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COLLECTORS CLUB PHILATELIST

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Application for entry as second-class matter is pending.

The Scott Stamp and Coin Co.

has purchased the

Edward S. Knapp Collection

of

CONFEDERATE STATES, GENERAL ISSUES.

This famous collection, comprising Nos. 200 to 212 inclusive, is, in all respects the most unusual single gathering of Confederate States ever made.

This collection which has won first award wherever exhibited, is unique in the quality of its rare pieces.

In its comprehensiveness it stands as a monument to the labors and researches which have given Mr. Knapp pre-eminence in the philately of the Confederacy.

We are not selling individual pieces, for the collection is too remarkable thus to be broken up, but only by groups. The collection is so well known that a detailed description of it is unnecessary.

We will be glad to enter into arrangements whereby interested parties may inspect such of these groups as are not already sold when this announcement appears.

Correspondence invited.

SCOTT STAMP AND COIN CO.

1 West 47th Street New York, N. Y.

COLLECTORS CLUB PHILATELIST

Vol. VII. APRIL, 1928. No. 2

Tribute to Dr. J. Brace Chittenden

At a meeting of the Collectors Club held March 21st, announcement was made by the President of the death of our fellow member Dr. J. Brace Chittenden and action was taken thereon and a silent tribute paid by the members present to his memory.

The Governors of the Club as well as the members deemed it proper that more formal action should be taken to express our extreme regret at this loss and put on record our appreciation of Dr. Chittenden's labors and services for the Collectors Club.

During a period of twenty years, Dr. Chittenden served the Club as President, Secretary, Editor and Librarian and in each and everyone of these Offices he gave his best and worked earnestly, faithfully and successfully in the interest of the Club.

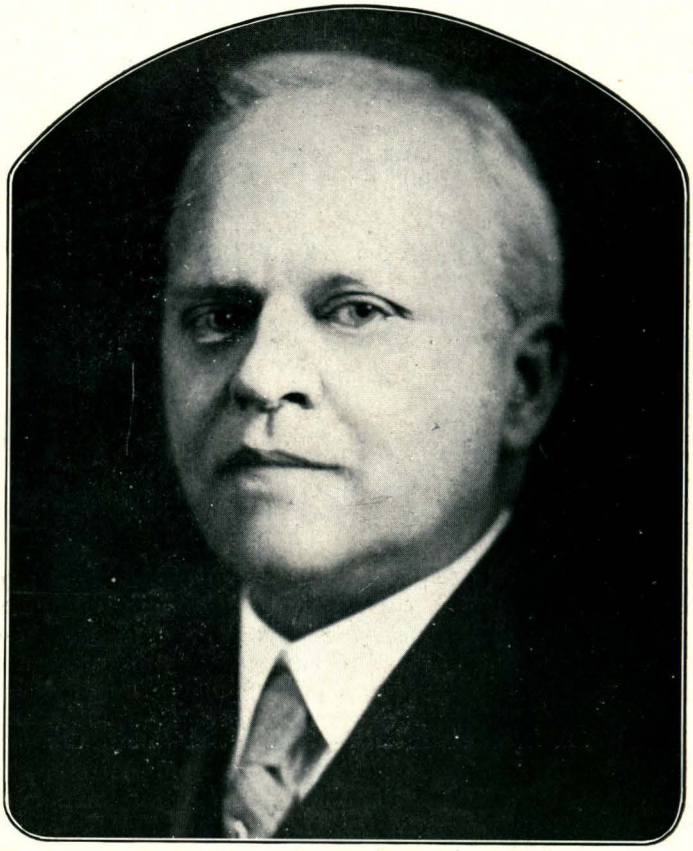
When the necessity arose, Dr. Chittenden voluntarily gave up the Presidency of the Club to fill the office of Secretary which at that time was the most important and laborious office, and how well he conducted that office is shown by the present status of our membership which now includes practically everyone worth while, not only in America but throughout the world.

What he accomplished as Librarian is acknowledged throughout the world, and he has by his efforts made the library of the Collectors Club second to none.

Largely due to his initiative the Collectors Club established a "Roll of Honor" and his article on that subject was probably the last that he wrote for our Journal, and we deem it only proper and wise that his name shall be the first one to be added to this "Roll of Honor".

Prepared by J. C. MORGENTHAU

and signed by all Governors of the Club.



DR. J. BRACE CHITTENDEN

Jonathan Brace Chittenden 1864-1928

Dr. J. Brace Chittenden, for so many years the moving spirit in the *Collectors Club*, died suddenly at his home, 144 Montague Street, Brooklyn, N. Y. on Tuesday, March 20th, 1928.

It is still difficult for us, who knew him intimately, to realize that he has gone. On the Saturday preceding his death he had worked upon his annual report as Librarian of the Club and discussed his plans for a years vacation devoted to traveling in Europe. He must have had some intimation of the approaching end, however, for his comments upon his work were almost in the nature of final instructions and he spoke reminiscently of his past. Upon reaching home a few hours later he was stricken with paralysis and died two days later without regaining consciousness.

A few weeks previous to this he had placed himself under the care of a physician who had ordered a careful diet and the avoidance of all excitement on account of high blood pressure but when asked what steps he had taken to carry out these instructions he replied "None".

His love for stamps was acquired at an early age and he was fond of telling stories of his experiences as a boy when he intimately knew all of the leading lights in philately including John W. Scott, whose biography he so ably wrote for this magazine. He collected the stamps of all countries and leaves a large general collection but his fame as a philatelist rests largely upon his intensive studies of the stamps of Austria. His selection of this country was purely accidental. Deciding to remount his collection he started with the first country in which he had a sufficient showing to justify it and became so absorbed in the study that he never got beyond it. His original intention was to take up all countries in the same way but he of course never realized this ambition although he had acquired fine showings in many other countries. His researches upon the stamps of Austria were published in *The Philatelic Gazette* during 1914 and 1915 and are still the best available studies of these issues to be found in English. He had hoped to revise it for republication in book form but the difficulty of securing a publisher deterred him from undertaking it. His other outstanding work was a study of the 1874-83 issues of Mexico which was published in the *Collectors Club Handbook No. 1.* For the past ten years or more Dr. Chittenden has done no active collecting but preserved his interest through his activities in the *Collectors Club.*

It is on his work for the *Collectors Club* that Dr. Chittenden's real philatelic fame rests. He was an active factor in its progress for many years. He served it in many capacities including three terms as president but it was not until 1921 that the foundations were laid for the present standing of the Club. It was in that year that Dr. Chittenden visualized the possibilities of the Club and so enthused others with his ideas that he secured the backing necessary to carry them through to completion. We well remember the old club rooms, with their musty smell, their unwashed windows, with dust thickly settled on all of the furniture, to which the Doctor invited us while he launched into an enthusiastic recital of his plans and pictured the Club that was going to arise from this nucleus. Few who listened could resist the contagion of his enthusiasm and slowly bit by bit he secured donations of furniture and money, books and labor, and converts to carry on his work. The leading philatelists of the world flocked to the banners of the *Collectors Club* and it was the Doctor's proud boast that he had built the Club up from a handful of 90 loyal but passive members to a membership of over 700 of the finest philatelists in the world. And during this same period he has assembled one of the finest philatelic libraries in existence and increased the assets of the club from less than $1000. to over $50,000.

During the past two years Dr. Chittenden had relinquished active participation in the business conduct of the Club and devoted himself entirely to its Library which he loved. Here he found a haven of refuge where he could secure mental and physical relaxation from his other activities.

Dr. Chittenden was born in Milford, Conn., May 13, 1864, during the Civil War, and moved to Brooklyn while still a young boy. After graduating from the Brooklyn Polytechnic Institute he went to the Worcester Institute from which he graduated as mechanical and civil engineer in 1888. He then entered Harvard where he received the Bachelor of Arts degree in 1889 and the Master of Arts degree in 1890. In 1891 he received the Kirkland Traveling Fellowship and in 1892 the Parker Fellowship. This enabled him to study in Europe and he received the Doctor of Philosophy Degree for his studies in Mathematics at Koenigsburg, East Prussia in 1893.

Upon his return to America he went to Princeton University as instructor in Mathematics where he remained during 1894 and 1895. In the latter year he went to Columbia University where he remained until 1900. From there he went to the Brooklyn Polytechnic Institute as professor of mathematics and remained as the head of that department for over 25 years and was still in active charge at the time of his death, although he had just applied for a year's leave of absence.

While at Columbia he studied law and was admitted to the bar in 1902. He practiced for a comparatively short time after his admission but about three years ago he again entered practice in a small way and was attempting to build up a clientele which he could serve after his retirement as a professor.

During the War Dr. Chittenden was active in recruiting the 14th and 23rd regiments in Brooklyn and was commissioned a first lieutenant with a command in the first regiment which guarded the Aqueduct.

During recent years his articles in the philatelic press were largely devoted to the literature of the hobby and these appeared almost exclusively in this magazine, of which he was one of the founders. His book "*Stolen Stamps*" published during the *International Philatelic Exhibition* in 1926 was largely autobiographical and is based on actual facts. His most recent accomplishment, which gave him considerable satisfaction, was the establishment of the *Collectors Club Roll of Honor*, announced in our last issue.

At the funeral services held at the Fairchild Chapel, 86 Lefferts Place, Brooklyn, N. Y. Friday Evening March 23, 1928 his many friends paid their last respects. A beautiful and impressive Masonic Ceremony followed the regular Church Service. The Chapel was banked with huge floral tributes. His pupils and the faculty of the Polytechnic Institute, members of the Harvard Club, the *Collectors Club* and others of his affiliations, as well as scores of personal friends attested to his popularity.

A brief but impressive memorial service was held at the meeting of the *Collectors Club* held Wednesday, March 21st, 1928, and special services were conducted at the Polytechnic Institute on Wednesday, March 28, 1928.

He is survived by his wife, Evelyn Betts Chittenden, and one daughter, Mrs. William T. Dalrymple.

H. L. L.

In the advertisment of Major J. Dorlow, 40 Northwich Ave., Harrow, England, appearing in our January issue two lines were omitted which changed the meaning of the notice. The correct reading is: "Absolutely Unique and Impossible to Duplicate. Trans-Jordan. 1st. Dues Scott 303, with first overprint inverted (Gibbons D 2 b.) **a complete reconstructed sheet, containing block of 4, strips of 4 and 3, 7 pairs and 11 singles.** Price $375.00. There were originally 2 complete sheets only of this error. I secured 64 out of the 72 stamps."

When The Railway Express Was The U. S. Mail

By Ernest Wiltsee.

THE writer has recently secured 38 covers that are the mute witnesses of the singular period in the history of this country which is stated in the heading of this article. To most of those now alive it is so unknown that it has been deemed worth while to record it.

At the opening of the Civil War the Adams Express Company was operating in the south. For some reason now unknown it was decided to separate that portion of it operating in eleven southern states and form it into the "Southern Express Company," with headquarters at Memphis. Probably for fear if it remained a portion of a northern Express Co. it would be confiscated. No record was ever found that this company was incorporated; what light there is on the subject was that it was held by trustee. It was ascertained that statements continued to be made to the Adams Express Co.

At the close of the war an effort was made by the Stockholders of the Adams Express Company to secure the return of the Southern Express Company to the Adams, to which they asserted it belonged. After protracted litigation this restoration was made. Philatelists have long known that the Adams Express Co. seemed to be the only reliable method of communication between North and South; this was probably due to the peculiar affiliation.

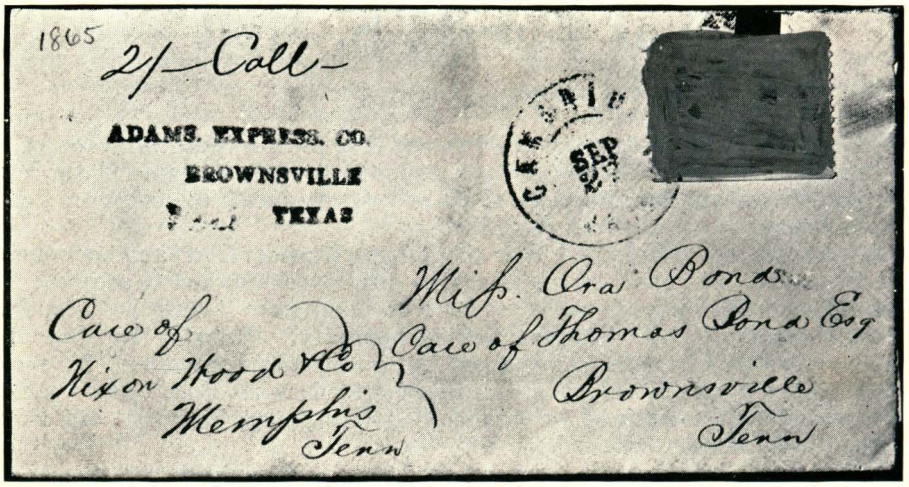
The breakup of the Southern Confederacy came in the Spring of '65. It had ceased to function as a political unit and Northern Armies were scattered through its territory. But it required these covers, mute evidences of the period, to prove that some departments of the Government had failed to function completely. The Post Office Department was totally obliterated and for some unknown reason the U. S. Mail failed to take its place.

Of the 38 covers, 5 originated at Northern points: Greencastle Indiana, Cambridge Mass., St. Louis Mo., Chicago Ill., and Cairo Ill. All of the 38 covers bear U. S. Stamps. 3 adhesives, of which only one is cancelled in the U. S. mail. All 3c No. 65. Of the Envelope Stamps 4 are 3c 1861, Nos. 2330 and 2332; 31 are 3c 1864, Nos. 2250 and 2252. Ten Covers as far as known originated in 1866. Sixteen in 1865. Date of others unknown. A ridiculously long interregnum of chaos in these more efficient days, for Lee surrendered April 8th 1865. It may have been that express with its higher charges, 25c compared to 3c, was used for security. But this is hardly probable. Four of these 1866 Covers were addressed to officers; two Colonels, one Major and one Surgeon! The one letter contained was inconsequential.

Of these covers 19 originated with the Adams Express Co., 8 with the Southern Express Co., one handstamped by both Companies, One American Express Co., one Pioneer Express Envelope used over Southern Express Co., two Parker Express Co., and six Southern Express but bearing no pasters or handstamps. Customarily the Southern Express Co. used no pasters or handstamps on its express letters; I know of 50 others which were gathered in under these calls as "Unclaimed valuable" and which had failed to reach their consignee in the Reconstruction Period.

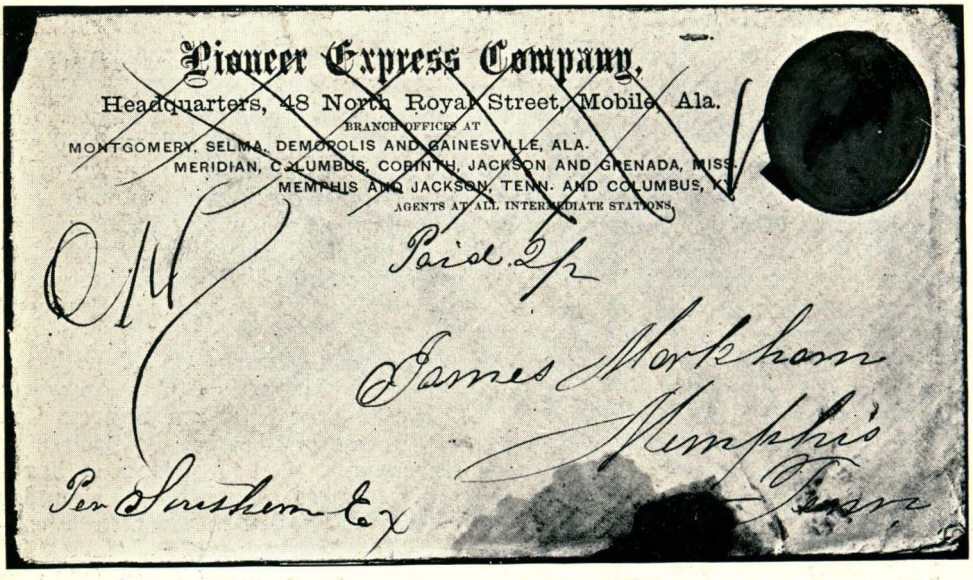
The usual rate for a letter was "2 shillings" or twenty five cents. From Northern points 4 shillings. 24 covers bear the rate as 2/- (two-shillings). Five "Paid 25c". Three, 4 shillings. One (valuable sealed) $5.00—It is a curious fact that the rate was usually in shillings even following the English method of writing it. The shilling of course being 12½c and corresponding to the former familiar "two, four and six bits" of the Pacific coast.

To particularize:—



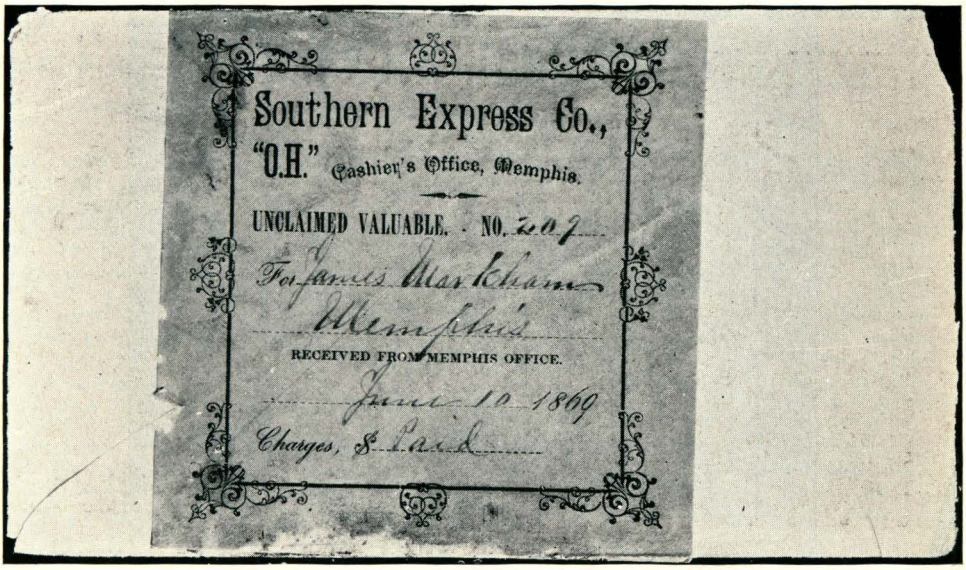
Cover No. 1

No. 1. Written from Cambridge Mass. Sept. 27, 1865. Started in the U. S. Mail addressed Care of Memphis Tenn. Evidently that was as far as the U. S. Mail went in those reconstruction days. It was then Stamped "Adams Express Co. Brownsville Texas; Collect 2 shillings." This cover is an evidence of the futility of human affairs. It was addressed to "Brownsville, Tenn" not too legibly and Brownsville, Texas being better known there it went! No wonder it did not find its consignee!



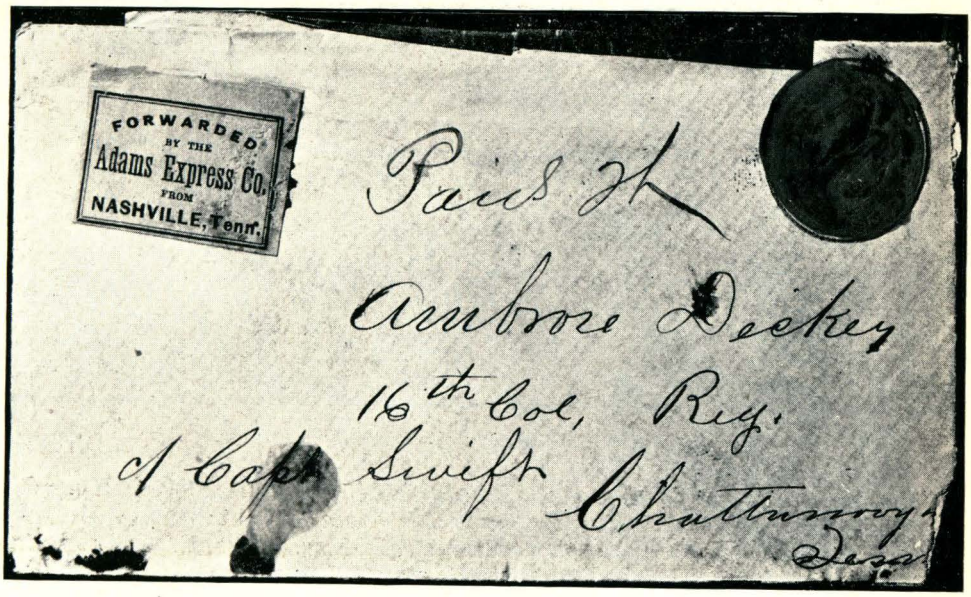
Cover No. 2

No. 2, is the second example known of the Pioneer Express Company envelope so much recently discussed in the *Southern Philatelist*. It is pen erased and forwarded "Per Southern Ex." "Paid 2/-". It was probably used from Mobile, the headquarters of the Co. It bears no date, and the 3c 1864 envelope stamp.



