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Philippine Philatelic Journal

THE FIRST PHILIPPINE POSTAL CARDS

By Don Peterson

After 25 years of using postal stamps (first issued in 1854), the Manila correspondent experienced another postal innovation — the postal card. In September, 1879, the first official postal card was issued in Manila — a 3-centavos de peso value surcharged on an earlier but unissued 50-milesimas card (Figure 1).

The “parent” 50-milesimas unsurcharged card shows the head of King Alfonso XII in the top center of the card and facing to the right, similar to the 1875 postage stamp issue of the Philippines. The 50-milesimas stamp is light maroon to maroon, and the nose of the bust is either white (unlined) or dark (lined). The card was engraved by Jose Garcia Morago, whose initials “JG” are in the shading at the base of the King’s head. The card was typographed on a buff to creamy-buff wove cardstock which occurs in various thicknesses. An intricate but faint yellow to yellow-orange groundwork design was printed within the ornate border with a space for the stamp in top center.

The groundwork was to prevent reuse of the postal card and probably also to prevent counterfeiting. To the left of the stamp is the word “TARJETA,” meaning “card”; and to the right of the stamp is the word “POSTAL,” both in tall scroll letters.

Below that is “Sr. D.” in script letters, meaning “Mr. Sir:” and four lines for the address in varying length and thickness. Jones et al. (1982) indicated that on the 1878 and 1879 postal cards of Cuba, there were four types of “Sr.” However, only one type, Type I (“r” with ball on the end and “S” to the right of “T” of “TARJETA”), is known on the first Philippine postal cards. The length of the top address line varies more than the other lines, and ranges between 73mm. and 79mm., but generally is 77-78mm. long.

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Figure 1. Used example of the first official Philippine postal card — 3-centavos de peso value surcharged on an earlier but unissued 50-milesimas card. Manila local, dated November 1879.

On the bottom of the card is the inscription “NOTA. Le que debe escribirse se hare en el reverso é irá firmado por el remitente,” roughly meaning “write on the reverse side and leave the signature of the sender.” The bottom inscription is usually 90 mm. long, but varies. These features are all enclosed by a double-lined frame with fancy floret-type corners. The frame is 119 mm. by 74 mm. The size of the card varies, depending on how it was cut, but is usually 145 mm. by 98 mm. The card was printed at the Fabrica Nacional de Sellos (National Stamp Factory) in Madrid.

Except for the stamp impression, the 50-milesimas Philippine card is identical to the 1875 5-pesetas postal card of Spain and similar 1878 cards of Cuba and Puerto Rico. Apparently, the same plate was used for the printing of these cards with only the stamp impression changed, as appropriate.

The September, 1879, card with the 3-centavos de peso value surcharged on the earlier but unissued 50-milesimas card reflected the Universal Postal Union (UPU) rate. The surcharge is black and is similar to the large type letters surcharged on Philippine postage stamps also issued in September, 1879, (Figure 2). The surcharge was



Figure 2. 3-Centavos de peso surcharge on the September, 1879, postal card.

typeset and was done in Manila as we shall later discuss. The words of the surcharge “CONVENIO UNIVERSAL DE CORREOS” mean “Universal Postal Union.” The word “HABILITADO,” which appears on many stamps of Spain and her colonies, means that the stamp was revalidated and made legal for use, usually to validate a change in the government or monetary system. In this case, it validated the use of the new UPU system, specifically the new UPU rates.

We call the 3-centavos surcharged card the first “official” card because the 50-milesimas unsurcharged card was never authorized for release. However, because a few mint and even fewer used copies of that card are known the 50-milesimas unsurcharged card has been listed in various catalogues.

When was the 50-milesimas card printed? There is disagreement over the date of issue (a misnomer since it was never issued). For instance, Ascher (1928) indicates that it was issued in March 1878. Cotter and Quinto (1895) and Lopez (1890) place the date in 1879; whereas Bartels et al. (1904) and most other current catalogues such as Higgins and Gage (1979), Harradine (1977), and Graus (1982) give the date as 1878. Others such as Hanciau (1906) and Moens (1883-1884) list the 50-milesimas card as a variety of the 1879 surcharged card. One of the most reputable early references, Menchini (1896), lists the date of issue of this card as 1876, the earliest date given. The confusion regarding the “date of issue” of the 50-milesimas card can be partially clarified when we look at the events in Spain and in the Philippines in the 1870’s as they relate to the newly-formed Universal Postal Union (UPU) and changes in the monetary units.

Spain was an early proponent of uniform international postal procedures and was one of 20 countries to sign the Treaty of Berne on October 9, 1874. According to the Treaty, the General Postal Union (renamed the Universal Postal Union in 1878) was to become effec-

tive on July 1, 1875 (Coddington, 1964). In Spain, the new Treaty rates and procedures were promulgated on January 1, 1876, as a result of a Royal Order from Madrid dated July 15, 1875 (Van Dam, 1972).

