

# THE STAMP FORUM NEWSLETTER

Volume 2, Issue 1

APS Chapter 1591

October-November 2017

## *In This Issue*

### Mirnau POW Camp Forgeries



### The Secret Varieties of the 10c Consort



## A Forum Update

I'm pleased to report that about 5,000 images on the [TSF Image Host](#) have replaced previously blocked Photobucket images and many other blocked images were replaced by members using the Forum's Simple Image Upload plug-in or other image hosts. More work remains but the bulk of the damage has been repaired and I'm grateful for the restoration efforts by our members. Should you come across blocked images while visiting the Forum, please bring them to my attention.

After our last newsletter was published, the Forum was awarded Gold in the [2017 APS Website Award Competition](#). This recognition exemplifies the quality of philatelic information and images that our members add to the Forum daily. Forum content suits a wide range of collecting experience and we are one of the friendliest online forums around. No question is too simple to ask and all are treated with courtesy and respect—characteristics setting us apart from some of the other online forums.

Our membership has risen to 448, having joined 26 new members since our last newsletter was published. Thanks to those new members who took the time to introduce themselves to the Forum on the [New Member Introduction](#) board and also to those members who saw fit to express their welcome.

I'd like to encourage those with a membership status of "New Member" who have been reluctant to participate in forum discussions to post their introductions and then try their hand at posting in a thread or two of interest to them. We have all benefited in some way from the shared knowledge of others and the more who participate, the greater the learning opportunity. Doing so allows our membership to learn about your collecting interests and will also allow you to access other areas of the forum that are currently unavailable to you.

During the month of September the American Philatelic Society [offered 15 months of membership](#) at a significantly reduced rate to those of our members who were not already members of APS. I'm aware of at least one individual who took advantage of the offer and I'm hopeful that others did as well.

The Forum also conducted its first-ever ["best article" competition](#) to select one article from among all of the excellent contributions that had been published in the six issues produced during the Newsletter's first year (Volume 1: October 2016 – September 2017). Two articles tied for first place; however, Chris Whitehouse's article, *The 1926 Madrid-Manila Flight – A Pioneering Journey* (V1.4, p.10) has been republished in this issue and it will be included on the APS site as one of their [Articles of Distinction](#).

During January we will enter the APS Newsletter competition. If we continue receiving the same quality of articles that we have had in the past (and if Nelson L. (falschung) continues to work his magic as our Editor), I'm convinced that we'll place very well. To do so, however, requires that members submit material for publication. Your Forum needs your help so please consider writing for the Newsletter! Should you have any questions about either APS or the Forum, don't hesitate to ask.

Steve Tomisek (tomiseksj)  
Forum Moderator and APS Ambassador/Chapter Representative

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# From The TSF Member Archives

Chris Whitehouse - Winner of the "best article" competition



## THE 1926 MADRID-MANILA FLIGHT – A PIONEERING JOURNEY

By Chris A. Whitehouse (ChrisW) (*click on images for a larger picture*)

### Introduction

It was in the years following the end of the Great War and during the height of the optimistic "Roaring Twenties" that on April 5, 1926, three Spanish pilots, in three separate planes, left Madrid, Spain for the daring 17,500-kilometer flight to Manila in the former Spanish colony, the Philippines. However, only two of the men - in one battered single-engine plane - ultimately made it to their final destination.



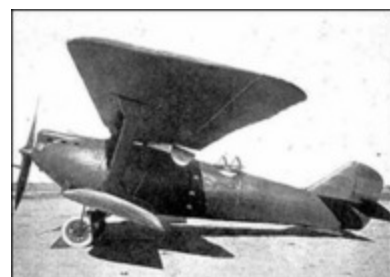
*Map of the 1926 Madrid-Manila route*

### A Pioneering Journey



*Left to right, Gallarza, Lóriga, and Estévez.*

The three intrepid Spanish aviators were Eduardo González Gallarza, Joaquín Lóriga, and Rafael Martínez Estévez (*shown left*). The three captains and their mechanics formed the Elcano Squadron, consisting of three Breguet 19 model airplanes (*shown right*).



*Lóriga's plane named "Magallanes"*



*Colonel Castejón, head of the Military Aviation, along with the 3 aviators and their mechanics just moments before leaving the Four Winds airport on Monday morning April 5.*

They left at 8:10 in the morning from Aerodrome de Cuatro Vientos (Four Winds Airport) in Madrid .

After traveling through Algiers (Algeria), Tunis (Tunisia), Tripoli and Benghazi (Libya), and two flat tires on Estévez's plane, the three had all arrived in Cairo, Egypt by April 9.

In the early morning of Sunday April 11, the three aviators left Cairo. However, because of differences of opinions, Estévez headed toward Damascus, while Gallarza and Lóriga proceeded to Baghdad.

Unfortunately, Estévez encountered a hurricane and lost the route. Due to a loss of gasoline, which had leaked out because of holes in the plane's tank, he was forced to land his plane in the Syrian desert some 100 miles from Amman, Jordan. After six days stranded in the desert, Estévez and his mechanic were found near death on Saturday April 17 by British aviators from Cairo. Despite their desire to continue the journey, they were ordered by the Spanish government to remain in Amman to rest and regain their health.

While Estévez and Calvo were recuperating in Amman, Gallarza and Lóriga continued on. On April 24, they both arrived in Saigon, Vietnam. After some repairs to their planes, on April 26, they left for Hanoi. Due to engine failure, Lóriga was forced to execute an emergency landing, and the crew was missing near Guangzhou in China for several days before their rescue. Fortunately, Lóriga managed to reunite with Gallarza in Macao, and in the morning of May 10, the pair left together in Gallarza's plane headed for Aparri, in the Philippines.



# From The TSF Member Archives



The pair landed in Aparri in the afternoon of May 11, where they stayed for two days until they finally flew to Manila, landing at Nichols Camp at 11:20 in the morning on May 13 (*shown right*).

In an account of their journey, the pilots wrote, "...no one would be able to find the exact words for the outcries, the fury and the frenzy of the multitude who greeted us. Wild with joy, they applauded and raised their arms and filled the air with lusty shouts of "vivas." Indeed, the two aviators were welcomed as heroes amid shouts of "Viva España," "Viva Filipinas," "Viva Loriga," and "Viva Gallarza" by the crowds gathered that day to greet the pilots.



*Landing at Nichols Camp, Manila, May 13, 1926.*

## Stamps and Postal History



In addition to official messages of greeting from the Spanish monarchy, letters were picked up by the aviators at various points en route, including in Madrid, Calcutta, Bangkok, Macao, Aparri, and Pamanga. In total, 2,729 letters were handed over to the postal authorities on arrival at Manila on May 13, 1926. Specially prepared postmarks were applied to the covers, one showing an airplane in conjunction with the Coats of Arms of Spain, the U.S.A., and the Philippines, and inscribed "RAID MADRID-Manila" and another (also in the form of an airplane) with lettering on the plane reading, "MADRID TO MANILA FLIGHT ACCOMPLISHED BY SPANISH AVIATORS – MANILA PHILIPPINE ISLANDS, MAY 13, 1926."



*Cover flown on the 1926 Madrid-Manila flight (front & back)*

In addition, Philippine postal authorities commemorated the event by the overprinting of all values of the 1917-1927 regular issues with an overprint (in red or violet) of an airplane radiator and propeller surrounded by the words, "AIRMAIL MADRID MANILA 1926."



*Philippine airmail stamp Scott C7 with the Madrid-Manila overprint.*

These were the first airmail stamps of the Philippines. The stamps were affixed to the mail brought by the Spanish aviators prior to delivery and were also sold as souvenirs in mint condition. The series was prepared on May 12, placed on sale at the post office on the 13<sup>th</sup> and were sold out on that day.