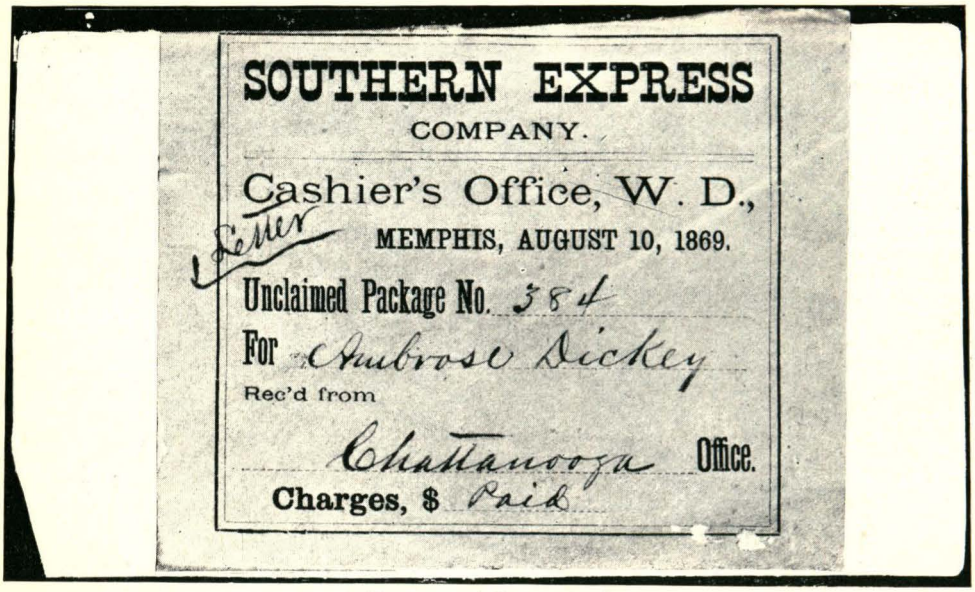
Reverse of Cover No. 2

Consequently this Company must have been very short-lived, from the fact that all the accompanying covers originated in 1865 and '66. It must have ceased to function in 1866 at latest, as the cover bears its name scratched out and forwarded by Southern Express. Its reverse bears the Red Paster of the 2d Collection of "Unclaimed Valuable" dated June 10, 1869.

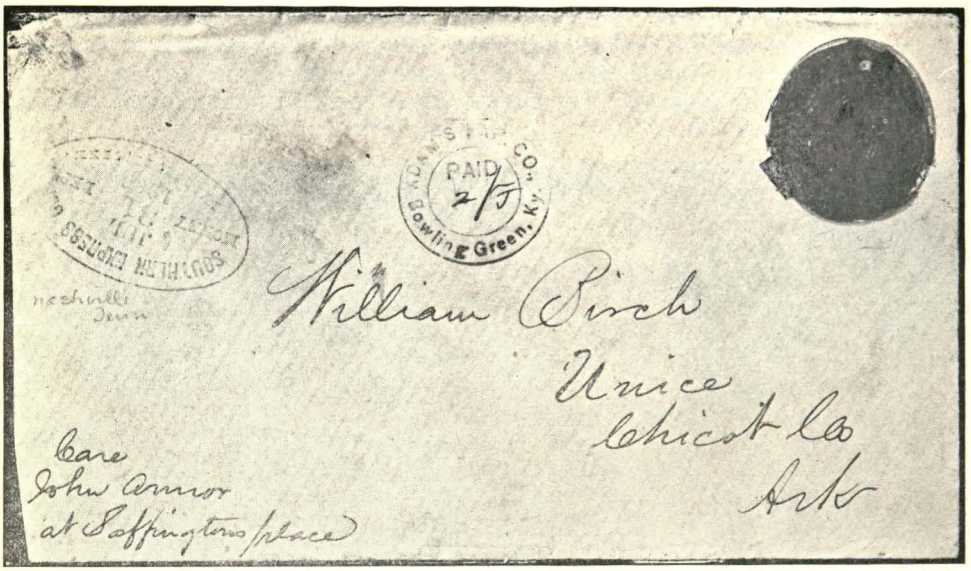


Cover No. 3

No. 3. Started over the lines of the Adams Express Co. Nashville Tenn. to a soldier in the 16th Colored Regiment. The reverse shows the 3d call for "Unclaimed Valuable" at the Memphis Office Aug. 10, 1869.



Reverse of Cover No. 3



Cover No. 4

No. 4. Bears two handstamps. It originated at Bowling Green Ky. with the Adams Express Co. and went via Nashville, where it was taken over July 31 1866, by the Southern Express Co., to Eunice Arkansas, where it failed to reach its consignee, and was recalled June 10, 1869 to the Memphis head office.

No. 5. Shows the little known Parker Express Co. Cairo Ill.

Any doubt that the above described condition of affairs existed in that portion of the South is set at rest by the letter contained in No. 6. It is addressed to Mobile, and written by a Major in the 2nd Maine Cavalry to a brother officer at Mobile.

Camp Detcht 2. Maine Cav.
Montgomery Ala.

Maj. B. W. Norris July 5 1865.

Dear Bro.

You can hardly imagine my surprise when a few minutes since Maj. Custer handed me your letter and by its contents I discovered that you were in Mobile. I was there some ten days since else I would immediately apply for a leave of absence and come and see you. I hope however you will very soon come here which place you will most gladly exchange for Mobile. I hardly know how to commence. I have so many things to say and so many questions to ask. Here will of course be your Hd. Qrs. being the much more central position for Alabama. I had heard of your appointment as Paymaster but had supposed you would be mustered out by the disbanding of the Army. You will probably suffer from the intense heat somewhat, though one is not obliged much to be out under the sun during the hot part of the middle day. Can you not come up in the cars and make us a little visit? You can leave Mobile at 3. P. M. and get here the day following at 11 A. M. and if need be leave here the day following for Mobile. You can get govt. transportation upon the cars even if you cannot get free Govt. transportation. I will look for you on Saturday, you can spend Sunday and go back Monday reaching Mobile Tuesday morning. We do not know how long we will remain in service, though we suspect our term will continue as long probably as any volunteer Regt.

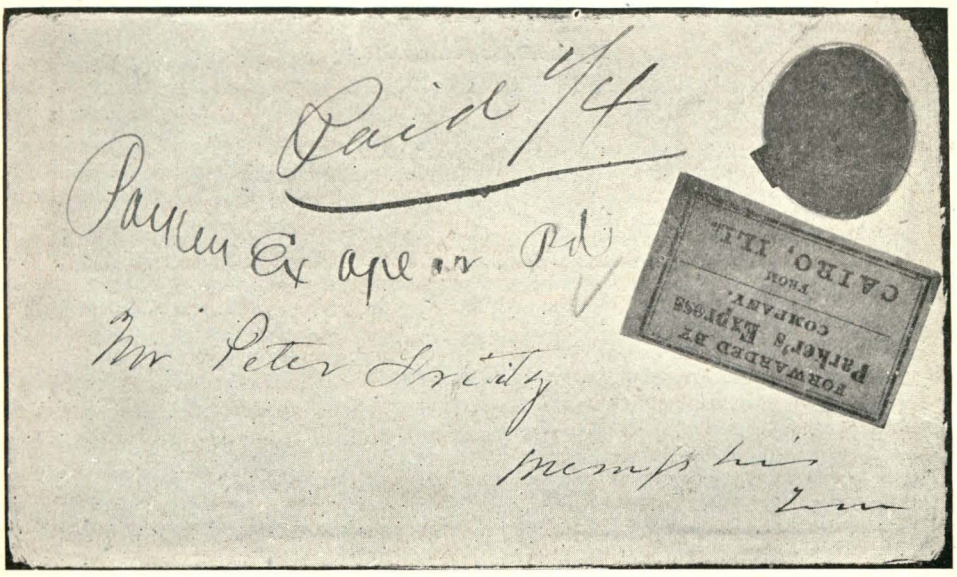
Col Woodman is at Pensacola with the Dismounted part of the Regt. We have been absent since the 10th March. We were very glad to welcome back Maj. Custer. He looks finely and in as good spirits.

I want to talk with you concerning the duties upon which you are entering. You will meet many who will be pleased to see you and some very bitter. The south is however destined to advance to a fruition of prosperity which she never dreamed of in the days of her former civilization. You have a field open which will tax your best energies and judgment.

I NOW SEND THIS PER EXPRESS THE ONLY MODE AT PRESENT OF COMMUNICATION THOUGH POSTAL ARRANGEMENTS WILL VERY SOON BE COMPLETED IN THIS COUNTRY.

Please drop me a line and say I shall have the pleasure of meeting you on Saturday.

Very truly
Yr. Bro. Etc
Chas. A. Miller
Major etc.



Cover No. 5

There were three gatherings of these "Unclaimed Valuables" made by the Memphis head office, as is evidenced by the large pasters of three different patterns attached to the backs, and bearing three different dates.

The first was dated May 18 1869 and is on white paper. Three of these letters were called in under this call. The next was dated June 10th 1869 and a large red paster was used, the letters being numbered and catalogued as "Unclaimed Valuables." All items under this call were from the Memphis office to the Head office.

The last was dated Aug 10th 1869, was on a different pattern of large red pasters, and the letters were classified as "Unclaimed Packages". All items under this call were from the outside offices to the Memphis Head Office.

This remarkable episode seems to me to be without parallel in the history of the Postal Service. It is the only instance since its inauguration, when for a long period its functions were absolutely suspended and recourse had to be made to Railway Express to take its place. And what is more curious is that it seems to have escaped the notice of all historians. It is this fact that makes these mute evidences of this long ago remarkable piece of history, so much the more interesting.

The date of the last letters gathered in as "Unclaimed Valuable," was November 28th 1866. Doubtless after this date the U. S. Mail functioned throughout in all its pristine glory. Probably the stormy troubles of the Reconstruction period, which was fraught with so much bitterness and loss of property to the South, was the reason for the long suspension of its service.

By 1869 all these mute witnesses of the chaos of War and the Express days were garnered into the Head office of the Southern Express Company, and this interesting flotsam and jetsam, evidences of the troubles of the Reconstruction period, had long ceased to flow.

The Die Varieties of the 2c Coil Stamp of 1914 Printed of the Stickney Rotary Presses

By Geo. C. McNabb.

DIE 1:—This, the original Die, is the same Die that was used for the flat plate stamps and has:—

1:—A prominent small white dash just under the forward part of the ear severing three of the lines of shading.

2:—Only one line of shading in the last bend of the ribbon over the left figure "2", and only one line of shading in the first bend of the ribbon over the right figure "2".

3:—The large white lock of hair in front of the ear is formed by the termination of the lines of shading of the face.

4:—In the large lock of hair in back of the ear there is first a short colored line, then a long colored line.

DIE 2:—This, the experimental Die used on the S-20 and S-40 plates shows the following characteristics:—

1:—The small white dash under the ear has been practically eliminated.

2:—The lines of shading in the bends of the ribbon are the same as in Die One.

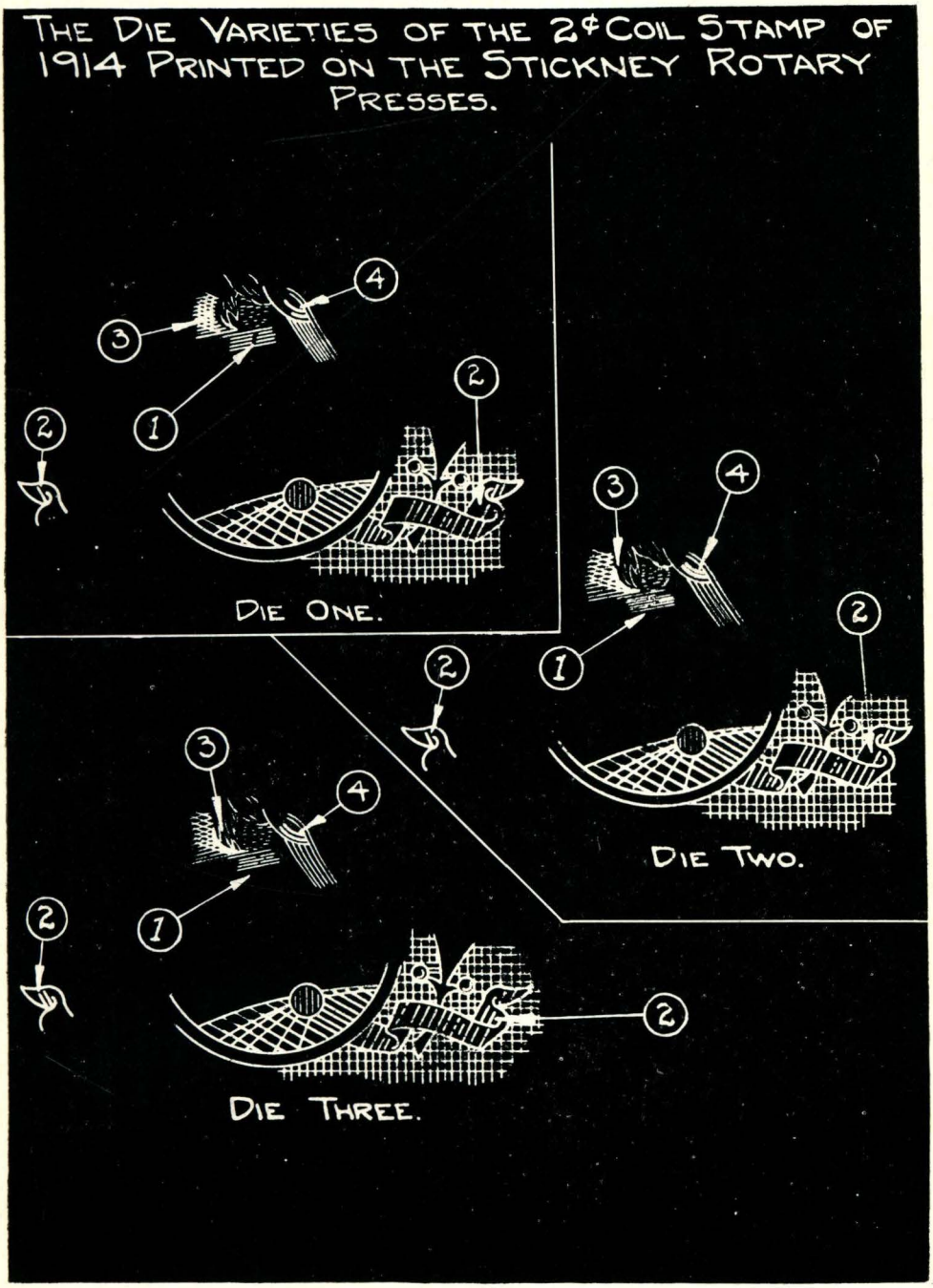
3:—The lock of hair in front of the ear is formed by one heavy line which stands out distinctly.

4:—In the lock of hair in back of the ear both colored lines are now of the same length.

DIE 3:—This Die, the one finally approved and used for the S-30 plates and all subsequent plates used for coil stamps, is distinguishable as follows:—

1:—The small white dash is the same as it was in Die 2.

2:—There are now two lines of shading in the last bend of the ribbon over the left figure "2", and also two lines of shading in the first bend of the ribbon over the right figure "2".
3:—The lock of hair in front of the ear is the same as in Die 2.
4:—The lock of hair in back of the ear is the same as in Die 2.



Another Chinese Invert and A Suggestion

By James Starr.

IN the Autumn of 1925, great excitement was aroused among collectors of Chinese stamps by the announcement of the discovery of a new invert, namely, the current four cent gray surcharged three cents, with the surcharge inverted.

As the workmanship of the Chinese Bureau of Engraving and Printing had been of such superior quality, only one major error had been found in its output to that date, viz the $2.00 invert of 1915; the reversed character error in the surcharged Sin Kiang $1.00 stamp, type 1, was not made at the Bureau (Scotts Numbers 192a and 716a.) There had been, however, a few minor perforation errors and the inverted two cents surcharged on the three cent stamp of 1923 while existing, had not been discovered at that time and was not listed until the advent of Scotts 1928 catalogue.

The history of this invert is as follows:

On or about September 14, 1925, a local Chinese peddlar of stamps, a man utterly ignorant of things philatelic, brought to Prof. E. G. Young, an American collector then resident in Peking, a pair of inverts (No. 229a), unused, which he offered for sale at a high price. Following the usual custom of the East, Mr. Young refused to buy at once at the price offered, but told the peddlar to return. The latter went away and, presumably, met some one who told him that used stamps brought higher prices from collectors than new ones did. At any rate, he sent this pair and a single to Shanghai, where they received the Shanghai cancellation. He also, at a later date, had another copy cancelled by a "friend" at Peking. Authorities consulted are of the opinion that these were all cancelled to order and that none of them ever actually went through the mail.

Upon his return to Mr. Young, the peddlar was most disagreeably surprised to be told that the cancellations had reduced the value of his stamps instead of increasing it, and after considerable bargaining Mr. Young bought the cancelled pair and a single for $20.00 less than the original price demanded; he also bought a mint pair. At two subsequent periods Mr. Young bought from the same man five other copies of the invert, and these were, a strip of three and a single mint, and the copy cancelled Peking. This Peking cancelled stamp was mint for a long time after its discovery. The peddlar held on to it against a rising market and was finally induced to sell on account of his need for cash at the Chinese New Year. It was the last of the lot to come to Mr. Young's possession. These ten copies constituted the entire find, and are all that are known to be in existence.

The original find, according to the peddlar, consisted of a horizontal strip of ten stamps. Mr. Young considers the peddlar told the truth, because he at one time saw a horizontal strip of five of them, and also because Chinese postal clerks always sell stamps in strips unless the purchaser refuses to accept them in that form.

It is practically certain that no more mint copies exist, as the official in charge of the stamp printing, an intimate friend of Mr. Young's, upon being shown the first inverts by him, went straight to the strong room where the stocks are kept, and had every package of the surcharged stamps examined. No more inverts were found. Other inverts *may* have existed at that time among the supplies sent out to other post-offices in the country, but in the two years that have elapsed since then, in spite of diligent search by collectors and dealers, none have been found, and at this date one can be sure that if any did exist they

were unnoticed, sold and used. There is a possibility that more cancelled copies may turn up from among those that were actually postally used, but this again is not very probable at this late date.

How many of these inverts originally existed? Nobody knows and never will know except by surmise, as we have no information about the sheet these ten came from.

We know that the four cent gray was printed on the usual sheet of 200 subjects, divided by guide lines into four panes of 50, and that the surcharging was applied per pane, not on the whole sheet; that it was also printed on the booklet sheet of 120 subjects and that this sheet was surcharged intact. There were therefore, either 50 or 120 inverts in this lot of which 40 or 110 were sold over the counter and used.

Mr. Young states that he knows that a native Y. M. C. A. clerk, in the hills near Peking, during August 1925, broke up two panes of the inverts (100 stamps) and used them all on ordinary mail. This information was given to Mr. Young by the Secretary in charge of the Y. M. C. A. at Peking the clerk's chief, an American and a keen stamp collector. He further stated that the clerk used the utmost endeavors to run down and retrieve some of the inverts he had used, but without any success.

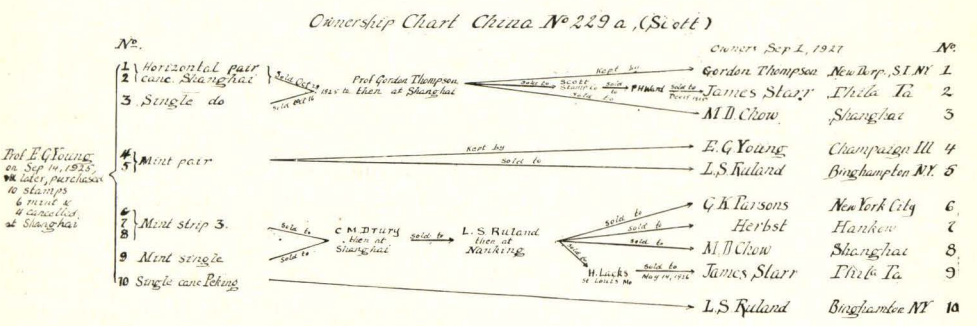
These three lots of inverts are the only ones of which we have any knowledge. If our ten came from the ordinary sheet and it would seem more likely that the errors were made at one time on one run of sheet rather than on different kinds of sheets at different periods, there were originally 150 copies of the error, of which 140 were lost by use; if, however, the booklet sheet was used, then the numbers become 220 printed, and 210 lost in use.

Notice of the discovery was published by Mr. Young in *Mekeels* volume 39 No. 47, November 23, 1925, also in the *Philatelic Bulletin* (Shanghai) Vol. 11 No. 2, Page 18, the latter containing more complete information, but differing from the former in several particulars.

Desiring to obtain the actual facts for record, the writer started a correspondence with several American collectors residing in China which rapidly became a case of "Hunting the Snark." As soon as a letter was written to one of them, that gentleman at once left China, usually driven out by the revolution. After a time he would be located in America, but upon writing to the address, he had moved somewhere else. They were finally all located and proved to be obliging and willing to assist, and it is entirely due to Messrs. Young, L. S. Ruland, and Gordon Thompson that the record has been completed, the definite numbers of mint and cancelled copies established and the list of owners proved.

