y. SOUREN COMPANY. He could not have summed up the subject to better advantage. He said that with such things available to philately there would be no more need for "experts". He also thought it a good thing, for he felt, as do most dealers, that it was the only profession in the world in which the practitioners were not compensated for their knowledge, gained only through years of experience and their own costly mistakes. In a large sense he is correct, but, as stated previously, a study of what is revealed by scientific means requires a scientific knowledge in order to interpret it properly. One cannot become an "expert" by the mere possession or use of such complicated apparatus. The fundamental knowledge of stamps and physical science must be present in order to show the philatelic public just what is revealed by scientific means.

The Y. SOUREN COMPANY, in presenting these facts to philately in general, does so, feeling that stamp collecting has embarked upon a new era. The forger, the repairer, and the reperfuser can no longer prey upon innocent philatelists, nor can an unscrupulous or poorly-informed dealer palm off a supposed "rarity" on a trusting client who has been forced to depend on word-of-mouth opinion only. The means are at hand for final and undisputable proof.

It will probably be necessary for every responsible dealer to equip himself with such apparatus in order that he may satisfy his clients as to the true character of what he offers for sale. In fact, the time may come when no collector will purchase an important stamp unless it has been subjected to scientific examination. Philately is entitled to this protection, and the Y. SOUREN COMPANY has no intention of commercializing their studies. This scientific service is always available to clients of the Y. SOUREN COMPANY and is used constantly for the protection of both the Y. SOUREN COMPANY and its customers.

In the course of research, the Y. SOUREN COMPANY has made many notes and observations of great interest, and it is their hope to assemble these in the form of a book which will be of aid to every collector in avoiding the pitfalls of inexperience and to save him from being victimized by those who prey upon his desire to build a creditable stamp collection.

What the Y. SOUREN COMPANY has said here does not begin to cover the possibilities of detailed study. From preliminary research, it would appear that, through a study of printing inks and paper manufacture from 1840 down to the present time, the time will come when it will be possible to determine the approximate period at which any stamp was manufactured. When this time comes, it will be a great day for philately. "Caveat Emptor" rules no longer.

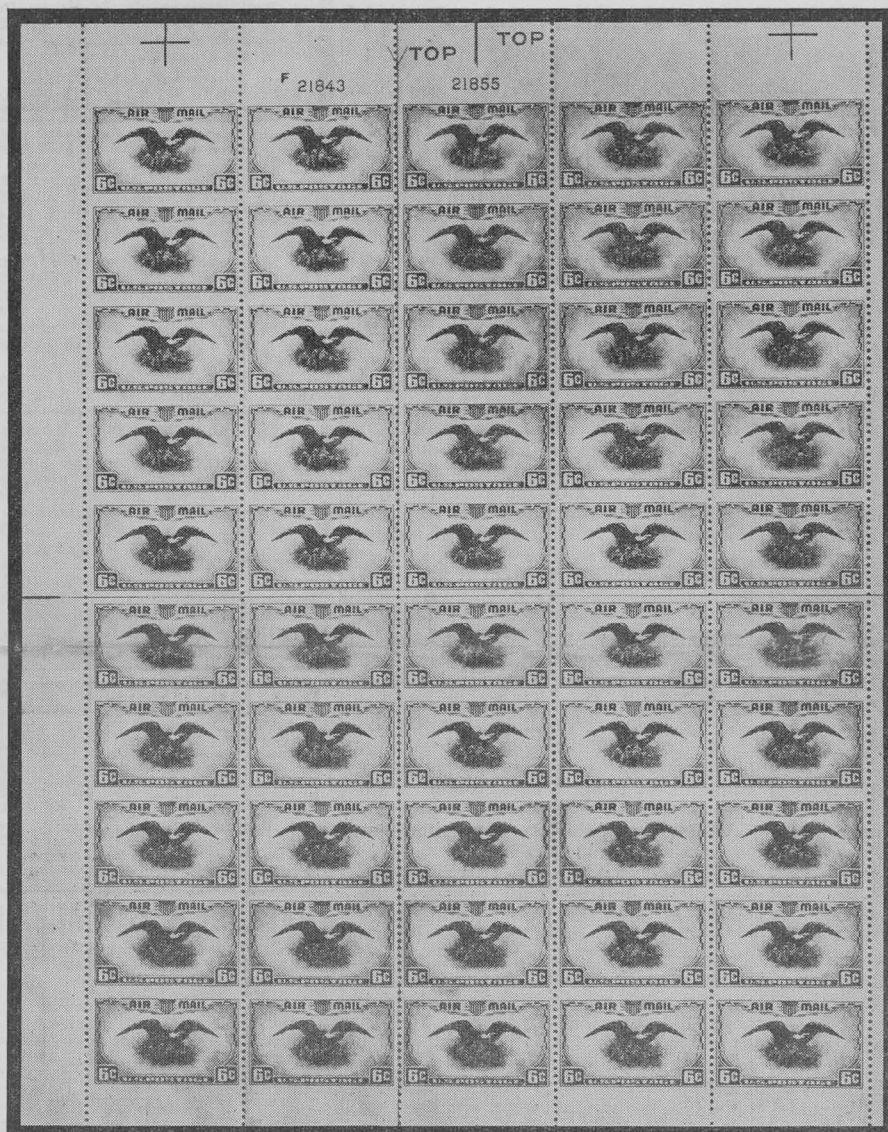
Y. Souren Company

394 PARK AVENUE

NEW YORK, N. Y.

SENSATIONAL DISCOVERY

UNITED STATES 6c BICOLORED AIRMAIL IMPERFORATE HORIZONTALLY



In the rush of sending supplies of this stamp simultaneously to every post office in the country for the celebration of "Airmail Week", a number of sheets were delivered to a Brooklyn, N. Y., Post Office **without the horizontal perforations.**

We have acquired control of the entire existing supply and due to the tremendous interest of United States and Airmail collectors feel confident that their ultimate worth will be far in excess of today's price.

The complete sheet being small and also containing all possible position blocks several have already been spoken for in their entirety. All the positions are contained in the top, middle and bottom double strips of ten and in this form will fit nicely on an Economist or similar album page.

Vertical pair	\$ 100.00
Block of four	200.00
Bottom double strip of ten including bottom arrow and both corners	600.00
Centre double strip of ten including centre cross line and left and right arrows	750.00
Top double strip of ten including both plate numbers, top arrow and both corners	850.00
Complete set of positions comprising the above three strips	2000.00
Complete sheet of fifty stamps including the complete set of positions and ten pairs	2500.00

OFFERED FOR SALE BY ANY OF THE FOLLOWING DEALERS

ECONOMIST STAMP CO., INC.
87 Nassau Street

NICOLAS SANABRIA INC.
17 East 42nd Street

F. W. KESSLER
551 Fifth Avenue

EMIL BRUECHIG
522 Fifth Avenue

NEW YORK CITY, NEW YORK

TO THE STOCKHOLDERS OF THE ACCESSORY TRANSIT COMPANY OF NICARAGUA.

STATEMENT OF THE AFFAIRS OF THE COMPANY.

ONE year since, the Company purchased from C. Vanderbilt seven ocean steamers, as follows:—the "Northern Light," "Star of the West," and "Prometheus," running between New-York and San Juan del Norte, the "Daniel Webster," running between New-Orleans and San Juan, and the "Brother Jonathan," "Pacific," and "S. S. Lewis," running between San Francisco and San Juan del Sud, for the sum of \$1,350,000, of which \$1,200,000 was paid in cash, and \$150,000 in bonds due 1st January, 1854.

The Company also purchased, at the same time, the coal, coal-hulks, &c., belonging to the line, to be paid for out of the first earnings of the ships, for which an account was afterwards furnished, amounting to \$183,516 77. The "S. S. Lewis" was lost in April, without insurance, and the "Cortes" was purchased in June following, for \$225,000, to supply her place.

The new steamer "Sierra Nevada," not belonging to the Company, commenced running, in connection with the Company's ships, between San Francisco and San Juan, on the 1st April last, and still occupies her place in the line.

C. Vanderbilt acted as agent for running the Company's steamers, from January to June last; since which, Chas. Morgan has been, and still is, the agent for the Company's steamers on the Atlantic, and C. K. Garrison is the agent, since April last, on the Pacific.

For the first five or six months of the year, the agency accounts, particularly for the first three months, from the Pacific, were not rendered, in a way to enable the Company to make an exact statement of the net receipts of the line, during that period.

There was received from the agent, during that time—

For the proceeds of the sale of transit tickets,	\$131,337 67
And, on account of the earnings of the steamers,	49,000 00
	<u>\$180,337 67</u>

During the past six months—with an improvement in the character as well as the condition of the vessels—the accounts of each voyage being rendered and adjusted without delay, have been regularly made out, and the earnings of the line of steamers furnish the following satisfactory result.

The Company has paid out, since June last—the means being derived from the net earnings of the steamers, from that time—as follows:

For the discharge of old debts, found existing on the change of agency, for supplies furnished the steamers,	\$12,074 00
For the discharge of old debts of the Company, being loans on bonds and notes,	\$96,000 00
Drafts of Nicaragua Government,	10,000 00
	<u>106,000 00</u>
One half of the purchase money of the "Cortes," and interest,	114,020 01
For extra machinery on board the "Cortes,"	16,840 47
Expended for altering and extending the accommodations, as well as repairing the steamers on the Atlantic and Pacific—the "Star of the West," "Daniel Webster," and "Prometheus,"	\$45,283 00
The "Brother Jonathan" and "Pacific," at an expense, as known and estimated, of	55,000 00
	<u>100,283 00</u>
Bonds to C. Vanderbilt, given in part consideration for the steamers, \$150,000, and interest,	160,500 00
Paid for the purchase of 2,400 shares of the Company's stock, at a cost of	63,193 00
Less the amount of the Company's current obligations, over and above the amount of cash on hand, per statement below,	37,500 00
	<u>25,693 00</u>
Net earnings, from June to date,	<u>\$535,410 48</u>

There has also been paid, from the earnings of the steamers, during the year—

The balance of transportation account, being the excess of expenses for maintaining the transport over the Isthmus, beyond the credits for passage-money and freight across,	\$55,206 00
The balance of construction account, being a subsidiary account to the above,	43,506 00
	<u>\$98,712 00</u>

And there was received and credited by the former agent, during the first five months, in part discharge of the debt for the coal account, contracted when the steamers were purchased, the sum of

\$126,000 00

The Company has now on hand
2,400 shares of its own stock, cost
Cash in bank,
In the agent's hands here,

\$24,700 00	\$63,193 00
8,300 00	33,000 00
	<u>\$96,193 00</u>
	\$45,000 00
	20,000 00
	5,500 00
	<u>70,500 00</u>
	<u>\$25,693 00</u>

The Company's current engagements consist of
Notes for insurance on ships, due next year; and although only a part of the premium is earned, and the remainder not applicable, of course, to this year, still the whole amount is given, of
Drafts of agents, accepted and advised,
Due for supplies sent to the Isthmus,

The only outstanding and unadjusted obligation or indebtedness of the Company—and that exists as such only because an adjustment has thus far been found impracticable—is the ten per cent. on the net profits of the transit route due to the Government of Nicaragua; and this, based on the estimate of receipts, according to the provisions of the charter, would not be found much to exceed \$20,000.

The Company, then, owes its bonds for half the purchase money of the "Cortes," \$56,000, and \$57,000 on the 21st March and 21st June next, with interest. But the agent at San Francisco has a balance in hand belonging to the Company, while the proceeds of the freight and passage money of the steamer of 16th December, from that port, might be added thereto, by delaying this statement for a few days.

It results, therefore, that after paying and providing for all other obligations and indebtedness, the Company will begin the year with a good portion of what is due for the purchase money of the "Cortes" already earned and prepared.

There still remains to be considered the state of the accounts between the Company and its former agent. The matters in controversy between the parties are in litigation, and have been referred to the Hon. Samuel Beardsley and Chas. P. Kirkland, Esq. These accounts, accordingly, and the questions involved therein, will, it is hoped, soon be submitted and determined. From the accounts, however, that have been rendered by Mr. Brigham, the agent formerly employed on the Pacific, as lately furnished by Mr. Vanderbilt to the agency of this Company, an opinion is confidently entertained and expressed by those who have examined them at the agency, that on their showing, the former agent is largely indebted to this Company. For the purpose, therefore, of stating the probable result, as near as may be, for the information of the stockholders, it may be considered safe to say, that the amount thus due to the Company will exceed what may be due to Mr. Vanderbilt for the 20 per cent. under his contract with the Company, on the passage money across the Isthmus, from June last to the present time.

It will thus be perceived, from the above statement, that the net receipts of the Company's steamers, for the last six months, have been applied to the payment of past indebtedness, created principally for boats on the river and lake, improvements on the Isthmus, the construction of the road between the lake and the ocean, together with the purchase of a new iron boat, a new ocean steamer, the repairing of all the others, and the payment of \$150,000 bonds, as the completion of the purchase of the line.

It will further be seen, that the net earnings of the steamers, for the last half year, have exceeded half a million of dollars, notwithstanding the prevalence of very low rates for the conveyance of passengers and specie, occasioned by an active opposition. If, therefore, the business of the Company should continue to be as prosperous as it has been for the last six months, it follows that the Company will be enabled, from this time, to pay half-yearly dividends to its stockholders.

The property or assets of the Company may thus be enumerated:

Seven ocean steamers, cost,	\$1,350,000 00
Less the S. S. Lewis, lost,	125,000 00
	<u>1,225,000 00</u>
The "Cortes," since purchased,	225,000 00
Repairs, alterations and increased accommodations on ocean steamers,	100,000 00
	<u>\$1,550,000 00</u>
Lake and river steamboats, ten in number, cost,	\$162,175
Add two thirds for expense of getting them in position, materials and labor in fitting up, and increased value in use,	108,116
	<u>270,291</u>
Deduct 10 per cent. for depreciation,	27,029
	<u>243,162 00</u>
Construction of road from Virgin Bay to the Pacific,	126,000 00
Depots, landings, ways, stations, shops, stores and supplies on hand, and balances unexpended with agents on the Isthmus,	100,000 00
Coal on hand on the Pacific, after paying the account of \$183,000 for coal and coal hulks, besides 1,500 tons on the way from New-York,	150,000 00
2,400 shares of the Company's stock,	63,193 00
Cash on hand,	33,000 00
	<u>\$2,265,355 00</u>

To which is to be added the value of the franchise—an exclusive right possessed under the charter.

The commerce between New-York and San Francisco, and by the aid of that connection, with Asia and China, is yet in its infancy, while that with Australia has hardly commenced. The numerous channels of communication, therefore, between the Atlantic and the Pacific, which American enterprise may contemplate and establish, will, no doubt, all be required and become tributary to the wants and interests of our widely-extending trade, by the time these routes shall be respectively completed. In the mean time it is considered that the regular and established route by way of Nicaragua offers many advantages. The ocean steamers of the line are in complete order; the harbors on both oceans are safe and accessible. The climate on the Isthmus passage, along the river and lake, is less unhealthy than other portions of neighboring latitudes: added to which a contract has lately been made, to take effect in February next, for the conveyance of passengers and their luggage, as well as specie and freight, across the land route, of 13 miles, in covered wagons; thereby contributing greatly to the convenience and comfort of passengers, to the facility in the transportation of specie and freight, together with a great saving of time and expense. There is, besides, the farther advantage and security attending the operations of the Company, as afforded by that identity of interest and unity of purpose which result from the same ownership along the whole line, as well on both oceans as on the Isthmus.

A reasonable expectation, therefore, may now be entertained that the advantages of the Company's line may be more fully appreciated, as its means and facilities become better known.

Respectfully submitted.

JAS. D. P. OGDEN,

Vice-President and Chairman of Committee appointed to prepare the Report.

New-York, 31st December, 1853.

To Stanley B. Ashbrook
from Edward S. Kennedy
1938

Stamp Bidders Vie at 4th Day Of Brown Sale

**Souren, in Duel With Cole,
Pays \$1,150 for a Block;
Day's Total Is \$26,000**

The fourth day of the sale of the late Stephen D. Brown's collection of United States stamps and covers had its biggest session yesterday at the Collectors Club, 22 East Thirty-fifth Street, when 444 lots brought approximately \$26,000 to bring the week's total to approximately \$70,000. The sale will continue at 2 o'clock today and tomorrow.

Featured at yesterday's sale was the spirited bidding between Y. Souren, of New York, and Ezra Cole, of Nyack, for mint blocks of four of the dollar values of the Columbian Exposition stamps of 1893. Mr. Souren paid \$1,150, the day's highest price, for the \$5 block, \$925 for the \$4 block, \$340 for the \$2 block and \$150 for the \$1 block, the \$3 block going to Mr. Cole for \$550. Most of the blocks were perfectly centered and unhinged, the five bringing \$3,115 against an estimated catalogue value of \$2,500, the \$1 block being the only lot to sell under the catalogue valuation.

Mr. Souren was most active in the early commemoratives. In addition to his purchase of the Columbians, he paid \$850 for an inverted center mint four-cent stamp of the Pan-American issue of 1901. Two of the one-cent variety of this same issue brought \$295 and \$275, respectively, from two anonymous bidders. The two-cent Louisiana Purchase issue of 1904 also went to Mr. Souren. This was an unused vertical pair, imperforate horizontally in mint condition and was purchased for \$750. Although Mr. Souren practically dominated the sale of higher priced material, W. H. Colson took in the \$1 block of the Trans-Mississippi issue of 1908 for \$290.

While the commemorative blocks brought exceedingly fine prices, other issues also ranked well. Again Mr. Souren was the principal purchaser in a lot of the special printings of the 1873 issue, taking in the three-cent at \$225, the 12-cent at \$200, the 24-cent at \$120 and the 90-cent at \$210, while Philip Ward, of Philadelphia, was high bidder at \$155 for the 15-cent stamp.

The 30-cent special printing of 1879 went to Mr. Souren for \$400, and he purchased the 24-cent for \$110, the 12-cent for \$220 while the 6-cent went to the Nassau Stamp Company, of New York, for \$250. A complete set of the 1-cent to \$5 stamps of the 1895 U. S. P. S. issue was sold for \$750 to Mr. Souren.

Dan Kelleher, of Boston, purchased a copy of the 3-cent issue of 1870-'71 printed on both sides for \$100, this stamp cataloguing at \$1,500. Edson Fifield, of New York, went over the catalogue price on the 4-cent of the 1908-'09 issue on bluish paper when he bought the Brown mint copy for \$870. It was catalogued at \$750. The 8-cent issue of the same year brought close to catalogue from Mr. Souren when he purchased it for \$720.

Today's sale, will include twentieth century, air post and California and Western franks in addition to other varieties. Saturday's sale will be taken up with Mr. Brown's fine collection of Confederate stamps and covers.

The sale is being conducted by Gordon Harmer, of Harmer, Rooke & Co., Ltd., of London, having been moved here because of the war. Ezra Cole, of Nyack, is American agent for the sale and J. Walter Scott, of New York, the auctioneer.

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RARE STAMPS BRING SPECTACULAR BIDS

Brown Collection Is Sold for Record Prices in Sale at Collectors Club

One of the most spectacular periods of buying in the annals of American philately developed yesterday when the fourth section of the collection of United States stamps and covers of the late Stephen D. Brown of Glen Falls, N. Y., was auctioned by Harmer, Rooke & Co., Ltd., London, at the Collectors Club of New York. Some of the world's rarities were sold for record prices to collectors and dealers, and the day's total exceeded \$25,850. Rare items from the Brown group have changed hands for more than \$71,600 during the past four days. The sale will continue today and tomorrow.

The highest bids yesterday centered on high-denomination blocks of four in the Columbian Exposition series that John Wanamaker issued while Postmaster General in 1893 and on items in the regular 1908-09 series on bluish paper. Together, twenty-six lots of these accounted for about \$8,500 of the day's total. These and superb copies of stamps of the 1869 regular series brought prices above catalogue quotations in many instances. Stamps of the twentieth century also attracted unexpectedly high bids.

The day's best price was \$1,150 for a mint block of the \$5 Columbian. This was paid by Y. Souren of New York, who purchased also a mint block of the \$4 Columbian for \$925 and a mint block of the \$2 Columbian for \$340. Ezra Cole of Nyack, N. Y., paid \$550 for a mint block of the \$3 Columbian. All these prices exceed the catalog quotations.

Edson J. Fifield of New York bought for \$870, or \$100 above catalogue, a mint copy of the 4-cent on bluish paper, and Y. Souren paid \$720 for a mint 8-cent in the same issue. A Pan-American Exposition 4-cent of 1901, mint, with inverted center, was bought for \$850 by Mr. Souren, who paid \$750 each for an unused vertical pair, imperforate horizontally, of the 2-cent in the 1904 Louisiana Purchase issue, and a complete mint series, 1-cent through \$5, of the Columbians, and \$600 for a mint block of four of the \$5 in the 1902-03 regular series. A Massachusetts bank executive whose name was withheld paid \$740 for the rare color error in the 4-cent of the Columbian series and \$460 for a complete mint set, 1-cent through 90-cent, of the regular 1890-93 series.

Fifteen other rarities sold at prices ranging between \$725 and \$200, the buyers including Philip H. Ward Jr. of Philadelphia, Warren H. Colson of Boston, C. I. Crowell and the Nassau Stamp Company. Other heavy buyers included Stanley B. Ashbrook, Fort Thomas, Ky., Harold Brooks, Marshall, Mich.; Daniel H. Kelleher, Boston, and Nicolas Sanabria, New York.

Canal Zone Hunt for Flier Fails

Special Cable to THE NEW YORK TIMES.

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The Ashbrook Stamp

By Harry M. Konwiser

" ON the first day of July, 1851, the United States issued its first stamp bearing the value of One Cent"—Stanley B. Ashbrook, in *The United States One Cent Stamp of 1851-1857*, published by H. L. Lindquist, 1938.

The Ashbrook opus, a two-volume book, tells the story of this stamp in minute detail, featuring its technical production, its plating and its usages.

As the late Stephen D. Brown was greatly interested in these stamps it was naturally to be expected that when his collection was placed with Harmer, Rooke & Co., Ltd., London, England, for November 30-October 4, 1939, sale by auction, the catalogue of that sale (now available) would show the interest held by the late owner.