The admission of the Philippines to the UPU actually began in 1876. On January 18, 1876, the UPU members called for a special conference in Berne to consider the admission of new applicants. At that conference, the Spanish delegate announced the intention of his government to request admission for the Spanish colonies. Although British India and most French colonies were admitted, the British refused to discuss admission of any additional colonies. However, restrictions were relaxed, and a number of colonies were allowed to join in 1877, including the Philippines. The Philippines joined the UPU on May 1, 1877 (Hargest, 1979).

Shortly after joining the UPU, the postal authorities in Manila issued a stamp, the 2 centavos de peso stamp of 1875 with the surcharge "HABILITADO 12 Cs. Pta." This stamp was issued in July or August, 1877. It is doubtful, however, that this stamp and two subsequent surcharged issues were for Postal Union purposes. Although the currency at that time was centavos de peso, the surcharges were in pesetas. The centavo de peseta was equal to 1/5 peso fuerte at that time. Thus, 12 centavos de peseta was equivalent to 2 or 2 1/2 centavos de peso, which was the rate for a single-weight interior letter at that time, not an overseas letter. Incidentally, that rate was established by a Civil Order by General Rafael Izquierdo in Manila on May 8, 1872, which stated that correspondence for the interior was to be at the rate of 12 1/2 centavos de peseta. No official reason has been found why the 1877 surcharge was in pesetas, except that Palmer (1912) indicated that "... the peseta was long the unit of commercial business" even after the change in currency to the peso fuerte in the mid 1870's.

According to Warren (1954, the centavo de peseta ceased to be used (officially) on the Islands on December 31, 1877. Starting January 1, 1878, the centavo and milésima de peso became the sole monetary units on the Islands and continued as such until the end of the Spanish period. The peseta was not that easily abandoned, however, as another "HABILITADO 12 Cs. Pta" surcharged stamp was issued in January, 1879 (the last stamp printed in pesetas in the Spanish period).

The point of this is that if the 50-milésimas postal card had been printed prior to 1878, the monetary units would most likely have been expressed in pesetas. The units were in pesos, however, which leads me to believe that the 50-milésimas card was printed at the Fabrica Nacional de Sellos in Madrid after January 1, 1878, but prior to the 1878 Postal Congress held May 2 - June 4, as I shall later explain.

Why was the value of the first postal card 50-milesimas de peso instead of 3-centavos de peso, as later surcharged? The 50-milesimas rate, which was equivalent to 5-centavos de peso, was much higher than the rate (8-centavos de peso) later applied to the card. According to UPU procedures as set forth by the 1874 Treaty, the postal card rate was to be one-half the single-letter rate.

The overseas rate for a single-weight letter, prior to the promulgation of the UPU rates in September 1879, was 10 centavos de peso. One-half of that rate would be 5-centavos de peso, or 50-milesimas de peso. I assume that this was the reasoning behind the establishment of that rate when the card was printed in 1878. At this high rate, it is doubtful that the card was originally intended for interior use.

Why and when was the postal card rate changed to 3-centavos de peso? One clue comes from Palmer (1912), who stated that "The reason for the charges in values and colors of the issues for Postal Union use may be traceable to the regulations adopted by the Congress (Postal) of 1878, which, as a result of its first four years' experience, made many changes." A Postal Congress was held in Paris, May 2 - June 4, 1878, to discuss problems that arose since the Treaty of 1874. One of the results of that Congress was a reduction in the basic rate of postal cards from 12 1/2 centimes (one-half the single-letter rate) to 10 centimes per article (Coddling, 1964). I am of the opinion that it was this action that prompted the Spanish postal authorities to reconsider the postal card rate for the Philippines. It is also known that as a result of that Congress, Spain changed its postal card rate, effective February 27, 1879 (Van Dam, 1972). Although I have found no official record of a subsequent change for the Philippines, we know that the rate was, in fact, changed from 50-milesimas (5-centavos) to 3-centavos de peso, which became effective in September, 1879. This explanation supports the fact that the 50-milesimas card was printed in 1878, but prior to Postal Congress, held May 2 - June 4, 1878.

Let us look at another approach as to how the postal card was determined for the Philippines. According to Hargest (1979) when the Philippines joined the UPU in 1877, the charge for a postal card would have been 2-centavos de peso. Exactly how Hargest arrived at this rate is not certain. However, according to Article 3 of the 1874 Treaty, the postal card rate was established at one-half the single-letter rate, with the power to round off the fractions (in either direction). Further, if transit took place by sea over a distance exceeding 300 nautical miles (as was the case from the Philippines), a slightly higher rate could be levied. It appears, as stated earlier, that the 50-milesimas (5-centavos) rate was too high. The reduction in the basic postal card rate by the

Paris Congress of 1878 provided the stimuli to change the rate to 3-centavos. At the same time, the value was changed from milesimas to centavos to reflect the official currency of the Philippines at that time.

