



PHILIPPINE PHILATELIC NEWS

Volume XII, No.2



PH



Second Quarter, 1990

PHILIPPINE PHILATELIC NEWS

Official publication of

International Philippine Philatelic Society
Dedicated to the Study and Advancement of Philippines Philately

member of
American Philatelic Society Affiliate No. 54
American First Day Cover Society Chapter No. 24
Inter-Asia Philatelic Federation (FIAP)
International Federation of Philately (FIP)

Volume XII No. 2

Second Quarter, 1990

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Membership	Philippines	Foreign
Regular	P100.00	US \$10.00
Contributing	P150.00	US \$15.00
Sustaining	P250.00	US \$25.00

The Philippine Philatelic News is published quarterly by the International Philippine Philatelic Society. A non-profit, non-stock, educational organization, the IPPS was incorporated in the City of Manila on Sept. 24, 1978, as per SEC registration No. 58004. PPN PURPOSE: "to publish, on a quarterly basis, original and reprinted material pertaining to the philately of the Philippines." Manuscripts and submissions should be typed and double spaced on one side of the page only. Illustrations should be black and white photographs or very clear photocopies. Send all material to the Editor.

Cover Courtesy of Ray I. Coughlin

PPN Second Quarter, 1989

THE 1883 20c BLACK ON 250m ULTRAMARINE POSTAL ISSUE SCOTT 133 — A RARE STAMP

by *Don Peterson*

Few Spanish Philippine stamp collectors have the elusive Scott#133 in their collection. In fact, most will find it easier to obtain Scott # 154 or the pricey # 7 than # 133. Why is this stamp so rare? This article will try to answer that question.

The Scott catalogue describes # 133 as a 250 milesimas ultramarine telegraph stamp [1882 telegraph issue] with a black 20 centavos (type d) surcharge. Based on that description, the surcharge has "HABILITADO" above, "PA CORREOS" in the center, and 20 "Cmos" on the bottom (Figure 1). The 1989 Scott catalogue prices it at \$50 mint and \$30 used.

The earliest mention of this issue (Moen, 1884, 1886, 1888-89) gives no indication that it was a rare stamp. However, later catalogues by Lopez (1990) and Cotter y Quinto (1985) do not list the stamp. The first detailed listing of this issue was by Mencarini (1896), who indicated that 10,000 stamps were issued on February 22, 1883. Since many other surcharged stamps of that period were issued in similar quantities, one would assume the stamp would be fairly common and

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priced in the \$ 2- 10 range. However, as I shall explain, that is not the case.

Skepticism about the stamp's abundance must have occurred early-on. In 1900, although Catalogo Galvez and Scott listed the stamp, neither indicated any catalogue value — usually indicative of few sales and/or no information. Bartels et al. (1904) listed the stamp based on information from Menzarini (1896), but makes no mention as to its scarcity. It wasn't until 1940 that the Scott catalogue first began listing a price for it, pricing it substantially higher than the other surcharged telegraph stamps of that period. At that time it was priced at \$ 35 for both mint and used stamps, essentially the same as today. [The current Stanley Gibbons catalogue lists the stamp but Edifil Espana does not].

It wasn't until catalogues by Hanciau (1905) and Palmer (1912) were published that the reason for the stamp's scarcity was explained. Hanciau (1905) stated that the issue was:

“...not brought into use, but was employed in June 1883, for the manufacture of 1 real stamps, by means of an additional surcharge.”

The stamp with the additional surcharge is listed as Scott # 135, the 1r (in red) on 20c (in black) on the 250m ultramarine telegraph issue. Palmer (1912) adds some additional information by stating:

“It is believed that very few of this issue were used, as copies are very rare in a genuine surcharge and without the additional surcharge of UN REAL in red, which was applied in June 1883 [Scott # 135], to all remaining on-hand unused; the doubly surcharged [Scott # 135] are quite common.”

In the above two references, there is no explanation as to why the 20c surcharged stamp was not brought into use. My guess is that it was not a useful value for either postal or telegraphic use at that time. Only one other 20c surcharged stamp was in use then (Scott # 92), also issued in 1883. Perhaps one stamp with that value was enough. The subsequent addition of the 1r surcharge was useful in that it could

serve both postal and telegraphic purposes, although more commonly for the latter. In the 1880s, the surcharged issues, particularly the higher values such as 1r, were commonly used for telegraph purposes.