The sale catalogue shows Lots Numbers 222 to 347, inclusive, as relating to this group, the very first lot offering Scott No. 30, Type 1, Position 7RIE, in a wonderful copy, canceled with black grid, stated to be the finest known single off cover copy of this rare stamp.

Ashbrook, who knows, rates this stamp as the rarest of all the One Cent types.

Type 1A is represented by a superb copy, tied to cover by a black town cancellation, for which the late owner refused \$500. There are several others of this rare type.

Scott No. 32 is offered in an unused block of 10, from the right pane of Plate 2, which block contains 89 and 99 R2, 89 being the major double transfer and 99 being the true Type 3.

Plate 3 stamps (all were checked by Ashbrook) is the finest lot of these stamps ever offered at auction. One Plate 4, Type 3, is a perfect copy, a single on cover, tied with the rare Philadelphia carrier mark (U. S. P. O. Despatch Prepaid One Cent) in black.

Singles, pairs, strips and blocks of this stamp are in the Brown sale, including a used block of 9 (Scott No. 32d) of which the three left-hand stamps are 71, 81, 91LIL, the double inverted and triple inverted transfers—all in all a unique block.

In the Scott 32d group is noted a perfect copy on cover, tied by Philadelphia town postmark, as used on June 6 (or 8) and this ex-Chase copy rates as "the earliest" known copy of this stamp.

U. S. 24c Airmail Invert Brings Record Price

The 24c United States Airmail Stamp with inverted center was purchased at the Nov. 3, 1939, session of the sale of the Stephen Brown collection at the Collectors Club in New York, by Economist Stamp Company, for \$4,100.00.

This establishes a record high price for this stamp.

Mr. JOHN N. LUFF.

It is with very deep regret that we have to record the death of Mr. John Nicholas Luff, the Grand Old Man of U.S. philately. He died at his apartment in New York City on August 23rd, at the age of 77. He was within three months of his seventy-eighth birthday anniversary.

Born in the great "vintage" year for philatelists, 1860, Mr. Luff came into stamps comparatively late, about 1890, but he soon became a personage of influence in the pursuit. Mr. Luff's work for philately, as an expert, a dealer, a judge, and a writer defies a brief summary. His high character, impeccable in business, and lovable in his breezy ways, full of good natured fun, endeared him to all who knew him, and always among his greatest rivals he numbered his greatest friends.

In 1923, at the invitation of the J.P.S., he came to London to serve on the international jury of the London International Stamp Exhibition of that year.

The Sale of the Stephen D. Brown Collection

THE sale at auction of the famous Stephen D. Brown collection of United States stamps held at the *Collectors Club* in New York, from Monday, October 30th to Saturday, November 4th, 1939, inclusive, was one of the high-spots in an interesting season.

Here was one of the finest United States collections, scheduled to have been sold in London, but transferred to New York on account of the present war conditions. Few collections have received wider publicity than this one, due largely to the advance publicity work of *Harry M. Konwiser* and the trans-continental trip of *Ezra D. Cole*, who showed this collection in all of the large cities.

At the opening session, the room was packed with prominent collectors and dealers from all over the country. *Saul Newbury*, *Ernest R. Jacobs*, and *James S. Hardy*, were present from Chicago, *Daniel F. Kelleher*, *Warren H. Colson* and *Ross Furman* from Boston; *M. Gilbert*, of Paris; *Eugene Klein* and *Philip H. Ward, Jr.*, from Philadelphia. *Harold Brooks*, who was one of the large purchasers at the sale, from Marshall, Mich.; *Harry Keffer*, from New Haven; *Alfred R. Brigham*, of Worcester, Mass.; *Stanley B. Ashbrook* and *Louis A. Ireton*, of Cincinnati, and *Andrew Peterson*, of Hartford, Conn.

The New York delegation were also there in full force, and those who took an active part in the bidding on the first day included *Max Sage*, *Clarence Braser*, *John Klemann*, *C. I. Crowell*, *Ezra D. Cole*, *Harry M. Konwiser*, *Theodore Behr*, *Norman Serphos*, *Gus Burger*, *Gordon Usticke*, *Edson Fifield*, *Fred Allen*, *Emil Bruechig*, *Nicolas Sanabria*, *Edward Stern*, *Vahan Moizian*, *Alfred Caspary*, *Grace Jorjorian*, *S. K. Stryker*, *Lou Malcolm*, and *Edward S. Knapp*.

There were scores of others in attendance, many of them buyers, who gave their initials to identify their lots.

Promptly at 2 o'clock on Monday, October 30th, *Walter S. Scott* mounted the auctioneer's stand, and after briefly outlining the terms of the sale, started with Lot No. 1, which consisted of a beautiful Annapolis, Md., Postmaster's Provisional on a small neat cover. The catalog stated that this was very interesting and worth approximately \$100, but after spirited bidding it was knocked down for \$180, which gave notice that prices were going to rule strong.

The second lot was a Baltimore, Md., 5c black on white, Scott No. 3, which stimulated bidding from all over the room but was finally knocked down to *Harold Brooks*, of Marshall, Mich., at \$775. A 5c blue on buff envelope of Baltimore, Scott No. 8, sold for \$425. A New Haven reprint, 5c red on white, sold for \$18.

There were 24 lots of the New York 5c stamp including such outstanding items as a first day cover, of which only three or four are known, and which sold for \$260. An especially interesting cover used from Boston was sold to *Dan Kelleher* for \$90, while a perfection copy used in Philadelphia went to the *Nassau Stamp Company* for \$310. A beautiful copy with the R.H.M. signature went to the *Scott Stamp & Coin Company* for \$240. Every copy brought an equally substantial price, but those who are specifically interested in these lots will undoubtedly want a priced catalog of the sale, so we will not endeavor to give a complete resume.

Ezra D. Cole, who prepared the catalog, was hard put to it to secure enough adjectives to describe the many wonderful pieces. The terms "superb," "perfect," "perfection," "glorious," "wonderful," "beautiful," "superlative," "marvelous," "magnificent," and many other synonyms must have kept *Ezra* awake nights to think up and were spread lavishly throughout the descriptions, but in every case they seemed to be perfectly justified.

The Providence, R. I. provisionals did not bring quite the same average as the others, but were still very satisfactory. A perfection copy of the 5c black, Scott No. 18, went to *Warren H. Colson* for \$180, while another similar copy but not quite as beautiful went to *Ezra Cole* for \$100. A complete sheet of 12, comprising eleven 5c and one 10c, in fine condition, sold for \$190, while a large die proof in black of the complete sheet sold to *Eugene Klein* for \$31.

Two magnificent copies of the 10c St. Louis, Mo., brought \$330 and \$1,075, respectively. The latter copy went to *Harold Brooks*, and those qualified to know stated that it was undoubtedly the finest copy in existence.

The 1847 Issue

With nearly 150 lots of the 5c 1847, and 50 lots of the 10c, specialists in these issues really went to town. In the 5c value, a superb sheet margin copy, unused, but without gum, brought \$45; a perfection mint horizontal pair with full original gum, cataloging at \$200, brought \$210; and with very few exceptions practically every copy in the entire lot brought \$10 or more, the highest price being \$120 for a copy with the Baltimore R.R. cancellation. Other high-spots were \$35 for a superb copy struck twice with a black numeral "5" from Alexandria, Va., sold to *Edson Fifield*; \$24 for a magnificent copy cancelled with a blue Town postmark, to *Ernest R. Jacobs*; \$28 for a fine copy cancelled with a "Way 5" in red, to *Edson Fifield*, and another exceptionally fine copy cancelled with orange-red "Paid" at \$33 to the same buyer. The *Nassau Stamp Company* paid \$22 and \$24, respectively, for two copies containing a beautiful numeral "5" cancellation, one in red and the other in blue. *Edson Fifield* again spent \$84 for a magnificent copy cancelled with a brilliant "5" in green, from Princeton, N. J. Even in the lots, the prices averaged over \$10 per stamp, while on the covers some exceptional prices were realized. The highest price for a single stamp on cover was \$390, paid by *Harold Brooks* for a 5c greyish-brown perfection copy cancelled and tied to a beautiful cover with the rare St. Johnsbury Scarab cancellation. The same

buyer paid \$130 for another beautiful copy, tied to cover by a large numeral "5" in circle with a blue Baltimore town postmark.

The high-spot in this particular section of the sale was a cover containing "glorious" copies of the 5c brown and 10c black, used together on a perfect blue envelope, making the 15c rate, from Buffalo to Lockport, N. Y. The catalog value of the combination was given at \$300, and *Harold Brooks* said it seemed a little ironical that this should be one of the few lots on which a catalog value was given, for after spirited bidding among several of the outstanding collectors, it was finally knocked down to *Edson Fifield* for the record price of \$1,100. After the sale, we heard many of the under-bidders trying to console themselves over the loss.

A beautiful copy of the 10c black with the Wheeling, W. Va., precancel, was sold to *Daniel F. Kelleher* for \$400—one of the big bargains in the sale.

All of the 10c 1847's brought good prices, averaging about \$30 per stamp. The catalog price was no criterion on the outstanding items. *Alfred R. Brigham* paid \$100 for an exceptional copy cancelled with a red numeral "10" while the *Uptown Stamp Company* also paid \$100 for a perfection copy tied by a black grid cancellation to a cover from New Orleans to England. Mr. Brigham also paid \$160 for an extraordinary copy with large sheet margin at top, beautifully tied by a New York town postmark to a neat blue cover to Canada. *Harold Brooks* paid \$260 for a wonderful jet black copy tied to a beautiful white envelope by a brilliant red St. Louis town postmark, struck three times.

There were two beautiful bisects of the 10c black, the first a lower right diagonal half used as a 5c stamp from New York to Troy, N. Y., with a red New York grid cancellation, which went to the *Uptown Stamp Company* for \$320. The other was a right-hand vertical half, used as a 5c stamp from New Haven, Conn., to New Bedford, Mass., which went to *Nicolas Sanabria* for \$310.

1851 Issue 1c Blue

This particular issue was all listed and described according to *Stanley B. Ashbrook's* masterpiece on *The United States One Cent Stamp of 1851-1857*, (which is still available, but in very limited quantities, at \$7.00 for the set of two volumes.)

The first item in this section was the 1c blue, Scott No. 30, Type 1, Position 7R1E, a wonderful copy, cancelled with a black grid, which was knocked down to the *Y. Souren Company* for \$750. A superlative copy of Type 1A, Scott No. 30b, tied

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to a beautiful cover by a black town cancellation, went to *Harold Brooks* for \$320. While there were a few good bargains in this particular section, there were also some outstanding prices realized, such as \$202.50 paid by *Harold Brooks* for a perfection copy of Type 3, Plate 4 tied to a neat cover by the rare Philadelphia Carrier marking.

1851-57 3c

These stamps were all listed according to Dr. Carroll Chase's book on these issues and also brought some interesting prices. *Daniel F. Kelleher* paid \$22 for a fine copy with an unusual flower cancellation; *Alfred R. Brigham* paid \$31 for a perfection mint horizontal pair; only three copies in the entire sale brought as low as \$1, which was the minimum for any lot, but plenty of others brought \$5 to \$10, and even more.

The first day's session brought \$19,708.75, which was \$6,000 above the appraised value, although approximately \$3,000 less than the stamps had cost Mr. Brown. This was due largely to some rather high prices he had paid for exceptional items, for many stamps sold far above the price originally paid by Mr. Brown. Also, when general business conditions are taken into consideration, the fact that the stamps brought \$6,000 more than the appraised value, which was based on present market conditions generally, is a fair indication of the very healthy condition of the stamp market.

Practically all of the lots were sold to floor bidders—only nine out of 400 going to the mail bidders during the first day.

* * *

Second Session, Tuesday, October 31st

THE second session of the Brown sale was attended by practically the same group of buyers as were present at the first session. It started off with a few interesting campaign envelopes, all containing 3c #33, and which sold for \$3 to \$26 each. In fact, nearly all of the 3c lots, of which there were 125, brought substantial prices, with only two or three bringing as low as \$2, the top price being \$82.50. At \$50 Mr. *Malcolm* secured a beautiful Mississippi packet with a 3c orange-brown tied by a black grid cancellation to oval "Red River Packet Steamer Choctaw," and another with a railroad cancellation with a 3c red tied by an unusual black target and the inscription "Louisville & St. Louis Mail Route" in a black shield.

Harry Keffer of New Haven got a number of items in this group, including a 3c dull red cancelled and tied by the very rare Running Stag cancellation from Shelbourne Falls, Mass., at \$37, and a Mississippi packet with a 3c red tied by large red oval "Regular Packet Steamer Texas" at \$48. *Leo Shaughnessy*, the well-known specialist in this issue, bought a number of very interesting covers.

Mr. *Carhart* secured a magnificent copy of the 3c orange-brown tied to a nice cover by the rare "Troy and New York Steam Boat" cancellation in a blue rectangle, at \$82.50.

There was a very nice group of the 5c red-brown, Scott #34, all of which brought very good prices. *Warren H. Colson* bought a perfection sheet margin copy showing a trace of the imprint, with black Boston "Paid" cancellation at \$92.50, which was the highest price paid for a single copy. A superb horizontal pair with margins on all sides and showing traces of stamps at top and bottom was sold to *Y. Souren* at \$170, and an outstanding pair with margins on all four sides went to the *Grace Stamp Co.* at \$180. The finest item in this particular section, however, was a perfection horizontal strip of 3 with margins on all sides and showing considerable portion of three stamps above, a really magnificent piece, which was knocked down to *Ernest R. Jacobs* of Chicago at \$290, and we suspect will soon grace the *Saul Newbury* collection.

Among the covers, a wonderful horizontal strip of 3 of this stamp, with a superb single, tied by a black New Orleans town cancellation to an immaculate cover to France, went to *Edward S. Knapp* at \$530.

Stanley B. Ashbrook's book on *The Ten Cent 1851-57* was used to describe all of the stamps in this section. Here again some very interesting prices were realized. A 10c green which could not be finer, tied by a black Lowell, Mass., town cancellation on neat little cover to California, which catalogs at \$60, was sold to *Harold Brooks* for \$107.50, and the excessively rare unfinished Die proof in black was sold to *Esra D. Cole* at \$52.50.

The sensational item in this section was the 10c green, Scott #35a, containing the unique and outstanding double transfer, which was described as one of the most interesting plate varieties ever found. After spirited bidding, this was knocked down to *Elliott Perry (Himself)* for \$520. The highest price realized for the covers was for a 10c green Scott's 35c, a wonderful horizontal pair, both stamps recut at the bottom, which catalogs at \$300 and was sold to the *Y. Souren Co.* for \$250. *Harold Brooks* paid \$121 for a perfection copy of Scott's 35c recut at top and tied by an unusual black New York STEAMSHIP cancellation. *Esra D. Cole* got a horizontal strip of 3 of Scott's 35c, the middle stamp of which was recut at bottom, and the whole tied to a pretty cover to Germany, for \$111.

The 12c black, #36, started off with a perfection mint copy, cataloged at \$125, which was sold to *Edward Stern* of the *Economist Stamp Company* at \$100. *Ernest R. Jacobs* paid \$50 for an immacu-

late lower left corner sheet margin copy which was truly a gem. *John J. Klemann* of the *Nassau Stamp Co.* secured a perfection horizontal pair, left stamp being position 5R with triple transfer, at \$38 and *Warren H. Colson* secured a wonderful horizontal pair with red grid cancellation at \$56.

An outstanding horizontal strip of 4 with margins on all sides, neatly cancelled, was sold to *James S. Hardy* for \$110, and a cover containing two beautiful pairs, mailed from New York to Ireland, tied by red grids, was sold to *Harold Brooks* for \$160.

The 24c and 30c imperfs were represented by one example each. A 24c lilac with huge margins, from the Hind collection, was sold to *Harry Keffer* for \$270, and a 30c bright fresh copy with large margins was sold to the *Economist Stamp Co.* for \$410.

1857-60 1c Blue

It required seven pages in the catalog to list the 125 lots of the 1c blue, which included Scott's No. 40, 41, 42, 42d, and 42f. *Harold Brooks*, who, as we previously stated, was one of the biggest buyers at the sale, paid \$75 for a beautiful horizontal strip of three, tied to a pretty, small cover by a wonderful strike of the attractive Jersey Shore, Pa., blue Star cancellation. *Fred Allen*, of the *Westchester Stamp Co.*, bought a number of items in this particular group which ought to gladden the hearts and brighten the collections of many of his customers. A reconstructed block showing the major crack of Plate 2 and containing plate positions 2, 12, 13, 23 and 33 L2, was sold to *Daniel F. Kelleher* at \$205. Dan apparently stole a march on the boys as this is probably the most complete reconstruction in existence. Mr. *Stryker*, representing the *Uptown Stamp Co.*, secured a beautiful copy tied to a neat orange envelope by a black octagon "U.S.P.O. Despatch. Phil." for \$70.

A fine copy of the rare Type 3 perforated, position 99R2, was sold to *Philip H. Ward, Jr.* for \$185, and a Type 4, a vertical pair with a Type 2, was sold to the same buyer for \$175. *Gus Burger* of *Burger Bros.* paid \$105 for a 1c blue together with a 3c red, both cancelled by the extremely rare oval "U. S. Post Office Dispatch, Prepaid 1c" cancellation from Philadelphia.

While we have mentioned some of the outstanding items, there were plenty of the run-of-the-mine variety, but all in superb condition, which brought an average of \$5 each, although there was a sprinkling of \$1, \$2 and \$3 items.

The balance of the second session was made up of the 3c Scott's No. 43 and 44. At \$46, *H. R. Stannard* bought a fine copy tied by black cancellation "Favor's Express Steamer Admiral," which also bears in black "U. S. Express Mail, Boston." *Robert Laurence*, *Gordon Usticke* of *Stanley Gibbons, Inc.*, *Grace Stamp Co.*, *Uptown Stamp Co.*, *Burger Bros.*, and *Leo Shaughnessy*, were the principal buyers of stamps in this section, although almost everyone on the floor seemed to get one or more lots.

The total realized at the second session was \$11,190.75, bringing the total for the first two sessions to over \$30,000. This particular group had been appraised at \$6,500, with *Esra D. Cole* making the liberal guess that it would bring as much as \$7,500. So again it was demonstrated that fine stamps bring fine prices, regardless of general business conditions.

(Continued on Page 198)

Prices Realized on the WORLD FAMOUS DR. PHILIP G. COLE COLLECTION NOW AVAILABLE!

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- U. S. and Foreign countries alphabetical—Aegean Isl. to Cyrenaica incl. \$1.00

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F. W. KESSLER

NEW YORK, N. Y.

Sale of the Brown Collection at Auction

(Continued from Page 190)

Third Session, Wednesday, November 1st

A SMALL but select group of the 1857 3c, Scott No. 44, on Mississippi Packet covers and railroad cancellations, started off the third session. The Mississippi packets brought the best prices, which averaged over \$20, with high-spots bringing \$43 and \$47 respectively. The railroad cancellations averaged about \$5, although several brought double this amount.

In the 5c 1857's, Scott No. 45, 46, 47, 48 and 48a, the principal item was a perfection strip of three tied to a neat blue cover by a black "New Orleans" and red Boston town cancellation, which went to *Harold Brooks* at \$155. The same buyer bought an extremely fine vertical pair, tied to a nice cover by a black Wilmington, Del., cancellation, for \$72.50, and a beautiful horizontal strip of three cancelled by a striking red gridiron cancellation, for \$105.

The most striking piece in the 10c varieties, which included Scott No. 49, 49a, 49b, and 49c was the finest known cover showing the use of the 10c 1857, which was illustrated in *Ashbrook's* book. This cover was mailed from the Confederate States to Prussia, with three 10c stamps used from St. Francisville, La., and went to *Philip H. Ward, Jr.*, at \$285. There were some beautiful copies of the 12c, including an almost perfectly centered block of four on a small piece of cover, with a black town cancellation, which went to *Ezra D. Cole* for \$67.50. *Harold Brooks* bought a perfect pair tied by a black Hornellsville, N. Y., town cancellation to a cover addressed to England for \$77; a horizontal strip of 3 and a horizontal pair used together, with a horizontal pair of the 3c 1857, making the 66c rate to New South Wales, for \$80, and several other equally interesting items.

Mr. Hart secured an almost perfectly centered copy of the rare 24c red-lilac, Scott No. 52b, with full original gum, for \$145. A wonderful copy of the 24c lilac

tied to a small piece by a red "Boston BR. Pkt. Paid" and another copy tied with a 3c 1857 by a black Boston "Paid" cancellation on a neat blue cover to Italy, went to *Mr. "C"* at \$81. and \$67.50 respectively.

In the 30c, Scott No. 53, a perfect copy with a beautiful red rectangle "Supplementary Mail" went to *Ernest R. Jacobs* at \$57.50; another perfection copy showing a fine shifted transfer at the bottom went to the same buyer at \$42; an extremely fine copy cancelled with a pretty red "Supplementary Mail" Type A went to *Nicolas Sanabria* for \$67, and a very fine, brilliant copy tied to an extremely rare Campaign Envelope went to *Harry Keffer* at \$115. The finest item in this section was a 30c beautiful pair, together with two 3c copies of 1857, tied by a black Boston "Paid" cancellation on an extremely beautiful cover to the Cape of Good Hope, which went to *Edward S. Knapp* at \$280. *Harold Brooks* got a brilliant, fresh, superb copy tied to a pretty blue cover by a black New Orleans town postmark at \$95, and *Daniel F. Kelleher* got a magnificent copy tied by red grid and red town to an attractive cover to France, at \$92.50. The only copy of the 90c was a perfection mint copy, which went to *Y. Souren* at \$65.

The reissues of 1857-60 brought prices ranging from \$5 for the 1c, No. 54a, to \$60 for a magnificent copy of the 90c, 54h.

The August issue of 1861 contained some interesting items, including a 10c green Scott No. 58, which sold for \$115 to the *Economist Stamp Co.*; a beautiful vertical pair of the 10c dark green tied to a neat yellow envelope which sold for \$140; a horizontal strip of three of the 10c, which was sold to *Philip H. Ward, Jr.*, for \$50; a 24c mint copy to *Alfred Brigham* at \$400.