*Spain semi-postal stamp Scott B16 commemorating the 1926 Madrid-Manila flight.*

To further commemorate the flight, Spain issued a series of stamps showing a map of the route and a picture of a Breguet 19 airplane. The stamps were used for regular airmail on September 15-17, 1926. Subsequently the unsold stamps were given to the Spanish Red Cross Society and were sold at face value, un-canceled, but they could not be used for postage.



# From The TSF Member Archives



## Concluding Remarks



1998 US Scott 3184m

In today's modern world of ubiquitous GPS, jet travel, and being able to travel to anywhere on the globe within 24 hours, it may be hard to believe what a pioneering and groundbreaking journey this flight was.

In fact, it should be kept in mind that this flight took place a year before Charles Lindbergh's famous first non-stop flight from New York to Paris in 1927. Gallarza and Lóriga also succeeded in their flight before both Clarence Chamberlin's non-stop flight from New York to Berlin in 1927 and Richard Byrd's famous first flight to the South Pole in 1929.



1933 US Scott 733



Clarence Chamberlin Postcard

The pioneering journey from Madrid to Manila rekindled ties between Spain and her former colony, severed in 1898. Filipino pilots reciprocated a decade later (1936) when pilots Juan Calvo (no relation to Captain Estevez' mechanic Calvo) and Antonio Arnaiz flew to Madrid...but that's another story for another time.



Cover with an almost complete set of Philippine special overprints

## Bibliography:

- *The 1926 Madrid-Manila Flight – A Heroic Feat* by Linda Stanfield. *Philippine Philatelic Newsletter*, Nov-Dec 1975.
- *Madrid-Manila Flight Trophies* by Douglas B. Armstrong. *Air Post Stamps*, December 2, 1926.
- *The Madrid-Manila Flight* by Eduardo G. Gallarza and Joaquín Lóriga, *Philippine Airlines*, 1970.
- *Associated Press Report*, *St. Louis Post-Dispatch*, Tuesday April 13, 1926



# U.S. STAMPS

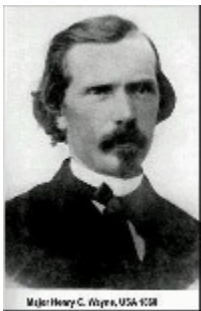


## The Camel Express Revival

By Steve Tomisek (tomiseksj) ([click on images for a larger picture](#))

The United States' westward expansion in the first half of the 19th Century was being severely hindered by inhospitable terrain and climate, especially in the southwest. The costs of supplying forces deployed to control and protect the more than 500,000 square miles of territory acquired from settlement of the Mexican-American War (April 1846 – February 1848) far exceeded the pre-war budget for the entire U.S. Army.

The idea for the Army to use camels in the inhospitable terrain and climate of the southwest was first raised in 1836; however, it lay dormant until 1853 when Secretary of War Jefferson Davis was able to present the idea to President Franklin Pierce and the Congress. Davis had unsuccessfully promoted the Army's use of camels while serving in the U.S. Senate.

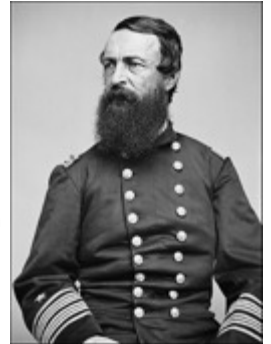


In Secretary Davis' annual report for 1854 he wrote: "I again invite attention to the advantages to be anticipated from the use of camels and dromedaries for military and other purposes." On March 3, 1855, Congress appropriated \$30,000 "*under the direction of the War Department in the purchase and importation of camels and dromedaries to be employed for military purposes.*"

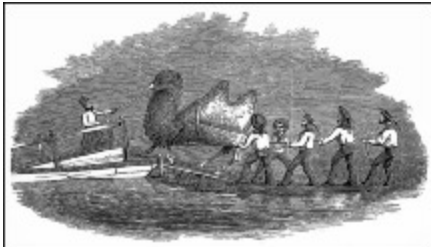
Secretary Davis wasted no time in launching an expedition to acquire the camels that was led by Major Henry C. Wayne of the Quartermaster Department, who had been an early advocate for the use of camels. The Navy store ship USS Supply, commanded by Lieutenant David D. Porter, was

provided to transport the camels to the U.S.

(Note: Both of these individuals would gain prominence during the Civil War; Wayne being commissioned a brigadier general for the Confederacy and Porter as a Rear Admiral for the Union.)



David D. Porter



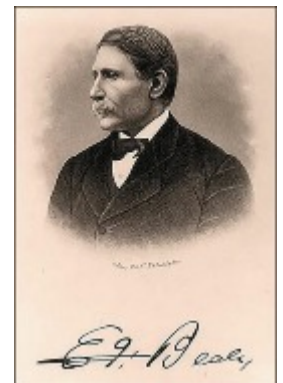
Sailors and an Arab camel herder load a Bactrian camel aboard the USS Supply (National Archives)

After overcoming numerous difficulties acquiring suitable animals and export permits, the expedition began its voyage home on February 15, 1856. The *USS Supply* offloaded its cargo of 34 camels from the Mediterranean region at Indianola, Texas on May 14, 1856 and delivered the herd to the Quartermaster Depot located there. On August 30, 1856, in a letter to the Secretary of War, Major Wayne wrote: "*I have established the camels at this post.*" With that, the Army's experimentation with camels was begun. On Secretary Davis' direction, Lieutenant Porter returned to Egypt to acquire more camels; he arrived at Indianola with a second shipment of 41 camels on February 10, 1857 and the herd was subsequently moved to Camp Verde.

In March 1857, James Buchanan became President and several leadership changes were made that impacted the Army's camel experiment; however, Secretary of War John B. Floyd decided to continue his predecessor's experiment.

In response to the need for a roadway which would help link the eastern territories with those of the West, Congress authorized a contract to survey and construct a wagon road along the 35th parallel from Fort Defiance in the New Mexico Territory to the Colorado River on the California/Arizona border.

Edward F. Beale, a former Superintendent of Indian Affairs for California and Nevada who held the rank of brigadier general in the California militia, won the contract. On June 25, 1857, Beale's expedition consisting of twenty-five camels, two drovers, forty-four soldiers, twelve wagons, and some ninety-five dogs, horses and mules departed Camp Verde (Texas) bound for Fort Defiance.



Edward F. Beale





# U.S. STAMPS



Beale had initially opposed his having been forced to include the camels in his expedition and their initial performance convinced him that his opposition had merit. By the second week of the journey, however, the camels had acclimated to their task and were outperforming both the horses and mules.

They carried 700 pound loads and crossed terrain that caused the other animals to hesitate. By the time the expedition reached Fort Defiance in early August, Beale had become convinced of their abilities. As the expedition prepared to cross the Colorado, Beale's reporting to Secretary Floyd included: *"Without the aid of this noble and useful brute, many hardships which we have been spared would have fallen to our lot; and our admiration for them has increased day by day, as some new hardship, endured patiently, more fully developed their entire adaptation and usefulness in the exploration of the wilderness."*

Beale's expedition ended on October 19th after crossing the Colorado River; it had lasted about 4 months and covered over 1,200 miles.

The Army's herd was eventually moved to Fort Tejon (California) in November 1859 and it remained there until March 1860 when it was moved to a rented grazing area about 12 miles from the Fort. In September several camels were sent to Los Angeles to take part in the Army's first official test of camels in California.

