

AMERICAN PHILATELIST

The Journal of the American Philatelic Society

January 2015



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AMERICAN PHILATELIST

Since 1887 — The Premier Philatelic Magazine in the Nation

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**The AP staff wishes
everyone a healthy and
Happy New Year!**

Barb • Bonny • Helen • Doris

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News for the New Year



New Editor

I would like to take this opportunity to welcome our new editor, Jay Bigalke, who comes to us from *Linn's Stamp News* (Amos Media Company). Those of you who subscribe to *Linn's* have been very fortunate to have been able to read the columns and reports that have appeared under Jay's name. He brings to us new, young, blood at a time when we need to use all of our resources, including *The American Philatelist*, to interest young people in philately. We know that Jay will use all of his varied skills to help us stabilize, and then grow, our membership.



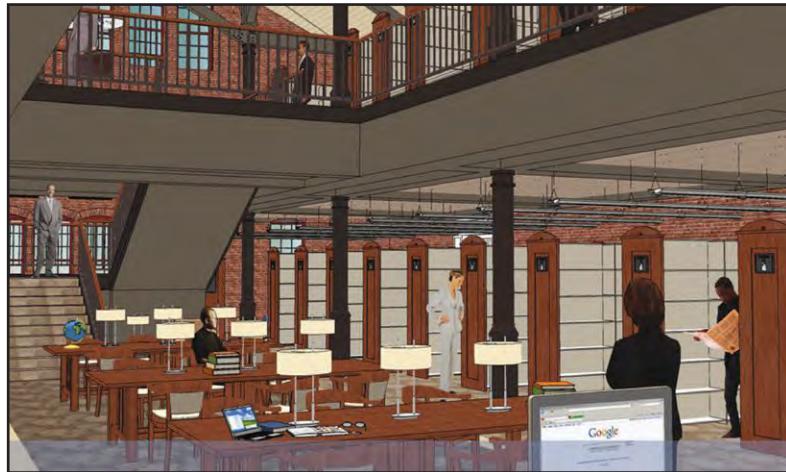
Our Staff

You know, we have an excellent staff of more than thirty persons who work very hard to service the needs of our members, and philately in general. Those of you who have had the pleasure to speak with staff members, either in person or on the phone, know how well they take care of us. Working for a not-for-profit does not normally bring large salaries or great benefits. That is certainly the case at the APS. We are very happy to have been able to, in mid-December, grant our employees a small one-time bonus, in recognition of the tremendous effort put forward for us in 2014. While we wish that it could have been more, we hope that this helps let our employees know that we, indeed, appreciate everything that they do.

The Library

As you have heard, we were very fortunate to have been the recipient of a \$1.35 million gift from the estate of one of our members. While the American Philatelic Research Library is a separate legal entity from the APS, with its own Board of Trustees, we try as best we can to work together for the benefit of our members. We are in the midst of

developing a new library location within the American Philatelic Center complex. When completed we will have the largest, most up-to-date, philatelic library in the country. In order to see this accomplished sooner rather than later your Board of Directors has agreed to loan the Library up to \$1.6 million, which would be comprised of the above gift income plus additional undesignated money from our Campaign for Philately. With about \$300,000 available within the APRL financial position, the total of \$1.9 million will approximate the estimated cost of completing the library construction. Our loan will be paid back using the



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rental income from the American Philatelic Center outside tenants. There will be no direct cost to our members.

CHICAGOPEX 2014

I was fortunate to have been able to attend, and chair the philatelic jury, at the 2014 edition of CHICAGOPEX, held in November in Itasca, Illinois. This year's show was very special, as it celebrated the 75th Anniversary of POLO-NUS, the Philatelic Organization dedicated to the study and promotion of all aspects of Polish philately in the English language. There was a very large contingent of visitors from Poland. About 40 percent of the exhibits involved the philately of the Polish area. It was a very exciting weekend, what philately is all about. I want to congratulate the following winners of the major prizes:

Grand Award (multi-frame): "Airmail in the Polish Territories" **Jerzy Kupiec-Weglinski**.

Reserve Grand Award (multi-frame): "Cracow Issue 1919" **Robert Puchala**.

Grand Award (single-frame): "How Errors and Varieties Arose on Flat Plate Press U.S. Stamps Overprinted 'CANAL ZONE'" **Richard D. Bates Jr.**

Finally, congratulations must go to the CHICAGOPEX Organizing Committee for presenting another magnificent show.

How I Became a Stamp Collector

I must have been age 9 or 10 when my parents received a package with three colorful stamps. They were from the 1943 Overrun Nations set, showing the flag of Luxembourg. Dad said these would be a nice beginning if I ever wanted to start a stamp collection. That evening, Dad found me in the kitchen with a paring knife trying to remove them from the wrapper. He showed me how to soak stamps off paper. It was too late for two of them, but one was rescued. I still have it. It is mounted on the first page of my album, labeled "My First Stamp."



After eating three "Cherry-A-Lett" candy bars, I mailed the wrappers and received a nice 9"x 6" album. It had spaces for the U.S. Famous Americans complete, and — would you believe — the British 1930s Silver Jubilee & Coronations complete! I still have the album, but I don't use it anymore. I fit right in because other neighborhood kids were getting into collecting. (Sometimes, I wonder if any of those kids went



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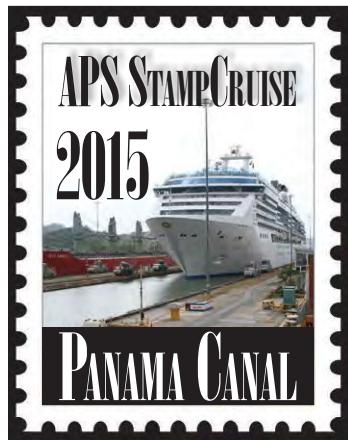
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back to collecting later, as adults.)

Now I learned how to save money toward future goals. I received an allowance of 25 cents weekly from my parents. A mere pittance I complained, but my Depression-era parents refused an increase. Lawn-mowing jobs were a bigger source, while I dreamed of buying early U.S. sets from M.J. Stern Comp. My parents gave me a subscription to *Western Stamp Collector* and now I had news and ads offering stamps way below catalogue value. It arrived twice weekly, every Tuesday and Saturday.

Somehow, I saved \$5 and Dad took me downtown to a Long Beach, California stamp dealer, "Doc" Salathe. Now I had a REAL album, *Scott's International Junior*, bound with a blue cover and red binding! Loose-leaf was too expensive. But wait, time passed and a kid in my 6th grade class had a brother with a loose-leaf International for sale, only \$2.50. I bought it on time payments and now I was King of the Neighborhood!

But the times and young George were changing. It was 1950 and I was 15 years old and ready for high school. I quit my paper route job because it was not cool to ride a bicycle in high school. The British had just issued UPU commemoratives for all their colonies. A complete set cost \$28.85 and I sent a down payment of \$10. I still have the letter from Tribune Stamp Comp. confirming that a set is on hold for me. But I never completed the payments and never received my set. My money went for other things and my interests went toward anyone who wore a skirt. Did I ever regain my good senses? Maybe the answer will come someday in another article.

— George Land

that one stamp I really want...

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Souvenir Sheets	80	U.N. IB-6	100
		Mini Sheets	120

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World War II (5)	229/131	10.25	8.20
U.N. Flags (10)	187/144	17.50	14.00
Bicent. W.P. (5)	204/153	10.75	8.60
Saratoga M/S (5)	265/188	15.95	12.76
Country Music (5)	259/198	16.50	13.20
Legends of West (5)	192/201	12.75	10.20
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Same-Horizontal	EH	25/22
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U.N., Germany	U	33/27
United Nations	N	40/27
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LETTERS TO THE EDITOR

Stamps for Cancer

First of all, let me thank *The American Philatelist* for publishing the letter from Steve Bahnsen in the November 2014 issue ("Stamp Out Cancer Auction," page 994).

Both Don Hayes and I have been involved with the Stamp Out Cancer Auction for over 35 years (each!). The auction started when a local collector and dealer had an experience with cancer in his family. In 1978 he held the first Stamp Out Cancer Auction in his shop in Bettendorf, Iowa. For the next 36 years the Quad City Stamp Club has kept the auction going. The American Cancer Society has received over \$258,000 from this auction!

All of the lots in the auction are donated by stamp collectors and their families from throughout the United States and Canada. Our bidders have been worldwide. Successful bidders have bid by mail and e-mail from Canada, Europe, the Far East and Middle East, as well as the United States. The Quad City Stamp Club pays all the administrative costs involved with the auction (printing, supplies, location rental, etc.) so that 100% of the bids is given to the American Cancer Society. At the completion of the auction, letters are sent to each donor indicating what their donation brought at the auction.

Our next auction will be held on April 19, 2015 at the Center for Active Seniors (CASI) in Davenport, Iowa. We

are always looking for donations of philatelic material for the auction. The auction list will be available in both printed and online versions. The online version will be posted on the Club website (www.qcstampclub.com).

If anyone is interested in donating to the auction, the material should be sent to: Stamp Out Cancer Auction, Quad City Stamp Club, P.O. Box 1301, Moline, IL 61286-9301.

George Pettigrew
Quad City Stamp Club
Moline, Illinois

Fine Article

I have just finished reading the November issue of the *AP* and wish to commend you and Robert A. Moss on the article, "What's in a Name? Israel's Postal Service in 1948" (page 1040). The article is a fine example of how postage stamps link to and reveal a country's history. The article concentrates on the "four different identities on its postage stamps" during 1948, but the article also traces the predecessors of these stamps back to 1918 and provides a concise 2,000-year history of the region ... pretty good for a research professor of chemistry! I own very few of these stamps but hope to add them to my collection.

George Skadron
Albuquerque, New Mexico



Exciting Range of Articles

Just a brief note to compliment you on the November issue of the *AP*. The range of articles is very exciting and reminds me of all that brought me into stamp collecting many years ago.

"Desperate Journey" by Steve Pendleton (page 1022) reprises the famous Shackleton expedition with a fresh look at using stamps to illustrate the details. The personal touch of the author is present as an eyewitness to the landscapes — this is wonderful. Likewise the article by Paul Malan, "Mount Rainier Revisited" (page 1032) — how wonderful that the author stuck to it and found the lake on which the view of the mountain was based! My compliments also to "What's in a Name?" by Robert Moss (page 1040) and "Thar She Blows" by G. Adolph Ackerman (page 1046) — both represent unique scholarship and exceptional clear prose.

Thank you all for the effort that went into the making of this issue. I've just renewed my membership.

Gregory Frux
Brooklyn, New York

Beautifully Captured

Steve Pendleton has done it again! His article, "Desperate Journey," beautifully captured the agonies of the men

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Rainier Photo

In the article in the November *AP* by Paul Malan titled "Mount Rainier Revisited" (page 1032), the author states that he "...would love to see a high-quality print of the original photograph, just so I can determine whether or not the stamp's designer or engraver took any liberties."

I am uncertain if the photograph I have is the exact image the engraver used to prepare Scott 742, showing Mount Rainier and Spirit Lake. This series of photographs is stamped on the reverse with what appears to be a circular postage cancellation in blue, dated February 27, 1935. It has the words "*entz & *entsch" (*=letter is illegible, possibly a "B") along the upper portion of the stamp and the words "Hastings Nebr." on the lower portion with a red number "7".

If this is the actual image, it appears that the engraver took very little creative license in rendering the mountain and lake.

David B. Waller
Encinitas, California



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aboard the *Endurance* and the indomitable spirit of Sir Ernest Shackleton. Pendleton skillfully interwove the suspenseful history with philatelic elements commemorating events from the expedition's departure to the rescue of the crew. And his personal voyage to the Antarctic retracing the adventure — Pendleton was able "to climb into a bobbing zodiac life raft and cruise the ice-filled seas" around Elephant Island — added to this reader's immense enjoyment of the rescue story. In short, a model of philatelic writing.

Lawrence Sherman, M.D.
San Diego, California

Shackleton Dates

Steve Pendleton's article in the November 2014 *American Philatelist* was superb. Sir Ernest Shackleton is and has been my all-time hero for some time. Shackleton was the all-time master at managing his men. The story about the Imperial Trans-Antarctic Expedition of 1914–1917 is an incredible journey against almost super-human odds. It is absolutely amazing that there was no loss of life with the expedition's journey to the Weddell Sea and back.

Pendleton does an excellent job summarizing the expedition's travels, through describing the problems with the sea ice, the loss of the ship, *Endurance*, the journey on the ice, the marooning on Elephant Island, the ultra-hazardous voyage to South Georgia, the exhausting trek over the mountains on South Georgia, and the ultimate rescue of the remaining crew members from El-

phant Island. This was the most hazardous journey of any Arctic or Antarctic expedition where all survived. Shackleton's ship, *Endurance*, was thus most aptly named. I have many of the stamps that were illustrated in the article, and these, and all other stamps illustrated in the article depict the expedition in a heroic and accurate fashion. So, thank you, Mr. Pendleton for writing this article. I wish I had done it myself!

But there are a few minor date errors I would like to point out. The overall dates of the expedition were 1914 to 1917, as stated a number of times in the article. The departure date of the expedition was from Plymouth, England, on August 8, 1914, just a few days after the beginning of World War I. At the last minute, it looked like the expedition would be scuttled because of the war, but Shackleton was given permission by the Royal Navy to proceed anyway. And Shackleton himself did not leave England until September 27, 1914, joining the expedition in Buenos Aires, Argentina. Shackleton rescued the remaining members of the *Endurance* crew off Elephant Island on August 30, 1916. But the members of the expedition that went to the Ross Sea in 1914 aboard the ship, *Aurora*, were not all rescued by Shackleton until January 1917.

So the minor errors are: 1) when it was stated on page 1023 that the expedition's departure from England was in November 1913, the correct departure date should be August 8, 1914; 2) when the British Antarctic Territory first-day cover cachet states the expedition was



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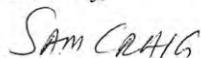
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from 1914 to 1916, the cachet maker had it wrong because the correct dates should be 1914 to 1917; and 3) at the end of the article where it is stated that: "The years 2013–2016 comprise the centenary of the Imperial Trans-Antarctic Expedition," the correct centenary dates should be 2014–2017.

Still, it is a wonderful article.

Walter Bauer
Columbus, Ohio

Whaling Port

I enjoyed the Whaler's Letter article in the November issue. However, I just want to clear up one minor point. At the end of the article, it states that the ship docked at New Bedford, Connecticut. I have lived in Connecticut my entire life and I can assure you that New Bedford is and, as far as I know, has always been in Massachusetts.

Marvin Sperling

West Hartford, Connecticut

Editor's Reply: Can't believe that

none of us caught this one. *Everybody* knows that the beautiful and historic town of New Bedford is in Massachusetts, so I can only imagine that the various editorial eyes automatically read the correct state in place of Connecticut.

Whale Oil

In reference to the whaling article in the November AP: in the first paragraph of Capt. Topham's letter (shown on page 1047) the amount transcribed as 800 lbs is actually 800 *bls* (barrels), of which 260 barrels were sperm oil and the balance generic whale oil.

Robert S. Borden
N. Abington, Massachusetts

Philatelic Persecution

I saw a fascinating reference to philately recently that I would like to share with AP readers: As Nazi armies rolled into western Poland to begin World War II, Soviet forces invaded the hapless nation from the east. Among those Poles specially targeted by the Russians were

stamp collectors. Their story is detailed in an article in *BBC History Magazine*, Vol. 15, No. 10, written by Roger Moorhouse. The information presented here is used by kind permission of *BBC History Magazine*, website www.historyextra.com.

Moorhouse explains that when the Germans entered Poland in September 1939, they went after people for racial and religious reasons — the Slavic Poles and, of course, the Jews. Thousands of innocent people were imprisoned and/or killed in the months following the Nazi invasion. But while the German attack on Poland is well known, many forget that the Soviets grabbed the eastern section of the country, as had been agreed upon in a Soviet-Nazi pact the previous month.

The Soviets, Moorhouse writes, were more concerned with oppressing intellectuals, who were most likely to oppose a Communist regime. Among those specifically targeted were army officers,

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priests, and landowners — as might be expected. But Moorhouse tells us that the Soviets also persecuted teachers, merchants, local politicians, users of the universal language of Esperanto, and finally postmasters and philatelists.

According to the *BBC History Magazine* article, once picked out the victims would be rounded up by the NKVD in the middle of the night and taken to railroads, where they were sent to hard labor camps in Siberia and other remote areas of the Soviet Union. All told, the Soviets exiled about 1 million Poles from their area of occupation.

This has to be one of the few instances in history when the wonderful hobby of philately resulted in so much pain and terror.

Joe Darby

Natchitoches, Louisiana

Visit San Diego

Fellow APS members: please accept this invite for all our philatelic friends to

visit America's Garden of Eden, San Diego, California, on January 23–25, 2015 for great beaches, our scenic city, the pandas at our world-famous zoo, snow sports about an hour away, and, of course, the stamps at SANDICAL 2015. The APS winter stamp show, AMERISTAMP EXPO, to be held at Riverside, California comes not long after (February 13–15), so stay awhile and catch two great birds with one net.

Steve Ellis

Leucadia, California

Seebeck Query

My curiosity about Nicholas Seebeck began 40+ years ago, probably when I first chanced upon one of the several Seebeck advisory footnotes in the *Scott Stamp Catalogue*. His actions ultimately impacted a great many of the late 1800s stamp issues among several Latin American countries. The entire story need not be retold here, but suffice it to say, considerable interest still remains.

Another prominent figure in this saga was Ernest Schernikow, a contemporary business associate of Seebeck and a fellow officer/employee of the Hamilton Bank Note Company. Schernikow is sometimes credited/blamed for the extensive stamp reprinting that occurred, especially in the period following Seebeck's death in 1899. Documents describing the business dealings of Seebeck and Schernikow almost always referred to them as brothers-in-law. However, I have found no hard evidence of this relationship and believe it may have been accepted as common knowledge early on, and then subsequently repeated in the published literature.

My theory is that a deeper understanding of their exact family relationship may shed better light on some of the motives and means behind their various business transactions. A search of public records relating to their respective sister's husband(s), wife's brother(s), and wife's sister's husband(s)

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More than 40 years experience

has not yet yielded any link.

I have enjoyed erstwhile assistance and encouragement from the APRL staff (Scott Tiffney) and the AP staff (Bonny Farmer) in this matter. Now I turn to you, the APS membership, for any further light you can shed on this or any other aspect of sourcing information on the Sebeck-Schernikow relationship. I can be contacted through alcoma.stamps@gmail.com. Thank you.

Richard C. ("Rick") Thompson

Beavercreek, Ohio

U.S. Scott 3 Revisited

Back in August I submitted a photo of a cover showing an apparent permitted use of Scott 3 ("U.S. Scott 3," page 724). A letter from Donald McDaniel in the September AP ("Invalid Use," page 814) states that this is not a proper use, but for the wrong reason.

The stamp in question was issued in 1875 or 1876 as a reprint of Scott 1, the original plates having been destroyed



years earlier. As such, Civil War demonetization does not apply, but Don is still right in a way as these reprints were never valid for postage. Some Depression-era postmaster was kind enough to let the cover pass anyway and create an interesting philatelic curiosity.

And thanks for calling a 1930s cover modern! That keeps us all feeling younger!

Rob Friedman
Brooklyn, New York

Sell Mint Examples

My heart sank last week when I received correspondence from the Society (shown above). While I understand the use of scrap postage to minimize mailing costs, I could not help being saddened to see a nicely centered copy of C1 used on the envelope. My suggestion would be to notify the mail department not to use any stamp with a biplane (or a blimp) on it. I would prefer that the Society benefit from selling mint copies of such stamps

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rather than use them as postage. Alternately, I guess I can now start dreaming of receiving a C3a on a cover some day.

David Drach

Greenville, South Carolina

Cleaning Stamps

In the September AP Amy McCullough asked about cleaning old stamps ("Stamps in Old Albums," page 805). I noted that Gretchen Moody, the Director of Education, did not recommend cleaning the stamps. I can only address used old stamps. The paper and inks on old U.S. stamps are pretty stable and I have had very good luck in cleaning dirty old used U.S. stamps by putting them in a small dish and adding 3% hydrogen peroxide and a drop or two of dish detergent like Palmolive. Gently dab the stamp with your finger to "scrub" it. Do not rub it, however.

I had very good luck in cleaning a Scott 26. It was terribly dirty, almost as if it had been in a dirt pile. Using the above method, it cleaned up remarkably.

As to hinges on old stamps, I find it better just to leave the hinge on the stamp, as often the hinges have glue that is not even soakable.

I hope these tips are of help.

Tom Hirschinger
Wadsworth, Ohio

More on Scott C3a

Here's a little more to add to the lore of C3a. While living in Chicago at the time, some thirty or forty years ago, "Colson of Boston" (known to me as Warren Colson) was on one of his selling/buying trips and stopped in Glen-coe, Illinois. Once he was aware that we knew stamps he pulled out of his inside breast pocket a small black wallet with a vertical pair of C3a. As I recall he wanted \$4,500 for each of them. We had been serious buyers of stamps and that amount was a little high at the time, but that was not the problem. I wanted to buy the pair, but my wife (a perfectionist and my co-philatelist) did not want the pair because they were straight-edged copies, so we passed on it.

Bob Kantor

Mercer Island, Washington

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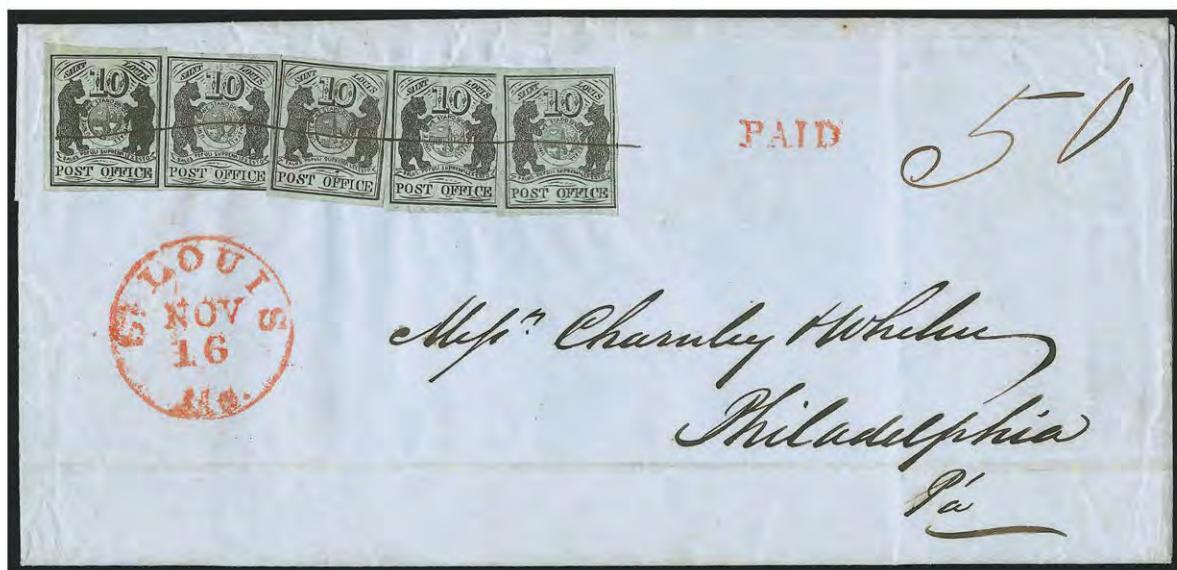
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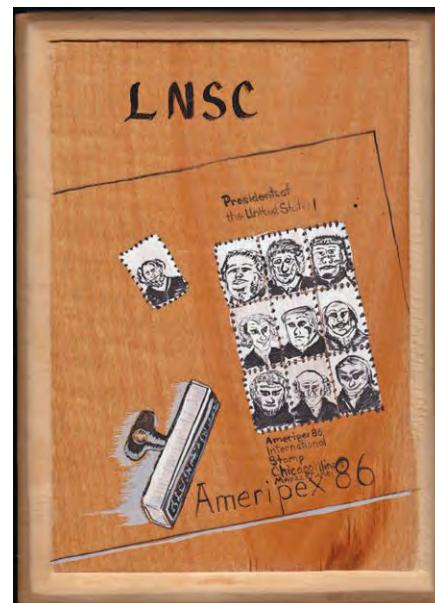
Some Prisons Have Serious Stamp Collectors, Exhibitors

“Don’t worry, I’m a killer, not a thief,” the large man said as he good-naturedly slapped my shoulder, nearly knocking me off balance. So went the first face-to-face meeting with the stamp collecting inmate I had been corresponding with for some time. For several years prior to our meeting, this individual had soaked tens of thousands of stamps off paper for me to give to kids and stamp clubs. He asked only to be allowed to save a few for his own collection. The event? I was attending the annual show of the Lima Correctional Institution Stamp Club in Lima, Ohio, where the prison’s stamp club held an annual exhibition. Ironically, I was a judge — not an occupation that was popular with most of the inmates. Still, I was just there to judge their stamp exhibits.

My friend was trying to break the ice and make me feel a little less ner-

vous about my first experience “inside,” but he also was telling the truth. A good many of the members of the club were convicted of crimes that had nothing to do with theft — leaving them making the assertion they may be criminals, but they are honest. Indeed, theft worries comprise the single biggest reason why many collectors shun any form of contact with inmates. One could argue, as does a major character in the book *A Constellation of Vital Phenomena*, that all forms of crime deal with theft (the theft of life, the theft of a victim’s feeling of security, and so on). But I digress. In my opinion, it matters little what an inmate was convicted of if he or she is truly interested in stamps. Philately is the one thread that binds so many of us together from virtually all castes and walks of life. Our shared interest in the hobby is a unifying factor and shouldn’t become

Philately is the one thread that binds so many of us together from virtually all castes and walks of life. Our shared interest in the hobby is a unifying factor and shouldn’t become one of divisiveness.

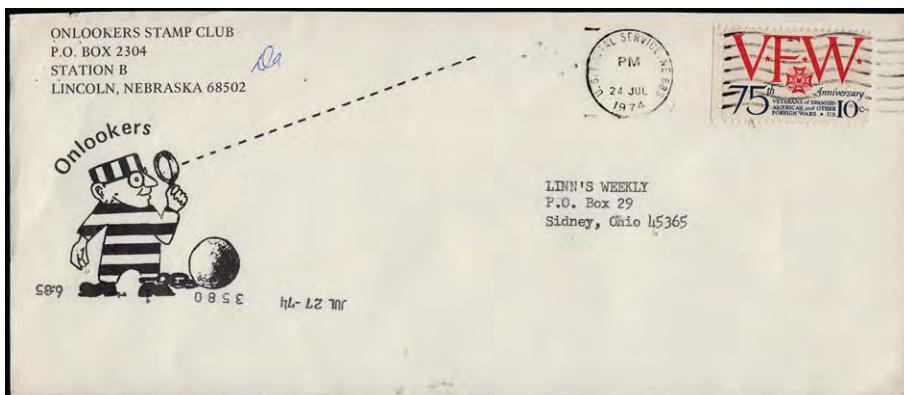


A hand-painted plaque presented to the author one of the years he judged a prison stamp club's show and exhibition.

one of divisiveness. True, there are dishonest collectors among the prison set, but I’ve also encountered that breed frequently among those of us who freely roam stamp shows — and on both sides of the table.

At any rate, I was impressed by both the breadth and depth of some of the collections I was asked to judge, and there were awards. The show and exhibition went extremely well, culminating with a piece of delicious yellow frosted cake the size of a cigar box and twice as heavy. I went home with the plaque shown above, a good feeling about the stamp club, and a number of new friends.

Stamp clubs are not a new thing in prisons, nor are dedicated inmate collectors and related philatelic souvenirs. Probably the most well-known of these is the Onlookers Stamp Club of the Lincoln, Nebraska, State Penitentiary. The Onlookers, which I believe is still in existence, was founded in 1972. Illustrated is

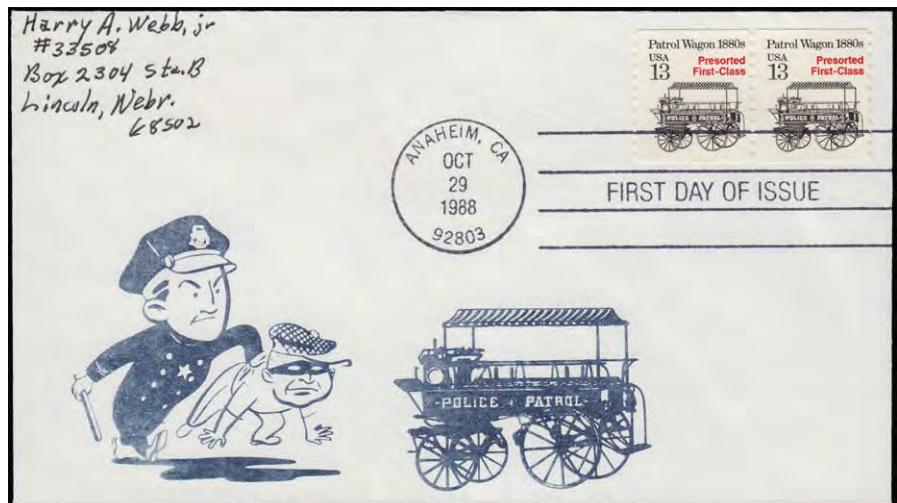


One of the earliest of prison stamp clubs was the Onlookers Stamp Club of Lincoln, Nebraska, which was founded in 1972. This cover, on official stationery, was mailed in 1974.