In the September issue there were a number of very unusual cancellations, and a number of these went to *E. Tudor Gross*, of Providence, the outstanding specialist in this particular stamp. Prices for outstanding items of this stamp as well as of the 3c, were quite strong, and some of them even set new records. This particular issue is replete with special cancellations, and they all brought substantial prices,

some of them bringing as high as \$70.

Among the real bargains in this group was a 3c rose, Scott No. 65g, printed on both sides, which catalogs at \$1,200 and which was sold to the *Grace Stamp Co.* at \$160. *Henry W. Salisbury* got the 24c lilac, Scott 78d, printed on both sides, which catalogs at \$2,000, for the real bargain price of \$200.

A beautiful group of Patriotic Covers was one of the high-spots of this session. A very few copies brought from \$5 to \$10, although the majority of them brought from \$10 to \$20, and some outstanding pieces brought over \$100. The rare Magnus covers sold from a low of \$10 to a high of \$70 each. *Robert Lawrence*, who is our best qualified expert on Patriotic Covers, secured a number of these lots.

There was nothing particularly outstanding in the 10c, 12c, 24c and 30c values, although they all brought very favorable prices. In the 90c, a perfectly centered, very lightly cancelled block of four was sold to *Daniel F. Kelleher* at \$260, which was \$10 over catalog. *Harold Brooks* paid \$410 for a beautiful cover containing a 90c with two 3c rose and a 10c green, making the 96c rate to Hong Kong, China. A fine "Specimen" set in blocks was sold to the *Nassau Stamp Co.* for \$90.

The 2c Blackjacks were represented by some splendid examples, and *Ernest R. Jacobs* paid \$135 for a perfect used block of four on a small piece of cover, cancelled with a nice black town cancellation. *Ezra Cole* paid \$125 for a bisect, and the *Grace Stamp Co.* paid \$160 for a copy printed on both sides.

Daniel F. Kelleher paid \$145 for a 3c scarlet, unused.

Two magnificent covers of the 5c brown, the first with a Hawaii 5c blue Scott No. 21, was sold to *Harold Brooks* for \$155, and the second, with the Hawaii 5c blue Scott No. 32, for \$102.50.

The first session closed with the grill issue of the National Bank Note Co. There were some very fine items in this section, which brought spirited bidding, and maintained the general average brought throughout the sale.

The 1875 reissue without grill brought \$16 for the 1c, \$37 for the 2c, \$65 for the 3c, \$42 for the 5c, \$52 for the 10c, \$50 for the 12c, \$62.50 for the 15c, \$95 for the 24c, \$112 for the 30c, and \$110 for the 90c.

The total for the third session was over \$13,000, which was almost double the appraised value.

We want to mention at this point the wonderful work done by *Walter S. Scott*, the auctioneer. His comments during the sale kept everyone in good humor and he never missed a bet in pushing up the prices. His knowledge of stamps and buyers makes him a very valuable asset to every sale, in addition to his competence as an auctioneer.

Fourth Session, Thursday, November 2nd

THE fourth session of the Brown sale provided the most sensational prices of the entire auction up to that point. This session started out with the very popular 1869 issues, and the first item, a perfection mint horizontal block of six of the 1c, went to a prominent New England collector at \$175. The *Uptown Stamp Company* paid \$43 for a superb single copy, and *Jack Juhring* paid \$39 for a fine copy cancelled with Waterbury "Bee"; *Ezra Cole* paid \$11 for three selected copies, one of which showed a portion of the imprint at the bottom; the *Uptown Stamp Company* again paid

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Educators

1c	Horace Mann	1796
2c	Mark Hopkins	1802
3c	Charles W. Eliot	1834
5c	Frances E. Willard	1839
10c	Booker T. Washington	1858

Inventors

1c	Eli Whitney	1765
2c	Samuel F. B. Morse	1791
3c	Cyrus H. McCormick	1809
5c	Elias Howe	1819
10c	Alexander Graham Bell	1847

Poets

1c	Henry W. Longfellow	1807
2c	John G. Whittier	1807
3c	James Russell Lowell	1819
5c	Walt Whitman	1819
10c	James Whitcomb Riley	1853

Scientists

1c	John James Audubon	1780
2c	Dr. Crawford W. Long	1815
3c	Luther Burbank	1849
5c	Dr. Walter Reed	1851
10c	Jane Addams	1860

Sale of Brown Collection*(Continued from Page 198)*

\$63 for a perfection copy tied to cover.

In the 2c value, the outstanding items were two bisects, one of which was purchased by *Nicolas Sanabria* at \$55 and the other by *Mr. Juhring* at \$59. In the 3c values, *Warren H. Colson* paid \$24 for a very fine copy with a Man's Face in black circle and \$27.50 for a copy of the Waterbury "Shoe." *Mr. Jackson* paid \$55 for a copy with the Waterbury "Bee" and \$45 for the Waterbury "Beer Mug."

In the 6c value, \$26 was paid for a perfection mint single that catalogs \$12 and the *Uptown Stamp Company* paid \$25 for an extremely dark used copy with a green Target cancellation. \$52.50 was paid by *Harold Brooks* for a perfect copy of the 10c tied with the New York Steamship cancellation and *Y. Souren* paid \$50 for a perfect copy tied by a black cork cancellation to a neat blue cover. *Ernest R. Jacobs* paid \$27 for two perfection copies of the 12c, which catalogued \$12.50, and *Philip H. Ward, Jr.*, paid \$30 for a perfection copy of the same stamp tied to a

very attractive cover by a black Pin-wheel cancellation. Copies of the 15c, both Scott's #118 and #119, brought equally high prices, as they were all in exceptional condition. In the 24c, a superb used copy was sold to *Nicolas Sanabria* at \$27, which is almost double catalog. A copy of the 24c Scott's 120a, unused, with original gum but without grill, sold for \$85. A similar copy without grill of the 30c brought \$61, which was but \$1 more than a regular unused copy of the same stamp, which brought \$60.

The 90c stamps brought \$66 for superb used copies.

The re-issues of the 1869 issue, which were made in 1875, were practically all bought by *Y. Souren*. He paid \$10 for the 2c, \$80 for the 3c, \$20 for the 6c, \$20 for the 10c, \$37 for the 12c, \$20 for the 15c, \$20 for the 24c, \$41 for the 30c, and \$80 for the 90c. These were for perfection unused copies with original gum, but used copies also brought equally attractive prices. The entire set brought \$332, which was \$102 more than the same stamps were recently offered for at retail. *Clarence Braser*, the *Nassau Stamp Co.*, *Daniel F. Kelleher*, and *C. I. Crowell*, divided the die proofs between them. *Mr. Crowell* paid \$140 for the 15c to 90c values showing inverted centers.

There were some unusually attractive copies of the National Bank Note Co. issues, both with and without grill, which all brought unusual prices. Some of the stamps in this section which cataloged but a few cents brought as high as \$10 to \$50 merely because they were in beautiful condition or had an unusual cancellation. There were so many unusual items in this particular group that a detailed list would be required to point them out and space does not permit this.

The special printings of these issues also brought exceptional prices, in fact so exceptional that it was hard to understand how they could bring so much in view of prevailing retail prices on the same items. For instance, a copy of the special printing of 1879, Scott's 198, brought \$220, although this identical stamp in equally good condition, was recently advertised by the *Economist Stamp Co.* at \$200. A superb mint block of the 30c orange-brown, Scott's 217, brought \$33, although the *Economist Stamp Co.* recently broke up an entire sheet that they obtained at the Crocker sale in London and were selling superb blocks at \$20.

The 1890-93 issues all brought good prices, and a complete set, 1c to 90c, including three shades of the 2c in superb mint imperf. horizontal pairs, which catalog as singles at \$458, brought \$460.

It was in the Columbian issue, however, that the most startling prices were realized. The 4c blue error of color, Scott's 233a, brought a new high price of \$740, and a block of the 50c, #240 with bottom marginal imprint and Plate 77 block of 10, cataloging at \$60 for a block of 4, brought \$82.50.

All of the dollar values went exceptionally high. *Y. Souren Co.* paid \$150 for a block of the \$1, \$340 for a block of the \$2 (this was recently advertised at \$265), \$925 for a block of the \$4, and \$1,150 for a block of the \$5. The highest previous record for a block of the \$5 was \$1,000. A \$3 block of four went to *Esra D. Cole* at \$550.

A block of four of the 50c Trans-Mississippi issue sold for \$175, a block of the \$1 of the same issue brought \$290.

In the Pan-American issue, a perfect mint copy of the 1c with inverted center,

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Sale of Brown Collection

(Continued from Page 210)

containing sheet margin, brought \$295. A beautiful copy of this stamp was recently advertised by the *Economist Stamp Co.* at \$225. Another mint copy of the same stamp in beautiful condition brought \$275. The 4c with inverted center, after much spirited bidding, was knocked down to *Y. Souren Co.* for \$850.

In the 1902-3 issue, the most outstanding item was a glorious mint block of four of the \$5 dark green, Scott's 313, which brought full catalog of \$600. A matched set of four plate number blocks of six of the 5c blue, Scott's 315, imperf., brought \$725. All of the coil stamps and the exposition stamps of the period brought practically full retail prices, and in some cases more than retail prices.

In the blue paper issue of 1908-9, the rare 4c orange-brown, which catalogs \$750, went to *Edson Fifield* at \$870. The *Y. Souren Co.* were important buyers in this particular group and paid \$720 for a beautiful copy of the 8c olive green, Scott's 363.

The total for this session was \$25,878.25, which brings the total of the sale up to this point to over \$70,000—more than the entire collection had been appraised at, with two important sessions still to follow.

**Let Your Dollars Answer the
Annual Red Cross ROLL CALL
Nov. 11-30, 1939**



£210.

United States Rarities from the Crocker Collection



Once sold in England for £5, this block brought £2500.

MANY members of the J.P.S. have written me to say that they listened in with great interest to the 20-minute broadcast of the sale of the late Mr. W. H. Crocker's United States stamps on Thursday, Nov. 24th. By the courtesy of the auctioneers, Messrs. Harmer, Rooke & Co. Ltd., we are able to illustrate some of the star items, with the prices realised for each.



384

1893. Error of colour, £700.

In the three days' sale the United States stamps realised £15,900, which brings up the total so far obtained for the Crocker collection to £26,000. Those who read Mr. Melville's brochure on this collection, published last Spring, will realise that there are still many fine things still to be sold, notably the rare "Missionaries" of the Hawaiian Islands.



£650.



£420.



£375—that's all!

Adolphe Menjou

By Edwin Brooks

MANY years ago an impoverished gentleman, arriving in Hollywood, at the end of the movie rainbow, forthwith went to the best tailor in the cinema capital and with the brazen effort of a knight of the road, asked the tailor to make him up six suits at the unheard of price of

auctions, the suave actor has lately made many new additions to his collection of early American stamps through an agent. Incidentally, this agent is one of our best known stamp agents. We all know him well.

Provided his bidding proves successful in a forthcoming New York auction of rare stamps, Menjou should be ranked as a philatelist with a reputation not far below that enjoyed by President Roosevelt.

Although yet far from matching a



Adolphe Menjou

\$150.00 apiece. But after the tailor had quieted down from the shock, he realized that here was an unusual man, and in time he made the suits. This same gentleman then dressed in the best, made the rounds of the studios in a battered car. Invariably he was always chosen for bit parts in a crowd, because he was always dressed to perfection. From then on, success smiled on Adolphe Menjou.

For many years Mr. Menjou was known far and wide as the world's best dressed male. He is still the best dressed man in screenland, but he now has another love that seems to have overtaken clothes. This is stamp collecting, the hobby of kings and presidents, and he is now preparing to exhibit his collection next year at the Philatelic Exposition in New York.

Prohibited by his work in "Stage Door" at RKO Radio Studio, where he appears opposite Katherine Hepburn and Ginger Rogers, from personally attending important stamp

few greater collections of its kind in the world, Menjou's nevertheless ranks as one of the finest in the country. He values his present accumulation in excess of \$25,000.00.

Ward Sale Totals \$36,675

THE AUCTION of the U. S. collection of "Mr. X," held in New York City, December 8, by Philip H. Ward, Jr., of Philadelphia, totaled \$36,675 for the 19th Century portion.

The gem of the lot, a ten-cent Baltimore, black on white paper, on original cover, realized \$3,750. Other Baltimores, 5-cent, black on white paper, brought \$500, and the same on bluish paper sold for \$520.

A Brattleboro on cover brought \$745, and a 5-cent Millbury, Mass., was knocked down for \$1,300.

Unused copies of the 5-cent 1847 sold for \$54, and the 10-cent of the same issue for \$270. A 1-cent, Type I, of 1851, sold for \$380, and a Type III (99R2), \$200. A bisected 12-cent used for 6-cent rate from California, cover canceled "Via Nicaragua Ahead of the Mails" was bought for \$425, and the 24-cent and 30-cent of that issue brought \$180 and \$230, respectively.

In the 1857 issue there was a block of the 1-cent showing both Types I and II, and a buyer was happy to buy it for \$67.50; while a 10-cent, Type IV, brought \$82.50, and a block of the 12-cent in unused condition was sold at \$105.

The August issue of 1861 had several items: the 1-cent selling for \$600; the 5-cent, \$535; the 12-cent, \$3,100; the 30-cent, \$1,300, and the 90-cent, \$825.

The 20th Century section of this collection will be offered for sale in the early months of 1939.

William H. Crocker Sale

WITH the British pound bringing approximately \$4.70 it was possible for Americans to enter actively in the bidding for U. S. items in the William H. Crocker sale held in London, November 23, 24 and 25, 1938, with the consequence that more than half of the fine material came back to this country.

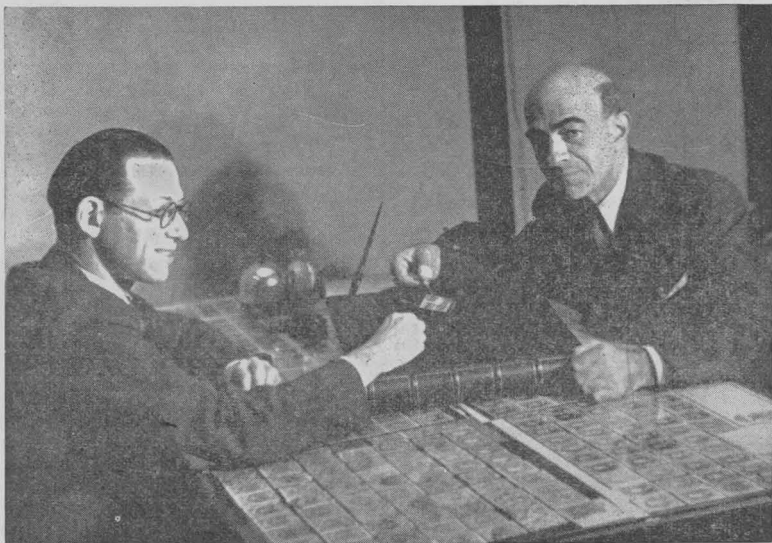
Y. Souren of New York City bought the most important piece of the sale, a block of four of the 24-cent 1869 with inverted centers for £2,500 (approximately \$11,750). The story of how he managed the buying by trans-Atlantic telephone was told in these columns several weeks ago. Other items procured by Mr. Souren contained the following (prices are ap-

proximate): a 10c Providence at \$32.90; 5c 1847, mint block of four, \$1043; 5c dark brown, 1857-60, type two, mint block of four, \$108; 10c green, 1857-60, type five, mint block of four, \$61; 24c red lilac, 1857-60, unused copy, \$70; 3c pink, 1861, unused block of four, no gum, \$329; 30c orange, 1861, mint block of four, \$131; 90c, 1861, mint block of four, \$611; 2c black, 1867, grill 12x14, mint block of four, \$634; 10c green, 1867, grill 11x13, unused block of four, \$352; 15c black, 1867, grill 11x13, mint block of four, \$564; 10c green, 1867, grill 9x13, mint block of four, \$399; 12c black, 1867, grill 9x13, \$282; 90c carmine, 1870-71, with grill, unused, \$225; 12c violet, 1870-71, no grill, unused, \$752; 15c, 1869, with inverted center, \$564; 30c, 1869, with inverted center, \$3,055; 1c Pan-American, with inverted cen-

ter, \$305; block of four of same, \$1,552; 2c Pan-American, with inverted center, \$1,974; 4c Columbian, error of color, block of four, \$3,290.

Other items sold at the sale to various buyers, included the following: \$3 Columbian, block of 10, \$799; \$4 Columbian, block of 10, \$1,216; \$5 Columbian, block of 10, \$1,410; \$2 Trans-Mississippi, block of four, \$587.

The American bidders at the sale included the previously mentioned Mr. Souren, Ezra Cole, Edward Stern of the Economist Stamp Company, Capt. Nowell-Usticke of Stanley Gibbons, Inc. British bidders to be reckoned with were Frank Godden, W. Houtzamer, Charles King, E. O. Holmes and Sir Nicholas Waterhouse, the latter buying a real bargain, a Millbury cover for \$2,115.



Above photo showing the rare 24c block, 1869, inverted center with its purchaser, Y. Souren, of New York City, at right. Mr. Souren bought it for \$12,500 by Trans-Atlantic telephone at the London auction. Theodore D. Behr, seated at left, brought it back to America. Photo by Ernest A. Kehr.

Stamp History Made With Purchase By Trans-Atlantic Phone

By ERNEST A. KEHR.

When Y. Souren of 394 Park Avenue, New York City, had a special private Trans-Atlantic telephone line installed between his own office and the auction "floor" in London he intended only to purchase a few stamps which he needed and which, through their rarity come up for sale only once in a lifetime, but the innovation was so unusual that it yielded a million dollars worth of publicity in addition.

Ever since Thanksgiving Day, when the call was placed and the auction lots purchased, Mr. Souren has been stormed by newspaper men, newsreel cameramen, radio commentators and feature writers who published the story in type, on celluloid and across ether waves.

Mr. Souren has, in the past, done many things to merit philatelic praise, but by this act he accomplished an achievement which is not only a stamp collector's "ace" but a communications novelty that has opened a new field through which

the familiar Trans-Atlantic telephone service may seek business.

The story of Mr. Souren's purchases that amounted to more than \$40,000 and included the unique block of 24c stamps of 1869 with inverted vignette, was of course carried by the philatelic press but in addition a front-page release over the Associated Press wires supplied it to newspapers that have never even thought of stamp collecting as news. The Fox Movietone News cameramen ground out reels of film while Lowell Thomas described the acquisition.

Mr. Souren was also added to the honor roll of Famous Firsts of American history when this episode was dramatized over the facilities of the Mutual Network in this country and the Canadian Radio Commission chain.

National publications such as *Life*, *Newsweek*, *Reader's Digest*, *Time*, *New Yorker* and others, in telling of this purchase gave stamp collectors a flare of publicity such as has never been seen before.

A Notable Find

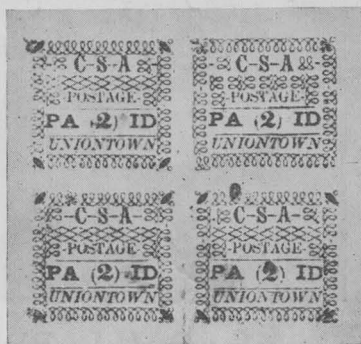
Uniontown, Ala.

2c BLUE, SCOTT'S A1
ON WHITE LAID PAPER

COMPLETE SHEET
FOUR VARIETIES

HITHERTO UNCATALOGUED

By JOHN A. KLEMMANN.



The two known examples of the 2c are on blue laid paper and the discovery of this sheet on the white paper completes the listing of all denominations on both papers and determines, for the first time, the size of the sheet, the number of varieties and their position in the sheet.

Further study also shows that the 2c, 5c and 10c were all printed from the same setting of type, the only change being the insertion of the numerals of value in each case. The 5c was printed first, then the 2c and finally, the 10c.

The complete sheet is illustrated and the four types can now be easily seen, supplemented by the description of the variations given.

It is to be noted that four different types of ornament were used—(1) corner ornaments with ovals of solid color; (2) loops in units of two, like two "eights" with flat tops; (3) double X's; (4) trifoliates. The border is made up of four corner ornaments, seven units of loops top and bottom and six on each side.

In three of the stamps the corner ornaments have ovals of solid color cutting the corners and identically placed in Types I and IV, but in Type III the upper and lower right ovals point to the center instead of cutting the corners; in Type II, the space between "C.S.A." and "Postage" is filled with loop units ornamentally placed, while in the other three types, the space is filled with double X's.

The minute differences are described as follows:

Type I. The loops or figures of "8" have the flat tops turned in, except in the left border, in which the second from the top and the lowest one face outward. The loops on both sides are separated into groups of three by a small dash opposite the center line. In the corner ornaments, the ovals of solid color cut the squares diagonally.

Type II. No ornaments with ovals of solid color, the only one of the four types

without them; the top border of loops is inverted, the flat tops being turned outward. The six pairs of loops or "eights" on the sides are separated into groups of two and four; the top corners show trifoliate ornaments, the lower left corner the "eights" with flat tops outward. Those on the left side of "C.S.A." show the flat side faced inward, while the right one is inverted; under the letters "C.S.A." loops are used instead of double X's.

Type III. The ornaments in the upper and lower right corners have the ovals of solid color pointing toward the center. The second ornament in the top border is trifoliate and the units of loops or "eights" at the sides are separated by the dash into groups of one and five; dashes outside of "C" and "A" and none between the loops and the border ornaments on the same line.

Type IV. Corner ovals, the same as in Type I; loops or "eights" at the sides separated into groups of two and four. Unit to left of "Postage" has flat tops turned in instead of out. There is a dash to the right of "A" and dots instead of dashes between the loops and the border ornament on the same line.

Philatelists always desire some one outstanding feature for quick determination of the types, which are given below, always bearing in mind the corner ornaments with ovals of solid color and the double X's under "C.S.A." in three of the types.

Type I—No dashes outside "C" and "A".

Type II—No corner ornaments with ovals of solid color and loops under "C.S.A." instead of double X's.