To obtain the information it was necessary to trace each stamp and this finally resulted in the production of a chart which is appended here. The production of the chart gave birth to the following idea, which is submitted for what it is worth.

We have pedigreed dogs, horses, etc., each registered in their own societies and such stock is far more valuable than the non-registered article.



Why not register rare stamps? If you own a rarity, would it not be much more interesting if you could trace its pedigree back through its former owners to the post-office? Would not the chance of counterfeiting a rarity be lessened if each known copy was registered as to its ownership and numbers? When this idea was advanced to one of the Judges of the New York Exposition he promptly turned it down, intimating that the older judges there knew all the rarities by their first names, who owned them and where and when they were last exhibited. This may be quite true, but one must remember that many of these experts are beyond middle age, and, of necessity, must sooner or later, pass away. Some of them are co-existant with the early issues, they grew up with stamps when these existed in small numbers and acquired their knowledge during a long life time.

How many of a younger generation with new stamps being issued by the thousand every year, can hope to acquire the knowledge these men have of old issues and keep up with the new ones as well?

The details of such a scheme must, of necessity, be subject to great consideration, and be worked out with care. As a beginning one would say briefly that the work should be undertaken, either by a society devoted to the purpose, or by some outstanding, existing society, preferable the latter.

Only stamps existing in small numbers (say 100 or less) should be considered eligible to such registration; the values not being considered as much as the scarceness.

The cost does not enter into consideration as, whatever it might be, it would be covered by the fee charged for the service.

Stray Notes

P. M. Wolsieffer, the inventor of the approval card and many other philatelic accessories, has just added to his laurels by getting out a "Handy Pocket Container for recent purchases of stamps" which he sells at 15c. It's a "nifty" little thing and indicates that "P. M." is still hitting on all cylinders.

The International Philatelic Exhibition held in Monaco from Feb. 18th to the 26th, 1928 is reported to have been a big success. The Grand Prize was awarded to our own member, Arthur Hind, who very courteously stayed over in New York in order to display his prize winning entries at the *Collectors Club*. A complete report of this appears in another section of this issue. The principality of Monaco issued three stamps in commemoration of the affair and we are indebted to Manuel Galvez for specimens of them.

Other members of the *Collectors Club* who won prizes at the Exhibition are Hans Lagerloef, who was awarded a silver medal for his display of twenty rarities; Col. J. A. Steinmetz who received two silver medals for his collections of United States and B. N. A. on original covers; James Starr who received a silver gilt medal for his collection of Chinese stamps; Eugene Klein who received a silver gilt medal for his Heligoland and a silver medal for his Hungary and Herman Toaspern who received a silver medal for his Heligoland.

In connection with the Fourth Australian and New Zealand Philatelic Congress and International Philatelic Exhibition to be held in Melbourne during October and November 1928, a competition is being conducted for the best design suitable for a Commonwealth postage stamp. The competition is being organized with the approval of the Postal Department who are cooperating in many ways and who will give a cash prize to the winning entry in case it is accepted. This is a splendid official endorsement and we hope that artists throughout the world will be stimulated to submit designs. Complete information can be secured by addressing the Hon. Secretary; A. A. Rosenblum, Box 1657N, Melbourne, Australia.

Notes on the Four Pence Black Triangular Cape

By Victor H. Huberich.

THERE has recently come into the stamp market what appears to be an unusual item in the way of a Cape Triangular stamp;—namely the four pence value of the Perkins Bacon & Co., issued in *black* instead of blue.

The stamp is apparently *used*, and is of particular interest on that account, as unused copies have been known for some years. The existence of a used copy has been forgotten, and the status of the stamp has been held somewhat in abeyance by the eminent authority E. D. Bacon until an authenticated used copy could be found.

The stamp herein referred to was offered by Messrs. Plumridge & Co. in their sale of November 10, 1927, but as the reserve price was not reached, it was not sold at that time. It was included in a very fine collection of Triangular Capes, the property of Surg,-Capt. E. Cooper, R.N.-F.R.P.S.L., in which collection it has remained for 35 years. Captain Cooper purchased it at Mr. Hadlow's 13th sale held November 13, 1892 paying therefor the sum of three pounds and ten shillings.

Fred J. Melville, President of the Junior Philatelic Society, London, has written at length in the October 22nd, 1927 issue of the *Stamp Collectors Fortnightly* regarding this "mystery" stamp. On May 27, 1926, E. D. Bacon read a paper (Notes on sundry British Empire stamps) before the *Royal Philatelic Society*, London, which was followed by articles written by him and published in the Society's official journal, *The London Philatelist*, for August and December 1926. An article also appeared in the issue of September 18, 1926 of *Stamp Collecting*, and one in the *Daily Telegraph*, London, on October 13, 1927, by Mr. Melville.

For the benefit of those who have not read these articles, the writer desires to put together in condensed form, the published information to date, and to do his "bit" as well.

The first press reference to the stamp was made in the *Philatelic Quarterly* (Dr. C. W. Viner) of the 1878, although it appears that Lallier had made a place for it in his album of 1862, dropping it in later editions.

In 1878, the First International Congress of Timbrophiles was held in Paris, and one of the matters which came up for consideration and discussion, was a communication received from Herman Hirsch of Berlin, dated August 28, 1878, in which it was stated that Mr. Friedl of Vienna had put him in touch with a collector (who was referred to as Mr. F————), who also claimed to be the possessor of a four pence black triangular Cape which he acquired in 1862.

Mr. Hirsch explained how he came in possession of his unused copy of this stamp, which in substance was as follows:—in 1862 he made the acquaintance of a Parisian aristocrat who was related to the Governor of San Domingo who it appears was a very close personal friend of the Governor of the Cape of Good Hope. On account of this connection, Mr. Hirsch hoped to acquire some Cape stamps for his collection. Soon thereafter he received from his friend one of these four pence black stamps, the letter accompanying the same is quoted herewith:— "Following the death of the Prince Consort Albert of England at the end of December 1861, the Postmaster General, at the instigation of the Governor of the Cape of Good Hope, had 300 stamps of the four pence value printed in *black*, to replace during a few days, the blue stamps of the same value,—just as a token of mourning for the dead Prince. Eight days later, these stamps

were withdrawn from circulation and only the blue ones remained in currency." Continuing Mr. Hirsch wrote—"It was one of these latter, condemned to destruction, which was added to the assortment sent for presentation to me, and it is thus that I came in possession of a stamp incontrovertibly of the rarest".

There was some doubt expressed at the Congress, as the Plate was known to be in London, and stamps therefrom could not have been printed in the colony on short notice. Some members expressed the opinion that the *black* stamp was a sulphuretted copy of the blue stamp.

Lallier probably felt justified in providing a space for the stamp in his album for 1862, and later dropping it because of doubt.

There are some details about this story which do not exactly satisfy. It is well known that the four pence value was printed from a plate which provided 240 subjects, so that whatever number was printed of these *black* stamps would be 240 or multiples thereof. It seems inconceivable also, that such a small quantity would be issued, even though the stamps had been placed on sale in but one city.

300 stamps would appear to be entirely inadequate for eight days use of a stamp issued to the public as a token of mourning to Royalty, and the use of only 80 copies within that time, would seem to indicate that the public had little interest in a mourning stamp.

Mr. Melville very aptly remarks; "Prince Albert died on December 14, 1861, and in those days considerable time must have elapsed before the news reached the colony, the order to print sent to England where the plate was kept, and the stamps sent out. On January 28, 1862 the plate (along with the others of the triangular series) passed from Messrs. Perkins Bacon & Co. into the hands of Messrs. DeLaRue & Co., and the latter firm had no paper with the anchor watermark until the end of June. Messrs. Perkins Bacon & Co.'s records show that their last printing from the four pence plate was dispatched in May 1861."

R. Roberts, the well known London dealer, has issued a very interesting review and price list for the month of January 1928, in which he makes mention of having recently acquired a mint copy of this four pence *black* which was in a collection gotten together by a high official who lived in South Africa some years ago.

To sum up the known unused copies of this stamp, we have the following:—one copy acquired by Mr. Bacon for the Royal collection, two copies in the Riesco collection (authority R. Roberts), and the Roberts copy, making four in all.

Now as to the used copies:—Captain Cooper's copy herein mentioned, was passed upon by the Expert Committee of the *Royal Philatelic Society*, London, as a genuine four pence *black*, but with doubt regarding cancellation, as they are of the opinion that the stamp was never issued for use, which decision seems just in view of the fact that there appears to be nothing in the official records to show authority for such an issue. Captain Cooper's copy is from DIE A (SEFI).

The writer desires to put on record his own used copy which bears the regular cancellation used on the triangular stamps. This was acquired some 15 years ago, and was then and is now, regarded by him as a watermarked proof that passed the post, having probably been mistaken by the postal authorities, as a sulphuretted blue stamp. This copy is from DIE B (SEFI).

The existence of the fourpence black proof on *unwatermarked* paper is of course well known although quite rare.

From the evidence so far adduced, the writer concludes, that the four pence *black* on anchor watermarked paper, is either an error, or a trial printing on the regular paper of the triangular stamps, and that but one sheet of 240 stamps was so printed, the greater part of which are now lost to Philately.

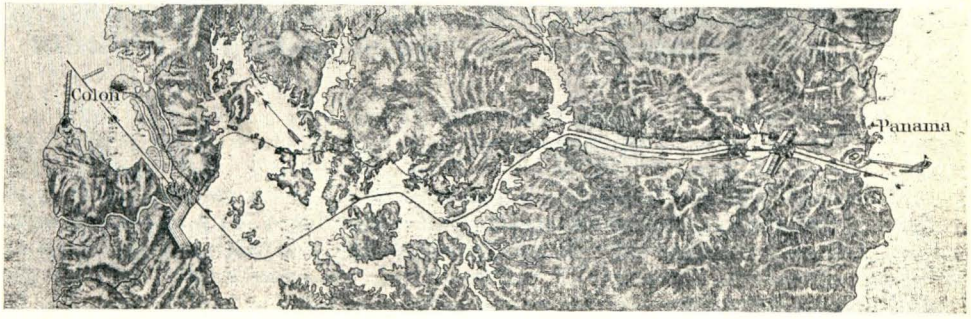
Ahead of The Mails
Advance of The Mails

A BRIEF STORY OF THE TRANSPORTATION OF THE U. S. MAIL BY SEA 1848-1860

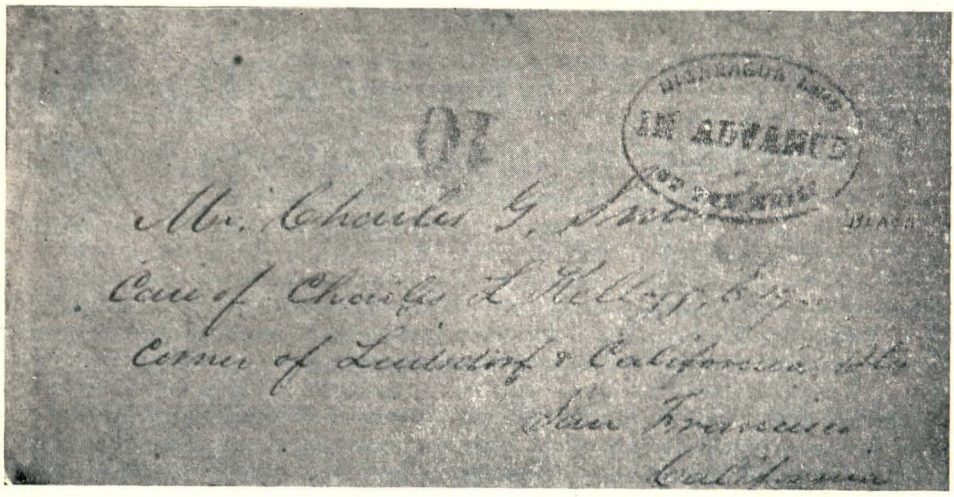
By Henry C. Needham and Dr. Victor M. Berthold.

TO the student of American History either of the above legends conjures up from the dim past the shadows of two men of destiny, highly esteemed by millions of their fellow citizens during their meteoric and eventful lives and bitterly hated by those who felt themselves injured by their actions.

One of these men rose to the dizzy pinnacle of High Finance so that even today his name is the watchword of American multi-millionaires and the descendants of Cornelius Vanderbilt continue to be leaders in New York select society. The other, William Walker, Doctor, Lawyer, Journalist, and, with all, the world's greatest filibuster, after many vicissitudes and adversities—such as the founding of the Republic of Sonora—by the very force and magnetism of his commanding personality, became the acknowledged standard bearer of a company of young adventurers and with their help at last attained the Presidency







Cover via Nicaragua. Fails to Show Point of Origen

of the Republic of Nicaragua in the Summer of 1856. Thereafter his star of resplendent glory descended rapidly, and fickle adverse fortune decreed that he should suffer an ignominious death at the hands of Honduran soldiers, September 12, 1860. His bullet riddled body lies buried in the old cemetery on the hill at Trujillo, Honduras, and the only reminder of a really highly gifted man are a few words scratched on a concrete block inside of the old fortification of that town:

"WILLIAM WALKER, 12
DE SEPTIEMBRE 1860"

This tragic end of the world's greatest filibuster is directly traceable to the influence of Cornelius Vanderbilt whom Walker had dared to oppose in one of his most lucrative ventures, the "AHEAD OF THE MAILS"; which legend, as stamped on covers, is known to philatelists as an exceedingly rare Western Frank. It is likewise the emblem of the continuous and far sighted policy of the American people to create means of rapid inter-communication between the Atlantic and Pacific Oceans, more specifically between the cities of New York and San Francisco.

It is not venturesome to assert that among the many thousands of American philatelists there are but few persons who have ever attempted to become thoroughly acquainted with the historical facts upon which is based the use of the frank "AHEAD OF THE MAILS." Realizing this it is the purpose of the writers to supply this information which they have gathered from authentic historical sources.

I.

TRANSPORTATION ROUTES BETWEEN THE ATLANTIC AND PACIFIC OCEAN PRIOR TO THE NICARAGUA ROUTE

To the Pacific Ocean via Cape Horn

Although Balboa discovered the Pacific Ocean in September, 1513, by crossing the Isthmus of Panama, thus finding the shortest distance intervening between the Atlantic and Pacific Oceans, the world at large did not avail itself

of his discovery for nearly two hundred years afterward. On the contrary, when Magellan several years later sailed around Cape Horn, and this news reached his contemporaries, the newly found highway for more than three hundred years remained the only route for transportation between Atlantic and Pacific seaports, although it took from four to five months to pass from one extreme terminal to the other, a distance of 14,000 miles. Even the famous steamship "California" which sailed from New York on October 8, 1848, anchored at Panama via Cape Horn only on January 30, 1849.

Naturally, as long as "Old and New California" remained a State of the Mexican Confederacy, and had but a small indigenous population, there was little demand for transportation between the people living along the coast of the Atlantic Ocean and those roaming along the coast of the Pacific Ocean. Thus one of the old and well known English geographical publications, called "Popular and Scientific Geography" by James Bell, published in London in 1841, gives the estimate of the population of California, made by Humboldt in 1803, as 24,600 souls distributed over an area of 72,498 square miles, or three persons per square mile! This situation continued until 1847 when the demand for rapid and uninterrupted communication between the East and West of the United States made itself felt.

II.

PANAMA ROUTE

Establishment of Postal Service Between the East and West Coast of the United States via Chagres

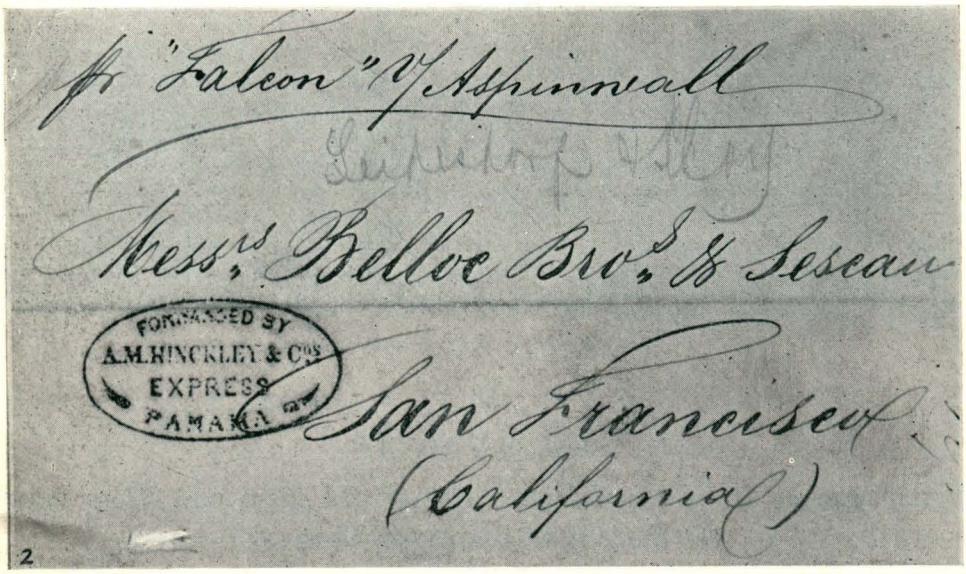
What is known as the "Post Route Bill" came into existence March 3, 1847. By it the Postmaster General was authorized to contract for the transportation of mail from Charleston, South Carolina, to Chagres, about eight miles West of the present city of Colon, across the Isthmus of Panama, and from a given terminal on the Pacific side of the Isthmus of Panama to Astoria, Oregon, situated near the mouth of the Columbia River. No bids were received under this advertisement even as late as December, 1847. However, another solution of the problem was found due to the fact that Congress on the same day had also passed an act providing for the building and equipment of four naval steamships, which act declared it the duty of the Secretary of the Navy to contract for the transportation of the U. S. Mail from New York to Chagres and back twice a month. This act further demanded that at least five steamships of not less than 1500 tons and 100 horse power should be built under the superintendence of the Navy Department which, if necessary, could be used as war steamers of the first class. The compensation for mail service should not exceed $290,000 per annum. Moreover the Secretary of the Navy was authorized to contract for transporting the mail from Panama (on the Pacific side of the Isthmus) to some portion of the territory of Oregon once a month each way.

In accordance with the above law the Secretary of the Navy concluded a ten year contract with A. G. Sloo of Ohio covering transportation of the mail from New York to Chagres and with Arnold Harris of Arkansas for service between Panama and Astoria.

This dispute between Great Britain and the United States as to the ownership of the Oregon country had been settled in favor of the latter in 1846. California at this time was part of Mexico and was not ceded to the United States until the termination of the Mexican War in March, 1848.

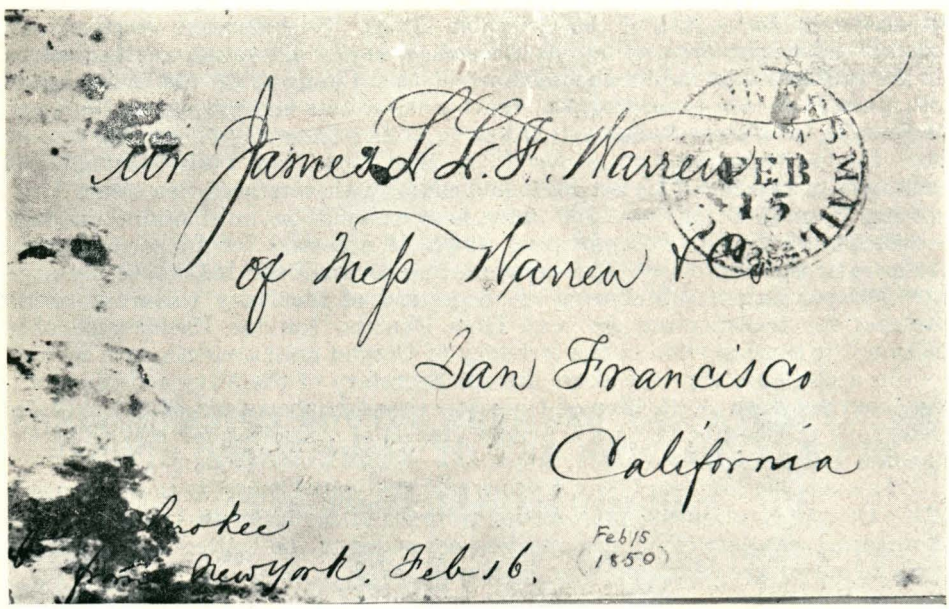
On September 3, 1847, A. G. Sloo transferred his contract to George Law, Marshall O. Roberts and Bowers McIlvaine, all residents of New York. It was

agreed that two of the steamships should be ready for service not later than October 1, 1848. As these ships were not finished during the time stipulated, a temporary agreement was made whereby the Secretary of the Navy accepted an inferior ship named "FALCON" and in this manner postal service per steamships commenced in December of the year 1848.



Cover Forwarded by S. S. Falcon.