To determine if the camels could be used as an "express service," they were tested against the existing service, a two-mule buckboard, in carrying messages some three hundred miles from Camp Fitzgerald to Camp Mohave on the Colorado River.

The Army's experimentation with camels ended with the start of the Civil War and in 1864 the camels were auctioned off at a loss to the Government.



*The only known image of an Army camel taken at the Government Depot near Banning's Wharf in the port town of Wilmington, CA*

More than seven decades later, on November 4, 1935, three camels plodded south along an old road on the crest of what is now Interstate 5.

Traveling over 80 miles through the Santa Clarita Valley and the Cahuenga Pass from Fort Tejon to Los Angeles, California, the camels carried sacks of mail.

*Cahuenga Pass circa 1905, when only a modest wagon road cut through the gap in the mountains. Courtesy of the USC Libraries - California Historical Society Collection.*

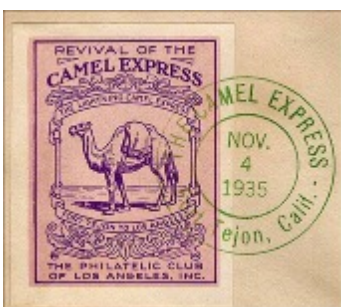


The 1935 "Camel Express Revival" was organized by the Philatelic Club of Los Angeles as an event of National Philatelic Week (November 4-10) to commemorate the brief experiment in the use of these animals as an express service.

The Postmasters on both the sending and receiving ends of the run, Fort Tejon and Los Angeles, respectively, were members of the Club. Labels were printed by the Club with the imprint "Revival of the Camel Express" and they were available in orange, lilac and green.



*Revival of the Camel Express Labels*



The labels were "tied" to the covers by a double circle date stamp inscribed "THE CAMEL EXPRESS/NOV/4/1935/Fort Tejon, Calif." I've observed two colors of ink that were used for the date stamps with green appearing to have been the predominant color.







# STAMPS OF CANADA



## The Secret Varieties of the 10c Consort

By: Jim Jung ([click on images for a larger picture](#))

There are many collectors of the 10c Consort, and others that find this stamp glamorous, generally because of the reputation of the 10c Black Brown which was made important by its value and listed entry in the Scott catalog. It may be second only to the 12d Black for its heritage in collecting Canadian stamps.

The 10c Consort issue has a few well-known named plate varieties; the Double Epaulettes and the String of Pearls. The fact that these stamps have names makes them appealing along with their extra value, prominence, relative scarcity and that they are errors created in making of the plate used for printing these stamps.

I purchased Ken Kershaw's book on the 10c Consort years ago when it was released in 2009. It is a very interesting book where he shows pictures of all the shades of the 10c Consort for each Printing Order as listed in Whitworth's book: "The First Decimal Issue of Canada".

He goes on to point out with images all the flaws that Whitworth describes and some that he did not find. Then he has large images of each plate position from both an old proof sheet in a violet shade and a late printing proof sheet in the lake shade.

When I first went through the book I found that there were many varieties that I never knew existed on this stamp. If you carefully check Whitworth's book there are actual drawings that show some of these varieties but seeing them in the flesh really makes it clear what you are looking for.

This book is highly recommended for anyone interested in the 10c Consort.

Before actually finding any of the stamps which Ken Kershaw described in his book, I felt I may never find these stamps because I had not seen them before, even though I had searched through many thousands of copies looking for any flaw. How could I have missed these errors when I so carefully check each copy?

It seems that many of these errors are found only in certain printings and were only available for a short time period. But some of these are just hard to see unless you know exactly what you are looking for. Here are some of these Secret Varieties that are in this book.

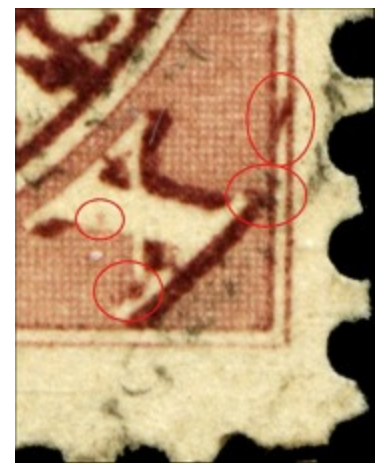
The book is available at the [BNAPS Bookstore](#) on Sparks Auction website. I hope you enjoy the stamps I found so far!

B4h040-1 Plating the Ten Cent Prince Consort - Scott #17, 2009 by Kenneth A. Kershaw. \$120.00 (BNAPS members \$72)



The Lower Right Plate Flaw at Position 96 – this plate flaw is strong and is clearly seen in the lower right X and the lower right frameline.

This flaw only occurred in late printings.







# STAMPS OF CANADA



Pos. 2

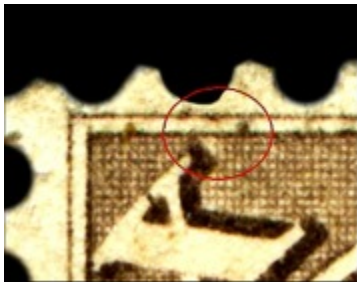


Pos. 12

The Hair Flaw at Position 2 and Position 12 – this flaw shows up as a small bit of white space at the upper left side of the Prince’s hair. It occurs on two positions of the plate: 2 and 12.

The white space is stronger at position 12 than in position 2. But on position 2, there is a second flaw in the upper left frameline.

If you find this flaw, that is how to distinguish between the two positions. On later printings, the 2nd flaw does not appear on position 2.



Left: the flaw in the upper left frameline on position 2 looks like set of dots, one of which has been cut off by the perforations on this copy. This flaw is easily missed, especially when the shade of the stamp is light.

The weaker white space on position 2 is just a lightening of the background lines in the same area as the position 12 Hair Flaw.

The stronger white space on position 12 is fairly easy to see but it almost looks like it is part of the normal design.



Pos. 12



Pos. 2



Plate Scratch in the E of POSTAGE at Position 60 plus The “C” Flaw – the “C” Flaw appears in a number of positions in Columns 9 and 10 of the plate, but if you are fortunate to get the one at position 60, there is a nice plate scratch in the E of POSTAGE. As you can see, this is faint and difficult to see unless you look at the closeup (*at right*).







# STAMPS OF CANADA

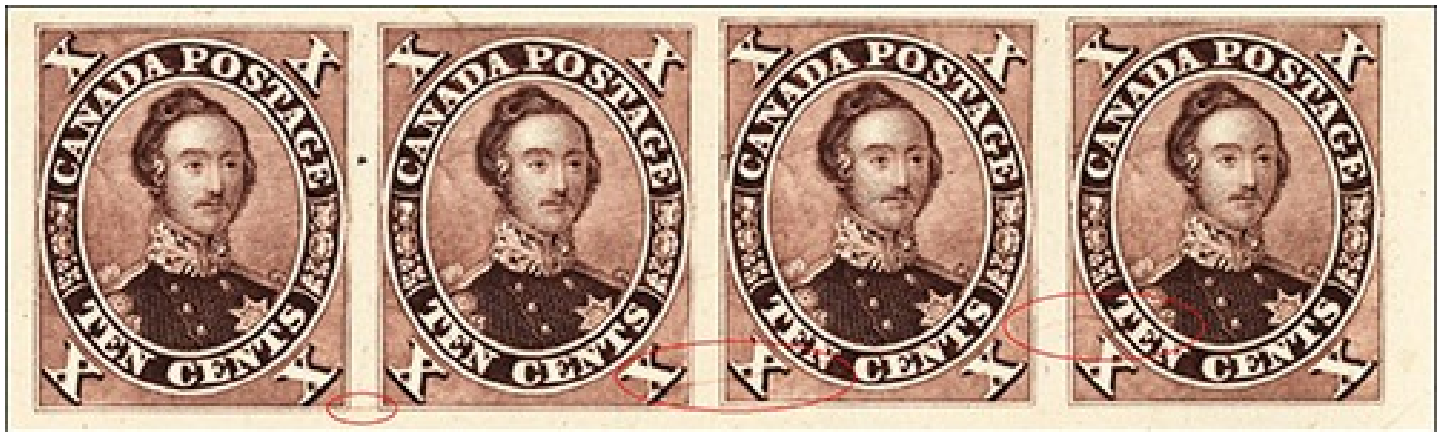


The Long Tooling Flaw at positions 47 to 50 – When I first found this stamp, I had no idea what it was but it sure looks like an error stamp. There is extensive and clear doubling of the framelines at the top, right and bottom.

