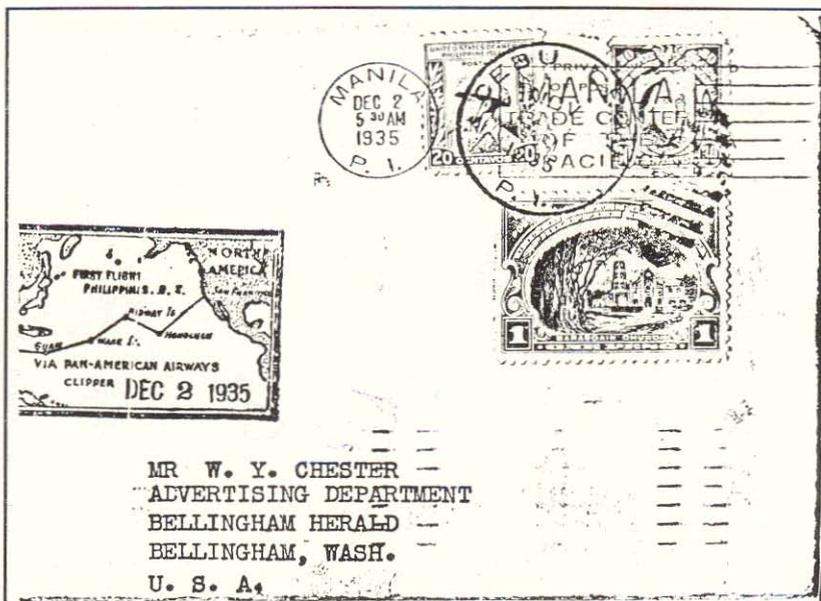




PHILIPPINE PHILATELIC JOURNAL

Volume XIII, No. 2



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Second Quarter, 1991

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PPJ Second Quarter, 1991

From the Past...

THE RARE BAGUIO (P.I.) INITIAL FLIGHT COVERS

by Arnold H. Warren

On the morning of December 2, 1935, the *China Clipper* left Manila, Philippine Islands, bound for Guam, Hawaii and San Francisco, and carrying the first Eastbound Trans-Pacific airmail. More than 26,000 covers were carried.

The Philippine Government issued special stamps for this flight. Two denominations, 10-centavos and 30-centavos, of the regular 1935 issue were surcharged "P.I.-U.S. INITIAL FLIGHT December 1935." These stamps were sold only at the Manila Postoffice. They were placed on sale November 27th, 1935, and were withdrawn from sale on the morning of November 30th, two days before the *China Clipper* sailed from Manila. The Bureau of Posts through the daily papers issued instructions that persons living outside of Manila should mail their covers to the Manila post-office together with a money order for the desired stamps. The stamps would then be affixed to the covers at the Manila postoffice. Detailed information as to the exact denominations of stamps to be issued and the amount of postage required for each cover was not made public until about November 22, and even then the exact date on which the stamps would be placed on sale was not announced.

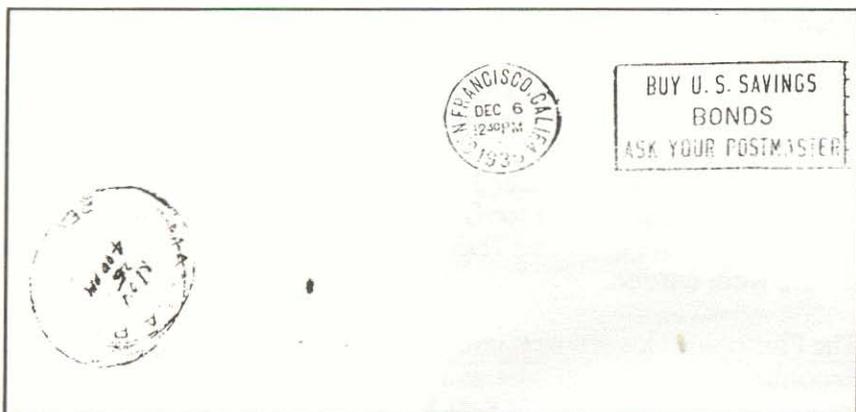
Shortly before noon on November 23, 1935, I telegraphed the Director of Posts at Manila from Baguio asking if he would reserve forty pesos worth of P.I.-Initial Flight stamps for me provided I sent the money by telegraphic transfer. As Saturday afternoon was a half-

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Reverse of Cebu Photo Shown on Cover

holiday my telegram was not received by the Director until the following Monday. In the meantime on Saturday afternoon, fearing that there might be some delay in handling my telegram, I dispatched by airmail a money order for seventy pesos worth of Initial Flight stamps. On Tuesday afternoon, November 28th, I received by mail seventy pesos worth of stamps together with the information that an additional forty pesos worth had been reserved for me in response to my telegram. I therefore sent forty pesos by telegraphic transfer and received the stamps by airmail the following morning.