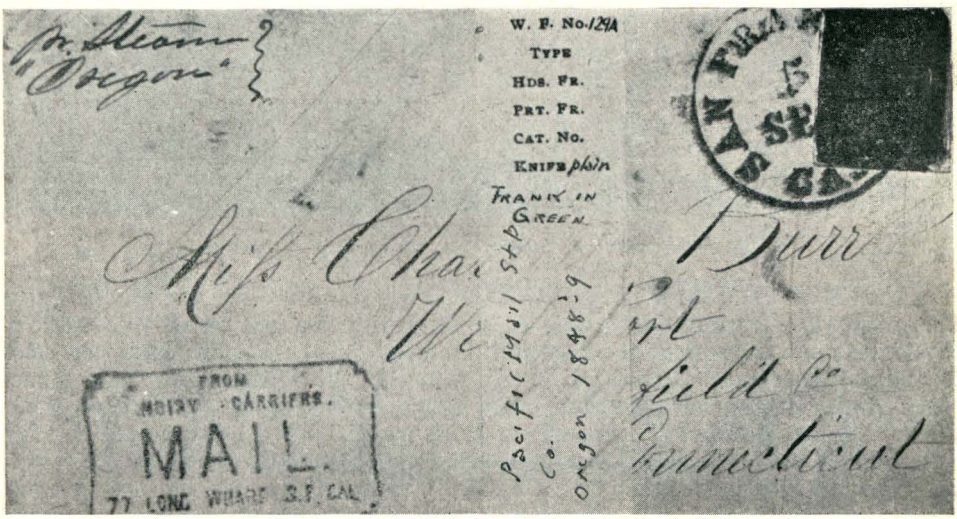
The S. S. "CHEROKEE" was added to the Fleet in 1849.



Cover Forwarded by S. S. Cherokee.

As a matter of history the steamships built and accepted under this contract were the "GEORGIA"—January 26, 1850; the "OHIO"—January, 1851; the "ILLINOIS"—September, 1851.

Again, on November 19, 1847, Arnold Harris, contractor for the PANAMA-OREGON mail, saw fit to transfer his contract to William H. Aspinwall of New York. This contract, covering ten years from October 1, 1848, demanded that for the performance of satisfactory service the contractor should build three steamers, one of not less than 1000 tons, and the remaining two of not less than 600 tons, and placed the compensation at $190,000 per annum. The ships built and operated under this contract were the "CALIFORNIA", the "OREGON" and the "PANAMA".



Cover Forwarded by S. S. Oregon.

MAIL SERVICE TO THE PACIFIC COAST

A. The Pacific Mail Steamship Co.

B. The United States Mail Steamship Co.

C. The Panama Railroad

A.

On the 12th of April, 1848, due to the indefatigable work of William H. Aspinwall there was incorporated the "PACIFIC MAIL STEAMSHIP CO.", a concern that had a truly remarkable career. Starting with a capital stock of only $500,000 it had reached $20,000,000 by the end of 1866 and existed until 1925. It had absorbed most of the steamship lines plying between the Atlantic and Pacific ports, had built and operated the three steamers constructed under the Harris-Aspinwall contract, which contract Aspinwall had duly assigned to his United States Mail Steamship Co. which was absorbed by his Pacific Mail Steamship Co.

We illustrate another interesting cover.



Cover Forwarded by Pacific Mail Liner John L. Stephens.

The "CALIFORNIA" left New York October 6, 1848, for the Pacific Coast. There are three memorable events connected with the sailing of this steamer. First, the steamer brought the first mail from New York to San Francisco. The second is that the "CALIFORNIA" was the third steamship that passed through the Straits of Magellan. The third is that upon the arrival of the steamer at the Isthmus of Panama on January 30, 1849, the ship met the first wild rush of gold seekers and, though the accommodations of the steamer were designed for 100 passengers, the Captain was forced to take on 400 persons, many of whom, as Bancroft informs us, willingly paid $1,000 for transportation to San Francisco. After about four weeks sailing from Panama the "CALIFORNIA" reached San Francisco February 28, 1849. As the entire crew was struck with the maddening gold fever mania the ship was virtually deserted. The next steamer, the "OREGON", prevented such a recurrence, it is said, by keeping the crew in irons. This steamer ("OREGON") on her return trip on April 12, 1849, brought the first East bound mail from San Francisco.

B.

The second great event in maritime navigation between New York and San Francisco was the incorporation in 1849, by William H. Aspinwall, and associates, of the "UNITED STATES MAIL STEAMSHIP COMPANY" (a subsidiary of the Pacific Mail Steamship Company) whose steamers plied between New York and Aspinwall. Aspinwall was originally the name of the settlement on Manzanillo Bay which had been selected as the Atlantic terminus of the Panama Railroad. In 1850 that name was changed to COLON in honor of Christopher Columbus who entered Limon Bay in 1502. With the completion of the railroad in 1855 COLON supplanted CHAGRES (situated only eight miles West of that Town) as the principal port of the Isthmus.

C.

Simultaneously with the incorporation of the "UNITED STATES MAIL STEAMSHIP COMPANY", William H. Aspinwall, together with John L.

Stevens, Henry Chauncey, George Law, Alexander Center and David Hoadley, incorporated the "PANAMA RAILROAD COMPANY", employing George M. Totten as their Chief Engineer. These financiers provided the capital of about $8,000,000. Survey was started in 1850, and at midnight on January 27, 1855, during a tropical downpour, the last rail in the road was laid. The following day a locomotive passed from Ocean to Ocean. Prior to the construction of this stupendous enterprise the mail was transported on mule back across the Isthmus of Panama in accordance with the treaty between the United States and what was then the Government of New Grenada. An idea of the volume of mail carried during the early years is gained from the Report of the Postmaster General, published in 1859, from which the following information is taken:

In 1849 the first steamer from New York carried about 6000 letters to the Pacific Coast in addition to a large newspaper mail. In the month of November of the same year the number of letters carried had increased to 30,000. Four years later, in June, 1853, the number of letters carried by the New York, New Orleans, Aspinwall and Pacific Mail Steamship lines already amounted to 2,707,533. The cost of the service for the period, June 30, 1852, to June 30, 1853, is shown below:

N. Y. and New Orleans to Aspinwall (29 voyages, including 24 voyages between New York and New Orleans via Havana)	$284,510
Astoria (Oregon) via San Francisco to Panama (29 voyages between San Francisco and Panama, also 24 on residue of line)	346,680
New Orleans to Vera Cruz (5 voyages)	7,750
Aspinwall to Panama (New Grenada contract—overland)	85,314

Much of the Ocean letter mail of the period 1848-1860 did not bear on the cover the name of the ship in which it was carried but often is found the words "VIA PANAMA" or "VIA NICARAGUA" in manuscript, or in block letters the words "STEAM SHIP" or NEW YORK SHIP.

THE TEHUANTEPEC ROUTE

In accordance with the Gadsden Treaty of December 3, 1853, Congress on March 3, 1855, had enacted that a mail route be established through Mexican territory, but when, in the Spring of 1856, the Postmaster General advertised for bids to convey the letter mail from New Orleans via the Isthmus of Tehuantepec to San Francisco, no bids were received.

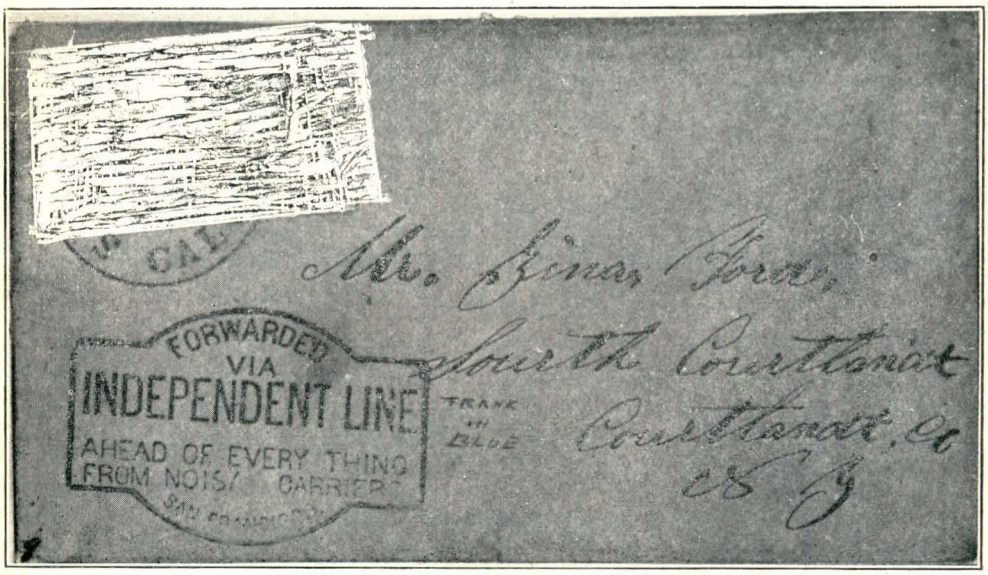
Consequently in December, 1857, the Postmaster General readvertised for bids. This time only one bid was handed in which was for semi-monthly service at a compensation of $286,000 per annum. As the Postmaster General refused to entertain the proposition, as to certain of its terms, negotiations ensued between him and the bidder resulting at last in the execution of a contract on June 8, 1858, signed by the "LOUISIANA TEHUANTEPEC COMPANY" on the following terms:

To convey the Mail from New Orleans by Minatitlan, State of Vera Cruz, Suchil, Ventosa and Acapulco (State of Guerrero) to San Francisco, twice a month and back in suitable steamers, also to carry the mail between Minatitlan and Suchil and from Suchil to the transportation port in coaches, and the residue of the route to San Francisco in steamers. The pay to be at the rate of $286,000 per annum, with the understanding that the mails may be exchanged with the line between Panama and San Francisco, at or near Acapulco, without change of pay; and with the further understanding that the mails may be exchanged with the aforesaid line at Ventosa, or other port within a short distance of that place, at the annual compensation of $250,000. Service to commence at any time between October 1st and November 1st, 1858, and to terminate on September 30, 1859. Each trip to be performed in fifteen days.

Actual service on this route opened October 27, 1858, the overland section having an equipment of thirty Concord coaches and one hundred American horses and mules. The first mail left New Orleans October 27th and arrived at Tehuantepec (Ventosa) on November 2nd. At this point the mail and passengers were transferred to the Panama steamer which arrived at San Francisco on November 14th, the entire trip having consumed eighteen days.

The above mentioned contract was for the duration of one year and at the expiration of that period this mail route was dispensed with. The route was organized and developed as a competitor of the Pacific Mail Route via Panama.

It is quite probable that the cover illustrated below was forwarded by this line.



III.

TRANSPORTATION OF MAIL via NICARAGUA

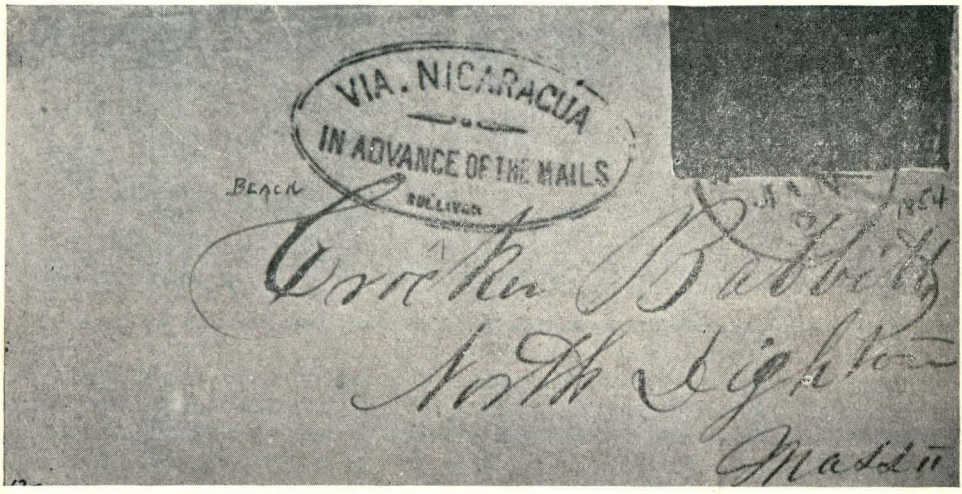
"Advance of the Mails" or "Ahead of the Mails"



Cover "Ahead of The Mails." Normal New York Cancellation.

The desire to have a short route between the Atlantic and Pacific Ocean for the Ocean commerce of the World developed almost as soon as the New World

had come into existence. Sporadic negotiations were made with the newly created Central American Republics but they led to no tangible results. As a matter of fact, the English, as well as French, Dutch and Americans, strove to get possession of a water route through Nicaragua. It was not, however, until 1837 that the first reconnoissance of the Nicaragua route was made by John Bailey, an American. Thereafter the projected route received no attention until, due to the discovery of gold in 1848, the importance and commercial value of such a route became manifest. It was then that Cornelius Vanderbilt who, at that time, occupied among his contemporaries, a position similar to that of the House of Morgan at the present time, joined hands with Joseph L. White. The latter on Vanderbilt's suggestion went to Nicaragua in 1849 and applied to the Chamber of Deputies for a charter, authorizing him and his associate to cut an inter-ocean canal through Nicaragua and also giving them the privilege of establishing a "TRANSIT" route through the country. White worked with much success and got the desired concession which virtually meant a monopoly of steam navigation. The concession stipulated, however, that the canal should be commenced and finished within a certain time. White made his report to Vanderbilt and then returned to Nicaragua where, by means of skillful diplomacy, he received another concession for cutting a ship canal through the State in the name of the "AMERICAN ATLANTIC-PACIFIC SHIP CANAL COMPANY", owned entirely by Cornelius Vanderbilt. This concession bears date September 22, 1849, and was amended April 11, 1850. Again one of the conditions was that actual work should commence within twelve months. Now during the time granted for preparing a report by the engineering staff on the projected canal, the ever active brains of Vanderbilt and White had elaborated another and far more lucrative scheme, with the result that the latter undertook a third trip to Nicaragua and on August 14, 1851, obtained a charter for a "TRANSIT" or "TRAVELLING ROUTE" for a concern composed mainly of the same persons interested in the Canal grant. The new enterprise was styled the "ACCESSORY TRANSIT COMPANY", the incorporators consisting of Messrs. Vanderbilt, Garrison, and Morgan. Vanderbilt, owning stock control, made himself President and Eastern Manager of the concern, while Morgan and Garrison conducted the business of the Company at San Francisco and Panama. In a short time the stock of the company was jumped from $3.00 a share to $50.00 a share.

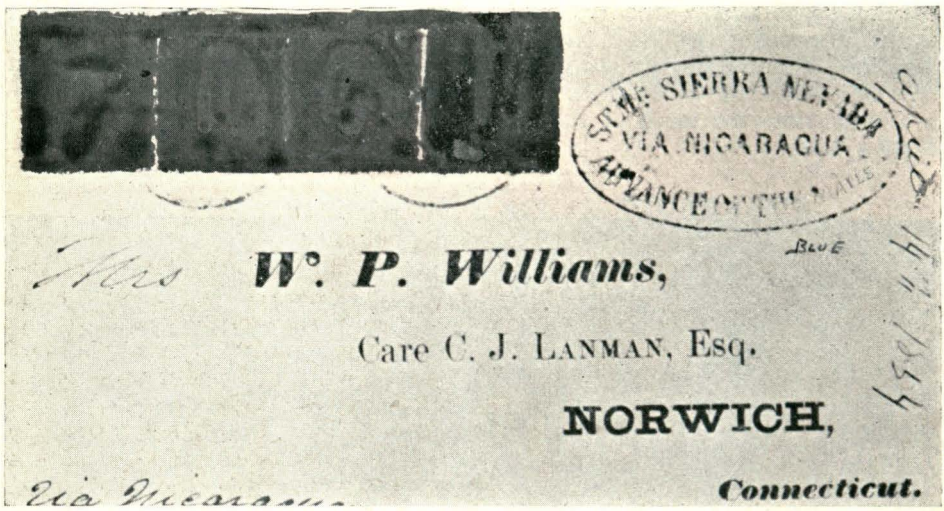


"Advance of The Mails" "Sullivan" New York Ship Cancellation.

One of the terms of the new charter demanded that the "ACCESSORY TRANSIT COMPANY" should pay to the government of Nicaragua a yearly rental of $10,000 until the canal had been built, plus 10% of the net profits of the Transit. We shall see later how the Accessory Transit Company failed to live up to this contractual obligation and the important role which the non-fulfillment thereof was destined to play when Walker had become the President of Nicaragua. It has been stated that during the life of the Transit it paid Vanderbilt and his associates about One Million Dollars a year.

The Transit Route was opened in 1852, first via Realejo and subsequently by San Juan del Sur. For transportation from the Atlantic to the Pacific Vanderbilt operated a fleet of steamships to Greytown on the East coast, thence up the San Juan River and across Lake Nicaragua which covers 5000 square miles and is 1107 feet above the mean tide level of the Ocean, forming thus a natural reservoir with an outlet 90 miles long, the San Juan River. Leaving the Lake, passengers were at first transported over a century old mule trail to the Pacific.

The landing place on the West shore of the Lake was on Virgin Bay where Vanderbilt had erected a wharf, store houses and corrals. This point was at the fishing village of San Juan del Sur. The mule trail was soon transformed into a macadamized highway which is still known as the "TRANSIT" Road. Over this Vanderbilt ran twenty-five stage coaches painted in the Nicaraguan colors of blue and white. *He likewise built eight steamers for the Nicaragua line*, each of 2,000 tons or more, viz., "Webster"; "Star of the West"; "Northern Light"; and "Prometheus" (his old ship) ran on the Atlantic side. "Independence"; "Pacific"; "North America"; "S. S. Lewis"; "Brother Jonathan"; and others plied through the Pacific; as traffic increased other ships were added to the fleet, one of the most prominent of these was the "Sierra Nevada", also "Cortes" and "Uncle Sam".



Advance of The Mails. New York Ship Cancellation.

Ships left New York every fortnight. It is said that the line carried on an average 2,000 passengers a month and a goodly proportion of the gold from California besides the more expensive freight and mails. The regular government mails were usually sent via Panama and were carried by the Pacific Mail Steamship Company, that concern having a government contract and subsidy, but consuming a longer time in making the trip to New York.

On November 2, 1855, the Nicaragua Steamship Line advertised in the San Francisco Bulletin as follows:

> *"Through ahead of the mails! Only twelve miles land carriage. Macadamized road. Shortest and quickest route * * * * * * this route* 700 *miles shorter than any other. The trip through to New York is generally made in less than* 21 *days."*

In the Spring of 1854 Cornelius Vanderbilt made a most spectacular trip to Europe in a new private yacht which he had ordered built. This ship the "NORTH STAR" was one of the most luxurious vessels afloat; she was of 2500 tons, 270 feet long, 38 feet beam, speed 12 knots an hour. In command was Captain Asa Eldridge, later of the famous clipper "Red Jacket".

Before sailing on the "North Star" Vanderbilt had resigned as President of the Accessory Transit Company, leaving its affairs in charge of a group of interested directors headed by Charles Morgan of New York and Cornelius K. Garrison of San Francisco. These two men were of the New York, San Francisco and Panama banking firm of Garrison, Morgan, Rolston & Fretz.

Upon Vanderbilt's return to his office at 5 Bowling Green, New York City, on September 23, 1854, he found that he had lost control of the Transit Company and his relations with Morgan and Garrison became greatly strained. He at once started to accumulate stock in the Company so that he might again assume full executive control. While he was buying the stock in the open market and by private purchase William Walker sailed from San Francisco on May 4, 1855, aboard the brig "Vesta" with fifty-eight men bound for Nicaragua and the subjugation of that country. This brings us to the story of the World's most famous filibuster.