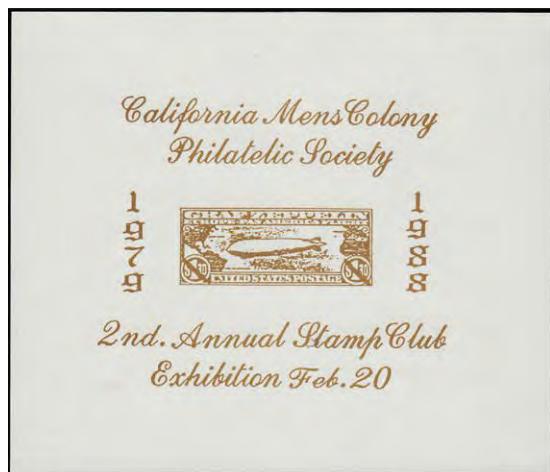
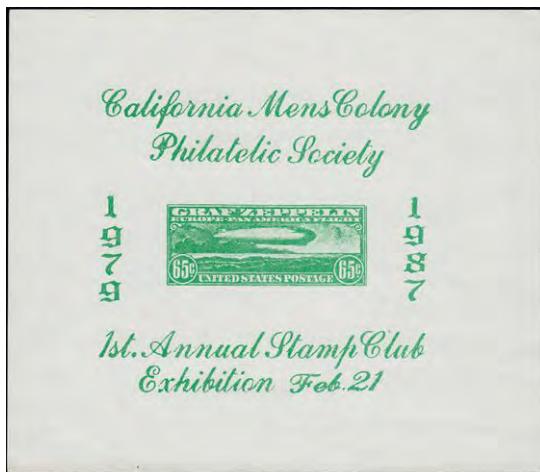


Souvenir sheet created in 1992 by the Onlookers for the club's 20th anniversary exhibition. The sheet is signed by the item's designer.

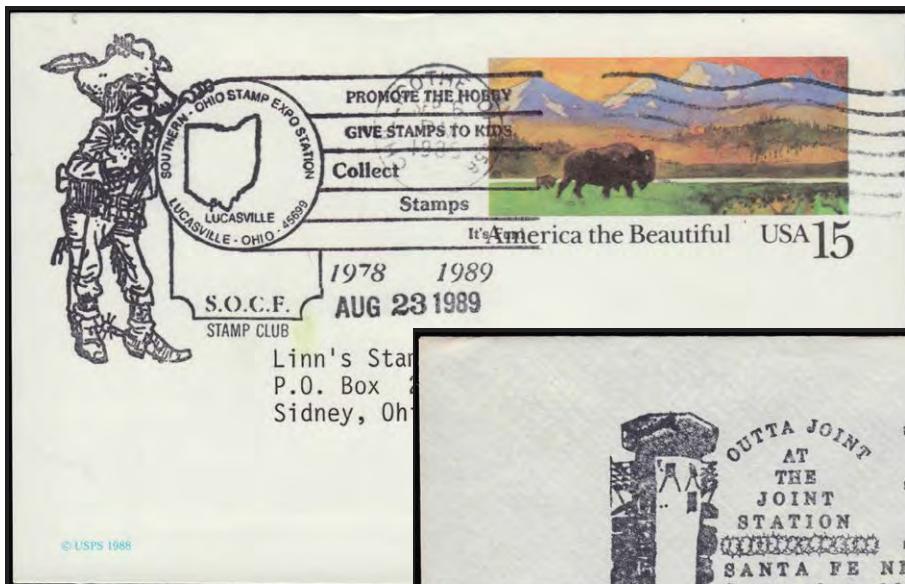
one of the club's covers from 1974. Over the years the Onlookers have produced a number of first-day covers, cachets and other souvenirs, such as the twentieth anniversary souvenir sheet shown above. Another version of the sheet, overprinted "May 13 CANCELLED 1992" in gold, also exists. The sheet was designed by longtime member Harry A. Webb. Without a doubt, my favorite Onlookers-related item was created by Webb in 1988: a first-day cover designed for the 13-cent Police Patrol Wagon stamp of the Transportation coil series. The cachet obviously ties in well with both the prison club and the stamp subject.



An appropriate first-day cover designed by Harry Webb, a longtime member of the Onlookers Stamp Club.

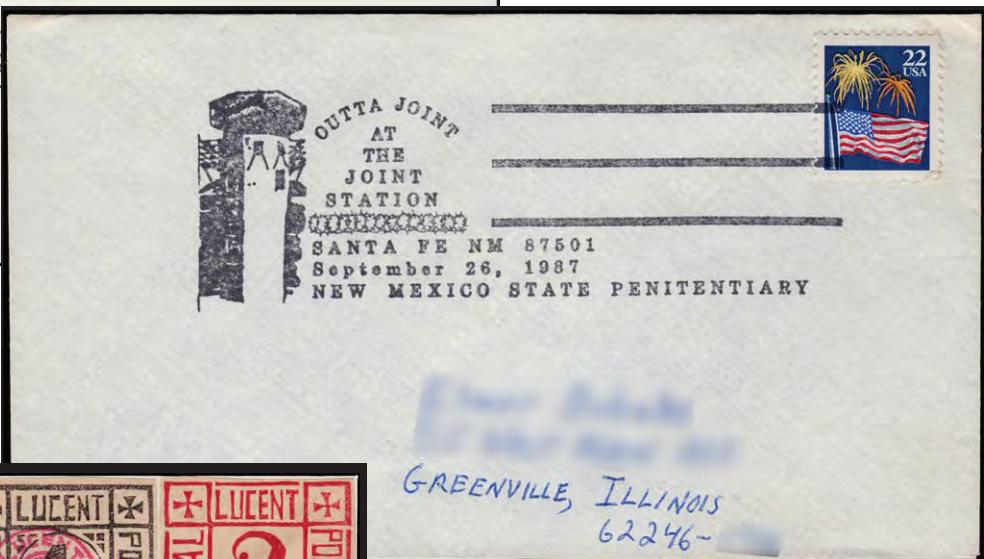


The California Men's Colony Philatelic Society designed these souvenir sheets for its 1988 exhibition.

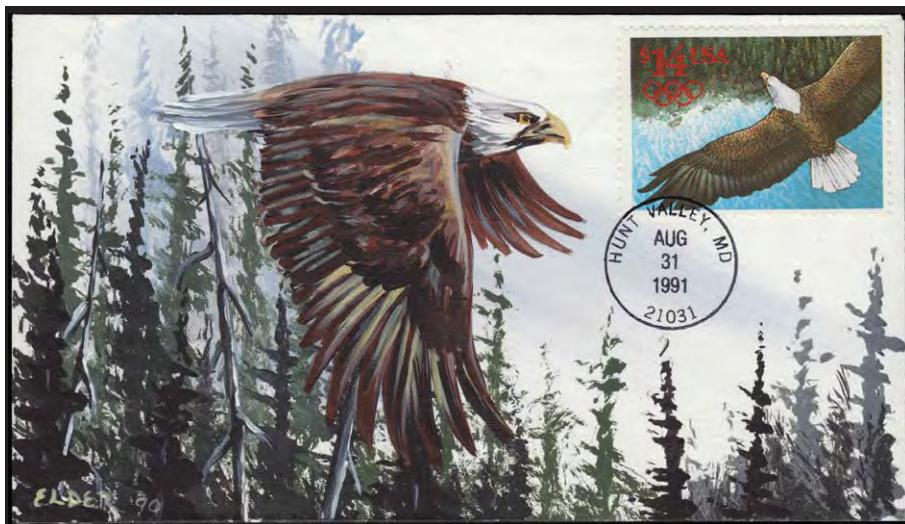


One of a few known different types of pictorial cancellations created by prison stamp clubs.

"Outta Joint at the Joint" pictorial cancellation incorporates a guard tower and barbed wire into its design.



Phantom stamps from the Kingdom of Lucent shown on a 1986 first-day cover.

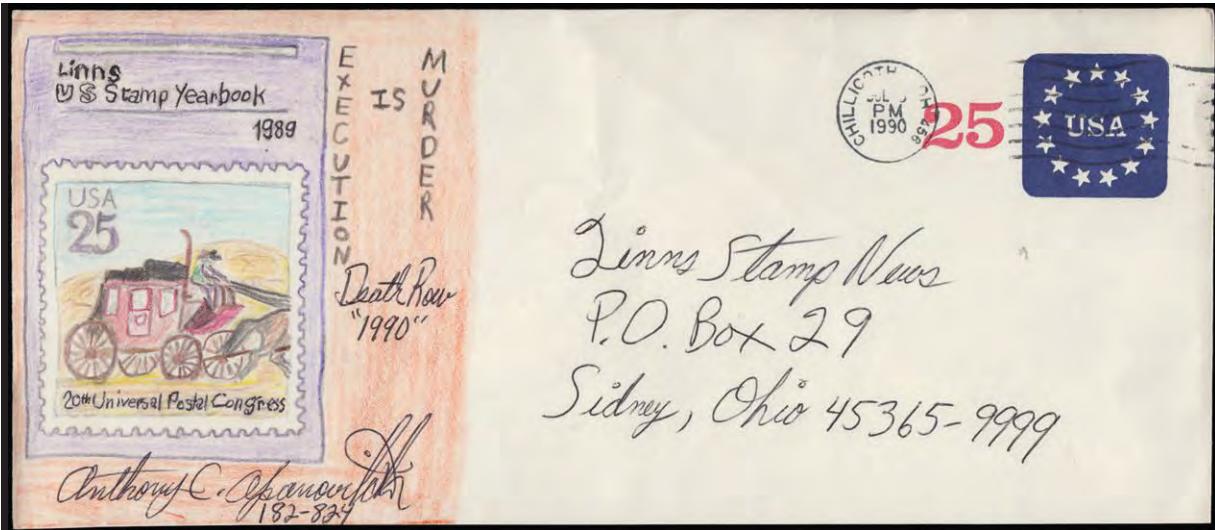


A hand-painted cachet for the first-day of the \$14 Express Mail stamp, created by an Ohio inmate who hoped to market his artwork.

Other correctional facility stamp clubs have created interesting items as well. The souvenir sheets picturing Zeppelin stamps were created by members of the California Men's Colony Philatelic Society for the group's second annual stamp exhibition. The Colony is an all-male state prison located near San Luis Obispo, California. The prison, which opened in 1954, is noted for its rehabilitation programs to reduce recidivism upon the release of inmates. Other

programs include numerous educational opportunities, "Arts in Corrections," and a number of public service programs.

Some clubs have even created special pictorial cancellations for their philatelic events. Remember, to have a special cancellation, the United States Postal Service technically requires a postal station at the event as well, so there likely have not been many special prison pictorial cancellations. Two in particular stand out to me. The first, from 1989, features an old-timer and promotes the hobby. The cancel was created for the Southern Ohio Correctional Facility's stamp exhibition. The club was founded in 1978. My favorite, however, is a 1987 cancel originating from the stamp club at the New Mexico State Penitentiary, featuring a tower and



A stamp-collecting inmate illustrated this cover with both a philatelic and political message.

barbed wire from the "Outta Joint at the Joint Station." Talk about a great tie-in!

But there are a number of other creative endeavors in which collecting inmates participate as well. A "first-day" cover was created by an inmate of the California Men's Colony for a phantom kingdom known as Lucent. The stamps, cachet and cancel were all skillfully hand-cut from linoleum blocks and printed by an inmate named Jay Nesbitt in 1986, who then sold and traded them to build his collection. The stamps, printed in sheets of six, exist mint, used and on first-day cover. They can, of course, be plated by position.

Other inmates with an artistic bent have created their own cachets for first-day covers. My personal favorite is a hand-

painted gouache example. This unique piece of art, designed for the \$14 Express Mail stamp of 1991, was created by an artist named Earl Elder, an inmate at the Lucasville, Ohio, facility. Elder initially sought to get his cachets marketed within the hobby. However, the stamp club was at least temporarily disbanded soon after, in 1993, after a major prison riot occurred in which one guard and nine inmates lost their lives. I do not know if Elder was ever successful, but he was talented.

Still others with talent who are interested in stamps create letter art, usually simply adorning their outgoing covers with hand-drawn artwork. A couple of examples of these are shown.

From my own experience, it seems as though the heyday of correctional fa-

cility philatelic organizations was from the 1970s–90s. Some clubs still exist, but many were eventually either shut down or disbanded. Prison rules and regulations change, as do social situations and the make up of prison staff and volunteers who work with stamp-collecting inmates.

I am no longer in contact with any of the inmates with whom I corresponded. Some have been paroled, some have died, and others are still incarcerated. I do know that some of my inmate friends worked very hard at finding ways to positively spend their time behind bars, and that the resulting clubs were important to them. The resulting philatelic legacy of these clubs forms an interesting and historical chapter in our hobby. I miss the cake.



This serene mountain scene was drawn in felt-tip pen by an inmate who adorned outgoing mail.

Alaskan mountains tower over
the Norwegian Jewel.

APS StampCruise 2014

by Mercer Bristow

The Norwegian Cruise Line's *Jewel* pulled out of the harbor a few hours late, providing the passengers a glorious sunset illuminating the downtown Seattle skyline. It was May, 17, 2014, the first day of a seven-day trip for the APS "Stampers" up the seacoast of Alaska. This was the initial cruise of the *Jewel* after being re-fitted and assigned a new crew.

The APS StampCruise has been an annual event for our members since 1985. On this voyage there were a number of "regulars" in attendance, many of whom had never been to Alaska. During the following week, we sailed to Ketchikan, Juneau and Skagway (the northern most point of the cruise). Before our return to Seattle we docked in Victoria, British Columbia on an exceptionally warm and sunny Saturday.

The historic Creek Street District in Ketchikan.

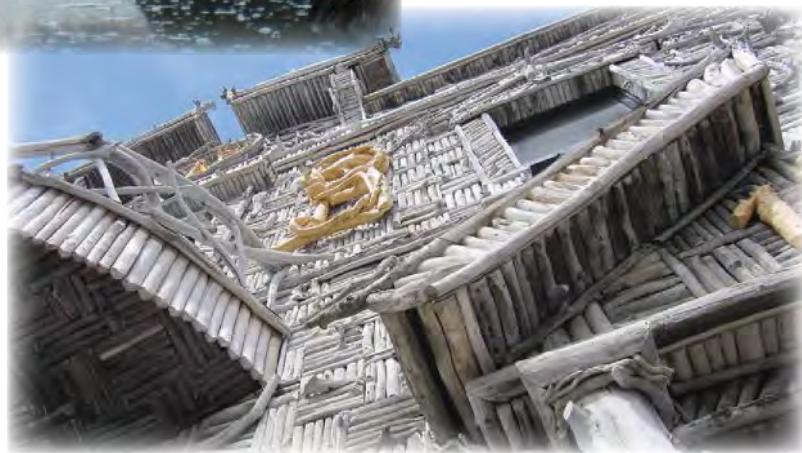
Sea-planes are popular modes of transportation.



As close as you want to get to a glacier!

Each port-of-call presented its own charm and had numerous highlights — and, of course, historic post offices! Ketchikan (population 8,100) has its historic Creek Street “Houses of Pleasure” District (now restored as family-friendly gift shops and restaurants). Juneau, the state capital of Alaska since 1906, also has many notable commercial and residential buildings including St. Nicholas Russian Orthodox Church (currently being restored as funds permit). The city’s usual population of 32,600 swells with an additional 6,000 visitors a day when cruise ships dock.

Skagway is the gateway to the Yukon. The Klondike Gold Rush of 1897–98 put Skagway on the map and you can still follow the original miners’ mule pack trails by hiking, driving, and (most relaxing) by railroad. For many in our group, the Victoria, British



Unique architecture along the main street in Skagway.



Some of our APS “Stampers” take part in games just before the auction.



Skagway Post Office.



The Alaska we dream of.

Watch Civil War History Unfold on Mint Lincoln Stamps

Own the mint stamp sheet honoring U.S. President Abraham Lincoln for only \$5.

Features Genuine Civil War-Era Photos

Created with advanced computer technology, this dramatic photomosaic portrait is made up of hundreds of tiny images from the Library of Congress.

Each is an authentic photograph taken during the tragic Civil War era – some by famed photographer Mathew Brady. It's a neat way to preserve American history and expand your stamp collection.

Look closely and you'll even find John Wilkes Booth – the gunman who took the life of this beloved President.

Savings Plus Free Shipping and Guaranteed Delivery!

Act now to get this desirable mint sheet for just \$5 – a savings of \$2.95 off our regular price. Plus you'll get free shipping with guaranteed delivery.

Satisfaction Guaranteed!

Send today and you'll also receive special collector's information and other interesting stamps on approval.

Limit of one stamp sheet at this special low price of \$5. Your satisfaction is guaranteed.



The harbor in Victoria, British Columbia.

Abraham Lincoln Stamp Sheets

Yes! Please send the Abraham Lincoln mint sheet. Enclosed is \$5. Limit one.

Quick order at MysticAd.com/LP107

Name _____

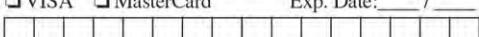
Address _____

City/State/Zip _____

Check or money order enclosed * NY State residents add sales tax.

VISA MasterCard

Exp. Date: ____ / ____



Send coupon: Mystic Stamp Company, Dept. LP107
9700 Mill St., Camden, NY 13316-9111

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Now you can own three mint-fresh stamp sheets featuring airplanes from the early years of flight for only \$5 – and save \$24.85 off our regular price.

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These stamps picture planes from the twenties, thirties and forties and you'll love discovering the different types of aircraft used in commercial and military ventures. Some of the planes pictured include the Cessna 195, Fairchild F-71 and Stinson SR5 Reliant. As you look at each stamp, just imagine the daring pilots and passengers who may have traveled in these flying machines – where they were going and why. It's a fun way to add the romance of early aviation to your stamp collection.

Save \$24.85 Plus Get Free Shipping and Guaranteed Delivery

Take advantage of my special invitation and get this mint stamp set for only \$5 – a savings of more than 80%. Plus you'll enjoy FREE shipping and guaranteed delivery. Send today and you'll also receive special collector's information and other interesting stamps on approval. Your satisfaction is guaranteed. Firm limit of one set.

Mint Aircraft Stamp Sheets

Yes! Please send the Airplane stamp set. Enclosed is \$5. My satisfaction is guaranteed. Limit one.

Quick order at MysticAd.com/AE107

Name _____

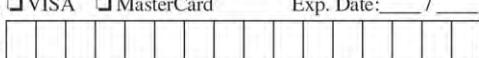
Address _____

City/State/Zip _____

Check or money order enclosed * NY State residents add sales tax.

VISA MasterCard

Exp. Date: ____ / ____



Send coupon: Mystic Stamp Company, Dept. AE107
9700 Mill St., Camden, NY 13316-9111

Columbia highlight was the famed Butchart Gardens. Others found a hidden gem on Humboldt Street: the Miniature World Museum, with dozens of landscaped vistas and town centers recreated in miniature.

Now is the time to plan for the **2015 APS StampCruise**, which will set sail in October. This year we're headed for the Panama Canal (the last time we visited there was in 1998) and Colon, with stops in Limon (Costa Rica), Cartagena (Colombia), Aruba, and the Grand Caymans. Five different philatelic ports in all, with two stops never offered before! It's a leisurely ten-day round trip cruise from Fort Lauderdale, Florida, October 18–28, on board the Princess Cruise Line's *Coral Princess*.

Once again, the fine people from CruiseWorks, Inc., Don and Marky Fenwick, are our hosts. Contact them via e-mail at cruiseworks@aol.com, their website at www.cruise-works.com, or by phone at 1-800-876-6664 to book your trip and choice of cabin. You'll experience philatelic programs, guest speaker seminars, a private cocktail party, stamp auction (all conducted while at sea so they won't interfere with your on-shore excursions). Remember, to be part of this very special APS event, you MUST book through CruiseWorks.

The World's Leading Auctioneers for China & Hong Kong

Results from our US\$8.7 million November 1-4 Auction



Elephant essay
US\$32,500



Scott 6 mint
US\$37,000



1932 Soviet Post 30c.
Yang SP10
US\$77,000



Yang C180b
US\$148,000



Scott 999A
US\$89,000



Chungking Local Post 1894 Essay
US\$52,000



Unique 1931 Kiangsi Red Post 1c.
Yang RP9
US\$415,000



\$10 glazed paper (S.G. 209d)
US\$22,500



1890 Small Dragons-Hong Kong redirected cover
US\$74,000



Scott 18a
US\$31,000



The Rarest of the Shanghai Registration Labels
US\$16,300



1881 Large Dragons-Hong Kong combination
US\$118,500



Cataloguing U.S. Commemoratives, 1950s–1980s

by Charles M. Posner

[Editor's Note: This is the first in a mini-series on U.S. commemorative tamps.

Introduction

We philatelists owe an enormous debt of gratitude to **Beverly Sedgwick King** (1876–1935) and **Max G. Johl** (1900–1957) for their accessible multi-volume account of every stamp issued by the postal authorities of the United States from the beginning of the twentieth century through 1947. Their original publication included all twentieth-century U.S. stamps from 1901 through 1937, and was produced in four volumes under the title *The United States Postage Stamps of the 20th Century*¹ (1932). Their foreword pays tribute to **John N. Luff** (1860–1938) and his pioneering work on nineteenth-century U.S. issues, *The Postage Stamps of the United States*² (1902). Luff's book was a collected and revised compilation of articles he had written for the *American Journal of Philately*,³ beginning in June 1897. The authors note that "The following series is intended to cover the 20th century issues in a manner somewhat similar to the way Mr. Luff set down the story of the 19th century stamps."

Following King's death in 1935, a revised edition under the imprint "Originally Compiled by Beverly S. King and Max G. Johl November 1932 / Now Entirely Revised and Enlarged by Max G. Johl March 1937" was released in 1937. In his foreword, Johl reported two significant additions:

An important added feature of this volume, that did not appear in the original, is the index, which has been prepared by Arthur W. Deas, and which refers to every item of importance....

With the assistance of F. Ellis and A.L. Van Nest we have been able to present correct photographs [of the stamps] in place of many that had previously been accepted, but which were not the true originals.

Ten years later, Johl published a two-volume set under the title *The United States Commemorative Stamps of the Twentieth Century*⁴ (1947). Volume I begins with the Pan-American Exposition (Scott 294–299, 1901) and concludes with the National Parks Year issue (Scott 740–749, 1934). Volume II covers



Max Johl, April 1943.

commemoratives from the Connecticut Tercentenary (Scott 772, 1935) to the U.S. Postage Stamp Centenary (Scott 947, 1947) and the Centenary International Philatelic Exhibition issue (Scott 948, 1947). It concludes with includes the original designs for a Peace Stamp that was never issued. The author's foreword to Volume II includes the following explanation:

The story of the stamps from 1935 to 1947 are generally presented in a slightly condensed form, although some chapters, especially those of the Armed Forces Series, have been given in detail including the remarks made by various officials at the time the stamps were first placed on sale.

This was done so that collectors might remember through the years the heroism and devotion to duty exemplified by members of the Armed Forces, which brought to a successful conclusion World War II.

Like their predecessors, the two volumes are rich in technical details as well as background and design information.

Adhering to the model of presentation perfected by Johl for the two-volume commemorative stamp catalogue, **Sol Glass** (1893–1973) continued the cataloguing work with a small volume titled *United States Postage Stamps 1945–1952*⁵ (1954). It contained articles that Glass had written for *The Bureau Specialist*, now collected into a single reference volume. For a number of years Glass continued to publish brief notes about new commemorative stamps in *The Bureau Specialist*.

After 1952 the indomitable **C. Belmont Faires** (1913–1998) assiduously analyzed the bulk of new issues in the *S.P.A. Journal*, the official publication of the Society of Philatelic Americans (which disbanded in the 1980s). Additional researchers who reported their findings in the philatelic press included syndicated columnists **David Lidman** (1905–1982) and **Franklin Bruns** (1912–1979), among others. But no complete and easily accessible record of the commemorative issues was available until 1983, when **Fred Boughner** of *Linn's Stamp News* published the first of the splendidly informative and encyclopedic *U.S. Stamp Yearbooks*.

For the modern collector in search of "one-stop" basic information, there are the excellent but abbreviated presentations pioneered on the web by the National Postal Museum's "Arago"



website (<http://arago.si.edu>), www.1847usa.com, and others. But for those requiring immediate in-depth information and background material of the kind brought to maturity by Boughner and his successor, **George Amick**, the period between the 1950s and 1983 is largely a philatelic void.

My aim is to begin to fill that gap by providing a comprehensive examination of every commemorative stamp issued over those thirty or so years. In addition to providing the technical information found in the presentations mentioned above, this series will tell the story behind each stamp, discussing its antecedents, its genesis, and its characteristics. It will not, however, provide information about the five major definitive series that were printed during that period (the Liberty series of 1954, the Prominent American series of 1965, the Americana series of 1975, the beginnings of the Great American series that was launched in 1980, and the Transportation coil series begun in 1981). These issues have been more than amply analyzed in the informative works of Ken Lawrence and others, and are available in book form and/or past issues of *The American Philatelist*.

Over the years researchers both **Kathleen Wunderly** and **Ken Lawrence** have published numerous pieces on the background to and history of individual commemorative stamps and series. I will refer to these comprehensive works in the stamp discussions.

The presentation will appear in two versions. The first is what one might call a "light" version that will be published in abbreviated form in the pages of *The American Philatelist*. The second will be a more in-depth and detailed account that will appear on the APS website under the AP Bonus Content Album pages (<http://stamps.org/AP-Album>). Members of the APS who are interested in probing deeper into their subject can consult these more voluminous pages.

Most importantly, there is a vast amount of knowledge about these issues that has been gathered by philatelists, often working on their own, that still has not seen the light of day. For that reason my intention is that this presentation should be regarded as a work in progress, and I extend an invitation to all of those closet researchers to send me pertinent information for inclusion in the detailed online catalogue, which can continue to be updated electronically. My hope is that many readers will come forward and that they will regard this account as the first step in the development of a collective work that is a product of all APS members.

The presentation of each of the three-and-a-third decades that I will be covering will be prefaced by a General Introduction to the period that concentrates on contemporary philatelic news and events and the elements that contextualize them.

This will be followed by a presentation of the commemorative stamps issued during that period. The series will begin with the 1950s, which will appear in the next month's issue of *The American Philatelist*. It will be followed in the March issue by the detailed discussion of the individual stamps from that decade.

The following template will be used for the presentation of each stamp:

1. Technical information: *Date of issue; Catalogue numbers; Designer; Vignette engraver; Frame engraver; Letter engraver; Color; Format; Perforation; Size; Printing; Quantity; Plate numbers; Major errors; First Day site; First Day covers serviced*
2. The making of the stamp
3. The design itself
4. The subject
5. First Day ceremony
6. Distribution of the stamp

The specific categories included, of course, will vary according to the characteristics of each stamp. For example, by the early 1980s many stamps were no longer engraved, hence the engraver category is redundant. The categories themselves are an amalgam of those used by King, Johl, Glass, Faries, and the *Linn's U.S. Stamp Yearbook* series. Before the advent of the *Linn's* series, information about designers, engravers and, in later years, modelers and coordinators is often limited. I hope to remedy that.

Endnotes

1. Beverly S. King and Max G. Johl, *The United States Postage Stamps of the 20th Century* (New York: H.L. Lindquist, 1932–1938). Volume I covered all U.S. Stamps 1901–1922; Volume II, Commemoratives 1923–1933; Vol. III, 1922–1935 Parcel Post & Air Mails; Vol. IV, Commemoratives 1933–1937.
2. John R. Luff, *The Postage Stamps of the United States* (New York: The Scott Stamp & Coin Co., Ltd., 1902).
3. Published by J.W. Scott & Co, 1868–1906.
4. Max G. Johl, *The United States Commemorative Stamps of the Twentieth Century* (New York: H.L. Lindquist, 1947).
5. Sol Glass, *United States Postage Stamps 1945–1952* (West Somerville, MA: Bureau Issues Association, Inc., 1954).

The Author

Dr. C. M. Posner is a professor at the Institute of Education, University of London and was the founding director of the Instituto de Investigación y Desarrollo Educativo (México) and advisor to the Mexican government and the OECD. He is the author of several books, the latest being *Interventions in Educational Systems: Reform Processes and Capacity Development* (Bloomsbury, London, 2014). His main philatelic interest is the 3-cent 1869 train stamp on cover, and designers and engravers of American postage stamps.



Fresh Perspectives on FAM 22 Inaugural Flight Covers; Part 1

by Ken Lawrence

Thus in Pan American Airways we were provided an important instrument which our military could alter into a weapon and turn against the opposition on short notice. To hold this view of the company as our chosen instrument was to approach the problem as one of defense. More significant, although not dreamed of at that time [May 1941], was the fact that a ready-made route, with a degree of weather information, of communications, of field accommodations, of established relations with the countries through which it passed, had come into existence and could be immediately adapted to the dramatic use which offensive strategy would devise for it.... [T]he route sketched out what Air Transport Command operations were to make indelible: first, the departure from the terminal at Miami; then a line, athwart the Caribbean, which touched four of the islands soon to be made available to us in the "Destroyers-for-Bases" exchange; third, transit through the Guianas; fourth, passage along the Brazilian coast to Natal; and finally the trip across the ocean to the seaplane base at Fisherman's Lake, Liberia.

The Official History of the South Atlantic
Division, Air Transport Command

In January and February 2014 *The American Philatelist* published my "Via Miami" article on the postal history of U.S. Foreign Air Mail route No. 22. Here I shall narrate the philatelic history, which was interesting in a different way. Some aspects are familiar, because postal and philatelic histories of this route overlapped as they intersected with mili-

tary history on the threshold of American entry into World War II, and occasionally revealed tension and rivalry among the Allied powers. My subject here is the series of efforts by collectors to document those events as they unfolded by creating collectible mementoes of each new step.