The Postmaster of Baguio, Mr. A. Toletino, had already told me that many residents of Baguio had sought to purchase P.I.-U.S. Initial Flight stamps from him and that he had been unable to obtain Initial Flight stamps for sale at the Baguio postoffice. So I decided to share my stamps with other residents of Baguio who desired to send letters by the *China Clipper*. As people desiring these stamps naturally came to the office of the postmaster I left several sheets of each of the two denominations with the postmaster to be sold at face value to such persons as made request for them. I also sold a small quantity of the stamps to a number of my friends. The news that I had P.I.-U.S. Initial Flight stamps spread rapidly. The small supply left was exhausted within an hour, and I was besieged with requests for these stamps far in excess of my supply. I sold altogether about sixty pesos worth of P.I.-U.S. Initial Flight stamps, enough for forty covers if each cover bore Initial Flight stamps for the full amount of the required postage (P1.50). But as the demand exceeded the supply some covers had only

one or two Initial Flight stamps and ordinary stamps for the balance of the required postage. And some covers bore no Initial Flight stamps.

There follows a letter from the Postmaster of Baguio stating that a total of 89 covers were dispatched from the Baguio post office. Nine of these covers were registered and eighty were sent by ordinary mail. Eighty-eight were sent to San Francisco and one to Hawaii.

These covers cannot of course be distinguished from covers posted in Manila unless they bear the Baguio postmark. The nine registered covers necessarily bear the Baguio postmark. The postmaster is not certain that all of the covers sent by ordinary mail were postmarked in Baguio, but believes that most of them were. His letter states that the Director of Posts on November 29th telegraphed the Baguio postmaster as follows: "...Letter mail posted your office for *Clipper* be postmarked there but should be sent under cover to Superintendent Manila Postoffice marked RUSH." I have, however seen several covers which were dispatched from Baguio without the Baguio postmark. However it appears probable that these were dispatched on the morning of November 29th, or earlier, and that, being sent under cover to the Manila Postoffice, no record was kept of these covers by the Baguio Postoffice. I would greatly appreciate it if all persons who read this article and who possess covers sent by ordinary mail and postmarked "Baguio Mountain P.I." would write me telling how many covers they have and what stamps these covers bear. This information will assist in making an accurate appraisal of the rarity of the Baguio covers. I have seen four covers sent by ordinary mail which were postmarked in Baguio. One of these was postmarked on November 30th and the other three were postmarked on December 1st.

This cover although addressed to Alameda, Calif. does not show any Alameda postmark. It is backstamped San Francisco, Calif. I do not know to whom most of the covers dispatched by ordinary mail were sent. But I am writing to the addresses of about a dozen such covers to inquire if the covers are postmarked "Baguio."

Concerning the registered covers I have much more definite information as I sent seven of these registered covers myself. One of the remaining two was addressed to Montgomery Ward & Co., Seattle, Wash., and contained an order for merchandise! I wonder if it was preserved. The ninth registered cover was sent to Berkeley, Calif., but I do not at present know the name of either the sender or the addressee.

The records of the Baguio Postoffice show that one cover was sent by ordinary mail from Baguio to Hawaii. If this cover was postmarked "Baguio" it is a rarity indeed. I wonder who the fortunate owner is.

The postmaster of Baguio states that all of the covers dispatched from Baguio were sent by airmail from Baguio to Manila.

The Baguio covers in any event are rare. Certainly less than ninety bear the Baguio postmark, as compared with 26,000 bearing the Manila postmark.

The communication from the Postmaster of Baguio follows:

The Letter

BAGUIO, P.I., March 30, 1936.
MR. ARNOLD H. WARREN,
Baguio, B.I.

DEAR MR. WARREN:

Our records indicate that the following is the number of covers dispatched from Baguio for the P.I.-U.S. Initial Flight of the China Clipper:

	Dispatched From Baguio	Dispatched From Manila	Ordinary	Number of Covers Registered	Total
Destination-San Francisco					
6 A.M., Nov. 30 1935		Dec. 2 1935	36	0	36
1 P.M., Nov. 30, 1935		Dec. 2, 1935	7	9	16
6 A.M., Dec. 1, 1935		Dec. 2, 1935	36	0	36
Destination-Hawaii					
6 A.M., Dec. 1, 1935		Dec. 2, 1935	1	0	1
		TOTAL	80	9	89

The nine registered covers were, of course, postmarked in Baguio. I am not certain that all of those sent by ordinary mail were postmarked in Baguio, but I believe that most of them were.

On November 29, 1935, I telegraphed the Director of

Posts as follows: "Please advise rush if air letter mail via China Clipper posted in Baguio be postmarked here or sent Manila under covers where they will be postmarked.-Tolentino." On the same day the Director of Posts replied as follows: "Letter Mail posted your office for Clipper may be postmarked there but should be sent under cover to Superintendent Manila Postoffice marked RUSH.-MPO 5 Dir. Posts."

All of the covers dispatched from Baguio were carried by air mail from Baguio to Manila.

P.I.-U.S. Initial Flight Stamps were not available for sale at the Baguio Postoffice, as they were sold at the Manila postoffice only. But through the courtesy of yourself in offering to the public a part of the stamps which you obtained from Manila some of the covers dispatched from Baguio bore P.I.-U.S. Initial Flight stamps.