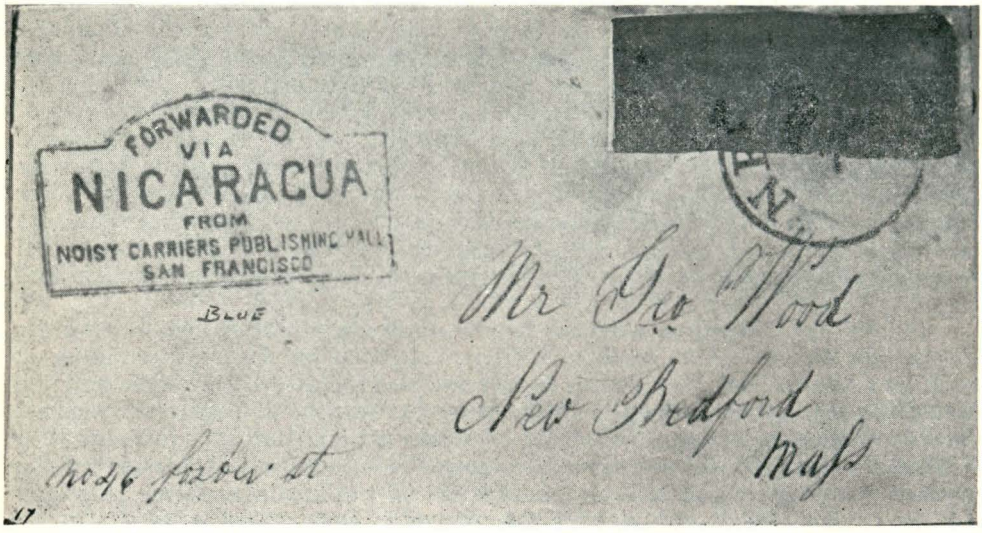
WILLIAM WALKER

William Walker was the son of a Scotch banker who had immigrated to Tennessee in 1820, and thus William, the oldest son, saw the light of day in the City of Nashville on May 8, 1824. After a rather varied career trying to make a living as a physician, next as a lawyer, he essayed journalism, and having located in San Francisco he became the Editor of the San Francisco Herald in 1852, then being 28 years of age. When DeBoulbon's first expedition to Mexico was nearing its worst catastrophe Walker went to Sonora, but disappointed at the results of this enterprise, he decided to return to California. There he set himself the task of educating the people of the Oregon country to the idea of making these territories adjunct to the slave holding states of the United States. In a number of published articles he addressed the rich and influential slave holders of the Southern States and appealed for financial help. Next he got together a lot of emigrant adventurers, chartered a brig and determined to sail for lower California. His attempt was frustrated by a U. S. Marshal who seized the vessel in July, 1853. Undaunted Walked renewed the attempt three months later. He chartered the brig "Caroline" and arrived at Cap Lucas in Lower California on October 28, 1853, then he went to La Paz, captured that town and called an election of the people; he was made the President of the newly created Republic of Sonora. However, his success was short lived and Walker was forced to surrender to a United States officer on May 8, 1854.

In 1854 there were, as now, two political parties in Nicaragua striving for government control. One of these factions called on an American residing in Nicaragua, Byron Cole, for help. A contract was signed between Cole and the insurgents to supply the liberal or democratic party with 300 American colonists "Liable to military duty". Cole went to California and there got in touch with William Walker who at once agreed to head this enterprise. He submitted the contract to the civil and military authorities of California and was informed that the contract in no way violated the neutrality laws of the country. Being

thus assured of free action Walker on May 4, 1855, sailed with 58 men from San Francisco for Nicaragua; arriving at Nicaragua he first seized the Port of San Juan del Sur, the Pacific terminus of the Transit. Repulsing such forces of the Legitimist faction as attempted to oppose his progress Walker, in October of the same year, seized one of the Transit Lake steamers belonging to the Accessory Transit Company, which he used for the conveyance of his troops. He then raided and captured Grenada, the capital of the Legitimists and in a short time made himself the master of Nicaragua. Having thus overthrown the hostile faction a peace was declared and Patricio Rivas, who had carefully kept aloof from the contending political parties, was made provisional President while Walker secured the real power as commander of the army of Nicaragua.

Naturally the military success of Walker depended almost entirely on the good will and the active support of the persons who represented the affairs of the Accessory Transit Company in San Francisco, as that Company had the only Steamship line touching at Nicaraguan ports. At this time Messrs. Morgan and Garrison were in control of the majority stock of the Transit Company. They, therefore, it is said, liberally supplied Walker with funds and transported some of his recruits from the United States free of charge. In return for such favors Walker had seized or caused to be seized the entire property of the Transit Company on the claim of violation of its charter, and then turned over the equipment of the Company to the men who had befriended him. Everything seemed to favor Walker's good fortune for on May 20, 1856, the new government was formally recognized by President Pierce at Washington and on June 3, 1856, the U. S. National Democratic Convention expressed its sympathy with the efforts of Walker to regenerate Nicaragua. At the end of that month Walker was duly elected President of Nicaragua. Shortly before his election, and before Vanderbilt had again obtained control of the Transit Company, he sent representatives to New York to secure recruits, armaments and supplies and request was made to the Transit Company for a special rate for transportation of his recruits from New York. The Transit Company agreed to transport such recruits to Greytown for Twenty Dollars per man, the difference between that price and the regular fare to be credited on the debt owed by the Company to the Government under contract whereby Ten thousand Dollars should be paid annually to the Nicaraguan Government, which contract had not been fulfilled. Under the agreement 1000 men were sent to Nicaragua within two and a half months.



Via Nicaragua—From Noisy Carriers.

At the annual meeting of stockholders of the Accessory Transit Company in January, 1856, Cornelius Vanderbilt was again elected President, together with his chosen Board of Directors.

On March 14, 1856, his steamer from Greytown reached New York bringing word that the Government of Nicaragua, at the request of its President, had rescinded the Transit Company's Charter and granted a new one to Messrs. Morgan and Garrison. Quite naturally Vanderbilt took immediate action and, as his steamers were sailing under the American flag, he at once directed that no ships of his Company were to sail for Nicaragua and dispatched a special messenger to Panama with instructions to proceed at once to San Francisco, head off and stop the sailings of his Company's ships from San Francisco. Of course, this action created a great furor, for thus all passengers, mail and freight going by Sea would be forced to take the longer route via the Pacific Mail Line.

Morgan and Garrison had no ocean steamers and were unable to procure ships for many weeks. The immediate result of the cessation of sailings by the Vanderbilt line was that during this period Walker was entirely cut off from the United States and from his reenforcements, ammunition and supplies.

Vanderbilt now hired all the men he could find familiar with Central American affairs and used their knowledge and influence and a great deal of his own money to incite unrest within Nicaragua and create jealousy and antagonism against the Nicaraguan Government by the politicians and people of neighboring republics. Two of Vanderbilt's most active Lieutenants were W. R. C. Webster and Sylvanus H. Spencer, both of whom had for a long time been residents of Central America and were thoroughly familiar with the system of doing business in those countries. The Accessory Transit Company shipped guns and ammunition for use of the troops of neighboring Republics. Spencer was given a force of native Costa Rican troops.

Vanderbilt now made application to the Secretary of State at Washington for help against Walker. Spencer, with his troops, marched at once to the head waters of the San Carlos River, descended to and down the San Juan River and continued to San Juan del Norte. He then captured the River Posts and took over the River and Lake Steamers. Thus again Vanderbilt controlled the Transit Route and Walker was effectively cut off from any support from the United States, he having relied on Morgan and Garrison to send him several thousand additional men who were held in San Francisco ready to join him.

On May 1, 1857, Walker surrendered himself and his army to Commander Davis of the United States Steamship "St. Mary's".

In the Fall of 1857 Walker mustered a second expedition and captured Greytown and the Eastern half of the Transit.

The Transit Company was now in favor with the administration at Washington. A large fleet of Government warships was concentrated in the Caribbean Sea under command of Commodore Paulding. Walker and his forces were disarmed and compelled to return to the United States.

In August, 1860, Walker mustered a third expedition against Nicaragua and with thirty-four men sailed from Mobile, Alabama, on the schooner "Clifton". After about fifteen days they landed at Trujillo, Honduras, and captured the town without trouble. The next day the British gunboat "Icarus" (Captain Salmon) sailed into Trujillo and demanded Walker's surrender; this Walker refused and at night evacuated the town and started South. The "Icarus" loaded Honduran troops under General Alvarez and followed the coast line getting up to Walker's forces at the Rio Negro. Walker surrendered to Captain Salmon stating, it is claimed, that they were not to be turned over to General Alvarez; be that as it may, Walker and his forces were taken back to Trujillo on the "Icarus" and at once turned over to General Alvarez and the Honduran authorities. Walker was court martialed on the morning of September 11, 1860, and was sentenced to death. The sentence was carried out on the following morning—September 12, 1860; the men and officers of his force were set at liberty.

THE END OF "AHEAD OF THE MAILS"

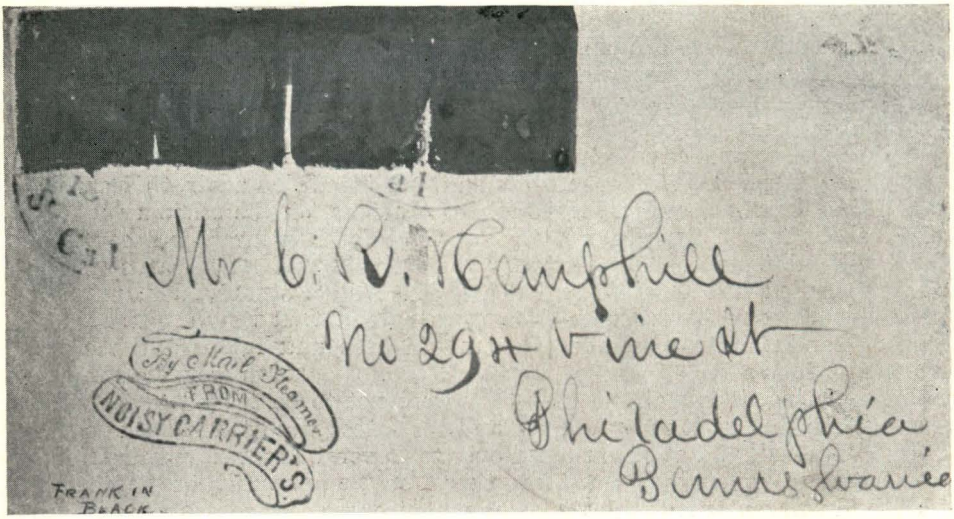
Walker's first expulsion from Nicaragua did not fully clear the title of the Transit Company to its rights or claims under its Charter or Franchise, for Costa Rica claimed the line of the San Juan River as its rightful frontier and insisted that the Franchise reverted to her. Morgan and Garrison claimed title under the more recent charter granted them by Walker's influence.

On May 8, 1858, clear title and full rights were definitely transferred to the Accessory Transit Company. At this time Vanderbilt was financially interested in Railroads and in developing a high class steamship line to Europe. He was too busy and active in the development of these enterprises to give time to the Transit. He approached the officials of the Pacific Mail Steamship Company (Marshall Roberts and others) with a proposition to abandon the Transit and to sell to the Pacific Mail Steamship Company his ship the "North Star". The proposition was accepted; the "North Star" was turned over to the Pacific Mail Steamship Company for $400,000; the Transit was abandoned; Vanderbilt was to be paid $40,000 a month in cash. The agreement having been consummated the Pacific Mail Steamship Company immediately increased its rates. In 1859 the subsidy paid Vanderbilt was increased to $56,000 a month.

NOISY CARRIERS

We have in this article illustrated several covers bearing the handstamp or frank of the "Noisy Carriers". This enterprise was developed by Charles P. Kimball, a native of the State of Maine, who settled in San Francisco in July, 1849, where he conducted a book and newspaper stall and local letter dispatch office at the corner of Sansome and Pacific Streets, later at 77 Long Wharf. It was his custom to board steamers on arrival, procure newspapers, books and magazines, and, having a fine powerful voice, to announce his wares through the public streets of San Francisco. Thus he soon became known as the "Noisy Carrier" and later on he assumed that trade name.

We illustrate another type of his frank. It will be observed that most of the mail forwarded from his newspaper, book and private letter office was sent by way of Nicaragua. He was evidently in close touch with the banking house of Morgan and Garrison.



Late Type of Noisy Carriers Frank.

Before concluding this section we think it advisable to call the attention of the reader to a good method of approximating the dates of the specimens illustrated which bear no identifying marks. This can be done with a near approach to certainity by remembering the letter rates to the Pacific for the periods under consideration. These rates were:

From 1847 to 1851 ---------- 40 cents per ½ ounce.
From 1851 to 1855 ---------- 6 cents per ½ ounce.
From 1855 to 1863 ---------- 10 cents per ½ ounce.

Of course, any letter exceeding one-half ounce in weight had to be prepaid by doubling or tripling the ordinary rate.

EARLY WESTERN EXPRESS COMPANIES USING THE NICARAGUA OR PANAMA ROUTES

GREGORY'S

Great Atlantic and Pacific Express.

UNRIVALLED FOR SPEED! SAFETY!! AND ECONOMY!!!

TREASURE, VALUABLE PARCELS AND FREIGHT,

Covered by our open Polices of Insurance—received, forwarded and delivered to and from all parts of California by the following

AGENTS.

J. W. HART, Esq. ..... *LIVERPOOL.*
M. WILLIAMSON ..... *No. 2, Rue Bleue, PARIS, FRANCE.*
Messrs. THOMPSON & HITCHCOCK ... *205 Broadway, NEW YORK.*
Messrs. KINSLEY & Co. ..... *11 & 13, State st., BOSTON.*
Mr. J. M. BURNS ..... *12 Exchange Place, NEW ORLEANS.*
Messrs. GUYS & DUTY ..... *ACAPULCO, MEXICO*
Messrs. MITCHELL & Co. ..... *HONOLULU, OAHU.*
Messrs. RAWLE, DRINKER & Co. ..... *HONGKONG, CHINA.*

Having the *ONLY EXPRESS* by the NICARAUGUA ROUTE, and the best possible facilities by PANAMA, we forward Treasure &c., by either route as desired, *to any City or State in the UNION;* and also, *to ENGLAND, IRELAND, SCOTLAND and FRANCE,* by the West India Mail Steamers via Panama and Chagres, or by Collins' or Cunards' Steamers via New York. The saving effected in time required for transmission, and the *LOWEST POSSIBLE RATE OF CHARGES,* renders this at once, the

Most Economical Express Line Extant!

The first Western Express which made use of the Nicaragua route was "Gregory's California & New York Express", organized in 1849, which started that service as early as October, 1851. This is evidenced by the advertisment of that firm on the back cover of Gregory's "POCKET LETTER BOOK", published in 1851, of which, as far as the writers know, only two copies are in existence. We illustarte below a facsimile of a portion of the back cover, proving the statement that Gregory at that time was the only Express using the Nicaragua route.

Gregory's express likewise used the route through the Isthmus of Panama. A paragraph on the front cover reads:

> "A Special Express Agent accompanies all our parcels direct to and from New York over the Isthmus, thereby avoiding the delays which result from any other arrangement."

Another well known Western Express was "Wines & Co.'s Express". This concern was organized in January, 1855, and established an agency in San Fran-



cisco in July of the same year. It is known to all collectors of Western franks because later on it placed on its letters a large American eagle on a shield. Mr. Phillips, in his private notebook writes: "This company had a route from California to eastern cities and Europe, also a direct one to Central America. General Walker of Nicaragua fame was connected with the company in this country." Exactly what Mr. Phillips meant by the word "connected" we have been unable to discern. Fortunately, we have a specimen of "Wines & Co.'s Express". It is on a plain blue letter sheet, and, of course, is exceedingly rare.

The Express of "Berford and Company" deserves special mention. In the San Francisco Bulletin of December 21, 1851, this concern advertised as follows:

BERFORD & CO.'S EXPRESS

"For the Atlantic States, November 1, 1851, by the splendid fast running steamer

TENNESSEE

Geo. M. Totten, Commander.

"A Special Messenger will be despatched as usual, who will take charge of our Express, Goods, Gold Dust, etc., and deliver to all parts of the States without delay. We will also send

A SPECIAL MESSENGER

by the new route, via Nicaragua, November 1st by the new and fast running steamer

PACIFIC, Jarvis, Master,

who will take charge of our INDEPENDENT MAIL, and packages of every description.

Letters received till 3 o'clock, and parcels till 2 o'clock on day of sailing.

BERFORD & CO.
California Exchange
Corner of Kearney Street."

The Company was bought out by Wells, Fargo & Co. in June, 1854.

In connection with the Nicaragua route we must not forget the famous "California Penny Post Company", incorporated at Sacramento June 25, 1855. In the fall of the same year that concern advertised the following rates:

"Prepaid envelopes from the East to California, Ten Dollars per hundred; For the Atlantic States, via NICARAGUA, Fifteen Dollars per hundred."

Later on letters were forwarded East via Nicaragua for five cents, in addition to the U. S. postage. On account of the exceeding rarity of the Penny Post letters the writers have found no specimen showing the routing via Nicaragua.

In regard to the "Panama" route, which was used by a great many express companies, "Whitney & Ely"—also known as "Atlantic & Pacific Express"—occupied a leading position. This concern was established June 18, 1849, by E. Ely of San Francisco and Charles A. Whitney of Panama, for despatching letters and parcels between San Francisco, Panama, Havana, New Orleans and New York, connecting with the Adams Company of the East.

We close the story of the "ADVANCE OF THE MAILS" mindful of the fact that it is a fragmentery account of the origin and use of these rare franks, It is the hope of the writers, nevertheless, that it may serve the student of American Philately as a basis for future researches in this unique and historically most fascinating field of early American Philately.

THE COLLECTORS CLUB PHILATELIST

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H. L. LINDQUIST, Editor

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ADVERTISING RATES UPON REQUEST

Application for entry as second-class matter is pending.

THE KOHL HANDBOOK.

Unexpected difficulties in connection with the translation of the Kohl Handbook delayed our last issue and this feature is omitted from the present number in order to catch up in our schedule. Further installments will appear in the future, as they are ready and the suggestions of readers interested in any particular country will be welcome—especially if they can render cooperation in preparing the translation. Each section is an individual unit in our magazine and if the wire stitches are removed the section can be taken out and kept separately, if desired. These translations will appear only in this magazine and as our editions are limited to actual requirements we urge collectors to subscribe for as many issues as they can use for we cannot undertake to supply back numbers.

PUBLIC EXHIBITIONS AT THE COLLECTORS CLUB.

The first public exhibition at the Collectors Club is scheduled for Saturday April 7, 1928 from 2 to 6 p. m. and we look forward with interest to the development of this experiment. There are sixteen wall cases each capable of holding 16 small or 12 large album pages, and various philatelic organizations and individuals have been invited to undertake to fill one frame with material which in their judgment will be of most interest to a non-collector. The Club assumes no responsibility for loss or damage to any of the stamps placed on display and each exhibitor is required to sign a waiver so that no claims can be made. There is little danger, however, for in most cases the stamps will be inserted in the frames by the owners and removed immediately after the close of the exhibition four hours later.

To attract attention to the Exhibit editorial announcements will be run in such newspapers as will use the material and posters will be distributed to business houses and offices willing to place them on display. This work will be done through our own membership and through such other philatelic organizations as are willing to cooperate. While such a campaign will be limited and "spotty" it is hoped that a sufficient interest can be roused to make the experiment of sufficient interest to justify its continuance as a regular feature of the club's activities. Suggestions and cooperation are very welcome.

TWO IMPORTANT CHAPTERS ADDED TO AMERICAN HISTORY.

In this issue will be found two articles that exemplify the value of philatelic research in solving forgotten phases of American History. Ernest Wiltsee has stumbled on a hitherto unknown fact in connection with the handling of the

mails by the Express Companies immediately at the close of the Civil War and Messrs. Needham and Berthold have added another real achievement to their growing list with their splendid article entitled "Ahead of the Mails". It is fitting that so much of this material be featured in our magazine where it will be available to future historians.

NOTES FROM NORWAY.

Our good friend Abr. Odfjell of Minde, Norway reports considerable activity among philatelic circles in the Scandinavian countries. Last Fall the *Copenhagen Philatelic Club* held an exhibition in connection with the celebration of their 40th anniversary which was remarkable for the improved quality of the material shown. The Copenhagen Club established a medal for prominent philatelists and their first awards were to Mr. Jacobsen of Copenhagen, who has been actively associated with the club during the entire 40 years of its existence; and Dr. Ljungstrom of Stockholm who was an active factor in the affairs of the Swedish Philatelic Association about 20 years ago.

On December 30, 1927, Dr. Justus Andersen of Norway celebrated his 60th birthday and the event was commemorated in fitting style by his legion of friends in Europe. The N. F. T. brought out a special issue in honor of the event and scores of prominent philatelists attested their appreciation of the work that has been done by Dr. Andersen.

An exchange club has been started in Bergen for specialists in the stamps of Norway and the yearly dues are Kr. 10. The object of the new club is to promote the study of the Norwegian stamps and to secure for its members new issues with marginals, blocks, strips, covers, etc. at their face value, The board is composed of Einar Oscar Schou, president of the Bergens Filatelistclub, J. Jellestad, who will act as secretary and exchange manager, and Abr. Odfjell. This should do much to stimulate interest in these stamps and we will be glad to hear from any of our readers who collect them.

STRAY NOTES.

In the article on the Chinese Invert in this issue, Mr. Starr has offered a suggestion regarding the registration of rare stamps that has long been under consideration by the *Collectors Club*. We have hinted at this in previous issues of this magazine and will be glad to hear from others interested.

On a recent trip to Cincinnati the writer had the pleasure of attending a dinner at the home of Phil Weiss (and his wife is *some* cook) in company with Adolph D. Fennel, editor of the *American Philatelist* and Wm. C. Kennett, Jr. otherwise known as "Babe", where the question of "Are Stamps an Investment" came up. Too much emphasis has been placed upon the financial aspect of philately and it has long been felt by many friends of the hobby that less stress should be placed upon this phase of collecting and much more upon the enjoyment to be secured from it. In the words of Dolph Fennel "Stamps offer one of the finest investments in the world as they will invariably give a 100% return in pleasure, relaxation and mental diversion." Incidentally there is some cash return as well which should be considered as a by product. True this cash return is many times far in excess of the original investment but this holds true more often where the collector has not gathered his treasures with the financial aspect prominently in mind. To buy with the speculative value always uppermost is to destroy the greatest pleasure and value of collecting and we hope to see this subordinated in favor of the benefits and joys of collecting.