Where was the 50 milesimas card surcharged, in Manila or Madrid? First of all, there is no disagreement in the literature that the 50-milesimas card was printed in Madrid. At the Fabrica Nacional de Sellos, the usual procedure was to print postal cards in large multi-subject panes, and then cut the panes into individual subjects (cards). However, in the case of the 50-milesimas card, the panes apparently were not cut but instead were shipped to Manila where they were surcharged and then cut. Two reasons lead me to this conclusion. First, colored essays or printer's waste of the surcharged cards were found in Manila in the late 1870's or early 1880's, not in Madrid. Secondly, the 3-centavos surcharge was identical to the large letter surcharge on the postage stamp issues of September, 1879, which were known to be surcharged in Manila. Additionally, it is observed that although the cards vary considerably in size (as a result of how the pane was cut), the position of the surcharge on the stamp on the postal card is relatively constant, indicating that the panes were cut after they were surcharged, in this case, in Manila. In fact, all surcharging of Philippine stamps, including the issues of the 1860's, the 1880's, and of 1897, was done in Manila rather than in Madrid (Bartels et al., 1904).

It is not known exactly when the uncut panes of the 50-milesimas cards were shipped to Manila. It could have been in late 1878, after the Postal Congress in Paris adjourned; or it could have been in 1879. It is likely that the Spanish authorities had decided that the stamps and the 50milesimas panes would be surcharged by a similar die. All of the evidence indicates that the 50milesimas postal card panes were surcharged and cut at the same time the stamps were surcharged. I am of the opinion this was done in Manila in 1879.

The existence of unused and used unsurcharged 50-milesimas cards indicates that a certain number "escaped" before surcharging, or were inadvertently not surcharged (a printing error) during the surcharging process. If the cards were surcharged and cut in 1879, the "date of issue" of the 50-milesimas unsurcharged card (when two they first showed up on the "street") was likely in late 1879. The only used unsurcharged card known to this author were dated in 1881 and 1883. Figure 3 depicts the sequence of events related to the issue of the first Philippine postal cards between 1877 and 1879.

What was the size and nature of the original uncut pane? The answer to that question is evident on the cards themselves. One interesting

feature of the early postal cards of Spain and her colonies is the presence of guidelines on the outer margins of the cards. The guidelines were there to aid in the cutting of the individual cards from the pane. The guidelines were typographed on the pane at the same time and in the same color as the card design. The length of each guideline varies between 9.5 and 11.0 mm., however, when present, they always occur 12.5 mm. from the double-lined border of the card design. The guidelines occur in different locations or are absent. The most common locations are bottom-center and upper-left; however, guidelines also occur, but less commonly, at top-center and lower-left.

Based on the location and frequency of occurrence of guidelines, it is possible to determine the position and number of cards in the original pane. After inspecting nearly 100 cards, I conclude that the cards were printed from 8-subject panes. Figure 4 depicts an 8-subject pane showing all known locations of guidelines. Because of the abundance of position C and D cards, I believe the pane size contained 8 rather than 6 cards. Further, there is evidence that the 1890-1898 postal cards were printed from 8-subject panes as well, which provides additional evidence that the 1878/79 postal card issue was printed on an 8-subject pane.

Several observations can be made regarding the 8-subject pane. First, the pane was cut so that the vertical guidelines occurred on positions B, D1, D2, and F, rather than A, C1, C2, and E. In fact, of nearly 100 cards inspected, I have never seen the vertical guideline on the right side of the card, although one should occasionally expect to see one in that location. Secondly, in most instances, the pane was cut so that the horizontal guidelines occurred on the bottom rather than the top of the card. Thirdly, the card in position F differs from the others in that the vertical guideline occurs in the lower-left corner rather than the upper-left corner. Undoubtedly, the guideline was located in the lower-left corner to better facilitate the cutting process. It also appears that the margins of the pane were originally larger and were trimmed during the cutting process.

Was there more than one printing of the 50-milesimas card? Ascher (1928) indicated that there may have been a second printing. A translation of that catalogue, which was printed in German, states that "there was obviously a second printing edition for use in overprinting, distinguished by a completely white nose, lighter colored cardboard, and a darker value mark (presumed to be the 50-milesimas value)." No other reference has indicated that there were two printings. Based on my inspection of nearly 100 surcharged cards, including 7 unsurcharged cards, about 40 percent have a dark (lined) nose and 60 percent have a white (unlined) nose. The color of the cardstock and the color of the value mark were too variable and inconsistent to allow any

May, 1, 1877	Philippines joins the General Postal Union.
December 31, 1877	Centavo de peseta ceased to be a valid monetary unit in the Philippines.
January 1, 1878	Centavo and milesimas de peso became the monetary units of the Philippines and remained as such through the end of the Spanish period.
Between January 1 and May 2, 1878	50-milesimas unsurcharged postal card printed in Madrid.
May 2 -June 4, 1878	Postal Congress in Paris. Basic UPU postal card rate reduced. Name changed to UPU.
Between January 1, and Sept., 1879	Stamps and the 50-milesimas postal card surcharged in Manila.
September, 1879	Surcharged stamps and postal card issued in Manila. New UPU rates and procedures became effective.