Introduction

On November 4, 1941, the United States Post Office Department issued a news release that began as follows:

Postmaster General Frank C. Walker announced today that the Post Office Department plans to inaugurate air mail service between the United States and Africa on or about November 29, 1941. The new air mail route across the South Atlantic will run from Miami, Florida, to Leopoldville, Belgian Congo via San Juan, Puerto Rico, Port of Spain, Trinidad, Belem and Natal, Brazil, Bathurst, Gambia, and Lagos, Nigeria to Leopoldville.

Bathurst is to be designated temporarily as an intermediate stop, pending the development of landing facilities at Monrovia, Liberia.

For the information of stamp and cover collectors, first-flight covers will be carried from Miami, San Juan, Port of Spain, Belem, and Natal to each of the three African offices of Bathurst, Lagos, and Leopoldville and from each of those three offices to Natal, Belem, Port of Spain, San Juan and Miami, and from Bathurst to Lagos and Leopoldville, and from Lagos to Leopoldville and Bathurst, and from Leopoldville to Lagos and Bathurst.

It is possible that a cachet will also be applied at Port of Spain, although assurance to this effect has not been received. All first-flight covers will be back-stamped upon receipt but no special treatment will be given covers that may be carried between offices of Miami, San Juan, Port of Spain, Belem and Natal and no round trip or other irregular covers are to be handled.

In my copy of the notice I have highlighted the clause that pledged backstamped postmarks upon receipt, to remind myself and my research associates that it was a courtesy extended to air mail collectors long after the POD had

put an end to the practice of date-stamping ordinary mail on arrival.

The announcement instructed collectors on the procedures to submit covers for service of thirty-six possible combinations at their respective rates of postage, adding this cautionary note: "In order that covers may not be withdrawn from the flight by censors at points on the route, no message should be contained in covers and they should not be sealed, the flap to be folded inside."

Appropriate postage stamps of the respective countries were required for each point of origin, but the Trinidad, Brazil, Gambia, and Nigeria post offices had reported that they would not affix postage even if payment accompanied the envelopes. The Belgian Congo post office was willing to accommodate collectors who submitted payments, but in order to satisfy every requirement without the need for foreign currency exchange, Pan American Airways offered to process covers for each leg of the flight, accepting payment in U.S. currency that reflected the equivalent cost of stamps plus a service fee.

November 25 was the published deadline for submitting covers to Pan Am, but the November *Airpost Journal* had already gone to press before the notice appeared, so the American Air Mail Society reproduced the POD announcement and sent it to members as a supplement to the journal and as Bulletin No. 88 to subscribers who desired advance notice of events that offered special cachets. A similar announcement from Second Assistant Postmaster General Smith W. Purdum appeared in the November 4 *Postal Bulletin*.

Collectors in countries along the route received similar instructions from their postal administrations and philatelic publications, so each international exchange post office along the route awaited the inaugural flight with sacks of outgoing souvenir covers. As it transpired, the inaugural flight did not depart on November 29. Pan Am continued to accept covers submitted by collectors until December 2; the Miami and San Juan postmasters, until December 5.

Official Notice of Foreign Air Mail Route No. 22

A document at the U.S. National Archives in Washington shows that the Postmaster General had authorized and named the service in a December 1 order: "The route shall be identified as F.A.M. 22." The FAM 22 schedule published in the December 2 *Postal Bulletin* included calls at Antilla, Cuba; Port Au Prince, Haiti; and San Pedro, Dominican Republic, but those scheduled stops were dropped one day later. The December 3 *Postal Bulletin* revised the route "so as

not to show calls between Miami and San Juan."

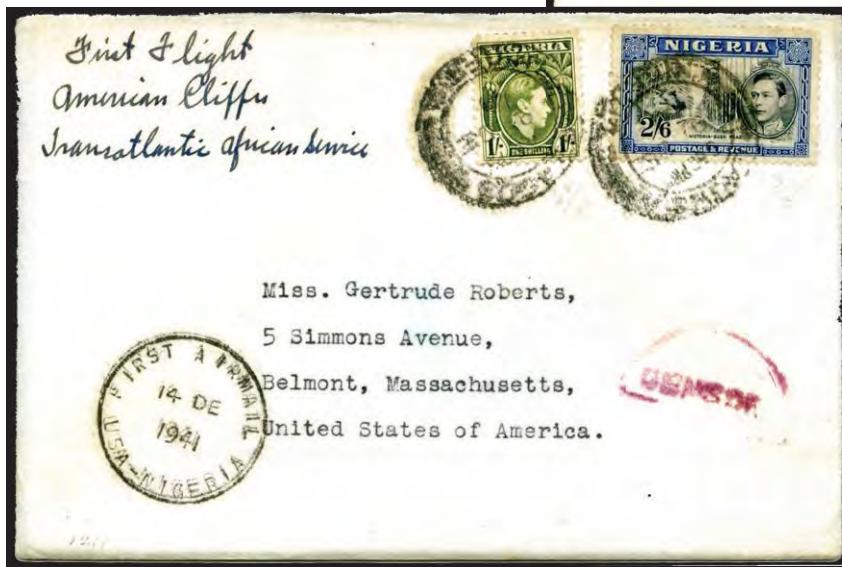
The companion table titled "Foreign Air Mail Service to Africa" included acceptances and postal rates per half ounce effective December 6 for many countries that had not been included in the November 4 news release and *Postal Bulletin* announcement, which meant that the new route actually inaugurated trans-Atlantic air mail service, either by direct or connecting flights, to all these countries, with single letter postage noted: Aden (70¢), Afghanistan (70¢), Anglo-Egyptian Sudan (70¢), Angola (60¢), Bahrein Island (70¢), Belgian Congo (60¢), Ceylon (70¢), Cyprus (70¢), Egypt (70¢), Eritrea (70¢), Ethiopia (70¢), Gambia (50¢), French Equatorial Africa (60¢), Gold Coast Colony (50¢), India (70¢), Iran (70¢), Iraq (70¢), Malta (70¢), Kenya-Uganda (60¢), Lebanon and Latakia (70¢), Liberia (50¢), Mauritius (60¢), Mozambique (60¢), Nigeria (50¢), Nyasaland (60¢), Palestine (70¢), Northern and Southern Rhodesia (60¢), Sierra Leone (50¢), Saudi Arabia (70¢), British, French, and Italian Somaliland (70¢), Southwest Africa (60¢), Spanish Guinea (50¢), Syria (70¢), Tanganyika Territory (60¢), Trans-Jordan (70¢), Union of South Africa (60¢), and Zanzibar (60¢). The notice instructed postmasters to change listings in Part II of the *Official Postal Guide* (which governed international mail) and the Foreign Air Mail Service leaflet to conform to these additions.

These were all-air rates to the respective destinations. Senders could choose alternative lower air-plus-surface rates to some of the destinations with specific routing endorsements. Mail traveled to countries and colonies that were not calls on the Miami-to-Leopoldville route by connecting to existing trans-Africa flights operated by Pan American Ferries and by Pan American Airways-Africa, or by connecting to foreign carriers. In that way, the FAM 22 service that began on December 6 inaugurated eastbound air mail transport all the way from Miami to India.

Many of the newly-added FAM 22 destinations also were being served by trans-Pacific routes. Postmasters were instructed to direct mail to the Miami or trans-Pacific exchange office depending on which was faster, which in turn depended on the scheduled departure dates. Thus, for example, Aden (70¢ per half ounce) had an estimated transit time of ten to eleven days twice monthly via Miami (FAM 22 and PAA-Africa), and fifteen days weekly trans-Pacific (FAM 14 and British Overseas Airways via Cairo). Similar calculations were provided for each destination that offered both choices.

Some foreign post offices offered similarly expansive

Not sent as a souvenir, the 3-shillings and 6-pence franking on this cover paid for transit by air beyond Miami to its destination at Belmont, Massachusetts. After being posted at Lagos, Nigeria, on December 9 it was examined and passed by a local censor before being bagged for the flight to Miami that departed December 14. The December 16 Miami backstamp showed a 10:30 p.m. time of transit. The franking consisted of single olive green 1-shilling King George VI and ultramarine and black 2-shillings 6-pence Victoria-Buea Road stamps, Nigeria Scott 61 and 63.



choices. Published December 1, Gambia rates to listed destinations in shillings and pence per half ounce were as follows: Nigeria, including service by sea to Gold Coast (1/6); Belgian Congo (1/9); Rhodesia, South Africa, Sudan, and Egypt (3/0); Brazil (1/9); Trinidad (2/3); Puerto Rico (2/9); U.S. and Canada (3/6). At that time Gambia's service to the United Kingdom by British Overseas Airways was rated at 1/3 per half ounce, but no rate was published for transport by Pan Am westbound to Miami on FAM 22 and eastbound from New York by FAM 18, the so-called "double Atlantic" route. Nevertheless, in the March 1942 *Aero Field*, Norman C. Baldwin reported a December 14 air mail cover from Bathurst franked 3/6 that transited Miami January 8 and was delivered to him in Great Britain on January 24.

Trinidad destinations and rates in cents per half ounce, published December 2, were as follows: Gambia, Liberia, Nigeria, French Equatorial Africa, Dahomey, and Gold Coast (48¢); Belgian Congo (52¢); Kenya, Uganda, Tanganyika, Zanzibar, Northern and Southern Rhodesia (54¢); Nyasaland and South Africa (56¢); Angola (60¢); Sudan, Egypt, and Palestine (80¢).

Nigeria destinations and rates published December 5, with the first figure being the letter rate per half ounce in shillings and pence, the second being the postcard rate, were as follows: North America, U.S. (Miami) and onward to other destinations in U.S. or Canada by surface routes (3/0, 1/6); U.S. and Canada (to all destinations beyond Mi-

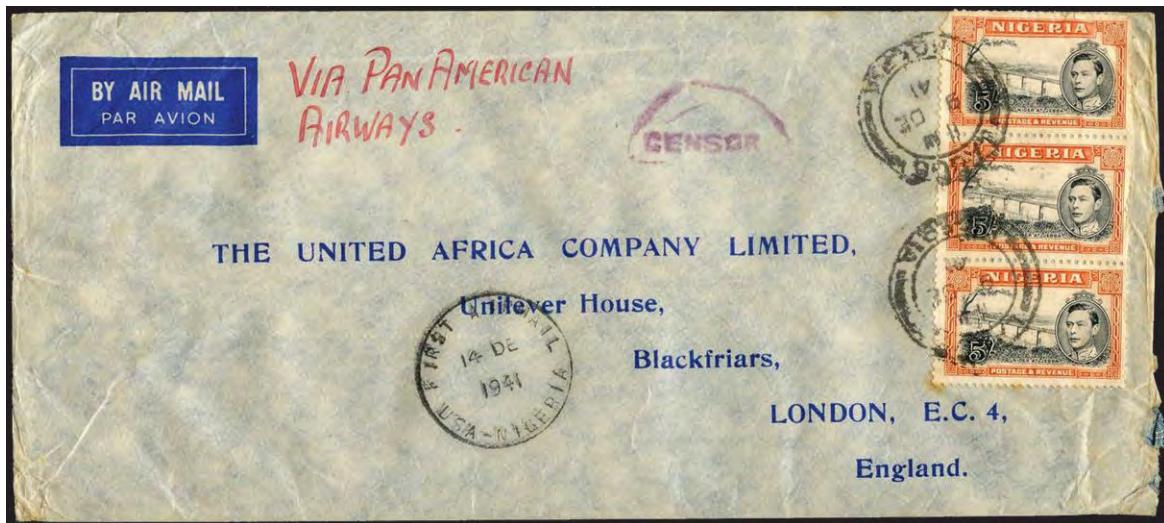


ami by air) (3/6, 1/9); United Kingdom and Eire, Portugal, Spain, Sweden, Switzerland, Vatican City, Malta, Gibraltar, and Tangier (5/0, 2/6); Trinidad (2/0, 1/0); Puerto Rico (2/6, 1/3); all other West Indian islands and British, French, and Dutch Guiana (various additional charges) (3/0, 1/6); Brazil (Belem and Natal) (1/6, 0/9); other places in Brazil (3/0, 1/6); Argentina, Uruguay, Chile, Peru, Ecuador, Bolivia, Paraguay, Colombia, and Venezuela (4/0, 2/0); and Belgian Congo (0/9, 0/5). Not included was the rate to Gambia, which the U.S. POD reported as 15 pence (1/3), but the franking observed on souvenir covers is 1/6.

A censor at Lagos, Nigeria, examined the contents of the December 9 non-philatelic cover to Belmont, Massachusetts, before it departed on December 14 for the return trip to Miami. The 10:30 p.m. time slug in the Miami arrival stamp was just one half hour after Capetown Clipper landed there. The uncommon 3-shillings 6-pence postage amount included not only trans-Atlantic air mail postage to Miami but also domestic air transport from Miami to the destination.

The November 4 POD news release and *Postal Bulletin* announcement reported rates from Brazil and the Belgian Congo as "postage per 10 grams (about one-third of an ounce)," which was not correct. Air mail from those countries was rated in 5-gram increments. Collectors in Brazil franked their covers to Africa at the 5,400-reis minimum air mail letter rate then in effect for destinations in Africa and Europe transported by European carriers, but most souvenir covers I have seen that were submitted by American collectors have double that amount of postage.

Belgian Congo rates were a complex blend of surface postage, air mail surcharges (also called surtaxes), and route choices. Charles Stockmans has compiled them on



On this December 9 cover from Lagos to London, three 5-shillings King George VI stamps, Nigeria Scott 64, paid the triple letter rate for air mail all the way to England by way of Miami, New York, and Lisbon.

his website www.congoposte.be. He wrote that he could not reconcile the Leopoldville rates as published in the POD announcement with the actual air mail rates then in effect, nor can I. A separate rate schedule for the Pan Am route did not become effective officially until January 1, 1942, but letters posted locally in November and December 1941 suggest that a FAM 22 air mail surcharge of 15 francs per 5 grams was known, which increased to 15 francs 50 centimes on January 1 when other rates also increased. In a rate table that Peter Foden published in the March 1989 *Bulletin* of the Belgian Congo Study Circle, he included a 15-francs Pan Am air surtax to America in effect from December 9 through 31, which is consistent with the evidence of my covers.

Complex Rates for Double Atlantic and Two-Ocean Routes

Collectors in Great Britain were alert to many of the larger possibilities from the beginning of FAM 22 services, as Baldwin's double Atlantic first flight cover from Gambia showed. He also reported one from Nigeria, with this observation:

The inclusive fee is 2/6 per half ounce to U.S.A. and Canada, and 5/- to the United Kingdom. Why an additional fee of 2/6 should be charged for letters to be flown over the North Atlantic, when the air fee from U.S.A. to England is only 30c., is not clear.

The illustrated first flight cover from Lagos to London, England, is an example of the expensive 5-shillings rate tripled for a letter that weighed up to an ounce and a half.

In a July 1942 *Aero Field* article titled "West African Air Mails," Baldwin expanded on the collecting opportunities presented by FAM 22:

In December 1941 Pan-American Airways performed a signal service to the United Nations by opening the Miami-West Africa air service. This service is even more advantageous than at first appears, for West African countries can now send mails to the United Kingdom

by an all-air service via U.S.A., and mails from India and Australia are known to have been flown to Great Britain through the medium of the two Pan-American Atlantic services.

In theory, one might aspire to collect a FAM 22 inaugural flight cover from the United States or Puerto Rico to each destination listed on the December 2 "Foreign Air Mail Service to Africa" table, and from each foreign post office that accepted mail for transport on a FAM 22 flight to destinations to and beyond the core route, although the dates of first acceptance for westbound service varied considerably. American collectors were mostly oblivious to these possibilities in 1941, even though as early as August 19 the *New York Times* had reported and published a map of Pan Am's trans-Atlantic and trans-Africa ferrying routes that President Franklin D. Roosevelt had made public the previous day. Pan Am would not provide details, but the *Times* continued:

It was understood, however, that from Natal, Pan American crews would follow a southern trans-Atlantic route over which some American transport planes have already been flown by Pan American personnel.

Over this section of the route, Pan American will operate big transport planes and possibly bombers, it was believed. Douglas DC-3's, with the addition of gas tanks to carry 800 extra gallons of fuel, could easily make the flight from the "hump" of Brazil to Bathurst, aviation experts held.

From Bathurst, Freetown [Sierra Leone], or Monrovia Pan American could fly down the coast to Lagos, Nigeria, thence over French Equatorial Africa, to Khartoum, about 400 miles from the coast and on the Nile in the Anglo-Egyptian Sudan. British Overseas Airways has operated over this route, or a similar route, for some time.

Those were well-informed conjectures, but the true story was classified at the time. According to *The Official History of the South Atlantic Division, Air Transport Command*, the collaboration had begun in May 1941:

Pan American was called in.... [A] dummy subsidiary

came into being, this one called Atlantic Airways, Limited. The plan was for the Army to ferry the planes from Los Angeles to Miami, for Atlantic Airways to take over at that point, using some Army crews along with its own civilian crews as far as Natal but accomplishing the rest of the flight to Bathurst with civilians only.... The first ten planes left Miami June 21, about ten weeks after the British had asked for them.

Let us now explore how that program unfolded step by step to incorporate what became the world's longest air mail route.

August 28, 1941: Civil Aeronautics Board Approved Trans-Africa Air Mail Service

On August 20, Pan Am applied for Civil Aeronautics Board approval to implement this plan fully by forming two additional subsidiary companies, Pan American Airways-Africa and Pan American Air Ferries. The CAB approved the application on August 28. In its Docket No. 640 opinion the board wrote:

Airways-Africa was organized by Pan American on July 15, 1941, under the laws of the State of Delaware. It will engage in the transportation by air of persons, property, and mail in Africa.... It will also supplement the services of Air Ferries by returning ferry personnel from the Middle East to West Africa, carrying spare parts and other items eastward and performing similar services....

There is no doubt that the attainment of the objectives set forth therein [in FDR's announcement] would be in the public interest.

In my file copy of the August 28 CAB opinion I have highlighted the phrase that authorized PAA-Africa to "engage in the transportation by air of ... mail in Africa," because this text is more sweeping and comprehensive than the wording of the September 9 opinion in Docket 442, quoted later in this article, which my colleagues and other air mail scholars usually cite as the authority. Properly understood, the two rulings are complementary and cumulative.

The Army Air Forces in World War II, Volume One, edited by Wesley Frank Craven and James Lea Cate, reported the original route for these aircraft as departing from southern Florida to Puerto Rico, Trinidad, British Guiana, Brazil, and from there either to Sierra Leone or to Liberia for twin-engine planes, or to Gold Coast for four-engine planes. From West Africa, they proceeded to Sudan where the route divided. Some ferries went to Egypt, Iraq, and Iran or India; others to Aden, India, and China. Early in 1942 a second route crossed Africa by way of the Belgian Congo, Tanganyika, and Kenya. "Until February 1942, when the Japanese captured Singapore and overran the East Indies, the southeastern route [across Africa] served as the principal line of air communications between the United States and the Southwest Pacific area. This was, indeed, its most immediate importance."

The best history of this service I have read is Deborah W. Ray's 1973 monograph *Pan American Airways and the Trans-African Air Base Program of World War II*, which was her New York University doctoral dissertation. "Only sixty-one days after President Roosevelt's announcement of the PAA project in Africa, a PAA-Africa transport carried the first shipment of freight across the continent," she wrote. "Regularly scheduled transport and ferrying operations to Khartoum began two days later, on October 23, 1941."

Some early PAA-Africa flights transported mail, as the CAB had authorized, but before December it might have been limited to official diplomatic, military, and company mail. Ray was able to interview the principals while they were still alive, and to examine documents that have not been available to later scholars. She described how the service evolved:

Pan American Airways created three wholly-owned subsidiaries to perform the work assigned to it — namely, ferrying war planes and transporting war materiel from Miami to Khartoum, and modernizing and operating the airfields along the trans-African route. Pan American Air Ferries, Inc. (PAAF), replacing Atlantic Airways, was to ferry lend-lease planes from the United States across the entire route. The Pan American Airways Company was created to establish a transoceanic transport service between the United States and West Africa. Finally, Pan American Airways-Africa, Ltd., was created, first, to operate an air transport service along the Takoradi [Gold Coast] route — that is, to carry cargo across Africa and bring ferry pilots back from the front; and second, to provide and operate ground facilities along the route.

September 9, 1941: CAB Approved Trans-Atlantic Air Mail Service to Africa

Pan Am had insisted on being allowed to carry commercial passengers and cargo on these flights as space permitted, a condition that British negotiators opposed but were unable to prevent. Ray continued:

A couple of weeks after the signing of the agreements with Britain, the Pan American Airways Company, PAA's trans-Atlantic subsidiary, petitioned the Civil Aeronautics Board for a certificate of necessity and convenience to operate as far as Leopoldville in the Belgian Congo. The route would begin in New York, with stops in the Caribbean, Brazil, and Liberia en route to the Congo. Although it was not announced, the proposed service was, of course, closely related to the airline's military undertakings on behalf of Great Britain. A hearing before the Civil Aeronautics Board was set for September 4. At this point, several domestic airlines, Eastern Airlines in particular, and AMEX [American Export Airlines], PAA's antagonist of the previous winter, filed petitions of intervention. When the hearing opened on September 4, these airlines attempted to block the granting of a certificate to Pan American Airways Company. AMEX, earlier denied the [North Atlantic] Lisbon run, wanted the

right to fly the South Atlantic route, and Eastern feared that by permitting PAA to fly along the East Coast between New York and Miami, the international airline might gain an entrance into the lucrative New York-Miami run.

The hearing is reported to have been very spirited, with [Eastern's] Captain Edward Rickenbacker confronting [Pan Am's] Juan Trippe, each airline chief determined to protect or advance the interests of his own line. Apparently the White House had not given the Board any confidential briefing as to the military nature of Pan American's proposed South Atlantic service, an omission PAA's lawyers found inexplicable. At any rate, the CAB seemed unaware of the intimate relationship between the Pan American Airways and the War Department in this instance. To avoid further public argument, the War Department stepped in to request that the hearing be temporarily adjourned.

At the War Department's request, Pan American Airways Company moved to amend its petition, placing the western terminus of the route at Miami instead of New York, pacifying Captain Rickenbacker. When the hearings were reconvened on September 8, this time in executive session, Pan American's certificate was promptly granted and AMEX's request to intervene was denied. The Air Force did its part by moving its own terminus for South Atlantic ferrying operations — the point to which Air Force pilots could legally fly lend-lease aircraft to the British — from New York to Miami.

The CAB's September 9 published opinion for Docket 442 omitted the dramatic details, but Ray's account clarified the reason for designating Miami as the terminus. For a second time, the CAB cited FDR's statement:

The announcement made by the President of the United States in a press release issued August 18, 1941, indicated that the national defense would be a paramount basis for consideration of the application at this time. Under these circumstances the Board proceeded first to receive evidence relating only to national defense issues, which, because of its secret nature affecting the national defense, was received in executive session. Upon a review of the evidence taken at that session we find that the national defense considerations are compelling in the disposition of this application and that the need, in the

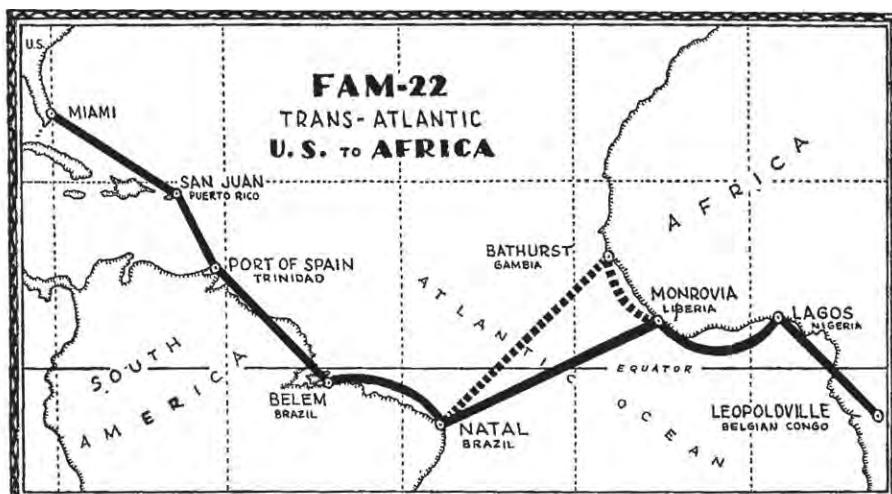


Juan Terry Trippe, president of Pan Am.

interest of national defense, for the immediate inauguration of the service is urgent. An extended examination of the economic and postal data with respect to the proposed service would not change our decision and any delay would adversely affect the national defense. Accordingly, the application will at this time be determined upon national defense considerations alone....

We find from the above considerations that temporary air transportation of persons, property, and mail between Miami, Florida, and Leopoldville, Belgian Congo, via San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; Monrovia, Liberia; and Lagos, Nigeria; is required by the public convenience and necessity; that Pan American Airways Company is fit, willing and able to perform such service; and that the certificate authorizing such service should expire five years from the date of issuance thereof or six months after the date upon which the Secretary of War notifies the Board that he has determined that the continuation of the service is no longer required in the interest of national defense, whichever period first expires.

With that order, the CAB completed its certification of all three elements of the program: pilots, flight crews and ground crews to ferry aircraft from the United States to the Middle East; passenger, cargo, and mail service across Africa; and passenger, cargo, and mail service from the United States to Africa. The certificate as issued and signed by President Roosevelt authorized the carrier to "serve regularly a point named herein through any airport convenient thereto,



This map, which appeared in the October 1942 *Airpost Journal*, portrayed collectors' understanding of U.S. Foreign Air Mail route No. 22 as it had been originally announced by the Post Office Department. It is essentially the same as the FAM 22 route map in the current *American Air Mail Catalog*.

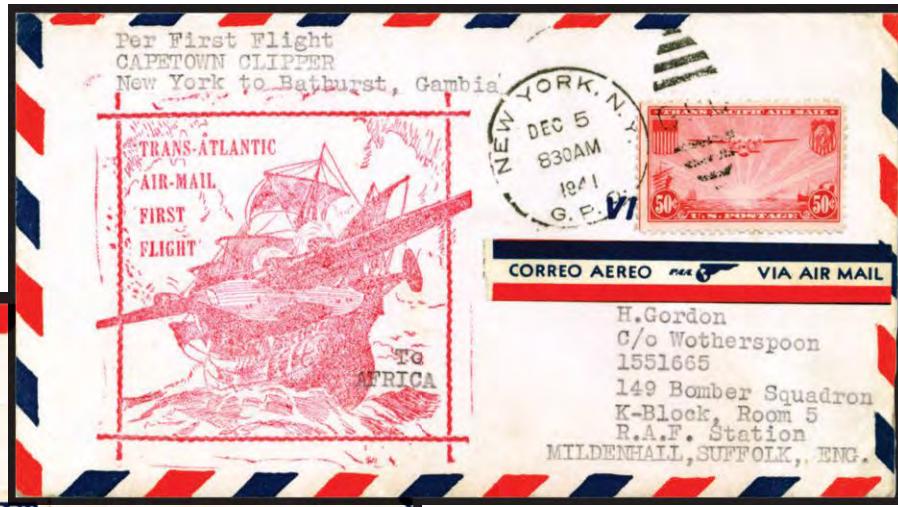
FAM 22 inaugural flight covers posted at New York are seldom seen; nearly all departed from Miami. The cachet on this December 5, 1941, cover to Bathurst, Gambia, is not listed in the *American Air Mail Catalog*. The red 50¢ China Clipper air mail stamp, Scott C22, paid correct single letter postage for air transport to Gambia and onward by ship to Great Britain, docketed on arrival by a December 22 Royal Air Force unit backstamp.



and render non-stop service between any two points not consecutively named herein."

In the October 1941 *Airpost Journal*, Richard L. Singley had reported that the new service "will be known as Pan-American Airways-Africa, Ltd.", yet few collectors associated FAM 22 with Pan Am's existing trans-Africa operation, let alone analyzed how those services supplemented and reinforced each other. A comparison of two maps illustrates this lapse of perception, which has persisted for more than 70 years. The FAM 22 map, as it appeared in the October 1942 *Airpost Journal*, illustrated the route as collectors imagined it then and still do. The map from the January 1942 *Official Foreign Air Mail Guide*, cropped here, showed how the land- and seaplane routes overlapped and intersected. The POD did not publish a later

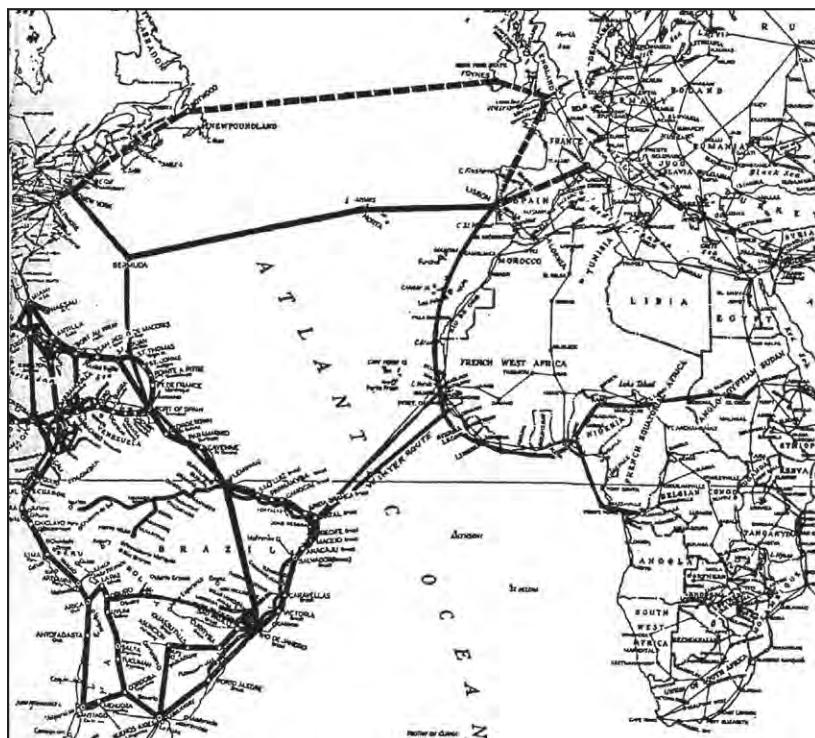
Show here is a section of "The Principal Air Routes of the World" map published in the January 1942 edition of the *Official Foreign Air Mail Guide*. Bold solid black lines represented "Pan American Airways System" routes according to the key, and dash lines represented seasonally suspended routes. Take note that Pan Am's trans-Africa service bifurcated at Lagos, Nigeria, with one branch going south to Leopoldville, Belgian Congo; the other, east to Khartoum, Anglo-Egyptian Sudan. On December 24, 1941, the Civil Aeronautics Board had approved Pan Am's application to extend the route eastward to Singapore and Australia, but the POD did not publish a revised route map until after the war ended.



map of trans-Africa air mail routes until after the war.