Type III—Dashes outside of "C" and "A".

Type IV—Dash outside of "A" only.

From the descriptions given above, all types of the 2c, 5c and 10c Uniontown can now be plated.

The Y. SOUREN COMPANY

takes this means of expressing their sincere appreciation of the many telegrams, telephone calls and letters congratulating them upon the acquisition of the celebrated block of four 24c 1869 with inverted center. This wonderful block and our other notable purchases from the famous Crocker sale are now a part of a stock of United States rarities which is second to none. It is the crowning achievement of a lifetime devoted to the search for the philatelic gems of our nation. We feel justly proud.

The Y. SOUREN COMPANY also wishes to dispel certain rumors that the purchase of this great block and other remarkable pieces was for the account of undisclosed clients and that they were merely acting as agents in the transaction. The statement is herewith made publicly that each and every item purchased from the sale of the Crocker collection by the Y. SOUREN COMPANY is for addition to their stock and all are available for the consideration of serious and appreciative collectors. Inquiries are invited and will be given careful attention.



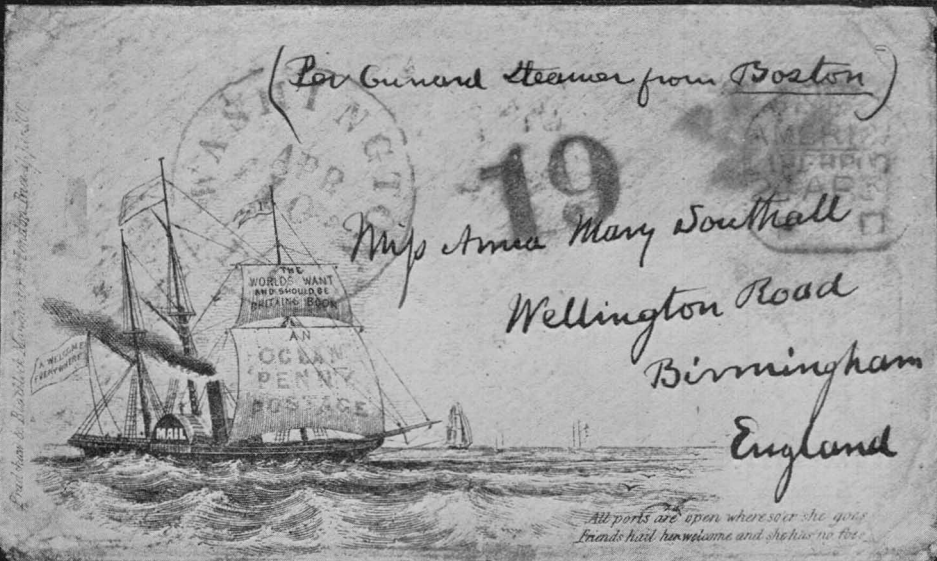
From time to time various statements have appeared in the advertising of the Y. SOUREN COMPANY as to their policy and ideals. The very name of "Philately" is derived from the Greek words "Philos", *i. e.*, "the love of", and "Atelia", *i. e.*, "that which is exempt from tax" . . . rather complicated, to be sure, but expressive of the true collector's appreciation of the finest stamps. This symbolizes the activities of the Y. SOUREN COMPANY. Being merchants, however, it is impossible that the many philatelic treasures gathered throughout the years can remain within the stock of the Y. SOUREN COMPANY, thus the Y. SOUREN COMPANY merely becomes a medium for the sale or acquisition of the desiderata of American philately. There is one point on which the Y. SOUREN COMPANY prides itself. This organization does not countenance the sale of a fine piece unless the prospective owner is truly appreciative of his acquisition. This transcends any mere dollar and cents consideration in the transaction.

In considering the competitive type of material, one may justly look upon the commercial angle, but with those few pieces of great beauty and extreme rarity, the piece itself is the criterion. The attitude of the Y. SOUREN COMPANY in regard to unusual pieces is with full regard to the viewpoint of the ultimate purchaser. The Y. SOUREN COMPANY must sell a stamp to itself before it will offer it for sale. The quality and desirability must be given fullest consideration before any collector will have the opportunity to acquire it. Superb pieces form the major portion of this celebrated stock. The acquisition of such things naturally carries along with it a considerable quantity of competitive material and things of inferior quality. Since a great demand for such material exists, the Y. SOUREN COMPANY makes this available in strict competition along commercial lines. Whatever your needs, in the greatest rarities or in ordinary things needed for filling spaces, the Y. SOUREN COMPANY offers you a courteous, dignified service with the cultural and intellectual background of philately fully kept in mind.

Y. SOUREN COMPANY

394 Park Avenue

New York, N. Y.



Bradshaw and Bradlock design, addressed by Elihu Burritt.

MR. JOHN N. LUFF.

WE regret to announce the death of Mr. John N. Luff, the great authority on the stamps of the United States.

Mr. Luff had devoted the greater part of his life to the study of stamps, and had long been recognised as the leading expert on American stamps as well as an authority on many other branches of philately. He was a prolific writer and contributor to stamp journals, and his great work "The Postage Stamps of the United States" is still the standby for the American collector.

At one time Mr. Luff was associated with the New York branch of Stanley Gibbons Ltd., but he was best known for his long period with the famous Scott Stamp & Coin Co., of America. It was Mr. Luff who edited the firm's catalogue and made it the standard guide for all American philatelists.

The Collector's Club of New York are proposing to make a permanent memorial to their great philatelist in the form of "The Luff Research Room." This will be incorporated in their headquarters and will be equipped as the meeting place for the American Expert Committee now in course of formation.

We extend our sincere sympathy and condolence to his relatives and to that world-wide circle of intimate friends made during a life-time of service for others.

In Memoriam

EDWARD S. KNAPP

THE sudden untimely death of Mr. Knapp deprives Philately of one of its greatest friends and staunchest supporters. The personnel of the Y. SOUREN COMPANY and the PHILATELIC RESEARCH LABORATORIES, INC. mourns with the rest of the philatelic world the passing of one whose place can never be filled.

Y. SOUREN COMPANY

New York City

William Carlos Stone

By EVERETT E. THOMPSON.

On Feb. 23, Wm. Carlos Stone, nationally known philatelist, passed away at his home in Springfield, Mass., just a few months short of attaining his 80th birthday. There are U. S. collectors who have larger and more valuable collections of stamps, but it is doubtful if any had a greater acquaintance among philatelists or a more extensive knowledge about stamps and stamp collecting.

In his advancing years Mr. Stone was affectionately greeted by a host of friends as "Uncle Billy", but he had an even older fame as "Sine Die Stone" at A. P. S. conventions. He attended the first convention in 1886 and since then 37 of its annual gatherings, a record that probably no other collector can equal. Early in its history he happened to make the motion to adjourn a convention "sine die" and the task soon came to be a habit, and year after year "Sine Die Stone" was called upon to perform his own peculiar duty.

During the years 1902, 1912 and 1922, at the meetings of the A. P. S. in Springfield, he took a very active part in the proceedings. He was President of the A. P. S., 1907-1909, and was always active on various committees. He wrote the Society's history for its first quarter century in the *American Philatelist*, February and May issues, 1912.

Will Stone had a never-ending enthusiasm in all matters concerned with stamp collecting. His interests were as wide and varied as the issues of stamps themselves. He specialized in everything and it often happened that Uncle Billy could give specialists information that they had sought

elsewhere in vain. The explanation laid in his phenomenal memory.

At the funeral service in Springfield, Feb. 25, the parlors were filled to overflowing—a tribute of affection many held for him. His pastor spoke of his many interests, his helpfulness, and particularly his perennial youthfulness. Will Stone was nearly 80 but he was always young in spirit. He exhibited that characteristic by his aid and encouragement to juniors and he was keenly interested in the work of Junior Stamp Clubs.

He was one of the founders in 1895 of the Springfield Stamp Club and served it in various capacities. In contests held, it was sometimes necessary to start him at scratch while others, varying with philatelic age and experience, were granted relative degrees of handicaps. In Club exhibits, if a member was lacking a country, an issue, or a particular stamp, Bill's albums usually filled in the blanks. He rarely missed a meeting and his mental alertness was with him until the last. In recent years a gradually increasing difficulty in hearing had somewhat affected his active participation in discussions.

For the last three years or so he conducted "With the Stamp Collectors", in the *Springfield Union*—a labor of love. The efficiency with which he served the Club as its Publicity Agent was much appreciated.

This is not the place to speak at any length of his exceptionally long service of nearly 60 years in the Springfield City Library or of his interest in politics, or of his 50 years of faithful work as an election precinct officer, or of the many

friends he made in the circle of the First Baptist Church. He became much interested in the early history of his Church and had gathered much valuable data.

Nothing definite can be stated as to what will happen to his very large collection and his valuable philatelic library. At last the final "sine die" has been passed upon Will Stone's career. Let us reflect with gratitude on the 60 years and more of enthusiastic service that he has contributed to philately.

Prices Of 19th Century U. S. On Covers Stand Up Well

THE RECENT Kelleher sale in New York of 19th Century U. S. items on covers, from the collection of the late Judge Robert S. Emerson accurately reflects present market values of those interesting and always desirable items. Mumbblings heard from time to time in recent months that there has been a mellowing or slump in the stamp market certainly was disproved in this sale, as to fine early items, regardless of what the facts may be as to twentieth century items. As in all auctions a few pieces went to sharp-shooters at bargain prices but, generally, the really fine desirable items fetched prices substantially over catalogue and this in face of the fact that many catalogue prices are too high. The New Yorks, No. 17, sold all the way from \$23.00 to \$167.50; the latter price being realized for a copy (17e) signed "RHM", good margins except at bottom. A copy without signature, tied to a small cover to England, unused, July 15, 1845, the earliest known use of the stamp, brought \$132.00; a very fine vertical pair tied with a red "PAID" brought \$135.00. The average price on other covers with very fine copies was a little over \$50.00. Covers bearing the always popular five and ten cent 1847 stamps went at good prices. The lowest price for a five cent item was \$10.00, and that was for a copy cut into at left. Remember that all stamps in the sale were on covers. The highest price for a single on cover was \$41.50, the stamp being tied with the red numeral Baltimore "5" and was used in May, 1850. It was superb in every way. Similar copies tied with the same numeral cancelation went for \$31.25 and \$26.50; the stamps were superb but the covers were not quite so attractive. Always, the attractiveness of a cover, as a cover, has much to do with its price. Covers with railroad and steamboat postal markings went from \$16.00 to \$26.00, while two superb singles tied with a "Hudson River Mail, N. Y." sold for \$53.00. Pairs sold from \$41.25 to \$79.00. There is a wealth of shades in this stamp; the catalogue lists nine; but it is well known that there are at least twenty. Some of the shades are much scarcer than others, indeed, there are three or four shades that well may be called freak or accidental shades and are very scarce. There were three or four of the rare shades among the twenty-seven lots offered. It is difficult if not impossible to name such shades;

the auction cataloguer uses the names found in Scott's catalogue; that is the best anyone can do; but to those who see the stamp and who are really in the know when it comes to the relative scarcity of this or that shade, no difficulty is encountered. This stamp on cover is catalogued at \$12.00, a fairly good price for an ordinary mine-run copy on an ordinary cover. But in this sale there were three or four choice shades, all superb; the average price of all the lots was \$26.00 or over twice the catalogue value. There was quite a number of the 10c and they went from \$30.00 to \$55.00, the latter figure was for a cover bearing the "Hudson Riv. Mail, N. Y." marking. The 1c 1851's averaged a bit under catalogue. Considering the condition of the stamps, some of which were close, there were no real bargains. In the three's, an orange-brown tied by a blue "Due-Way 1" went for \$53.00, whereas an ordinary red stamp tied by a black "Way" sold for \$4.50. A cover bearing the 1852 year date, not tying, sold for \$12.25, and a "New York July 21, 1853" tying stamp sold for \$12.25; both of these items were bargains. The flag in circle Newark Valley, N. Y. cancelation tying an ordinary red stamp sold for \$14.00. Fancy cancelations on any of the early issues are quite desirable. There were no fives in the sale. The tens averaged about catalogue. A type III tied on a cover to California went for \$26.00; catalogue \$12.50. The unusual combination of types I, II and III in a vertical strip tied on a cover to France went for \$33.00 although the type II was defective. A vertical pair of 12c, not superb, with an ordinary 3c tied with a "L. Ville & Cinti. Mail Line" fetched \$40.00. In the 1857's there were many lots of all values; the prices were on the average somewhat below catalogue. A strip of three of the three cent type II tied with the Canton, Miss. Lyre cancelation fetched \$29.00. There were two lots with three cent stamps tied, the covers bearing the scarce marking "Old Stamps Not Recognized." One brought \$28.00 and the other \$29.00. A horizontal strip of the ten cent type I, not centered, brought \$72.00. The issues of 1861, 1862, 1866, 1867, 1869 and 1871 were well represented. The ordinary copies without some distinctive cancelation or postal marking sold on an average about ten per cent under catalogue; but, as in other is-

sues, distinctive cancelations brought good figures. A pair of the 24c number 99 with a ten cent No. 68 from Hawaii to Germany bearing the marking "Honolulu, U. S. Postage Paid," sold for \$61.00. A 3c 1869 tied with the Adrian, Mich. Bee brought \$30.00. A pair of the 3c green tied with a Shoe and Fly from St. Clair, Mich., brought \$36.00. A not well centered copy of the \$2.00 Omaha mailed in 1901 brought the rather surprising price of \$82.50. A 5c red error in the center of a strip of three tied, mailed June 5, 1917, brought \$41.00, whereas another copy, single, mailed June 14, 1917, brought only \$19.00.

This sale also contained many carriers and locals on covers all of which went at good prices.

Mr. and Mrs. Walter Augustus Dibblee

announce the marriage of their daughter

Dorothee

to

Mr. Edward Spring Knapp

Tuesday, the nineteenth of December

One thousand, nine hundred and thirty-nine

Cathedral of the Incarnation

Garden City, New York


Edward S. Knapp Dies

EDWARD S. KNAPP, a prominent collector of 19th century U. S. covers, Confederates, locals, cancellations, Pony Express and Western Express material, died suddenly from a heart attack suffered while he was playing billiards at the Racquet and Tennis Club, in New York, April 5th, 1940. He was 62 years of age.

Mr. Knapp had won many awards for his collections, including outstanding awards at the international exhibitions held in New York in 1926, and 1936. He was also a collector of old letters by famous people, an important contributor to the philatelic press. Readers of STAMPS will recall his series in the magazine on Hotel Corner Cards, which ran over a long period. This was another of his philatelic specialties. He was the author of a book on the Pony Express. At the time of his death, we understand, he was working on a book dealing with the history of the Knapp family.

Another important contribution which Mr. Knapp made to philately was the plating of the 5c New Orleans.

He is survived by his widow, Dorothy Dibblee Knapp, and his children, Edward S. Knapp, Jr., and Mrs. Joseph C. Dey., Jr., the latter well known in golfing circles as Miss Rosalie Knapp.



EDWARD S. KNAPP

As we go to press we learn of the death, April 5, of Edward S. Knapp, New York City, aged 60 years. His name and his fame are secure in the memories of all who knew him. His real philatelic interest was in United States stamps and he received numerous exhibition honors.

Mr. Knapp specialized in U. S. 19th Century, U. S. Covers, Pony Express, Locals, Cancellations, etc. He was a member of the American Philatelic Society, No. 5126, also the Collectors Club, New York City.

Mr. Knapp contributed quite frequently to the philatelic press, and his interest in the stamps of the Confederate States resulted in various studies upon that subject. He exhibited and received numerous awards as a tribute to painstaking effort and sincere enthusiasm for philately.

SELL AT

ANY, OREGON

E. S. Knapp, Golfer, Collector, Stricken

Edward Spring Knapp, prominent amateur billiard player, golfer and stamp collector, died April 6, 1940, following a heart attack suffered while playing billiards with a friend at the Racquet and Tennis club, 370 Park avenue, New York City. He was 62 years old.

Mr. Knapp was one of the best-known collectors of stamps of the Confederacy in the country, and his collection of New Orleans stamps won the gold medal at the international exhibition held here in 1926. In 1930 he sold a collection of air-mail covers, all of which had actually made flights and which was valued at \$50,000. He was also a collector of letters, and his collection, which included several writings of Abraham Lincoln, was shown at the New York Historical society, of which he was a member, in 1933.

His collection at the time of his death consisted of early U. S. on covers and many Western and California covers, in which field he was one of the recognized authorities.

In the amateur billiard world he was well known as a balkline billiard player who took part several times in the national Class B and Class C 18.2 balkline championships. As a golfer he was senior player in the father and son tournaments and had scored three holes in one in his career. He was the father of Mrs. Joseph C. Dey, Jr., the former Miss Rosalie Knapp, a ranking Long Island golfer, and of Edward S. Knapp, Jr., also a well-known player. He also leaves a widow, Mrs. Dorothee Dibblee Knapp.

THAT WAS NEW YORK

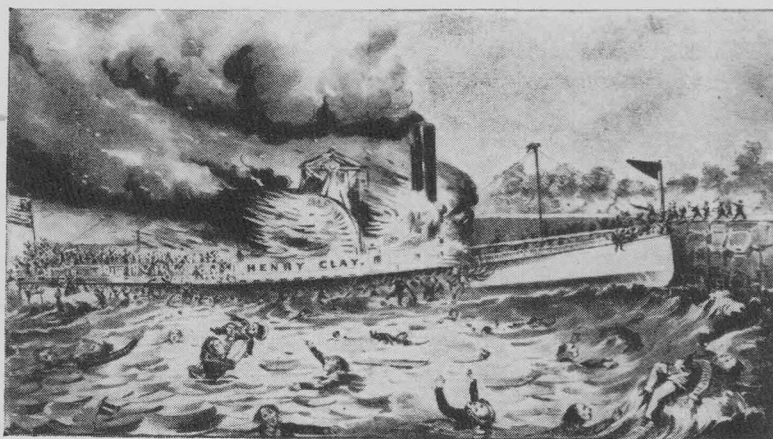
THE FATAL HUDSON RIVER STEAMBOAT RACE

THERE was an early hubbub along the Hudson wharves at Albany on July 28, 1852, where two long, slim steamers, side by side, glittered in white and gold. "Hurrah for Harry of the West. Take the Henry Clay!" runners shouted along the docks, but their cries were answered by other men calling, "Be in New York first. Take the Armenia. No decent American would board the Henry Clay!" Prices for the voyage had started at a half-dollar, but the competing runners cut them to twenty-five cents a few minutes before sailing time.

Maria Hawthorne, prim, maidenly sister of the distinguished novelist, much improved from taking the waters at Saratoga Spa, stepped with dignity up the gangplank of the Henry Clay on the arm of her uncle, old John Dike of Salem. More swiftly, the genial Baltimore bachelor, Dr. Joseph Speed, tripped aboard, glad to be on his way back home after a visit with his New York State relatives in Tompkins County.

It was seven o'clock and more than three hundred passengers had come aboard when the Henry Clay moved out into the river, her white-coated black stewards in a knot at her bow, waving and cheering. Two hundred and six feet long, built less than two years before, she looked every inch the "new and swift steamer" she was advertised to be. She had cost thirty-eight thousand dollars to construct and she was designed to beat even the champion racer of the river, the great Reindeer. Thomas Collyer, proud builder and part owner of the big boat, was himself aboard. He had built the Armenia, too, in his East River shipyard at the foot of Twentieth Street, New York, and had sold her to Captain Isaac Smith only a few years before.

Prostrated by food poisoning, Captain John Tallman of the Henry Clay lay ill in his cabin, confident that Mr. Collyer, with all his river-boat experience, would be able to command the crew expertly on the day-long trip. That gentleman and his partners had shortly



THE BURNING OF THE HENRY CLAY, AS PICTURED BY MESSRS. CURRIER & IVES.

before made a contract with Captain Smith that there would be no racing between their boats and that the Henry Clay was to sail in advance of her rival.

The Armenia lived up to the second part of the agreement by not sailing until the Henry Clay had cast off, but she was under way a moment afterward. Thick ribbons of smoke trailed out behind both steamers and sparks flew from the tall stacks. The horizontal beams above the steeple engines seasawed with swift regularity and the big side wheels thrashed through the water, leaving long white wakes. It was evident that the Armenia was striving desperately to catch up with her rival. The run to Hudson seemed short, and the Henry Clay was well out ahead as she swung toward the landing. Sudden cries of consternation rose from her decks as the Armenia, failing to follow, steamed straight ahead down the Athens channel.

There was a great bustle on the Hudson wharf. Passengers who had bought tickets on the Armenia demanded their money back and objected when the price of a passage on the Henry Clay rose immediately to a dollar, twice the advertised fare for the voyage from Albany to New York. The landing was hurried. Baggage was thrown aboard, and distinguished, elderly Stephen Allen, once Mayor of New York City, was rushed up the gangplank with very little respect. The Armenia was over a mile ahead when the Henry Clay once more got into the channel. Lady passengers and some of the more timorous gentlemen felt relieved, assuming that the boat would not attempt to overcome so great a handicap. Too many lives had been lost already, they said, through accidents

caused by the racing of steamers on the Hudson, and they spoke of the tragic fate of the Swallow, wrecked in her race with the Rochester and the Empire on the rocks of Noah's Brig in the Athens channel one April night in '45 with the loss of scores of passengers.

Their previous fears were doubled when the shaking of the boat under the increasing steam pressure and a loud humming noise given

off by the blowers showed that Mr. Collyer and his crew had no intention of giving up the contest. A continuous blast of hot air came from the boilers amidships, making passage between foredecks and afterdecks practically impossible. Some of the ladies pleaded with their escorts to ask the captain to stop the race. The indignant gentlemen were told by the crew that the captain was ill in his cabin and could see no one. A lady fainted and the gentleman with her appealed to Chief Engineer John Germaine.

"Are you afraid?" said that officer.

"No, but the ladies are."

"The lives of my fellow-officers and of the men are as valuable as those of the ladies. There is nothing to be afraid of," said Mr. Germaine.