Very sincerely yours,
A. TOLENTINO.
Postmaster, Baguio, P.I.
(True Copy)

(Reprinted from Air Mail Society Digest, 1939)

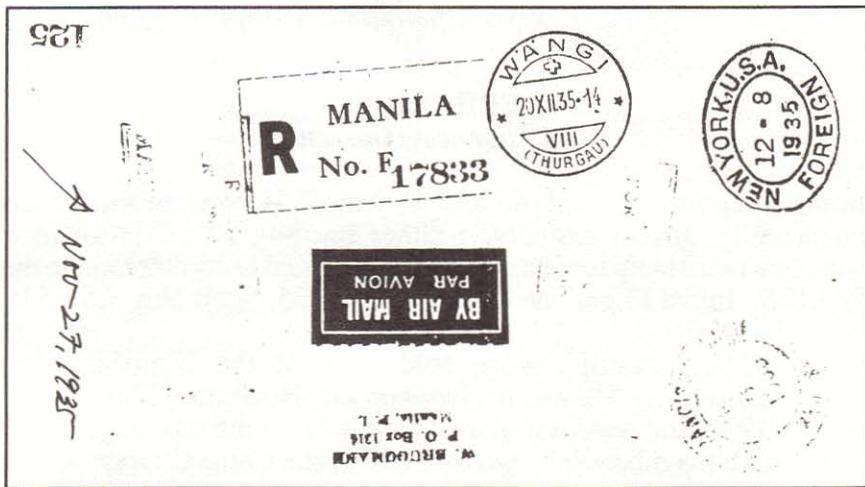
EPILOGUE

by Eugene A. Garrett

In the foregoing 55-year-old article, Arnold H. Warren mentioned incidentally, almost casually, a rather startling bit of information about the two-stamp set of air post stamps issued to commemorate the "P.I.U.S. Initial Flight" on December 2, 1935, Scott Nos. C52-53:

"These stamps were sold only at the Manila Postoffice. They were placed on sale November 27th, 1935, and were withdrawn from sale on the morning of November 30th, two days before the China Clipper sailed (sic) from Manila."

According to Scott, those stamps were issued first day on December 2, 1935. With all due respect to the people at Scott's, Warren was there, and based upon his other many excellent studies of Philippine



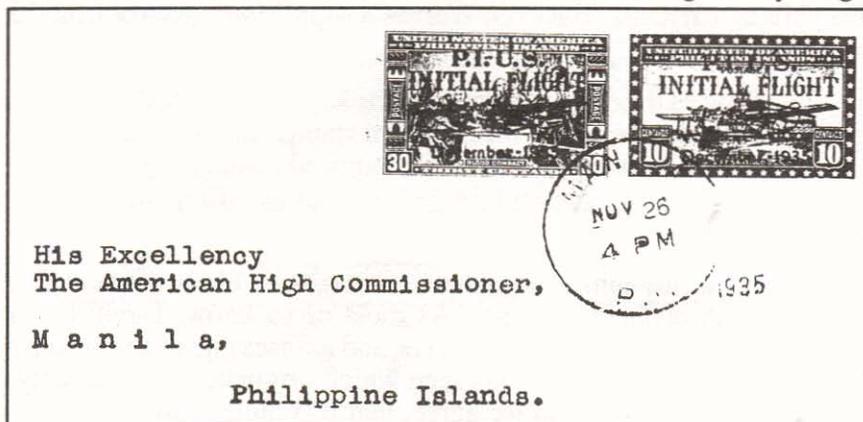
Philippine stamps, we are willing to take his word for this contradiction. It also stands to reason that had the stamps been issued First Day on December 2, it would have been quite impossible to affix them on 26,000 covers in time for the 5:30 AM December 2 postmark to have been applied at the Manila Central Post Office.

The catalog must be rewritten to list the First Day of Sale for C52-53 as November 27, 1935. Those covers postmarked December 2, 1935 are correctly described as "Initial Flight/First Flight" covers.

After the elderly Warren article was discovered and submitted to the IPPS by James C. Biedzynski of Middletown, New Jersey there began an astonishing series of coincidences. The first came in a letter from David G. Chiong of Ozamiz City, Philippines:

"Please note the (photocopy enclosed) of a Manila China Clipper cover with Manila Registry Label #F 17833 and registry marking on reverse dated November 27, 1935, using the 'P.I.-U.S. Initial Flight' stamps. That is 5 days earlier than the December 2, 1935 alleged official first day. I have two registered covers of Nov. 27, 1935 using the same stamps. I believe the First Day of the 'P.I.-U.S. Initial Flight' stamp is November 27, 1935 and not December 2, 1935 — nor November 26, 1935. The three known covers of November 26, 1935 are all philatelic pre-first-day favor cancelled and signed by Murphy or Quezon."

The next coincidence came in a letter from Ron Maineri (Philstamps), reporting the prices realized for two covers bearing C52-53 postmarked at Manila on November 26, 1935, one signed by High



Commissioner Frank Murphy and the other by Murphy and President Manuel Quezon, offered as Lots 374 and 375 in his February 16, 1991 mail auction:

“Lot 374 was described as APPARENTLY favor canceled ‘FDC’ postmark Nov 26, 1935, six days before 1st day of issue, hand signed by Frank Murphy, US HIGH Commissioner w/cc MALACANAN PALACE with estimate of \$30-35 realized \$105. The similar Lot 375, signed by both Murphy and Quezon, realized \$115.”