December 6, 1941: Capetown Clipper Departed New York

Despite the CAB order that had certified Miami as the western terminus, the inaugural *Capetown Clipper* flight departed the United States from New York City at 3:46 a.m. on December 6, 1941. Acceptance of ordinary letter mail for Africa (except northern) and South-eastern Asia by that flight closed at 11:30 a.m. December 5 at the Morgan Annex post office; registered mail, a half hour earlier. A cacheted cover endorsed for flight from New York to Bathurst, Gambia, with no contents and the flap tucked



in, was properly serviced for transport aboard the *Capetown Clipper* all the way to Africa, and from there by surface mail to its addressee in England.

The Clipper's pilot, Captain William M. Masland, was not happy that his load included souvenirs for collectors — thousands of covers that collectors had sent to Pan Am for servicing at each stop along the way. He wrote in his memoir:

We put out of New York with a few passengers and a cargo of, guess what? First-flight letters, empty envelopes (so the New York office said) covered with stamps to be canceled at every stop for the benefit of stamp collectors. I knew what they desperately needed in Africa. At Bathurst Lady Hartshorn had told me: pins, needles, matches, and soap, not first-flight covers. If you have a philatelist for a president, you must take the good with the bad. But it made me sick.

Even sicker, when we stopped, southbound at Bermuda. We had put in at a dogleg on our way to Port of Spain so as to drop off some mail eastbound for Europe. This I considered a courtesy to the British, who had set up a massive censorship bureau on the island. Remember, at this moment, we were technically neutral, and to remain so for another twenty-four hours. When the ship had docked, I stepped ashore with the ship's briefcase in hand. A customs officer in a neat, white uniform stood on the dock waiting to board and made his usual inspection. I greeted him and added, "There's not much on board, excepting a lot of empty envelopes, thousands of them." Then I strode up the dock to the office to clear the ship. A scant fifteen minutes later, the customs officer burst into the office.

"Those empty envelopes of yours are full of personal notes. They will all have to be brought ashore and censored," he exclaimed, with an accusing glance at me.

While I counted to ten before answering, I listed to myself the consequences. It could take them a day or more to censor that heap of mail. But we couldn't go without it, could we? Much simpler to take it without unloading and censorship. For the next half-hour the Second Battle of Britain raged in that tiny office overlooking the placid blue-green waters of Hamilton Harbor. For once, I won. We were off for Port of Spain by the time the ship was refueled, the mail untouched. After a traffic stop at San Juan, we continued on to a landing late that night at the seaplane base at Cocorite, Port of Spain.

Non-philatelic Mail Posted

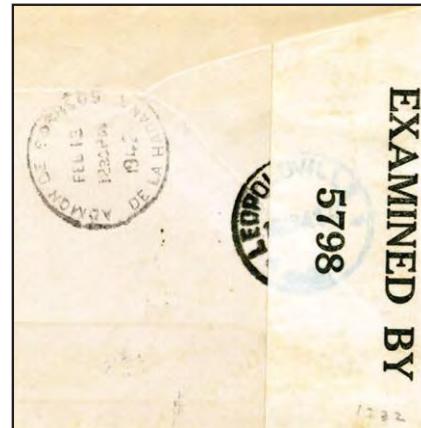
December 5 and 6, 1941, at New York

The *American Air Mail Catalog* does not picture the cachet shown on my December 5 cover, but it does illustrate a cover from a missionary correspondence posted at New York on December 5 addressed to Capetown, South Africa, endorsed CAPETOWN CLIPPER VIA MIAMI TO LEOPOLDVILLE. The cover was sealed at the left end with a British imperial censor's tape, and postmarked with a January 31, 1942, Capetown arrival datestamp. It had departed New York aboard the inaugural flight but was delayed en route at the Bermuda censorship station. Even so, it reached its destination more quickly than a cover that missed the flight by one day, posted December 6 at New York, which transited



This letter was posted too late on December 6, 1941, to be carried on the *Capetown Clipper's* inaugural FAM 22 flight. It arrived at Cairo, Egypt, on February 22, 1942, and was opened, examined, and resealed by a censor before

being delivered at Alexandria. \$1.40 postage — one \$1 Woodrow Wilson stamp and a pair of 20¢ James A. Garfield stamps, Scott 832 and 825 — paid double the 70¢ per half ounce air mail rate.



This FAM 22 first flight cover, carried the entire distance of the eastbound trip from Miami to Leopoldville, was canceled on December 6, 1941, the departure date, and backstamped on December 12, the arrival date. The blue pictorial cachet included a map of the route. A Belgian Congo cachet was added at the end of the flight. To avoid censorship delays, souvenir covers were sent unsealed and without contents, but despite that protocol the tape seal shows that this cover was examined at New York on its unusual return route to the addressee at Havana, Cuba, where it was backstamped February 13. A pair of 30¢ Winged Globe air mail stamps, Scott C24, paid the 60¢ single air mail letter rate.

Cairo, Egypt, on February 22, en route to Alexandria.

Considering that the CAB certificate had specified Miami as the western terminus of the route, readers might wonder why that flight was permitted to depart from New York. With foresight, Juan Trippe's friends in Congress had included a legal loophole that allowed flexibility. Section 1782 (b) of *Postal Laws and Regulations of the United States of America*, effective November 1, 1940, had codified both the certification process and the exemption with respect to foreign air mail service as follows:

Each certificate [of convenience and necessity] issued under this section shall specify the terminal points and intermediate points, if any, between which the air carrier is authorized to engage in air transportation and the service to be rendered; and there shall be attached to the exercise of the privileges granted by the certificate, or amendment thereto, such reasonable terms, conditions, and limitations as the public interest may require. A certificate issued under this section to engage in foreign air transportation shall, insofar as the operation is to take place without the United States, designate the terminal and intermediate points only insofar as the Authority shall deem practicable, and otherwise shall designate only the general route or routes to be followed. Any air carrier holding a certificate for foreign air transportation shall be authorized to handle and transport mail of countries other than the United States. No term, condition, or limitation of a certificate shall restrict the right of an air carrier to add or change schedules, equipment, accommodations, and facilities for performing the authorized transportation and service as the development of the business and the demands of the public shall require. No air carrier shall be deemed to have violated any term, condition, or limitation of its certificate by landing or taking off during an emergency, under regulations which may be prescribed by the Authority, between terminal and intermediate points other than

those specified in the certificate. Any air carrier may make charter trips or perform other special service, without regard to the points named in the certificate, under regulations prescribed by the Authority.

"Authority" meant the Civil Aeronautics Authority, which the Civil Aeronautics Administration had renamed Civil Aeronautics Board effective June 30, 1940, after the law was passed but before it was codified. Pan Am's 1945 *History of the Transatlantic Air Services*, filed as an exhibit for CAB Docket No. 855, further explained how these exceptions to authorized routes were recorded in company documents:

"Special Mission" was the term used to designate each noncertificated flight of a Boeing Clipper. Prior to Pearl Harbor, five special missions were flown for the U.S. Government over the South Atlantic, covering a total of 94,726 miles....

Company records archived at the University of Miami Richter Library show that Pan Am logged the *Capetown Clipper*'s inaugural flight from New York as special mission S1, and the return flight to New York as S2. The S1 December 6 flight called at Bermuda and continued onward to San Juan, where passengers and mail from Miami boarded the big flying boat for the trip onward to South America and Africa.

December 6, 1941: Puerto Rican Clipper and Clipper Comet Departed Miami

As the Boeing B-314A *Capetown Clipper* continued onward to San Juan after leaving mail bound mostly for Europe at Bermuda for censorship, two planes departed from Miami to meet her there. The *Puerto Rican Clipper*, a Sikorsky S-42 flying boat that carried nine passengers and 376 pounds of mail, left from Pan Am's marine base at 6:50 a.m. Delayed by fog, the *Clipper Comet*, a Boeing B-307 Stratoliner, finally



This registered first flight cover from San Fernando, Trinidad, to Bathurst, Gambia, was mailed on December 6 and reached its destination on December 10. It went unsealed without contents, so censorship was not required. The boxed purple first flight cachet was applied locally at Port of Spain, but being transported in a secure mailbag it did not receive Pan Am's pictorial cachet for souvenir covers that originated at Trinidad. The return trip by surface transport brought it back to San Fernando.

on February 2. A single bright blue and sepia 6¢ Discovery of Lake Asphalt and a pair of dark olive green and black 24¢ Government House stamps, Trinidad and Tobago Scott 55 and 58, correctly paid 48¢ single air mail letter postage and a 6¢ registry fee.



took off from Miami Municipal Airport at 8:58 a.m. with twenty-one passengers aboard.

I have been unable to locate flight logs or trip summaries for the two flights from Miami to San Juan, but both reached Puerto Rico in time to meet the *Capetown Clipper* connection. One passenger who had boarded at New York was Pan Am's philatelic representative, Fred S. Laidlaw, a man to

whom collectors owe a debt of gratitude. His assignment was to service inaugural flight souvenir covers at each station on the long round trip, and to assure that each one received a legible, properly dated postmark. Another was an unidentified representative of the New York post office to satisfy U.S. legal cancellation requirements.

Pan Am provided pictorial cachets for each Western Hemisphere departure point to each of the three destinations of Africa. The illustrated cover with the Miami cachet is unusual, because it not only has a Leopold-



This registered first flight cover from Port of Spain, Trinidad, to East London, South Africa, was posted on December 6, transited Leopoldville on December 12, and was backstamped at Capetown on December 27. Unlike the previous cover, this one was examined by a censor, perhaps because the sender was a U.S. Army engineer working on a classified base construction program, but this one too has only a boxed purple first flight cachet applied at Port of Spain. A January 10, 1942, registry backstamp of Army Base Post Office No. 603 shows that the cover caught a fast ship for the return trip from Cape Town. Single red 4¢ Memorial Park, bright blue and sepia 6¢ Discovery of Lake Asphalt, red orange and yellow green 8¢ Queen's Park, dark olive green and black 24¢ Government House, and two dark violet and black 12¢ Town Hall stamps, Trinidad and Tobago Scott 53A, 55, 56, 58, and 57, overpaid 56¢ air mail postage plus 6¢ registry fee by 4¢.



This December 8 cover from Natal to Bathurst has a purple pictorial first flight cachet supplied by Pan Am, with service supervised en route by Pan Am's philatelic representative Fred S. Laidlaw. The return voyage by surface ship carried it to New

York, where it was opened and examined at the U.S. Office of Censorship. A single slate green 5,400-reis Presidents Carmona of Portugal and Vargas of Brazil commemorative overprinted AÉREO 10 Nov 937-941, Brazil Scott C45, paid the single air mail letter postage rate that had previously been established for transport by German, French, and Italian carriers.

ville December 12 arrival backstamp but also a Belgian Congo cachet on the front. Trinidad, Gambia, Nigeria, and the Belgian Congo applied non-pictorial cachets of uniform designs regardless of the destinations.



On souvenir covers from Bathurst to Leopoldville a censor mark was struck on the top envelope in a bundle, which typically meant that it arrived at its destination in poorer condition than others. The stains on this December 10 cover are characteristics of that treatment. Poor strikes of the cachet (on the back of this cover) are seen on covers from Bathurst to every destination, but the December 12 Leopoldville arrival backstamp is clear and legible. Single blue and bright blue 3-pence, plum and olive green 6-pence, and violet and black 1-shilling King George VI and Elephant stamps, Gambia Scott 136, 137, and 138, correctly paid 1-shilling 9-pence single air mail letter postage.

The most candid text, applied at Bathurst, read "1941, American-African Ferry Air Mail Service FIRST FLIGHT" in a plain four-line boxed cachet that was poorly struck and smeared on most covers.

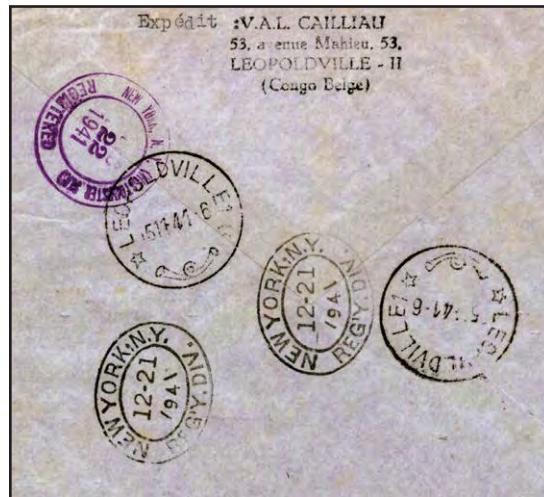
Capetown Clipper departed Trinidad and arrived at Belem, Brazil, on December 7, the day that Japanese forces bombed Pearl Harbor and plunged the United States into war. On December 8 she left Belem and arrived at Natal. The

following day she crossed the Atlantic and on December 10 arrived at Gambia. On December 11, the day she reached Nigeria, Germany and Italy declared war on the United States, and Congress reciprocated by declaring war on the European Axis powers. With America no longer neutral, the flying boat was vulnerable to military attack for the rest of the trip.

Nevertheless, the Clipper's arrival at Leopoldville was a festive event. The huge crowd of Africans and Europeans that welcomed passengers and crew included a military band and young women who presented flowers to the visitors. Flags and bunting decorated the Congo River ferry landing. Local officials and U.S. Consul Patrick Mallon gave speeches. The new route linked North America with the heart of Africa, a cause for celebration.

December 12, 1941: The Return Flight from Leopoldville

But the war could not be ignored. Gambia was surrounded by the Vichy French colony Senegal, with bombers stationed at Dakar. The scheduled stop at Bathurst on the return trip had become too dangerous to risk. After departing Leopoldville on December 13, *Capetown Clipper* called first at Lagos as planned but from there flew to the unfinished base at Fisherman's Lake, Liberia, for her overnight fueling stop before crossing the Atlantic. The westbound flight called at Natal and Belem on December 15, Port of Spain and Miami on December 16 (bypassing San Juan, where nighttime landings were forbidden until December 1943), and arrived at New York on December 17.



A collector in Leopoldville posted this registered cover, which contained stamps, to a collector in Bronx, New York, on November 14, almost a month before the *Capetown Clipper*'s return flight to the United States. Although it bears no censor markings, the contents were examined before November 15 datestamps were struck across the sealed flap. We can infer that the special philatelic section at the New York Office of Censorship examined it also, because the flying boat arrived at North Beach Airport on December 17, but the cover was not released to the foreign division and registry section of the New York post office until December 21, indicated by the backstamps. It arrived at Westchester Station on December 22 for delivery. Two rose red 10-francs and one brown violet 15-centimes King Albert Memorial stamps, plus a pair of purple and black 5-centimes Molindi River stamps, Belgian Congo Scott 183, 174, and 166, paid 2 francs 75 centimes surface postage, 15 francs air mail surcharge, and a 2 francs 50 centimes registry fee. The air mail surcharge for trans-Atlantic service to Miami may not have been announced officially in November, but it seems to have been known or assumed locally.

With the exception of westbound covers to and from Bathurst, unsealed souvenir covers posted at each African departure point journeyed unmolested to their respective Western Hemisphere destinations aboard the return flight.

Sources disagree on how return flight covers reached Puerto Rico. The June 1942 *Aero Field* reported that "letters for this destination were carried on to Miami and flown back the next day," but a footnote in the *American Air Mail Catalog* states, "Mail for San Juan was placed on planes of FAM-6 at Trinidad."

The *New York Times* heralded the Clipper's return to Miami:

Completing a round trip opening mail and passenger air service between the United States and Africa over a new tri-continent route which includes South America, the Pan American Airways Cape Town Clipper arrived here tonight with twenty-one passengers.

Commanded by Captain William M. Masland, the 42-ton seventy-four passenger flying boat left Leopoldville, Belgian Congo, Saturday morning and reached here eighteen hours ahead of schedule. It made stops in Liberia, Brazil, and Trinidad. It was to leave for New York tomorrow.

Airpost Journal columnists kept readers informed about their covers. Max Kronstein wrote:

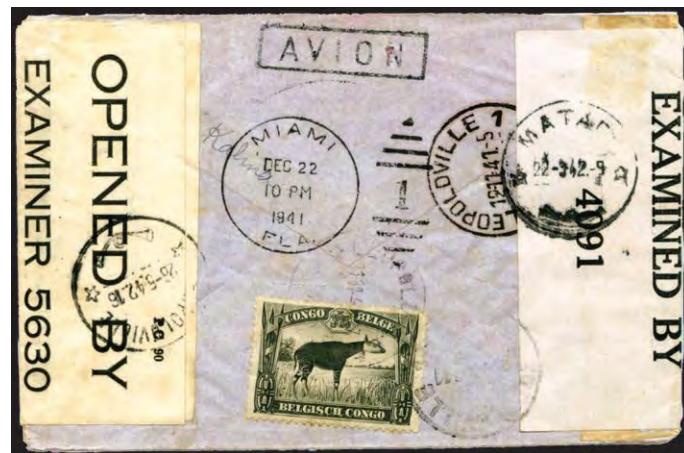
Over that South Atlantic route the *Capetown Clipper* successfully completed the initial 18,290-mile round flight to the Congo, which began on December 6, 1941, by returning to Miami on December 16. After leaving there

Treatment of so-called "ordinary" air mail, which meant actual postal communications, was more complicated than the service given to unsealed philatelic covers that contained no enclosures. (To postal history collectors those "ordinary" letters are more interesting and usually more important than first flight souvenir covers created as collector keepsakes.)

99 pounds of "ordinary" air mail it carried 27,000 first flight covers to New York the following day.

Treatment of so-called "ordinary" air mail, which meant actual postal communications, was more complicated than the service given to unsealed philatelic covers that contained no enclosures. (To postal history collectors those "ordinary" letters are more interesting and usually more important than first flight souvenir covers created as collector keepsakes.)

Two letters from the Belgian Congo illustrate some of the possibilities and differences. One appears to have included a 15-francs Pan Am air mail surcharge to Miami that I inferred earlier. A collector mailed the first, which contained stamps, from Leopoldville to a collector in Bronx, New York, on November 14, almost a month before *Capetown Clipper*'s



Mailed November 19 at Kalina in anticipation of an air mail connection between the Belgian Congo and Belgium by way of Miami and New York, the sender's intention was thwarted when the United States became a World War II belligerent while the letter was in transit. On December 16 *Capetown Clipper* unloaded it at Port of Spain, Trinidad. The British Imperial Censorship station released it on December 19. It arrived at Miami on December 22, and was examined again there by the newly-activated U.S. Office of Censorship. By then the United States had suspended mail service to Axis-occupied Europe. After being held for a few months the letter was marked RETURN TO SENDER SERVICE SUSPENDED. The return voyage by sea took it to Matadi on May 22, 1942, and it arrived back at Leopoldville on May 28. A single gray black 3-francs 25-centimes Okapi stamp on the back of the envelope, Scott 152, added to single dark violet 4-francs Canoes, dark carmine 1-franc and brown violet 15-francs Fokker F VII air mail stamps on the front, Belgian Congo Scott 153, C8, and C13, paid a combination of basic postage and an air mail surcharge, but rate tables had not yet recorded the required surcharge amount by the time this letter was mailed.

return flight brought it to the United States. Despite the absence of censor markings, it probably was examined before posting and by the special philatelic section at the New York Office of Censorship before being delivered at Westchester

Station on December 22. The second, posted November 19 at Kalina to Loncin, Belgium, appears to be of non-philatelic origin. The United States became a World War II belligerent while the letter was in transit, which brought an immediate suspension of service to Nazi-occupied countries in Europe. After being examined by a British censor at Trinidad and a U.S. censor at Miami, it was returned to the sender by surface transport. Back-stamps show that it transited Matadi on May 22, 1942, and Leopoldville on May 27.

The illustrated cover from Brazzaville, French Equatorial Africa, to New York, is not listed in the standard reference on worldwide inaugural flight covers, *Catalogue des Aérogrammes du Monde Entier* by Frank Muller, published in 1950, but it is listed in *Le Service Aérienne dans les Pays d'Expression Française: Catalogue Descriptif et His-*



This cover was mailed at Brazzaville, French Congo, on December 11, censored there, and transported to the opposite bank of the Congo River for departure from Leopoldville the following day. One dark and light green 5-francs Governor Victor Liotard stamp overprinted LIBRE in black, one green and buff 2.50-francs Hydroplane air mail stamp overprinted Afrique Française Libre in black, and the same stamp surcharged 10-francs in black, French Equatorial Africa Scott 120, C10, and C16, evidently paid the 2-francs 50 centimes surface rate plus a 15 francs air mail surcharge. A table in Robert E. Picirilli's book *Postal and Airmail Rates in France and Colonies 1920–1945* shows the 15-francs surcharge to North America effective March 15, 1942, but his footnote states that one or two covers in his database "may indicate that this surtax began as early as January 1942." Perhaps this cover is evidence that it began with the inauguration of FAM 22 in December 1941.



torique 1906–1986 by Pierre Saulgrain, published in 1996. After being posted and censored at Brazzaville, French Congo, on December 11, it was transported to the opposite bank of the Congo River for *Capetown Clipper*'s departure from Leopoldville the following day, where it was struck with Belgian Congo first flight cachets. The contrived address in New York City prompted a directory search after being routed to Church Street Annex on December 24. Failing to locate the addressee, a postal clerk marked it for return to the sender in "Free French Africa." The surface trip took it to Matadi on March 21 and back to Leopoldville on March 25.

Capetown Clipper's December 17 arrival at La Guardia (North Beach) airport completed Act One of the inaugural flight drama, the part that is best known and least controversial even though some inconsistent reports, such as the actual route taken by westbound covers to Puerto Rico, left a few aspects unresolved. More complicated and sometimes troublesome were westbound covers to and from Gambia, which missed their scheduled trans-Atlantic flight, and covers from countries that accepted mail for FAM 22 service at later inaugural dates. Those will be the subjects of Part 2 when my narrative resumes.

References

- Author's note for Part 1:* In collaboration with David E. Crotty and Gary W. Loew, I have performed considerable original research for this article in Post Office Department files at the National Archives and Records Administration in Washington; Civil Aeronautics Board records at the Paterno Library, Pennsylvania State University; Air Transport Command records at the Historical Resources Branch, U.S. Army Center of Military History at Fort McNair, Washington; and Air Force Historical Research Agency, Maxwell Air Force Base, Alabama. In September 2014 I compiled and published on-demand copies of pertinent records from those archives that pertain to the subjects of this article in a two-volume documentary history titled *Trans-Atlantic and Trans-Africa Mail Service of the United States Army Air Forces Ferrying Command, Air Transport Command, and their contract air carriers during World War II: A Selection of United States Post Office Department, Civil Aeronautics Board, and Army Air Forces Documents*. Crotty and Eduardo A. Rabel provided copies of related documents from the Pan American World Airways Records at the Richter Library, University of Miami. In addition to those previously unpublished documents I have consulted every issue of *Airpost Journal*, *Aero Field*, *The Official Foreign Air Mail Guide*, *Postal Bulletin*, and *Annual Report of the Postmaster General from 1940 through 1946*, and contemporaneous reports in the *New York Times*, plus the following books, monographs, and articles: American Air Mail Society. *American Air Mail Catalog, Volume 3* (6th edition 2004). Assistant Chief of Air Staff Intelligence. *Administrative History of the Ferrying Command 29 May 1941–30 June 1942* (June 1945). Baldwin, Norman C. *Bridging the Atlantic* (May 1945). Beith, Richard. "FAM 22 and Beyond," Parts 1, 2, and 3, *Airpost Journal* (October, November, and December 1997). —. "The United Kingdom and West Africa: The problem of carrying direct civil air mails during World War II," *Airpost Journal* (February 2009). —. "The United States Involvement in West African Aviation 1941–45," in digital edition *Air Mail News* supplement (May 2014) [latest revision of an essay previously published in *Cameo* (January 2009) and *Air Mail News* (May 2010)]. Bender, Marylin & Selig Altschul. *The Chosen Instrument: Pan Am, Juan Trippe, The Rise and Fall of an American Entrepreneur* (1982). Boyle, Jr., Thomas H. *Air Mail Operations during World War II* (1998). Chin Aleong, Joe & Edward B. Proud. *The Postal History of Trinidad and Tobago* (1997). Craven, Wesley Frank & James Lea Cate, editors. *The Army Air Forces in World War II, Volumes 1 & 7* (1948). Crotty, David E. *Pan American Airways 1939–1944 Atlantic Wartime Operations Catalog* (2013). Culbert, Tom & Andy Dawson. *Pan Africa: Across the Sahara in 1941 with Pan Am* (2001). Daley, Robert. *An American Saga: Juan Trippe and His Pan American Empire* (1980). Foden, Peter. "WW2 Censorship in the Belgian Congo," [includes "main postal rates"], *Belgian Congo Study Circle Bulletin No. 71* (March 1989). [Grigore, Jr., Julius], Pan American Airways, Inc. CAB Docket No. 855 et al. *History of Transatlantic Air Services* (includes copies of additional untitled archival documents) [n.d.]. Historical Division, South Atlantic Division of the Air Transport Command. *The Official History of the South Atlantic Division, Air Transport Command*, 7 volumes (1945). Lodeesen, Marius. *Captain Lodi Speaking* (1984). Masland, William M. *Through the Back Doors of the World in a Ship that Had Wings* (1984). May, Robert. "West African Airmail Links with Europe after June 1940," *London Philatelist* (December 2006). Muller, Fred. *Catalogue des aérogrammes du monde entier* (1950). Official Postal Guide Part II (July 1941). P.A.A. Inc. *Atlantic Division Special Services Performed for Armed Services from Dec. 7, 1941, through Mar. 1944* [n.d.]. Picirilli, Robert E. *Postal and Airmail Rates in France and Colonies 1920–1945* (2011). Postal Laws and Regulations of the United States of America (November 1, 1940). Proud, Edward B. *Intercontinental Airmails, Volume 1, Transatlantic and Pacific* (2008). —. *The Postal History of Nigeria* (1995). Ray, Deborah W. *Pan American Airways and the Trans-African Air Base Program of World War II* (1973). Saulgrain, Pierre. *Le Service Aérienne dans les Pays d'Expression Française: Catalogue Descriptif et Historique 1906–1986* (1996). Sherman, Lawrence, editor. *The United States Post Office in World War II* (2002). Stockmans, Charles. *Congo Belge et Ruanda-Urundi: Septante-sept ans d'histoire postale en Afrique centrale 1885–1962*. www.congoposte.be Thayer, Frederick C. *Air Transport and National Security: A Political, Economic, and Military Analysis* (1965). Turner, Paul St. John. *Pictorial History of Pan American World Airways* (1973). Wilson, John, editor. *Report on the Progress of Civil Aviation 1939–1945* (2009).

The Author

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World War II Submarine Covers

A Survey of Franks & Cancels

by Dr. Charles L. Wood

There is a fascinating and challenging variety of franking and canceling to be found on U.S. submarine covers from World War II. The variety arises from the use of differing colors of ink, the information used in the cancels, and the arrangement of data. The challenge for collectors arises from the difficulty of assembling a representative collection.

Early War Covers

USS *Greenling* (SS-213)

There are many sub covers with ordinary postage stamps on them. One example is the cover marking the keel laying of the USS *Greenling*, November 12, 1940. The black three-bar cancel shows that the cover was posted aboard the USS *Richmond* and has the words "New London" below the first killer bar. It is franked with two 1-cent Stephen Collin Foster stamps (Scott 879, part of the 1940 American Composer issue). *Greenling* was one of the truly successful U.S. subs of World War II. She made twelve war patrols and received ten battle stars plus a Presidential Unit Citation. Following the war she

served as a Naval Reserve training vessel at Portsmouth, New Hampshire, 1946–1960. She was scrapped in 1970.