Palmer's (1912 statement, "to all remaining on-hand unused," suggests that some stamps were in fact used. That fact has been confirmed.

Although I have only conducted a cursory search for this stamp among private collectors, I have confirmed its existence from three sources: (1) two stamps in my collection — a result of 20 years of searching, (2) one stamp in the Nestor Jacob collection in Spain, and (3) 8 stamps in the Tows Auction in 1948.

In my collection, I have two unused (no gum) stamps, both showing the Scott type d surcharge. They appear genuine and compare closely to the description and illustration in Bartels et al. (1904). Both stamps are hole-punched by the postal authorities to discontinue their use, a common practice in the late 1880s.

In the Nestor Jacob collection there is an unused stamp that is not hole-punched.

The largest accumulation of this stamp comes from the Tows Auction, held in New York City in 1948. The following extraordinary lots of unused and used singles and an unused hole-punched block of four were listed in that auction catalogue:

Lot#	Scott#		Cat. Value
697*	133	20c/250m, fault in T margin, but looks f.	35.00
698 o	133	Same, used, rare and v.f.	35.00
699 o	133	Same, block of 4, signed Bartels, punch cancel, yet rare, v.f.	140.00
700 o	133a	Same, inverted surcharge, punch	100.00
701 *	133	Same, double surcharge, extremely rare and f.	—

My examination of the illustrations of these lots in the 1948 auction catalogue leads me to conclude they are genuine. Interestingly, the illustration of Lot #698 confirms that the used stamp is "postally" used, thus confirming legitimate postal use. The hole-punched block of four (lot #699) and the hole-punched inverted surcharge single (Lot #700) appear to be remainders, as they show no postal or telegraphic cancels. To my knowledge, no covers or telegraph receipts are known with this stamp affixed, confirming the scarcity of this issue.



Figure 1

20 centimos (black) (Scott type d) on 250 milesimas (telegraph issue) — Scott #133. From Don Peterson's Collection.

Based on the aforementioned analysis, I make the following conclusions about Scott# 133.

1. Scott # 133 is a genuine, but rare, postal issue. Only a few of the original 10,000 surcharged stamps were issued. Nearly all of the original surcharged issue were held and later surcharged with an additional new value, creating Scott # 135. Based on the number of surviving stamps known, I estimate there may be no more than 50-100 stamps in existence.
2. A number of Scott #133 stamps were hole-punched as remainders (removed from postal use) in the late 1880s. The remainders are also rare. Based on the number of surviving stamps known, I estimate there may be no more than 100-200 hole-punched remainders in existence.

3. There is no evidence that Scott #133 was used solely for telegraphic use, as some collectors have speculated. Clearly, the surcharge is a postal surcharge. Additionally, a postally used stamp is known. It was a common practice in the 1880s, for postal issues to be used for both postal and telegraphic purposes.

4. The catalogue value of Scott #133 in all current catalogues does not accurately reflect its true scarcity.

If anyone has an example of Scott #133 or any additional information on this issue, please contact IPPS, or Don Peterson, 7408 Alaska Ave., N.W., Washington, D.C. 20012.

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



Figure 1

In two previous issues of Philippine Philatelic News, the story was told (Volume IX No. 3, July 1988, pp. 1-7) of the discovery by Douglas K. Lehmann after 30 years' search of the mysterious 1-peso Internal Revenue stamp of the Japanese Occupation, Warren No. W-668B, then of the discovery (Volume XI, No. 1, First Quarter 1989, pp. 10-12) of a second example by Robert F. Yacano.

It was postulated that a third example might still exist, that being the stamp which Arnold H. Warren had examined for listing in his 1967 catalogue. It was speculated, but not stated in the previous articles, that the third example might have been in the collection of the late Theodore Sheldon, a close collaborator with Warren in the preparation of his catalogue.

Now a third example has been found, from the same pane as the other two known examples and bears control number 8495 (Figure 1). Like

those other two known examples, the new discovery is perforated on four sides and is lacking selvage, although it is position 24 from the bottom row of the pane of 25 subjects (Figure 2).