The final coincidence in this surprising series of events appeared in David’s aforementioned letter which contained a photocopy of another cover which well might inspire the following fictitious headline, with apologies to Arnold H. Warren: **The Rare Cebu (P.I.) Initial Flight Covers**

It is a long envelope, shown photographically cropped on the cover. The three ordinary definitive postage stamps (not the “P.I.-U.S. Initial Flight” stamps) are cancelled with a Cebu City steel handgrip duplex cds with oval barrel killer dated November 25, 1935. On the reverse is a Manila “REC’D” arrival marking also dated November 25. It was apparently held at the Manila CPO until the flight was in preparation, and the Manila Universal Machine cancel dated December 2, 1935 was applied over the Cebu City cancel. It also bears the correct San Francisco backstamp dated December 6, 12:30 PM, 1935, and a Bellingham, Washington arrival marking dated December 9.

It’s too bad there was not an Arnold H. Warren in Cebu at that time to take the considerable pains to order P140.00 worth of the C52-53 stamps from Manila in advance of the first day of sale to share with his philatelic friends. But even Warren’s supply in Baguio of C52-53 was inadequate:

“But as the demand exceeded the supply some covers had only one or two Initial Flight stamps and ordinary stamps for the balance of the required postage. And some covers bore no Initial Flight stamps. (Emphasis added.)”

If other Cebu City Initial Flight covers exist, most likely they are also franked with ordinary stamps. As most of us know, David has a world-class collection of flight covers, and advises that this is the only “P.I.-U.S. Initial Flight” he has seen which originated in Cebu City. He therefore believes, and we agree, that it is quite scarce.



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Continued from previous issue...

**FROM THE ALLIED INTELLIGENCE BUREAU
TO MINDANAO: THE "FREE PHILIPPINES"
GUERRILLA STAMPS**

by Walter H. Adler

Reprinted from American Philatelist, September, 1982

I had no reason to doubt this statement; however, in attempting to validate it, I learned that Capt. Bobb B. Glenn was the first and only supply officer and Chief of Supply of AIB during that unit's entire history, namely, from September 7, 1942, to November 20, 1945, when AIB was deactivated overseas in Australia.⁶ I believe that Colonel Smith had a short-term assignment in the Supply Section of the Philippine Island Section, and that he had responsibility only for procuring supplies for specific secret missions.

Someone in AIB had to authorize the printing of the stamps, and the most likely persons to have done so would have been Col. C.R. Roberts, head of AIB, and/or Col. Courtney Whitney, head of the Philippine Island Section. In referring to Figure 2, you will note that in the Philippine Island Section Colonel Whitney was in command of the Party Leaders. (By way of explanation, the Party Leaders were a group of trained Army men who were familiar with the island areas to which they were sent. The function of the Party Leaders was to accompany submarine shipments of supplies; to serve as liaisons between the AIB and the various guerrilla leaders on Mindanao; to see that supplies reached their proper destination; and to bring back intelligence reports.)

Charles Smith and Charles Parsons had close associations with both Whitney and Fertig. The other three Party Leaders— Villamor, Young, and Hamner— were not involved with the Guerrilla stamp. Commander Parsons was not an agent of the AIB; however, I have learned that he did make several trips in and out of the islands as a personal emissary of General MacArthur. He was sent to Mindanao with orders to check out Colonel Fertig's guerrilla operation, its organization and capabilities, and to see if Fertig could provide the leadership required to consolidate the various and numerous guerrilla groups on the island. He was then to report back to MacArthur's GHQ with his findings. According to Capt. Edward Williams, "Parsons spent most

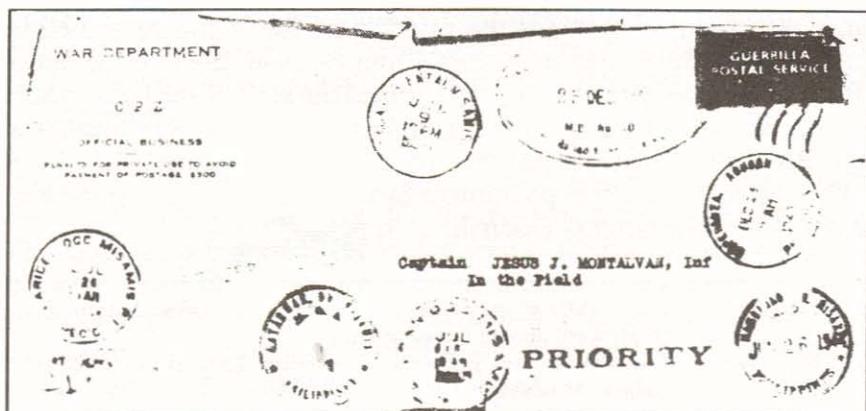


Figure 3. Philippine Guerrilla cover posted on Mindanao on December 25, 1943; postmarked from Esperanza, Agusan, a province in northern Mindanao that was the headquarters for the 10th Military District. Note the various postmaster postmarks after December 25, 1943.

of his time in an advisory capacity in General Headquarters Philippine Intelligence, that is , sub section of G-2, AIB.”⁷

At this time it is pertinent to review the log of the submarines that called at Mindanao.