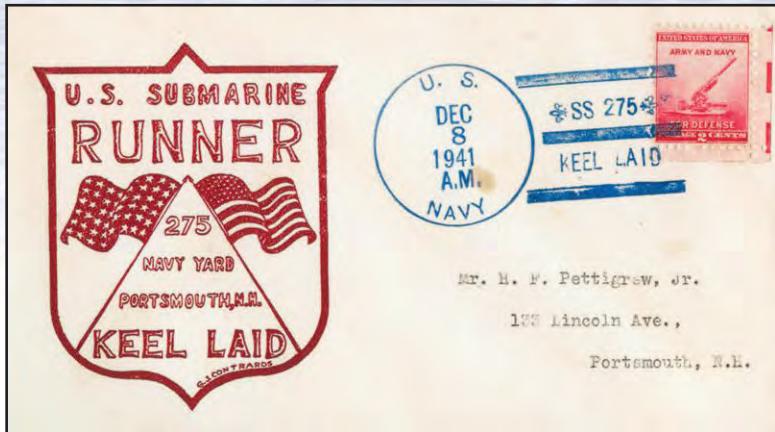
USS *Runner* (SS-275)

An unusual example using a regular postage stamp honors the keel laying of the U.S. Submarine *Runner* on December 8, 1941. It is franked with a 2-cent Army and Navy stamp from the October 1940 National Defense issue (Scott 900). The blue 3-bar cancel includes the boat's number but not its name, "SS 275 / Keel Laid," a very uncommon combination.

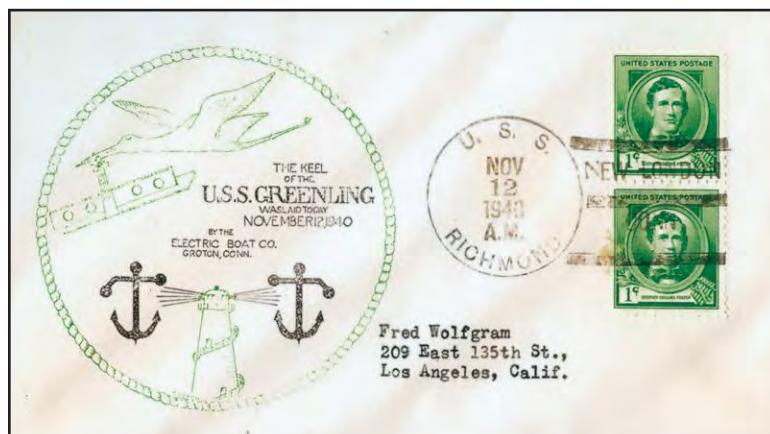
Runner earned one battle star during World War II before being sunk on her third patrol after striking a mine June–July 1943. She was lost with all hands.

Striking the Enemy Free Frank USS *Blenny* (SS-324)

A July 8, 1943 cover bears a cachet and cancel marking the keel laying of the USS *Blenny*. The upper right corner free frank depicts what might be the facial expression of an enemy sailor whose ship has just been torpedoed. The design suggests that the more ships a sub sank, the closer we would be to a free world. The USS *Blenny* did her part, sinking seven ships and being credited with more than 18,000 tons sent to the bottom. She was awarded



USS *Runner* (SS-275), keel laying, December 8, 1941.



USS *Greenling* (SS-213), keel laying, November 12, 1940.



USS *Blenny* (SS-324), keel laying,
July 8, 1943.



four battle stars during World War II and an additional battle star for her Korean War service. On this cover, the frank is in red ink and the three-bar cancel in blue. She was struck from the U.S. Naval Vessel Register in 1973 and sunk as part of an artificial reef off Ocean City, New Jersey in 1989.

USS *Boarfish* (SS-327)

A cover marking the keel laying of the USS *Boarfish* on August 12, 1943, bears the same free frank design, this time in purple. The three-bar cancel is in blue and includes the information "Boarfish Keel Laid" between the killer bars. *Boarfish* made four war patrols and sank one ship, earning one battle star. She served in the Turkish Navy as a Grant-in-Aid from 1948 to 1975 as TCG *Sakarya* before being returned to U.S. custody. She was scrapped in 1980.

USS *Bugara* (SS-331)

The launching of the USS *Bugara* occasioned the issuing of a cover on July 2, 1944 with the free frank design in green and the wide-spaced three-bar cancel in red. There is no information between the killer bars. *Bugara* made three



USS *Bugara* (SS-331), launching, July 2, 1944.

war patrols, sinking many small ships and earning three battle stars. She was struck from the Register in 1970 and sank while under tow near Cape Hatteras, North Carolina in 1971.

USS *Cabezon* (SS-324)

A December 30, 1944 cover issued for the commissioning of the USS *Cabezon* has the same franking design, this time in blue ink, while the four-bar cancel is in purple. Again, there is no information between the killer bars of the cancellation. *Cabezon* made only one war patrol, sinking one ship and earning one battle star. She was struck from the Register in 1970 and sold for scrap in 1971.



USS *Cabezon* (SS-324), commissioning, December 30, 1944.

"Buy War Bonds"

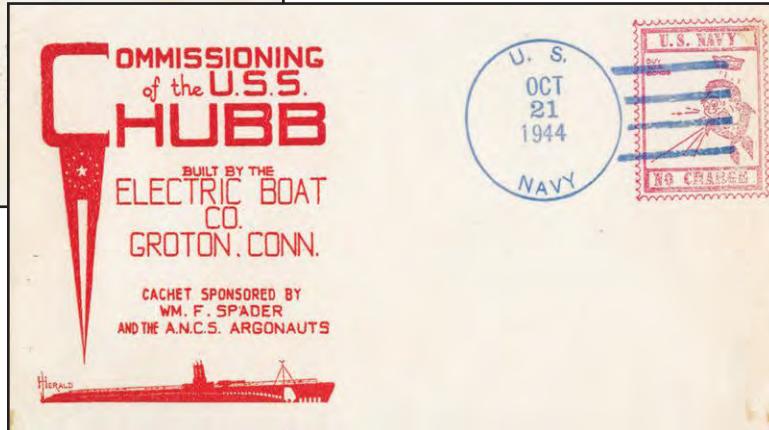
USS *Besugo* (SS-321)

The cover marking the commissioning of the USS *Besugo* on June 19, 1944 has a more elaborate free frank that depicts an amazed sailor inside a



USS Besugo (SS-321), commissioning, June 19, 1944.

USS Chub (SS-329), commissioning, October 21, 1944. (Note misspelling in cachet.)



postage stamp frame. He appears to have just spotted the "No Charge" below him. At the top of the frame are the words "U. S. Navy" while in the upper left corner in very small print are the words "Buy War Bonds." The frank is in light purplish-red ink, while the four-bar cancel and cachet are in black.

The name of her first skipper, Cmdr. T. L. Wogan, has been typewritten in the lower left corner of the cover. *Besugo* earned four battle stars during World War II before being decommissioned and loaned to Italy in 1966. She was returned to U.S. custody in 1975 and sold for scrap in 1976.

USS Chub (SS-329)

The commissioning of the USS *Chub* is marked by an October 21, 1944 cover. This time the free frank is in magenta ink and the four-bar cancel in blue. *Chub* made three

war patrols and earned three battle stars. Following the war she was decommissioned and sent as a Grant-in-Aid to the Turkish Navy where she served as TCG *Gar* until 1975, when she was returned to U.S. custody before being sold for scrap in 1976. [Note: In the cachet, sponsored by W.F. Spader and the A.N.C.S. Argonauts, the name is misspelled "Chubb."]

USS Brill (SS-330)

The frank appears in bright blue ink on a cover issued for the commissioning of the USS *Brill*. The four-bar black cancel is dated October 26, 1944. She earned one battle star in World War II and was transferred to the Turkish Navy as a Grant-in-Aid in 1948 as TCG1 *Inonu*. She remained in service in Turkey until 1973 and was finally sold for scrap in 1980.

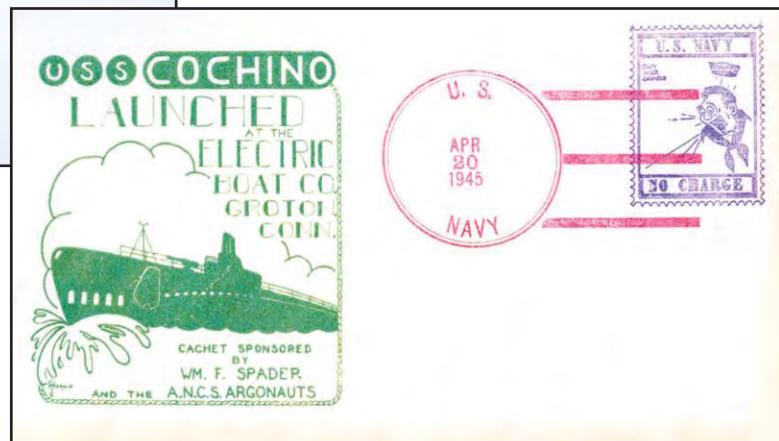
USS Cochino (SS-345)

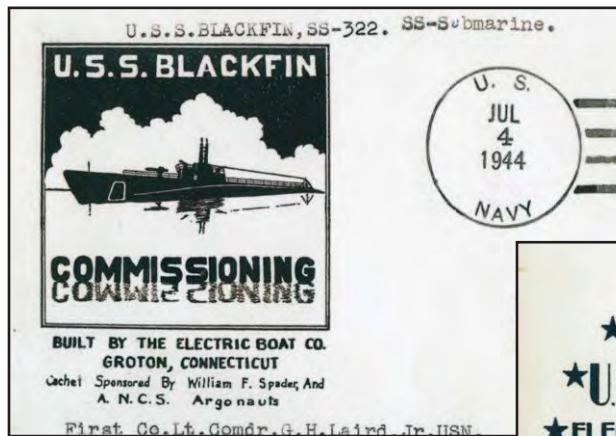
The cover issued for the launching of the USS *Cochino* on April 20, 1945 has a purple frank.



USS Brill (SS-330), commissioning, October 26, 1944.

USS Cochino (SS-345), launching, April 20, 1945.





USS Blackfin (SS-322),
commissioning, July 4, 1944.



The circular date is highly unusual; instead of the customary single black circle there is a double ring of red; the three killers bars are widely spaced. *Cochino* suffered an uncommon fate, sinking after a battery explosion during a violent polar gale off the coast of Norway on August 26, 1949. All of the crew were rescued by the USS *Tusk* (SS-426), which however lost seven of her own crew during the rescue in the heavy seas.

patrol off the coast of Honshu and received one battle star. She was sold for scrap in 1973. Her conning tower pressure hull was donated to Seawolf Park, Galveston, Texas, where it remains on display.

“Sailors Mail Free”

USS Blackfin (SS-322)

On the cover prepared for the commissioning of the USS *Blackfin* the free frank design has changed to a smiling sailor reading a letter, set within a stamp frame. The purple frank includes the words “Sailors Mail Free” at the top of the frame and “Buy War Bonds” at the bottom. Text at either side of the sailor reads, “Keep Me Smiling / Write Today.” The four-bar cancel is dated July 4, 1944, The name of her first skipper, Lt. Cmdr. G. H. Laird Jr., is typewritten in the lower left corner of the cover. *Blackfin* won three battle stars during the war and a decade later featured in the 1963 movie *Move Over Darling*, starring Doris Day and James Garner. She was decommissioned and struck from the Register in 1972, and intentionally sunk off the coast of Monterey, California while being used as a target in 1973.

USS Dentuda (SS-335)

The launch of the USS *Dentuda* generated a cover with the smiling sailor free frank in navy blue. The September 10, 1944 three-bar cancel is in red. She earned one battle star, was struck from the Register in 1969 and later sold for scrap.

USS Carp (SS-338)

The USS *Carp* was launched November 12, 1944. On this cover this frank is in a light red and the three-bar cancel in blue. *Carp* made one war

USS Clamagore (SS-343)

The final example of this franking design is on a cover marking the commissioning of the USS *Clamagore* on June 28, 1945. The free frank is in a very pale green ink and the four-bar cancel is in black. She was struck from the Register in 1975 and donated as a Museum Ship at Patriot’s Point, South Carolina in 1981.

‘Postage Free’

USS Gabilan (SS-252)

The cover marking the keel laying of the USS *Gabilan* has a red diagonal hand stamp that reads “Postage Free” in large letters and, below that, in smaller letters “Sailors Mail.” The three-bar blue cancel is dated January 5, 1943 and includes



USS Carp (SS-338), launching, November 12, 1944.



USS Clamagore (SS-343), commissioning, June 28, 1945.



W.E.Pegg, C.S.F.USN.
U.S.S.Augusta, CA 31.
c/o Fleet Post Office.
New York, N.Y.

the words "USS Gabilan / Keel Laid" between the killer bars. *Gabilan* made six war patrols, was awarded four battle stars, and is credited with the rescue of 17 downed aviators. She was struck from the Register in 1959 and later sold for scrap.

USS Pargo (SS-264)

A cover from the launching of the USS *Pargo* on January 24, 1943 has a blue hand stamp and a three-bar purple cancel with the words "USS Pargo / Launched" between the killer bars. *Pargo* made eight war patrols, sank nine ships, and received eight battle stars. Following the war she was used as a Naval Reserve training vessel until she was struck from the Navy Register in 1960 and sold for scrap in 1961.

USS Cero (SS-225)

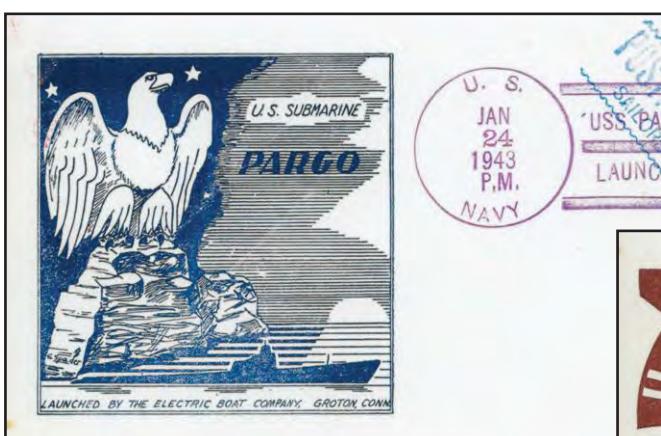
The launching of the USS *Cero* on April 4, 1943 is recorded on a cover with a magenta handstamp and a two-bar bright blue cancel with "USS Cero / Launched" between the

killer bars. *Cero* also had a fine combat record with eight war patrols and seven battle stars. She was struck from the Register in 1967 and sold for scrap in 1970.

A collection of such covers is limited chiefly by the imagination and dedication of its owner. It requires, in a very different sense and format, some of the same skills as submarine command: much patience, much time, and a sharp eye for detail. The other side of the coin? It can be deeply rewarding, give lots of pleasure, and it cannot help but generate a deep and sincere respect for those who served in the perilous "Silent Service."

The Author

Dr. Charles L. Wood is a retired collector who resides in North Carolina. He has served with the armed forces of our nation. He has participated with the APS Estate Advisory Service for more than twenty years. This is his fourth, and probably last, AP article based on his submarine collection.



USS Pargo (SS-264), launching, January 24, 1943.



USS Cero (SS-225), launching, April 4, 1943.

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- "It's Greek to Me"

The Minneapolis Corner

by John Anderson

I owned my first stamp at six years old. It was a used 5-pfennig Germania given to me by my aunt and uncle, and I still have it stashed away somewhere. A few months later, I got my first stamp album, a Monarch bearing a Tanganyikan stamp with a dramatic portrait of King George VI and a Lion on the cover. It was my favorite possession. Unfortunately, the album is long gone, lost somewhere in the Black Hills during a family vacation trip, but I have never lost my love of stamps — that has been lifelong. So has my love of stamp stories.

I have been lucky to live in Minneapolis with its rich history of important stamp dealers. The legendary Lester G. Brookman once made an offhand remark to me that I will never forget.

It happened after my return from the Army in late 1963. From a boy flirting with the George VI Peace Issue and whatever British Commonwealth stamps I could scrounge up, I had matured into a serious philatelist with an ever-increasing need for spending money. Fortunately, I also discovered I could buy a stamp from one dealer and resell it to another for a higher price. One such purchase was a two-and-a-half margin United States No. 1 I bought in early 1964. I spent for sixteen dollars for the stamp and brought it to Brookman's shop in the Loeb Arcade Building on Sixth and Hennepin in downtown Minneapolis. Lester was willing to buy it for twenty. As he put it away into his stockbook, he said, "This stamp is from the Minneapolis Corner."

Intrigued, I asked him what that meant. "Back in the early 1900s, two men tried to corner the market on U.S. Number Ones. They went broke trying to do it. There were more than two million of that stamp printed, and collectors saved a lot of them."

He told me the men's names, but they meant nothing to me and I doubt they ever even entered my conscious memory. But the idea of someone trying to corner the market on a stamp intrigued me. I have always had a scholarly streak, and by the time I was twelve years old, I knew the names and locations of nearly all of the countries mentioned in the *Scott Catalogue*. I also had a rudimentary understanding of economics at an early age. I understood that two men had tried to control the price of the 5-cent Franklins and failed because there were just too many copies around to gain control of the supply. It also occurred to me this pair may have

had some connection with the Minneapolis Grain Exchange, once one of the largest trading markets in the world.

All very interesting. I was even more intrigued when I mentioned my conversation to a fellow member of the Twin City Philatelic Society. Roy Spiller, was and still is, a noted local expert who had been the main describer for Robert Siegel for many years and had returned to Minneapolis after a long absence.

"Lester has the dates wrong," he said. "The Corner took place back in the 1890s. He's right when he says the ones who tried to make the corner went broke. The men he's talking about in his book probably bought them from the originators twenty years later. Prof Richardson told me he bought a number of copies in 1910, when they came on the market."

James "Prof" Richardson, Roy explained, was a stamp dealer who dealt in impossibly high quality U.S. stamps. He got his nickname from having a shop near the University of Minnesota and for his well-deserved reputation for being a condition nut. He may not have owned a microscope, but he did wear a powerful loupe around his neck. When he died in 1940, none of the local dealers could afford to buy his inventory, and Robert Siegel and H. E. Harris bought it together. Today it would likely be worth in the tens of millions of dollars. When the corner was broken up, you can be sure the very best copies went to Richardson, because he was willing to pay a premium for stamps that met with his approval.

Richardson, however, wasn't the only Minneapolis dealer who had contact with the hoard. There was another local dealer who probably bought Richardson's rejects. Alfred "A. B." Cassell bought 700 four-margined copies, paying for them by trading 1,200 copies of the Great Britain Penny Black.

At the time, I never did find out the names of the freebooters who attempted to make the corner. In essence, I forgot about the story until I recently purchased a cover franked with the U.S. 1847 5-cent red brown. Good ole U.S. No. 1 had reentered my life, and this time I was determined to do some long-overdue research. Could a hundred-year-old-mystery be solved after so many years? Maybe not, but I'm a mystery writer, and I was sure if I couldn't untangle the web, no one else could.

Unfortunately, I had very little to go on. Besides Roy Spiller, hardly anyone had even heard of the old attempt to corner the market. My contact with the American Philatelic



U.S. Scott 1, Benjamin Franklin 5-cent red brown (1847).

Research Library (APRL) got nowhere. The librarian knew nothing about it, but told me he was interested in learning more and would contact me if he discovered any new information.

Then I remembered Roy Spiller's mention of it in Lester Brookman's *The United States Postage Stamps of the Nineteenth Century*. I had sold my copy many years ago, but a friend had one. Lo and behold, one of the sections on his description of U.S. No. 1 is entitled "The Famous 'Minneapolis Corner' on the 5c 1847":

It seems that in about 1911, a gentleman by the name of Frank H. Lord with an associate, H.G. Smith, decided to corner the floating supply of the 5c '47. At the time they started the operations the price of the stamp, in wholesale lots, was from 25c to 35c[!] Their operations eventually forced up the price to some extent but I do not believe they ever paid as much as a dollar for a copy. Prices paid were per stamp and no premium was paid for the many pairs and strips they obtained. They succeeded in accumulating 3,318 copies of the stamp.

Smith eventually bought out Lord, and sold 400 copies to Prof. Richardson and 200 to other collectors. In about 1915, John Klemann went to California and bought the balance of the accumulation, now 2,687 stamps. He also bought Richardson's holding. The finest copies made their way into important collections in Colorado and other points around the country.

This might have been the end of the story if it hadn't been for Mr. Spiller's information that he had garnered from Prof Richardson. I decided to dig a bit deeper.

If the original purchases were indeed made in the nineteenth century, who might the buyers have been? If they were private collectors, we will never know. But even private collectors had to work through sources. Who else could these sources have been? Stamp dealers, of course.

The next step was to find out who was trading in Minneapolis. Fortunately, there was still a source available. Any researcher worth his/her salt spends a lot of time poring through city directories. The Hennepin County Library has a nearly complete run of them online. They also have a very easy-to-use search engine. To my surprise, the 1888–89 directory listed a Flour City Stamp Company under the proprietorship of Messrs. Young and Stebbins. I was able to find an E.S. Stebbins, but none of the Youngs listed were good candidates to be his partner.

Skipping ahead to 1896, I discovered a listing for Stamp Collectors and Dealers. Flour City Stamps was located in



The Masonic Temple in Minneapolis decorated for the Shriners Convention 1905.

Room 611 of the Masonic Temple.

The Masonic Temple still stands on the northeast corner of Sixth Street and Hennepin in downtown Minneapolis, and interestingly is kitty-corner from the site of Brookman's Loeb Arcade, which no longer exists. The temple is tall, ornate, and beautiful. The Masons sold and moved out many years ago, but, thankfully the building remains.

The heading Stamp Collectors reappears in 1898 with the Flour City Stamp Company and a new entry, The Missionary Stamp Exchange. Interestingly enough, the next year's directory lists the Missionary Stamp Company, but Flour City has disappeared. And in 1900 the directory lists E.S. Stebbins as working as a draftsman, the occupation he continued to ply for several years. Young still was nowhere to be found. Were these the men who tried and failed to be the moguls of the 1847 5-cent browns? We can never know for sure. Stamp businesses came and went with regularity then as now, but I think there is a good chance they could have been. Since logic and inference are often the only tools a historian can use, in the case of the Minneapolis Corner, it may be the best explanation possible — or, at least until someone can posit a better one.

The Author

John R. Anderson has been a staunch resident Minnesotan all his life and a stamp dealer since 1972. He is a retired Navy Reservist and has been a substitute teacher in Social Studies and Special Education for more than thirty years. At one time he was a specialist dealer/collector in Maltese stamps, but now is an ardent dealer/collector in Rhodesia Double Heads and Admirals. He is also the author of two mystery novels, *The Cellini Masterpiece* and *Mix, Match and Murder*, both by Northstar Press of St. Cloud, Minnesota.

Alphonse and Gaston on a Private Lettercard from 1906

by Allison Cusick

In December 1906 a woman sent a friendly greeting to a six-year-old boy. Predictably, she asked, "What do you want for Christmas?" It's not the message, however, but the medium that attracts our attention today: a lettercard featuring those best of friends, Alphonse and Gaston.

"After you, my dear Alphonse."

"No, you first, my dear Gaston."

This exchange became a catchphrase that may be remembered only dimly today, but it was familiar to all readers of the "Sunday Funnies" a century ago. Alphonse and Gaston were two stereotypic Frenchmen who never accomplished anything due to their exaggerated politeness and incessant deference to one another. They were a mismatched pair: Alphonse was short and portly, Gaston tall and lanky. Alphonse dressed in checked pants, Gaston in stripes. Alphonse a la Carte and Gaston de Table d'Hôte (to give them their full names) debuted in William Randolph Hearst's *New York Journal* on November 24, 1901. They were an immediate hit and their overwrought interchanges entered the American vocabulary almost instantly.

Alphonse and Gaston were the creations of Frederick



Opper, one of the most important of the early American cartoonists.^{1,2} Although the two characters never had a daily series of their own, they frequently made cameo appearances in Opper's other popular comic strips, such as "And Her Name Was Maud" and "Happy Hooligan." Alphonse and Gaston might intrude upon the panels at any time, bowing and scraping to one another, interfering with the actions of the other characters, and causing unintentional mayhem. The pair also appeared on stage and in short comedy films. This continued until Opper's retirement in 1934.

Frederick Burr Opper was born January 2, 1857 in Madison, Ohio, a small town east of Cleveland. He was the eldest of three children born to Lewis and Aurelia Opper, immigrants from Austria. Frederick dropped out of school at the age of fourteen and apprenticed with the printer of the local newspaper. Two years later he moved to New York City where he worked in a store and attended a single term at the Cooper Union, his only formal art training. Opper's first published cartoon appeared in 1876 in the weekly humor magazine *Wild Oats*. He was just nineteen.

He quickly found success in the New York magazine industry, drawing everything from humorous and political cartoons to spot illustrations to cover art.



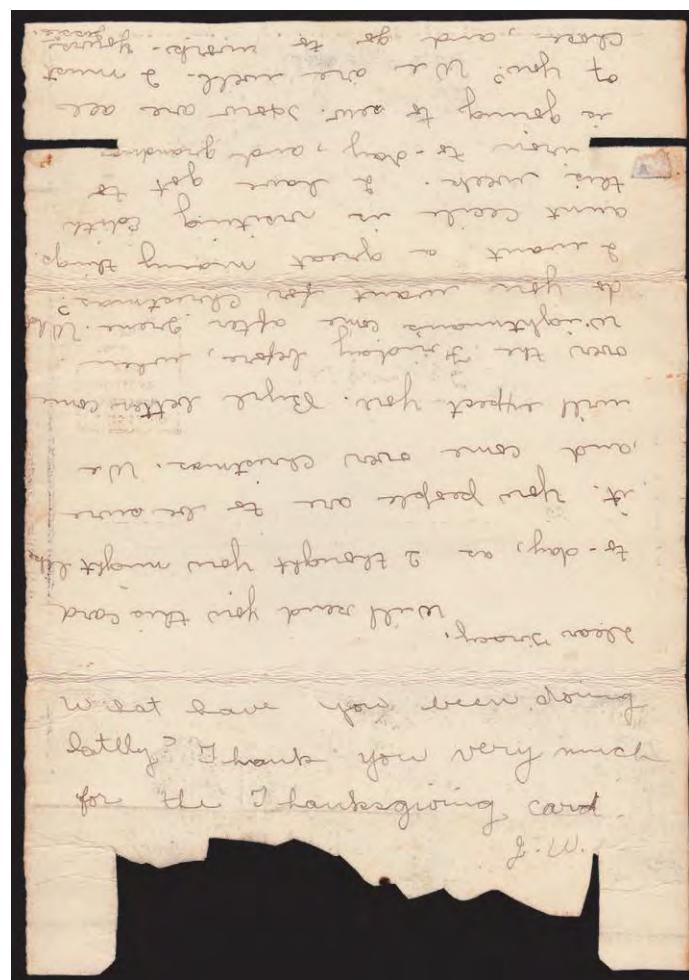


Opper became self-sufficient enough to marry Nellie Barnett in 1881. The fabulously wealthy newspaper magnate William Randolph Hearst came calling, offering Opper a well-paid position with the *New York Journal*. Opper's many comic strips ran successfully in the Hearst papers until failing eyesight forced his retirement. He died at his home in New Rochelle, New York on August 28, 1937.³

In the early twentieth century newspapers promoted their Sunday comic supplements in many ways, including postcards. Charles Fricke illustrated several such cards in the September 2013 *American Philatelist*.⁴ One of these pictured the titular mule featured in "Her Name Was Maud." The item illustrated here is a peculiar hybrid between a true postcard and a letter.

The scene is typical: Alphonse and Gaston are deferring to each other over the opportunity to take the first drink from a water fountain. Their long-suffering friend, Leon — an occasional character in the comic — stands to one side pleading, "Hurry My Dear Friends I Am Thirsty." An inscription in tiny type at lower right reads, "Copyrighted 1906 by the American Journal-Examiner," another of Hearst's many newspapers.

Turning this item over we see it is labeled "POST-CARD." The address, stamp, and postal markings appear on the face of the card, as per the Post Office Department regulations of



In the early twentieth century newspapers promoted their Sunday comic supplements in many ways, including postcards.

the period. These rules would change in March 1907, when a message would be allowed on the same side of a postcard as the address. Printed text on the left side tells us that the card is "Compliments of N.Y. SUNDAY AMERICAN & JOURNAL." So this card apparently was a "freebie," perhaps a premium offered with a subscription.

Postage is paid with an ordinary 2-cent Washington stamp canceled by a duplex handstamp of Friendship, New York, 4 p.m., December 8, 1906. The card is addressed to Master Tracy Wetherby, R.F.D. No. 2, Cuba, New York. The Cuba post office used a circular datestamp to mark the mail received at 8:30 p.m. the same day. These two small cities in Alleghany County, New York are less than ten miles apart. They lie near the Pennsylvania border, about 100 miles south of Buffalo.

But if this is a postcard, why does it bear a 2-cent stamp? The postcard rate at that time was one cent. Why is it overpaid? The answer is that this is not a true postcard, but a private lettercard. Flanking the illustration are two tabs

labeled "A" and "B" that are to be inserted into slots in the card. Opening these tabs reveals an inner surface for writing a message. Therefore, this is really a letter and must be paid at the letter rate, two cents. The sender knew this and paid the postage correctly.

Philatelists usually define lettercards and lettersheets as government-issued postal stationery with official imprinted postage. European nations have issued numerous such stationery items from the nineteenth century to the present day. The U.S. Post Office Department, however, produced an official lettersheet just once. This experimental issue featured a portrait of Ulysses S. Grant and was issued August 23, 1886. The lettersheet was not a success. After eight years of poor sales and little use by businesses and the general public, the Grant lettersheet was withdrawn in 1894. The experiment was not repeated.