Slowly the Henry Clay began to come nearer to the Armenia. The mile dwindled to a half-mile, a quarter. As the Armenia swung in to the Catskill landing the triumphant yells of her agents and runners on the wharf drowned the noise of her engines. She was only three lengths ahead. Quickly she took on passengers and baggage and was away again, but not before the Henry Clay had landed and the two crews had cursed each other with loud and hearty sincerity. The Armenia had gained three-quarters of a mile before her rival was once more moving on the river. Again the Henry Clay began the long pursuit. Dust and fragments of unburned anthracite drifted down on her decks; the shaking was more violent and the humming noise grew louder.

"If there is a single gentleman aboard," said a lady, "he will go and compel the captain to stop racing."

Isaac McDaniels, of Rutland, Vermont, travelling with his wife and

yet?' 'Who's tukking fomm cherity?' he say. 'Is here a new bobbashop. So if you like the hairkit and the mustich-fixing, so you'll come here next time togedder with a bunch friends. And I guarentee when I'm finndished the job you'll look positively anudder persin!'"

"All I can say, he certaineiy was right!" said Bella.

"Before I can say a yes udder no, he got the scississ in hend and he's fixing by me the mustich. 'Listen,' I say, 'just a little piece you should take away—not the whole bunch.' 'Mister,' the man say, 'when you gung to a docteh fa an operation, you got it gullstunns, God fabbid, you say to him, "Docteh, take out oney one piece gullstunn," udder you say to the docteh, "Docteh, the operation is strickly your depottment so take out homenny gullstunns you like?" Nu, the mustich-fixing is my depottment, so you should lemme take out homenny pieces hair I like.'

"So he's cutting and he's cutting and I'm holding still the tunk till I feel I'm gung to bust. So alluva sudden I yell on him, 'You taking away all the hair! Will be empty the whole mustich!' 'Mister,' the bobba say, 'how your wibe should like it when you gung inside the kitchen and you see she's fixing a sprink chicken and she's taking away the fedders fomm the chicken and you say to her, "Feh! How a persin can eat such a chicken!" The wibe, right away she's gung to say to you, "Take away the nuzz fomm kitchen and wait till is cooked in stuvv the chicken, should be foist-cless the job!" So do me the same favor you doing the wibe and wait till I make foist-cless the job!'

"Nu, what can I do? I wait! So I'm not saying a woid, and when he's finndished he say to me, 'Mister, go all over New Yukk. Go to Fifth Avenyeh even. Go, if you like it, to the best bobbashops fomm Europe, and no place is such a good job fomm mustich-fixing!' And he shows me the looking gless and what I see, I shouldn't even see on my woist enemy! 'Butcher!' I give out a *geshrei*. 'This you call mustich-fixing? Mine grenddutter, Shoiley, a little kiddie, she can fix me better the mustich!' 'Eh,' he say, 'you don't know what good is.' 'Good is when I don't come here no more! That's what good is!' I say to him. 'Say, whatsa metta you so excited?' he say, the bobba. 'Listen,' I say, 'you hocked me a *cheimick* fomm vests on my face, and now is not there the pents even, and I shouldn't get excited yet!'"

"He chonged you, the bobba?" asked Mrs. Gross.

"Fa the hairkit he chonged. But when it came to the tip I say to him, 'Here is the tip—the same place where the mustich is!' and I throw away the ten cents to the floor and I go out."

"Gee whiz, if you wasn't my own father I wouldna reckenized you," said Bella, staring intently at him. Mrs. Gross suddenly burst into a guffaw.

"Whatsa metta?" barked her husband. "Is maybe some place a big joke?"

"The big joke is what got you there on face. Look!" she screamed, and pointing to the mustache, she again howled with laughter.

Pa Gross scowled at her and gently brushed his upper lip with his fingers. "Is here like a pincusion, is filt with a bunch niddles, is gung stick, stick, stick! And that is by her a joke!"

Mrs. Gross headed for the kitchen, leaving behind a trail of chuckles. Bella, having repaired her face, was now

ready to leave. "Well," she said to her father, "I'll see you later." She paused abruptly to examine his features. "Say, Pa. Why don'tcha wipe off that piece of dirt you got there underneath your nose. Oh, my mistake," she corrected herself. "That's not dirt—that's your mustich!"

Bella hurried away and all was quiet for several seconds. Suddenly the stillness was broken by Mrs. Gross's voice coming from the kitchen. "So O.K., Cholly Cheplin," she cried. "Is ready the soppur. So come awready and eat, mine Cholly Cheplin!"

Pa Gross slowly rose to his feet, sighed wearily, and again felt the prickly stubble on his lip. "Is bleeding by me the heart, and they making jokes awready. A fine bunch comickers!" He sadly shook his head, muttered, "He should oney bust, the bobba!" and started for the kitchen.

—ARTHUR KOBER



"Can I bum a cigarette off you, pal, and one for the filter holder?"

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ARTHUR W. DEAS, *President*
 ARTHUR E. OWEN, *Vice-President*
 MAX G. JOHL, *Secretary*
 GEORGE R. M. EWING, *Treasurer*

TRUSTEES

ALFRED F. LICHTENSTEIN
 THEODORE E. STEINWAY

THE COLLECTORS CLUB

22 EAST 35th STREET
 NEW YORK CITY

Telephone MUrray Hill 3-0559

INCORPORATED 1896

September 15th, 1939.

BOARD OF GOVERNORS

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 MAX G. JOHL
 EDWARD S. KNAPP
 J. BRAINERD KREMER
 HARRY L. LINDQUIST
 ARTHUR E. OWEN

To all Regional Representatives:-

I am sending this letter, trying to do a lot at very little cost. One of the members has made a gift of the multigraphing work, and by omitting the typing of your name at the top, I am saving typewriting cost, but I want to assure you, underlying the letter is a great deal of thought and hopes, and I do hope you will not be offended or call me over the coals as a couple of fellows did on the last letter.

You who received the appointment as Regional Representative of the Club have sent in many wonderful letters of approval and commendation which has really been a pleasure to receive and read. Not one member who replied really criticised the idea, and a number have begun canvassing for members.

I wish that there was some concrete way that I personally or the Club could show our appreciation. We have thought that, if we could put over the membership certificate at \$1.00 per piece, we could use some of those certificates by altering the text, to be certificates of appointment. But we have not received enough subscriptions to the membership certificate to warrant going ahead with the work. It would cost three to four-hundred dollars, and I am wondering if you Representatives might not, at very little expense, induce members in your vicinity to send in subscriptions for the certificate.

We appreciate that during the summer, particularly in the Eastern part of the country, Philately is said to fold up and go to sleep, but we also found that we received an appreciable volume of correspondence that we tackled during the summer months. Maybe by hitting this proposition of ours hard, we may demonstrate that the Club can get results even this early.

Some have expressed a wonderment as to why the Club is making such an effort to obtain new members when we have over one-thousand. Just for our own information, to run the Club now takes about \$700.00 per month and we only have three dollars out of the Nonresidents dues to apply for these expenses. We have about 800 Non-resident members, and receipts are just about enough to carry us along without the slightest frills, and we need funds in order to amplify our work. Many suggestions have been made about seeking donations, but we don't want to do this; we want the Club to stand on its own feet and it can, if we can increase our income by a couple of thousand dollars per year. I am not making these figures public, I am just giving them to you for your personal information as my own idea. What we are trying to do is to make this Club a power for the good and advancement of Philately. No Officer or member of the Club gets any money. It is all expended for the improvement of Philately, and any amount expended to keep up the existence of the Club is a sort of insurance to maintain the value of our stamp collections.

Every worth while collector, with any kind of a decent collection, owes it to himself to become a member of the Collectors Club and help maintain its high standard.

Now will you please go ahead on getting applications for members - see if you can help push the membership certificate sales.

Yours philatelically,

Arthur W. Deas
 PRESIDENT

OFFICERS

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ARTHUR E. OWEN, *Vice-President*
MAX G. JOHL, *Secretary*
GEORGE R. M. EWING, *Treasurer*

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THEODORE E. STEINWAY

THE COLLECTORS CLUB

22 EAST 35th STREET
NEW YORK CITY

Telephone MUrray Hill 3-0559

INCORPORATED 1896

October 10, 1939

BOARD OF GOVERNORS

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FREDERIC R. HARRIS
MAX G. JOHL
EDWARD S. KNAPP
J. BRAINERD KREMER
HARRY L. LINDQUIST
ARTHUR E. OWEN

Mr. Stanley B. Ashbrook
434 S. Grand Avenue
Fort Thomas, Ky.

Dear Mr. Ashbrook:-

Thank you a lot for your letter of October 6th. I am sorry that you were not aware that you had been appointed a Regional Representative of the Club. I am attaching a copy of the original letter issued. Possibly you might recall it. Anyhow, a busy fellow like yourself has just as much right to file a letter away and forget all about it. I know I do! I am returning your letter of September 30th for your file or waste basket, and will be glad to receive as many applications of your friends as you care to send us.

It might interest you to know that in the whole State of Ohio we have only 35 members and in the State of Kentucky we have only two, that is, Dr. Rogers of Henderson and yourself, and it occurred to me that in these two great States with worth while collectors, we surely ought to be able to obtain more members to help us carrying out the great Philatelic work in which we are engaged.

For fear that our last members list might have gone astray, I am enclosing another for your information.

I agree with you about the membership certificate idea, but I am trying to kill two or three birds with the one stone. Of course a man of your Philatelic standing and attainments would not be very much interested in certificates or diplomas, I would not myself, nor would many of the people around the larger centers of activity, but there are some in the Hinterland who have been insistent for years for something more than our usual letter of notification of election, to have and hold and maybe display upon their walls or office or dens.

I had in mind, that, if we could obtain enough subscriptions to the membership certificate, then we could use the same outline form, by omitting the central wording, for certificates of award, (which a large number of members seem to desire and cherish) as well as certificates of appreciation for things done in the Philatelic world and for election of various members to Officers and Committees. That is, if I can get enough money out of subscriptions to the

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HARRY L. LINDQUIST
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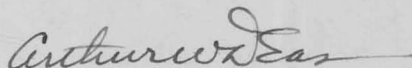
2 Mr. Ashbrook

membership certificate, I could, in addition, get all kinds of certificates.

Now if you don't like this certificate idea, there is nothing obligatory for you to subscribe, as we both well understand, but that is no reason that we should not try to give pleasure to those who do want the certificate, and in that light I hope you may be able to induce some of our good friends in Cincinnati to look with kindness on the certificate idea, and chip in \$1.00 a piece.

If there is anything that I can do for you in New York, I shall be glad to hear from you and in the mean time, I beg to remain,

Sincerely yours,



ARTHUR W. DEAS
PRESIDENT

AWD/MN

OFFICERS

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ARTHUR E. OWEN, *Vice-President*
MAX G. JOHL, *Secretary*
GEORGE R. M. EWING, *Treasurer*

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LAURENCE B. MASON

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22 EAST 35th STREET
NEW YORK CITY

Telephone MUrray Hill 3-0559

INCORPORATED 1896

BOARD OF GOVERNORS

CLARENCE W. BRAZER
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MAX G. JOHL
EDWARD S. KNAPP
HARRY L. LINDQUIST
ARTHUR E. OWEN
CHARLES J. PHILLIPS

Due to the expansion of our club during the past two years, it becomes necessary to augment our present income so that we may adequately uphold and further the prestige that we have gathered during our earlier years.

Knowing the interest and co-operation that you have unfailingly given in the past, the Board of Governors have authorized me to extend an invitation to you to become a Regional Representative on the Membership Committee.

Regional Representatives are being selected carefully in order that our Committee may be composed entirely of outstanding men, who will bring new members unto the Fold.

We would sincerely appreciate this further co-operation on your part to the further advancement of our mutual ambitions and aims.

Awaiting word of your acceptance and with our fraternal greetings, I remain,

Very sincerely yours,

ARTHUR W. DEAS
PRESIDENT

THE NATIONAL BANK NOTE COMPANY,

No. 1 WALL STREET, CORNER OF BROADWAY.

NEW-YORK, NOVEMBER, 1859.

This Company has been incorporated by law, and is prepared, with an ample capital, new and superior designs, materials and machinery, embracing all the modern improvements and discoveries for the prevention of counterfeits and alterations, to execute orders for plates and printing, in the highest style of the art, for BANK NOTES, DRAFTS, CERTIFICATES OF STOCK and of DEPOSIT, STATE and RAILROAD BONDS, and all forms of mercantile and official papers, under the most vigilant and reliable superintendence: ample security is provided for the safe custody of plates left with the Company.

New and important safeguards against fraudulent coupons, devised by, and peculiar to this Company, are specially recommended.

Government issues of every description, and orders in foreign languages, will receive strict attention. Particular care will be taken to furnish bank-note paper of the very best quality.

The National Bank Note Company comprises among its associates artists of acknowledged ability, who have been from fifteen to thirty years in the oldest established firms of Bank Note Engravers in this country. The Company, in soliciting patronage, feels justified in giving assurances that orders intrusted to it, will be faithfully and promptly filled.

TRUSTEES.

ROBERT S. OAKLEY, (*Cashier American Exchange Bank, New-York.*)

JAMES T. SOUTTER, (*President Bank of the Republic, New-York.*)

SAMUEL STILES,

FITCH SHEPARD,

WILLIAM D NICHOLS,

JAMES MACDONOUGH,

GEORGE H. DANFORTH,

LLOYD GLOVER, (*Formerly Agent of Danforth, Wright & Co., Boston.*)

JOHN H. VAN ANTWERP, *Cashier New-York State Bank, Albany.*

R. S. OAKLEY,

President.

J. T. SOUTTER,

Vice-President.

SAMUEL STILES,

Treasurer.

J. MACDONOUGH,

Secretary.

Bank of the Republic,

(New York) 28 Feb 1860

The Bearer Mr. Lloyd Glover, whose signature is below, is ^a Trustee, and the Agent of the National Bank Note Company of this City, of which I am the Vice President -

This Company is organized for the purpose of doing a general Engraving business, but particularly Bank Note engraving, and I can confidently recommend it to the notice of the public as prepared & qualified to execute as good work as any similar concern in the United States. The utmost reliance may be placed in the gentlemen composing this Company and I cordially commend it and its Agent Mr. Glover to the notice of every Bank, or individual to whom Mr. Glover may apply for orders -

J. P. Foutter

Signature of
Mr. Glover,
Lloyd Glover



New York June 23 1869

Hon^r. Howell Cobb

Secretary of the Treasury
Sir,

I venture on
the strength of occasional correspondence
with you when ^{you are} Cashier of the Amer.
Exchange Bank of this City, (recently)
to introduce to you the bearer Lloyd
Glover Esq., a Trustee in this Co., who
desires to confer with your Office in
reference to engraving & printing the
Certificate for the new Loan recently ad-
vertised for Government purposes.

Yours Very Respy
R. S. Oakley

Pres^t

Mrs. E. S. Knapp Dies

MRS. EDWARD S. KNAPP, wife of the well-known collector, passed away early Wednesday morning, November 30, 1938, at her home, 300 Park Avenue, New York.

Mrs. Knapp was active in club circles in New York and Long Island, and was a past president of the Women's Long Island Golf Association.

Besides her husband, she is survived by a son, Edward S. Knapp, Jr., and a daughter, Mrs. Joseph C. Dey, Jr.





\$ 20.00

Sept 13th 1876

Received of Edward Lynch

Twenty

Dollars

On account

W.R. Gilby Sec^y

No.

Lexington,

Feb 26

1835

OFFICE BANK UNITED STATES,

Pay to

B. P. Drake
hundred & Fifty

or bearer,

Two

Dollars,

Cents.

\$250

P. J. Drake

No.

Lexington,

June 3 —

1834

OFFICE BANK UNITED STATES, Lexington,

Pay to Rail Road Company or bearer. —

One Hundred & Fifty dollars, — cents.

\$150 —

D. J. Drake

No. 274

Lexington, Dec 9 — 1833

OFFICE BANK UNITED STATES,

Pay to Rail Road company or bearer,

Sixty —

dollars

cents.

\$60 —

J I Drake

No.

Lexington,

August 4

1834

OFFICE BANK UNITED STATES,

Pay to

Mrs H G Drake or bearer,

Twenty

Dollars,

Cents.

\$ 20—

O. J. Drake



Lexington, Feb 2nd 1836.

Cashier of the NORTHERN BANK of Kentucky,

PAY to Charles R Thompson or bearer,
six hundred Dollars, — Cents.

\$600—

of J G Davis



Edwin H.



FREE

NEW BRITAIN
MAY
31

1856
C.F.

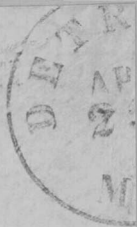
James E. Gay

S. S. Whar

FORWARD

62L

3



Mrs. E. S. Knapp Dies

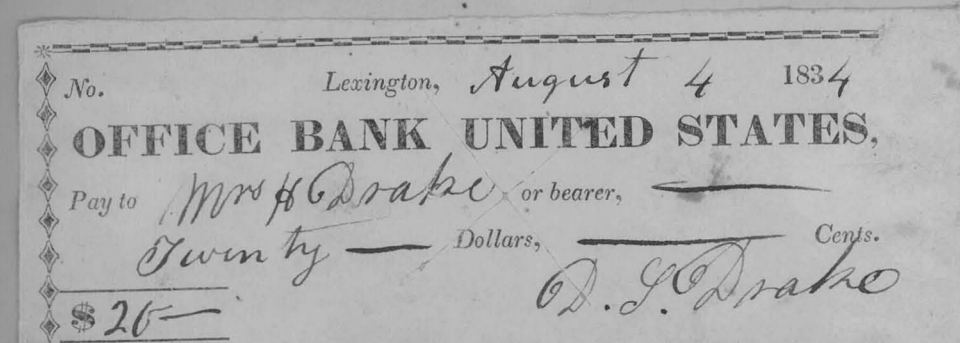
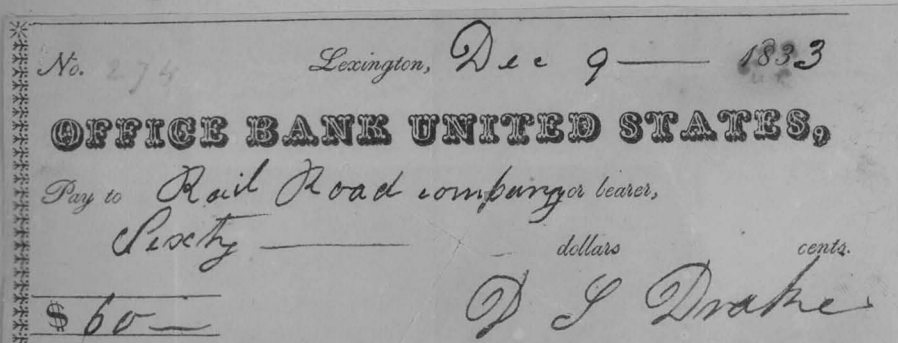
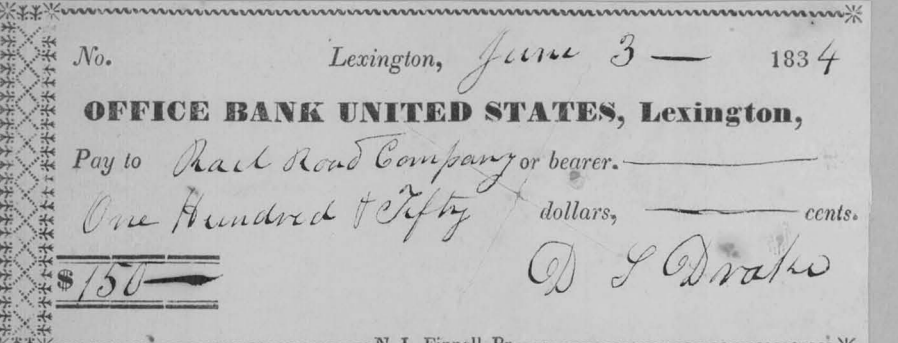
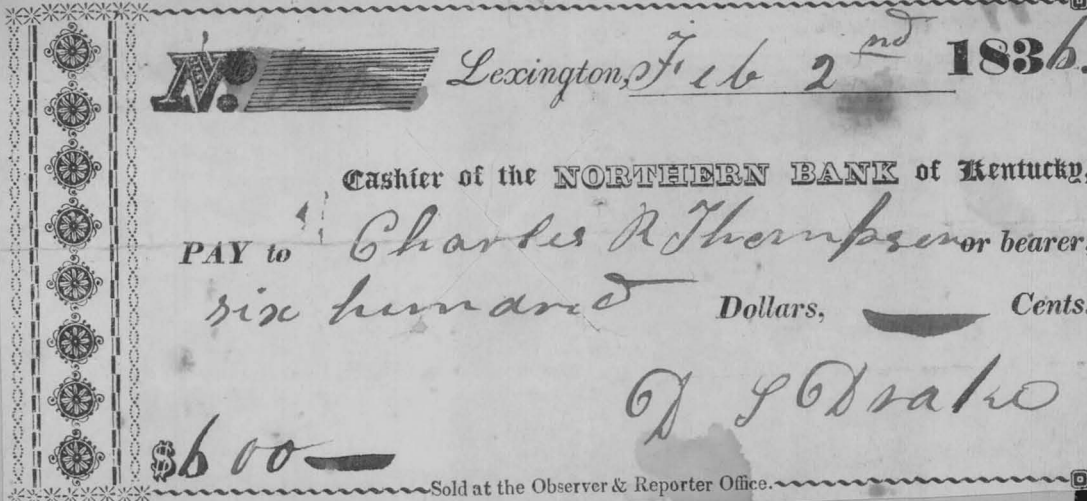
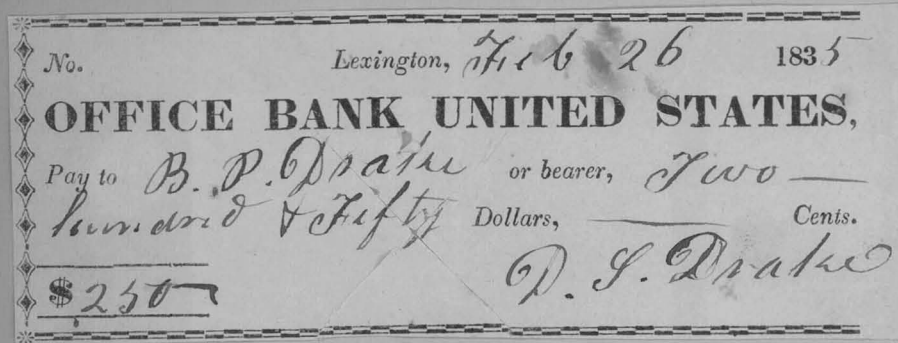
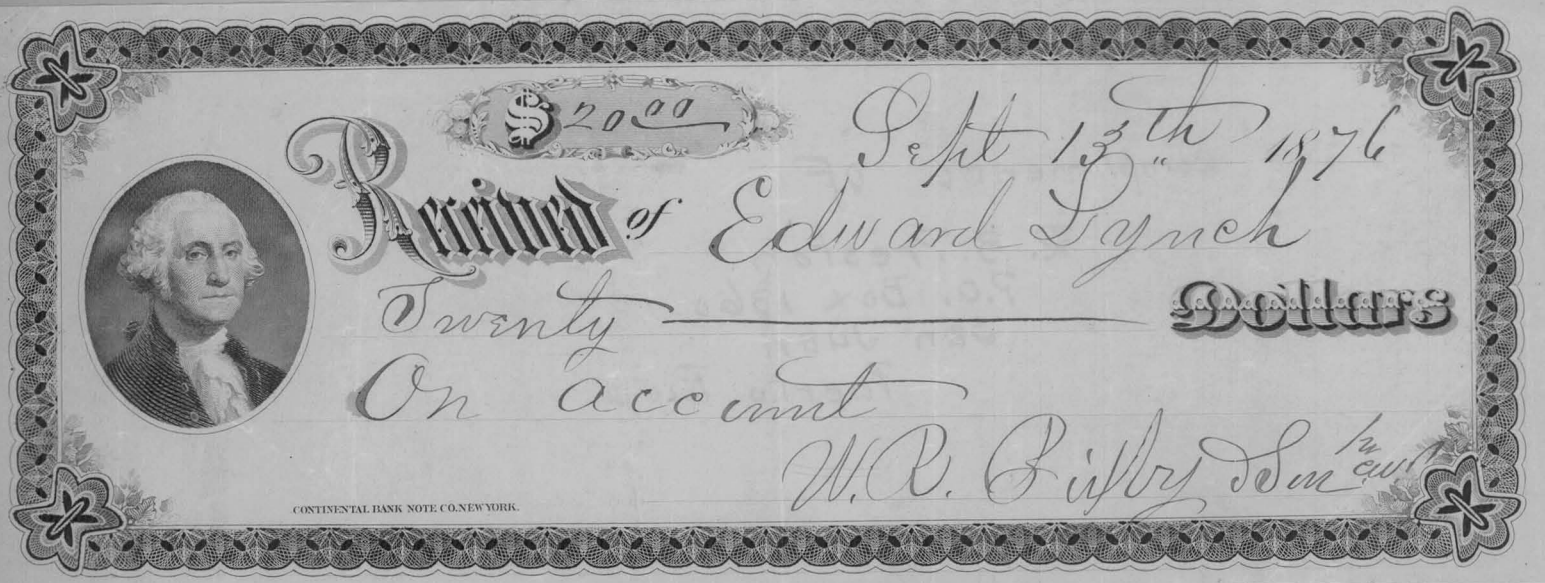
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50



