

THE STAMP FORUM NEWSLETTER

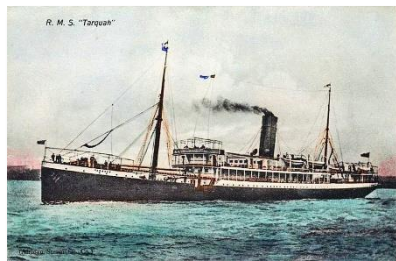
Volume 6, Issue 2

APS Chapter 1591

January – March 2022

IN THIS ISSUE:

“PER SS TARQUAH”



WHERE ARE MY COUNTRIES?

From the Archives – Oldenburg First Issue Stamped Envelopes



PLUS:

- FORUM HOLIDAY GIVEAWAYS
- NAVIGATING OUR FORUM
- TSF'S APS ARTICLE OF DISTINCTION
- TSF'S PHILATELIC LIBRARY

THE STAMP FORUM NEWSLETTER

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The Stamp Forum (TSF) Newsletter is a quarterly publication of The Stamp Forum. Opinions expressed in articles in this newsletter are those of the respective authors and are not necessarily endorsed by the Forum. The Forum cannot be responsible for the accuracy of any information printed herein.

Editorial and Forum staff may be contacted using the Forum's personal message (PM) system. The Editor and Forum Admin may also be contacted at stampforum.net@gmail.com.

Established in 2013, TSF is an online stamp club with a worldwide membership. The Forum is also Chapter 1591 of the American Philatelic Society. Membership is free and application is made online at <http://thestampforum.boards.net/>

The Stamp Forum (TSF) and this Newsletter are wholly member supported.

Write for Your Stamp Forum's Newsletter

We are always looking for articles of a philatelic nature for publication in the Newsletter. These can vary in length from 1 page to several and can cover any topic imaginable as long as there is a philatelic connection. Well-researched articles, tips for collectors, stamp collecting memories, stamp show and philatelic book reviews, etc., are all welcome topics. Just send us a text file with some supporting image files and we'll take care of the editing and layout. The Forum and its Newsletter need your support so please help us!

TABLE OF CONTENTS

Forum & APS Chapter 1591 Update (Admin) [p. 2](#)

Write for the Forum’s Newsletter (Editorial Staff) [p. 3](#)

“Per SS Tarquah” from Secondee to St. Pancras Station (David M Frye) [p. 4](#)

Where Are My Countries? (Editorial Staff) [p. 11](#)

From the Archives: Oldenburg (Editorial Staff) [p. 12](#)

Forum Holiday Giveaways (Editorial Staff) [p. 14](#)

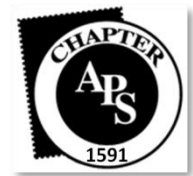
Navigating Our Forum (Editorial Staff)..... [p. 15](#)

TSF’s APS Articles of Distinction (Editorial Staff) [p. 17](#)

TSF’s Philatelic Library (Editorial Staff) [p. 18](#)

In Closing... (Admin) [p. 22](#)

Forum & APS Chapter 1591 Update



Some will notice that this issue contains little member-submitted material and what has been included was penned by a frequent contributor. I encourage those who have not yet tried their hand at philatelic writing to do so. Many have made quite informative postings on the Forum that are well-suited for expansion into articles for the Newsletter. Please review the page that follows and consider what you might contribute for inclusion in a future issue.

Our numbers continue to grow; having surpassed the 750 level in membership. Regrettably, nearly half of those have not signed in to their Forum accounts in over a year – 108 of those only posted an introduction, and 51 only posted twice. In order to have a more accurate accounting of our Chapter’s membership, I plan on deleting those inactive members who have only posted in their introductory threads. Time permitting, I’ll be starting that process during February. A positive aspect of our growth is that we’re seeing more members online and participating, a trend that will hopefully continue.

The APS’ online presence continues to expand and the website is providing a wealth of information. A [Town Hall meeting](#) is scheduled for Tuesday, January 25th and a [Meet the Candidates](#) running for the Society’s elective officer positions event will be held on February 15th. Both of these events will be conducted on zoom and you can learn more about them and register to attend on the APS website. You can also learn about and register to attend the Summer Seminar being held June 19-23, 2022 by clicking [here](#).

Steve Tomisek
Forum Admin/APS Chapter Ambassador

Support Your Forum by Writing for Its Newsletter

By Editorial Staff

The simple truth is: since all of the Newsletter material is written by members, the survival of this Newsletter is entirely dependent upon member contributions.

We welcome articles written on any area of philately, as long as they are original works.

For instance:

- How did you come to be a stamp collector? Tell us about it...
- Did you attend an interesting philatelic exhibition or stamp venue? Tell us about it...
- Do you have expertise in a particular area? Tell us about it...
- Have you had a positive or negative online buying or selling experience? Tell us about it...
- Do you belong to an interesting stamp club? Tell us about it...
- Do you have a favorite stamp? Tell us about it...

If you are able to make posts on the Forum, you have the ability to prepare articles for this publication.

In addition to supporting the Forum, submitting material provides the opportunity for recognition by the American Philatelic Society through its Articles of Distinction program.

Submitting an article is easy—all we need is the file containing the article's text, annotated with suggested image locations, and the images sent as separate files.

If you'd like to have an article published in the next issue of the Newsletter (V6.3), please attach the text and image files to an email and send it to stampforum.net@gmail.com by not later than March 4, 2022. If files are too large for submission by email, use the free and secure file transfer service at WeTransfer.com.



“Per SS Tarquah” from Secondee to St. Pancras Station

By David M. Frye (DavidMFrye)

Introduction

In the first half of 1917, Great Britain had already fought for more than two and one-half years in a war that saw modern technologies—such as the airplane—playing an increasingly significant role in the conflict. While the stresses that accompany combat had proven themselves effective in spurring such innovations, the established transportation technologies of railways and shipping continued to serve Great Britain’s military and civilian needs. Both elements of society relied upon mail service—which required the dependable transporting of materials—as an essential means of communication. The fledgling technologies, embedded in airplanes, had demonstrated the ability to serve as a means for moving the mail as early as 1911’s largely ceremonial service honoring the ascension of King George V to the throne. While this demonstration completed twenty-one airmail flights connecting Hendon and Windsor, regular intercountry airmail service between Great Britain and France came in 1919, following the end of World War I.

Thus, when an unknown letter writer wrote the delivery address and marking “per SS Tarquah” on the one-penny Gold Coast stamped envelope, shown in Fig. 1 below, the only option for transporting this letter from the British colony in West Africa to its destination in London entailed sending it by ship.