Figure 3. Sequence of Events Related to the First Philippine Postal Cards, 1877 - 1879..

conclusions. In my opinion, however, I doubt that there was a second printing. The variations in nose coloration and other features were likely due to differences in the plate, the amount of ink applied, and plate wear.

Overall, the issue of a postal card at the 3-centavos rate was an economic advantage to the Philippine correspondent. At the time of joining the UPU in 1877, the postal rate in the Philippines was 10 centavos for an overseas single-weight letter, and 2 centavos for an interior single-weight letter. The 3-centavos postal card would therefore have been attractive for corresponding overseas (a savings of 7 centavos per letter). However, it would have been slightly more costly (1 centavo more) to use the postal card for interior correspondence. Expectedly, commercial use of the 3-centavos card for interior correspondence is quite scarce. It wasn't until 1889 that a 2-centavos card for interior use was issued in the Philippines.

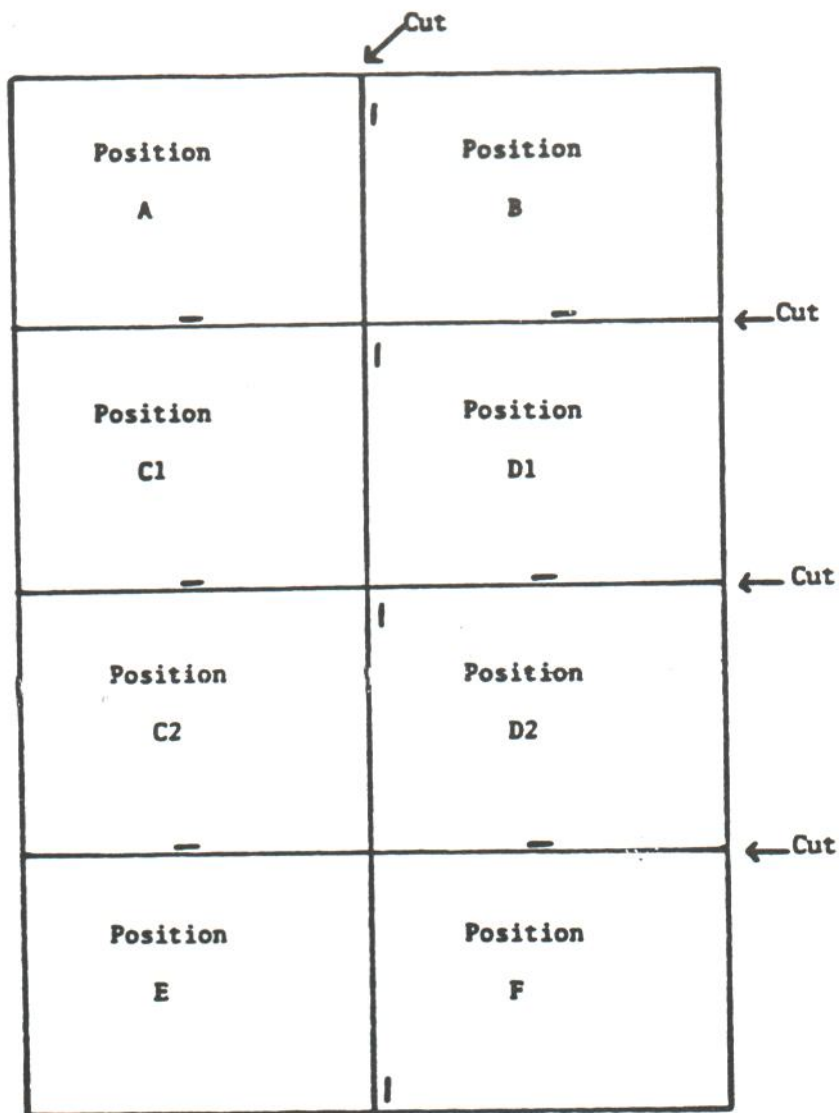


Figure 4. 8-subject pane of the 1878/79 Philippine postal card showing the location of guidelines

According to Harradine (1977), 3,050 surcharged cards were issued. There are no numbers given by any reference for the 50-millesimas unsurcharged card, which is expected, considering the status of the card. Ascher (1928) stated that "used copies have been seen." Harradine (1977) indicates that he had never seen a used copy. Over the past four years, however, I have been searching for known copies of the 50-millesimas unsurcharged card. I have recorded approximately 15 unused cards and two used cards. I estimate that there are less than 5 used cards in existence.