8476	8481	8486	8491	8496
8477	8482	8487	8492	8497
8478	8483	8488	8493	8498
8479	8484	8489	8494	8499
8480	8485	8490	8495	8500

Figure 2

The new example was purchased by Eric Jackson from the estate of the late Robert H. Shelhammer, who some years ago purchased the Theodore Sheldon collection. It cannot be verified that it is the missing stamp which was examined by Warren for listing in his catalogue, but it seems a distinct possibility.

The newly-discovered third example of the stamp was acquired at World Stamp Expo '89, and it was noted during the informal IPPS meeting at Don Peterson's home during Expo that the owners of the three known examples in the entire world all were present in the same room at the same time: Doug Lehmann, Bob Yacano and Gene Garrett.

After congratulations all around, that would have been the end of this story. But suddenly everything we knew, everything we thought we knew, and everything we surmised was blown into the proverbial cocked hat.

Out of the blue, Eric Jackson produced two used halves of W-668B!



Fig. 3
(Position 18)



Fig. 4
(Position 11)

Until those two used examples appeared, it was “common knowledge” that the 1-peso revenue stamp issued in mid-1944 during the Japanese Occupation was a stamp “printed but never issued”.

In the earliest studies of the stamp to be found in the literature, Captain N.S. Lecklikner in *Japanese Philately* issue of April 1956 concluded that the stamp was never placed in use and that all stocks were destroyed in the Manila fire of February 1945.

That opinion was fortified with a letter to R. Hunter Ashmore, Jr. dated January 27, 1959 from Melecio R. Domingo, Acting Commissioner of Internal Revenue, Who stated that the stamp was printed but never issued “until they were burned during the liberation of Manila”.

One of the newly-discovered halves displays control number 764 (Figure 3) and the other control number 803 (Figure 4). Both are right halves; number 764 is position 18 and number 803 is position 11 from two different panes. The stamp bearing number 764 displays no markings, although it is “puckered” in such manner as to suggest that it had been soaked off a document. Number 803 displays a partial handstamped date “Jan 2(?)”, probably a date in the January 20s, possibly in 1945.

The reverse of number 803 (Figure 5) has a fragment of a document adhering on its reverse side with a partial Spanish inscription “xxxiox los sellos”, correctly appearing backwards. That inscription



Fig. 5
(Position 11)

is consistent with those appearing on Philippine government tax documents of the period, when the government employed many different printed forms with different inscriptions. In the waning days of the war a variety of obsolete forms was pressed into service.

The fragmentary Spanish inscription is most likely from a Privilege-Tax Receipt (BIR Form No. 2502), of which several examples are known used provisionally in 1945. Such forms display phrases in English and Spanish similar to those illustrated in Figure 6.

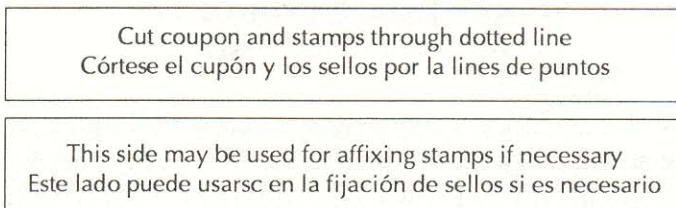


Figure 6

Further, a January 1945 date is consistent with the payment of a Fourth Quarter 1944 Privilege Tax.

With the foregoing facts in mind, it is fair to speculate that the stamps were genuinely used on document. Of particular interest is the fact that the two halves were found in a Dayton, Ohio dealer's stock, the only Philippine material in his entire stock, meaning that they were outside all known Philippine philatelic/dealer channels. It is inconceivable to the authors that the stamp have been faked in any manner.

If the stamps were sold by the Bureau of Customs and Internal Revenue consecutively commencing with control number 001, then at least 33 panes of 25 subjects (total 825 stamps) were sold, in order to account for the existence of the example bearing control number 803. It seems probable that the sheet containing the unused examples (Figure 2) was a favor release, unrelated to the sheets sold to by the BCIR to taxpayers and the used halves described above.

The next question is obvious: if those presumptions are correct, why has no other trace of those 825 used stamps been reported since they were issued 45 years ago? Probably the answer is equally obvious: collectors of revenue stamps were few and far between in those days, and perhaps none of the taxpayers who used the stamps was a stamp collector. Even so, additional examples may be lurking unnoticed in private collections or other dealers' stocks: please look!