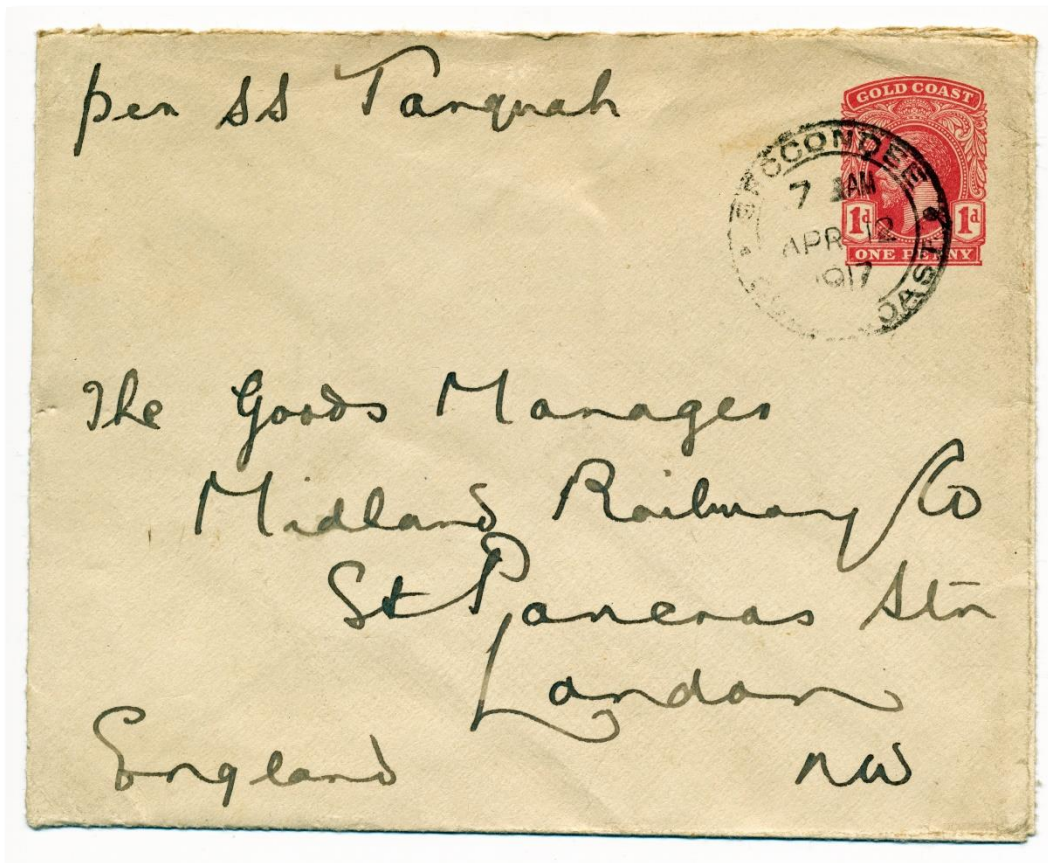


Figure 1. Secondee, Gold Coast, to London, 12 April 1917. A 1d-denominated King George V stamped envelope bears a partially legible circular date stamp displaying the name of the harbor-city “Secondee,” now known as “Sekondi.”

Despite the absence of the correspondence that envelope had contained, the envelope itself bears enough information to support telling a brief story about the envelope's journey.

SS Tarquah

The marking penned in the envelope's upper-left corner identifies that the letter traveled by sea from its place of posting aboard *SS Tarquah*, shown below in Fig. 2 (Caledonian Maritime Research Trust, 2020).

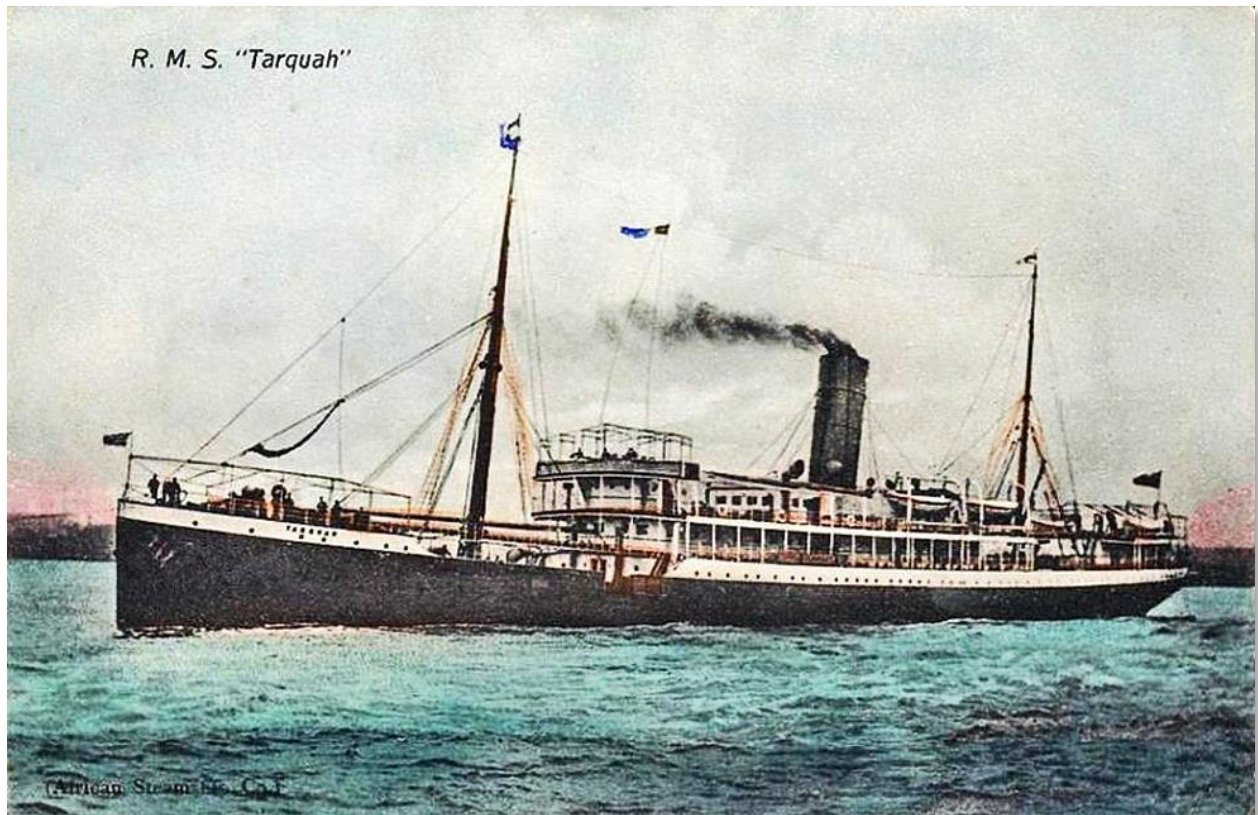


Figure 2. African Steamship Company's R.M.S. Tarquah.

The ship, a two-masted steel-screw steamer, was built in 1902 in Govan, Scotland, by Alexander Stephen & Sons Ltd., and was owned by African Steamship Co. (Caledonian Maritime Research Trust, 2020). This company had become a division of Elder Dempster & Co. in 1891 (Wikipedia.org, "Elder Dempster Lines," 2020). In turn, Elder Dempster had itself become a part of Royal Mail Steam Packet Company in 1909 (Grace's Guide Ltd., 2020). Thus, *SS Tarquah*, while known as a ship of the African Steamship Co., operated under the ownership of Royal Mail Steam Packet Company. Royal Mail's history explains the role of mail "packet" ships:

Packet sailing ships were replaced by the advent of steam packets, which were used to deliver mail across the British Empire and the Commonwealth. This led to the founding of Royal Mail Steam Packet (RMS) company in 1839 by a Scot, James Macqueen. A year later, the Royal Mail Ships (RMS) designation was introduced. Only ships which were contracted to carry mail were allowed to feature the designation. The ships proved popular with passengers as they ran on strict timings to ensure that mail was delivered on time (Royal Mail, "Royal Mail and the *TS Royalist*," 2016).