The log of the submarines calling at Midanao is of critical importance, because it provides an insight into where Parsons and Smith were in relation to the printing and delivery of the Guerrilla stamp. Both Smith and Parsons were on Mindanao from March 5 to July 9, 1943, returning to Australia aboard the *Trout*.

If Colonel Smith was responsible for the printing of the stamps, the printing had to have been done sometime between January 1943 and the time that the submarine *Narwhal* made its first trip to Mindanao, leaving Australia October 23, 1943, and arriving at Nasipit, Mindanao, on November 15, 1943. On that trip Parsons and the Phillip’s Party were passengers on the submarine.

Therefore, if Colonel Fertig sent a request to Australia for these stamps, it had to have been sent by personal mail dispatched by submarine, or carried verbally by Parsons and/or Smith when they departed Mindanao on the submarine *Trout* on July 9, 1943. This

narrows the time span for the printing of the stamp to sometime between late July 1943 to probably mid October 1943, at the latest. Parsons, it should be remembered, joined the staff of the commander of the Southwest Pacific Forces in June 1942. He was present at SWPA GHQ when the printing of the stamps occurred. Colonel Whitney was in the best position to facilitate and to approve the idea for a "Free Philippines" Guerrilla stamp.

18 Feb 1943	USS TAMBOR departs from Australia for Mindanao. Parsons and Smith were aboard the submarine.
5 Mar 1943	TAMBOR arrives at Tucaran, Mindanao. Parsons and Smith remain in Mindanao.
9 Jul 1943	USS TROUT evacuates Parsons and Smith from the south coast of Mindanao.
23 Oct 1943	USS NARWHAL departs Australia with Parsons and the Phillip's Party aboard.
15 Nov 1943	NARWHAL arrives at Nasipit, Mindanao, after having debarked the Phillip's party in Mindoro. Parsons and many tons of supplies were delivered to Fertig. The Guerrilla stamps were delivered to Fertig.
25 Nov 1943	NARWHAL departs from Australia with the Smith Party, which is to proceed to Samar on an intelligence mission. Dr. Evans was with the Smith Party.
2 Dec 1943	NARWHAL arrives at Mindanao. Smith Party debarks. Parsons embarks and returns to Australia. Smith Party goes on to Samar except for Dr. Evans who remains with Fertig. ¹²

In his book *MacArthur: His Rendezvous With History*, then-Major General Whitney wrote:

In this same spirit, I had my staff strike off a special stamp for the establishment of a "Guerrilla Postal Service." When these were sent into the Philippines, guerrillas in the free areas used them, and with added defiance the postmasters even issued token one peso money orders on the Central Post Office in Manila, in favor of "General Douglas (sic) MacArthur." Such was the Psychological Warfare that the guerrillas under MacArthur's inspiration constantly waged against the would-be conquerors.¹⁵

This statement, however, must be viewed from the perspective of known facts. For one thing, Whitney's staff did not literally "strike off a special stamp." In reality, they ordered it to be struck off. The stamp was prepared and printed by the firm of Simpson, Halligan and

Company, Brisbane, Australia. A "Guerrilla Postal Service" was established, but it operated out of Colonel Fertig's headquarters as a courier service which operated as necessity demanded—not on any regular schedule.

It should be emphasized that the Japanese occupation issues were used only in those areas where the Japanese were totally in command. The Japanese occupied all the major cities of the islands, but vast areas in the interior were controlled by many local guerrilla groups. Lastly, while General Whitney's statement does not say so, there appears to have been implied authority from General MacArthur for the issuance of the stamps. Nowhere else have I found any such implication.

It is important to establish who placed the order for the stamps. Maj. Bobb B. Glenn wrote:

I remember that one day Colonel Whitney called me into his office and discussed with me the concept of setting up a postal system in Mindanao and placed an order with me for the necessary stamps. I worked out some of the details with Wilcox (Captain in my Supply Section) and gave him the assignment of getting them printed.⁶

Concerning the delivery of the stamps, Glenn's memory is hazy, but he recalls that he personally delivered the stamps to Colonel Whitney: "This was done at Archerfield outside of Brisbane."⁶

According to Glenn, both he and Whitney were present at this particular departure, "and I handed them (the stamps) to Whitney and he in turn handed them to the Party Leader."⁶

Unfortunately, the name of this Party Leader has escaped Glenn at this time. It should be stated that the people on this first trip of the *Narwhal* were Parson and the Phillip's Party. Smith remained in Australia; therefore, it becomes apparent that Parsons is the one who carried the stamps to Mindanao. This conclusion is based on the fact that the *Narwhal* arrived at Nasipit, Mindanao, on November 15, 1943, and the earliest reported date of a Guerrilla cover is November 29, 1943.