Then at the bottom right corner the frameline is extended straight out to the right. I had this stamp in my collection for about a year before I matched it to position 47, the leftmost stamp in the Long Tooling Flaw shown in Kershaw's Book.



The main part of the Tooling Flaw is in Positions 48-50 and looks more like two very large plate scratches, however, the marks between positions 47-48 look like a separate flaw altogether. These marks occur only in the late printings and is shown on the Proof Sheet in the Lake shade shown below courtesy of Michael Smith, editor of Dots n' Scratches, the Re-entry Study Group newsletter.



Above: Plate positions 47-50 from a Proof Sheet in the Lilac Shade (Unitrade 17TC) showing the Long Tooling Flaw – Image courtesy of Michael D. Smith



Left: Plate positions 2 and 12 from a Proof Sheet in the Brownish Purple shade (Unitrade 17TCi) showing the Hair Flaw - Image courtesy of Michael D. Smith



# STAMPS OF THE WORLD



## Brazil (click on images for a larger picture)

By: Gerben Van Gelder (SWH) - reprinted & edited in his memory with permission

**General issues:** Empire 1843-1889, Federal republic 1889-Present

Country name on general issues: None, Brazil, Brasil



## Special issues:

Airline issues:

Empreza de Transportes Aereos 1929-1930

Luftshiffbau Zeppelin 1930

Local issues Parahyba 1930

Syndicato Condor 1927-1930

VARIG 1927-1935

insurgents issues: State of São Paulo 1932

## Currency:

1 Milreis = 1000 Reis 1843-1942,

1 Cruzeiro = 100 Centavos 1942-1986,

1 Cruzado = 100 Centavos 1986-1990,

1 Cruzeiro = 100 Centavos 1990-1994,

1 Real = 100 Centavos 1994-Present

**Population:** 17,984,000 in 1900, 200,400,000 in 2013

## Political history Brazil

### The Colony

Brazil is located in South America. Brazil is by far the largest country in South America, taking up almost 50% of the subcontinent. Before colonization Brazil was populated by a range of Amerindian peoples – large groups were the Tupi, Guarani, Gê and Arawak. The first Europeans to explore Brazil were the Portuguese, who landed on the Brazilian coast in 1500 and claimed Brazil for Portugal. The first permanent settlement was established in 1532, effective colonization started in 1534. The Portuguese developed Brazil as a plantations colony – sugar cane being the most important crop. To man the plantations slaves were brought from Africa. Initially the colonization of Brazil was limited to the coastal regions. In the 18th century, gold was found, which led to the exploration and colonization of the interior.

### Independence

When Napoleon threatened to conquer the Iberian peninsula in Europe, the Portuguese moved the royal court from Lisbon to Rio de Janeiro in 1808. To give Brazil a status to match the presence of the royal court, it was proclaimed a kingdom in 1815. In 1822, the king moved the court back to Portugal, leaving his heir Pedro as regent to rule Brazil. Pedro in the same year declared the independence of Brazil and as Pedro I assumed the title of emperor of the Empire of Brazil. Brazilian independence was recognized by Portugal in 1825.

### The empire

The empire was ruled as a constitutional parliamentary monarchy with a large amount of self government for the provinces. Pedro I moved to Portugal in 1831 leaving the throne to his heir Pedro II. As Pedro II had not yet come of age, a regent was appointed. The period of the regency saw conflicts between the many factions in the empire escalate.

In 1843, Pedro II took the reigns in his own hands and proved to be a capable ruler.







# STAMPS OF THE WORLD



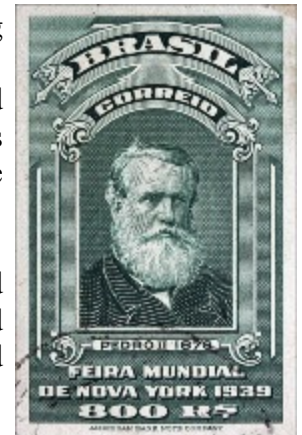
*Pedro II 1876 issue*

Pedro II developed into the binding factor in the empire – settling conflicts on both the national and the local level.

The political stability in the second half of the 19th century translated into strong economic growth, attracting large numbers of immigrants from Europe. In the last quarter of the century however the influence of the emperor waned.

In 1889, the military deposed the emperor through a coup and proclaimed the republic of Brazil – officially the Republic of the United States of Brazil, the provinces becoming states. The official name would

be changed to Federative Republic of Brazil in 1967.



*Issued for the  
1939 New York World Fair*

## Establishing the borders

In the age of discovery Portugal and Spain – the two main seafaring nations of the time – had defined their respective spheres of interest in the western hemisphere by way of the 1494 treaty of Tordesillas. A line was drawn 370 leagues west of Cape Verde. Lands to the east would belong to Portugal, lands to the west to Spain. The treaty seems to have been effective to a certain extent but in Brazil reality proved different.

By the 18th century Portugal had explored and colonized lands well west of the line in the Tordesillas treaty. A further treaty, signed in 1777, defined the borders between the Portuguese and Spanish possessions reflecting the reality of the moment.

When the Portuguese and Spanish possessions gained independence, disputes about the borders again ensued. Most of these disputes were settled by negotiation in the course of the 19th and early 20th centuries. The exception is the border with Paraguay – Paraguay had to cede part of its territory as an outcome of the Triple Alliance War. The disputes may have seemed substantial on the scale of the neighbouring countries – on the scale of Brazil they would seem to be of a relatively minor impact.

## Involvement in war

During its existence the empire has been involved in three wars that were related to the process of nation building in neighbouring Argentina and Uruguay. The Cisplatine War, fought from 1825 to 1828 in Uruguay, ended Brazilian occupation of Uruguay and led to independence of Uruguay.

In the Platine War, fought from 1851 to 1852 in Argentina, and the Uruguayan War, fought from 1864 to 1865 in Uruguay, Brazil supported factions in these respective countries during one of the many civil wars these countries have known. Both wars ended in success, the factions Brazil had supported gaining power.

The major war the empire would be involved in was the Triple Alliance War. This war was initiated by Paraguay that had expansionist ambitions – and probably the most developed military in South America. The war is considered to have been the largest military conflict in the history of South America. Paraguay soon faced an Alliance of Argentina, Brazil and Uruguay. The Alliance came out victorious and Paraguay faced utter defeat.

## The Republic

Getúlio Vargas dominated Brazilian politics from 1930 until his death in 1954.

From 1889 to 1930, Brazil was ruled as a constitutional democracy, a democracy to which only the oligarchy had access. In the 1910 elections just over 0.6 million people had the right to vote out of a population of 22 million. In 1930, the military brought Getúlio Vargas – a civilian – to power and a civilian dictatorship was established. The state of São Paulo revolted in 1932, initiating an armed conflict. The revolt was soon put down by the federal government but some of the demands were met.