This explanation accounts for the different designations applied to *Tarquah*. The letter writer's notation in Fig. 1 emphasizes the type of ship—Screw Steamer—while the legend on the postcard shown in Fig. 2 highlights the ship's contractual status—Royal Mail Ship. As *RMS Tarquah*, the vessel carried both passengers and mail back and forth between West Africa and Great Britain. In addition to the attraction of a regular and dependable schedule, ships like *RMS Tarquah* also boasted the latest "Marconi Wireless Telegraphic Apparatus" to enable ship-to-shore communications, as the advertisement in Fig. 3, below, emphasized (Grace's Guide Ltd., 2020).

WEST AFRICA

The Royal Mail Steamers of the
AFRICAN STEAM SHIP CO.

(Incorporated 1852 by Royal Charter) and
The **BRITISH & AFRICAN STEAM NAVIGATION Co., Ltd**

SAILING REGULARLY
Taking Passengers at Low Rates.

The express service steamers are fitted with Marconi Wireless Telegraphic Apparatus.

ELDER DEMPSTER AND CO., LIMITED
Head Office : Colonial House, LIVERPOOL.
4 St. Mary Axe, London, E.C.; 30 Mosley St., Manchester, and at Cardiff,
Hull, Birmingham, &c.

Figure 3. 1917 African Steam Ship Co. advertisement.

Searches did not locate any timetables that list sailings for *RMS Tarquah* in April 1917. Even so, a reference mentions that the ship began a voyage on 16 October 1916, taking on passengers at "Douala, Calabar, Forçados, Victoria, Bonny, Lagos, Lomé, Accra, Sekondi, Sierra Leone and Dakar" on its way from West Africa to Liverpool (National Archives, 2020). The spelling of the second port of call in Gold Coast—Sekondi—differs from the spelling in the postmark on the envelope. The list, however, shows that *RMS Tarquah* stopped in Secondee for both passengers and mail. This port of call—spelled

“Sekondi”—also appears below in Fig. 4 in the rightmost column of a page from a passenger manifest for a trip departing Liverpool for West Africa on 23 February 1910 (Imperial War Museums, 2020).

Name of Ship *Tarquah* Date of Departure *23 Feb. 1910* Where bound *West Africa* Port of Departure *LIVERPOOL*
 Steamship Line *African S/S Co.*

NAMES AND DESCRIPTIONS OF BRITISH PASSENGERS.

| Port of Embarkation. | Contract Ticket Number. | NAMES OF PASSENGERS. <small>(Passengers holding Contract Tickets as Storage Passengers should be entered first, and a space left between them and the other Passengers.)</small> | CLASS. <small>(Whether 1st, 2nd or 3rd.)</small> | Profession, Occupation, or Calling of Passengers. | ENGLISH. | | | WELSH. | | | SCOTCH. | | | IRISH. | | | BRITISH COLONIAL. | | | Port at which Passengers have contracted to land. |
|----------------------|-------------------------|---|---|---|-------------------------------|--|----------------------------|-------------------------------|--|----------------------------|-------------------------------|--|----------------------------|-------------------------------|--|----------------------------|-------------------------------|--|----------------------------|---|
| | | | | | Adults of 12 yrs. and upward. | Single, or accompanied by husband or wife. | Children between 1 and 12. | Adults of 12 yrs. and upward. | Single, or accompanied by husband or wife. | Children between 1 and 12. | Adults of 12 yrs. and upward. | Single, or accompanied by husband or wife. | Children between 1 and 12. | Adults of 12 yrs. and upward. | Single, or accompanied by husband or wife. | Children between 1 and 12. | Adults of 12 yrs. and upward. | Single, or accompanied by husband or wife. | Children between 1 and 12. | |
| | | | | | Males. | Females. | Infants. | Males. | Females. | Infants. | Males. | Females. | Infants. | Males. | Females. | Infants. | Males. | Females. | Infants. | |
| LIVERPOOL. | | <i>Mr. S. Henderson</i> | <i>2nd</i> | <i>Ironman Railway</i> | / | | | | | | | | | | | | | | <i>Serra Leone</i> | |
| | | <i>Mr. C. Croft</i> | | <i>Ironman Railway</i> | / | | | | | | | | | | | | | | <i>Sekondi</i> | |
| | | <i>Mr. W. G. Hubble</i> | | <i>Ironman Railway</i> | / | | | | | | | | | | | | | | <i>Achim</i> | |
| | | <i>Mr. John Edwards</i> | | <i>Ironman Railway</i> | / | | | | | | | | | | | | | | <i>Sekondi</i> | |
| | | <i>Mr. R. S. Brennan</i> | | <i>- do -</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. D. R. Kemner</i> | | <i>Miner</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. H. L. Lewis</i> | | <i>Accountant</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. W. Rogers</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. J. Johnstone</i> | | | / | | | | | | | | | | | | | | <i>Cape Coast</i> | |
| | | <i>Mr. W. H. Cooper</i> | | | / | | | | | | | | | | | | | | <i>Lagos</i> | |
| | | <i>Mr. W. G. Cochrane</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. D. L. Davies</i> | | <i>Engine Driver</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. Beldou</i> | | <i>Castle Guard</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. Hurlat</i> | | <i>Engineer</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. R. Brown</i> | | <i>General Foreman</i> | / | | | | | | | | | | | | | | <i>Forcados</i> | |
| | | <i>Squad Sgt. F. D. Heary</i> | | <i>Soldier</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. Geo. McLean</i> | | <i>General Foreman</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. J. O. Mackinnon</i> | | <i>Ministry</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. A. Rothwell</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. P. S. Tansley</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. S. J. Mitchell</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. R. J. Rockley</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. H. J. Getley</i> | | <i>Clerk</i> | / | | | | | | | | | | | | | | | |
| | | <i>Squad Sgt. R. Bell</i> | | <i>Soldier</i> | / | | | | | | | | | | | | | | | |
| | | <i>Mr. J. H. Hunt</i> | | | / | | | | | | | | | | | | | | | |
| | | <i>Mr. Alex. Simpson</i> | | <i>Miner</i> | / | | | | | | | | | | | | | | <i>Sekondi</i> | |

(23)

Figure 4. Upper portion of RMS Tarquah passenger manifest for 23 February 1910 departure from Liverpool, showing “Sekondi” as “port at which Passengers have contracted to land.” The twenty-three passengers listed were all unaccompanied or single men; seven disembarked in Sekondi.

Recipient: Midlands Railway Co.

The letter writer addressed the envelope to the holder of a position—Goods Manager—for “Midlands Railway Co., St. Pancras Stn., London NW, England.” The recipient’s identity is lost to history, but the company for which the goods manager worked links the letter to the second major transportation system connecting the citizenry, companies, and countries of the early twentieth-century world. The company, founded in 1844, existed independently through 1922. In that year, Midlands Railway Co. consolidated operations with other companies to form the London, Midland, and Scottish Railway (Grace’s Guide, “Midland Railway,” 2020). One of its locomotives appears in a 1918 photograph in Fig. 5, while at St. Pancras Station, as it looks currently, appears in Fig. 6.



Figure 5. Midlands Railway locomotive in 1918 (James Morris, 2016).



Figure 6. St. Pancras Station, London, in 2012 (Wikipedia.org, 2020).