20 MAR 1880
Ketchikan
Lew H. H.



THE ONE CENT 1851 TYPE I — 7 R 1 E

— Scott's #30 —

How many copies of this rare stamp exist in collections throughout the world?

Since the appearance of my book, "The United States One Cent Stamp of 1851-1857," this query has been referred to me by a number of our prominent collectors. Some twenty years ago, prior to the time that the 7 R 1 E was given a special listing in the Scott Catalogue as the **Type I**, I started to compile a photographic record of all the copies of this rare stamp that I could locate and borrow from collections throughout the world.

The work on this record was continued for some ten years and was then abandoned. Since that time, additional copies have made their appearance and it is now my intention to revise my former record and attempt to bring it up to date.

If you own a One Cent 1851, Type I, 7 R 1 E, Scott's #30, will you assist me in compiling this record by loaning me your copy so that I can photograph it? Copies can be forwarded to me by Registered Mail or Express, with full valuation and all charges of carriage will be at my expense.

If you prefer not to forward your copy to me, will you please write me and give me a detailed description, stating whether your copy is on or off cover, whether a single or in a horizontal or vertical pair, or a strip of three, the style, color, and description of the postmark or cancellation?

As my name has been associated for so many years with the One Cent stamps of 1851-1857, it is not surprising that I receive numerous inquiries regarding the various types, plates, colors, etc., etc. Quite frequently I am asked, "Where can I obtain a fine copy of the Type I, 7 R 1 E?" Quite infrequently a copy, which is for sale, is submitted to me for a buyer. Thus in this way I have been of assistance in bringing the seller in direct contact with an interested purchaser.

If perchance you wish to acquire a Type I, 7 R 1 E, I will be glad to add your name to my list, and likewise if you have a copy you wish to dispose of, I am quite sure I can find a ready buyer for you.

These suggestions also apply to all the types and plate varieties of the One Cent stamps of 1851-1857.

All copies which pass through my hands carry a signed certificate of genuineness, together with a photographic print of the stamp or cover.

STANLEY B. ASHBROOK
434 South Grand Avenue
Fort Thomas, Kentucky

CO-OPERATION NEEDED.

Mr. Stanley B. Ashbrook is now studying the United States to Britain mail service during the period of 1848-1849. We reprint a letter just received, and we feel sure that many English collectors would be only too pleased to help one of philately's foremost students and writers.

"My dear Frank,

I am doing a little research work on U.S.-British mail of the period 1848 and 1849, the markings and meanings. Later I may publish this in a handbook, and I think the subject will be of interest to collectors not only in this country but also in England. While I will include quite a lot of data pertaining to the Postal Treaty period, the study will be devoted principally to the period prior to the time the Treaty went into effect.

May I inquire if you have any stampless covers or covers with stamps from England or France to the United States in late 1847-1848 and up to August, 1849. If so I would appreciate a loan of such items for purposes of study and illustration."

The address is Stanley B. Ashbrook, 434, S. Grand Avenue, Fort Thomas, Kentucky, U.S.A.

Gadden's
Gazette
Nov 1928

1c BLUE, 1851-57.

Probably more eyesight has been expended and fatigued by collectors and experts in determining the various types and plate varieties of the imperforate 1c blue of this issue than on any other stamp. Excluding shades, transfers, stitch water marks, recuts, cracked plates, and cancellations, there are at least nine major varieties, ranging in catalogue price for the mint from \$10 to \$7,500, and for canceled copies from \$5 to \$750. Small wonder, therefore, that so many collectors, faced with the possibility of having a real treasure hidden away in their albums, examine every copy of this stamp minutely under a magnifying glass. Alas, in most cases, they have nothing but trouble and sore eyes for their pains, but the fact remains that finds have been and will continue to be made of this and other early United States stamps that are scarce and valuable.

Stanley Ashbrook of Fort Thomas, Ky., is a student of and expert on several early United States stamps, and has put the results of his research in book form. One of his books is entitled, "The United States One Cent Stamp of 1851-57," which is regarded as an authority on this subject. The scarcest of these stamps is the 1c blue, Type 1, Scott's No. 30, known as 7 R 1 E, catalogued at \$7,500 for the mint, and \$750 for the canceled copy. Mr. Ashbrook is now engaged in making a permanent record of every known copy of this stamp, and asks owners to get in touch with him. He also asks that all collectors desiring either to acquire or to sell this stamp contact him. In other words, in spite of the high value of this stamp, there seems to be a ready market both in the buying and selling column. Since the results of Mr. Ashbrook's investigations will be made available to philately, all owners of Scott's No. 30 (7 R 1 E), are urged by the editor to write Mr. Ashbrook.



Marjorie
year ?



Elliott W Ashbrook
Photo Taken
At Home On Ohio
Ave Ft Thomas
In 1910 or 1911





The Face upon the Floor

Printed by Special Arrangement with the Author

'Twas a balmy summer evening, and a goodly crowd was there,
Which well nigh filled Joe's bar-room on the corner of the square;
And as songs and witty stories came through the open door
A vagabond crept slowly in and posed upon the floor

"Where did it come from?" some one said. "The wind has blown it in."
"What does it want?" another cried. "Some whiskey, rum or gin."
"Here, Toby, sic him if your stomach's equal to the work—
I wouldn't touch him with a fork, he's as filthy as a Turk"

This badinage the poor wretch took with stoical good grace;
In fact he smiled, as though he thought he'd struck the proper place.
Come, boys, I know there's burly hearts among so good a crowd,
To be in such good company would make a deacon proud

"Give me a drink—that's what I want—I'm out of funds you know,
When I had cash to treat the gang this hand was never slow
What? You laugh as though you thought this pocket never held a sou!
I once was fixed as well, my boys, as any one of you

"There, thanks! that's braced me nicely! God bless you one and all!
Next time I pass this good saloon I'll make another call.
Give you a song? No, I can't do that; my singing days are past,
My voice is cracked, my throat's worn out, and my lungs are going fast.

"Say! give me another whiskey, and I tell you what I'll do—
I'll tell you a funny story, and a fact, I promise, too
That I was ever a decent man not one of you would think;
But I was, some four or five years back. Say, give me another drink.

"Fill her up, Joe, I want to put some life into my frame—
Such little drinks to a bum like me are miserably tame;
Five fingers—there, that's the scheme—and corking whiskey, too.
Well, here's luck, boys! and, landlord, my best regards to you!

"You've treated me pretty kindly, and I'd like to tell you how
I came to be the dirty sot you see before you now
As I told you, once I was a man, with muscles, frame and health,
And but for a blunder ought to have made considerable wealth.

"I was a painter—not one that daubs on bricks and wood,
But an artist, and for my age was rated pretty good.
I worked hard at my canvas, and was bidding fair to rise,
For gradually I saw the star of fame before my eyes.

"I made a picture perhaps you've seen, 'tis called 'The Chase of Fame?'
It brought me fifteen hundred pounds and added to my name.
And then I met a woman—now comes the funny part—
With eyes that petrified my brain and sunk into my heart.

"Why don't you laugh? 'Tis funny that the vagabond you see
Could ever love a woman and expect her love for me;
But 'twas so, and for a month or two her smiles were freely given,
And when her lovely lips touched mine it carried me to heaven.

"Did you ever see a woman for whom your soul you'd give,
With a form like the Milo Venus, too beautiful to live;
With eyes that would beat the Koh-i-noor, and a wealth of chestnut hair?
If so, 'twas she, for there never was another half so fair.

"I was working on a portrait, one afternoon in May,
Of a fair-haired boy, a friend of mine, who lived across the way;
And Madeleine admired it, and, much to my surprise,
Said that she'd like to know the man that had such dreamy eyes.

"It didn't take long to know him, and before the month had flown
My friend had stolen my darling, and I was left alone;
And ere a year of misery had past above my head
The jewel I had treasured so had tarnished, and was dead!

"That's why I took to drink, boys. Why, I never saw you smile!
I thought you'd be amused, and laughing all the while.
Why, what's the matter, friend? There's a tear-drop in your eye!
Come, laugh, like me; 'tis only babes and women that should cry

"Say, boys! if you give me just another whiskey I'll be glad,
And I'll draw right here a picture of the face that drove me mad.
Give me that piece of chalk with which you mark the base-ball score,
You shall see the lovely Madeleine upon the bar-room floor."

Another drink, and with chalk in hand the vagabond began
To sketch a face that well might buy the soul of any man;
Then as he placed another lock upon the shapely head,
With a fearful shriek he leaped and fell across the picture,—dead.

D'ARCY

Mr. D'Arcy's Book of 50 Poems, 104 pages, will be sent by mail—Paper cover 30 cents, in Cloth, 50 cents.
Address H. A. D'ARCY PEN AND PENCIL CLUB, 1026 Walnut Street, Philadelphia, Pa.

PITTSBURGH PLATE GLASS COMPANY

GENERAL OFFICES ~ GRANT BUILDING

R. A. MILLER
TECHNICAL SALES ENGINEER

PITTSBURGH, PA.

February 28, 1939

Mr. Stanley Ashbrook
434 South Grand Avenue
Fort Thomas, Kentucky

Dear Sir:

Mr. W. J. Aull of Dayton has sent forward your letter to Mr. W. J. Aull in Pittsburgh, and he in turn has referred it to me.

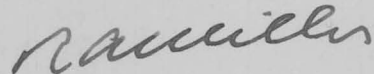
The "Special Glass" to which you refer is our standard "Crystalex Plate Glass" and I take pleasure in enclosing herewith a specification sheet to cover.

You can probably procure your needs in Crystalex Plate most promptly by placing an order with our warehouse at Cincinnati, Mr. W. E. Parker, Manager, Pittsburgh Plate Glass Company, Broadway, Court and Eggleston Avenues, Cincinnati, Ohio.

Bill tells me that he has seen your "New" book on stamps, and understands that all of the photos therein were made through the Crystalex which we supplied some time ago. It would be very interesting to know whether or not Bill's information is correct.

In ordering the Crystalex from the Cincinnati Warehouse, it would be well to specify that you want silvering quality selected for freedom from bubbles.

Very truly yours,



Technical Sales Engineer.

RAM/vo

How to Specify CRYSTALEX PLATE GLASS

SPECIFICATIONS

Wherever shown on drawings or details glass shall be *Crystalex Plate Glass* as manufactured by the Pittsburgh Plate Glass Company. Each light shall be identified by the manufacturer's label which is to remain on the glass for the Architect's inspection.

GENERAL INFORMATION

Crystalex has a very high transmission of violet and red light and does not change the appearance of objects viewed through it, each color bearing its proper relation to the other in intensity of tone and shade. *Crystalex* is a water white plate glass, colorless both in surface and transverse section, and transmitting almost uniformly 88 to 92% of the several colors of the spectrum.

When silvered, *Crystalex Plate Glass* becomes the perfect mirror, reflecting all objects with the greatest degree of accuracy. Because of this absolute trueness of reflectivity *Crystalex* Mirrors are ideal for fixtures and other installations in millinery shops, tailoring and dressmaking establishments, department stores, dress shops, and beauty parlors. Every shop displaying apparel should be equipped throughout with *Crystalex Plate Glass* Mirrors.

Crystalex Plate Glass is an outstanding material for the glazing of show cases or display cases in stores, museums, or other application where it is essential to transmit delicate shades without changing their relative intensities.

Crystalex in addition to its other properties, has been especially developed to prevent "blooming" (efflorescence) and is therefore invaluable for multiple glazed installations in refrigerator display cases. *Crystalex Plate Glass* is essential to the adequate double glazing of the windows of air conditioned structures.

Crystalex Plate Glass can be fabricated in the same way as ordinary plate glass.

- | | | |
|-----------|---|---|
| USES | —Museum Cases
—Show Cases | Refrigerator Display Cases
Double or Multiple Glazed Units |
| | Mirrors, both Utilitarian and Decorative | |
| QUALITY | —Silvering Quality and Glazing Quality only. | |
| THICKNESS | — <i>Crystalex Plate Glass</i> is manufactured in $\frac{1}{4}$ " and $\frac{7}{16}$ " thickness, with the usual tolerance of plus or minus $\frac{1}{32}$ ". | |
| SIZE | —Maximum Size 123" x 216". | |
| WEIGHT | — $\frac{1}{4}$ " thickness—3 $\frac{1}{2}$ pounds per square foot.
— $\frac{7}{16}$ " thickness—1 $\frac{1}{2}$ pounds per square foot. | |
| STRENGTH | —Equivalent to Plate Glass of equal thickness. | |
| SAMPLES | —Both clear and silvered samples of <i>Crystalex Plate Glass</i> furnished upon request. | |
| LABEL | —To prevent substitution, insist that this label be affixed to each light of <i>Crystalex Plate Glass</i> . | |



Paint * PITTSBURGH * *Glass*
PLATE GLASS COMPANY

GRANT BUILDING • PITTSBURGH, PA.

List of warehouses on reverse side

SOCIETY OF PHILATELIC AMERICANS, Inc.

February 23, 1939

Notice to All Members of the Society:

Fellow Members:

Two printed circulars, purporting to be an "Official Bulletin" for February 1939, and a "Report of the Board of Appeals" have been sent out from the office of Former Secretary Coes to you within the last few days.

These circulars have no official standing and do not report the facts of the Society's situation as they actually exist.

Mr. Coes has not been Secretary since October 10, 1938, when his resignation was accepted by the Board of Directors of this Society.

The officers of the Society now in office are:

President, Russell J. Broderick

Vice-President, J. Edw. Vining

Secretary Pro Tem, Stephen G. Rich

Treasurer, Vincent Domanski, Jr.

Sales-Air Mail Dept. Manager, Helen Hussey

Exchange Dept. Manager, C. H. Hamlin.

Precancel Dept. Manager, Robert W. Yant

Historian, N. R. Hoover

Librarian, Albert C. Delpuech

Counterfeit Detector, Georges Creed

Auctioneer, Vanhan Mozian

Attorney, Alfred Diamond

Board of Directors: R. J. Broderick, Dr. F. M. Coppock, Jr., Vincent Domanski, Jr., R. C. Edgar, V. P. Kaub, F. R. Rice, S. G. Rich, J. Edw. Vining.

No executive committee appointed.

Board of Appeals: Vernon C. Davies, Chairman; George C. Morris, Verne P. Kaub.

For the information of members:

Mr. A. S. Riches, formerly Precancel Department Manager, resigned Oct. 3, 1938, and all his material has long since been turned over to Mr. Yant.

Mr. F. L. Coes resigned as Secretary Oct. 1, 1938, and his resignation was accepted by Board of Directors vote Oct. 10, 1938. His successor was appointed Nov. 17, 1938, and the appointment approved by the Board of Directors before Dec. 15, 1938.

Mr. Charles R. Morse was not elected Vice-President at the time of the election of officers in 1938 and has no standing in his claim to occupy such office.

Mr. H. H. Marsh has not been either chairman of or a member of the Board of Appeals of this Society since his term expired on August 27, 1938. On this date Mr. Vernon C. Davies was appointed to that position.

The "Report of the Board of Appeals" is the report of one person without official standing and therefore is of course to be ignored.

The alleged expulsion of 15 members, in the "Report of the Board of Appeals" and in the "Official Bulletin" is void and without effect.

The officers who are thus alleged to be "expelled" are continuing to function and will do so in spite of all attempts of this sort illegally to deprive them of office.

STEPHEN G. RICH
Secretary Pro Tem, S.P.A.
Verona, New Jersey

Cincinnati, Ohio
January 4, 1939

Mr. Stanley Ashbrook
Ft. Thomas, Ky.

Dear Mr. Ashbrook:

I have just heard that you are leaving this section for either a better climate or better business reasons, and Mr. Terry and myself are very sorry to see you go.

You have been of great assistance to us in the past, especially in verifying stamps which were somewhat questionable. Mr. Terry and I would like to make you a present of the stamp enclosed, #54, which we both believe is one of the finest pieces of forgery produced in American stamps and only you with your special lighting equipment could detect the forgery.

Mr. Terry and I hope that in the future you will have the greatest success and upon visiting Cincinnati you will look us up from time to time.

Yours very truly,

B. H. Terry
Joseph B. Shirley

JBS:MH

Greulichs Are Sentenced

PRISON sentences were imposed a few days ago on Mrs. Anna R. Greulich, 27, and her husband, Francis F. Greulich, 35, who pleaded guilty on November 1 to second degree larceny in the theft of large quantities of rare stamps from Stanley Gibbons, Inc., 38 Park Row, New York City.

Although the couple had been known under the name of Greulich, Diamond,

and Adams, the probation report said their correct name was Greeley.

Mrs. Greeley received an indeterminate term, not to exceed three years in the penitentiary, while her husband was sentenced to one and one-half to three years in Sing Sing prison.

Mrs. Greeley told interviewers she stole because "I feared poverty. I'd seen it in my own family. My father died of t. b. My mother scimped and saved and struggled to keep us together. (There were four children.) She did everything from being a jan-

itress to slaving in a factory. Was I going to wind up that way? Not if I could help it. I worked from 9 in the morning to 6 and 7 every night, and what was I getting out of it? Thirty-five dollars a week at the end of twelve years. Most of this went to my mother.

"My husband got \$30 a week. We lived on that. We'd been married five years. We wanted children, but we couldn't afford them. The stamps were there. Captain Usticke kept no inventory. It was a temptation. I know it was wrong."

Held in \$100,000 Stamp Theft



Held in the \$100,000 theft of rare stamps from their employer, Capt. G. W. Nowell-Usticke, retired British army officer, Francis Greulich (center) and his wife, Anne, are pictured being booked in a New York court. The couple were quitting after 14 years to open own stamp shop. Left is a detective.

THINKS MORGAN'S MEN MIGHT HAVE TAKEN CINCINNATI IN '63

Father of Claude Ashbrook Was Among the Members of This
Famous Band of Confederate Raiders.

By CHARLES LUDWIG

NEW YORK, N. Y., July 10.—“We

could have captured Cincinnati, July 18, '63, just sixty years ago, but we could not have held it so there was no reason for us to take it,” declared Benjamin Ashbrook, aged 84, father

of Claude Ashbrook, in reminiscence over Morgan's historic civil war raid.

“The aged Confederate raider, whose home is in Covington, Ky., is now on a visit to his son in Staten Island, New York, where the latter is living with his family.

“There were 2,200 of us who start-

ed on Morgan's raid on July 2, 1863, but there are only a handful of us left now, after the lapse of 60 years. The raid began when we crossed the Cumberland river from Tennessee into Kentucky and it lasted about twenty-two days. During that time I and the rest of our force were steadily in the saddle night and day with only two or three brief rests.

“The Union cavalry was constantly on our heels and made us keep on the move until we were finally surrounded and captured. Passing through Kentucky, we reached the Ohio river at Brandenburg, Ky., captured several transports there and safely crossed the river into Indiana.