# STAMPS OF THE WORLD



The Vargas dictatorship would last until 1945, when democracy was restored. Vargas would dominate Brazilian politics until 1954, albeit now in a democratic setting. Suspected reforms – land reforms and nationalization of private companies – would cause the military to seize power again in 1964.

The military dictatorship lasted until 1985. Although democratic rights were suspended, the dictatorship enjoyed considerable popularity – not in the least through its successful economic policies.

Since democracy was restored in 1985, Brazil has been governed by democratically elected presidents.



## Economy and demographics

The Brazilian economy was traditionally centered around agriculture. In the 20th century the economy has been diversified and mining, manufacturing and service sectors have developed. Brazil is one of the BRIC countries. The largest population group in Brazil is white, closely followed by the mulatto – people of mixed black and white origin. The indigenous Amerindian peoples account for less than 0.5% of the population.

## Postal history Brazil

### General issues, foreign offices and insurgent issues



1943 Bull's Eye

The first stamps were issued in Brazil in 1843. Thus Brazil was – after Great Britain – the second country in the world to issue stamps. The first issue is of a characteristic design known as the Bull's Eye stamps. The design is an oval with just the denomination in it. Subsequent issues also show only the denomination – none of these issues are inscribed with the country name. The first pictorial stamps are issued in 1866, showing the portrait of emperor Pedro II, now inscribed 'Brazil'. The first stamps issued by the republic show the stars of the Southern Cross and are inscribed 'E.U do Brazil'.

From 1920 to 1941, Brazil has issued a long series of definitives that present a major challenge for the collector to catalog. Depending on the catalog used, between 145 and 168 major numbers are listed. The series counts only 11 designs but these have been issued: unwatermarked, with 11 different watermarks, on different types of paper, in different types of print, with different perforations and in different colors. Refer to the [Brazil Watermarks 1918-1941](#) page of the Big Blue 1840-1940 blog. Brazil has until the present day mainly issued stamps with themes of national interest.

British and French offices operated in Bahia, Pernambuco and Rio de Janeiro. The British offices used the general issues of Great Britain from 1866 to 1874. The French offices used the general issues of France from 1860.

The state of São Paulo, when it revolted against the Federal government, issued stamps in 1932. The stamps show themes of the revolt and are inscribed 'Pró Constituição'. The revolt in the state of São Paulo is also called the 'Constitutionalist Revolution' as the initial goal was to force the federal government to adopt a new constitution since the federal government, led by the dictator Vargas, had abrogated the constitution in 1930.



1932 Pro-Constitution issue

### Airline issues

Just as the development of the railways had been a boost for the development of postal services in Europe, the advent of aviation was a boost for the development of postal services in South America. In Brazil three airlines were given concessions to provide postal services and to issue stamps.

These stamps had to be used in addition to the general issues of the Brazilian postal authorities to cover the cost of the service by air. The following airlines have issued stamps:





# STAMPS OF THE WORLD



**ETA:** The ETA was a small Italian-Brazilian airline with flights between Rio de Janeiro and Campos and between Rio de Janeiro and São Paulo. Stamps were issued in 1929. The company was taken over by an American company in late 1929 and ended its services early 1930.



ETA Label



**Condor:** The Condor airline was a German-Brazilian airline founded in 1927 that operated flights from Porte Alegre to Rio de Janeiro and Natal. Stamps were issued from 1927 to 1930.

Condor operated agencies in several Brazilian cities and also in Berlin and Danzig. In 1930, the private issues of the Condor airline were superseded by the air post stamps of Brazil. The Condor Airline was taken over by VARIG in 1993.

Condor Registration stamp

**VARIG:** VARIG – also a German-Brazilian airline and a sister company of the Condor airline – was founded in 1927. It operated flights in the Rio Grande del Sul state of Brazil. Stamps were issued from 1927 until 1935.

The private issues of the VARIG airline were, in 1935, superseded by the air post stamps of Brazil. VARIG would develop into the national airline of Brazil. VARIG could however not match the competition and no longer exists.



VARIG Cover

## Zeppelin mail

Zeppelin mail is a special chapter in world postal history. The zeppelin – named after its developer count Ferdinand von Zeppelin – was an airship that made its first test flight in 1900. The first commercial flight took place in 1908. The zeppelin – that had a much larger range than the airplanes of the time – would become a popular means of commercial air transport. The height of its popularity was in the late 1920's and the 1930's. The last commercial flight was in 1939 – the 1937 crash of the Graf Hindenburg at Lakehurst, New Jersey, in the United States had shown the risks of zeppelin travel.



Condor-Zeppelin Issues

The Graf Zeppelin made the first South America flight. The Graf Zeppelin was launched in 1928 and made 590 flights. The Graf Zeppelin was taken out of commission in 1939.

Mail was carried on zeppelins from the first commercial flight in 1908. Mail carried by zeppelin would be franked as other mail and can be recognized by the cancels. To promote the zeppelin special flights were organized. One of these flights was the 1930 First South America Flight – as it is called in the German tradition – or Pan America Flight – as it is called in the American tradition. The flight, flown by the Graf Zeppelin, left on 18 May 1930 from Friedrichshaven in Germany. The route took it to Seville in Spain, crossing the Atlantic Ocean to Recife in Brazil, then to Rio de Janeiro, back to Recife and from there to Lakehurst in the United States. From Lakehurst the Graf Zeppelin flew back to Seville and arrived in Friedrichshaven on 6 June 1930.

For use on this flight special stamps were issued by countries on the route: Germany and the United States. And by countries on feeder routes: Argentina and Bolivia. The company that built and operated the zeppelins – the 'Luftschiffbau Zeppelin GmbH.' issued stamps for use in Brazil. The company did so in close cooperation with the Condor airline who took care of the logistics of the postal services. Stamps were issued for the Brazil-Europe and the Brazil-USA routes. All stamps issued are in the high to very high catalog value ranges. A rarity is the Parahyba provisional issue.

Zeppelin covers are a specialty field of collecting and have their own catalog, the Sieger Zeppelin Post Katalog – in German.





# STAMPS OF THE WORLD



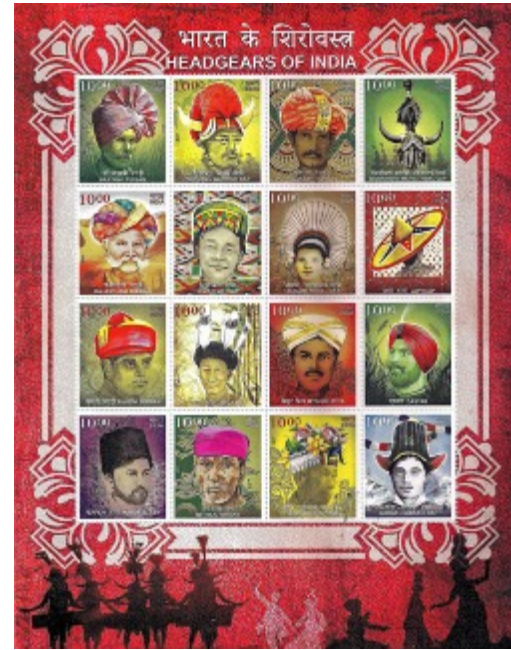
## Charm of used stamps - Headgears of India

By: Manish Mohan (theamateurphilatelist)

*(Click on images for a larger picture)*

Earlier this year India Post released a set of 16 stamps as one miniature sheet on head gears of India.