RMS *Tarquah*: Later Developments

The empty envelope's existence, after more than a century, implies that *RMS Tarquah* docked in Liverpool in the latter half of April 2017, discharged its passengers, and delivered its mail. Several months later, though, *RMS Tarquah* ended its service abruptly when a German U-boat sank the steamer. One summary states,

On July 7th, 1917, *Tarquah*, on a voyage from Sierra Leone to Liverpool with passengers, African produce, tin and gold was sunk by the German submarine *U-57* ([Kapitänleutnant] Carl-Siegfried Ritter von Georg), 10 miles southwest from Bull Rock. There were no casualties (Wrecksite, 2020).

Figure 7. Carl-Siegfried Ritter von Georg, commander of *U-57* (Wikipedia.org, "Carl-Siegfried von Georg,").



Two U.S. Navy ships—*Perkins I* (Destroyer No. 26) and *Cushing II* (Destroyer No. 55)—rescued passengers and crew of *RMS Tarquah* after its sinking. Thus, the ship joined a long list of casualties suffered by Great Britain's merchant marine fleet. In fact, six ships were sunk on 7 July 1917 alone. The tally of vessels lost in the month came to ninety-nine.

Finally, after more than six decades, the sunken wreck of *RMS Tarquah* found itself the focus of salvage operations. Parliamentary records, containing a "Written Answers to Questions" report for Transport on 1 December 1989, state,

Mr. Menzies Campbell: To ask the Secretary of State for Transport

- (1) how many salvage agreements were entered into for the salvage of Government-owned wrecks and cargoes for the last 10 years for which information is available; and what were the names of the wrecks and cargoes covered by these agreements;
- (2) how many successful salvage operations were carried out on Government-owned wrecks and cargoes in the last 10 years for which information is available; what were the names of the wrecks and cargoes on which these operations were carried out; and what were the sums accruing to the Government as a result.

Mr. McLoughlin [holding answer 30 November 1989]: Information on the total numbers of salvage agreements entered into in the last 10 years is not readily available and could be obtained only at disproportionate cost. Those that resulted in successful operations are as follows. The total sum accruing to the Government from these wrecks is £5,884,880 (House of Commons, 1989).

SS Tarquah appears as the ninth of twenty wrecks in Mr. McLoughlin's list. Perhaps its cargo of gold precipitated its appearance on a salvage list seventy years after the ship's sinking.

Conclusion

A century-old envelope appears rather ordinary on first look. A closer look reveals that its inscriptions and markings tie the envelope to the global operations of the British Empire, the evolving uses of transportation technologies, the conduct of World War I, and the history of the posts.

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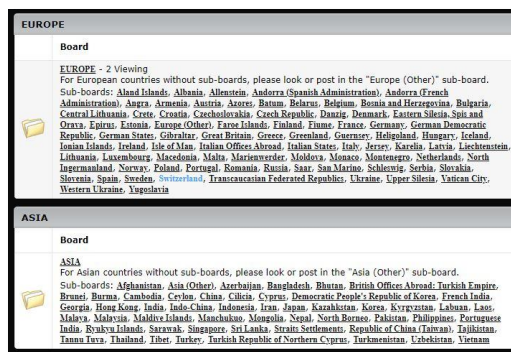
About the Author

David M. Frye collects items to inform his study of modern United States postal history and southern and eastern Africa’s post-colonial postal history. His writings have appeared in *The Airpost Journal*, *Auxiliary Markings*, *B.E.A. — The Bulletin of the East Africa Study Circle*, *Forerunners*, *The Journal of the Rhodesian Study Circle*, *The Miasma Philatelist*, *Postage Due Mail Study Group Journal*, *Postal History Journal*, *The Postal Label Bulletin*, *Scribblings*, *The Stamp Forum Newsletter*, *The United States Specialist*, *Vatican Notes*, and *The Vermont Philatelist*. A past member of the Board of Directors of the Postal History Society, he lives in Franklin, Massachusetts, and works in nearby Framingham as a lead clerk for the U.S. Postal Service.

Where Are My Countries?

By Editorial Staff

Those familiar with our regional boards may have noticed that one or more of the countries they collect are missing from the listing of sub-boards within the geographic categories. These omissions were intentional when the Forum's structure was taking shape. Rather than creating sub-boards for all of the current and former stamp issuing entities, many of which would see no activity, it was decided to only list a country after a thread had been created for it. The result of this structural decision is that a large number of countries have not yet appeared on the Forum.



Below is a listing of the countries that have not yet been addressed. Should you wish to post items related to one or more of these, send a personal message to @Admin or @tomiseksj and a sub-board will be created in the appropriate category.

| | | |
|---|---|-------------------------------------|
| Annam and Tonkin | French Southern and Antarctic Territories | Nossi-Be |
| Austrian Offices Abroad | French Sudan | Penrhyn Island |
| Bangkok | Fujeira | Philippines (U.S. Administration) |
| Bechuanaland Protectorate | Funchal | Ponta Delgada |
| Bosnia and Herzegovina (Croat Administration) | German East Africa | Portuguese Congo |
| Bosnia and Herzegovina (Serb Administration) | German New Guinea | Quelimane |
| British Antarctic Territory | German South West Africa | Ras Al Khaima |
| British Central Africa | German Occupation | Rio De Oro |
| British East Africa | German Offices Abroad | Rio Muni |
| British Indian Ocean Territory | Gilbert Islands | Rouad, Ile |
| Bushire | Grand Comoro Island | Ruanda-Urundi |
| Cameroun | Great Britain, Alderney | St Kitts |
| Canal Zone | Grenada Grenadines | Ste. Marie De Madagascar |
| Cape Verde | Guadeloupe | St. Vincent |
| Caroline Islands | Guam | Saseno |
| Castellorizo | Horta | Senegambia and Niger |
| China, People's Republic of | Italian East Africa | Shanghai |
| Cochin China | Italian Socialist Republic | Sharjah & Dependencies |
| Cocos Islands | Kenya, Uganda, Tanzania | Siberia |
| Corfu | Kiauchau | South Georgia |
| Cuba (U.S. Administration) | Kionga | South Moluccas |
| Cyrenaica | Kiribati | South Russia |
| Dalmatia | Macao | Tahiti |
| Danish West Indies | Madeira | Thrace |
| Diego Suarez | Mariana Islands | Timor |
| Dubai | Marienwerder | Tobago |
| East Africa and Uganda | Mayotte | Trinidad |
| Eastern Rumelia | Memel | Tripolitania |
| Elobey, Annobon and Corisco | Mesopotamia | Umm Al Qiwain |
| Far Eastern Republic | Moheli | United States: Confederate States |
| French Offices Abroad | Moldova | West Irian |
| French Congo | Nevis | Yemen, People's Democratic Republic |
| French Morocco | New Republic | |
| | Norfolk Island | |

From the Archives - A Window to the Past

By Editorial Staff

THE AMERICAN PHILATELIST.

5

THE FIRST ISSUE OF STAMPED ENVELOPES OF OLDENBURG.

Translated from the German of C. Lindenberg in the Jubilee-Number of the Illustriertes Briefmarken Journal.