As Glenn wrote to me: "In my discussion with Colonel Whitney I had the feeling someone else had come up with the idea, but their name was never disclosed to me. Whitney had the authority to authorize them and did so."⁶ It was Glenn's feeling that Parsons did not have

anything to do with the stamps.

Regarding quantities of stamps, Glenn noted that, "Before delivery, the order was cut to fifty sheets."⁶ Fifty sheets would amount to 1,250 stamps. It is apparent that the question of exactly how many sheets of stamps were printed will never be known. The present Sales Director of Simpson, Hallingan and Company advised me in 1980 that all of the records of transactions during the war years had been destroyed.¹⁰

In a letter from Arnold Warren to Col. S.M. Mitchell, a United States Army Medical Officer, Warren stated:

Colonel Smith stated that before he left Australia, he was instructed to have the two-centavo Guerrilla stamp printed. This printing was to be done by a printer who was a friend of Colonel Smith. He is not certain as to the exact number of stamps printed, but believes that the total was ten thousand. Warren states that when "Smith returned to the Philippines in November of 1943 he brought the Guerrilla stamp."¹⁸ On this trip of the NARWHAL the submarine stopped at the Island of Mindoro and then proceeded on to Mindanao at which time the stamps were delivered to Colonel Fertig.¹³

It is noteworthy to mention that a Capt. J.H. Phillips, according to one source, carried the balance of the stamps onto Mindoro with him. Then, acting unwisely, he gave himself away and the Japanese moved in, ambushing and killing him and seizing and destroying everything he was carrying.⁷ The idea that Captain Phillips took the stamps onto Mindoro probably is not true, as rationally and logically the action would not fit into the scheme of his task, which was a "spy" mission. Such items as the stamps would carry dire consequences if he were caught with them in his possession. Usage of the stamp on Mindoro would have revealed to the Japanese that someone had brought the stamps onto the island from the outside. This would have been a sure way to destroy the "secrecy" of the mission.

Colonel Smith's statement that he was instructed to have the 2-centavo stamp printed does not agree with Major Glenn's statement that Colonel Whitney placed an order with him, and that Glenn then worked out the details with Captain Wilcox. It is logical to assume that Colonels Whitney and Smith discussed and planned that the stamp would be printed; it is not logical to believe that Colonel Smith placed the order, because it would have been an order item through the Supply Officer—namely, Major Glenn.

The following material deals with information that I have received from Colonel Smith, and to some extent repeats material that I have already presented here. However, it is coming from another perspective and does differ from other opinions and statements. One must realize that personal observations differed according to varying points of view within the same superstructure, and that by its very nature the Allied Intelligence Bureau was a highly secret operation, not only to outsiders, but also to those who worked in AIB and its various sections. Colonel Smith stated in a letter to me:

I do not remember Mr. Donald, but I recall one meeting at A.I.B. for the purpose of developing ideas aimed at boosting the moral of the Filipinos. If my memory serves me right the following were present: Charles Parsons, Allison Ind, the Australian Brigadier (who headed A.I.B. presided), and one of MacArthur's aides. The printing of the stamp was discussed and a man representing the printer brought in to show samples, this may have been Mr. Donald ... regarding authority to print the stamp I doubt very much if President Quezon authorized the stamps. He did not mention it in the three days that I spent with him. As I remember it Allison Ind was the first to suggest the stamps. I do not remember how many stamps were ordered or how many were picked up. The stamps were no doubt picked up by the A.I.B. Supply Depot. Parsons delivered the stamps to Colonel Fertig. The stamps were printed in February or March of 1943.¹⁷

An interesting point is this: Colonel Smith also said that on his (Smith's) return to Australia from the United States, Colonel Whitney placed him in charge of the supply office of the Philippine Regional Section.

Colonel Whitney gave me as authority for procurement of supplies an order signed by General MacArthur instructing all supply officers to fill the requisitions for supplies that I presented. The letter of authority caused considerable consternation among the supply people. the procedure for deciding what should be taken into the Philippines on each trip was worked out in a meeting with General Willoughby with all concerned present. NARWHAL was loaded at Brisbane. A.I.B. had nothing to do with the loading; we delivered the cargo to the navy yard at night only. while in charge of the supply section of the Philippine Regional Section (PRS) I prepared three loads for NARWHAL... two to go from Brisbane to Mindoro with the Captain Phillips' party. After dropping Phillips off, NARWHAL dropped the balance of the cargo in Mindanao, and then

returned to Darwin to pick up the cargo and then back to Mindanao. I went back in on this trip.¹⁷

In another letter, Colonel Smith also stated:

I don't know how many stamps went to Mindanao, but they were given to Colonel Fertig. I know that he gave some of them to men attached to headquarters and to friends. To my knowledge stamps were sent to several islands I took some to the Island of Samar and used them. All mail that went out of the islands by submarine was under strict censor regulations. A sack of mail was handled by the military and eventually it reached the United States. Mail to Mrs. Smith took a year to get to her and it was delivered by a naval officer. Each time he cautioned my wife not to talk.¹⁷

With reference to his statement about taking stamps to Samar, Smith undoubtedly had them for his own use only, and not for distribution and use on Samar by others. I have yet to see a Guerrilla cover canceled or postmarked from Samar.