“We would tap in on the telegraph wires and send misleading reports to the Union people as to our whereabouts and our destination, and these helped us elude our pursuers for at least several weeks. Our first fight in Indiana was at Corydon, where the forces opposed to us soon put up the white flag and surrendered. But we could carry along no prisoners so we paroled them. We proceeded to Cincinnati and I remember distinctly the night that we spent about 18 miles back of that city.

“I was on picket duty and about 2 o'clock in the morning I was startled by a noise that issued from the solitude of the wooded hills. In the language of Mark Twain, I thought it was the enemy. However, it proved to be a German farmer hauling his farm produce to market. I halted him but did not deprive him of either of his two fine horses, though I had a right to trade in my worn out mount for one of his fine animals. We spoke in friendly manner for a while and then my company came and I turned him over to them. They probably took one or both of his animals.

“It was not long before we reached Williamsburg, Ohio. My fancy was struck by a fine looking horse that I saw tied up at a sawmill, and since I thought my old horse was entitled to a rest, after his two weeks of racing from Tennessee to Ohio, I took the new horse, but I was not destined long to enjoy riding on his fat back. When we reached the Ohio river near Pomeroy, our command halted at the river and just as I was putting a new shoe on my horse a cannon ball from an Ohio river gunboat gave us an inhospitable welcome. Some of our boys had begun to swim the river and a few were trying to get over on an improvised raft. But I had to part with my Northern horse.

“I retreated from the river to get away from the gunboats that had been sent up from Cincinnati and soon found Colonel Duke, our commander. He and a group of us found Union cavalry men pouring in on all sides and cutting off our retreat. We hid in a woods but were surrounded by the boys in blue and there was no chance of escaping. I remember seeing a white flag, through the trees, and we had to surrender. But if we had received proper guidance to the Ohio river we could have crossed it and escaped.”

Mr. Ashbrook was taken as a prisoner to Camp Douglas, Chicago, where he contracted smallpox and lost the sight of an eye.

July - Aug 1917

hazards resulting from the removal of hazards.

DESERT BEST BROKERS.

Cincinnatians Bow To Rock, Ruts, Rain and Heat of Santa Fe Trail.

Deterred by a balky engine and rocky roads, Stanley G. Ashbrook and Charles Duveneck, both well-known in the local financial district, have abandoned a transcontinental automobile trip at the Grand Canyon and will finish their journey de luxe by train. The brokers specially outfitted an automobile for a camping trip across the continent. They were provided with compasses, barometers, condensed foods, maps, extra water tanks, life savers and other provisions against desert storms and delays, spending several hundred dollars in safety-first preparations.

But after a thousand miles of mountainous travel over the Santa Fe trail they decided not to brave the terrors of the Mohave desert in their car and took a train instead. They shipped the car back to Cincinnati by freight.

They had intended to travel the overland route to Los Angeles and then make an extended tour of California. If they make the California tour now it will be in a hired car. Bad roads, overmuch rains and intense torridity of the desert lands cured them of the wanderlust, according to telegrams received by friends here yesterday.

prominence in the trading gossip of the day.

A telegram from Stanley Ashbrook and Charles F. Duveneck, who are touring the rough places of the West, indicates they came to grief in the Grand Canyon with their high-powered auto, on which they spent much money in training it to climb mountains. The telegram says the auto has been shipped back to Cincinnati, while the travelers are continuing on to California by rail. Friends of the two venturesome Cincinnatians said Monday that they had bets with these sports that they would not complete their tour in the high-powered car. They said they had little hope that they would be able to collect, as it is their opinion that instead of their going on to California by rail the tourists are counting ties back to Cincinnati.

George Sawyer of Channey & Sawyer and Mrs. Sawyer and family are spending the week autoing in Ohio, visiting a number of friends and relatives in the State.

F. G. McLaughlin of Channey & Sawyer is spending his vacation in Atlantic City.

CHARGED WITH CONCERN

CHOICE 19TH CENTURY U. S.

Unused and Used

Continued from last week.

1857-60	1c Type I, unused superb, o.g.	\$24.00	1857-60	10c Type II, unused, o. g.	50.00
1857-60	1c unused, a vertical pair, o. g., Types II & I.	30.00	1857-60	10c Type II, unused, n. g., centered.	45.00
1857-60	1c Type I, superb used.	15.00	1857-60	10c Type IV, superb used, recut T. & B.	80.00
1857-60	1c superb o. g., block of 4, Type Ia. From plate IV. IA is only from the bottom row of plate IV, the upper pair are a minor variety, termed 1c only, about 3 such blocks known.	500.00	1857-60	10c Type V, fine centered block, o. g.	40.00
1857-60	1c Type II, o. g., fine.	12.00	1857-60	12c well centered o. g.	10.00
1857-60	1c Type III (99 R II), used large margin T. B., close L. (cat. 500.00)	125.00	1857-60	12c on small piece, rare canc. "22" in circle, in black.	15.00
1857-60	1c Type IIIA, used on small piece, red town canc., close B.	12.00	1857-60	30c fine, o. g.	20.00
1857-60	1c Type IV, used recut B., black town canc.	12.00	1857-60	90c centered, o. g., three lines at bot- tom.	40.00
1857-60	1c Type V, unused o. g. block	7.00	Sept. 1861	1c Eagle canc., very fine.	8.00
1857-60	3c Type I, fine used, large crack through upper L. rosette.	30.00	Sept. 1861	5c buff, very light red canc., well centered, looks unused.	30.00
1857-60	3c Type II, fine used, line through POSTAGE and THREE CENTS and rosette doubled. Rare in the perforated stamp.	40.00	Sept. 1861	5c olive-yellow, superb cent., blk. dots canc.	26.00
1857-60	3c Type II, used, rosettes doubled.	8.00	Sept. 1861	5c olive-yellow, superb cent., San Francisco canc.	26.00
1857-60	3c Type II, o. g., block 4 part imp. on L and pl. No. 24.	12.00	Sept. 1861	10c superb o. g., fine centered	8.00
1857-60	3c Type II, o. g., block 4, no outer frame lines.	8.00	Sept. 1861	10c superb o. g., deep green.	10.00
1857-60	5c brick-red, fine used, centered, Type I.	30.00	Sept. 1861	12c centered, o. g.	15.00
1857-60	5c red-brown, superb used, centered Type I.	25.00	Sept. 1861	12c superb o. g. pair, part Imp. & Plate No. 16 at B.	40.00
1857-60	5c brown, o. g., fine, centered.	50.00	Sept. 1861	12c gray-black, superb used pair perfectly centered.	15.00
1857-60	5c brown, fine used.	10.00 to 14.00	Sept. 1861	12c jet black, superb used pair, perfectly centered.	15.00
1857-60	5c Type II, superb o. g., brown.	24.00	Sept. 1861	24c steel-blue, fine used, centered	15.00
1857-60	5c Type II, fine used, red canc.	10.00	Sept. 1861	30c fine unused, o. g.	12.00
1857-60	10c Type I, used on env. of 3c Nes- bitt, blue canc. "Marysville, Cal. Paid by Stamps"	30.00	Sept. 1861	90c superb unused, o. g., fine cent.	40.00
			Sept. 1861	90c superb used, centered.	18.00
			Sept. 1861	90c canc. Washington in red.	24.00

To be continued.

Charles J. Phillips

10 West 86th Street

New York, N. Y.



MAIL LINE FOR

ALBANY & TROY

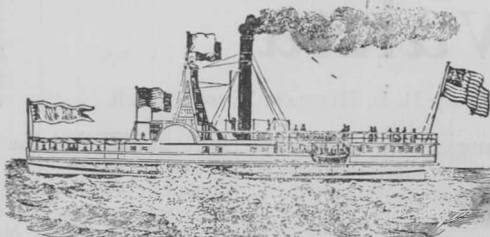
AND THE INTERMEDIATE PLACES.

Fare \$1.50.

BERTHS FIFTY CENTS.

Fare to Kingston, Redhook, Bristol and Catskill \$1.

Berths Free to all Intermediate Landings.



THE SPLENDID STEAMBOAT

COLUMBIA

CAPTAIN A. HOUGHTON,

Will leave the Steamboat Pier at the foot of Liberty Street

This AFTERNOON at FIVE o'clock

FOR PASSAGE OR FREIGHT APPLY ON BOARD.

HUDSON RIVER MAIL BOATS

By W. L. BABCOCK, M. D., 245 Willis Ave. E., Detroit, Mich.

The advertising circular reproduced herewith is one of the Hudson R. R. steamboat lines published in the early forties. The steamboat represents the S. S. Columbia, Capt. A. Houghton. The destination and intermediate stops are indicated together with fare, berths, etc. This boat carried the mail between N. Y. City and these Hudson River towns. At this particular period the Columbia was on the night line. This side-wheeler was a popular boat in its day and at the time of its launching considerable publicity was given the luxurious staterooms. The paucity of Hudson River mail covers is due to mail bags for intermediate points being sealed and the first-class mail receiving no steamboat markings unless endorsed on envelope by sender. Hudson River mail at certain periods had definite postal markings which are scarce.

PROSPECTUS



1939 WINTER NATIONAL PHILATELIC EXHIBITION

February 27th to March 4th, 1939

FEDERAL GALLERIES—415 THIRD AVENUE SOUTH

SAINT PETERSBURG, FLORIDA

PATRONS

Mr. Carter Glass Jr., President, American Philatelic Society
Mr. H. L. Lindquist, President, National Federation of Stamp Clubs

JUDGES

Dr. W. L. Babcock	Detroit, Michigan
Mr. Emil Bruechig	New York City, New York
Mr. W. Hayden Collins	Washington, D. C.
Mr. Perry W. Fuller	Baltimore, Maryland
Mr. James S. Hardy	Evanston, Illinois
Mr. H. H. Hitchcock	Cambridge, New York
Mr. F. W. Kessler	New York City, New York
Mr. Laurence B. Mason	Cranford, New Jersey

SAINT PETERSBURG PHILATELIC EXHIBITION COMMITTEE

A. C. LeDuc	President
F. O. Blackburn	Vice-President
J. R. F. Kinney	Secretary
834½ - 11th Avenue South	
E. P. Radford	Treasurer
H. L. Gilliam	C. L. Hinson
Stuart Lampe	C. O. Parks

SPONSORED BY

National Federation of Stamp Clubs
Saint Petersburg Stamp Club, A. P. S. Chapter No. 157
Air Mail Society of Saint Petersburg
The Saint Petersburg Stamp Exchange Club

SECTION A
UNITED STATES AND POSSESSIONS

- Group 1 Postal Issues, 19th Century
2 Postal Issues, 20th Century
3 Any Stamp, issue or group specialized
4 Postmasters, Carriers, Local and Private Posts and Western Express
Franks
5 Department, Newspaper, Postage Due and Special Delivery Stamps
6 Envelopes, cut square and/or entire; Post Cards
7 Revenue stamps, General, State and Private issues and Telegraph stamps
8 United States Possessions and Administration issues
9 Commemoratives
10 Pre-stamp and Stampless Covers
11 Cancellation Collections
12 Confederate States
13 Precancels, Bureau Prints and/or All Other Types

SECTION B
BRITISH EMPIRE

- Group 1 Great Britain
2 Australia, Canada, Empire of India, Irish Free State, Newfoundland,
New Zealand, Union of South Africa
3 British North America other than Canada and Newfoundland
4 Other British Colonies in the Western Hemisphere
5 Other British Colonies in Africa
6 Other British Colonies in Asia and Europe
7 Other British Colonies in Oceanica

SECTION C
LATIN AMERICA

- Group 1 Central America (except British Honduras); Cuba; Dominican Republic;
Danish, Dutch and French Colonies in the Western Hemisphere; Haiti;
Mexico; Porto Rico
2 South America (except Colonies)

SECTION D
OTHER FOREIGN COUNTRIES AND COLONIES

- Group 1 Europe: Countries (Poland excepted) which issued stamps prior to 1914.
2 Europe: Countries (including Poland), Plebiscites, etc., which began
issuing stamps after 1917.
3 Africa
4 Asia
5 Oceanica

SECTION E
AIRMAILS

- Group 1 United States Airmail Stamps
2 Foreign Airmail Stamps
3. Pioneer and Historical Flights
4 Dirigible Flights
5 First Flights
6 Specialized Collections
7 Any single service or group of services not otherwise classified

SECTION F
SPECIALTIES

- Group 1 First Day Covers, United States and/or Foreign
2 Ship Covers
3 Miniature and/or Souvenir Sheets
4 Subject Collections such as Animal, Bird, Locomotive, Map, Religious,
Coronation and Jubilee Stamps, but not including Airmail Stamps
5 Any Collection or Subject Matter not otherwise classified, such as
Cachets, Christmas Seals, Oddities, United States and/or Foreign Meters,
etc.

Official Entry Blank

SAINT PETERSBURG PHILATELIC EXHIBITION COMMITTEE

2220 - 12th Street North

Saint Petersburg, Florida

Gentlemen:

I intend to exhibit the following frames at the 1939 Winter National Philatelic Exhibition at Saint Petersburg, Florida, to be held February 27th to March 4th, 1939 in the Federal Galleries, 415 Third Avenue South.

Section	Group	Number of Frames	Brief Description (Not over four words)	Frame Numbers Assigned (Do not write here)

☐ Please reserve one Dealer's Table at \$15.00.

I have read all the rules governing the Exhibition and hereby agree to be bound by same.

I understand that the charges for each frame will be \$1.00 and that the charge for mounting each frame will be 35c extra, if not mounted by owner. I also understand that these charges do not provide for insurance, forwarding or return delivery costs, or mounting backs. These charges will be borne by me.

My total display will require frames at \$1.00 \$.

Mounting frames at .35

Dealer's Table at 15.00

My remittance, which is enclosed, is for \$.

Exhibitor's Signature

Exhibitor's Name (Please Print)

Address

.....

.....

Date

If exhibitor is a winter resident of Saint Petersburg please give your northern address.

.....

.....

.....

RESERVED FOR EXHIBITION COMMITTEE

(Do not write on this side of sheet)

The material for the following frames has been received by the Saint Petersburg Philatelic Exhibition Committee and is checked in in good order .

Frame Numbers

Owner
Attorney
(Cross out one)

Witness

Date

The material from the above frames has been released by the Saint Petersburg Philatelic Exhibition Committee and is checked out in the same condition as received.

Owner
Attorney
(Cross out one)

Witness

Date

RULES AND REGULATIONS TO BE OBSERVED BY ALL EXHIBITORS

- Rule 1 OWNERSHIP. All exhibits must be the bona-fide property of the person or firm making the entry.
- Rule 2 CLASSIFICATION. All exhibits must be entered in accordance with the various sections and groups as scheduled. Improper classification may cause forfeiture of consideration. However, the Exhibition Committee or the Judges' Jury reserves the right to transfer an incorrect entry into its proper section and group. Exhibits incorrectly entered and so transferred are automatically barred from receiving a Gold Certificate of Award. Geographical location of all countries will be determined by the classification given in Scott's 1939 Catalog. Non-Philatelic exhibits will not be accepted. No materials in albums and not for display will be accepted.

- Rule 3 FRAMES AND MOUNTING. All exhibits of stamps and/or covers for display must be mounted on loose-leaf album pages, mounting boards, or cards, in frames furnished by the Exhibition Committee. The frames are 30x36 inches (inside measurement), allowing the display of nine album pages, approximately 9½x11½. Stamps and Covers must be mounted so the frame will stand vertically, and none will be accepted otherwise. No advertising will be permitted in any frame entered for competition. The personal card of the exhibitor may be inserted in the frame or frames after the awards have been made.

LIMITATION OF EXHIBITS. No exhibitor may enter more than one exhibit in any one group.

- Rule 5 ENTRY FEES. The entry fee will be \$1.00 per frame when exhibitor attends to all the details of mounting in the frame. Otherwise the entry fee will be \$1.35 per frame. This additional 35c is to cover receiving, mounting and packing for return of exhibits.

- Rule 6 JUDGES. The judges will base their awards in each section and group on a consideration of the following qualifications:

1. Philatelic Knowledge	30%
2. Completeness and Rarity	20%
3. Condition	25%
4. Arrangement and Neatness	25%

The judges will be solely responsible for judging the sections or Groups to which they are assigned and their decisions shall be final. No judge shall exhibit for competition in any Group in which he is officiating.

- Rule 7 AWARDS. Appropriate Gold, Silver and Bronze Certificates of Award and Certificates of Merit will be given in each Section and Group where warranted. HOWEVER, TWO OR MORE SIMILAR CERTIFICATES MAY BE AWARDED IN THE SAME SECTION AND GROUP where there are exhibits of equal merit. The winners of the Grand Award and all special awards will be determined by the judges.

- Rule 8 ENTRIES. All entries must be made on the official blanks furnished by the Exhibition Committee, and must be accompanied by fees in full. All entries must be received prior to midnight February 11, 1939. The Exhibition Committee reserves the right to return entry applications before this date should the capacity of the Exhibition be reached. Remittances should be made payable to Saint Petersburg Philatelic Exhibition Committee, and entry should be filed with

E. P. Radford,
2220 - 12th Street North,
Saint Petersburg, Florida

Immediately after the entries are closed the final arrangements as to the physical layout of the Exhibition are made and frame numbers assigned each exhibit. Exhibitors should not ask to have changes made after entries are closed as such requests can not be considered.

- Rule 9 FORWARDING OF EXHIBITION MATERIAL. All exhibits which are sent in by mail or express should be carefully wrapped and insured and sent prepaid to

H. L. Gilliam,
Station A Post Office,
Saint Petersburg, Florida

Your shipment should be arranged to reach destination between February 20th and February 24th, 1939. Exhibits received after February 24th, 1939 may not be mounted in time for judging. Those desiring to bring and mount their own material may do so, but it must be ready and in place prior to midnight of Sunday, February 26th, 1939.

- Rule 10 RETURN OF EXHIBITS. Exhibits will be returned at the expense and risk of the owners as soon as possible after the close of the Exhibition in the manner directed by the owners. Unless other instructions are given, they will be returned by Express, charges collect, and with valuation of \$100.00.
- Rule 11 INSURANCE. Exhibitors desiring insurance shall make their own arrangements for same.
- Rule 12 RESPONSIBILITY. Every possible precaution will be taken for the safeguarding of the exhibits and material while in the hands of the Exhibition Committee. The Committee will maintain a deputized guard on duty at all times while the exhibits are in place. It should be understood, however, that no responsibility of any kind or character attaches to the Saint Petersburg Philatelic Exhibition Committee, National Federation of Stamp Clubs, Saint Petersburg Stamp Club, Air Mail Society of Saint Petersburg or the Saint Petersburg Stamp Exchange Club, or any officer, member or employee of the above; or to The Federal Galleries, City of Saint Petersburg, Florida, or the Saint Petersburg Chamber of Commerce, their officers or employees, for loss or damage to any exhibit or material submitted in competition or not in competition, arising from any cause or reason whatsoever. The signing of the entry blank by either the exhibitor or his agent shall signify the acceptance of these rules and regulations and all conditions printed herein.

All exhibits are set in the frames and removed from same by the owner or his attorney in the presence of a witness. Both are required to attest that exhibits check in properly and that they are released in the same condition as received. The Exhibition Committee will designate attorneys to handle the material of exhibitors who are not present and who do not specifically appoint an attorney who will be present.

- Rule 13 DEALERS' TABLES. Tables for Dealers will be provided adjacent to the Exhibition, where business of any philatelic character may be transacted. Reservation of these tables is limited to members of the American Stamp Dealers Association and to local dealers who are members in good standing of one or more of the local clubs as of January 1, 1939. The fee for these tables will be \$15.00 for the entire six days. Reservations should be made on the official entry blank furnished by the Exhibition Committee.

A facsimile of the Exhibition label appears on the first page of this prospectus. These gummed labels, printed in three colors, may be purchased from the Committee at the following prices:

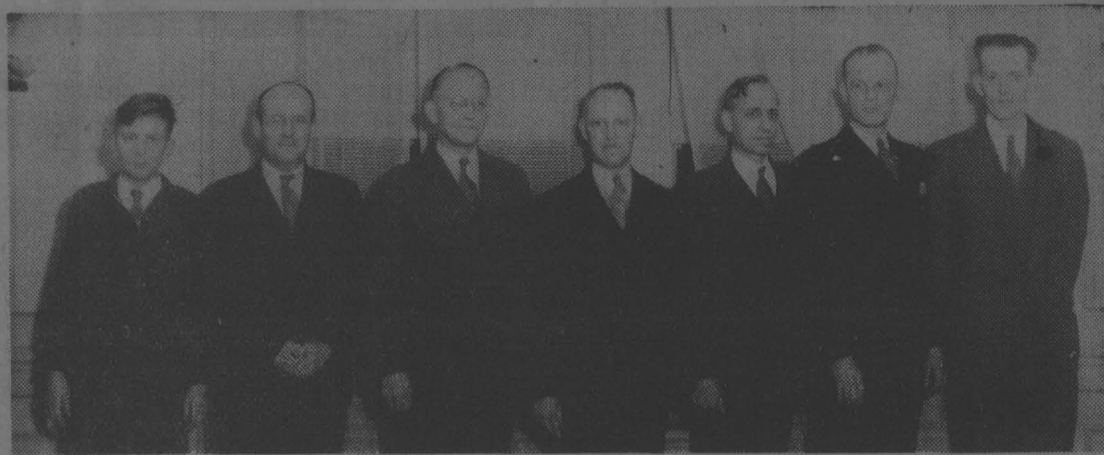
2 for \$0.05	40 for \$0.50	700 for \$ 5.00
5 for .10	100 for 1.00	1000 for 7.00
15 for .25	250 for 2.00	1500 for 10.00

Send remittance and return postage to:

C. L. Hinson,
2906 Third Avenue South,
Saint Petersburg, Florida

Greater Cincinnati Stamp Collectors

Local Philatelists Form An Intregal Part Of A World-Wide Brotherhood.



Above at the right are two pictures of members of the Cooperative Stamp Collector's Club of Cincinnati.

By Herbert Gay Sisson.

HERE are special seasons for horse racing, baseball and football; for buying straw hats and for picking overcoats out of the moth balls; but there is one activity that is always in season, and that activity is stamp collecting.