Personal Profile...

HARRY HILL BANDHOLTZ

by James C. Biedzynski

General H.H. Bandholtz, a major figure in early Philippine philately, also made significant contributions to the U.S. Army and American colonial policy in the Philippines. What follows is a brief biographical sketch of his life and career.

Harry Hill Bandholtz was born in Michigan in 1864. He graduated from the U.S. Military Academy at West Point in 1890. Between 1890 and 1898, he served on several Army posts and taught at Michigan Agricultural College. Bandholtz saw action in Cuba during the Spanish-American War. He arrived in the Philippines in 1898 and was stationed in Marinduque and Southern Luzon.

Bandholtz was active in suppressing resistance to American rule in Southern Luzon. He was also politically astute and was able to convince some local elites to accept United States sovereignty. Among local political circles, he became quite popular and was

elected Governor of Tayabas Province in 1902. Bandholtz was also instrumental in helping to launch Manuel Quezon's political career. Quezon, a native of Tayabas, was very close to Bandholtz for over a decade.

In 1903 Bandholtz was appointed to the newly created Philippine Constabulary. During the next few years, he pursued filipino nationalists who refused to surrender to the Americans. Bandholtz was also involved with capturing filipino resistance leader Mariano Sakay in 1905.

Bandholtz was promoted to Brigadier General in 1907 and given command of the entire Constabulary. Already quite influential behind the scenes, his importance grew rapidly. Bandholtz hoped to become Chief of the Bureau of Insular Affairs, but was transferred to a stateside command in 1913. Between 1913 and 1917 he was stationed in various parts of the United States. Bandholtz went to France during World War I and saw action with British and American units. Shortly before hostilities ceased, he was the AEF's Provost Marshal General for a brief time. After the Armistice he was a member of an Inter-Allied Military mission to Hungary.

Bandholtz returned to the United States in 1920, and served mainly in Washington until his retirement in 1923. He died in Michigan in May 1925.

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THE "O.B." SURCHARGES

by *F.L. Palmer*

*(Reprinted from the Postal Issues of the Philippines
by F.L. Palmer, published 1912 by J.M. Bartels Co.)*



Bureau
Overprint



Banholtz
Overprint

One of the most interesting and important of the "side-lines" of a collection of stamps of the Philippines is the collecting of the stamps used for official purposes, or as they are commonly called the O.B. surcharges." These have attracted so much attention in the philatelic press and so much argument has been had, both pro and contra, that it has been deemed best to devote a separate chapter to these issues and to their complete history, as briefly as possible, to aid collectors in determining for themselves whether and to what extent they desire to collect them.

At the outset, however, the writer desires to state that there is absolutely no doubt in his mind as to the collectibility of all of these stamps in used condition and on the original covers, all of which except in the case of the printed surcharges, should show upon some portion of the cover the words "official Mail," or the equivalent, and the signature (in writing or facsimile) of the person using them. In this form there can be no possible doubt that the stamps are genuinely surcharged and did postal duty as official stamps, while, through the postmarks, we are enabled to more or less accurately determine the places or offices using the many various types in which this surcharge

appears. It is an added attraction to such a collection that the cancellations cover practically the whole of the Islands, and recall many historical events of great interest to all Americans.

It has already been noted that, in 1905, a reorganization committee was organized and directed to recommend such changes as would result in administrative economy of the Philippines Government. Among the recommendations submitted by the committee was one providing that each governmental bureau should pay for whatever it received from any other Bureau. This was of course, with a view to preventing any bureau from being a cause of unremunerated expense to any other, and to permit of the cost of operation of each bureau being definitely known for the information of the Philippines Commission, and with a view to future reforms and reduction of expenses if found necessary.

This recommendation having been approved by the Commission, an Executive Order was issued which is sufficiently explained for our purposes, by the following circular putting it into effect:

December 26, 1905

CIRCULAR TO ALL CHIEFS OF BUREAUS:

An Executive Order issued this date provides that, commencing with January 1st, 1906, all official mail of the insular, provincial and municipal governments, must be fully prepaid by the sending office or official.