I did buy as part of my regular buys, but I wasn't too kicked about the stamps. They were too colorful, too big, too pompous for my liking.



And then during my regular visits to the flea market where I rummage through heaps of paper to find used stamps, I managed to find 15 of the 16 stamps in their used version.

Suddenly, I am liking this set a lot.

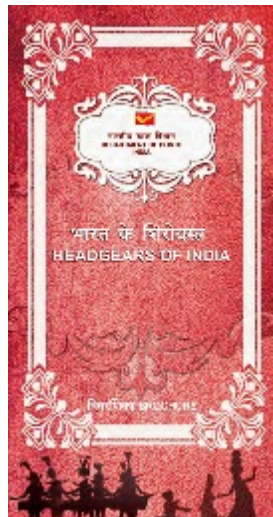
Perhaps it is the old world charm of used stamps that catches my fancy. It is the thrill of finding used se-tenant stamps and blocks and even singles that tell a story of usefulness of the stamp and its contribution to getting a message across for someone.

My son once said that to him collecting stamps is as lame as collecting Pokémon cards.

Well buying mint stamps from the comfort of my home sure feels like that. Collecting used stamps however is whole different game in my view. So much more fun and now a days even more challenging.

### Editorial Addition

A Pdf. copy of the Headgear brochure explaining the history of the headgear and technical data is available [HERE](#).





# CINDERELLAS & LOCALS



## Jewish National Fund and other Middle East Labels. Part 1.

By: Michael Hide (Londonbus1) ([click on some images for a larger picture](#))

### The Jewish National Fund (Keren Kayemet Le'Israel)

The Jewish National Fund (JNF), also known by its Hebrew name (KKL) was formed during the 1901 World Zionist Congress in Basle, Switzerland. An idea of the German scholar and mathematician, Zvi Hermann Schapira, supported by World Zionist Organization Chairman Theodor Herzl, it was set up originally to buy land in Ottoman and later British Occupied Palestine to set up Jewish communities and afforestation. Later the organization expanded to build dams, lakes, bridges and more.



Offices were set up in Jerusalem and in many other parts of the world, especially at or near Jewish communities in the Diaspora. Support came from these communities by way of various fund-raising efforts. One such idea was the issuing and sale of stamp-like labels and these first went on sale at Head Offices in Vienna in the same year, 1901.

From 1907 they were issued out of Cologne in Germany and from 1914-1920 from The Hague in the Netherlands. From 1920 they were issued from Jerusalem, Palestine. Sub-offices around the world also issued these labels, often of the same or similar design.

In this shortened version of The Cinderella Corner I will show some of these issues and also add a few other interesting Middle East items that have been acquired. The JNF labels are not easy to come by, nor are they common items for the most part, so to build up a reasonable collection can be both time consuming and costly. But they tell an interesting story and the chances for research are many and can bring rich rewards.



At the left are three of many types of JNF labels depicting Theodor Herzl (1860-1904), founding Father of Zionism and revered still today for his efforts in laying the foundations of a Jewish homeland.

The scene on the labels shows Herzl contemplating the River Rhine from the balcony of the Hotel Les Trois Rois in Basle, Switzerland during the aforementioned 5th Zionist Congress in 1901 (debatable). The red example was issued in 1909 to commemorate his 5th Death Anniversary; the dark brown was issued in 1918, the 1st Anniversary of the Balfour declaration; both are perforated 11½. The blackish lilac label is from 1941, perf 10½.

The blue & light blue stamp shows Schapira as one of a set under the banner 'Leaders of the JNF', together with the first 3 presidents of the organization. (Not shown). The perf 11½ stamp comes in 4 other colours and also with value overprints.





# CINDERELLAS & LOCALS



Josef Trumplerdor (left) (1880-1920), Zionist and soldier who died a hero whilst fighting to defend the village of Tel Hai, appears on a number of JNF labels.

This example (left) is from a set of 3 issued in his memory on the 30th Anniversary of his death in 1950 (perf 11).

A May 14th, 1949 issue for the 1st Anniversary of Independence depicts the first Prime Minister for the new State reading the declaration. The stamp also comes in brown and both with and without value inscription. The UN partition plan was passed on November 29, 1947 and Israel declared its independence on May 14th the following year.



Chaim Weizmann (1874-1952), chemist, served as President of the World Zionist Organization and became the first President of Israel in 1948. He founded the Weizmann Institute in Israel and was largely responsible for getting the USA to vote for partition. His nephew Ezer Weizmann, a hero pilot during the War of Independence, also became President of Israel.

I have shown the label in reddish brown with no value (NVI). Other colours exist both with and without value. Issued in 1944 on Weizmann's 70th Birthday, the perf 11½ stamp was issued in both sheet and booklet formats.

The Third Maccabiah Games (Jewish Olympics) were held in 1951 and a set of labels were produced to celebrate the occasion in 4 different colours and with and without values.

The green label is shown with no value (perf 11). The first Maccabiah Games were held in 1932. Since 1954, the games have been held every 4 years during the year after the Olympics and are one of the world's largest sporting events.

It is open to Jewish athletes from all over the world. Reminders of this label were overprinted after the Munich Olympics in 1972, when 11 members of the Israel Olympic Team were killed by terrorists. The overprint is shown on the brown label in black but also exists in red and inverted. It is seen as a memorial to those who died.



An attractive and atmospheric label (left) depicting palm trees and houses of a Palestinian landscape. Issued in 1912, in green, brown, red and blue (perf 11½).

In the design of the first issue from Vienna in 1903, entitled 'Zion' written centrally in Hebrew, the panes exist with numbers and letters to show the nations to which they were distributed. The pane shown is A1 for North America. All these early types were rouletted. A nice collection could be formed for this issue alone, given the varieties. But they are scarce so cost would not be the only problem!!!

Before I depart, let's look at a few more items from this part of the world, including some for which research is ongoing or help needed. If you recognize any of these labels or have information, please contact me through the TSF message system and thanks in advance!



# CINDERELLAS & LOCALS



## Other Middle East labels



This sheet (left) comes in various types and contents. The labels were used to carry mail by sea when Nahariyya, on Israel's North Coast, was under siege during the War of Independence. The mail was taken down the Mediterranean Sea to the Port of Haifa, 20 miles south. Surviving covers regularly fetch good prices at auctions but bargains can be found so keep your eyes open if this era interests you.

This is the 2nd Israel Post Office savings stamp (top right) issue but apart from that I know very little about them, only that I find them quite appealing to the eye. Shown in the hope of some feedback from readers!!



A propaganda label (right) issued by an Arab entity proclaiming 'Palestine for the Arabs'. The label depicts the Church of the Holy Sepulchre side-by-side with the Mosque of Omar (Dome of the Rock) in Jerusalem's Old City.

There are many propaganda labels and sheets from both sides of the political argument and in future issues I will endeavour to show some more. In the meantime.



One more propaganda issue is a much later one from the time of Yasser Arafat's PLO. In 1988, a host of reproductions came onto the market in the Middle East and worldwide. British Mandate stamps from the pictorial series were reproduced and then overprinted with various political statements, sometimes in more than one language, often in blocks with up to 4 different overprints. I understand that the numbers of each vary but are mostly in small quantities and today fetch quite high prices. I have shown just the three design types so the reader can compare the quality against the Mandate issues.

Last but not least, we'll go back to the days of the Palestine Court. These attractive 'fee' stamps were issued in various values and colours and make for an interesting and worthwhile sideline to any Middle East stamp collection.

There are many printing varieties and errors and these seem to be quite scarce on documents and court letters too. Take note!!