This is true in Cincinnati as it is throughout the world. There are stamp collectors everywhere. They form a worldwide brotherhood. Let the government of the most obscure island in the Oriental seas stamp one side of a bit of paper with a new official imprint and swab the other side with mucilage, and you have a news item that is of interest to certain people in every country on the earth. It has been estimated that one person out of every forty in the United States collects stamps. On this basis there should be seventeen or eighteen thousand stamp collectors in Greater Cincinnati. It would require a special census to determine anything like their exact number; for while there are numerous stamp clubs ranging from impressive national and international societies to neighborhood clubs and school clubs, there are also untold numbers



The Cincinnati Stamp Collector's Club.

President of the Royal Philatelic Society of London, the most exclusive organization of stamp collectors in the world, and as Prince of Wales and King he was, respectively, its Honorary President and patron. The royal society has but 500 members, 300 of whom are Fellows. No one can be elected a Fellow except in the event of the death of one who has held that honor; nor can a wealthy member buy the distinction, for the election is determined by the candidate's contribution to stamp-collecting research and knowledge rather than by the size and value of his collection.

To find stamp-collecting carried on in high places an American need not go overseas. He can go to the White House in Washington, where President Roosevelt has a notable philatelic collection. Other high dignitaries in Washington also are avid stamp-gatherers. One is Secretary of the Interior Ickes, who gives the President rare postage stamps as Christmas presents. Postmaster-General Farley, too, is keenly interested in stamp-collecting, not as a personal hobby, but as an outstanding source of revenue that bids fair to be able to take his department permanently "out of the red."

MANY Americans of wealth and high social position are stamp collectors. Of the members of the American Philatelic Society, the organization in this country that corresponds most nearly to the Royal Philatelic Society in Britain, more than 50 per cent have college degrees, according to a recent survey of the membership. Incidentally, this survey also disclosed that the average age of the members is between 46 and 50; that the average member has been a collector for 25 years, and that 63 per cent of the members belong to local stamp clubs. Another notable American organization, containing the owners of some of the most valuable collections in the country—and some of them are valued at

well over a million dollars—is the Collectors' Club of New York.

Such claims as Cincinnati may have for distinction in the field of philately do not rest upon collections of outstanding value. There are no multimillionaires here who have lavished fortunes in building up stamp collections. There are some valuable and highly creditable privately owned collections in the city, but they are not in the million-dollar class. There are, however, Cincinnatians who are known nationally, and even internationally, not so much because of the monetary value of their collections as for important contributions to philatelic knowledge and research.

The official publication of the American Philatelic Society is edited in Cincinnati by Dr. Adolph Fennell. It is a monthly magazine entitled The American Philatelist, and contains, in addition to the news of the activities of the society and its members, authoritative writings on stamps and stamp collecting by outstanding students of philately. Dr. Fennell is connected with the Cincinnati College of Pharmacy. He is, of course, prominent in the councils of the American Philatelic Society and is recognized as one of the nation's foremost authorities on stamps and stamp collecting.

ANOTHER very widely known local philatelist is Stanley B. Ashbrook of Lakeside Park, Ky. Mr. Ashbrook last fall published an article, written after many years of research, on ten-cent green United States stamps of 1855. This work ran through The American Philatelist in five or six installments and was afterward published in book form. At the Tipex, or International Philatelist Exposition, held in New York City in May, which was attended by outstanding stamp collectors from Europe, Japan, South America, and other parts of the world, this booklet won for Mr. Ashbrook the silver and gold medals in the philatelic literature class. There were five divisions in this class. A silver medal was awarded for the best literary contribution in each division, and the gold medal for the outstanding contribution in all five divisions. Mr. Ashbrook has writ-

ten other highly important published works dealing with early United States stamps, from 1847 to 1890, in which he specializes as a collector and in his philatelic research and study.

The international exposition is held annually, but has only been held in the United States three times—in 1913, 1926, and 1936. Next year it will be held in Paris. In glancing over the official program of the exposition, a Cincinnati observer notes other familiar names in addition to that of Mr. Ashbrook. Gustave J. Mosler, former Brighton Bank President, is listed as a regional Vice President of the Association for Stamp Exhibitions, Inc., the organization in charge, and was a member of the international jury that passed on the merits of the various collections displayed. Mr. Mosler, in his private collection, specializes in foreign stamps.

Captain Harry Pforzheimer of Fort Thomas, Ky., a retired army officer, won an award at the International Exposition for an exhibit of "selected pages showing the interesting pre-canceled of the commemorative stamps since the World War, with a few of the scarce pre-war pre-canceled commemoratives." Captain Pforzheimer is active in local stamp club affairs, belonging to the Philatelic Society of Cincinnati, Inc., and the Cincinnati Stamp Collectors' Club.

THE palm for possessing the finest private stamp collection in Cincinnati goes to S. W. Richey of 2324 Park Avenue. At least that is the opinion of two no lesser authorities than Dr. Fennell and Mr. Ashbrook. Mr. Richey has been collecting stamps since his boyhood, specializing in Confederate stamps and United States stamps prior to 1850.

The late Mr. Henry Pogue was the possessor of a valuable stamp collection. Other prominent Cincinnati collectors now deceased were Will Doepke and Andreas Burkhardt. Some of the more active of the living Cincinnati collectors are William T. Stewart, architect, who collects stamps of United States and English colonies; Joseph Shirley of the Procter and Gamble Company, who specializes in United States and United States colony stamps; H. C. Carpenter of the Southern Railway, specialist in air mail stamps and air mail covers; Lee Kelsey of the Kelsey Coupon Company, who collects Canal Zone stamps and stamps of certain English colonies; and Clifford Schaffer of the novelty shop in the Crew Tower Arcade, who collects German stamps and state revenues.

Dr. Coppock, President of the Society of Philatelic Americans, has an important general collection. Earl Whiting, President of the Philatelic Society of Cincinnati, Inc., specializes in revenue stamps, including stamps on matches and medicine; also tax-paid stamps on cigarettes, tobaccos, etc., and consular stamps. Charles J. Bocklet, Postmaster, collects United States pre-canceled only. There are many other local collectors, including some women, who are actively interested in various phases of philately and possess substantial collections.

When it is known that the official stamp collectors' catalogue, issued annually by the Scott Stamp and Coin Company of New York City, contains no less than 78,000 different varieties of postage stamps, the tendency of so many collectors to specialize is readily understood. Many United States collectors collect domestic stamps alone, and with new special commemorative stamps being issued every whistich (fourteen new issues will be the total for this year) this already large field is rapidly expanding. Collecting United States stamps affords this advantage—that uncanceled stamps are always worth their purchase price at least. An uncanceled two-cent stamp is always worth two cents, no matter how many issues of two-cent stamps have been brought out since it was printed. In some countries, stamps that have been superseded are no longer usable on mail nor redeemable by the government.

RARITY, of course, is the principal factor of a stamp collector's philatelic value. The infrequent errors in printing create values. A familiar instance is that of the first 24c air mail stamp, which was printed in two colors, with an airplane in blue and a border in red. One sheet of 100 of these stamps was printed, when it was noticed that the color plate for the airplane had been reversed and the plane was upside down, and the mistake was corrected. The 100 stamps containing this error were sold by the government at the regular price, \$24. They are now worth hundreds of dollars.

Stamp collecting is not only a hobby, but also a business. Its profit-making possibilities are coming to be recognized more and more. Indeed, for its size and weight, a rare stamp is the most valuable article in the world. The finest diamond would not begin to be worth its weight in rare stamps. There are many commercial dealers in stamps. The Queen City Stamp Company, in Cincinnati, has been in business for forty-five years. Its correspondence carries the name of Cincinnati into the most remote islands and principalities on the globe. This business was founded and is still conducted by Phillip M. Weiss, who, in common with so many other collectors, began collecting in his boyhood.

Millionaire collectors, not actuated in their collecting by the profit motive, nevertheless have found their collections to be among the most liquid of their assets in times of financial stress. The collection of the late Arthur Hinds of Philadelphia, containing the most valuable stamp in the world—an 1860 British Guiana 1-cent stamp, printed in black on magenta, for which the collector paid the record price of \$34,000—was sold during the depth of the depression to a British syndicate for \$500,000, and the buyers in disposing of the collection, reaped a profit of \$250,000.

Many collectors find from time to time opportunities for profit through disposing of stamps they have acquired in the course of their collecting, but which are not just the kind of stamps they are about keeping in their collections. W. E. Oelze, Enquirer photographer, who is active in local philatelic circles, belonging to the Cooperative and Incorporated Stamp Clubs, and who has been collecting stamps since the nineties, asserts that such incidental sales have more than financed the cost of acquiring his present valuable collection.

CAPTAINS of industry, heads of great mercantile establishments, are aware of and profiting by the popularity of stamp collecting. The use of postage stamps as merchandise premiums has shown phenomenal results for many merchants, and is steadily increasing. A leading department store in New York City has a contract with the Russian Soviet Government to sell all of their stamps in the United States. The same store recently took over a whole charity issue of Belgian stamps.

Yet, despite the fact that it has been taken up so enthusiastically by adults, stamp-collecting continues to enlist the interest of school stamp clubs, having found that stamp-collecting stimulates interest in history and geography. Boy Scouts leaders encourage the practice and award merit badges for creditable collections.

Stamp collecting is the theme of an ever-increasing body of literature. Whole books have been written about single obscure stamp issues. There are no less than sixteen magazines regularly issued in this country dealing with the subject. Leading newspapers feature regularly the writing of philatelic columnists. Articles on stamp-collecting in the leading popular magazines are becoming more numerous yearly. If this array of printed matter is not readily available, or fails to interest you, you are warned to avoid extended conversations with enthusiastic philatelists, if you do not wish to wake up some fine morning with a brand-new hobby.

of collectors who are not affiliated with any club, but carry on this activity strictly as a private hobby.

Among the leading philatelic organizations represented in Cincinnati are three which meet regularly at the Hotel Sinton. The Cooperative Stamp Collectors' Club, which has a membership of about 125, is in session every Monday night. Its President is B. H. Terry. The Cincinnati branch of the American Airmail Society, of which E. S. Horwitz is President, holds its meetings in conjunction with those of the Cooperative Club. This group is composed of collectors of historical covers and cachets. Assembled on Wednesday nights are the members of the Philatelic Society of Cincinnati, Inc., the only incorporated stamp club in the city. It is a not-for-profit organization, and its President is Earl Whiting. On Thursday nights, the Cincinnati Stamp Collectors' Club holds forth. This club is Branch No. 2 of the Society of Philatelic Americans, an international organization, and its

President, Dr. Frank M. Coppock, Jr., Hamilton County Coroner, also is President of the international society.

CINCINNATI, by the way, will be the locale of the 1936 convention of the Society of Philatelic Americans, which will be held August 20 to 22. This convention will bring to this city several hundred stamp collectors from all parts of the nation and from abroad, and no doubt will do much to heighten local interest in philatelic activity.

Such interest, generally as well as locally, has been steadily mounting for years. At the turn of the century, while there were then a goodly number of substantial citizens engaged in the practice, it was more commonly regarded by the uninitiated as merely a school-boy's hobby. Adult collectors had a tendency to be reticent about their activities, feeling that the pursuit of postage stamps was somewhat puerile as an avocation for grown men. The World War

increased a number of things beside the cost of living and the national debt, and one of them was interest in stamp collecting. People were caught up out of their usual routine and made aware of customs and practices foreign to their previous interests; and one of the customs that thrived as a result of all of this stirring of the social leaven was philately, or stamp collecting.

Certainly no one now needs be ashamed of being a philatelist. One might even be pardoned for being somewhat snooty about it; for he is not riding the same hobby with Presidents and Kings and college professors and doctors and lawyers and merchant princes? The world's No. 1 stamp collector was none other than the late King George V. of England, whose collection, which was bequeathed to the present King, Edward VIII, is valued at something like \$2,000,000. The late King was an assiduous stamp collector from his youth. When he was Duke of York he was

STAMP COLOR STUDIES

By Mr. C. Nichols

There is a field, a philatelic field, that remains almost wholly unexplored. It is the field of color.

Now the title of this talk may be misleading. The word "study" usually indicates something "high-brow", technical or heavy or scientific. Well, let me tell you at the outset that it will be nothing of that kind. And, moreover, let me tell you also that there are a number of things that could be discussed or debated that will scarcely be touched. For example, I shall not attempt to define or discuss the differences of meaning between a color, a shade, a tint, a hue and a tone. Nor will I discuss the mooted question as to whether different persons see the same colors differently; nor shall I pause to explain the various mechanical gadgets now in use in the Bureau, to check the ink mixtures, and a lot of other related things.

In the stock-books of dealers, and in the albums of collectors and among their duplicates undoubtedly lie many undiscovered and unrecognized color rarities; they are sleepers that have lain overlooked perhaps for years.

Of the great number of stamps issued by our government from 1847 to this date only two that I know of

have been the subject of real color studies. I refer to the 1¢ stamp of 1851 and the 3¢ stamp of the same issue. The result of Stanley B. Ashbrook's study of the 1¢ colors will appear in Volume II of his monumental work on the 1¢ 1851-7 stamp, which will be published this month.

The results of Dr. Chase's study of the 3¢ colors are contained in Chapter 22 of his great book on the 3¢ stamp, published in 1926.

Many times I have wondered why it is that no real color studies of any stamps, other than those just mentioned, have been made. I think that one answer to that question is that we are all, more or less, slaves to the catalogue. The catalogue lists no shades at all on many stamps and on others only a few shades. The great majority of collectors collect only the shades listed. And except in the case of the 1851 3¢ stamp the catalogue makes no attempt to give the dates when the various shades appeared. The results of Dr. Chase's color study of the 3¢ 1851 are reflected in the Specialized Catalogue. And I think we may be sure that as the study of colors and shades progresses the results likewise will be reflected in the catalogue.

I have carried forward Dr. Chase's color study of the 1851 3¢ stamp and by assembling large quantities of covers, each of which bore internal evidence of the date of mailing, I have been able to get unfaded and unoxidized examples mailed in each month, and in many instances, in each week, during the period the stamp, in imperforate condition, was in use. Unless a cover is distinctive, that is, that as a cover it means something, I remove the stamp from the cover, first noting the date in pencil on the stamp. In my exhibit space did not permit the showing of more than one example for each month from July, 1851 to December, 1857. In most instances the stamps were from covers mailed by banks, insurance companies, and commercial houses in cities. I believe we will all agree that such concerns ordinarily frequently replenished their stamp supplies and I think it is fair to conclude that such examples gave us a pretty good approximation of the dates the changes in color and shade took place. In the exhibit there are over sixty discernible colors, shades and tints. But it will be noted that no attempt has been made to name each of the colors and shades shown, although I desire to emphasize that each color, shade and tint can be named and that I am now engaged in comparing the various colors and shades I have with the color plates and charts hereafter to be mentioned. This is about all I intend to say at this time touching my study of the changing colors,

shades and tints of the 3¢ 1851 stamp. Later on I shall probably write a piece on the subject for some stamp magazine.

I am quite certain that there is a large number of other stamps issued both in the 19th and in the present century, of which there may be found anywhere from 25 to 100 varieties of color and shade. Take for example the 1847 5¢ stamp. The specialized catalogue lists seven shades. Mr. Luff, in his great work on the 19th century stamps, listed nine shades. And Dr. Chase, in his study of this stamp, published in the Nassau Philatelist in 1916, named, I think, ^{twenty} about colors and shades, but, except in part, he made no attempt to show the dates when the various colors or shades appeared. I have made no particular effort to collect or study the colors or shades of that stamp, yet I know that I have at least fifteen quite distinct colors or shades; but with a few exceptions, I cannot tell just when any color or shade first appeared. Until some one has made a thorough color study of that stamp we will never know how many colors there are; nor will we know when, for example, the black-brown or the brown-orange or clear orange colors were issued. I believe that such distinct colors should be given separate cata-

logue numbers. They are color changes and not merely shades.

Let it be understood that I have no word of criticism of the catalogue publishers. I think they have done a fine job, and each year ^{the catalogue} ~~it~~ grows more complete and valuable. There is some agitation now for a complete renumbering of all United States stamps. I do hope that any new system to be adopted will be so elastic as to permit new numbers to be inserted when a really new color of any particular stamp is discovered, and not merely class them as shades.

Then there is the cheap 3¢ 1861 stamp, number 65, that can be bought for about \$2.50 a hundred. The pink, the rose and the lake are all given different catalogue numbers, and properly so. But, clearly, the exceedingly scarce carmine color of that issue also should be given a number. It is not listed at all. I feel sure that the carmine and a lot of other scarce colors or shades of that stamp are bound to be listed some day. I am not a specialist in that stamp and have made no color study of it, but I do have about fifty varieties of colors and shades. The carmine I mentioned is a distinct color, not a shade.

In my opinion, it is twice as scarce as the pink. Maybe you have one among your duplicates or in your album. If so, I can tell you that you have a rarity.

Then let us consider the extremely common 1890 2¢ stamp, number 220. That is the stamp with the caps on the "twos." I noticed that in a recent Percy Doane auction a wholesale lot of 110,000 of that stamp was offered. I suppose the lot sold for a song. And I think it would be a perfectly good 10 to 1 gamble that that lot contained not less than fifty distinctive shades. In another auction held last month I noticed that a lot of 5000 of the same stamp was offered. And in a Doane sale held only last Wednesday there was offered a mixed lot of 40,000 of the 2¢ 1890, 1894-95 and some others. While these large lots probably had been examined over for caps, shifts, stitch watermarks, etc., I again think it a good bet that none of those lots had been picked over for colors and shades, and undoubtedly all of them contained some very scarce unlisted colors ~~and shades~~. What a find for anyone who desired to make a real color study of those stamps! With a little effort and some patience and without much expense any of you could assemble covers showing dates of mailing throughout the life of that issue and thus determine, with reasonable certain-

ty, the respective dates of issue of each color or shade. And I can assure you that once you get into a study of the changing colors in any stamp you will be fascinated in the pursuit; you will indeed have, as I have had, a lot of fun; a real stamp joyride.

I have here the advertisement in "Stamps" of July 30, 1938 in which Mr. Charles J. Phillips advertises mint blocks of the 2¢ 1903, shield type, number 319, in five shades, three of which shades are given separate numbers in the catalogue. Six shades only of that stamp are listed in the catalogue. Mr. Phillips states in his advertisement "There are probably more shades in this stamp than in any other issue of the U. S. It is very difficult to name the shades but the above are the major varieties." Neither Mr. Phillips nor myself nor anybody else is able to definitely state that this or that stamp comes in more shades than any other stamp. No one can know until after a study has been made of the shades of each stamp. ~~As a matter~~ It is my opinion that a study of the parcel-post stamps would develop more shades than the 2¢ 1903. Do not think that the stamps I have mentioned are all that come in many shades. I am tempted to give you a list of stamps, which I know come in over 30 distinct shades. But to do so would unduly extend

these notes. Suffice it to say that there are a great many stamps issued, both in the 19th and 20th centuries that will yield wonderful results if the colors are studied. You must not conclude that because most of the items I have mentioned are red stamps, color changes occur only in the red items. I can assure you that you will find many other colors just as prolific in shades as are the reds.

Believe it or not, there are some collectors who complain because the catalogue lists any shades at all. In a recent issue of Linn's Weekly Stamp News a correspondent stated that the listing of shades was a hopeless task, stating:-

"It would simplify it all immensely if each stamp was labeled in the shade it is commonest and if it's one of those shades which appear differently to most everyone seeing it, then simply title it the basic color and let it go at that. There has been too much emphasis on color in the past, this reaching the extremes of imagination in the U. S. listings."

I think that correspondent does not speak the mind of many collectors. On the contrary the study of stamp colors and shades is just coming into its own, and, instead of decreasing the color and shade listings,

such listings are bound to be increased. As strong evidence of the present interest in color studies, let me point out something that Mr. Lindquist is doing. Here is the current number of "Stamps." Notice that in the lower left hand corner of the front cover, is a little reproduction of a stamp and on it are the words "Color Chart" and at the bottom is "International Philatelic Color Standards." Now, if you will turn over to the second page you will find, on the reverse of that stamp form, the name of the color. I wonder how many of you sent to Mr. Lindquist for the loose-leaf color chart album in which to insert these different named colors cut from the cover of each weekly issue of his publication. I have here one of those color charts. I have no time to read the preface to that chart but it is extremely interesting and instructive.

The greatest work on colors and color names so far as I know is "Mertz & Paul's Dictionary of Colors" (1930). It charts over 5,000 colors, shades and hues, not all of which, however, are named. This book is not only going to be of very great and valuable use to stamp students but is already much used as a standard by textile manufacturers and others. Then there is Ridgway's "Color Standards and Nomenclature" (1912) now out of print. It lists and names 1115 colors and shades. Mr. Clarence W.

Brazer, our greatest student of Proofs and Essays, in his wonderful chapter on the Proofs and Essays in Mr. Ashbrook's 1¢ '51 book has given names to all of the colors and shades in which the various proofs of the 1¢ and 3¢ 1851s were printed; he has used Ridgway's classification. I am not advised what standard Mr. Ashbrook has used in his chapter on the colors of the 1¢ '51 in the second volume of his great work, not yet published. Now, the names given to the colors by Ridgway and by Maertz & Paulson are not new or arbitrary or fancy or meaningless names. What they do is to relate colors with the names by which they are commonly identified or popularly known.

This little lesson is about ended. Let me repeat that you and I ^{have} ~~have~~ for years/been overlooking a most interesting and fascinating, yet inexpensive, field of study. I have done some plating of the 1¢ 1851s but not of the 3s. Now plating is a fascinating pursuit, but is more or less expensive. I have been just as fascinated and have had just as much fun in studying colors and shades as I have had in plating. And the expense is very much less. I am not a color expert. I am not a painter, an artist, a manufacturer of ribbons or dressgoods or of dyes or paints. I suppose you

know as much as I do about the creation of colors,
shades and tints, the mixing of colors, pigments, etc.
What I have done any of you can do. Of that I am sure.
I hope that what I have said may prove to be an incentive
to some of you here to select some of the very common
items and make a color study of them. Then exhibit
your results and write some pieces about it for the
magazines. It will all be helpful to the cause.