As far as Colonel Smith knows, the only official authorizing the stamps was General MacArthur. As he remembers them, the stamps were marked "FREE PHILIPPINES," thereby differentiating it from the Commonwealth of the Philippines.

It would be natural to assume that the printer of the stamps was located in Brisbane; however, being realistic, this was not necessarily so, because the U.S. Army could have used any printer in any one of the major Australian cities. Therefore, my problem of locating the printer of the stamps involved contacting Chambers of Commerce, the Printing and Kindred Industries Association, the Printing and Allied Trades Employers Associations, and the Australian Council of Trade Unions. In addition to those sources, I wrote to some of the banks, to numerous governmental agencies and libraries, and to for stamp magazines and societies.

My efforts were finally rewarded when I received a letter from Mr. A.J. West, of Simpson, Halligan and Co., Pty, Brisbane.¹⁰ In this letter Mr. West told me that he had contacted Mr. A.D. Donald, the retired managing director of the firm, and that Donald remembered handling the printing of the stamp. This was a major breakthrough: I had found the printer of the stamp, and some one who had actually handled the order. Now I could pursue some of the additional questions that I had

wondered about.

Subsequent correspondence with Mr. Donald verified that Simpson and Halligan had indeed printed the stamps.⁴ In one letter Donald stated that, as he remembered it, a package of 500 sheets of the blue and whites — a total of 12,500 stamps — were given to Capt. Charles Wilcox. However, as I subsequently learned, Captain Wilcox could not “remember personally having anything to do with getting them printed, but this is a possibility?”⁵

Edward Williams stated to me in correspondence, however, that “There is absolutely no reason that Captain Wilcox would have known what was in the parcel he picked up from the printers.”⁷

In one of his letters to me Donald made this statement:

I am under the impression that I handled the printing with Charles Wilcox and Commander Borison who was connected with running of United States submarines into the Philippines when the Japs were in occupation. As I remember it A.I.B. was the authority per Charles Wilcox and Commander Borison. An elderly ex-employee who wrapped the stamps remembers only one color.⁴

Again the controversial point about who ordered the stamps surfaces. However, I still believe that Major Glenn’s statements appear to be logical and more in line with military procurement procedures.

I have been unable to learn the identity of “Commander Borison.” None of the persons I have contacted recalls hearing the name. The name could be “Morrison” or possibly even “Morris.” although memories fade during the passage of thirty seven years, Mr. Donald believes that he designed the stamp and that they were ordered by Charles Smith or Charles Parsons. Payment for the stamps was by way of the United States Army, Allied Intelligence Bureau. One correspondent stated that payment for such an item from AIB funds was probably from “block funds” (Australian, United States, or Dutch), depending on what funds were available at the time.

This being a most top secret organization you may be sure these funds were not publically (sic) labelled “A.I.B.” in a regular bank account. Normally, military supplies were requisitioned through regular army military supply channels. The money could have gone for Guerrilla labels as such. This

would thus be an A.I.B. payment, not a United States or Australian.⁷

There had been a question as to whether the stamps were lithographed or printed by the letterpress process. According to Mr. Donald, "The method used for printing the stamp was the letterpress process, one value, blue and white in color."⁴

This statement then corrected the belief of Esperidion that the stamp was printed in different colors; namely, the blue for Mindanao, the red for Luzon, and the green for the Visayas. Nowhere have I been able to locate proof that stamps of more than one color were printed. Perhaps three stamps originally were planned, but there is no evidence that this actually occurred, nor does subsequent usage indicate the existence of more than one stamp. All the known copies are the blue and white, 2-centavo, Series 1943 versions which were used on Mindanao. In his book, *They Fought Alone*, John Keats interestingly enough made this statement: "Meanwhile, letters with the blue stamps of the Free Philippines Government were carried by post office couriers."³

If stamps were ever issued for Luzon and the Visayas, they have yet to turn up.

This brings us to the question of which was the first day of issue for the Guerrilla stamp, and what would be the first day of issue on a cover. As far as the stamps are concerned, this remains a mystery; however, the earliest reported cover is dated November 29, 1943. Following that date, covers were prepared and sent out until at least August 3, 1945. I have not been able to discover covers earlier or later than these two dates.

(Continued Next Issue)

THE LADY UNVEILED: PART FOUR
by Eugene A. Garrett and Douglas K. Lehmann

It is seldom that present-day students are able to rewrite an aspect of Philippine postal history, proving beyond doubt that previous students of unquestioned integrity and sincerity were dead wrong in their conclusions about a particular stamp.

In three previous issues of *Philippine Philatelic News*, the story was told of the discovery by Douglas K. Lehmann after 30 years' search of the mysterious 1-peso Internal Revenues stamp of the Japanese

Occupation, Warren No. W-668B, which previous students concluded had been “printed but never issued”. Subsequently, we reported the separate discoveries of two more unused examples. All three examples are from the same pane, leading to the speculation that perhaps one pane had been removed from the offices of the Bureau of Internal Revenue.