IN the summer of 1860, the Postal Administration of Oldenburg resolved to follow the example set by divers others of the German states and introduce stamped envelopes in that country. The first German state to issue these postal conveniences was Prussia, where they had been introduced Sept. 15, 1851; Brunswick followed Aug. 1, 1855; Mecklenburg-Schwerin, July 1, 1856; Hannover, April 15, 1857; Baden, Oct. 1, 1858; Saxony, July 1, 1859. The envelopes of all these states were manufactured in the Prussian Government Printing Office at Berlin, and it was thus quite natural for the Grand-Ducal Administration of Posts and Telegraphs of Oldenburg, after the introduction of envelopes had been sanctioned, to inquire of the management of that office, through the Prussian Postal Administration, whether the manufacture of the envelopes would be undertaken by it. The answer was in the affirmative, and on Sept. 20, 1860, the definite order for their manufacture was given. The Oldenburg Administration explicitly stated in the order its ideas in regard to the design, which was to exhibit "in an engine-turned oval frame the coat-of-arms of Oldenburg, on a colored background; in the frame above, the name 'Oldenburg;' below, the respective inscriptions of value, and on both sides the same in figures." It will be seen that the design was quite closely prescribed; to make assurance doubly sure, some impressions of seals of similar design were sent with the order, it being stipulated, however, that the heraldic mantle on these impressions should be omitted from the envelope stamp. The Prussian State Printing Office, at all events, complied with the request to choose a more graceful form for the coat-of-arms and the crown above it, for Engraver Schilling, who cut this die, like most of those above mentioned, produced a masterpiece. The die certainly belongs to the most tasteful products of the engraver's art, — as employed in the postal service.

As early as Sept. 27, 1860, the Prussian Printing Office informed the Oldenburg Administration that the dies were then in process of engraving, but at the same time requested a time-extension of six weeks, as a separate die had to be made for each value, and moreover the manufacture of the four rings for printing the surcharge

would take some time; it also asked for the number and quantity of each value necessary for the first demand, and whether the envelopes should be made in two sizes, stating that elsewhere the demand for envelopes of the larger size had been small,—about one-eighth of that for the small size. The Postal Administration of Oldenburg, thereupon, on Oct. 3, 1860, ordered, as a first installment, 142,000 "Franco-Couverts" (as stamped envelopes were then commonly called in Germany), viz., of the small size:

| | | | |
|--------|----|---------------|-----------|
| 8,000 | of | $\frac{1}{2}$ | groschen, |
| 90,000 | " | 1 | " |
| 10,000 | " | 2 | " |
| 10,000 | " | 3 | " |

Of the large size,

| | | | |
|--------|----|---------------|-----------|
| 1,000 | of | $\frac{1}{2}$ | groschen, |
| 10,000 | " | 1 | " |
| 1,000 | " | 2 | " |
| 1,000 | " | 3 | " |

On Oct. 30, 1860, the Prussian Office was able to send to Oldenburg 18 proofs of stamped envelopes, consisting of three varieties of the 1 groschen envelope, differing only in the color of the surcharge. In the documents nothing is said as to the color of either stamps or surcharges, and, as far as I know, not one of these proofs is now in existence. In the same letter the Printing Office inquires whether there had not occurred a mistake in the order relative to the colors, as the color of the 1 groschen envelope was given as blue, and that of the 2 groschen as red, while in Prussia, Hannover and Saxony, the 1 groschen was red and the 2 groschen blue. The answer, dated Nov. 7, reaffirmed the colors originally given, as they corresponded to the color of the adhesive stamps then in use in Oldenburg. For the color of the surcharge, blue was selected.

All these preliminaries having been settled, the Printing Office began the manufacture of the envelopes, and on Dec. 4, 1860, forwarded the following quantities:

| | | | | |
|--------|----|---------------|-----------|-------------|
| 1,100 | of | $\frac{1}{2}$ | groschen, | large size. |
| 10,500 | " | 1 | " | " |
| 1,600 | " | 2 | " | " |
| 1,500 | " | 3 | " | " |
| 8,200 | " | $\frac{1}{2}$ | " | small size. |
| 32,000 | " | 1 | " | " |
| 15,300 | " | 2 | " | " |
| 15,100 | " | 3 | " | " |

A comparison with the order will show that the quantities called for are exceeded in every case. This is explained by the fact that there was invariably printed a larger number than the order called for, so that imperfect specimens could be replaced. If there were fewer of these than had been expected, there was a surplus, which the State Printing Office was accustomed to deliver with the order. The envelopes were finally introduced Dec. 15, 1860. To fill a second order of Feb. 16, 1861, there were delivered on March 11, 1861, the following quantities of small-sized envelopes:

| | | | |
|--------|----|---|-----------|
| 20,100 | of | ½ | groschen, |
| 70,300 | " | 1 | " |
| 20,000 | " | 2 | " |
| 20,000 | " | 3 | " |

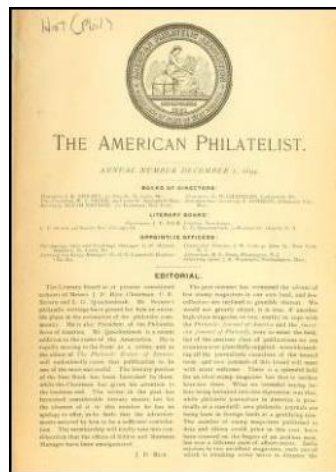
No more envelopes were printed of this issue, for the next issue, Dec. 10, 1861, called for the new colors, and the envelopes were so printed. The number printed of the first issue is therefore very small. In fact, considering that the large-sized envelopes, of the values of ½, 2 and 3 gr., were printed only in quantities of 1,100, 1,600 and 1,500 respectively, it is surprising that any specimens at all of these varieties are still in the market. Of course, the prices paid for them, especially for the ½ and 3 gr., range in dizzy heights,—the 2 gr., unused, is lower, because at the time of the absorption of the Oldenburg Post into that of the North-German Confederation, towards the end of 1867, unused remainders of these envelopes were found at some post offices,

which found their way into the hands of dealers and collectors. But, considering their small number, the price of these, too, must eventually rise. It is worthy of mention, that of the large-sized envelopes there can be no shades, as there was only one printing. Any differences in color owe their origin to outside agencies, especially light and dampness.

The small-sized envelopes were, of course, printed in much larger quantities than those of the larger size, but compared with the consumption of stamps and envelopes of the present day, and with the number of collectors, who would like to gain possession of these envelopes, even these appear very small. Of the 1 gr. blue there were printed 162,300; of the 2 gr. red, 35,300; of the 3 gr. yellow, 35,100; of the ½ gr. brown, 28,300. As there were two editions printed of all these, two shades of color could be catalogued, as Moëns does, who catalogues *three* shades of the 1 gr. But for the general collector there is remarkable only the existence of the 1 gr. envelope in a pale blue (first printing) and a deep blue (second printing) shade.

Towards the end of the sixties (in 1867, it is said) there was made a reprint of this issue, but, without considering smaller differences, it can easily be distinguished from the original by the *long* gum and lighter colors. Nothing can be gathered from official documents in regard to this reprint. No doubt it was made only in a limited quantity, and is therefore quite rare.