From my collection, the copy of the 50-millesimas unsurcharged card was mailed from the Philippines to C.S. Buff of Butterfield, Devine in Hong Kong (Figure 5). The signature of the sender was not legible. Although it was cancelled with a typical oval net obliteration on the front, the reverse side of the card indicated that it came from Manila. The date of the message was August 8, 1881. The message listed various agricultural products that had been previously shipped "per S.S. Manila Capt F. Peña from Manila July 1." Where the sender obtained the card and how many more he used will never be known. I speculate, that in this case, the missing surcharge could have resulted from a printing error and that the sender probably obtained the card legitimately from the post office or a vendor. That explanation would account for the "business as usual" nature of the card. In any event, the 50-millesimas rate more than covered the normal postal card rate to Hong Kong. The other known used 50-millesimas card was mailed from Manila on September 7, 1883 (date of the message), to Dresden, Germany. The card was cancelled with an oval net cancel. It also shows a Dresden receiving cancel on the front of the card. Like the 1881 card, the contents of the message are "business" in nature.

Printing Variations

There are many printing variations found on the 50-millesimas unsurcharged and 3-centavos surcharged postal cards. Some are relatively common, such as broken or missing letters in the lower inscription; and others are relatively rare, such as the double impression (one inverted) of the 50-millesimas card, the double surcharge, and the essays or printer's waste of the surcharge. Most of the variations have been seen on more than one card.

The following is a list of printing variations found on the first Philippine postal cards. The relative scarcity or abundance of the variation is indicated by C - common (also includes the normal condition), S - scarce, R - rare, and VR - very rare (usually only one or a handful known).



Figure 5. Used example of the 50-milesimas uncharged card. Manila to Hong Kong, dated August 1881.

50 -milesimas Card

Relative
Scarcity

- | | | |
|------|---------------------------------------------------|----|
| 1. | Double impression. One normal One inverted. | VR |
| 2.a. | Normal paper. | C |
| 2.b. | Thin paper. | C |
| 2.c. | Thick paper. | C |
| 3.a. | Buff paper (normal). | C |
| 3.b. | Creamy-buff paper (normal). | C |
| 3.c. | Cream-colored paper. | S |
| 4.a. | Yellow groundwork (normal). | C |
| 4.b. | Yellow-orange groundwork (normal). | C |
| 4.c. | Orange groundwork. | C |
| 5.a. | Deformed base of first "T" of "TARJETA". | S |
| 5.b. | Dot above "J" in "TARJETA". | S |
| 5.c. | Deformed top bar of "E" of "TARJETA". | S |
| 5.d. | Dot between "E" and "T" of "TARJETA". | S |
| 5.e. | Small second "A" of "TARJETA". | S |
| 5.f. | Broken horizontal bar in second "A" of "TARJETA". | S |
| 5.g. | Nick on right leg of second "A" of "TARJETA". | S |

6.a.	No period after "Sr".	S
6.b.	Large period after "Sr".	S
7.a.	Blot at end of upper right line of "D".	S
7.b.	Broken top line in swirl of "D".	S
7.c.	Broken inner line of "D".	S
7.d.	Displaced outer line of "D".	S
8.	Extra line in "P" of "POSTAL".	S
9.a.	Break in top right outer frame line.	S
9.b.	Break in top left outer frame line.	S
9.c.	Break in right center outer frame line.	S
10.a.	Break in top right inner frame line.	S
10.b.	Break in top center inner frame line.	S
10.c.	Chip in left center inner frame line.	S
10.d.	Thin inner frame line.	S
11.a.	"in" instead of "en" in lower inscription.	S
11.b.	"cn" instead of "en" in lower inscription.	S
11.c.	Dropped "e" in "el" in lower inscription.	S
11.d.	"i" not dotted in "ira" in lower inscription.	S
11.e.	Broken "b" in "debe" in lower inscription.	S
11.f.	Small "a" in "hara" in lower inscription.	R
11.g.	Missing accent above "e" in lower inscription.	S
11.h.	Missing "m" in "firmado" in lower inscription.	S
11.i.	Dot in "o" of "Lo" in lower inscription.	S
11.j.	Extra marks (tracks) above letters in lower inscription.	S
11.k.	Part of "q" missing in "que" in lower inscription	S
11.l.	Dot between "Lo" and "que" in lower inscription	S
11.m.	Lower inscription 90mm. long (normal).	S
11.n.	Lower inscription 90 1/2 mm. long (normal).	S
11.o.	Lower inscription 91mm. long.	S
12 a.	Light maroon stamp color (normal),	S
12.b.	Maroon stamp color (normal).	S
12.c.	Reddish-maroon stamp color	S
12.d.	Brown stamp color.	R
13 a.	White (unlined) nose on boat on stamp.	C
13.b.	Dark (lined) nose on bust on stamp.	C
13.c.	Pointed nose on bust on stamp.	R
13.d.	White spot in oval on upper right of bust on stamp.	S
13.e.	Dash in oval left of neck of bust on stamp.	S

3-Centavos on 50-milesimas (Surcharged) Card

Includes all of the variations on the 50 milesimas card, except 1.