Then our last article reported the astonishing discovery of two used halves, indicating that W-668B had indeed been issued in the closing weeks of the Japanese Occupation. That article ended with the hopeful suggestion that “additional examples may be lurking unnoticed in private collections or in other dealers’ stocks: please look!”

Remembering the admonition to “please look”, Donn Lueck (I-485) did so at the bourse at ARIPEX '91 in his hometown of Phoenix, Arizona and sure enough, found two more used halves!

It is noted that Donn’s example in Figure 1 bears control number 718 and that in Figure 2 number 749, both of which are consistent with the previous discovery of the two used halves bearing control numbers 764 and 803. Both display cancels dated “Jan 19 19XX” and “JAN “2X”, again consistent with the earlier discovery, and almost certainly with dates in January 1945.



Figure 1

From the same dealer at the same show, Donn also discovered three used halves of W-644, the 10-peso dark green perf 11 of the prewar 1934-37 issue with Type C control numbers (unlisted by Warren with Type C control numbers), with cancelling dates which appear identical with the dates on the two W-668B halves. The circumstantial evidence suggests that all were soaked off the same document. One of the W-644 halves displays a clear year date “1945”, providing strong supporting evidence of usage of W-668B in January 1945.



Figure 2

While it is apparent that W-668B is very rare, unused or used, the evidence provided by the seven examples discovered to date permits the confident statements that it definitely was:

- a) printed and issued during the closing weeks of the Japanese Occupation;
- b) sold to the public; and
- c) used for its intended purpose in the normal course of business in January 1945.

Having corrected and rewritten the history of W-668B, the matter may now be closed; besides, it might be viewed in some quarters as distinctly indelicate were we to continue with any further Unveiling of the Lady.

QUARANTINE STATEMENT

This 1-peso customs stamp of the cutter series (W-856b) pays for the bill of health requirement enacted by Congress in 1893. The fiscal is "tied" by two star hole-punch cancels and signed with an authenticating embossed seal of the U.S. Public Health Service (lower left). The handwritten notes indicate the ship was in Honolulu a month later, and include the names of two crew members who apparently needed this document for free access in the Hawaiian port.

Album Page...

TREASURY DEPARTMENT
U. S. PUBLIC HEALTH SERVICE
FORM NO. 1397.

Copy of
United States of America

NO. 94

BILL OF HEALTH

C. S. Gilchrist

Active Assistant Surgeon, U. S. P. H. S.

I, _____ (the person authorized to issue the bill, at the port of HOLOLO, P. I.) do hereby state that the vessel hereinafter named clears (or leaves) from the port of HOLOLO, P. I. under the following circumstances:

Name of vessel Str. "HANOVER" Nationality American
Master E. S. Nicholson Tonnage gross 5816 : net 3567 Name of medical officer _____

Number of officers 9 ; of crew, including petty officers 27 Officers' families ---
Passengers destined for the United States, --- first cabin; --- second cabin; --- steerage.
Ports visited within preceding four months New Orleans, Galveston, Honolulu, Manila, Iloilo, Hongkong, Swatow, Shanghai, Dairen, Taku Bar and Manila, P. I.

Location of vessel while in port—wharf ----- ; open bay yes ; distance from shore 1/4 mile.

If any passengers or member of crew disembarked on account of sickness, state disease None.

Time vessel was in port from Feb. 13- to Feb. 16, 1924.

Character of communication with shore No restriction.

Sanitary condition of vessel Good.

Sanitary measures, if any, adopted while in port All precaution taken.

Sanitary condition of port and vicinity Fair.

Prevailing diseases at port and vicinity Malaria, Tuberculosis and Dysentery.

Number of Cases and Deaths from the Following-Named Diseases During the Past Two Weeks Ending Feb. 9, 1924.

DISEASES.	NUMBER OF CASES ¹	NUMBER OF DEATHS ¹	REMARKS. <small>(Any conditions affecting the public health existing in the port of departure or vicinity to be here stated.)</small>
Yellow fever	0	0	
Asiatic cholera	0	0	
Cholera nostras or cholerae	0	0	
Smallpox	0	0	
Typhus fever	0	0	
Plague	0	0	
Leprosy (segregated)	Present.	0	

¹When there are no cases or deaths, entry to that effect must be made.

Date of last case (within preceding year):

Cholera None during preceding year.

Yellow fever Do.

Human plague Do.

Typhus Do.

Rodent plague Do.

I certify that the vessel has complied with the Quarantine Rules and Regulations made under the Act of February 15, 1893, and that the vessel leaves this port bound for New York, Boston, Philadelphia New Orleans or Baltimore(opt) United States of America, via Pulo Pandan, P. Canal and way ports.

Given under my hand and seal this 16th day of February, 1924.

[SEAL]

(Signature of issuing officer)

C. S. Gilchrist
Active Assistant Surgeon
U. S. Public Health Service.

Countersigned by _____

Surgeon, U. S. Public Health Service.

*Honolulu T. H.
Mar 17. 24
R. P. Semple
P. A. Sang.*

International Philippine Philatelic Society

*(A non-profit, non-stock, educational organization incorporated in the
City of Manila, Philippines, on September 24, 1974 as per
SEC Registration #58004.)*



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