It's fascinating to speculate on the relationship between the sender and receiver of this Alphonse and Gaston lettercard. Just who were these two friends? We can discover a lot about Master Tracy Wetherby by consulting the U.S. Federal Census data. He was born in New York State in 1900 and thus was age six in 1906. He eventually moved to the Pittsburgh area and by 1940 was an electrical engineer, married with a wife and two children. He lived at that time in Forest Hills, a suburb of Pittsburgh. Surprisingly, I could not document

his demise. The Social Security Death Index documents the deaths of most people since 1936, but Tracy Wetherby is not in that database.

The writer of the card remains a mystery. She only signed her first name, "Jessie." The tone of the letter suggests that she is older than Tracy, but without a surname there is little more we can say about her.

What a conjunction of stars! A card from Friendship between two friends with images of two cartoon friends. That's hardly a coincidence. Tracy fortunately kept this lettercard intact, a souvenir passed down to a new generation of appreciative collectors.

Endnotes

1. See <http://library.osu.edu/projects/ohio-cartoonists/opper>

2. See <http://hti.osu.edu/opper/opper-biography>

3. A wealth of information on Frederick Opper, his career, and his comic creations can be found at the Billy Ireland Cartoon Library and Museum, The Ohio State University, Columbus — a magnificent scholarly resource for lovers of cartoon art.

4. Charles A. Fricke, "Philately & the Sunday Funnies," *The American Philatelist*, Vol. 127, No. 9 (September 2013): 848-849.

The Author

Allison Cusick has been a member of the APS since 1973. He has collected many topics throughout the years, but presently specializes in Ohio and Canadian postal history. He has been a lifelong reader of the "Funny Pages."

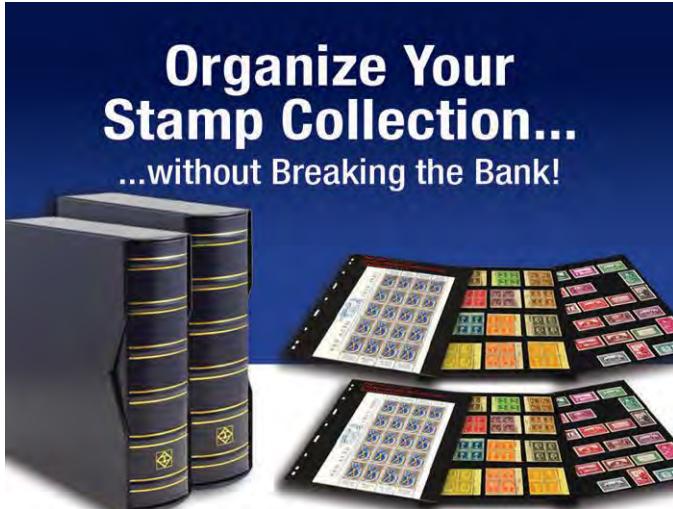
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'Heine Gabublers Boose Shop Jokes'

by Charles A. Fricke

The use of the 1-cent postcard to carry an advertising message was an extremely cost-effective means of marketing in the early 1900s. One version was the "booklet" postcard, which could include any number of pages provided the total weight did not exceed two ounces.

In the example shown, the postcard formed the back cover of a six-page booklet advertising the amusement to be found at Heine Gabublers Hot Air Café, a drinking establishment located at 35361 South State Street, Chicago, Illinois. Along with the labored title *Heine Gabublers Boose Shop Jokes*, the front cover of the booklet features a caricature Dutchman with his pipe and the additional text: "It is to laf. Come by de outside in und see *Heine Gabublers Boose Shop Jokes*."

The inside front cover is a photograph showing the interior of the bar, crammed with "humorous" signs and decorations. The remaining pages are filled with "one-liners" and puns:

"Drunks made while you wait."

"The bartender is an ARTIST."

Give him a nickel and see what he will draw for you."

[drawing of a violin] "This is a vile in. So is the place."

Jokes:

"This man died from hard drink. A cake of ice fell on him."

Rebus:

Don't say you own a ♦

Or mark it on the slate.

Though I may have a good ♥

My creditors are not willing to wait.

There is always a man with a ♠ Ready to dig my grave if I bust So behind the bar I keep a big ♣

For the man who asks me for trust.

It's hard to say whether the senders actually thought this booklet was amusing, or whether it was considered a piece of kitsch even



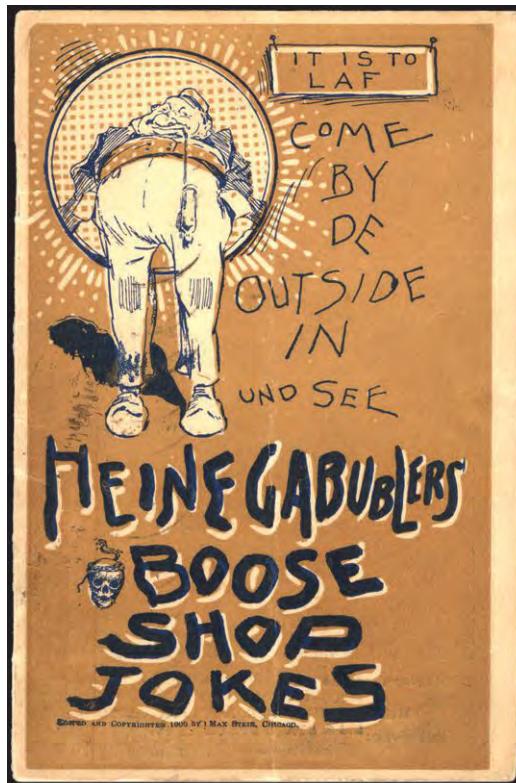
Address side of booklet postcard.

in its own day. It was mailed to Mr. Robert Banning, Pleasant Ridge, Hamilton County, Ohio, and is signed (perhaps in their own attempt to be humorous) "Myrtel and Artch." The 1-cent stamp (Scott 374) was canceled by a Time-Cummins (Dial1/Killer var 4) postmark of Chicago on January 4, 1912.

Perhaps the more important question is whether or not this was an effective piece of advertising. One clue lies in the copyright date (1906), six years before the mailing date. A second lies in the fact that it has remained in the realm of collectibles for more than ninety years. The sawdust-covered floors of Heinegabublers Hot Air Café may have long since gone the way of all good saloons, but the memory lingers in this collateral addition to a topical collector's assembly of philatelic items celebrating "Happy Hour."

The Author

Charles A. Fricke has received the APS Luff Award for Distinguished Philatelic Research and has been inducted into the APS Writers Unit 30 Hall of Fame. He continues to enjoy research and writing on unusual philatelic items.



Cover of booklet postcard for Heinegabublers Hot Air Café.



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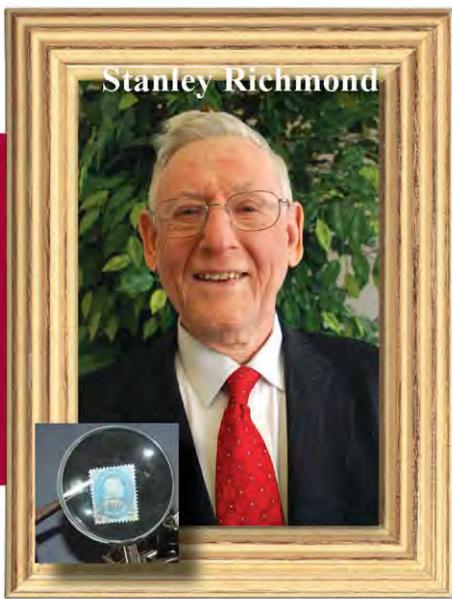
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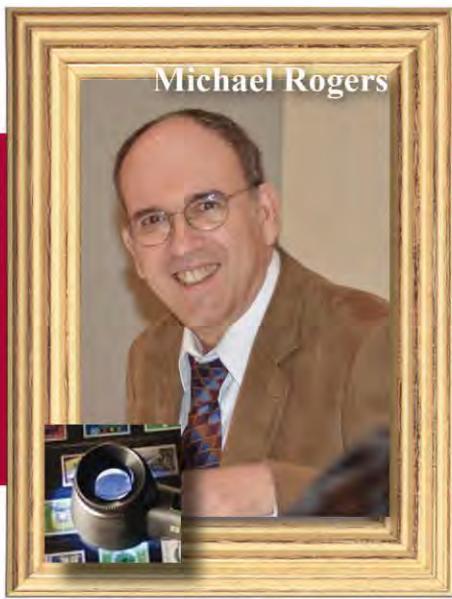
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Beginning in 1965—and for the next 49 years—Michael built an enviable reputation as one of the world's foremost experts in Asian philately. He joined Daniel F. Kelleher after selling his firm to us. Today, he travels the country for us acquiring collections.

We were honored to learn that the December issue of *The American Stamp Dealer & Collector* magazine announced the induction of Stanley J. Richmond into its respected American Stamp Dealer Hall of Fame. This follows Michael Rogers' induction in the fall of 2013. The Kelleher firm is very proud of the long years of service these two professional philatelists—and members of the "Kelleher family"—have given to our hobby.



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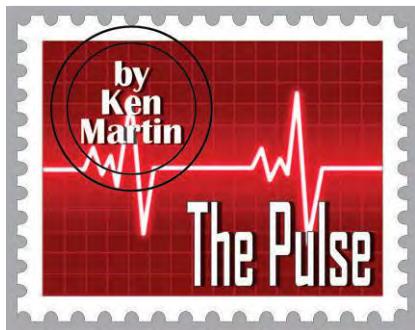
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Thirty-three Years of Service

In last month's issue **Barb Boal** said "Thanks for the Memories" in a column that included a photo of her with former *American Philatelist* editor and mentor Bill Welch. In this issue I would like to say thanks to Barb for her long and dedicated service to the American Philatelic Society. Her thirty-three plus years service is not the most among APS employees. We have ten full-time employees, including another member of the editorial staff, who have been employed longer. However, few employees have been as instrumental in guiding the Society through major changes.

I first met Barb about a year after she began with the APS. The first mental picture I have of her she was pasting up a publication when pasting up meant using hot wax. Color was a rarity and terribly costly. E-mail and the web were virtually unknown, and personal computers uncommon and very expensive. We have come a long way since then, with a full-color publication with a much shorter lead time that is available to viewed online along with expanded "bonus" content. Thank you Barb for shepherding us through the process and establishing the foundation for further advances, many of which are already in the works.



Welcome, Jay

With this column I am pleased to include a photo of Barb with her successor **Jay Bigalke**. I'm not certain, but I probably first "met" Jay online where he reported on the United States Postal Service and helped finance his college education by designing and selling cachets and first day covers. After graduation Jay took a job with *Linn's Stamp News*. His focus at *Linn's* was reporting on United States stamps and digital media. If, over the past ten years, you have attended a U.S. first day ceremony there is a good chance you have met Jay. He has attended 217 U.S. first day ceremonies and expects to have added two more, for the Wilt Chamberlain commemorative and Circus souvenir sheet, prior to the printing of this issue. Welcome aboard, Jay.

U.S. New Issues

One of the most popular pages on our website is the listing of information on new U.S. issues as stamps.org/US-New-Issues. By the time you read this we should have nearly complete information, including *Scott Catalogue* numbers for the 2014 issues and a preliminary calendar for 2015. Following last month's issue we also compiled all the new issue information printed in *The American Philatelist* during 2014 into a single file that includes all the technical information on each issue provided by the Postal Service. This file is also linked from our new issue page.



Barb Boal and Jay Bigalke.



Among the 2015 new issues are the Vintage Rose and Tulip wedding stamps to be issued at our Riverside, California AMERISTAMP EXPO on February 14. The Riverside Convention Center has been renovated since our last show there and the dealer bourse is full with a waiting list. We will be sending a post card out to about three quarters of a million households in the area promoting the show and will have a coupon book for all member attendees at the show. The show will also be a great opportunity to meet our new editor. Our special hotel rates expire in mid-January so don't delay in making your plans to attend.

Another new issue for 2015 will be a stamp to promote World Stamp Show New York 2016. This will be issued at this year's APS STAMPSHOW, to be held August 20–23 in Grand Rapids, Michigan.

StampsTeach Plus

In each of my last two columns I have mentioned our Stamps Teach Plus program, which provides lesson plans and materials for teachers and students in grades three to five. I'm pleased to report that more than 2,000 teachers are now participating in the program. This more than doubles our goal of having 1,000 teachers this year.

On a short-term basis we have hired three part-time employees to help fulfill 250 kits for teachers each week. Many of you have generously provided materials to help us with the project; however, we will likely have to suspend adding additional teachers by early 2015 as funds for the program will be nearly exhausted. We hired a grant writer nearly a year ago and are actively searching for sources to help us continue and expand this popular program.

Volunteers

Through the first ten months of 2014 volunteers working at our facility in Bellefonte, Pennsylvania have provided 14,000 hours of service! We use many distant volunteers as well, although we are not as good at tracking their hours. I would like to begin highlighting tasks for which we could use volunteers who could work from home.

First, the Board has recently approved an **ePAM pilot program**. ePAM stands for eBay Pathway to APS membership. The idea is to sell material on eBay specifically to obtain contact information for non-APS members and to share with these buyers the many ways in which APS membership could benefit them. APS will provide the material to sell, but we need one or more

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individuals willing to list and ship the material to buyers.

One side effect of the great success of StampsTeach is that Gretchen Moody, our Education Director, has had less time to focus on the **conversion of select slide programs** to DVDs. In fact, just recently we got an inquiry as to when we would have *more* converted, from a chapter that has used every one of our DVDs for their club programs. A volunteer is needed to help Gretchen finish programs that are ready to be converted.

Another project is **scanning back issues** of *The American Philatelist*. Very shortly we hope to have software available that will allow APS members (logged into our site) to search and view past issues of the AP. We already have some volunteers hard at work (it's been in print for 129 years!), but could use additional individuals with a scanner and appropriate software. If you are interested in any of these opportunities or other volunteer possibilities please contact either me or Gretchen Moody, gretchen@stamps.org.

Donors & Donations

Each year the April issue of our magazine serves as the formal donor recognition issue, but I am pleased to report that, with about a month left in the year, the APS



and APRL have already surpassed \$2 million in cash gifts for 2014. In the past couple days one member suggested that we encourage members to use Amazon Smile, for which the APS gets 0.5% of every purchase, and another encouraged us to promote employer matching programs. We also had two new members sign up as Vooys Fellows and received a pledge of \$1,000 from the Rocky Mountain Philatelic Library toward the union catalog of philatelic libraries.

Gems of British North America



CANADA: Sc.#1 O 3d. Orange Vermilion, SPECTACULAR folded letter with vertical pair on LAID PAPER with HUGE margins, tied by 7 ring cancels addressed to Detroit, Mich. and "Canada PAID 10" straight line in red. Backstamped Chatham and Windsor. STUNNING, Extremely RARE quality GEM, thought to be amongst the FINEST existing multiples on cover. Ex. Lichtenstein with two certificates.\$4,400.



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Stamp Show Schedule 2015

Jan. 30–Feb. 1	Southeastern Stamp Expo, Norcross, GA
Feb. 6–9	Sarasota National Stamp Exhibition, Sarasota, FL
Feb. 13–15	APS AMERISTAMP EXPO, Riverside, CA
Feb. 20–22	ARIPEX Stamp Show, Mesa, AZ
Feb. 27–Mar. 1	TEXPEX, Grapevine, TX
Mar. 7–8	SPRINGPEX Stamp Show, Springfield, VA
Mar. 19–21	Garfield Perry, Cleveland, OH
Apr. 25–26	Plymouth Stamp Show, Westland, MI
May 1–3	Philatelic Show, Boxborough, MA
May 15–17	ROPEX Stamp Show, Canandaigua, NY
May 29–31	NOJEX, Secaucus, NJ
June 5–7	NAPEX, Tysons Corner, VA
June 12–14	COLOPEX, Columbus Philatelic Club Columbus, OH
July 25–26	Northeast Postal History & Ephemera Show, Albany, NY
Aug. 20–23	APS STAMPSHOW, Grand Rapids, MI
Sept. 4–6	BALPEX Baltimore Philatelic Society, Hunt Valley, MD
Sept. 12–13	Kansas City NSDA Stamp Show, Gladstone, MO
Sept. 18–21	Greater Houston Stamp Show, Humble, Texas
Oct. 2–4	INDYPEX Stamp Collectors Show, Indianapolis, IN
Oct. 24–25	CUY–LORPEX, Rocky River, OH
Oct. 31–Nov 1	AAPEX Stamp Show, Ann Arbor, MI
Nov. 21–23	CHICAGOPEX Chicago Philatelic Society Itasca, IL
Dec. 5–7	FLOREX, Orlando, FL

More to be announced, schedule subject to change. Please come out and support these shows. You can make a difference, these shows can all be what you want them to be with increased attendance and of course, your collecting dollars! Join your local club and help run and promote them. They are worth our time and efforts.

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Librarians Tara Murray and Betsy Gamble made two trips to North Carolina bringing back about 280 boxes of philatelic literature (shown above) from the Edenbridge philatelic literature collection, almost all of which we needed to fill holes in the APRL collection. Left behind were 400 additional boxes of material we did not need. I was also delighted to transport a van full of donations of literature and material for Stamps Teach from CHICAGOPEX. Thanks to everyone who has been so generous with money, ideas, and material.

Stamp Club News

Thanks to Jim Garard of the Venice (Florida) Stamp Club. The latest issue of their publication includes a front-page article titled "Why APS Membership is Important." Even though their club already has 51 members, they are looking at recruiting more. Kudos as well to the Venice Club president and editor John and Dawn Hamman. They have both worked hard to improve their club and help organized philately as well. We enjoyed a visit from them last summer. Dawn also is a strong advocate for the American Topical Association.

Bill Salisbury

On a sad note, we just recently learned of the passing of Bill Salisbury who has come to *all five* of our volunteer work weeks, usually bringing his wife, daughter, and a friend to help. We will miss his friendship.

Fraud Alert

Finally, a warning. In November we sent out a fraud alert, as we had heard from several individuals who had been contacted about selling their collections. The buyer said they were interested in the collection but that the seller would need to provide a cash deposit (which was then stolen) as basis for help in selling a collection. Members should be on guard against any such offer. There is no circumstance in which a cash deposit for being bonded should be required to sell your collection. Initially, the scammers claimed to be past APS president John Hotchner. More recently, they have claimed to be APS staff. In many instances they also use high-pressure tactics indicating that the money must be transferred within a few hours or the offer will be void.

If you receive any similar calls please keep as many details as possible and call us immediately at 814-933-3803 to report the information to our Complaint Manager, Wendy Masorti.

Best wishes for a happy, healthy and philatelically fulfilling 2015!

\$100,000 Reward

for the recovery of these two Inverted Jennies
Scott C3a, positions 66 and 76 missing since their theft in 1955.



Owned by Ethel McCoy, the block was being shown with her collection of the 1918 24¢ airmail stamp at the American Philatelic Society convention in Norfolk, Va., when the exhibit frame was pried open and it was stolen.

Over the years, the two examples on the left, positions 65 and 75 were recovered and returned to the American Philatelic Research Library, to which Mrs. McCoy deeded the stamps in 1979.

Acting on a story by Ken Lawrence about the hobby's most famous cold case that appeared in the September 2014 issue of the American Philatelist, Don Sundman of the Mystic Stamp Co., announced the reward offer, for the benefit of the APRL. It is believed the stamps are in collections most likely formed by individuals who did not know that they were stolen property.

A sum of \$50,000 is offered for the successful recovery of each stamp in undamaged condition, certified as genuine. The reward will be paid to the person(s) who transfer possession of a genuine McCoy Inverted Jenny to the research library. The APRL is also offering a \$10,000 reward for information leading to the successful recovery of the missing McCoy stamps.

Information and inquiries should be made to the APRL by e-mail to jenny@stamps.org, or by phone at 800-782-9580, Extension 246.



What Is the Best Way to Price Stamp Material?

The plan this month is to attempt to cover a subject that can become controversial when pairing buyers and sellers in the same room. There is a psychology for buying and selling. Let's start with our advice on pricing in sales books:

The material submitted by most sellers falls within 30%–60% of the catalogue values. Our more successful sellers price their items *below* the 50% level. Faults — such as pulled perfs, thins, tears, scuff marks, no gum on mint stamps, etc. — would reduce the asking price **considerably**. For example, do not expect to sell a stamp with a rounded corner for more than 20%–25% of the catalogue value. (There is always an exception to these pricing limits. As an example, the "Match & Medicine" revenues of the U.S. are not usually in Very Fine condition. The catalogue values for them are for stamps with some faults. Those in Very Fine or Excellent condition can sell for much more than catalogue value.)

Circuit books and StampStore items might be rejected if you price your material at higher than 65% of catalogue value and we determine that the material will not compete well with other members' material. You may appeal a rejection, but please have supporting information for your pricing policy. Some points to consider:

First, buyers will tend to focus on the negative aspects of the items of interest to them. Whether this is "being picky" or "being cautious" does not matter, this is the thinking the buyer usually exercises before adding an item to his/her collection. How the item is presented also is important in the buyer's decision process.

As for the psychology of selling and buying: a seller tends to focus on the positive aspects of the material she/he is presenting for sale. The style of presentation used will highlight the good points of the stamp or cover, directing the buyer to focus on certain aspects of material (price, condition, description, or research).

- Pricing between 30%–60% is within competitive range of other sellers; pricing *below* 50% is very competitive and is strongly recommended to produce good sales.
- Pricing for condition, with faults noted, is a must.
- Presenting the material to make it look attractive is also a must.
- Learning to view your material as a potential *buyer* would be very important in the pricing process.

As for the psychology of selling and buying: a seller needs to focus on the positive aspects of the material she/he is presenting for sale. The style of presentation used will highlight the good points of the stamp or cover, directing the buyer to focus on certain aspects of material (price, condition, description, or research). A specific price range or percentage of catalogue values may be chosen to put the buyer in the mood to



consider buying from the seller's books. Some have mounted two of the same stamp, one in an inferior condition to highlight and sell the other stamp. The wording of the descriptions also may be used to direct attention to the pluses of the material being offered.

Some sellers like to use the pricing strategy that I call "the lazy way out." This occurs mainly in sales books of covers (and maybe for U.S. fancy cancels and U.S. precancels). This involves assigning a uniform price on *all* items in each book; for example, assigning \$5 per cover for a book value of \$70 with no catalogue references. The philosophy they use is that some covers may be overpriced and others under-priced. If someone finds a good deal, they are happy.

The sales for books using this strategy are typically lower than the average system-wide sales (26% versus 32%). Buyers who recognize the technique usually choose to look for the under-priced covers only or else choose to skip over the book altogether.

The *stamp* version of the lazy way out method is what I call “pack it in at a lower price.” The seller does not want to take the time to mount stamps separately, so she/he packs several stamps in a mount or in a couple of mounts and prices them with a very deep discount. This yields a sales percentage that is just below the average system-wide (30% versus 32%). The prices are not uniform across all sets in the book, as is the case for the “lazy” covers, because the seller has entered the total catalogue values so you can see the discount taken.

Sellers will, on occasion, include an expert certificate with some items. Note that these items might be offered at a higher percentage of the catalogue value, because they have done the work for you by obtaining the certificate.

Many sellers have had experience selling in many different venues for a long time. They are “in tune” with the market and know what pricing works. Along with the experience comes their awareness of the buyer’s thinking about pricing, which we address here:

First, buyers will tend to focus on the negative aspects of the items of interest to them. Whether this is “being picky” or “being cautious” does not matter, this is the thinking the buyer usually exercises before adding an item to his/her collection. How the item is presented also is important in the buyer’s decision process. A relaxed look to the page in the sales book will help the buyer focus on each stamp offered; whereas, a messy page makes reviewing the stamps a chore. And having to decipher net price entries can only hinder sales.

The buyers’ knowledge of their collecting interests can be a powerful tool. If the seller knows what he/she is selling and can convey that to the knowledgeable buyer, a sale is likely. However, the buyer may need to be convinced that the item belongs in a collection at the

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The buyers’ knowledge of their collecting interests can be a powerful tool. If the seller knows what he/she is selling and can convey that to the knowledgeable buyer, a sale is likely.

price presented. There are also buyers who like to “wheel and deal” to lower the price and are disappointed when they cannot obtain a desired item for the low price they want to pay. The truth is that there are items out there that, because of condition or markings, command a price which is higher than other copies of that item. The knowledgeable buyer will recognize the difference.

Some buyers find that having a couple examples of the same stamp to examine is sometimes preferable for making a satisfying buying decision. Buying studies have shown that a consumer will “shop” as much for an item after the purchase as before. This comparison shopping reinforces their purchase decision and makes them feel good about it, especially when a high value purchase was made. However, we have found that, for the seller, having more than two copies of a stamp in a single book does not help sales. In addition, some buyers appreciate having an expert certificate included with higher priced items, since they would have verification of the stamp’s

authenticity before making the purchase decision.

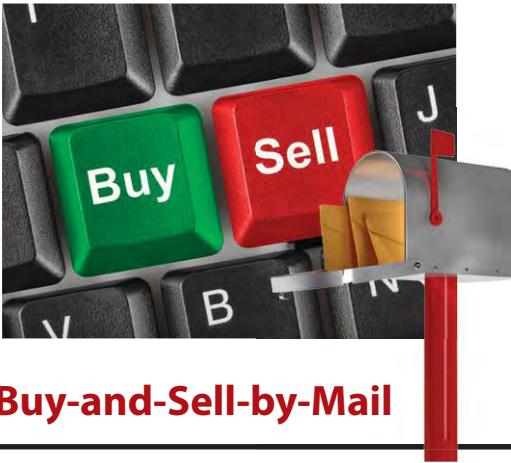
New Circuit Category Suggestions

Here we are again, asking you for your thoughts and interest in new category divisions for the regular circuit system. The factors that make the establishment of a new category possible are: the amount of material we currently have in our inventory; how much we have had of it in the past; how many requests we have received in the recent past; and how many members tell us of their interest in it when we publish the suggestion in this column, as we are this month. So, here goes:

- **U.S. Advertising Covers** — this would include any covers with commercial advertising on them encompassing the 19th, 20th and 21st centuries.
- **Italian States** — anything from the pre-1871 period of Italy.
- **Global Mint Only** — this might include books from individual countries and regions of the world, all or mostly mint.
- **European Colonies** — this would include books of colonial issues from France, Great Britain, Italy, Portugal, Spain, Belgium, Netherlands, Denmark, and Germany. Offices of these countries could also be included in these circuits. Please note that we might not have very much material in the German and Spanish colonies, so not every circuit would have stamps from these areas.

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www.stamps.org/Buy-and-Sell-by-Mail



Category Definitions and Divisions

To piggyback on the suggestion request above, this section seeks to define some of the existing categories and offer sellers help with deciding what material should be mounted in a book. We will start with Colonies. The present categories are French, British, Italian, Portuguese, Spanish, Netherlands, and German colonies. The word "Colonies" entered on the sales book cover should indicate that the stamps within are from the *colonial period* of that colonizing country. We receive a lot of books that are marked for Colonies but that also contain stamps of the now-independent entities of that colony. When buyers sign up for the Colonies, they are looking for the colonial-era stamps.

The African colonies are prime examples of the colonial and independent divisions. We have a category for Independent Africa that includes countries previously tied to European countries. It is desirable to have sellers recognize this division when mounting sales books. The British colonies, although becoming independent from Great Britain, maintained their connections through membership in the British Commonwealth (with the United States being the exception). This explains why you might receive Canada and The Bahamas in the British America circuits, for example. It is better to mount the colonial and independent periods in separate sales books.

When you consider mounting sales

books of covers for the United States or any other country, please consider focusing each book on a particular type of cover. The following are suggestions that could be applied to any covers book you plan to submit:

- Postal Stationery, used and unused
- Advertising covers
- Military and war-related mail
- Patriotic covers, used and unused
- Censored covers
- Trans-Oceanic mail (Atlantic, Pacific, etc.)
- Back of the Book stamps on cover (postage dues, special delivery, officials, etc.)
- Covers with Auxiliary markings, such as forwarding, missent, postage due, special delivery, registered, or other postal system marks noted in addition to the standard cancels
- Slogan cancels
- Fancy cancels
- Perfins and precancels on cover
- Plate number items on cover
- Specific stamp issues on cover, as in those that are recognized as major collecting interests (this might include the Washington-Franklins, the Prexies, Zeppelin stamps, Machins and others)
- Covers of a specific state (U.S.), country, region of the world, Occupations (European countries), and other geographic or political divisions
- Special event and first day covers —

please note that these do not sell well in circuits other than U.S.-related categories

Because each cover has a story of its own, this is only a partial listing of how to focus a sales book of covers. As for pricing, we suggest researching the catalogue value of a particular stamp on-cover and then researching other aspects of the item that might add value. If you have problems finding catalogue references to a stamp on-cover, start with the catalogue value of a used copy of the stamp.

Business Reply Card for Circuits

In this month's magazine is a business reply card that you may use to request circuit categories. On the back cover is our list of offered categories. Use this list to complete the card and send it back to us — postage free. Categories entered on the card will be entered in our program for the multiple-name circuits. If you want the Clearance circuits of the entered categories, please note that next to the category.

Rubber Stamp Ink

We strongly suggest that members use a rubber stamp for marking spaces from which stamps are bought in the sales books. This protects the buyer, because someone who wants to remove stamps in another member's name is not likely to have a rubber stamp made to duplicate a purchase mark. Also, the rubber-stamping buyer does not usually miss marking spaces. So, as we process a returning circuit, the buyer who hand-writes the purchase mark or leaves them blank will probably be charged for any missing stamps.

The ink you use should not be the type that will readily soak through paper. Inferior quality inks or those with some oil base will soak through paper, damaging the stamps on the next page of the sales book. Please test the stamp pad ink by applying your mark to recycled paper. Over-inking also may cause paper bleeding.