More from the JNF and Middle East another time. My upcoming trip to the UK means no Giveaway No.6 with this issue! But there is good news too.....TWO giveaways with the next issue of the TSF Newsletter when I will be reporting on any Cinderella finds at Autumn Stampex in London and hopefully have an item or two to show you from the Cinderella Stamp Club auction. All this plus the next installment from the British & USA Philatelic Exhibitions!! Great reasons to continue reading the CINDERELLA CORNER and the TSF Newsletter. Last words go to jamesw who should be receiving the prize he won in the last Giveaway any day now. Congrats to him.

More next time.....Londonbus1

# FAKES & FORGERIES

## HONG KONG: The German Propaganda Forgeries

By : Clive Smyth (Anping) - *Click on most images for a larger picture*

Back in the early 90's while attending the Strand Palace Stamp Fair, I visited one of my preferred dealers to see what he had in the way of Hong Kong material.

In his stock book were two rather unusual looking sets; 6 stamps in each. These were labelled **German Propaganda Forgeries**.

I hadn't seen the like of these before, as they seemed to be Great Britain King George VI definitives, overprinted with an oblong cachet containing the text **LIQUIDATION OF EMPIRE HONG KONG** in black or red.

All the stamps of one of the sets were cancelled with a rather strange bluish postmark; the other set's stamps were not cancelled.

I immediately wanted them but as these were rather highly priced, I had to decide which set to buy. Sensibly, as it turned out, I chose the cancelled set:

After several years, I was able to find some information about these so called propaganda forgeries.

In the world of philately, these are not actually forgeries as such; well not in my eyes anyway. They were not intended to deceive collectors, nor were they produced to commit postal fraud.

These stamps were printed by the Third Reich as part of its propaganda effort. Their purpose was to 'infiltrate' stamp collections and to unsettle those who saw them with the propaganda message. As such, one should regard these more as parodies.



In the publication *Counterfeiter - How a Norwegian Jew Survived the Holocaust*, Osprey Publishing, Oxford, U.K., 2008, Moritz Nachtstern mentions the forging of these stamps in Sachsenhausen Concentration Camp:

*"Maybe you counterfeit something else? Certainly! All types of important documents, Russian identification cards and English stamps. Stamp collectors all over the world will fight over those stamps, as we have placed a Star of David on the royal crown and along its sides you will find the hammer and sickle. But you have to use a magnifying glass to see it..."*



In essence, these were copies of the **Great Britain 1937 King George VI definitive issue**, with the values of ½d green, 1d red, 1½ brown, 2d orange, 2½ blue and 3d violet.

Left is a genuine copy of the 2d (tuppenny) orange value.

However, slight modifications were made to the design (shown right) The Star of David was inserted above the crown at top centre and also into the 'bulb' of the thistle ornament at top right; the Soviet hammer and sickle was inserted into the flower ornament at top left and also in place of the **d** (penny) symbol of the value.





# FAKES & FORGERIES

## The overprints:

Each value was printed in sheets of 192 (two panes of 96, arranged 8x12) but on ungummed paper.

The unoverprinted series was intended as a parody of the normal GB issue.

Two other series (referred to as Series 4 and 5) were overprinted with the legend **Liquidation of Empire** with a border and the name of various British colonies at the bottom (14 varieties in all). Due to the placement of the overprint, the hammer and sickle in the value field is usually unreadable.

## Series 4 comprises:

**BAHAMA Islands**  
**BARBADOS**  
**BERMUDA Islands**  
**HONGKONG**  
**JAMAICA**  
**St. LUCIA**  
**SINGAPORE**  
**TRINIDAD**

## Series 5 which is not seen as

often as series 4, comprises:

**BORNEO**  
**BOUGAINVILLE**  
**GRENADA**  
**RABAUL**  
**RANGOON**  
**St. VINCENT**



Two types of overprinting seem to have been carried out. The first shown (*left*), is where the whole pane and presumably the sheet has the name of a single colony. In this instance but barely readable, is Hong Kong.

One feature of note is the unusual printing format, where each stamp is surrounded by a gutter on all four sides. It is quite possible that this was intended, to allow for a cancellation to be visible beyond the frame of each stamp. In fact, most single cancelled examples that appear on the market include a gutter margin. Those without have probably been removed by collectors.

The second type (*right*) is where stamps on a pane have been individually overprinted with a different colony.



Unfortunately, due to their popularity, attempts have been made to forge the 'forgeries'.

However, the genuine versions can be identified by a watermark, which is a distinctive wave like line repeated over the paper (*left*).

This watermarked paper was from stock used for the printing of German ration coupons.

## Replicas:

In addition, (which only adds to the confusion) there are replicas being produced (*right*). In Taiwan in particular, one maker of these states in his auction descriptions that they are marked as such. This is not the case, as I have obtained one to see how it compares with the genuine. These are **not** marked replica.

There are quite obvious differences, such as: the value should be **2d** and not 1d; the cancellation should be bluish and not black; the diameter of the cancellation is wrong; and its lettering too crisp.



# FAKES & FORGERIES

## The cancellation:

Some of these parodies are found with the cancel **LONDON / AAA O / -6 JUN / 44 / SPECIAL-STAMP** (right)



The **AAAO** portion of the cancel actually looks like three upside down V's with a bar through them to form three A's (left).



But there has been some mystery surrounding the meaning of **AAAO** in the cancellation:

One opinion was that **AAA-0** derived from an early British slogan "Ad Avernum Adolphe Atrax" (To the Devil with you - Monster Adolf).

In another, Fred Wolfe, writing in the American Philatelist in 1965, stated that the **AAA-0** stood for "Allied Army Amphibian Operation"

The most persuasive opinion however, is based on an article that appeared in an article by Herbert Friedman, in 1969:

To quote Friedman -

*"(General) Bradley had given (Paddy) Flint command of the 39th Infantry Regiment in Sicily, in an urgent attempt to breathe some life into the men who had shown signs of sluggishness. One of Flint's first acts was to stencil his helmet and jeep **AAAO**. These letters stood for **Anything, Anytime, Anywhere bar nothing**. Within a few days the symbol had caught on and the 39th had painted **AAAO** on every helmet and vehicle in the regiment!*



*It seems obvious that the Nazis who fought the 39th Regiment in Sicily somehow got the impression that this was a picked force of assault troops.*

*There seems little doubt Nazi soldiers who made it back to Italy must have reported to the German High Command that the crack forces of the United States Army wore the strange **AAAO** symbol (left)".*

Friedman goes on to state:

*"I have been certain for several years that the Nazis had expected the first troops to land at Normandy would be **AAA-0** men."*

The rest of the article goes on to detail other points of Friedman's logic in arriving at the source of the mysterious **AAA-0**.

Friedman's case for "Anything, Anytime, Anywhere bar nothing" is very strong. The stencil on Flint's helmet exactly matches the **AAA-0** used on the overprints and is similar to the one used in the cancel. It also explains the cryptic overprints "AAAO but who will return" and "AAAO Come on, Germany expects you". If the Germans expected Flint's 39th Regiment to show up on the beaches of Normandy, what better propaganda welcome for them then the overprints?





# FAKES & FORGERIES

## Polish POW Camp Forgeries

By: Nelson L. (Falshung) ([click on images for a larger picture](#))

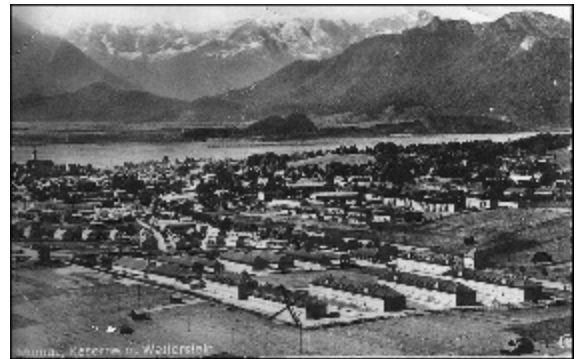
### Oflag VII A Murnau

A typical German POW camp or just a nice place to wait out the war?