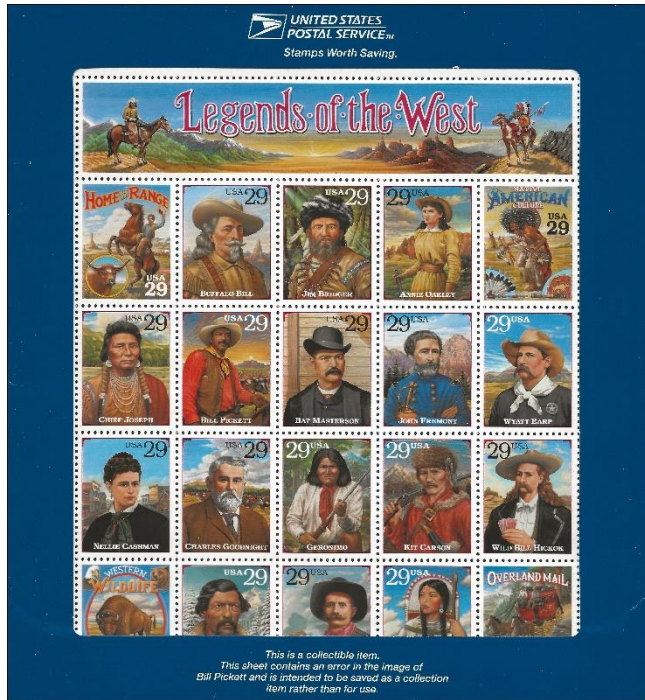
The above article appeared in *The American Philatelist*, Volume 6, Issue 1, on January 10, 1892. It is the Editorial Staff's intent to include examples of other such writings in all subsequent issues of this Newsletter. Should you be interested in examining more of *The American Philatelist's* early issues, you may do so by visiting the [Smithsonian Libraries](http://www.smithsonianlibraries.org).



Forum Holiday Giveaways

By Editorial Staff

The 2021 – 2022 Holiday Season saw many giveaways hosted by individual members, as well as two that the Forum offered. One of the Forum offerings, the U.S. Legends of the West error pane with blue framed envelope, was not initially posted on the Forum but rather was first announced via the Newsletter. It was the third such giveaway; however, it won't be the last so it behooves members to read each issue of the Newsletter from cover to cover.



The error pane, one of 150,000 sold at face value by means of a mail order lottery, is cataloged as Scott 2870. Thirty-three members participated in this giveaway and the winner, @bobstew617, was selected by a random drawing held January 17, 2021.

At left is the error pane with envelope (Scott 2870). Below left is Ben Pickett as depicted on the error pane. Below right is Bill Pickett as he appears on the corrected pane (Scott 2869).



The other Forum-hosted giveaway was announced in the usual manner, by way of a thread in the Buy, Sell and Trade category on the Forum. For both giveaways, participants submitted their entry in a personal message, rather than a post on the thread. This was done to enable participation by all members, not just those having met the criteria for posting in that category (14 days or more of membership and 50 or more substantive posts). As with the Legends pane, the winner of the giveaway of an unused, previously hinged copy of Canada's Bluenose stamp of 1929, @gatodiablo, was randomly selected from among 25 entrants.



Congratulations to our winners and remember to read, and write for, the Forum's Newsletter!

Navigating Our Forum

Techniques, Tips and Reminders

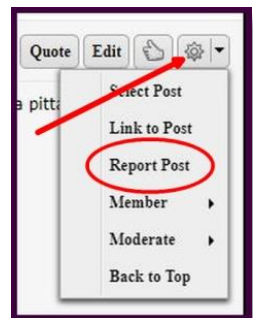
- Remember – civility is a required virtue on The Stamp Forum; ***treat all members with courtesy and respect.***
- The [Frequently Asked Questions about Using the Forum](#) board in the General Information category contains a wealth of information that should prove useful to members – consider checking it out.
- To use the Forum’s image host plug-in (the **Upload images** button), ***you must have an account.*** To get an account, send a request to stampforum.net@gmail.com that includes your Forum user ID and full name. This is the Forum’s preferred image host.



- The **Add image to post** button is a plug-in that uses imgbb.com as the host. An ImgBB account is not needed to use this method but one can be requested through that host. Unlike the TSF Image Host, imgbb.com is not associated with the Forum and the Moderator team will likely be unable to assist you with any problems.

- Conduct one-on-one conversations using **Forum Personal Messages (PM)**. One-on-one conversations via posts in threads can be disruptive and detract from the intended subject matter.

- The most expeditious way to gain the attention of Admin, or a Forum Moderator, is to use the **Report Post** function. Select this function from the pull-down menu found at the cog-wheel to the upper right of the post being reported.



- If your thread(s) in the Buy, Sell, Trade category have ended, please notify the Forum Staff using the “report post” function (see above) so that it may be moved to an “Ended” board. As an alternative, edit the subject to include the word “ENDED.”

- Do not use the **Quote** function if you are reading the Forum using the [Recent Posts](#) function. Rather, navigate to the thread in which the post resides to see if your reply can be posted without having to use a quote. The [Vol. 3, Issue 3 Newsletter](#) has an article on quoting posts.

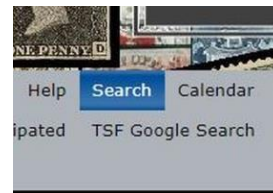
- If a quote is needed for understanding, edit out any unnecessary text and/or images from the quote and take the time to ensure that your response is outside of the quote box.

- The Forum’s **Google Language plug-in** helps members, who’s primary or second language is not English, to understand posts and take part in discussions. To use this tool, select the desired

language from the pull down menu to the left of the screen below the Navigation bar. Once a language has been selected, all posts will appear to the viewer in that language.

- When creating a thread, please clearly describe the thread’s subject matter so members don’t have to open the thread to determine what it is about.

- Before creating a new thread, use one of the two search options from the Navigation bar to see if a similar thread already exists; if one does, add to it rather than creating a new one.



- A listing of countries that don’t yet have boards on the Forum can be viewed [here](#). If you want to start a thread on a country not yet listed, either send a request via PM to @Admin or create the thread in that geographic regions “Other” sub-board. Making the request in a post risks it not being noticed and acted upon.

- If you are willing to share your mailing address with other like-minded members, request being added to the **Mailing Address** group; include your full name, user ID and complete mailing address.

- You can either add your own avatar by editing your profile or use the Forum’s default, which has been changed from the previous default (the Proboards’ alien).



- If you have a question or encounter a problem, reach out to Admin or a Moderator via PM.

- Right-click **Help** in the navigation menu and select an open option from the displayed menu. The ProBoards’ [help guide](#) provides a wealth of “how to” information.



Membership is free; apply online.

Use our image host or one of your own choosing.

Once you have made your introduction, staff will add you to the ****Members**** group. You will then be able to post in all of the boards except the Buy Sell and Trade (for this you will need 50 quality posts and membership for at least two weeks).

We are a Chapter of the American Philatelic Society.

Send information requests to stampforum.net@gmail.com

Forum Help Guide

Please click any of the listed topics below for a detailed explanation of that topic. If you still have unanswered questions or need additional assistance, please visit the ProBoards Support Board.

| | |
|---|--|
| <p>User Guide</p> <ul style="list-style-type: none"> • Account Creation and Logging In • Threads, Posts, Polls, and Attachments • Bookmarks • Post Options • Search • Calendar • The Members List • Avatars • Viewing Profiles • Your Profile Information • Social Websites • Profile Preferences • Profile Privacy • Notification Options • Keyboard Shortcuts • Glossary | <p>Admins and Moderators</p> <ul style="list-style-type: none"> • General Forum Settings • Boards and Threads • Moderation Options • Login and Registration Settings • Themes and Styles • Custom Pages • Plugins • Headers and Footers • Member Groups and Rankings • Managing Members • Security • Upgrading Your Forum • Theme and Plugin Libraries |
|---|--|

TSF's APS Articles of Distinction

By Editorial Staff

To date, our Forum, APS Chapter 1591, has submitted four articles for publication on the American Philatelic Society's [website](#). All have been posted and each of those has a link that will bring readers to our Forum. Our most recent submission is currently featured on the website's [Collecting Interests](#) page

In addition to the recognition afforded The Stamp Forum, the articles' authors receive a certificate of achievement from APS.