H. L. L.

THE COLLECTORS CLUB

51 West 48th Street - - New York City

Officers and Committees, 1928

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Vice-President—Chas. Curie
Secretary—O. G. Reichelt

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Class of 1930
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J. Philip Benkard
Joseph S. Rich

Honorary Life Governor: John N. Luff

New Members.

Since the January 1928 issue the following applicants have been elected members of the Club.

845 Andrew Perry, Providence, R. I.
846 Hamilton Harris, Gilbertsville, N. Y.
847 James H. Schwabacher, San Francisco, Calif.
848 W. F. Goerner, Edgewood, R. I.
849 A. Wm. Bloss, Los Angeles, Calif.
850 A. Van Kirk Wells, Jackson Heights, N. Y.
851 Carl Young, Philadelphia, Pa.
852 Dr. M. Frazer Percival, Philadelphia, Pa.
853 J. P. V. Heinmuller, New York City.
854 W. L. L. Peltz, Albany, N. Y.
855 J. Wyer, Albany, N. Y.

Applications.

The following applications for membership are pending:

Duncan Pringle, London, England.
Proposed by H. F. Johnson.
Seconded by L. M. Josling.

Felix Brunner, Prague, Europe.
Proposed by A. F. Lichtenstein.
Seconded by C. J. Phillips.

Frederick Eaton, New Haven, Conn.
Proposed by H. M. Konwiser.
Seconded by J. M. Bartels.

Victor F. James, London, England.
Proposed by A. F. Lichtenstein.
Seconded by C. J. Phillips.

Amtsgerichtsrat Herzog, Calvorde, Germany.
Proposed by Erich Boden.
Seconded by Dr. H. Munk.

Wainwright Randall, Montreal, Canada.
Proposed by A. F. Lichtenstein.
Seconded by C. J. Phillips.

Deaths Reported.

J. Brace Chittenden, New York City.
Ernest H. Collins, London, England.
Col. John E. Stearne, Los Angeles, Cal.
Montague Triest, Charleston, S. C.
Fred Wehmiller, St. Louis, Mo.

PROPOSED AMENDMENT TO BY-LAWS

to be voted on at the regular meeting of May 2, 1928.

Article L. add after Sec. 2.

Sec. 2a "There shall be two classes of Life Members:

Resident Life Members, who shall follow the qualification of Resident Members; and
Non Resident Life Members, who shall follow the qualification of Non Resident Members."

Article II. Strike out Sec. 1 and substitute therefor—

"The Sec. 1 dues of Resident Life Members shall be twenty times the annual dues of Resident Members, and the dues of Non Resident Life Members shall be twenty times the dues of Non Resident Members.

The dues so collected shall be kept by the Treasurer in a permanent investment fund separate from the general funds of the Club and shall be invested only in such securities as are legal for Trustees and Savings Banks in the State of New York."

Proposed by
T. E. Steinway.
Seconded by
J. H. Hall, Jr.

PRESIDENT'S MESSAGE.

January 4, 1928.

To the Officers and Members of
the Collectors Club:

As the duties of president, treasurer and editor have devolved upon the writer during the past year this report will combine the activities of all three and it is indeed a pleasure to announce splendid advances in every department of the club activities.

As a result of the solid foundation laid by my predecessors and particularly of the work of Dr. J. Brace Chittenden and the support of Alfred F. Lichtenstein the Club has reached a point where an increase in dues and in the advertising rates of the Collectors Club Philatelist were justified and the added income derived from these sources, and a close scrutiny of all expenditures, has made it possible to go through the year without a deficit. The club is therefore upon a self supporting basis—a fact which should cause rejoicing to all those who have made this achievement possible.

The margin of safety is not large, however, and continued effort will be necessary to carry the work through to a successful conclusion and increase the usefulness of the club by taking on added responsibilities which will justify its existence and the support and cooperation of every philatelist.

Owing to the increase in dues a certain percentage of resignations was looked for but I am happy to state that these were considerably below expectations and as a consequence we can show a small net gain for the year which I am sure will be further increased by the reinstatement of many who were dropped through negligence in paying their dues promptly.

The summary of our membership for the year is as follows:

Total members January 1st, 1927	639	
New Members added during the year	84	
Total	723	

From this total we have lost the following:

Resident Members:		
Resignations	16	
Deaths	4	
Dropped	17	37
Non-Resident Members:		
Resignations	8	
Deaths	7	
Dropped	24	39
Grand Total dropped from the rolls		76

Total membership January 1st, 1928, 647. Of which number 154 are resident members and 493 non-resident members.

The members added during the year have been of the highest caliber due largely to a plan inaugurated and carried to a successful conclusion by Charles J. Phillips, Chairman of the Membership Committee. By this plan the Board of Governors after preliminary investigation extend an invitation to outstanding philatelists whose membership is desired and the great majority of those so selected have accepted the invitation. This plan should be continued until every important collector is added to our rolls and is encouraged to take an active part in the constructive program we have outlined.

Another source of growth advocated by Theodore E. Steinway is the creation of a Junior membership open to the younger generation who are seriously interested in the hobby. These Juniors would be entitled to the privileges of membership at a reduced fee and in addition we could undertake special displays and talks of a nature to stimulate their interest and encourage them to continue through life.

A continued growth of membership is essential and this problem should have the serious consideration of the entire membership during the coming year.

MEETINGS.

Regular meetings have been held throughout the season on the first and third Wednesdays of each month and as these have all been reported in detail in the C. C. P. they will not be repeated here. Most of the meetings have been well attended and some of them have taxed the capacity of our rooms but taken as a whole our regular attendance is far from satisfactory and the problem of stimulating a greater attendance must be given careful consideration. It has been a pleasure to see many new faces at some of the meetings but we must create some compelling incentive that will cause a much larger percentage to attend regularly.

During the past year this problem has been uppermost in our minds and several expedients tried out with indifferent results. The Bourse was inaugurated under auspicious circumstances with a crowded attendance and an interesting and successful interchange of stamps. This interest, however, was not sustained and we feel that our members both dealers and collectors have neglected to take advantage of one of the real privileges that a club of this kind can offer. A plan to introduce discussions at the various meetings has not been tried out sufficiently to judge of its success but it has real possibilities and with a more definite program than previously adopted it should prove a magnet to many and a source of fruitful and beneficial discus-

sion on matters of moment to philately.

In lieu of our Annual Dinner we held an informal housewarming which was quite successful from the point of attendance and it brought to the club many members, with their wives or sweethearts, who might not otherwise have attended. Refreshments were served and an orchestra furnished music for dancing during the entire evening. The entire expense of the affair was borne by the Board of Governors and a sufficient credit balance was left over to purchase the curtains and draperies for the reception room.

A delegation of eight members of the Club attended a meeting of the Springfield Stamp Club in a body and put on an exhibition which was favorably commented upon by all who saw it. Last night, January 3rd, 1928, a similar delegation of nine visited the Philadelphia Stamp Club. It is planned to continue these friendly exchange meetings to nearby cities at regular intervals and we hope that as many of our members as possible will plan to join with us. Return visits will be made by members of the clubs we visit and we want to give them a rousing reception in every case.

PUBLICATIONS.

During the past year the **Collectors Club Philatelist** continued to be published quarterly and our sixth volume has now been completed. The magazine has apparently won a recognized place among the philatelic publications of the world and its influence has many times been commented upon by members and correspondents. In several of the smaller cities the editor has been informed that it is customary for several collectors to pool their interests and the magazine is passed around in turn from one to another.

The magazine has since its inception been a labor of love by all who have taken part in its production and as editor I wish to personally thank the many kind friends who have by their contributions and their words of encouragement made the work seem worth while. The dealers of the world have been most generous in their support and every member of this club who is interested in our success should reciprocate for their support to the best of his ability. It is a simple thing for you to mention the C. C. P. when writing our advertisers, even though you have dealt with them for years, for they all will like to know that their advertising is noticed and appreciated. If the firms you buy from do not use space with us a gentle suggestion from you that it might be acceptable may cause them to give the matter consideration and this support is what makes our progress possible.

During the coming year we have even bigger plans for the C. C. P. and commencing with the January issue we will commence the translation of selected sections of the splendidly edited Kohl Handbook. This valuable work will make the C. C. P. of even more value than ever before and a file of the issues will be an indispensable part of every philatelic library.

Our Year Book was mailed in the Fall and contained the usual official club matter and the membership list. This is an essential part of our yearly publication program.

During the year S. Chapmans exhaustive book on Mexico, Issues 1856 to 1868 was issued as our Handbook No. 3 and met with a favorable reception by all specialists in these interesting stamps. Copies are still available and we recommend its purchase to our members.

Several additional handbooks, mostly relating to the issues of British North America, are still in process of completion and it is hoped that some of these will reach the publishing stage before another year has rolled around.

CLUB PROPERTY.

During the year the club rooms have been considerably improved and now present a more "clubby atmosphere" which we hope will make them an ever increasing rendezvous for our members. A new rug, window drapes and wall hangings were added to the Reception Room and through the courtesy of Charles Curie, Vice President and chairman of the House Committee the furniture was all reupholstered at his expense and now presents a very attractive appearance.

The floors in all of the meeting rooms was covered with mangasite and the walls in the Meeting room have been covered with sixteen large mahogany wall cases which will be used for exhibitions during the coming year. These cases increase our opportunities for useful displays for both our members and the general public and we hope to make full use of them during the coming year. This Meeting room requires additional decoration to give it the cozy club atmosphere for which we are striving and we hope some generous member will provide the funds to make this possible.

We have secured a new typewriter for the office and with a few filing cases and other inexpensive equipment our office will be fully equipped.

Alfred F. Lichtenstein has given us a beautiful floor case for the exhibition of medals, albums or other bulky property and Messrs. Chittenden and Phillips combined to frame a collection of medals.

It is our library which has again shown the greatest growth and the details of this will be reported by our Librarian Dr. J. Brace Chittenden through whose tireless efforts we owe the present im-

portance to our collection. Messrs. Rich and Ricketts have been extremely generous and helpful in the growth of our library and we appreciate their cooperation to the utmost.

FINANCES.

The finances of the club have never been in better shape and we close the year with a credit balance of about $1200.00 and outstanding accounts of about $600.00 with all bills paid. This credit balance, however, will be largely used to finance the increase in the Collectors Club Philatelist due to the translation of the Kohl Handbook.

The following is a summary of our financial condition:

CASH RECEIPTS FOR COLLECTORS CLUB OF 1927.

Dues Resident Members		$4,142.50
Dues Non Resident Members		2,449.74
Journal:		
Volume six	$2,610.17	
Previous Issues	450.50	
In Advance, Vol. seven	30.93	3,091.60
Rooms Rentals for Auctions		590.00
Interest on Bank Balances		42.42
Donations to House Furnishing Fund		9.00
Subscriptions to Chapman book		310.00
Total Receipts		$10,635.26
Interest December 30th		20.83
		$10,656.09

DISBURSEMENTS FOR YEAR 1927

Salaries	$1,520.00
Rent	2,499.96
Journal Volume six, Printing, etc.	2,691.19
Display Cases	505.05
Postage, Stationery and Office Supplies, Typewriter	397.65
Furniture, Rugs, Etc.	175.50
Yearbook	378.75
Robinson & Miller, Stat. Notices, etc.	236.25
Telephone	86.54
Ice, Water, Towels	92.60
Library Expenses	62.35
Payments by H. L. Lewy's Office (Unclassified)	163.67
Miscellaneous refunds	14.20
Insurance Premium	10.00
Payment to Mr. Chapman	880.00
Total Disbursements	$9,713.17
Excess of Receipts	942.38
Add. approximate Balance of January 1st, 1927	272.69
Balance December 31st, 1927	$ 1,194.24
Interest December 31st, 1927	20.83
	$ 1,215.07

OUTSTANDING.

Journal.		Membership Resident	$ 25.00
Volume 6#1	$ 22.50	Membership Non Resident	15.00
Volume 6#2	62.50	Total	$ 40.00
Volume 6#3	70.00		
Volume 6#4	185.00	**Auctions.**	
Total	$340.00	Toaspern	$ 60.00
		Scott	70.00
Previous Issues	47.00	Sloane	20.00
Grand Total	$387.00	Total	$150.00
Total Outstanding			577.00
			$ 1,792.07

While on this subject I wish to call attention to the unfortunate condition of Harry M. Lewy who for many years acted so efficiently as Treasurer and as Attorney for the Club. Stricken with Double Pneumonia on Christmas Eve 1926 he has had one complication after another and for over one year has been continuously confined to his bed, most of the time in extreme pain. He must still undergo a serious operation before he can recover and we all hope that he will come through it successfully and soon rejoin us at our meetings. His one thought during his entire illness has been of the Collectors Club and it is the friendly thoughts of the members which have been constantly communicated to him that have helped him wage his successful battle for life.

PUBLICITY AND INFLUENCE.

The meetings of the club have been regularly reported in the Collectors Club Philatelist, in Mekeels Weekly, in Philatelic Gossip, and in other philatelic publications largely due to the interest and efforts of Charles J. Phillips, Harry M. Konwiser and Elliott Perry. In the newspaper field our good friend Frank W. Crane has consistently given us favorable publicity in the New York Times. Other very desirable publicity has been received from sources too numerous to mention and it is hoped that in the future an assistant librarian can be secured whose sole duty it will be to gather this general publicity and keep it properly mounted in a scrap album.

The Club has always been among the first to endorse and support worth while philatelic activities and this cooperation has been much appreciated by many who have expressed themselves to this effect.

WHAT THE FUTURE HOLDS.

The Collectors Club, at the present time, has but reached a position where it can really begin to justify the time, effort and money that has been put into it. We still have many problems to solve and obstacles to overcome but if we can but function constructively as we should many of these problems will disappear before we reach them. The Collectors Club has a very real mission to perform for philately and it must define its policies and chart its course in such certain terms as to compel the ACTIVE support and cooperation of every dealer and collector who is interested in furthering philately. It is unfortunate but true that it has not as yet won the whole hearted support to which it should be entitled and it behooves us to overcome this situation by establishing our policies in no uncertain terms.

There is a need for an organization such as the Collectors Club and one of our first duties during 1928 should be to work out our plans in such a way as to create some definite objectives and then work toward them steadily, and win by merit and accomplishment the support which we must have if we are to continue to exist and expand.

We need a permanent home and an endowment fund to maintain it; we must have a paid manager who can create and carry out constructive plans, edit the C. C. P. and efficiently handle the routine duties of operation, and we require funds to build up the library, properly index and house it so that it will be available to those requiring use of its mass of material. To secure these things we must put our house in order, we must establish our work on a business basis and be able to submit a comprehensive and workable plan that will convince those able to assist us in the realization of our dreams that they will be establishing a monument worthy of being perpetuated.

My sincere hope is that the year 1928 will mark a definite forward step toward this definite accomplishment.

Respectfully submitted,
H. L. LINDQUIST,
President.

SECRETARY'S REPORT FOR THE YEAR 1927.

Mr. President and Members.

Gentlemen:—

Your Secretary submits the following report:

At the beginning of the fiscal year, January 1st the Collectors Club had 184 Resident and 455 Non Resident members, making a total of 639. At the close of the year up to date the total is 154 Resident, 493 Non Resident, making a total of 647 members. During the year of 1927 we lost sixteen Resident Members by resignation, four by death and we dropped 17 for non payment of dues. From the Non Resident Membership we lost eight by resignation, seven by death and we dropped twenty-four for non payment of dues, which latter included one member who did not qualify. The expected drop in the resident membership class is surprisingly low, in view of the fact that we raised the dues to $25.00 (Twenty Five Dollars), beginning January 1st, 1927. The total income for both memberships is over $6,000.00 (Six Thousand Dollars) which will be shown in the Treasurer's report. During the year our Treasurer was unable to perform his duties and this account was

operated by Miss Neumann from the Club Rooms, beginning April, 1927.

The Collectors Club has held regular meetings during the year excepting the months of July and August, and the Board of Governors have met regularly every month with the exception of July and August.

The campaign engineered by the membership committee, consisting of Messrs. Chittenden and Phillips, resulted in adding to our roster many important collectors throughout the country and it is hoped that this committee will go on with the good work during the coming year.

The meetings in the main have been fairly well attended but not too well, and it is apparently the duty of every member to see that he brings out one member or visitor to each meeting at which stamps are shown. It seems that with our resident membership of 154 we ought to get at least fifty members attending each meeting. Our members, it is presumed, are vitally interested in stamps, and the absence of members at the meetings is to be deplored.

During the year we received numerous donations for the Club's Library which will be commented upon in the report submitted by Dr. J. B. Chittenden.

During the year the Club has installed display cases in the auction room.

The rentals of our rooms for auction purposes have not increased in our new quarters, having reached about the fifty mark. The room is rented for an auction at $10.00 (Ten Dollars) per session.

Our Office is operated smoothly under the capable management of Miss Neumann and the work of the Secretary is more or less routine.

Respectfully submitted,
HARRY M. KONWISER,
Secretary.

Evenings at the Collectors Club

DELEGATION FROM COLLECTORS CLUB VISITS PHILADELPHIA.

On January 3, 1928, nine members of the **Collectors Club** made an official visit to the **Philadelphia Stamp Club** and made a display before that organization. It was rather a strenuous trip as we left at 5 p. m. and returned the same night at midnight arriving back in New York at 2:30 a. m. but we all enjoyed it and it surely brought the members of our two organizations closer together than ever before. The delegation consisted of Sidney Barrett, J. M. Bartels, Charles Curie, H. M. Konwiser, H. L. Lindquist, A. E. Pade, Theodore E. Steinway and Herman J. Toaspern.

We were met at Philadelphia by P. M. Wolsieffer, Eugene Klein and Georges Creed who escorted us to the University Club where we had dinner with several other members of the Philadelphia Club as the guests of Harry L. Jefferys who so recently exhibited his splendid collection of early U. S. at our club.

From the dinner we went directly to the club rooms of the society where we were greeted by a capacity audience that filled every available nook and overflowed into the hall. After a few preliminary remarks by the president Stan V. Henkels, our members were introduced by Georges Creed, Chairman of the Entertainment Committee, and the following collections were exhibited: H. L. Lindquist, selections of Norway No's 1, 4 and 8; T. E. Steinway, early Great Britain and Charles Curie selections from his general collection, all of which were enjoyed by our hosts who extended a vote of thanks and the diploma of the club to each exhibitor.

After the meeting there was an informal reception followed by adjournment to nearby restaurants where under the guidance of P. M. Wolsieffer and Eugene Klein we spent the time enjoyably until the train left.

H. L. L

ANNUAL MEETING AND EXHIBITION BY FERRARS H. TOWS ON JANUARY 4TH.

The annual meeting of the Collectors Club was held on January 4th and as the routine business was overshadowed by the wonderful collection of Danish West Indies of Ferrars H. Tows it was disposed of as quickly as possible.

The Annual reports of the officers were read, as reprinted elsewhere in this issue, and the outgoing governors—Joseph S. Rich, Col. J. Philip Benkard and H. L. Lindquist—were reelected for a further term of three years. Following a brief discussion of the reports and the plans for the club for the ensuing year the meeting was turned over to Mr. Tows who entertained the members with what is undoubtedly one of the finest collections of Danish West Indies in existence.

His collection is contained in six large volumes, with the used and unused kept separately. The condition of all of the

stamps is exceptional and there are so many outstanding pieces that it is difficult to select a small group for particular mention. Sidney Barrett, however, pointed out the following as being especially noteworthy:

1855 Issue. Large unused block with yellow gum.
1867 Issue. Unused block of ninety (complete sheet except for bottom row).
1872-73 Issue. 4c dull blue, large mint block of both imperf. and imperf. vertical varieties. Used copy on entire cover, exceptionally rare.
1873-96 Issue. Almost all printings shown in unused blocks of four, the rarest being the 1c value second printing which is probably unique. Another almost equally rare block is the 14c value with one stamp having inverted frame.
1887-1901 Issue. Almost complete in sheets.
1902 Issue. 2c on 3c perf. 14x13½. All plate and "2" varieties as well as normal and inverted frames. 2c on 3c green surcharge. "Wedge flaw" in pair, Straight "2" in pair. Antique "2" in pair.

Practically all of the later issues are found in blocks and sheets.

The section devoted to British stamps used in the D. W. I. is undoubtedly the finest in existence and contains many extremely rare and uncatalogued varieties. The entire country is represented in used condition and on cover.

Mr. Tows was extended a hearty vote of thanks and was kept until nearly midnight going over his collection with the members.

H. L. L.

SPRINGFIELD STAMP CLUB MEETING.

January 18th was a big night at the **Collectors Club** when a delegation from the **Springfield Stamp Club** paid their return visit to us. The delegation consisted of Messrs. W. C. Angiers, President of the Club, John V. Prevost, H. P. Atherton, E. P. Radford, Wm. Stone, R. C. Munroe, H. G. Kitson, W. Emery.