It also provides that all telegrams, with the exception of those from officers and employees of the Weather Bureau throughout the Islands to the Director of the Weather Bureau, Manilla, must be fully prepaid by means of postage stamps attached to the originals.... The rate of charges on telegrams will be six centavos Philippine currency for each word, including address and signature, between and two telegraph offices in the Islands and double this rate will be charged for "Rush" messages.

Officers purchasing stamps for government business may, if they so desire, surcharge them with the letters "O.B.," either in writing with black ink or by rubber stamp, but in such a manner as not to obliterate the stamp to such an extent that postmasters will be unable to determine whether the stamps have been previously used.

Please notify your subordinates of these rules.
(signed) C.M. Cotterman,
Director of Posts

Beginning therefore with January 1st, 1906, all branches of the Insular Government used postage stamps to prepay postage and telegrams instead of franking them as before, which had caused the Bureau of Posts to be without revenue for a considerable portion of the service performed by it. The military authorities retained the franking privilege as being part of the U.S. service and not a part of the insular service. It will also be noted that while all bureaus were required to obtain stamps and use them, they were only permitted and not required to surcharge them "O.B." or its equivalent. The reason for this was that circumstances rendered it impracticable, in the opinion of the authorities at that time, to provide these stamps either from the Bureau of Posts or the various Bureau headquarters to all authorized users, which rendered it inadvisable to go to the expense of printing the surcharges, while no corresponding benefits were foreseen; moreover it was considered advisable, on account of the expense thrust upon other bureaus, to leave it optional with them as to whether to go to the expense of providing the rubber stamps needed for it was already foreseen that surcharging with pen and ink would be to cumbersome.

It may also be noted in this connection that the Circular quoted does not annul the requirement (which accompanied the franking privilege) that official mail or telegrams should bear a properly signed certificate to that effect by the sender as evidence of the authority of the sender to use the frank (or later the surcharged stamps).

While some officials did not trouble themselves to mark their stamps "O.B." by far the larger number did so; some used manuscript, some utilized their typewriting machines, but by far the larger number provided themselves with rubber stamps which, naturally enough, varied according to the local facilities for providing them as well as with the taste of the official ordering them usually these rubber stamps were for surcharging but one postage stamp at a time; in fact but one office, so far as known, had a stamp capable of surcharging a row of stamps (exact number not known) at a time. It may be added here, by way of parenthesis, that in using this stamp it often happened that it was held too far to right or left causing the surcharge to appear as "B.O." instead of "O.B." While the majority of these rubber stamps had merely "O.B." in some form or other various other forms were used also as "OFFICIAL BUSINESS" or OFFICIAL MAIL in two

lines. a circle (representing the O) containing B, etc., Etc. The general result of this together with the use of ink of and color that was at hand, — was an almost endless variety of types and colors of the surcharge, of which no one philatelically inclined could hope or would care to attempt a complete collection, especially as each might occur on all values of the two (and latter three) stamp issues being then used concurrently.

For these reasons, as well as because of an added number of varieties such as inverted, double surcharges, etc., many of the Manila philatelists eschewed these surcharges altogether, some excusing themselves by the familiar cry of “not collectible,” while others (including the writer) agitated the subject of printing the surcharges so as to stop the chaos of varieties and limit them to a definite and minimized number. As is often the case elsewhere, philatelists can see postal necessities which the postal officials fail to recognize, the expense involved and other practical questions impressing them far more than philatelic considerations. No change was made at that time, and the race between the issuers and the collectors continued, with the latter hopelessly outdistanced from the start.

In obtaining the stamp for official use, all bureaus and offices at Manila supplied themselves from the Manila office. On account of the slow and more or less irregular mail communication with the interior and points in the more remote Islands, all officers away from Manilla procured their supplies from the nearest post office available, obtaining and submitting vouchers for the expense involved. Whether or not the stamps purchased for official business were used on private mail or transmuted into cash for private use by subordinates having access to them in some offices, is not known; but it soon became apparent, through the vouchers submitted, that in some offices the postal accounts seemed unwarrantably large. Orders were issued in some bureaus that all stamps should be surcharged as soon as purchased, with a view to thus rendering them unavailable for private use or sale; to what extent this order was complied with is unknown, as it was very difficult to exercise any supervision or check upon officers and offices so scattered and often inaccessible for long periods. In any event the bills continued to appear too large in many cases, and accordingly, in 1907, the Director of Constabulary requested and obtained permission for the experimental use of printed surcharges with a view to

supplying his subordinates directly from his office and thus attempting to decrease the postal expenses. The Director of Posts gave the permission requested, and wrote the following letter authorizing the printing:

Manila, P.I. May 25, 1907.