- | | | |
|-------|------------------------------------------------------|----|
| 14. | Double surcharge. | VR |
| 15.a. | "CORZEOS" instead of "CORREOS" in surcharge. | R |
| 15.b. | "CORRZOS" instead of "CORREOS" in surcharge. | R |
| 15.c. | "COREROS" instead of "CORREOS" in surcharge. | R |
| 15.d. | "CORDEOS" instead of "CORDEOS" in surcharge. | R |
| 15.e. | Dots between letters of "CORREOS" in surcharge. | S |
| 15.f. | First "O" of "CORREOS" elevated in surcharge. | R |
| 16.a. | "CONVINIO" instead of "CONVENIO" in surcharge. | R |
| 16.b. | "CONVDNIO" instead of "CONVENIO" in surcharge. | R |
| 16.c. | "CONVCNIO" instead of "CONVENIO" in surcharge. | R |
| 16.d. | Dot below "CO" of "CONVENIO" in surcharge. | S |
| 17.a. | Dash below "N" of "UNIVERSAL" in surcharge. | S |
| 17.b. | Spot below "UN" of "UNIVERSAL" in surcharge. | S |
| 18.a. | Black surcharge (normal). | C |
| 18.b. | Green surcharge (essay or printer's waste). | VR |
| 18.c. | Red surcharge (essay or printer's waste). | VR |
| 18.d. | Blue or violet surcharge (essay or printer's waste). | VR |

One final comment. Official and unofficial records of Spanish Philippine postal events are very incomplete. It is therefore nearly impossible to present a substantiated and fully documented historical account of these events. However, after sifting through many related documents, and with many helpful suggestions by Philippine philatelists, I have attempted to recreate, to the best of my ability, the circumstances surrounding the printing and issue of the first Philippine postal cards. I apologize, however, for any errors.

In the preparation of this article, I wish to especially thank Charles Merit, whose postal cards provided the inspiration for this study. I am also very grateful for information provided by Eugene Garrett, Robert Payne, Jay Segal, William Oliver, Robert Hoge, Byron Mitchell, Theodore Bozarth, and Peter Harradine.

If anyone has any additional information on these cards, particularly on the 50-milesimas unsurcharged card, please contact me.

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THE STORY OF THE ORIGIN OF BATAAN DAY

'They Shall Not Have Died In Vain'

They were barely more than kids, only in their teens and early twenties. Their buddies from Proviso High School called them "Weekend Warriors." They were members of the 33rd Division of the Illinois National Guard based at the Armory in Maywood, Illinois.

It was the Fall of 1940 and the rumblings of war in Europe were being felt in the United States. In September 1940, the Draft Act had been passed and selected National Guard Units were called into active duty. The 33rd Tank Co., Illinois National Guard, Co. B. was organized May 3, 1929 at Maywood, Illinois and was inducted into active service of the United States November 25, 1940 at Maywood, pursuant to a Presidential Order dated November 16, 1940. 122 of these men left the Armory at Madison St. and Greenwood Ave. in Maywood and marched down Madison St. to Fifth Ave. to the Northwestern railroad station to board a train which took them to Fort Knox, Ky. where Co. B joined Co. A. from Wisconsin, Co. C. from Ohio and Co. D. from Kentucky where the 192nd Tank Battalion was born.

Kentucky's Fighting 192nd light G.H.Q. Tank Battalion stands as an inspirational example among our most distinguished Tank Battalions. After further training and participating in Louisiana maneuvers, the 192nd Tankers were at Camp Polk, La. to be fully equipped for overseas shipping. In October of 1941, 89 men of the original group of the Battalion left the United States for further training with the complete battalions on the President Line Ship "Hugh L. Scott" for the Philippine Islands. They arrived in Manila, Luzon, Philippine Islands on November 20, 1941, "Franksgiving Day," so named because President Roosevelt had proclaimed it one week earlier than the traditional Thanksgiving Day.

From the port area they went to Clark Field on Luzon, sixty miles to the north of Manila. The Army had expected to give these young Americans additional military training and at the same time, develop the fighting skills of the newly mobilized Philippine forces. That training never happened, in less than two weeks on December 7, 1941, Pearl Harbor was attacked. Six battleships went down to the bottom of the harbor, ships that would be so sorely needed in the weeks to come as the Japanese closed in on the blockaded island of Luzon.