W. C. Angiers showed part of his famous Pigeon Post collection used in the Paris siege of 1870. He also distributed photographs of enlargements made from some of the messages. This exhibit is written up fully in the **Aero News** of October 1926.

John V. Prevost showed the Steamboat Cancellations and Postmarks of France. The anchor cancellation which was the official cancellation on all French steamboats, was shown first on detached stamps. This collection was nearly complete, there being missing a few of the low values, which are far scarcer than the higher values.

The postmarks which are associated with these cancellations were then shown on stamps and covers, and short notes of information were given about the different lines.

Lines A, B, C, D, E, and F, are the West Indian and Central American lines. For instance, Line A. was from St. Nazaire to Colon by way of Porrite-a-Pitre, Basse Terre, St. Pierre, Fort-de-France, Le Guayra-Porto-Cabella and Savanilla. There was no Line G. but there was a line that was not lettered which should have been Line G.

Line H. was from Havre to New York direct. One would naturally expect these stamps and covers to be common, but they are quite rare, only two covers were shown.

Lines J. and K. were the South American lines. These were shown on several covers some of which bore stamps of Argentine and Uruguay in combination with the French stamps.

Lines L. and M. were the West African lines, and were shown on cover with French Colonial stamps, the French stamps on covers with these postal markings being excessively hard to find.

Lines N. O. P. and Q. were the Far Eastern lines. Line N. is from Marseilles to Yokohama, and are more common than some others, but lines O. P. and Q. make up for this by being really rare.

There were no Lines R. and S.

Line T. is the Australian Line, Marseilles to Noumea with stops at Port Said, Suez, Colombo, King George's Sound, Adelaide, Melbourne and Sidney. Markings from this line do not find easily.

Lines U. and V. are the East African Coast lines from Marseilles to Reunion and Mauritius.

Lines W. and X. exist and were shown, one cover for each, but all real data is lacking.

In addition to these lines from Line N. to V. all passing through the Mediterranian, there was a subsidized postal service in the Mediterranian called the Serviceo Maritimes des Messageries Imperial. No less than 100 pacquebots formed a part of this service. The postmark used had the name of the vessel at the top, as Amerigal, Tamise Gange, etc., etc. At the bottom was a star, within the inner circle of the postmark was the date in three lines "25 Mai 64". A complete collection of these marks probably does not exist, but there were 28 shown by Mr. Prevost which is a trifle over a fourth of the known marks.

As a finis, were shown four really modern marks used on French War Ships. These marks consist of a dotted line Hexagon, at the top Croiseur—La Motte, Pecquet at bottom, a small anchor, in centre date in three lines.

There were shown also but not as steamboat postmarks, covers with combination franking such as, Turkish and French stamps, Egypt and French, Argentine and French, Uruguay and French, Ecuador and French, English and French, and a forwarded letter with 5c Taylor, United States and French stamp.

Mr. H. P. Atherton showed cancellations of the world—in fifteen minutes. They started with early English Revenues, embossed over a silvered strip which ruined the stamp if it were tampered with in any way.

Afghanistan tore pie shaped pieces from their early circular stamps as cancellation. Early U. S. Locals were cancelled by a dab of sponge with acid, this discoloring the stamp. U. S. Revenues were cancelled by punch marks of sorts, some holes, some by "Herringbones" etc., etc.

Above are methods of cancellations used without ink.

To offset the removal of mss cancellations, many preventatives were tried by various Governments. Austria and Russia tried a varnished surface. U. S. and Peru adopted a Grill, after the U. S. had experimented with several of the so-called "Patent" cancellations. Great Britain made stamps with letters in the corners, so that it was difficult to make up a stamp with the correct system of lettering in the corners.

The U. S. Cancellations were made up of groups. There were several of these which were unusual, the Pig and the Cat, and some others. Then a group of incoming foreign mail that was handled and cancelled in the N. Y. P. O. These were from 15 different countries, bunched for the most part near the Caribbean Sea. These are very scarce on the cover.

In foreign were shown odd devices, Paquebots, Marks foreign to the country of issue, etc., etc.

Cancellations of the world in 15 minutes is a real snappy little diversion, as you will soon find when you try it.

Mr. Wm. Stone showed,

"Some Side Lines".

The American civil war is of particular interest to philatelists by reason of the imposition of numerous taxes to meet the tremendous war expenses. With the adhesive revenues we are all familiar but there are several taxes which are but little known and about which but little has been written.

At the outbreak of the war it is said that about 85% of the cotton raised in the United States was exported to England there to be manufactured into cloth to be returned in great part to this country for sale. Here was a chance for a tax and on July 1, 1862 a tax of one half a cent a pound was levied upon raw cotton. Two years later the tax was raised to two cents a pound and in 1866 to three cents. On February 3, 1868 the tax was repealed.

The first exhibit was of specimens of the stamps used to collect the above tax. The first type was printed on parchment and was attached to the bale of cotton by means of the arrow shaped barb at the end of a wire.

The other design was of brass and came in several different types. They are about 250—280mm in length and are inscribed U. S. Internal Revenue and a serial number. Serial letters in several different types and positions are also found. These tags were attached to the bale by means of a stiletto which drove the shank of the tag into the bale where it was held by the barb at the end. But little has been published regarding these stamps. My first recollection is a brief mention in the **Curiosity Collector** published by William P. Brown about 1876-1880. The fifth edition of E. B. Sterling's revenue catalogue in 1888 listed some five varieties in brass. **Mc Lean's Stamp Collector Guide** (1889) contained a list from the pen of H. E. Deats which with the exception of a manuscript list prepared by J. J. Tiffany in 1880 and now in the Crawford library, completes the list of authorities down to 1912 when the United States Revenue Society published a very full illustrated history written by Charles A. Nast.

Hydrometer labels while not exactly stamps have always attracted the attention of revenue collectors. To those who are not aware of their use I will say that a hydrometer is a glass instrument used for determinating the specific gravity and purity of liquids. One end is a bulb 25mm in diameter by 90mm long with a stem 95x6mm. On this instrument is a graduated scale marking the depth to which it sinks in the pure liquid. Into this bulb during the manufacture is inserted a label issued by the Commissioner of Internal Revenue as proof of their accuracy. The earliest issue was about July 1872. I find no record of any being printed by the Bureau since the report of 1914 so I presume their use is now abandoned. The issues for 1870 and 1871 bear the portraits of the commissioners, all other years that of Washington. The first list of these labels was published in **"Side Lines"** issued by the **Springfield Stamp Club** and a much fuller and later list by W. W. Norton in the Hand Book and Check List of U. S. Internal Revenue Stamps issued by the Revenue Society in 1912. The same publications also contained lists of lock seals which were used very largely B. V. D. (Before Volstead

Disaster) in the locks on bonded warehouses and places where distilled spirits were made. They are so placed inside the lock that when the key is inserted the seal is broken making it impossible to tamper with the lock without breaking the seal. An experiment was made with glass seals but it was found that they were not practical so the paper seals were substituted. These come in numerous colors with control numbers and letters denoting the various series. The series of 1875 which is still in use as far as I know measured 18x48mm. A smaller sized seal, 11x24mm, issued in 1879 was in use for a short time only.

The tax on tobacco has been collected mainly by means of adhesive stamps of various shapes and sizes. But, as in postal affairs we have envelopes and wrappers, so in tobacco stamps we also have wrappers in two major varieties. Of those printed on paper there are three issues, the first printed by the Continental Bank Note Co. and the other two by the Graphic Company of New York. But four varieties exist of the first issue of which three were shown. Of the second issue there are 24 varieties and 19 were shown. The third issue numbers 15 and is the same as the second with "Issued under Act of March 1, 1879" surcharged in various colors.

The second type of wrapper is a more numerous one and was printed on tin foil by the J. J. Crooke Company. The issue of these began in 1868 and the collector who goes into all the various varieties caused by the use of different brands, etc., will find he has his hands full. One of the largest collections that I know of was owned by Mr. Prevost who disposed of it intact some years ago. You can readily understand that these are not easy to find as the majority of them were soon thrown away. With the varied colors of ink used and the briliancy of the foils they make a very showy addition to a collection.

"U. S. Booklet Panes"

E. P. Radford's exhibit consisted of the first of three albums and contained the booklet issues from 1900 to the issue of 1912. Diagrams showing the layouts of the three plates used were shown first to give a general idea of the plate varieties which are collected and which are to be found in the different issues. Next were shown specimen sheets from the 100 specimen books issued and distributed among officials and friends of the Post Office Department for their approval. There were 100 specimen books made up, each contained two specimen panes, and in the collection there was specimen book #4 autographed by Edwin C. Madden. One of the specimen panes in the collection has a plate number at the top and as less than four complete sheets were used to make up the 100 specimen books, this pane is one of four in existence provided all were saved.

As is the case with all collections of booklet panes, the collection is minus some positions of the first few issues as collecting booklet panes did not begin until about ten years after they first came out and very few of the first ones were saved. However, the collection is above the average on these early issues and remarkably strong on the shield issue of the 2s, 1903. From 1908 on, the collection is practically complete including all plate numbers as well as plate positions.

R. C. Munroe showed a collection of Warship cancellations including some two thousand or more pieces, many being entire covers bearing the postmarks from our Ships of War.

A few ships previous to the White Squadron of 1890 such as the Hartford and Constellation were represented. All of the large boats since 1910 down to date were exhibited and the smaller Craft appeared in fleets even to the S. S. Scorpion for so long stationed at Constantinople. Many of the marks were from ships no longer in commission. Some have been sold to Foreign Governments, some used for targets and sunk, others wrecked.

Much history can be read between the specimens of a collection of this character and who, be he collector or non-collector, is not fascinated by a bit of a souvenir from such noted ships as the Oregon, Brooklyn, Memphis, Delaware!

H. G. Kitson introduced a novelty, indeed, in his contribution by passing out a card showing illustrations of part of 20 stamps. "The Idea", said Mr. Kitson, the originator of this idea, "is to guess the countries for which these stamps were produced". Five minutes was allowed, after which you passed the result of the test to your neighbor and a check-up proved that Murray Bartels had properly located all but three of the pictures, making his average 85 per cent, whilst the two next highest, 80 per cent (four omissions) were Alfred Lichtenstein and Sidney Barrett, who tossed a coin for Second Ribbon, the lucky one being Mr. Barrett. Messrs Wilson and Charters were next in line.

THE THIRTY-FIRST ANNUAL DINNER.

The thirty-first Annual Dinner of the **Collectors Club** was held at the Hotel Astor, Saturday evening January 21st, 1928, with 72 members and guests in attendance. The tables were grouped in

an intimate circle at one end of the College Room so as to leave an open space for dancing and all during the dinner and until the closing hour at 11:30 the floor was filled continuously.

There were no scheduled speeches on the program but at the conclusion of the Dinner several of the members were informally called upon by the president who acted as an unofficial toastmaster. J. C. Morgenthau made a particularly appealing talk about the associations one forms in philately that struck a responsive chord which permeated the meeting; Theodore E. Steinway mentioned the progress that the club was making and thoughtfully prepared a menu which was signed by all present to be sent to our much missed treasurer, Harry M. Lewy; Dr. J. Brace Chittenden was in his best form and spoke feelingly of those who had assisted him in building the club to its present influential position and incidentally touched upon the **Hot Stove League** which enabled Herman J. Toaspern to tell one of Irvin Cobb's masterpieces as only "Toasty" can. Alfred F. Lichtenstein warmly endorsed the work that the club was doing and was followed by Vice President Charles Curie who impressed all present with his sincere desire to assist in the further progress of the club.

These informal talks, interspersed with a few appropriate stories, helped create a "friendly" atmosphere that caused many to remark that it was one of the most satisfactory dinners that the club had ever given. In fact, the effect was such as to suggest that we have more or less frequent informal social gatherings to cement friendships and to permit a more intimate discussion of the club's affairs than is possible at a regular meeting.

Unfortunately several members who had planned to attend were prevented from doing so and a telegram of regret was read from Charles Lathrop Pack whom we had all looked forward to greeting. Another member who was greatly missed was Charles M. Ams who has so ably conducted our dinners in past years but who is confined to his home at the present time. Those of our members who did not avail themselves of the opportunity of being present missed a real treat.

ALSACE LORAIN EXHIBITED BY HENRY C. NEEDHAM.

The Alsace Lorraine collection of Henry C. Needham was shown at the meeting of Feb. 1st, 1928, and in the absence of Mr. Needham was exhibited by J. Murray Bartels, who read a short paper on the stamps featured in the eight volumes that were shown.

Mr. Needham has gone into Specialism in this group to the point of collecting these stamps with all their normal cancellations, as well as covers showing all sorts of postmarks.

These stamps, issued in 1870, were shown with normal circle and oval cancellations, also with Railroad and Army Post cancellations. The collection includes quite a few unusual, used and unused blocks—the used division being featured by a block of fifty-five of the 25 centime value.

Covers were shown with Alsace Lorain stamps as well as with French and German stamps, these combinations developing with the war activities of the period.

The forgeries, it was explained, can be seen by a comparison of the "P" of "POST".

The eight volumes can best be described as follows:

Volume I: Normal, points up. Unused: 1c to 25c. 1870 Cancellations: 1c to 25c including French Cancellations and Prisoner's Letters. 1871 Cancellations: Prisoner's Letters. 1c: 2c: 4c: French Cancellations; Field Posts; Railroad Cancellations.

Volume II: Normal, points up. 1871 Cancellations: 5c: Towns "A" to "Z".

Volume III: Normal, points up. 1871 Cancellations: 5c: French Cancellations: Railroad Cancellations; Feld Posts. 5c. and 10c Prisoner's Letters 10c: Towns "A" to "P" inclusive.

Volume IV: Normal, points up. 1871 Cancellations; 10c: Towns "R" to "Z"; French Cancellations; Feld Posts. Railroads. 20c: "A" to "Gebweiler" (partly inc.)

Volume V: Normal, points up. 1871 Cancellations: 20c: Towns "Gebweiler" (part) to "Strassburg im Elsass".

Volume VI: Normal, points up. 1871 Cancellations: 20c: Towns "Strassburg im Elsass Bahnhof" to "Z"; French Cancellations; Railroad Cancellations; Feld Posts. 25c: Towns "A" to "Z"; French Cancellations; Railroad Cancellations; Feld Posts.

Volume VII: Inverted network, points down. Unused 1870 Cancellations; 1c to 25c. 1871 Cancellations: 1c: 2c: 4c: 5c: 10c: Towns "A" to "R" inclusive.

Volume VIII: Inverted network, points down. 1871 Cancellations: 10c: Towns "S" to "Z": French Cancellations; Feld Posts; Railroad Cancellations. 20c: 25c: Soldier's Letters and cards and Feld Post Cancellations—no stamps. Covers bearing German

and German and French stamps in combinations shortly after January 1, 1872, on which date the Alsace stamps were demonetized. Covers used first day French Army occupied Alsace, November 2, 1915.

H. M. K.

COMPETITION NIGHT, FEBRUARY 15, 1928.

Competition Night, February 15, 1928, brought out a goodly attendance of regulars, as well as casuals and the new wall cases on the Third Floor were tried out for the first time for the 20-page entrants, to the great pleasure of every member in attendance.

The wall cases are framed to hold twelve album pages, the system being similar to that employed at the New York Stamp Exposition, the backs of the display cases having large strips permitting the display of pages without the use of tacks.

Vice-President Curie, who called the meeting to order in the absence of President Lindquist, who was out of town on that evening, appointed Messrs. John H. Hall, Walter S. Scott and J. Murray Bartels as Judges.

Theodore E. Steinway was awarded First Prize; Kennett Woodward, Second; Wm. F. Warncke, Third. Honorable Mention was given to the groups displayed by Messrs. Charles Curie, and Clarence W. Brazer. In all 20 entries were shown.

A brief description of some of the entries follows:

Theodore Steinway: New South Wales 3p. laureated, described by the owner as "the worst looking re-constructed sheet ever shown"; N. S. Wales Registry, perf., watermarked; 6p, described, by the owner, as "the finest matched sheet"; N. S. W., Cover 2 square 8p, in both shades —"probably unique"; Queensland, First type, unused blocks, "the loveliest page"; Five pages of Early Spain used in the Canary Islands; the Paderewski stamp, autographed by the Polish pianist and President; Block of 30 Austrian Newspaper stamps, and unhinged early Hamburgs, from the Mayfield find; Germany, Vorlaufers, including rare "Klein Peop" cancelled on cover.

Kennett Woodward: U. S. Splits on covers; British Colonies and rare cancellations on the 3c. green, 1870-1882. A nice item was the 10c. strip of four, one type 3, two type 4 and one type 1, used on cover.

Wm. F. Warncke: Wonderful early German Covers, notably Mecklenburg-Schwerin, No. 5, Block of four; Same, Strip of three, No. 1; Saxony, on 10 neu gr., three 5 and one 2, on cover addressed to Valpairaiso; Thurn and Taxis, strip of six, 1-3 silb. gro.; Bavaria, three 1 kr., postage due; Lubeck, 1 and 2 sh. on stamped 3gr. envelope.

Alfred Lichtenstein: Cover, from Honolulu to England via San Francisco, with U. S. 1861 stamps (1c., 5c. and two 10c) and with impression on face, in black, 13c Missionary stamp; Col. Republic, First Issue, block of 28, First Setting with tete beche 10c. yellow, and block of 8 showing the correction, tete beche removed, with left and top margins; Col. Rep., Second Issue, 5c. blue, block of 30, five tete beche, first setting and a block of 20, second setting, showing one tete beche, second stamp from left in second row; Col. Rep., 1p. carmine, sheet of 99, showing arrangement of type; Hawaiian, Numeral Issue, block of 10, 1 cent dark blue, one vert. row printed over the other; Hawaiian, 5c. dark blue, Inter Island, sheet of 25, showing vert. row on left printed tete beche.

Hans Lagerloef: 1850 Belgian Essays and Proofs, 800 varieties. A splendid specialists' group.

Charles Curie: Album pages, U. S. showing 1847-51 issues, including the 24c. and 30c. imperf; First issues, Argentina, all values, all watermarks; Bahamas; Bergedorf; Br. Cent. Africa; Bremen; Br. Guiana, three splendid pages, showing splendid copies of 1862 issues; India, First issues, including Cinde; Nevis complete, including 1867 one sh. laid paper; Newfoundland, including the desirable early issues; Queensland, 1860 issues; Switzerland, early issues; Turks Islands, early issues; Western Australia, early issues.

Edward A. Buser: Revenue Stamps of Basle, Switzerland, used by the Police Department for passports from 1860 to 1864. Shown in unused sheets, 17½ of these, and in used singles. Said to be the only known sheets existent, according to Mr. Buser, the remainder having been destroyed in 1886. This was the first time these stamps were ever shown.

Stephen G. Rich: Union of So. Africa, modern varieties, including 1920 bi-sects used on cover. This is the 1p. red, No. 3. Mr. Rich also showed other recent bi-sects and out-of-the-ordinary current foreign items.

Chas. J. Phillips: Department Stamps, U. S., including Navy 1c. Specimen error in block of 30c; War 1c. Specimen error in block of 90; State, gray green, dollar values, showing the various printings; War, various values, with Kicking Mule and Big Horse cancellations.

R. C. Bach; South Africa, Brazil and Uruguay Ship Cancels; Capetown Packet Boat Cancels; Boer Field Post Cancels; German-American Sea Post Cancels.

Geo. B. Sloane: U. S. Commemorative Issues, with interesting pictures of the scenes depicted on the stamps, as well as descriptive comment upon the same.

Harry M. Konwiser: U. S. Postmarks,

from the earliest days of our Government to 1845, on Official letters, beginning with a Franked "On Public Service, John Hancock" as Member of the Continental Congress. This lot showed the earliest Washington postmarks, as well as the earliest in use for mailings.

Genuine regret was expressed that this group could not have remained on display and it is hoped that by the time this appears in print the **Collectors Club** will have completed arrangements for public exhibitions.

H. M. K.

CEYLON EXHIBITED BY ADMIRAL HARRIS.

On Wednesday, March 7th, Rear Admiral F. R. Harris, displayed his marvellous collection of Ceylon, certainly the finest collection in America and, in my opinion, with the exception of the noted collection of Anthony de Worms, the finest that I know. A special attempt has been made to collect all stamps unused and used, singles, pairs and blocks, and in particular I would draw attention to the lot of stamps of the "pence issues" on covers.

In such a large collection it is only possible to draw attention to a few outstanding items such as:—

1857 Imperf. 6d. on blue paper unused. 3 pairs of this stamp used and a number used on covers. ½d. lilac on blue, unused with gum. A rather unusual item is two single copies used on a local cover.

The imperf. stamps are arranged in the order of printing generally established by dated copies on the covers. Many of the re-entries in the 1d. are here and the only known one in the 2nd, these, of course, continuing through the perforated stamps in the different watermarks as the same plates were used.