Sir: I have the honor to request that you over print with the letters "O.B." such unused Philippine postage stamps as may be delivered to you by any government bureau or bureaus for such purpose; the cost of this printing to be charged to the Bureau of Posts, although the bureaus requesting the printing may be charged direct and the matter adjusted afterwards with this bureau. In the first lot it may be advisable to make trials of several colors of ink to determine the most suitable, but it is requested that the letters "O.B." be uniform throughout, and the selection of type is left to your superior judgement.

Very respectfully,
(Signed) C.M. Cotterman.
Director.

The Director, Bureau of Printing, Manila, P.I.

It will be noted from the above that in this case, as in the preceding one, all bureaus were permitted-but not required—to avail themselves of the permission, and the reason was again the same as before, via: the expense, which was to be borne by the bureau availing itself of the privilege. In this connection it may also be noted that but the one bureau, so far as is known, availed itself of the privilege, and that the colors used were: Yellow, Green, Red, Dark Blue, and Black. In a later communication to the Director of the Bureau of Printing, the Director of Posts, under date of July 18, 1907, says:

"On future orders for placing the O.B. overprint on unused Philippine postage stamps please use the following colors of ink:

Red on denominations of: 2,6,10,16 and 26 centavos and 1,2,4 and 10 p(esos) and 20 centavos special delivery.

Blue on denominations of 4,8,12,20,30 centavos.

It is also requested that you use in future stamp overprinting capital type 195 - 24 point as given on page 77 of your "Desk Book"

From this it is apparent that both type and colors for future printings had been decided on as a result of the first printing, and that it was then contemplated that the printed issue would continue in use.

Shortly after the original permission was given, the Director of Constabulary was absent for about a month on an inspection tour, and the printing of the first issue took place while he was away. The stamps therefore were supplied by the stamp clerk in Constabulary headquarters who, as is apparent from the results, utilized all stamps on hand, regardless of the issue or quantity, making them up into sheets for printing by mounting loose stamps in small quantities so as to hold them together.

As a result of the foregoing, the first (or experimental) printing of the O.B. surcharges consisted of the following values in the colors and quantities noted:

PRINTED O.B. SURCHARGES					
In Denomination.	In Red.	In Blue.	In Black.	In Yel'w.	In Grn.
Surch. of 1899-01.					
1c Green.....	1				
2c Carmine.....	30	12			
3c Violet.....	49	19			
4c Brown.....	62	2			
5c Blue.....	4				
6c Brown-lake.....	34	6			
8c Puce.....	43	3			
10c Brown.....	8	1			
15c Olive.....	10				
50c Orange.....	1				
\$1.00 Black.....	1				
\$2.00 blue.....	1				
\$5.00 Green.....	1				
10c Spec. Delivery.....	50				

Continued Next Issue....

REPUBLIC OF THE PHILIPPINES
DOCUMENTARY AND SCIENCE REVENUE
STAMPS, 1963-1987

ADDENDUM: PROPOSED LISTING

by Nemi L. Rivera and Eugene A. Garrett

In the study published in the First Quarter, 1989, Volume XI, No. 1 issue of this journal, it was postulated that some of the Science Stamps which were then unknown to the authors may indeed exist and be reported in future.

One such stamp has now been discovered: the p3.00 value of the Type B Printing, on watermarked paper without security fibers.

Specialist revenue collectors have long been aware that the p3.00 stamp is the rarest of the Science series; only a half-dozen examples have been found among accumulations of many hundreds of the stamps. Readers are urged to see if this rarity, of any of the four types, is in their collections, and to report their findings to the Editor.