A few hours after the Pearl Harbor attack, Japanese bombs smashed into Clark Field and other bases on the island. Half of the 123 combat planes stationed in the Philippines were destroyed. Shortly thereafter, Japan dominated both the air and the waters around Luzon. Their next

move was actual invasion of the island. First it began at the northern tip of the island and soon more and more beach heads were claimed. By Christmas Eve, General Johnathan Wainwright, Commander of the island forces knew his exhausted troops couldn't stem the Japanese invasion. He put into action plans made much earlier; a mass withdrawal of all Philippine and American Forces into Bataan, nearly 80,000 hungry and exhausted troops, 13,000 of them Americans along with 26,000 fleeing and frightened civilians. Maybe it was a good place to stage a defensive war but there was little to defend it with. Clothing, barbed wire, gasoline, sand bags, medicine, everything was in short supply. The scarcest commodity of all was food.

Food rations were cut in half and then cut even more. By the end of January, after only a month on Bataan, malaria, scurvy, and dysentery had reached epidemic proportions and beriberi sent the soldiers to the two hospitals meant to hold a thousand sick and wounded and finally spilled out into the jungle.

Pilots without planes, cavalymen without horses, gunners without tanks and Filipinos without shoes or blankets, all fought doggedly on against the relentless tide of Japanese invaders and their never ending artillery bombardment. Cavalry horses and mules were gone, water buffalo were not to be seen and even the island's population of monkeys and rats was scarce. All had been eaten by starving soldiers who had never given up even the slightest hope that American planes and ships could slip through Japanese lines with supplies and reinforcements.

Completely worn out, the Bataan defenders were completely incapable of halting the Japanese. On April 8, 1942, Bataan surrendered. The following day, some 70,000 American and Filipino soldiers, as Japanese captives, all became victims of the greatest atrocity of the Pacific War; the "Bataan Death March". A seemingly endless line of sick and starving men began their trip from the peninsula to Camp O'Donnell in central Luzon near Clark Field. The camp was to have been an American airfield before the Japanese invasion but had to be abandoned before construction was complete. Much of the water supply had been destroyed before the American retreat. The entire march to Camp O'Donnell from Bataan was 120 Kilometers or 85 miles.

Because of the physical condition of these men and their lack of food or water during the steamy days, perhaps as they stopped at night there would be a bit of dry rice to eat, no one knows for sure how many died during that march. Probably 5,000 to 10,000 Filipinos lost their lives and between 600 to 700 Americans. What is known is that the dying



and suffering did not end when the men reached Camp O'Donnell. "The Death March" would not end for a long time. There would be more marches and more misery, more starvation and more indignities, but most of all, there would be much, much more death before freedom.

Of the nearly 10,000 Americans taken prisoner at Bataan, between 6,000 and 7,000 died in Japanese prison camps during the three and one-half years of their captivity. Only at the end of the war in August 1945 could the story be known of these heroes of Bataan. The families of those 89 young men who left Maywood in 1940 had only newspapers and radio for information about their loved ones. All knew Bataan had fallen and the Philippines were in Japanese hands, nothing more.

A group of mothers, wives and sweethearts then banded together to raise funds and sell war bonds to help get supplies and medicine to the captives of Bataan and Corregidor. This was a closed organization until they couldn't go it alone and had to approach a group of Maywood



citizens and the male members of the families for help, at which time the "American Bataan Clan" was organized and chartered under the laws of the State of Illinois. The first parade was held September 13, 1942. More than 10,000 came to show their support for the men from Maywood whose fate was unknown. It was not until 1945 when the captives were freed that their life of horror was known. Only 41 would

return, the other 48 would remain in the Philippines, having paid the supreme sacrifice for their country, either in action or in Japanese prison camps.

In 1946, the "Veterans Council" was organized from the ranks of V.F.W. and American Legion members and together with the "American Bataan Clan" they continued to raise funds and to perpetuate the Bataan Day parades. In September 1946, those of the returned personnel who were able, marched down Fifth Avenue in Maywood at the head of the "Bataan Day Parade" as honored guests of their home town. Each and every year, save one, this parade is held in memory of those who did not return.

During the year 1964, the "Veterans Council" put out a great effort to contact all men and women who were P.O.W.'s to come and join Maywood in this event. 138 former P.O.W.'s came to the O'Hare Inn September 12, 1964 as guests of honor of the 1,000 people attending. At this Testimonial dinner, Congressman Harold Collier, Maywood Congressional Representative was handed a resolution asking that the second Sunday in September be set aside by the Federal Government to be known as "American Bataan Day" in Maywood, Illinois. He introduced this resolution on the Congressional floor to be known as HS 165 to make this a National Day. To our knowledge, Maywood is the only city or town in the country that still commemorates the day.