We also suggest keeping your inkpad a good distance from the sales books as

“I want to buy your stamp collection.”

-George Bailey



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you are buying from a circuit. If a sales book is inadvertently laid on any part of the pad, there is a good chance that any ink will soak through several pages. This has happened before, even with ink that appears to be "dry" ink. We charge for damage done to stamps when their purchase mark bleeds through to "cancel" a stamp on the next page.

"5 for 10" Categories (Needs)

You can earn coupons for free blank books for every ten completed books (Clearance books do not qualify) containing material from a set list of categories. For more information and the list of qualifying categories visit <http://stamps.org/Stamps-Needed>, or contact us to obtain a hard copy of the list.

[Note: Single-country books usually have better sales.] This is only a short list of areas we need.

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The "Show Time" Calendar features a list of upcoming shows and APS events (shown in green). To obtain a listing, please submit a "Show Time" form, available online at www.stamps.org>Show-Calendar or by mail from APS headquarters. Information must be received 60 days before desired publication time.

The listings are free to World Series of Philately and other shows that are sponsored by an APS chapter or affiliate. Other shows/bourses may purchase listings for the month of the show/bourse and the month prior **only**. The listing fee is \$25 per show per issue. Shows designated *B* are bourse only.

Grand award winners from *WSP* shows are eligible for the annual APS World Series of Philately Champion of Champions competition. Visit www.stamps.org>Show-Calendar for a complete listing of shows and APS events.

Michigan **January 3-4**
BIRPEX 2015 Birmingham Stamp Club,
 Birmingham Masonic Temple, 37357
 Woodward Ave., Bloomfield Hills.
Contact: John Schuelke, 810-235-2641
E-mail: jschuelke1944@att.net

Louisiana **January 9-11**
New Orleans Winter Stamp Fest Crescent City
 Stamp Club, The Doubletree by Hilton, 2150
 Veterans Boulevard, Kenner. *B*
Contact: E. W. Jatho, Jr., 985-871-9385
E-mail: ejatho@bellsouth.net
Website: www.ccscno.org

Illinois **January 10-11**
MSDA Winter Stamp Show Midwest Stamp
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 600 N. Milwaukee Ave., Prospect Hgts.. *B*

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E-mail: jfb7437@aol.com
Website: www.msdastamp.com

South Carolina **January 10-11**
Winter Stamp and Postcard Show Columbia
 Philatelic Society, Spring Valley High School,
 120 Sparkleberry Lane, Columbia. *B*
Contact: Bob Wilson, 803-237-1184
E-mail: buckeye1053@gmail.com

South Carolina **January 10-11**
Columbia Philatelic Society Stamp Show &
Postcard Show Columbia Philatelic Society,
 Spring Valley High School, 120 Sparkleberry
 Lane, Columbia. *B*
Contact: Bob Wilson, 803-237-1184
E-mail: buckeye1053@gmail.com

Internet Module **January 12**
How To Research: Library and Online
Resources Online session through
 GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: <http://stamps.org/Modules>

Internet Module **January 13**
How To Research: Searching the Philatelic
Union Catalog Online session through
 GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: <http://stamps.org/Modules>

Internet Module **January 16**
Collecting Your Hometown Postal
History Online session through
 GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: <http://stamps.org/Modules>

Indiana **January 17-18**
MSDA Indianapolis Show Midwest Stamp
 Dealers Association, Lawrence Community

Center, 5301 N. Franklin Rd., Lawrence. *B*
Contact: Jim Bardo, 847-922-5574
E-mail: jfb7437@aol.com
Website: www.msdastamp.com

Internet Module **January 19**
Searching the U.S. Postal Bulletin
Database Online session through
 GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: <http://stamps.org/Modules>

Internet Course **January 19-February 23**
U.S. Federal Revenue Collecting Online
 Course (6 weeks), *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: stampcampus.org

Internet Module **January 19-February 23**
U.S. Federal Revenue Collecting Six individual
 online sessions through GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org
Website: <http://stamps.org/Modules>

Pennsylvania **January 23-24**
York County Stamp Show White Rose
 Philatelic Society of York, York Expo Center -
 Horticulture Hall, 334 Carlisle Ave., York.
Contact: John Hufnagel, 717-235-1528
E-mail: glenrockotts@comcast.net

California **January 23-25**
SANDICAL San Diego County Philatelic
 Council, Al-Bahr Shrine Temple, 5440 Kearny
 Mesa Rd., San Diego. *WSP*
Contact: Linda Mabin, 619-582-9311
E-mail: mabin7@cox.net
Website: www.sandical.org/

Internet Module **January 26**
Searching the U.S. Postal Laws and
Regulations Database Online session
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Georgia January 30-February 1

Southeastern Stamp Expo Southeastern Federation of Stamp Clubs, Hilton Hotel Atlanta Northeast, 5993 Peachtree Industrial Blvd., Norcross. ***WSP***

Contact: Scott Mark

E-mail: sestampexpo@gmail.com

Website: www.sefsc.org

Washington January 31-February 1

GESSPEX Greater Eastside Stamp Society, Redmond VFW, 4330 148th Ave., NE, Redmond. ***B***

Contact: Eric Bustad

E-mail: g-e-s-s@comcast.net

Utah February 6-7

Salt Lake Winter Stamp Show Utah Philatelic Society, Sons of Utah Pioneer Bldg., 3261 East Louise Avenue, Salt Lake City. ***B***

Contact: Dave Blackhurst, 8015809534

E-mail: dblackhu@gmail.com

Website: www.utaphilatelic.org

Florida February 6-8

Sarasota National Stamp Exhibition Sarasota Philatelic Club, Inc., Sarasota Municipal Auditorium, (US 41) 801 N. Tamiami Trail, Sarasota. ***WSP***

Contact: Elizabeth Hisey, 941-922-7191

E-mail: lizhisey@gmail.com

Website: www.sarasotastampclub.com

South Carolina

February 7-8
Myrtle Beach Stamp & Postcard Show Myrtle Beach Stamp Club, Clarion Hotel & Conference Center, 101 Fantasy Harbour Blvd., Myrtle Beach. ***B***

Contact: Donn M. Ebert, 843-347-0087

Website: <http://sites.google.com/site/myrtlebeachstampclub/>

California

February 13-15
APS AmeriStamp Expo Riverside Convention Center, 3637 Fifth St., Riverside. ***WSP***

Contact: Barb Johnson, 814-933-3803 ext 217

E-mail: stampshow@stamps.org

Website: www.stamps.org/AmeriStamp-Expo-ASE

Florida

February 13-15
ASDA Florida Winter Stamp Show American Stamp Dealers Association, Broward County Convention Center, 1950 Eisenhower Blvd., Ft. Lauderdale. ***B***

Contact: Van Siegling, 800-369-8207, ext. 4

E-mail: asda@asdaonline.com

Website: www.americanstampdealer.com

Alabama

February 14-15
ALAPEX 2015 Birmingham Philatelic Society, Pelham Civic Complex, 500 Amphitheatre Road, Pelham. ***B***

Contact: Ken Waltsgott, 205-621-4200

E-mail: kwalts@charter.net

Website: www.stampclubs.com

Florida

February 15
Annual Stamp Show West Volusia Stamp Club,

Clarion Hotel, 350 E. International Speedway Blvd., Deland.

Contact: Mike Daley, 407-417-7818

E-mail: miked129e@gmail.com

Website: www.floridacsp.com/wvstamp/

Michigan

February 15
Lansing Stamp Show Lansing Area Stamp Club, Royal Scot Golf and Bowl, 4722 West Grand River, Lansing. ***B***

Contact: Jim Adams, 517-394-5953

E-mail: 48jim15@comcast.net

Ohio

February 15
Hudson Stamp Bourse Lincolnway Stamps, Clarion Inn, 6625 Dean Memorial Parkway, Hudson. ***B***

Contact: David G. Pool, 330-832-5992

E-mail: lincolnway@sssnet.com

Arizona

February 20-22
ARIPEX Arizona Fed. of Stamp Clubs, Mesa Convention Center, 201 N. Center St., Mesa. ***WSP***

Contact: Kevin Lesk, 480-240-0388

E-mail: kwkual@aol.com

Website: www.aripepx.org

Kansas

February 21-22
The Cessna Show The Cessna Stamp & Coin Club, Cessna Activity Center, 2744 George Washington Blvd., Wichita. ***B***

Contact: Ralph E. Lott, 316-683-6593

E-mail: ralphlott@sbcglobal.net



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B

Contact: Jim Bardo, 847-922-5574

E-mail: jfb7437@aol.com

Website: www.msdastamp.com

Texas**February 27-March 1**

TEXPEX 2015 Texas Philatelic Association, Hilton DFW Lakes Executive Conference Center, 1800 HWY 26 E, Grapevine. *WSP*

Contact: Vince King, 940-898-1173

E-mail: vking@entechdesign.com

Website: www.texasphilatelic.org/texpex.htm

Nebraska**February 28-March 1**

LINPEX 2015 Lincoln Stamp Club, Country Inn & Suites, 5353 N. 27th St., Lincoln.

Contact: Kenneth Pruess, 402-464-6939

E-mail: kpruess2@unl.edu

Website: www.lincolnstampclub.org

Ohio**February 28-March 1**

Toledo Stamp Expo 2015 Stamp Collectors Club of Toledo, Holland Gardens, 6530 Angola Rd., Holland.

Contact: Clifford Campbell, 419-874-6241

Website: www.toledostampclub.org

Internet Course**March 5-April 9**

Washington-Franklin: Identification Online Course (6 weeks), *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: http://stamps.org/Courses

Florida**March 6-7**

NAPLEX 2015 Collier County Stamp Club, Cypress Masonic Lodge No. 295 F. & A.M., 5850 Tamiami Trail North (Rte 41), Naples.

Contact: Robert Hausin, 239-732-8000

E-mail: newengstmp@aol.com

Alaska**March 6-8**

Alaska Philatelic Exhibition Anchorage Philatelic Society, Anchorage Senior Activity Center, 1300 East 19th Avenue, Anchorage.

Contact: Patrick Hoffmann, 907-346-2717

E-mail: phoffmann@alaska.net

Website: http://anchoragephilatelic.org/

New York**March 7-8**

BUFPEX 2015 The Buffalo Stamp Club, VFW Leonard Post, 2450 Walden Avenue, Cheektowaga.

Contact: George Gates, 716-633-8358

E-mail: gg hg53@aol.com

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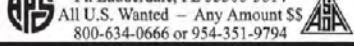
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Wisconsin	March 7-8		Edmonton Spring National Stamp Show	Edmonton Stamp Club, Central Lions Centre, 111 Ave & 113 Street, Edmonton. *WSP*
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Massachusetts	March 8		TALPEX 2015	Tallahassee Stamp and Cover Club, Tallahassee Seniors Center, 1400 North Monroe Street, Tallahassee. *B*
SOPEX 2015 Samuel Osgood Stamp Club, Elks Hall, 652 Andover Street, Lawrence. *B*			Contact: Gerard York, 850-284-4712	
Contact: Robert A. Dominique, 978-470-0583			E-mail: gerard_york@msn.com	
E-mail: radpm67@gmail.com			Website: www.maf1.com/tscc/stampshow.htm	
Website: www.norcalstamps.org/sopex.htm			New Mexico	March 28-29
Connecticut	March 14		Mesilla Valley Stamp Show	Mesilla Valley Stamp Club, Las Cruces Convention Center, 680 East University Ave., Las Cruces.
NORPEX 2015 Norwalk Stamp Club, Norwalk Senior Center, 11 Allen Road, Norwalk.				



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E-mail: RHiss@comcast.net

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Washington

2015 Apple Blossom Inland Empire Philatelic Society, Hilton Garden Inn, 9015 West Highway 2, Spokane. *B*

Contact: J. Wilson Palmer, 509-443-8147

E-mail: ickyburg@comcast.net

Website: www.ieps-stamps.com

Indiana

March 28-29

Spring Stamp Fair Indiana Stamp Club, Lawrence Community Center, 5301 N. Franklin, Lawrence. *B*

Contact: Tom Chastang, 317-913-9319

E-mail: tchas5@sbcglobal.net

Website: www.indianastampclub.org

Internet Course

April 11-12

U.S. State, County and Municipal Revenue Collecting Online Course (6 weeks), *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: <http://stamps.org/Courses>

Internet Module

April 13-May 18

U.S. State, County and Municipal Revenue Collecting Six individual online sessions through GoToMeeting, *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: <http://stamps.org/Modules>

Contact: Delaware

Delaware

April 18

DELPEX 2015 Brandywine Valley Stamp Club, Nur Shrine CenterTemple, 198 S. Du Pont Hwy (US Routes 13 & 40), New Castle.

Contact: Bill Clark, 302-322-2719

E-mail: kmc4076@aol.com

Website: www.brandywinevalleystampclub.com

Illinois

April 18-19

MSDA Spring Show Midwest Stamp Dealers Association, Comfort Inn & Suites, 600 N. Milwaukee Ave., Prospect Hgts.. *B*

Contact: Jim Bardo, 847-922-5574

E-mail: jfb7437@aol.com

Website: www.msdastamp.com

Pennsylvania

April 18-19

WILKPEX 2015 Wilkinsburg Stamp Club, Gateway Firehall, 4370 Northern Pike, Monroeville.

Contact: Tom Donohue, 412-373-8697

E-mail: wilkinsburgstampclub@yahoo.com

Website: www.wilkinsburgstampclub.com

Wisconsin

April 19

DANEPEX '15 Badger Stamp Club, Crowne Plaza Hotel, 4402 E. Washington Ave., Madison.

Contact: Bob Voss, 608-838-1033

E-mail: lestamps@charter.net

Website: www.wfscstamps.org/Clubs/Badger

California

April 22-23

Collecting Western U.S. Postal History On the Road Course, Prior to WESTPEX, San Francisco

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Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: <http://stamps.org/On-the-Road-Courses>

California

April 24-26

WESTPEX WESTPEX, Inc., San Francisco Airport Marriott Waterfront Hotel, 1800 Old Bayshore Highway, Burlingame. *WSP*

Contact: Edward Jarvis, 415-387-1016

E-mail: ejarvis@westpex.com

Website: www.westpex.com

Michigan

April 25-26

Plymouth Show West Suburban Stamp Club, Hellenic Cultural Center, 36375 Joy Road, Westland. *WSP*

Contact: Tim Strzalkowski, 313-533-7737

E-mail: mywssc@msn.com

Website: www.plymouthshow.com

Mississippi

April 25-26

GULFPEX 2015 Gulf Coast Stamp Club, St. Martin Community Center, 15004 LeMoyne Blvd., Biloxi.

Contact: Michael Kayes, 228-864-3601

E-mail: bullbat@cableone.net

Website: www.gulfcoaststampclub.org

Canada

May 1-2

ORAPEX 2015 RA Stamp Club, RA Centre, 2451 Riverside Drive, Ottawa. *WSP*

Contact: Peter MacDonald

E-mail: info@orapex.ca

Website: www.orapex.ca

Massachusetts

May 1-3

Philatelic Show Northeastern Fed. Of Stamp Clubs, Holiday Inn Boxborough Woods, 242 Adams Place, Boxborough. *WSP*

Contact: Jeff Shapiro

E-mail: coverlover@gmail.com

Website: www.nefed.org

Indiana

May 8-9

CALUPEX 2015 Calumet Stamp Club, Saint James Parish Hall, 9640 Kennedy Ave., Highland.

Contact: Jerry Emerson, 219-662-1296

Website: <http://calumetstampclub.org>

Pennsylvania

May 8-9

BUTLERPEX Butler County Philatelic Society, Tanglewood Senior Center, 10 Austin Ave.,

Lyndora.

Contact: Tom Sivak, 724-287-1931

E-mail: tomsstamps@zoominternet.net

Oregon

May 8-10

PIPEX Northwest Federation of Stamp Clubs, Red Lion Hotel on the River - Jantzen Beach, 909 N. Hayden Island Drive, Portland. *WSP*

Contact: Tony Wawrukiewicz, 503-244-8223

E-mail: tonywaw@spiritone.com

Website: www.pipexstampshow.org

Ohio

May 9

Warren Stamp Fun at Trumpex 2015 The Warren Area Stamp Club, St Demetrios Community Center, 3223 Atlantic St., NE, Warren, Trumbull County.

Contact: Howard Lutz, 330-282-2860

E-mail: howrex2@aol.com

Colorado

May 15-17

Rocky Mountain Stamp Show

(ROMPEX) Rocky Mountain Phil. Exhibition, Inc., Crown Plaza Denver International Airport Convention Center, John Q. Hammonds Trade Center, Chambers Rd & I-70, Denver. *WSP*

Contact: Steve McGill, 330-594-7029

E-mail: Gbcclcolorado@gmail.com

Website: www.rockymountainstampshow.com

New York

May 15-17

ROPEX Rochester Phil. Assoc., The Greater Canandaigua Civic Center, 250 North Bloomfield Rd, Canandaigua. *WSP*

Contact: Tom Fortunato, 585-752-6178

E-mail: stampmf@frontiernet.net

Website: www.rpastamps.org/ropex.html

Wisconsin

May 16-17

WISCOPEX '15 Wisconsin Federation of Stamp Clubs, Retlaw Plaza Hotel, One North Main Street, Fond du Lac.

Contact: Karen Weigt, 608-836-1509

E-mail: kweigt@tds.net

Website: www.wfscstamps.org

Ontario Canada

May 22-24

Royal 2015 Royale Royal Philatelic Society of Canada, London Convention Center, 300 York Street, London. *WSP*

Contact: John Sheffield, 519-681-3420

E-mail: john@johnsheffield.com

Website: www.royal2015.com

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Utah	May 22-23	Oklahoma	June 19-20	Internet Module	July 10
Salt Lake Spring Stamp Show	Utah Philatelic Society, Sons of Utah Pioneer Bldg., 3261 East Louise Avenue, Salt Lake City. *B*	OKPEX Oklahoma City Stamp Club, Reed Conference Center, 5800 Will Rogers Road, Midwest City. *WSP*		Searching the U.S. Postal Laws and Regulations Database	Online session through GoToMeeting, *APS*
Contact: Dave Blackhurst, 8015809534	E-mail: dblackhu@gmail.com	Contact: Joe Crosby, 405-749-0939	E-mail: joecrosby@cox.net	Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org
Website: www.utaphilatelic.org		Website: www.okcsc.org		Website: http://stamps.org/Modules	
New Jersey	May 29-31	Pennsylvania	June 20-21	Illinois	July 11-12
NOJEX North Jersey Federated Stamp Clubs, Inc., Crowne Plaza Meadowlands Exhibition Center, 2 Harmon Plaza, Secaucus. *WSP*	Contact: Robert G. Rose, 908-305-9022	SCOPEX 2015 Mt. Nittany Philatelic Society, American Philatelic Center, 100 Match Factory Place, Bellefonte.	Contact: Don Heller, 814-861-5720	MSDA Summer Show	Midwest Stamp Dealers Association, Comfort Inn & Suites, 600 N. Milwaukee Ave., Prospect Hts.. *B*
E-mail: robertrose25@comcast.net	Website: www.nojex.org	E-mail: dheller5720@yahoo.com		Contact: Jim Bardo, 847-922-5574	E-mail: jfb7437@aol.com
				Website: www.msdastamp.com	
Internet Module	June 3	Pennsylvania	June 21-26	Minnesota	July 17-19
Exhibiting 101: Writing a Solid Title Page and Synopsis	Online session through GoToMeeting, *APS*	Summer Seminar 2015 Annual APS Summer Seminar on Philately offers instruction in specific areas through a combination of lectures and hands-on workshops. American Philatelic Center, 100 Match Factory Place, Bellefonte. *APS*		Minnesota Stamp Expo	Twin City Philatelic Society and Various Local Clubs, Crystal Community Ctr., 4800 Douglas Dr., N., Minneapolis. *WSP*
Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Randy A. Smith, 952-431-3273	E-mail: rasmay4@frontiernet.net
Website: http://stamps.org/Modules		Website: http://stamps.org/Summer-Seminar		Website: www.stampsmnnesota.com/MN%20Stamp%20Expo.htm	
Virginia	June 5-7	Internet Module	July 9	Indiana	July 25-26
NAPEX National Phil. Exhibitions of Washington D.C., McLean Hilton at Tyson's Corner, 7920 Jones Branch Dr., McLean. *WSP*	Contact: Darrell Ertzberger, 703-548-3366	Searching the U.S. Postal Bulletin Database	Online session through GoToMeeting, *APS*	MSDA Summer Indianapolis Show	Midwest Stamp Dealers Association, Lawrence Park and Community Center, 5301 N. Franklin Rd., Lawrence. *B*
E-mail: mteton@aol.com	Website: www.napex.org	Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Jim Bardo, 847-922-5574	E-mail: jfb7437@aol.com
		Website: http://stamps.org/Modules		Website: www.msdastamp.com	

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Nevada	July 25-26	Singapore	August 14-19	Website: http://stamps.org/Courses
2015 Greater Reno Stamp & Cover Show	Nevada Stamp Study Society, National Bowling Stadium Museum, 300 N. Center St., Reno.	SINGAPORE 2015 General World Philatelic Exhibition, Contact: Kees Adema E-mail: kees13adema@gmail.com Website: www.singapore2015.com		
Contact: John Walter, 775-851-7968	E-mail: nvstampsoociety@gmail.com			
Website: www.renostamp.org				
Pennsylvania	July 27-31	Michigan	August 18-19	Internet Module September 8-22
Volunteer Work Week	Hosted at the American Philatelic Center, 100 Match Factory Place, Bellefonte. *APS*	U.S. 1861-68 Series On the Road Course, Prior to APS StampShow, Amway Grand Hotel, Grand Rapids. *APS*	Worldwide Fakes and Forgeries Three separate online sessions through GoToMeeting, *APS*	Worldwide Fakes and Forgeries Three separate online sessions through GoToMeeting, *APS*
Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Gretchen Moody, 814-933-3803	Contact: Gretchen Moody, 814-933-3803	Contact: Gretchen Moody, 814-933-3803
E-mail: gretchen@stamps.org	Website: http://stamps.org/Volunteer-Work-Week	Website: http://stamps.org/On-the-Road-Courses	E-mail: gretchen@stamps.org	E-mail: gretchen@stamps.org
Oregon	July 31-August 2	Michigan	August 20-23	Canada September 11-13
National Topical Stamp Show	American Topical Association, Monarch Hotel and Conference Center, 12566 SE 93rd Ave, Clackamas. *WSP*	APS STAMPSHOW DeVos Place, 303 Monroe Avenue, NW, Grand Rapids. *WSP*	BNAPEX 2015 British North America Philatelic Society, Ramada Plaza Niagara Falls, 7389 Lundy's Lane, Niagara Falls.	BNAPEX 2015 British North America Philatelic Society, Ramada Plaza Niagara Falls, 7389 Lundy's Lane, Niagara Falls.
Contact: Vera Felts, 618-985-5100	E-mail: american topical@msn.com	Contact: Barb Johnson, 814-933-3803 ext 217	Contact: Stuart Keeley, 905-227-9251	Contact: Stuart Keeley, 905-227-9251
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Ohio	August 1-2	Maryland	September 4-6	Website: www.bnaps.org
CINPEX 2015	Greater Cincinnati Philatelic Society, Greenhills American Legion Hall, 11000 Winton Rd, Cincinnati. *B*	BALPEX Baltimore Phil. Soc., Baltimore Hunt Valley Inn, 245 Shawan Rd., I-83 Exit 20 E., Hunt Valley. *WSP*	Washington September 11-13	Website: www.bnaps.org
Contact: Jim Siekermann, 714-759-5580	E-mail: jims150320@aol.com	Contact: Robert E. Gibson, Sr., 410-465-5712	SEAPEX Seattle Philatelic Exhibition, Tukwila Convention Center, 12424 42nd Ave., S., Tukwila.	SEAPEX Seattle Philatelic Exhibition, Tukwila Convention Center, 12424 42nd Ave., S., Tukwila.
E-mail: jims150320@aol.com	Website: www.freewebs.com/gcps	E-mail: balpex@verizon.net	Contact: Jack Congrove	Contact: Jack Congrove
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Internet Course	September 8-22	Internet Course	September 8-22	Internet Course September 8-22
Worldwide Fakes and Forgeries	Online Course (3 weeks), *APS*	Worldwide Fakes and Forgeries Online Course (3 weeks), *APS*	Worldwide Fakes and Forgeries Online Course (3 weeks), *APS*	Worldwide Fakes and Forgeries Online Course (3 weeks), *APS*
Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Gretchen Moody, 814-933-3803	E-mail: gretchen@stamps.org	Contact: Gretchen Moody, 814-933-3803
		E-mail: gretchen@stamps.org		E-mail: gretchen@stamps.org
Illinois	September 12-13	Nebraska	September 12-13	Nebraska September 12-13
MSDA Show West	Midwest Stamp Dealers Association, Lindner Conference Center, 610 E. Butterfield Rd., Lombard. *B*	Omaha Stamp Show	Omaha Philatelic	Omaha Stamp Show
Contact: Jim Bardo, 847-922-5574	E-mail: jfb7437@aol.com	Website: www.msdastamp.com	Website: www.omahaphilatelic.com	Website: www.omahaphilatelic.com

APS “On-the-Road” Course April 22–23 • Prior to WESTPEX

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Michael Laurence • Larry Lyons • Michael Perlman • Ken Stach**

Cost is \$45 for APS members; \$95 for nonmembers. Register by April 10 online: www.stamps.org/on-the-road-courses.

The course meets 9:30a.m.– 4:30p.m. with a break for lunch. Lunch is not included in the registration fee.

For further information, contact Gretchen Moody, APS Director of Education at 814-933-3810 or gretchen@stamps.org.

Hotel Information: Make a reservation by visiting WESTPEX.com or by calling 844-622-3056 and ask for the “WESTPEX Stamp Show 2015” rate of \$138 + taxes & fees. Discounted room rate ends April 1, 2015.

Address: 1800 Old Bayshore Highway, Burlingame, CA 94010.

Society, Metro Community College-South Campus, 2909 Babe Gomez Ave., Omaha.
WSP

Contact: Herb Eveland, 402-397-9937

E-mail: tuvaenterprises@hotmail.com

Website: www.omahaphilatelicsociety.com

Texas

September 18-20

Greater Houston Stamp Show Houston

Philatelic Society, Humble Civic Ctr., 8233 Will Clayton Pkwy., Humble.

Contact: Denise Stotts

E-mail: stottsdj@swbell.net

Website: www.houstonstampclub.org

Wisconsin

September 25-27

MILCOPEX Milwaukee Philatelic Society, Inc., Crowne Plaza Milwaukee Airport, 6401 South 13th St., Milwaukee. *WSP*

Contact: Mary Ann Bowman/ Dona Fagan, 262-251-0617

E-mail: maryann15b@mac.com

Website: www.milwaukeephilatelic.org

Internet Module

October 1

Michel Made Easy: Using Germany's Michel Catalogues, Part 1 Online session through GoToMeeting, *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: <http://stamps.org/Modules>

California

October 2-4

SESCAL Federated Phil. Clubs of Southern

California, Hilton Los Angeles Airport, 5711 West Century Blvd., Los Angeles. *WSP*

Contact: Carl Shaff, II, 213-383-7111

E-mail: c2shaff@aol.com

Website: www.sescal.org

Indiana

October 2-4

INDYPEX Indiana Stamp Club, Hamilton County Fairgrounds and Exhibition Center, 2003 Pleasant Street, Noblesville. *WSP*

Contact: Bob Zeigler, 317-844-5200

E-mail: indydex@indianastampclub.org

Website: www.indianastampclub.org

Internet Course October 5-December 7

Keys to Exhibiting Course Online Course (10 weeks), *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: www.stampcampus.org

Internet Module

October 8

Michel Made Easy: Using Germany's Michel Catalogues, Part 2 Online session through GoToMeeting, *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: <http://stamps.org/Modules>

Illinois

October 10-11

MSDA Fall Show Midwest Stamp Dealers Association, Comfort Inn and Suites, 600 Milwaukee Avenue, Prospect Heights. *B*

Contact: Jim Bardo, 847-922-5574

E-mail: jfb7437@aol.com

Website: www.msdastamp.com

Illinois

October 10-11

CUPEX 2015 Champaign-Urbana Stamp Club, Urbana Civic Center, 108 E. Water Street, Urbana.

Contact: Louise B. Toft, 217-359-9115

E-mail: ndx4031r@att.net

Website: <http://custampclub.org/>

Panama Canal & Western Caribbean **October 18-28**

APS Stamp Cruise

Contact: CruiseWorks, Inc., 1-800-876-6664

E-mail: Cruiseworks@aol.com

Website: www.stamps.org/Stamp-Cruise

Internet Course

October 20-November 10

Basic Stamp Collecting Course Online Course (4 weeks), *APS*

Contact: Gretchen Moody, 814-933-3803

E-mail: gretchen@stamps.org

Website: www.stampcampus.org

Ohio

October 24-25

Cuy-LorPex 2015 Cuy-Lor Stamp Club, Rocky River Civic Center: Memorial Hall, 21016 Hilliard Boulevard, Rocky River.

Contact: Stan Fairchild, 440-333-2536

E-mail: cuylorclub@gmail.com

Website: www.virtualstampclub.com/apschap_cuylor.html



Applications Are Currently Being Accepted for the Young Philatelic Leaders Fellowship

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"representing the future of the hobby, while having the opportunity to network with people."

Charles Epting, Class of 2015

"meeting other young people who have the same interests and passions as you do."

Casey Cook, Class of 2013

"that it allows you to expand your knowledge of the hobby, build philatelic relationships, and build valuable skills in stamp dealing, philatelic exhibiting, or philatelic writing."