C-54 GLOBESTER AROUND-THE-WORLD FLIGHT

by Charles A. Richmond



On September 21, 1945, the Air Transport Command (ATC) of the United States Army Air Corps announced the first around-the world flight in a Douglas C-54 "Skymaster", a forty-passenger, four engine transport, scheduled to depart Washington National Airport on Friday, September 23, at 5:00 PM EWT, and to circle the world, returning to Washington National Airport in 151 hours.

In the original flight plan, stops were scheduled at New York City, Bermuda, the Azores, Casablanca, Tripoli, Cairo, Abadan (Iran), Karachi and Calcutta, India, Luliang (China), Manila, Guam, Kwajalein, Johnston Island, Honolulu, San Francisco, Kansas City, and finally returning to Washington.

Five persons were scheduled to complete the round trip: Capt. Phillip Warth of Baltimore, Col. C.B. Allen of New York City, Miss Inez Robb of International News Service, Frederick C. Othman of United Press, and Paul Miller of Associated Press. Full fare was \$2,841.00 plus 15% tax. Excepting the news persons, service was restricted to military personnel plus cargo and mail for the military.

The first crew, scheduled to fly to Karachi, was to be furnished by Transcontinental and Western Airlines under contract to ATC. Army Air Corps personnel were to fly from Karachi to Manila. Crews from United Airlines and Consolidated, together with Army Air Corps personnel, were to fly from Manila to San Francisco.

Mrs. Harold L. George, wife of the Commanding General of ATC, christened the plane "Globester".

The C-54 actually departed Washington National on September 28, 1945, with eight passengers: the three reporters, four ATC officers, Col. M. S. White, Col. C.B. Allen, Major James Spear and Captain Phillip R. Warth, and War Department photographer Quentin Porter.

After a change of planes at Karachi, the "Globester" arrived in Calcutta at 7:33 PM (Calcutta time) after the 1,185-mile flight. It departed Calcutta at 9:10 PM and arrived at Luliang at 5:15 AM. "Globester" arrived in Manila on October 2, 1945, at 12:19 PM Manila time and the new aircraft was christened "Bataan Meteor". Takeoff for Guam was scheduled for 2:00 PM after boarding twenty-two former prisoners of war, including Alfred A. Haws of Clovis, NM. The crew of "Bataan Meteor" was pilot, Major James A. Sanmore of Baltimore, Md.; co-pilot, Capt. William D. Lewis of Washington, DC and Moline, IL, and navigator, Lt. James K. Morrison of Ridgewood, NJ.

Starting a week before the scheduled arrival of "Bataan Meteor",

postal authorities in Manila tried to find out if flown covers would be carried on the flight to Guam, but the Army Air Corps could not give an answer.

Acting Director of Posts Felipe Cuaderno persevered and finally obtained approval from the AAC for each person to post not more than two covers each. He didn't get the approval until 1:00 PM on October 2 for the flight scheduled for takeoff at 2:00PM the same day (actual takeoff was at 4:45PM). Because of the extremely short notice, only a "very few" covers were posted for this flight. It is clear that the exact number will never be known for this first postwar flight from Manila.

As it turned out, "Bataan Meteor" only flew the leg from Manila to Guam.

After a stopover at Guam, "Bataan Meteor" developed a bad magneto on one engine 315 miles out en route to Kwajalein and prudently returned to Guam, the flight crew electing not to risk flying 1,200 miles over the Pacific with only three engines. "Bataan Meteor" was replaced with another C-54, which departed Guam at 7:45 AM on Tuesday, October 2 (Guam Time). She arrived at Honolulu at 9:00 AM (Honolulu Time) on October 4 and departed 11:00 AM the same morning.

The last plane change took place at Hamilton Field, CA and the replacement C-54 flew non stop to Washington National Airport, arriving at 9:42 PM EST on Thursday, October 4, 1945.

During the entire flight, about 100 passengers embarked and debarked, and 13 different crews were at the controls of the 6 different C-54 aircraft used.

REFERENCES:

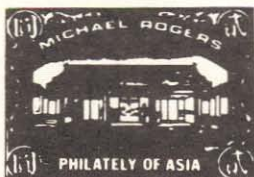
The New York Times: microfilm file for the time period of the flight.

Pablo M. Esperidion; "Philippine Victory Philately"; AFF; Official Organ of the Asociacion Filaterlica de Filipinas; Vol. VIII, No. 1, 1946-1947, pp,35



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