In June of 1973, the Veterans Council could not go it alone and it was presented by concerned citizens of Maywood to the Village Mayor, and with his help and the civic organizations involved, it was reorganized to be known as the "Maywood Civic and Veterans Asso. for the Preservation of Bataan Day." This group vows to never let this day die. The last year's activities, a memorial dinner on Saturday and a memorial service before the parade on Sunday, included all ex-POW's of all the wars this great nation has been forced to fight. Maywood can never forget, we pray you will not!

(End Note) Reproduced courtesy of the Graphic, Bataan Committee. No other reference noted.

SLOANE'S COLUMN . . .



Quezon Stamps. Strong objection has arisen to the proposal to place the portrait of President Quezon on the forthcoming set commemorating the first anniversary of the Commonwealth, because of the rule in the United States that no stamp is to picture a living person. I believe that this issue will also consist of three stamps, a 2c, 6c, and 16c, and the work is to be done at the Bureau of Engraving & Printing, Washington. Acknowledgment to Walter Bruggmann, Manila, for information supplied.

Sept. 19, 1936

See inside front cover for new IPPS addresses.

ALBUM PAGE . . .

Certificate of Origin of general merchandise from Iloilo with 20c. documentary (W734), required for the signature of the customs official, plus 2 p. customs stamp (W872) for processing.

2 pesos was a nominal fee since the over half million kilograms of sugar was exempt cargo under section 301 of the code (pen notation).

THE GOVERNMENT OF THE PHILIPPINE ISLANDS
DEPARTMENT OF FINANCE
BUREAU OF CUSTOMS

CERTIFICATE OF ORIGIN OF GENERAL MERCHANDISE

(Shipped to the United States from the Philippine Islands)

Certificate of Emilio Yava Customs Broker (exporter) (member) of the (firm) (corporation) (manager)
of Emilio Yava & Co. Inc. who is the exporter (are the exporters) of the goods, wares, merchandise, or articles described in export entry No. 523 filed May 20, 1924, 1924, more particularly described in the following statement, and shipped in the steamship "Wakoum" cleared for the port of San Francisco on or about May 20, 1924, and consigned to Emilio Yava CRISTINA, Ger., de Tabacos de Filipinas, 80 Wall Street, New York

MARKS	NUMBERS	NUMBERS OF PACKAGES	KIND OF PACKAGES	DESCRIPTION OF MERCHANDISE	GROSS WEIGHT (Lbs.)	VALUE (Philippine currency)
<u>C. I. A. C.</u> <u>(black)</u>		<u>8,777</u>	<u>Bags</u>	<u>Centrifugal Sugar</u> <u>cut 16</u>	<u>150,027</u>	<u>172,500.00</u>

Destination: Boston, New York, Incl. Workers,
Philippines or Baltimore, optional
transport at shipper's option.



I, the undersigned, do solemnly and truly declare that I am the exporter of the merchandise specified above; that the description and other particulars of said merchandise are correct as set forth; that said merchandise is of the (a) growth, produce, or manufacture of the Philippine Islands and that no claim for drawback of customs duties has been or will be made thereon; (b) that the materials used in the manufacture of said merchandise were either of the growth or produce of the Philippine Islands or of the growth or produce of the United States, or of both; (c) that said merchandise contains no foreign materials; (d) that said merchandise contains foreign materials to the value of _____ per cent of the total value thereof, and that said foreign materials consist of _____

Emilio Yava
CUSTOMS BROKER Exporter

Subscribed and sworn to before me at the port of Manila this 20 day of May, 1924.

[SEAL]

J. M. ...
BUREAU OF CUSTOMS
MANILA

NOTE.—Erase unnecessary words in (a) according to character of merchandise. If not manufactured, also strike out (b), (c), and (d). If the articles contain foreign materials, erase (c). If there are no foreign materials therein, erase (d).

CERTIFICATE OF COLLECTOR (OR DEPUTY COLLECTOR) OF CUSTOMS

I hereby certify that I have investigated the foregoing statements and am satisfied that they are correct; that said merchandise is the growth or product of, or manufactured in, the Philippine Islands; that none of the articles described which contain foreign materials contains such foreign materials exceeding in value twenty per centum of the total value of the articles; and that no drawback of customs duties has been paid and no entry for drawback filed thereon.

I further certify that said articles have been entered for direct shipment to the United States, under a through bill of lading, and that they are entitled to free entry into the United States under the provisions of the United States Tariff Act of October 3, 1913, upon compliance with the requirements established by the Secretary of the Treasury for the admittance of Philippine products into the United States free of duty.

Given under my hand and official seal at the port of Manila this 20 day of May, 1924.

NOTE.—This certificate to be executed in triplicate.

J. M. ...
Collector (or Deputy Collector) of Customs

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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