The articles chosen to represent our Forum in each of the annual competitions conducted thus far are shown below, and each may be viewed by clicking on their respective link.

- 2017 [The 1926 Madrid-Manila Flight – A Pioneering Journey](#)
- 2018 [Visiting Stamp Shops Around the World](#)
- 2019 [USS Constitution – America's Ship of State](#)
- 2020 [Philatelic Travelogue: Paris and Its Stamp Market](#)
- 2021 [SAMOA, 1840-2000: Transition from Chiefly Fiefdoms to Nationhood](#)

The 2022 selection will be made during September and your participation is essential in helping to identify the best of the best. Four articles will compete for the distinction of being selected as The Stamp Forum's 2022 APS Article of Distinction – one from each issue published that year.

Given there is only one member submission in this issue, no poll will be created. However, the other individual issue selection polls will close on August 31, 2022 at Midnight, New York time so please take the time to read (or reread) those issues to pick your favorites. You may make your selection(s) by clicking [here](#).

If you enjoy reading the Newsletter, please show its contributors your appreciation by making your selections known.



TSF's Philatelic Library

By Editorial Staff

Those who regularly visit the Forum are likely aware that the [American Air Mail Society](#) (AAMS), in conjunction with the [American Philatelic Society](#) (APS), offered a library of AAMS titles to APS Chapters for only the cost of shipping by media mail. We requested a set in early December and the publications arrived mid-January. The procedures for checking out a book will be posted on the Forum as soon as they've been decided; the list of titles the Forum received follows.

AMERICAN AIR MAIL CATALOGUE, Seventh Ed.-Volume 1

Published 2014. Consists of 690 pages hardbound.

Contents: U.S. Contract Air Mail (CAM) routes 1-34; Philippine Islands; Foreign Flag U.S. Flights.

Hardbound. — list price: \$75.00

AMERICAN AIR MAIL CATALOGUE, Seventh Ed.-Volume 2

Published 2016. 488 pages.

Entire Catalog covers Polar Philately

Hardbound. — list price \$100.00

AMERICAN AIR MAIL CATALOGUE, Seventh Ed.-Volume 3

Published 2017. 562 pages.

Contents: Contract Air Mail AM 1-28; United States Pioneer Airmail Flights; Canal Zone; Amelia Earhart; Gliders

United States Government Airmail Flights

Hardbound. — list price \$100.00

AMERICAN AIR MAIL CATALOGUE, Sixth Edition — Volume 1

Consists of 517 pages listing U.S. Pioneer Flights, U.S. Governmental Flights, U.S. Air Express Covers, Interrupted Flights, Airport Dedication Covers, and Mexico First Flight Covers. Completely revised and updated pricing.

Hardbound. — list price \$35.00

AMERICAN AIR MAIL CATALOGUE, Sixth Edition — Volume 2

Published June 2003.

Consists of 588 pages listing FFUS (First Flights of U.S. Airlines since deregulation in 1978), Glider Mail, and First Jet Flights. Completely revised and updated pricing.

Hardbound. — list price \$35.00

AMERICAN AIR MAIL CATALOGUE, Sixth Edition — Volume 3

Published March 2005.

Consists of 486 pages listing FAM (Foreign Contract Air Mail Routes), Canal Zone, and Alaska Flights. Completely revised and updated pricing.

Hardbound. — list price \$35.00

THE AIRMAILS OF CANADA AND NEWFOUNDLAND First Edition

552-page priced catalogue of Canadian Pioneer flight covers, SCADTA, Semi-Officials, Government flight covers, as well as specialized Sections of airship, crash, balloon, helicopter, anniversary, aerogrammes and air letter sheets, Canadian Forces and Warplane Heritage covers. Included also are historical Sections on Canadian Air Mail Field cancels, airmail rates, endorsements and "Jusqu'a" markings, astrophilately, and priced listings of Newfoundland airmail stamps and flight covers.

Hardbound — list price \$35.00

NEWFOUNDLAND AIR MAIL, 1919 – 1939

This updated volume, first published in 1953, revises a work by the noted British philatelist, Cyril H.C. Harmer. It contains 181 pages dealing with the pioneering attempts to fly across the Atlantic from Newfoundland, starting with the 1919 attempt by Hawker and Grieve, and continuing up to the start of World War II. Both the successful flights and failures are chronicled in detail; there are ample illustrations of documents, correspondence relating to the postal aspects of the flight, and the flown mail.

Hardbound — list price \$18.00

O.A.T. AND A.V.2 MARKINGS - Third Edition

By Murray Heifetz.

Published March 2007

The main purpose of OAT and AV2 markings was to show transit instructions when applied at the exchange office and alert postal officials that transit by air to destination was required by the office of origin. This book greatly expands from the first and second editions coverage of OAT and AV2 markings from 1938-1974. Numerous covers are illustrated. 168 pages.

Softbound -- list price \$15.00

PERUVIAN CIVIL AVIATION

By Herbert H. Moll.

This 87 page monograph, eighth volume in the softcover series, covers the early experimental flights made by Peruvians such as Jorge Chavez, the first person to fly over the Andes, and Juan Bielouvic whom the author knew personally. The early flights of the 1920's and 1930's are chronicled, and the development of the Faucett and PANAGRA airlines are discussed, with many illustrations of first flight covers. Inroads in Peruvian aviation service made by European carriers such as Air France and Lufthansa are covered in Chapter 4, and the book finishes with a discussion of postal rates. Mr. Moll is a well-known international philatelist and judge, and published the first specialized catalog of Peru in 1957.

Softbound -- list price \$15.00

BALLOON POST OF THE SIEGE OF PARIS, 1870-71

By Louis Chaintrier.

Translated from French by George W. Angers, Prof. Everett Thompson, and Joseph L. Eisendrath.

A 163-page volume containing the series of articles which ran for many years in The Airpost Journal. Also included in this volume are many hitherto unpublished photographs, an account of the Pigeon Post of the same era by George Angers, and an updated French Balloon Post Section (excluding prices) from the Fifth Edition of the

Hardbound — list price \$12.50

ROCKET MAIL FLIGHTS OF THE WORLD TO 1986

A 191-page compilation of over 60 individual articles by the venerable Dr. Max Kronstein. This profusely illustrated book has a primarily chronological format. All of Dr. Kronstein's widely-scattered Airpost Journal articles on the postal rocket and related events are included in this volume. The period before World War II is broken down into groups of articles on rocket developments in Europe, the U.S., and other countries. Various experiments during World War II are in a single chapter, while the postwar period concentrates on further progress in the U.S., in Europe, and in Germany. A detailed table of contents facilitates the location of articles on particular countries, individuals, experiments, or years.

Hardbound — list price \$20.00

AERIAL MAIL SERVICE

A Chronology of the Early U.S. Government Air Mail, March – December 1918 by A.D. Jones.

This is a 128-page large-sized monograph on the history of the first year of U.S. airmail service, replete with numerous photos of airmail covers, planes, and pilots, as well as charts, graphs, maps, and timetables. Many findings have never been published before. This is a history of "flying by the seat of your pants."

Softbound -- list price \$15.00

GLIDER MAIL: AN AEROPHILATELIC HANDBOOK

By Simine Short.