The camp covered about 77 hectares in the town of Murnau in Upper Bavaria, located about 50 km to the south-west of Munich.

Oflag VII A Murnau was designated by the Germans as a master camp (*Musterlager*). By most accounts life seemed much more bearable than most POW camps. This may have been due in part by the fact that it housed about 3 dozen generals and many high ranking Polish officers.



Left, a Murnau theatre production from a photo from 100's that were accidentally found after the war - [see the article](#)

The camp had a theatre, orchestra, a library with apparently 25,000 books, a lake to swim in, a sports field, various fund raising groups, political parties, its own currency system, a cooperative with the Red Cross and communications with



Sample of camp currency

outside family members.

As part of this communication, a post office system was set up in November of 1942.

The stamps were apparently designed by T. Kluzniak and "engraved" on hard wood tablets.

They were printed by hand in a crude fashion using whatever paper was available.

The ink with a base of linseed or sunflower oil resulted in many colour varieties.

At some point they were printed on A5 paper.

Initially the stamps were issued imperforate but later were perforated by a wheel device.

Income from the post office was apparently directed to the Widows and Orphans Fund.

Proofs, color trials, un issued stamps and special souvenir sheets exist

A date of March 31, 1945 is given as the last day of stamp sales.

Most collectors will never have seen these stamps, they are scarce, expensive and ALL were forged in great quantities. The stamps of Murnau have a strong political, historical background and religious overtone which may have escaped the notice of the Germans.

These stamps come in a multitude of colors and varieties. I will only show the stamps based on the primary Fischer catalog number .



# FAKES & FORGERIES



Fischer no. 1 original on 2 types of paper.  
The second one is probably a later printing.

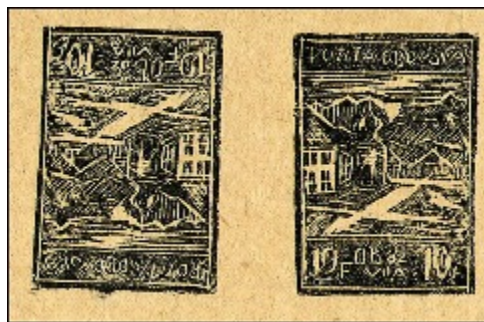


An original used copy and a test print.

## Forgeries



Left and center, Type I & II forgeries  
Note in particular the shape of the top letters.  
The tail on the O is missing and the CZ are not joined together.  
Right, Type III forgery.  
All the lettering is very different



A type I tete-beche forgery pair



Fischer no. 2 both originals



# FAKES & FORGERIES

## Forgeries



Both forgeries from the same author  
 Note the abundance of white space  
 The designer's name is poorly rendered, they may not have known the proper spelling.



Fischer no. 4 original

## Forgeries



*Type I*



*Type II*



*Type III*



Type I & III forgeries  
 The top letters do not touch the top frame  
 The Type III is very crude

Type II forgeries  
 The key here is their size which is about 25% larger than the original  
 Note also the large white space



Fischer no. 6 original



Type I & II forgeries  
 Both have very different top letters  
 On the type I the letters appear to trail off. The bottom left letters are inside the frame  
 On the type II the designer's name is very legible and the bottom crescent shaped object is much larger



# FAKES & FORGERIES



Fischer no. 7 original varieties

## Forgery



Type I forgery  
 The 1942 is too large  
 The central figure halo is indistinct  
 The heads on the figures are too large



Fischer no. 8 original

## Forgery



Type I forgery  
 Overall quite good  
 The bottom letters are shaped very differently especially in size



Fischer no. 9 original

## Forgeries



Type I & II forgeries  
 The type I is lacking any shading lines and the bottom letters are too small and awkward  
 The type II is well made. The 25 is different and the bottom letters are not uniform and too thin.





# FAKES & FORGERIES



Fischer no. 10, 2 original varieties  
Right, Fischer no. 12 original



Fischer no. 13, 2 varieties.  
The crosses come in different sizes  
Right, Fischer no. 16 original

Murnau was not the only POW camp to set up a postal system.  
Woldenburg, Gross-Born and Neubrandenburg also set up similar systems.  
Generally their quality was superior to Murnau

## Woldenburg Examples



The paper on this series was so thin, the reverse is easily visible as seen on the last stamp.



A 1944 Olympic issue with a forgery on the right

## Gross-Born example



## Neubrandenburg example

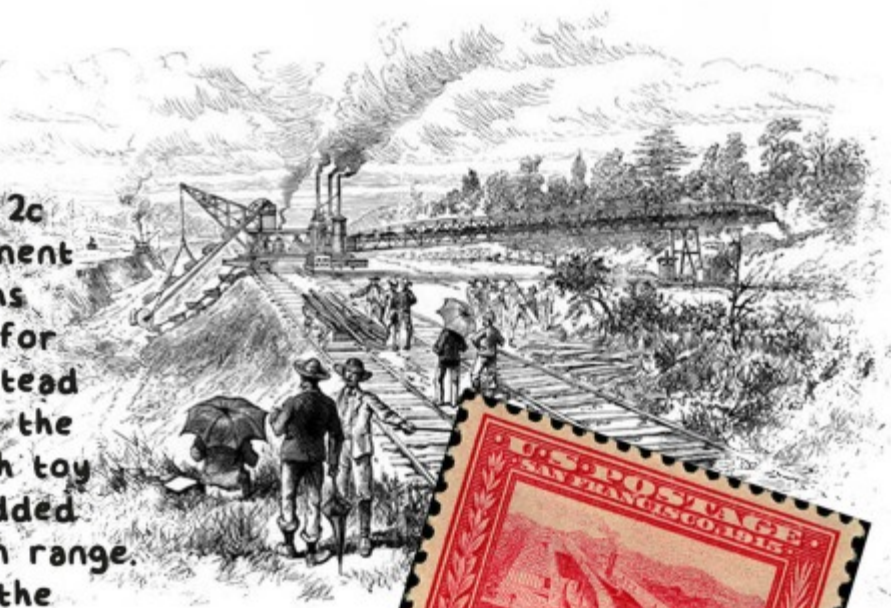




# Stamp Oddities

## A Near-Miss

A near-miss happened on a 1913 2c stamp commemorating the imminent Panama Canal. Early photographs of the canal proved unsuitable for a stamp design, so officials instead photographed a scale model at the War Department, filling it with toy boats. The stamp's engraver added little palm trees and a mountain range. When a sharp eye noticed that the scene was not the Gatun Locks, as per the stamp's inscription, but rather the San Pedro Miguel Locks on the far side, the Bureau of Engraving and Printing scrapped all 16 printing plates plus the 20 million stamps already run off and hurried out a new version, simply labelled "Panama Canal." The bad stamps never saw the light of day, though a few valuable proofs from the original steel die exist in collector hands.



## SPECIAL COW

THE COUNTRY OF ISRAEL WAS SO PROUD OF ITS MOST FAMOUS COW, STAVITT, THAT THEY ISSUED A SPECIAL POSTAL CANCELLATION IN HER HONOR ON OCT. 12, 1950. IN 18 YEARS SHE GAVE OVER 100,000 LITERS OF MILK.





# THE STAMP FORUM



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