Autumn Hanley, Class of 2013

"being and becoming the new face of philately with my friends."

Katie Vasicek, Class of 2013

"the friendships you make and the knowledge you can share and learn from your peers."

Sabrina McGill, Class of 2014

"being able to form lasting relationships while learning more about philately."

Application forms are available on the APS website, <http://stamps.org/Fellowship-Details>.

Applications will be accepted through April 30, 2014.

Perhaps you know a young person in your house of worship, the Scouts, or the local YMCA that you can recommend to us.

Go to <http://stamps.org/Recommend-a-Fellow> or contact Gretchen Moody, APS Director of Education, 814-933-3803.

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Membership Report

NEW APPLICANTS

The following applications were received during November 2014. If no objections are received by the Executive Director (814-933-3803) prior to January 31, 2015 these applicants will be admitted to membership and notice to this effect will appear in the March 2015 issue.

Abou-Taleb, Nasr (223919) **Doha, Qatar**
EGYPT-FOREIGN CANCELS-POLITICAL; 50; IT Consultant
Animelli, Simone (223933) **Zanica, Italy** US 19TH CENTURY; 36; Accountant
Balner, James E. (223964) **Scottsdale, AZ**
Barajas-Roman, Elizabeth (223920)
Northampton, MA; CEO Community Foundation
Barnett, Peter D. (223921) **Oakland, CA** LATIN AMERICA-SPAIN, COLONIES; 71; Retired
Barton, Christopher (223895) **Chagrin Falls, OH** US, REVENUES/TAX PAIDS (FEDERAL)-GREAT BRITAIN-GERMANY-NEWFOUNDLAND-AUSTRIA; Teacher
Blanksteen, Merrill (223940) **Hadley, MA** JAPAN-UN-CANADA; 61; Retired
Born, Eric (223916) **Jackson, NJ** ANIMALS-BIRDS-FLOWERS/PLANTS-COATS OF ARMS-CHRISTMAS SEALS-TRAINS; 42
Campbell, Don (223946) **Canaan, NH** CANADA-GERMANY; 46
Carluccio, Steven J. (223941) **Ballston Lake, NY** US REVENUES-WORLDWIDE; 37; Chemist
Cartier, Mark S. (223947) **West Ossipee, NH** US, CLASSICS, CONFEDERATE STATES, IMPERFORATES, SPECIMENS-GREAT BRITAIN
Cayley, Michael F. (223944) **Hayling Island, Great Britain** COMPOSERS-ANIMALS-BRITISH COMMONWEALTH-19TH CENTURY-ANDORRA-FRENCH COLONIES; 64; Retired
Clark, Robert (223929) **Las Vegas, NV**; 76
Copple, John (223894) **Erie, PA** US 19TH & 20TH CENTURY, CUT SQUARES, REVENUES/TAX PAIDS (FEDERAL), SOUVENIR SHEETS; 68; Retired
Dittmeier, Raymond E. (223963) **Brentwood, TN** BRITISH, FRENCH, PORTUGUESE, ITALIAN COLONIES-EUROPE-SOUTH AMERICA; 70; Retired
Douglas, David (223907) **Fletcher, NC**
Drury, Geoffrey (223898) **Canaan, CT** US PLATE BLOCKS; 69; Attorney

Duffy, Glenn (223931) **Sarasota, FL** US 19TH & 20TH CENTURY-CUBA; 64
Eves, Gerald W. (223950) **Wilbraham, MA** US SINGLES, PLATE BLOCKS-GERMANY-FINLAND; 72; Retired
Farrell, Curtis (223932) **Gainesville, VA** US 19TH & 20TH CENTURY, AIR MAILED, PLATE BLOCKS; 72; Retired
Ferdinand, Larry (223957) **Ocean Springs, MS** NUDES-US CIVIL WAR COVERS, COMMEMORATIVES-BLACK AMERICANS-FAIRY TALES/FOLKLORE-SCIENCE FICTION; 35; Ophthalmologist
Fogel, Norman (223962) **Santa Monica, CA** US 19TH CENTURY; 76
Frantonius, Barbara (223928) **Bartlett, TN** US 19TH CENTURY, CUT SQUARES, COVERS; IT Compliance Consultant
Frobel, Carl D. (223899) **West Hartford, CT** US; 56; Risk Manager
Gano, Gustavo (223937) **Guanajuato, Mexico** US & WORLDWIDE SOUVENIR SHEETS-MEXICO-DISNEY-BRITISH ROYAL FAMILY-LATIN AMERICA; 50; Academia
Genung, Katherine M. (223896) **Inwood, WV** US BLOCKS/GUIDELINE BLOCKS, AIR MAILED, BOOKLETS/PANES, COMMEMORATIVE PANELS, DEFINITIVES, DUCK/HUNTING/FISHING
Goldshmidt, Alexander (223913) **Davis, CA** PALESTINE-ISRAEL-PROPAGANDA STAMPS/COVERS-US 19TH CENTURY; 39
Gouty, Carol A. (223900) **State College, PA** HISTORY; 66; Retired
Gruber, David (223949) **Elkins Park, PA**
Gutkaiss, Richard A. (223959) **Whitehall, PA**; 63; Retired
Harrington, Tom (223892) **Albuquerque, NM** US AIR MAILED, COMMEMORATIVES, NM POSTAL HISTORY, SPECIAL DELIVERIES; 65
Hazam, Stephen T. (223936) **Honolulu, HI** US-HI POSTAL HISTORY-HAWAII-MARITIME MARKINGS-MILITARY-FOREIGN NAVAL COVERS; 67; Instructor
Jones, Leslie D. (223958) **Mount Dora, FL** US AIR MAILED, FLORIDA POSTAL HISTORY-AVIATION-MILITARY-GEOLOGY/GEMS/MINERALS-NUDES; 69; Retired
Jurkovic, Mirko (223951) **Potterville, MI**; 61
Kampa, Charles (223922) **Fergus Falls, MN** US PLATE BLOCKS; 64; Retired
Kelley, John (223918) **Ipswich, MA** US MODERN POSTAL HISTORY; 67

NEW MEMBERS

Applications 223648 through 223665, and 223668 through 223671, 223673, 223674, and 223676 through 223780 as previously published have been accepted for membership by the Board of Vice Presidents.

Summary

Total Membership, Oct. 31, 2014	31,938
New Members	129
Reinstated	50
	32,117
Deceased	71
Resignations.....	96
Total Membership, Nov. 30, 2014	31,950
(Total Membership, November 30, 2013 was 32,586 a difference of -636)	

Kennedy, Brian (223945) **San Diego, CA** US 20TH CENTURY-TAIWAN; 56
Klaiber, Daniel (223961) **Chicago, IL** US CANCELS, COMMEMORATIVES, COVERS, IL & MI POSTAL HISTORY; 45; City Planner
Kolanovic, Marko (223915) **New York, NY** CROATIA-YUGOSLAVIA-GERMAN THIRD REICH/OCCUPATIONS; 39
Krenn, Bill (223901) **Carmel, NY** MINT US; 70; Retired
Lavallee, Bob (223942) **Manchester, CT** OLD US SHEETS; 68
Laware, Gregory (223923) **Wilbraham, MA** AIR MAILED-US-SPECIAL DELIVERY-EUROPE-POSTAL PAID-GREECE-MIDDLE EAST; 30; Small Business Owner
Lee, Joseph H. (223911) **Homewood, AL**; 68
Lemayian, Zawadi (223938) **Chesterfield, MO**
Lemire, Paul (223926) **Fleming Island, FL** US COMMEMORATIVES-USED WORLDWIDE-VATICAN CITY-FRANCE-BRITISH COMMONWEALTH-FOREIGN SOUVENIR SHEETS; 66; Teacher
Linderman, Gerald (223930) **Chattanooga, TN** US WASHINGTON FRANKLINS; 68
Madigan, Daniel P. (223924) **Waterville, OH** US; 54

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Makarewicz, Joseph (223908) **Baden, PA**; 77; Retired
Malik, Sanjiv (223906) **Irving, TX** INDIA-BRITISH COLONIES, AFRICA, OCEANIA-INDIAN STATES-AMATEUR/HAM RADIO
Martel, Raymond (223927) **Mountain View, CA** US COMMEMORATIVE PANELS
McCain, John W. (12593-223965) **Perrysburg, OH** GREAT LAKES STATES POSTMARKS-US-CANADA-LUXEMBOURG-FIREWORKS-MACHINS; 66; College Science Professor
McIntire, Grace (223934) **Santa Clarita, CA** US, BOOKLETS/PANES; 20
Miller, Stan (223943) **Plantation, FL**; 87
Morse, Richard G. (223897) **Belpre, OH** US AIR MAILS, PLATE BLOCKS, BUREAU PRECANCELS, DUCK/HUNTING/FISHING, COMMEMORATIVE PANELS, CONFEDERATE STATES; 52; Nurse
O'Neal, Kevin (223905) **Missoula, MT** US 19TH & 20TH CENTURY, CUT SQUARES, CLASSICS, COMMEMORATIVES, DEFINITIVES
Otterholt, Gary E. (223966) **Waukon, IA** US-CANADA-SCANDINAVIA; 70; Retired
Panki, Ayman (223954) **Mumbai, India** INDIA-ORCHIDS-GANDHI-TRIANGLES/ODD SHAPES-FOREIGN REVENUES; 36
Pape, Richard C. (223893) **Salmon, ID** BRITISH EMPIRE-US-CANADA; 69; Retired
Porter, Carolyn J. (223891) **Monroe, NC** US 20TH CENTURY
Raynoha, Dennis F. (223967) **Selden, NY**; Financial Officer
Rector, Sam (223952) **Everett, WA**; 66; Engineer
Richards, Colleen (223953) **San Jose, CA** US-SOUTH AFRICA; 55; Registered Nurse
Rimmele, Roy R. (223914) **Bluffton, SC** US, DUCK/HUNTING/FISHING, USED BLOCKS-MUSHROOMS-ITALY-SAN MARINO-LIECHTENSTEIN; 64; Retired
Rowe, Linda (223909) **Kewanee, IL** US-WORLDWIDE; 63; Housewife
Schilling, Thomas H. (223902) **Fullerton, CA** US, MODERN, AIR MAILS, SPECIAL DELIVERY, BACK OF BOOK; 43; Independent Contractor
Smith, Robert G. (223948) **Lemoore, CA** US PLATE BLOCKS, SHEETS/SMALL PANES; Rancher
Smith, Roger (223935) **Simi Valley, CA**
Stidham, John (223903) **Brookville, OH** US, PLATE BLOCKS, COVERS, AIR MAILS, BACK OF BOOK; 65; Retired
Taz, Phobrek (223912) **Worcester, MA** USED US & WORLDWIDE-RUSSIA/USSR/INDEPENDENT REPUBLICS-SPACE-PROPAGANDA STAMPS/COVERS-LOTS & COLLECTIONS; 45
Tedesco, Guy (223939) **Bethpage, NY** US AIR MAILS, CLASSICS; 60
Tilghman, William S. (223910) **Salisbury, MD** US-CANADA-RUSSIA-UK; 77; Retired
Tomaszek, Tom (223904) **Blackstone, MA** CANADA-PRE 1870-PENNY BLACKS-POSTAL HISTORY; 62; Sales Professional
Warren, Sarah M. (223956) **Coral Springs, FL**; Retired
Wedge, William P. (223925) **Lewisville, TX** US & WORLDWIDE CLASSICS; 65; Retired
Wells, Kimberly (223955) **Deltona, FL** ISRAEL-HAWAII-WASHINGTON FRANKLINS; 41
West, Theodore (223968) **Round Rock, TX** US, OFFICIALS/OFFICIAL MAIL; 56; Retired
Williams, Thomas L. (223960) **Carrollton, TX** US-UN-CANADA-GREAT BRITAIN; 58; Purchasing Manager
Yucht, Jerry (223917) **Stockton, CA** CAPTAIN COOK-EXPLORERS; 69

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CHANGE IN NAME

Berner Harris, Cynthia (174870), Wichita KS, has changed her name to Cynthia Berner

DECEASED

Anderson, Robert J. (8027-054346), Vista, CA
Applegate, Henry J. (172210), Pennsauken, NJ
Atwood, Fred B. (219569), Mechanicsburg, PA
Beck, Jack (190019), Escanaba, MI
Block, Robert J. (219066), Chesterton, IN
Bolton, John (176472), Walnut Grove, MO
Boudreau, Richard P. (10955-074947), Philadelphia, PA
Braga, Alan C. (161133), Casper, WY
Brown, Robert E., Jr. (S-192444), Pottstown, PA
Bushard, David E. (205568), River Falls, WI
Clark, Dennis A. (144972), Vienna, VA
Claussen, Walter A. H. (1420-039698), Boyertown, PA

Danner, James F. (11122-045630), Latham, NY
Demery, Thomas D. (10831-075465), Franklin, MI
Duncan, C. E. (2620-038940), Palo Alto, CA
Duncan, James A. (7878-054086), Briarcliff Manor, NY
Eckel, Robert A. (10596-053379), Morgan Hill, CA
Engel, F. (6605-046662), Medford, NJ
Fancher, James W. (12299-219560), Pelham, AL
Fernbacher, George L., Jr. (209476), Greenbrae, CA
Fraser, Donald S. (215643), Lake Wales, FL
Friedman, Robert (10920-071692), Cleveland, OH
Goldman, Victor (3914-115535), Lawrence, NY
Grellinger, R. Michael (10972-075501), Hartland, WI
Haas, Louis A. (088983), Appleton, WI
Hall, Ernest A. (9861-064516), Vista, CA
Harris, Henry E., Jr. (079493), Amherst, NH
Hinds, Claude D. (9935-069157), Dallas, TX
Hope, Eric P. (125262), North Augusta, SC
Isaacson, Lee H. (154986), Englewood, CO

Iton, Audrey S. (4795-034611),
Hampstead, QC, Canada
Iverson, Jim K. (11159-052010), Modesto, CA
Jemision, Robert M., Jr. (176377), Baton Rouge, LA
Johnson, Michael H. (087409), Staunton, VA
Kazanjian, Kenneth K. (9203-065084),
Macclenny, FL
Lebson, David (7048-050002), Baltimore, MD
Maddox, V. Harold (8010-053874), Holland, MI
Madigan, James D. (124130), Waterville, OH
Malby, Helen J. (175346), Salem, OR
Maloney, John P. (8001-054996), Phoenix, AZ
McCarthy, James L. (090974), Anderson, SC
Merrill, Marian V. (094551), Kensington, CA
Miller, Erwin J. (6603-046285), Lake Worth, FL
Miller, Howard A. (076023), Richfield, PA
Miller, John D. (12001-072617), Milwaukee, WI
Mintz, Allen (9740-067472), Cambridge, MA
Monroe, James E. (11408-044137), Friendship, WI
Musgrave, Judith D. (211216), St. Petersburg, FL

O'Connell, John P. (6825-050608), West
Haverstraw, NY
Palazzo, Edward B. (10222-073644), Richmond VA
Park, George B. (089818), Chesterbrook, PA
Peterson, Carlyle W. (137508), Sun City, AZ
Peterson, Lawrence H. (172570),
Cameron Park, CA
Pollack, Bernard L. (6233-045122), Oceanside, CA
Porter, Jesse J., Jr. (7885-054788), Denver, CO
Price, Betty J. (6026-044301), Pensacola, FL
Proulx, Thomas W. (078267), Norwalk, CT
Purucker, Darrel D. (099430), Sioux City, IA
Reiff, Harry E. (9174-063886), Wyncoate, PA
Rosenberg, Louis (6994-050637), North Miami
Beach, FL
Rosing, Willis S. (9287-063567), Newton, KS
Salisbury, Bill (209195), Warwick, RI
Shulgin, Alexander T. (2543-031573),
Lafayette, CA
Staeffler, Richard F. (7857-047572), San Diego, CA
Strand, Sven-Erik (178694), Lund, Sweden

Van Cott, John P. (6998-050696) Ocean Beach, NY
Warren, Richard S. (12198-061470).
Coral Springs, FL
White, Neil L. (098556), Gainesville, FL
Whiteman, Thomas (175727), Fallon, NV
Wiedemann, Jay (188740), Smithers, WV
Zizek, Louis (200671), Toronto, ON, Canada

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Circus Souvenir

On December 10, 2014, in Baraboo, Wisconsin, the U.S. Postal Service issued a *Circus* souvenir sheet, available as single mint souvenir sheets exclusively in the 2014 Stamp Yearbook.

The U.S. Postal Service celebrates the joy of the big top with Circus, an individual mint souvenir sheet available exclusively as a bonus in the 2014 Stamp Yearbook. The issuance features a \$1 stamp showcasing an iconic vintage circus poster and two identical 50-cent circus wagon 1900s stamps illustrated by Susan Sanford, which are new versions of a design originally issued in 1990. Made by the Strobridge Lithographing Company, the Ringling Bros. and Barnum & Bailey poster features a clown tipping his cap and gesturing toward the circus. The circus wagon stamps showcase an illustration of the type of decorated wagon that routinely rolled into cities across America more than a century ago. Art director Jennifer Arnold designed the Circus souvenir sheet with selavage colors of red and gold, often used in circus imagery. The shape of the selavage is reminiscent of an ornately decorated circus wagon.

Denomination: 50-cent & \$1.00

Format: Souvenir Sheet

Series: N/A

Designer/Clown: Jennifer Arnold, Washington, DC

Designer/Circus Wagon: Joe Brockert, Washington, DC

Art Director/Clown: Greg Breeding, Charlottesville, VA

Art Director/Circus Wagon: Joe Brockert, Washington, DC

Typographer/Clown: Jennifer Arnold, Washington, DC

Typographer/Circus Wagon: Brad Thompson

Artist/Circus Wagon: Susan Sanford, Front Royal, VA



Modeler: Donald Woo

Manufacturing Process: Intaglio, Offset, Microprint (Microprint only on Circus Clown)

Printer: Banknote Corporation of America/SSP, Browns Summit, NC

Press Type: Alprinta (offset), Phoenix (Intaglio)

Print Quantity: 900 thousand stamps

Paper Type: Phosphor Tagged, Block on Circus Clown; no phosphor on Circus Wagon

Adhesive Type: Pressure-sensitive Adhesive

Colors: Cyan, Magenta, Yellow, Black (Offset), Red (Intaglio)

Stamp Orientation: Horizontal, Vertical

Sizes (w x h): 57.62 x 45.97 mm (Clown image); 18.54 x 21.34 mm (Circus Wagon image); 61.51 x 49.78 mm (Clown overall); 22.10 x 24.89 mm (Circus Wagon overall); 126.24 x 85.74 mm (full pane); 279.40 x 622.30 mm (press sheet)

Plate Numbers: N/A

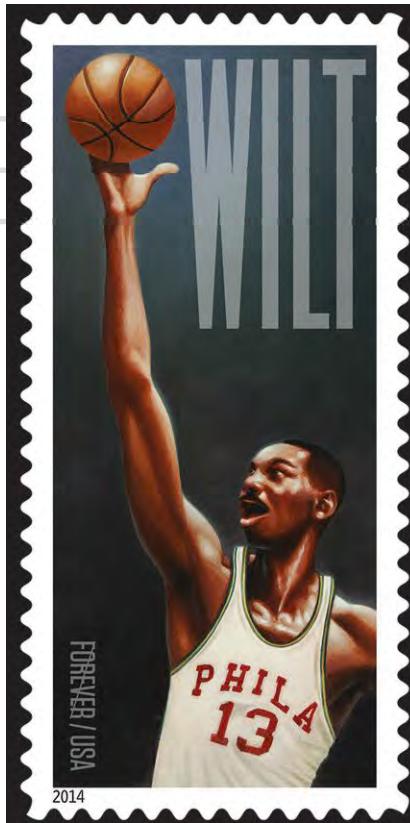
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Wilt Chamberlain

On December 5, 2014, in Philadelphia, PA, the U.S. Postal Service issued the *Wilt Chamberlain* stamps, in two designs, in a pressure-sensitive adhesive pane of 18 stamps.

The USPS celebrates the life of basketball superstar Wilt Chamberlain (1936–1999). The 7-foot-1-inch center set a plethora of records and, as a pro, led his teams to two NBA championships. Two new stamps feature portraits of Chamberlain by artist Kadir Nelson. One stamp portrays Chamberlain in a Philadelphia Warriors uniform, and the other stamp shows him in a Los Angeles Lakers uniform. Each are twice the size of the original Forever Stamp — the Liberty Bell. The selvage features photographer Ken Regan's image of Chamberlain in a Philadelphia 76ers uniform. Art director Antonio Alcalá designed the stamps and pane.

Denomination: First-Class Mail Forever®



Format: Pane of 18 (2 design)

Series: N/A

Designer/Art Director/Typography:

Antonio Alcalá, Alexandria, VA

Artist: Kadir Nelson, San Diego, CA

Modeler: Donald Woo

Manufacturing Process: Offset,
Microprint

Printer: Banknote Corporation of America/
SSP, Browns Summit, NC

Press Type: Alprinta 74

Print Quantity: 50 million stamps

Paper Type: Phosphor Tagged Paper

Adhesive Type: Pressure-sensitive
adhesive

Colors: Cyan, Magenta, Yellow, Black

Stamp Orientation: Vertical

Sizes (w x h): 21.34 x 48.97 mm (image);
24.89 x 52.52 mm (overall); 234.95 x

174.63 mm (pane); 469.90 x 698.50 mm
(press sheet)

Plate Numbers: "S" followed by four
single digits

Marginal Markings: ©2014 USPS; USPS
logo; Plate position diagram; UPC Code;
Promotional text; NBA Information;
Wilt Chamberlain bio.

Winter Fun ATM

On October 23, 2014, in New York, NY, the U.S. Postal Service issued the *Winter Fun ATM* stamps, in four designs, in a pressure-sensitive adhesive automated teller machine (ATM) booklet of 18 stamps. These stamps also were issued as a regular booklet (see AP No-

vember 2014, page 1076).

With four playful designs, Winter Fun stamps celebrate some of the season's most enjoyable activities: ice-skating, making snow angels, building snowmen, and bird-watching. The art for the ice skaters stamp was painted with acrylic on plywood with a dry brush technique to give the illustration a textured, folk-art feel. The art for the other three stamps were hand-sketched and then digitally manipulated. Art director Ethel Kessler designed the stamps using existing illustrations by Janet Atkinson (ice-skating), Jing Jing Tsong (building snowmen and making snow angels), and Christine Roy (bird-watching).

Denomination: First-Class Mail Forever®

Format: Automated Teller Machine (ATM)
Booklet of 18 (4 designs)

Series: Holiday Celebrations

Art Director/Designer/Typography:

Ethel Kessler, Bethesda, MD

Modeler: Joseph Sheeran

Manufacturing Process: Flexographic,
Offset, Microprint

Printer: Ashton Potter (USA) Ltd.,
Williamsville, NY

Press Type: Muller Martini A76

Print Quantity: 36 million stamps

Paper Type: Nonphosphored Type III,
Overall

Adhesive Type: Pressure-sensitive
adhesive

Stamp Orientation: Vertical

Sizes (w x h): 18.54 x 21.34 mm (image);
22.10 x 24.89 mm (overall); 66.29 x
155.58 mm (booklet)

Colors: Cyan, Magenta, Yellow, Black

Plate Numbers: "P" followed by four
single digits

Marginal Markings: ©2014 USPS; Header
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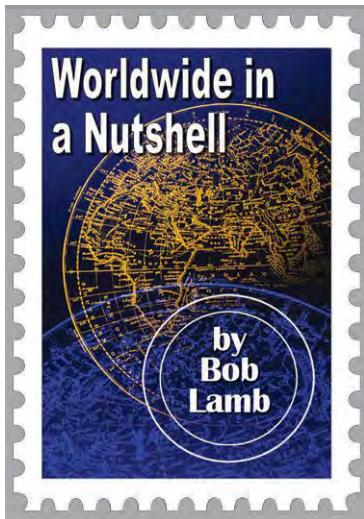
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Republic of Singapore

Status: Parliamentary Republic in Southeast Asia

Population: 5,567,301 (est 2014)

Area: 269 square miles

Currency: 100 cents = 1 Singapore Dollar, S\$1 = US\$ 0.80

In 1818 the Dutch gained approval from the Sultan of Johore to set up a post on Riau Island as part of their East Indies territory. The British, however, saw this as a challenge to their control of the maritime route to China. In response, the following year Sir Stamford Raffles reached agreement with a rival Sultan of Johore to establish a British East India Company trading station on the sparsely populated Singapore Island. In 1824 the Company purchased the rights to the entire island. This acquisition, along with their holdings in Penang and Malacca, solidified their dominance of commerce in the Straits and linked Singapore to the growing industrial power and prestige of Britain.

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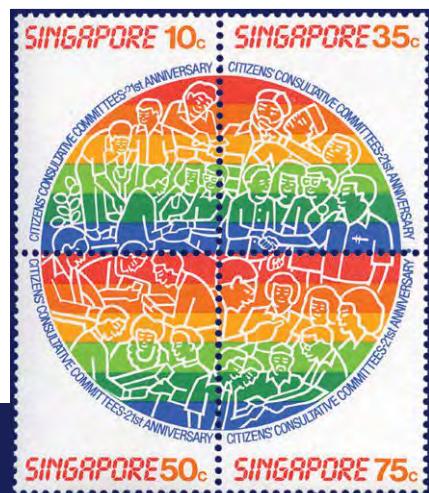
In 1826 the Company grouped Singapore, Penang, and Malacca into the Straits Settlements. By 1832, when the administrative center was moved from Penang to Singapore, its population had doubled, largely from Chinese immigration.

The Straits Settlements used Indian stamps after their appearance in 1854. Stamps used in Singapore during this period can be identified by their octagonal, numbered postmarks. When the British Government assumed responsibility for the territories of the East Indian Company at the end of 1858, they kept the Straits Settlements administratively under India. Local opposition to this arrangement led to the establishment of a separate Straits Settlements Colony on April 1, 1867. Straits Settlements stamps were introduced in September 1.

During World War II, the Japanese occupied Singapore and overprinted Straits Settlements stamps were used. In 1963 Singapore joined the Malay States, Sabah and Sarawak to form the Federation of Malaysia. Almost from the beginning the communal divide between the Moslem, Malay rulers, and the socialist, ethnic Chinese majority in Singapore showed this to be a political mismatch. With the encouragement of the Malay leadership, Singapore became a separate, independent republic in 1965.

The British attached a number of smaller colonies to Singapore for administrative purposes. Labuan used Straits Settlements stamps until 1879.

When Singapore became a crown colony in 1948, Labuan was transferred to the North Borneo colony. Christmas Island was attached to the Straits Settlements from 1900 until the Japanese invasion. After the war, it was a part of the Singapore Crown Colony until it was purchased by Australia in 1958. The Cocos Islands had a Straits Settlements postal agency from 1933 until 1937. The agency reopened on September 2, 1952, using Singapore stamps until 1955 when the islands were acquired by Australia.



(For expanded text and additional illustrations, see www.stamps.org/AP-Album.)



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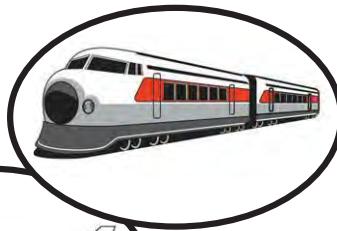
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Summer Seminar on Philately 2015

June 21–26 • American Philatelic Center

4-Day Courses

• The Art of the Exhibit with Steven Zwillinger

Jump in with both feet, learning by doing to prepare your first one-frame exhibit. Steve will guide you through the exhibiting world and teach you how to prepare exhibit pages.

• Collecting and Understanding Revenues: U.S. and Beyond with Ron Lesher

Learn the framework for viewing the broad expanse of U.S. revenues, federal and state, and apply it to the revenues from other countries.

• Fundamentals of Expertizing with Clark Frazier, Irv Miller, & Bill Weiss

Three instructors will bring their expertise to this comprehensive course that prepares you to begin to expertize your own material.

• Live-Feed Postal History Research: Brainstorming with the Pros with Diane DeBlois and Robert Dalton Harris

The pros will explain the resources you can access for research on the broadest definition of "postal reform," innovations that were "game changers" for the United States and/or Great Britain.

• Stamp Technology with Wayne Youngblood

Explore how stamps are produced and why it is important to learn about their physical qualities.

2-Day Courses

The mini-courses are designed to give students more flexibility while visiting the American Philatelic Center. Students may opt to take one or two of the courses.

• Introduction to Exhibiting with Steven Zwillinger June 22–23

Learn to arrange, display, and describe your philatelic material to tell a coherent and engaging story. You also will receive an overview of the exhibiting world, guidelines, methods and advice.

• Modern Postal History: 50 Years of Automation and Change with Douglas B. Quine, Ph.D. June 22–23

Learn the wide range of modern postal history in the automation era to prepare you to explore and appreciate United States material.

• Research How To's with Tara Murray June 22–23

The course will use the collections of the American Philatelic Research Library to introduce you to the literature and resources of philately and you will learn techniques to further their philatelic knowledge.

• British Commonwealth: Postal History of Great Britain 1657–1840 with Pat Stilwell Walker June 24–25

This course introduces you to the postal history of England, Scotland, and Ireland, excluding foreign mail, from the first postal Act of Parliament in 1657 to the beginning of Uniform Penny Postage.

• Mexico on a Budget with Omar Rodriguez June 24–25

You need not spend an arm and a leg to collect Mexico. From its classics to contemporary issues, the vast majority of Mexican stamps are affordable as well as fascinating.

• Preparing or Revising a First Exhibit with Steven Zwillinger June 24–25

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