This 262-page descriptive catalogue is arranged in four sections to aid in the further study of glider mail. The most extensive section, a detailed compilation of glider mail flights in 220 pages, lists all reported glider mail events from 1922 through 1986, including historical flight accounts and the philatelic treatment of mail. The listings cover 34 countries, with 25 outline maps showing the approximate locations of most events listed. More than 400 envelopes and cards, plus about 300 postmarks and vignettes, are reproduced throughout the more than 1,000 specific listings. The handbook's final pages are a chronological cross-index and checklist.
Hardbound — list price \$20.00

MAX - I didn't get to know him very well

By A. D. Jones.

Chronicles the life of Max Miller, the first of the early U.S. airmail pilots. Mr. Miller's brief two year service with the Air Mail Service, having joined after May 15, 1918, until his untimely death on September 1, 1920, is the story of the development of the transcontinental air mail service. 132 pages.
Softbound — list price \$15.00

THE PIONEER AIRPLANE MAILS OF THE UNITED STATES

This 346-page book is the most comprehensive study of U.S. Pioneer airmail flights and mail. It covers 99 different mail-carrying flights during the period between 1910 and 1916, four of which have not yet been included in the American Air Mail Catalogue. In its five chapters, the author, noted Pioneer student Thomas J. O'Sullivan, provides details of the pioneer flights, their pilots and experiences, and the mail they carried. The book is replete with 273 illustrations of old news accounts, aircraft and covers.
Hardbound — list price \$25.00

INDEXES TO THE AIRPOST JOURNAL, VOLUMES 1-60, 1929-1989 and AERO PHILATELIST ANNALS, VOLUMES 1-25, 1953-1971 and 1975-1982

This volume of nearly 200 pages is the first comprehensive indexing to hundreds of topics of aerophilately, aviation, airlines and aeronautica. Nearly 900 subject headings covering over 150 pages are taken from the issues of The Airpost Journal, published monthly by the AAMS since 1929. Over 225 subject headings constitute an additional 22 pages from the Aero Philatelist Annals, a predominantly U.S. airmail journal published between 1953 and 1982.
Hardbound — list price \$12.00

THE PIONEER PERIOD OF HUNGARIAN AIR MAIL

By Victor G. Berecz, Jr.

This 200+ page monograph is the definitive English-language history of the airmail stamps and covers of Hungary from the late 1800s through World War II. Heavily illustrated, the work includes an emphasis on Hungarian pioneer airmails during and just after World War I. Backed by years of wide-ranging scholarship and original discoveries, this is the epitome of a single-country airmail handbook.
Softbound - list price \$15.00

CORREIO AEREO: A HISTORY OF THE DEVELOPMENT OF AIR MAIL SERVICE IN BRAZIL

By William Victor Kriebel.

This generously illustrated monograph traces the airlines and early airmail services into and out of Brazil. Featured are chapters on airlines like Varig, Condor, NYRBA, Aeropostale, LATI, and Pan Am. Included are many reproductions of airmail stamps and covers, as well as historical tables, maps, labels, and other Brazilian airmail material. 205 pages.
Softbound - list price \$15.00

In Closing...

My thanks, again, go to those who have contributed content for this issue and all of the previous issues. If you review the names of those authors, you'll see that it is a relatively small proportion of our membership.

Member support is essential if we are to continue publishing a Newsletter. Any contributions of a philatelic nature will be considered for inclusion in a forthcoming issue (e.g., a catalog or book review, what I collect and why, a stamp show or bourse review, an intro to my local club, etc.).

Please consider trying your hand at writing something for publication. If you aren't sure how to go about it, contact one of the editorial staff and we'll be happy to assist.

I'm trying to get back on track, having each Newsletter published the week prior to the period covered. In order to meet that target, we'd like to receive your submissions not later than March 4, 2022.

When contributing material, Microsoft Word files are preferred, with images submitted as separate files. Although we can work with PDF files with embedded images, it makes for a more tedious process.

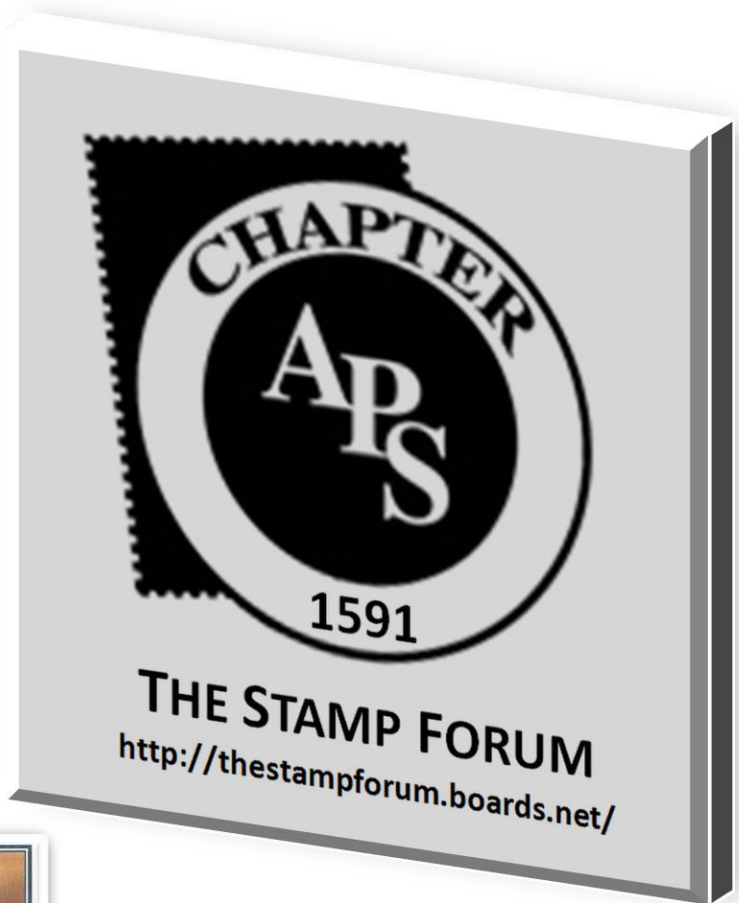
Thanks for your continued support! Please remain vigilant. Get vaccinated/boosted, keep washing your hands, maintaining social distance, wearing a mask when you can't maintain social distance, and staying at home with your loved ones and your stamps, whenever possible!



The Stamp Forum became a Chapter of the American Philatelic Society on February 28, 2014. A requirement of that membership was our obligation to abide by APS' [Philatelic Code of Ethics](#).

While most of the benefits of Chapter membership are best-suited for physical stamp clubs, there are several that are applicable to us. For example, we are listed in the APS club directory, are able to participate in the [Articles of Distinction](#) program, and receive a copy of [The American Philatelist](#), the monthly journal of the Society.

If you are not an individual APS member, please consider [joining](#) the organization. If you are going to apply for membership, indicate Chapter 1591 as your sponsor.



It's Time for a Stamp Club Meeting

Join us!

- Would you like to join a stamp club but you either can't find one or its meeting time doesn't fit your schedule?
- Would you like to discuss stamps with other collectors at any time you choose, day or night?
- Do you have questions about your stamp collection that you'd like to have help in answering?

If you answered yes to any of these questions, we can help! The Stamp Forum, Chapter 1591 of the American Philatelic Society, meets online, 24/7 at thestampforum.boards.net. Feel free to check us out. If you have questions, please send them to us at stampforum.net@gmail.com.