The 4d. dull rose is represented by a matchless copy, with full gum, from the Duveen collection. In the used stamps there are two fine singles and a horizontal pair. As far as I know there is only one other pair which is in the de Worms collection.

The 8d. imperf. A superb copy with part gum also from the Duveen collection and 4 beautiful singles.

The 9d. imperf. 4 singles with exceptional margins and a fine copy used on a cover to England.

In the 1/- I particularly note the extraordinary and almost unknown ultramarine color. Here there are 3 copies used on cover, 2 on one cover dated Sept. 15, 1860, and one on another cover dated July 13, 1860, both covers being used to London.

In the 1/9 there is a superb copy of the real yellow-green and in the deep green a fine pair and a number of singles.

The 2/- imperf. includes a matchless single copy from the Duveen collection with the left side margin of the sheet, also a mint pair and 6 singles, all exceptional copies.

In the stamps watermarked "Large Star" with the different perforations the following are outstanding pieces:—

In the rare 4d. dull rose, the exact shade of the imperf. stamp, there is a fine unused with full gum and several used. A very rare item is a 4d. in this color, but absolutely clean cut perforation all around, used on a cover with a 1d. blue imperf. to Calcutta, dated Feb. 1, 1862. This 4d. has hitherto only been cataloged in the intermediate perforation.

In the 8d. chestnut, there is a fine used copy of the very rare intermediate perforation of which, I believe, only one or two other copies are known, nearly all the stamps coming in the clean cut perforation.

The 8d. in both colors are a good lot both used and unused with some very scarce shades.

In the 1/- there is one copy in the intermediate perforation of the rare ultramarine exactly the same color as the imperf. I noted before.

In the 1/9 green, prepared for use and not issued, Adm. Harris divides these into two sets. He believes that the blurred prints in the darker green shades were very early sheets possibly found by Perkins Bacon & Co. and perforated by De La Rue. The later and very clear prints with the lines of the background sharp and distinct and coming in the pale yellow-green, he believes were printed and perforated by De La Rue.

The 2/- blue contains a fine unused, clean cut perforation, in a beautiful deep shade with full gum. In the rough perforation there is an exceptionally fine horizontal strip of four, used.

The no watermark stamps of 1862 include two pairs of the 5d. one being on cover, and fine unused specimens of the 9d. and 1/.

The no watermark perf. 11½, both unused and used, are very much undercatalogued according to Adm. Harris's experience. Here is a new variety to add to the catalog. A horizontal pair perforated all around and imperf. between, believed to be unique.

In the Crown & C. C. watermarks. all the values have been divided into two different types of watermark. Many of these can be separated by the color. Here there are a number of values imperf. probably not issued in this form, but undoubtedly scarce. These include the

½d. Pairs in both shades.
1d. Prussian blue, 2 pairs.
2d. Maize, a fine single.

5d. Deep sage green, a fine single.
5d. Pale sage green, almost a yellow-green, a fine single.
9d. Deep brown, superb single.
10d. orange-red. 2 singles.

In the perforated stamps almost everything is here in all shades and in many varieties, the only prominent stamp that is missing being the first watermark 2d. yellow-green. Many fine blocks are included in this series.

In the "cents issues" of 1872 to 1880 nearly all the rare varieties are included, unused, especially the 64 cents perforated 14x12½ and the 2r.50c. perforated 12½.

In the Provisionals of 1885 rare items are,

5c. on 24c. green, 2 copies unused, absolutely passed as authentic.

10c. on 16c. watermarked Crown & C. C., 3 copies of which one is passed as absolutely correct and the other two being doubtful, not passing all the tests.

In regard to the 5c. on the 4c. rosy mauve, these are all now condemned, both the normal and the inverted surcharge. Gibbons have removed the inverted surcharge from the catalog but the normal apparently should also come out as bad, as owing to the recent researches of Percy de Worms, the type used on these rosy mauve stamps does not fit in with any known setting and can only be considered bogus.

A new variety to be added to the catalog is the 5c. on 8c. orange-yellow, with a clear double surcharge passed as authentic.

Another rare variety is the 10c. on 16c. pale violet, watermarked Crown & C. C., one of the few genuine copies known on this watermark.

The provisionals of 1888-1890 have been closely studied in London and after an examination of the settings I believe it will be necessary to remove a number of varieties from the catalog. Where the fakers have been at work is generally as follows.

They have taken a genuine 2c. on 4c. with only a few pence in its normal condition and they have then added a forged surcharge either normal or inverted, making a new variety, many of which have slipped into the trade and been accepted. Adm. Harris has had all his very carefully checked over and examined and the forgeries are all marked but are left in the collection for comparison. It would be a good thing if Percy de Worms would revise the list in the Gibbons catalog so as to include only those that are genuine beyond any doubt.

Postal Rates.

I think that Adm. Harris has the finest lot of "Pence Issues" on covers existing in any collection with which I am acquainted.: I have made a careful list of these and we can learn something from them as to the rates that were in use in the early days.

First we will take the stamps to Great Britain which were naturally by far the larger proportion of those that were used. Letters came by two routes, one via Marseilles and the other via Southampton.

The covers in the collection marked via Southampton between March 1857 and March 1859 are all franked with 6d. Many of these are marked "Ship Letters". In March and in May 1869 the rate via Southampton appears to have been 9d.

The first letters in the collection marked via Marseilles extended from April 5th, 1858 to November 1860. These are generally franked with 9d. but here we get some extraordinary rates which I have heard was due to some extra charge being made for bringing letters over land while the Suez Canal was in course of construction. I record the following rates from covers in the collection:—

July 1860, 1/-. July 1860, 1/9.
September 1860, 2/0.
July 1861, 1/9.

In 1862 the rate appears to have dropped to 10d. as there is a cover in February of that year with that rate on it and other covers.

October 1864 and May 1865 also 10d. this rate continuing up to March 1867 which is the latest cover in the collection marked via Marseilles.

Covers to India.

There are a number of covers used to India between October 1857 and August 1871. The rates are somewhat curious.

A single letter October 3, 1857, is 5d.
A letter to Madras, March 1860, is 10d.
In October 1863 another letter to Madras is 9d.
In 1862 and 1863 several letters to Calcutta, all franked with 5d.
The last cover to India is one to Lahore, August 30, 1871. franked with 6d.

There are four covers to Shanghai in 1859 and 1860, each is franked with 5d. and in May 1861 there is one cover franked with 4d.

There is only one cover to France. That is December 1866 via Suez, franked with 1/4.

There are two covers to Germany, one to Prussia, November 1857, 1/1 and one via Trieste to Hamburg, October 1857, 2/2. This was probably a double letter.

To the United States there is only one

cover, December 1857, marked "Steamer Letter, via Southampton" franked with 1/.

To New Brunswick there is one cover, August 1862, via Southampton, franked with 1/3.

To Barbados, West Indies, one cover October 1865, franked with 1/5.

To Western Australia one cover, November 1858, franked with 5d.

In the collection there is a large number of local covers mostly franked with 1d. and some larger envelopes with high values.

CHARLES J. PHILLIPS.

ARTHUR HIND EXHIBITS RARITIES.

At the meeting scheduled for March 21st, 1928, Arthur Hind was prevailed upon to break his travel home from Monte Carlo to stop over in New York and show his wonderful exhibits with which he won the Prix d' Honneur, a magnificent Sévres Vase, value 25,000 Fcs.

The whole of this exhibit was mounted in fourteen of the new frames on the Club walls and was examined over and over again by the large gathering of nearly one hundred keen philatelists who confessed that they had had the show of their lives.

In our limited space I can only mention a few of the many noted rarities shown here.

CLASS X.

Division A.

25 great rarities of any country.

Br. Guiana, the famous 1c. black on rose, error.
Br. Guiana, 1856, 4c. black on blue.
France, 1849, 1 Fr. block of 4, containing the unique tête-bèche. Orange, "Vervelle".
Gr. Britain, block of 36 V. R.'s.
Hawaii, 1851, 2c. blue, both types used.
Mauritius, Post Office, 1d. and 2d. superb unused.
Mauritius, 1848, 1d. orange, first printing on thick yellow paper, unique block of 4, unused.
Mauritius, Reconstructed plates of the 12 types of the first printing of the 1d. orange and 2d. blue.
New South Wales, 1851, 3d. green, block of 36.
Oldenburg, 1858, 1/3g. black on green, block of 12, mint.
Saxony, 1851, ½ n. g. block of 10 errors.
Spain, 1851, 2r. blue error, in a vertical pair with a 6r.
Spain, 1851, 5r. chocolate, block of 12 errors.
Swiss, 1843, 10c. double Geneva, block of 6, unused.
Swiss, 1843, Zurich, 6r. a sheet of 100 made up of ten rows of ten stamps, unsevered.
Tuscany, 1853, 4cr. green with the value inverted.
United States, 1846, Anapolis, 5c red, inverted.
United States, 1847, 10c. black, mint block of 4.

Division B.
25 rarities of Europe.

Among these I noted,

Austria, 1851, Journal, 6 Kr. red.
Bavaria, First issue, 1 kr. black, block of 45.
Roumania, Circular, 27 pa. unused.
Roumania, Circular, 27 pa. tête bèche pair, used.
Roumania, Circular, 81 pa. unused.
Spain, 1851, a single copy of the rare error of the 2r. blue in the color of the 6r.
Tuscany, 3 lire, unused.
Two Sicilies, ½t. Arms, unused.

Division C.
50 rare stamps of Europe.

Some of the most interesting items in this large group were,

Great Britain, 1855, 4d. small garter, block of 6, unused.
Great Britain, 4d. middle garter, block of 6, unused.
Great Britain, 1865, 9d. plate 5, unused.
Great Britain, 1882, £1. watermarked anchor, unused, and the rare I. R. Official, £1, brown, oblong, with both watermarks.
Austria, Journal, 30 kr. rose, unused.
Belgium, 1850, 10c., 20c., and 40c. in unused blocks of 4.
Bergedorf, 1861, ½s and 3s. in blocks of 4.
Norway, 1854, 4s. blue, strip of 4, unused.
Oldenburg, 1852, 1/3g. green, block of 9, unused.
also many fine Spain.

Division D.
50 different stamps of Asia, Africa, America and Oceanica.

Cordova, 10c. black, sheet of 20, unused.
Bermuda, 1848, Hamilton Postmasters stamp, used.
Canada, 12d. laid paper, unused pair.
Cape Good Hope, 1d. Triangular, wmk. Crown C. C. and unused pair.
Hawaii, 5c. both types, unused.
Hawaii, 13c. common type, 1 unused and 1 used.
Hawaii, 13c. rare type, 1 unused.

India, 1854, 4 annas stamps printed close, block of 12, unused.
Mauritius, Some very fine first printings unused and used.
New So. Wales, 3d. Sydney, superb block of 4, unused.
New So. Wales, 1851, 8d. Laureated, magnificent unique block of 6, unused.
New So. Wales, 1856, 8d. square imperf., a pair unused.
Philippines, First issue, 10c. carmine, sheet of 40, unused.
United States. Milbury, used.
United States, 1847, 10c. black, strip of 4, unused.
United States, 1851, 1c. blue, Type I. in a strip of 3.
United States, 1851, 1c. blue, 3 stamps of Type II. in a block of 6.
United States, 1851, 1c. blue, uncut sheet of 100 having one stamp Type III.
United States, 1860, imperf. 90c blue, unused pair.
United States, 1857, 24c. in a rare gray violet shade, block of 6, unused.
United States, 1861, 5c. yellow-bistre, unique block of 4, unused.
United States, 1869, 15c., 24c., and 30c. inverted centers, all unused.

In the Confederate States we noted,

Livingstone, 5c. blue, unused.
New Orleans, 5c. red, unused.
New Orleans, 5c. red on blue, used.
Western Australia, 4d. blue, frame inverted.

Division E.
100 different stamps of Asia, Africa, America & Oceania.

There was a large group, far too much to be described here as it takes four pages in the printed catalogue, but American collectors may be interested in the following:—

United States, Brattleboro, 5c. used.
United States, St. Louis, black on green, reconstructed plate of the six types.
United States, St. Louis, black on lilac gray, reconstructed plate including the rare 20c.
United States, 1860, imperf. pairs of the 24c. and 30c.
United States, 1857, 5c. imperf. unique block of 4, unused.
United States, 1861, August prints, 1c, 12c., 30c. and 90c. superb unused, and a pair of the 90c. imperf. unused.
United States, Sept. 1861, 24c. steel blue, block of 4, unused.
United States, 1875, special prints, 2c, and 5c.

In the rare Confederates in this group may be noted,

Baton Rouge, 2c. green and 10c blue.
Goliad, 5c. black, used.
Goliad, 10c. black on gray, used.
Goliad, 10c. black on deep blue, used.
Marion, 5c. black, used.

Division G.
25 rare stamps on letters of Asia, Africa, America & Oceania.

The following are of special interest,

Mauritius, Post Office, 1d. and 2d. used on one cover.
United States, Alexandria, 5c. black on buff.
United States, Baltimore, 10c. on white and 10c. on blue.
United States, Boscawen, 5c. blue.
United States, Lockport, 5c. black and red.
United States, St. Louis, plate of the pelure paper, the 6 types.

In the Confederate Provisionals, I noted,

Emory. 5c. blue.
Goliad. 5c. black on blue.
Goliad, 10c. black on rose.
Goliad, 10c. black on gray.
Greenwood, 10c. black on gray blue.
Grove Hill, 5c. black.
Macon, 2c. green on gray-green.
Pittsylvania, 5c. rose.
Pleasant Shade, 5c. blue, used pair.
Uniontown, 10c. red on blue.

I am sorry space will not allow a full description of this marvelous exhibit of a million dollars worth of the greatest rarities in the world, but one thing must be mentioned and that is there was a general comment on the superb condition of all the stamps. Everything practically beyond reproach.

CHARLES J. PHILLIPS.

VISIT OF THE COLLECTORS CLUB TO BOSTON.

On Tuesday, March 20th, a few of the members of the Collectors Club visited the Boston Stamp Club.

The delegation was headed by John N. Luff with Sidney Barrett, A. Krassa, A. E. Pade and C. J. Phillips.

The delegation was met at the South Station by the President, Dr. H. K. Thompson, A. N. Reggio and other members of the Boston Stamp Club who drove us direct to the Boston City Club where we had a very fine banquet with several other members of the Boston Club. Afterwards we walked round to the Club Rooms, were introduced to the Members, and Dr. Thompson decided to cut out the usual business part of the meeting and asked John N. Luff to take the Chair.

Mr. Luff first called on Sidney Barrett who showed the first portion of the remarkable collection of unused United States stamps formed by W. H. Hawkins,

the volume shown consisting of the issues of 1847, 1851-56, and 1857-1860. It was remarkably strong in mint blocks, pairs and singles, with many rare varieties, such as shifts, cracked plates, etc.

Charles J. Phillips was then called on to read a short paper on United States Officials and Department stamps, and he then passed round amongst the members, selected sheets from two volumes out of seventeen volume collection of these stamps. Mr. Phillips first drew attention to the relative values of many Department stamps as compared with other issues of postage stamps in the United States. He then showed some of the numerous discoveries he has made in these neglected stamps on which it is hoped a paper with illustrations may be published in this journal in the near future.

John N. Luff showed a recent study of the air mail stamps of Honduras and also of the provisional stamps of 1922-23.

The air mail stamps were shown in complete or restored settings of the surcharges of the four original printings showing the variations by which the different stamps in the settings may be distinguished; also some inverted surcharges and similar varieties.

Of the 1922-23 stamps, the various settings were shown in unbroken or restored sheets, practically complete for all the values. These included the surcharges in antique and in Roman letters, with the numerous resettings and peculiar varieties or errors of spelling that distinguish them.

The party broke up about 11 P. M. after a very enjoyable evening about sixty collectors being present from Boston, Providence, Worcester and other nearby towns.

C. J. P.

J. O. MOORE, INC. TO BRING OUT DR. CHASE'S BOOK.

Subscriptions for a new edition of Dr. Carroll Chase's great work on the United States 3c stamps of the issues of 1851-1857 are being solicited by Lyman J. Seely, treasurer and principal owner of J. O. Moore, Inc., of Hammondsport, N. Y.

For more than two years Dr. Chase's study of these interesting stamps appeared in serial form in the **American Philatelist.** It occupied some 400 pages, and was illustrated by hundreds of enlarged half-tone illustrations of all the outstanding varieties. All varieties of recutting were minutely described, all plate cracks, flaws, scratches, important shifts, imprints, etc., were described and illustrated. Each individual plate was described in sufficient detail to make possible the identification of the various printings. Varieties of paper, of shade, of ink, were dealt with, and supplementary chapters gave a world of information on the study of cancellations, combination rates, splits, and other side lines of interest to the specialist. It is said to be the most exhaustive and comprehensive study of any single stamp ever undertaken. Since its first appearance Dr. Chase has made numerous discoveries of hitherto unlisted varieties. Some of these exist on the comparatively common Type II stamps of the perforated issue of 1857, but still remain among the great rarities of minor varieties, being practically unknown to more than a handful of advanced specialists.

Dozens of the leading collectors and dealers of the country have been approached on the subject of the proposed publication and have given it their enthusiastic endorsement. A subscription list of 500 is needed to insure publication. An edition of 500 copies bound in buckram, at $5.00, with fifty copies in Japanese Vellum at $25.00 is proposed. The support of readers of this publication is solicited. Your subscription money will not be called for until enough subscriptions have been secured to guarantee the first cost of the work. Send your subscription to the editor of this paper or direct to L. J. Seely, c/o J. O. Moore Inc., Hammondsport, N. Y., U. S. A.

MINT ONLY **PICTURE BOOK STUFF** ONLY MINT

CAN YOU REMEMBER WHAT STAMP FIRST AWAKENED YOUR INTEREST?
WAS IT A WEIRD POSTMARK OF A FLY-SPECK ERROR?
WE ARE GUESSING IT WAS A "PICTURE-STAMP"—
MAYBE A DISCREET "SIXTY-NINER" OR A "CAPE TRIANGLE"—
BUT IT WAS A "PICTURE-STAMP" THAT WON MOST OF US—
LET US BE FORWARD-LOOKING — — LET US NOT SNIFF
AT THE WHIRL OF PICTORIALS THAT COME OUT EACH WEEK—

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19th CENTURY

Below are a few items taken at random from my stock. I hold one of the finest stocks in the World of RARE BRITISH COLONIALS of all periods—19th & 20th CENTURY.

If the below mentioned stamps do not interest you; let me know your requirements, as I am sure to have something to interest you. Only stamps in the finest possible condition will be found in my books.

Selections sent on approval. Want Lists will have my prompt personal attention.

All numbers are from Scott's 1928 Catalogue.

BAHAMAS—1861, 4d. mint, No. 3; 6d mint No. 4.
BARBADOS—1878. 1d on ½ of 5/- superb used unsevered pair No. 57.
BRITISH CENTRAL AFRICA—1891, £2, mint, No. 12; £5, mint, No. 13; £10, mint, No. 14; 1896, £10, mint, No. 41; £25, mint, No. 42; 1897, £10, Postally Used, No. 52; 1897, One PNNEY on 3/-. Centre stamp of a mint block of 9. No. 53A.
BRITISH EAST AFRICA—1895, 5Rs. Double Surcharge. Mint, No. 70A; 1898, 20 Rs. Mint, No. 108; 50Rs. mint, No. 109.
BRITISH GUIANA—1850. 12c Blue. Cut Round. Superb Used. No. 5; 1852, 1c Superb Used, No. 6; 4c Fine Used, No. 7; 1853, 1c Used Pair, No. 8; 1c Used Pair No. 10; 1856, 4c Superb Used, No. 14.
CANADA—1869-72, 1c PRINTED BOTH SIDES (Not an "off set"). Mint Block of 4.
CAPE OF GOOD HOPE—1855-58, 6d. Mint Pair, No. 5; 1861, 1d Red Used Pair, No. 7; 4d Blue. Record used copy on piece of original, No. 9; 1882-83, 5/-. Mint, No. 38.
CEYLON—1857, 8d Record Used copy, No. 8; 2/- used, No. 13; 1857-58, ½d Mint Block of 4, No. 14; 1863, 1/- Mint, No. 43; 1861, 1/9 Mint, No. 35.
GAMBIA—1869, 4d Mint Pair, No. 1.
GIBRALTAR—1886, 4d Mint Block of 12, No. 12; 6d Mint Block of 12, No. 13; 1889, Value omitted. Mint, No. 23A.
INDIA—Official. 1866, 4as Used, No. 218; 8as Used, No. 219.
LABUAN—1879, 2c. Superb Used, No. 1; 1894, 2c Mint Imperf Pair, No. 50A; 1899, 4c on 18c. Double Surcharge. Mint, No. 89A.
LAGOS—1884-86, 2/6. Mint, No. 23; 5/-, Mint, No. 24; 10/-, Mint, No. 25.
MALTA—1885, 4d. Mint Imperf Pair, No. 12A.
MAURITIUS—1848. Thick yellow paper. 1d Orange. Fine used, No. 2A; Early Impression. 2d Record used copy, No. 3A; Worn Impression. 1d Superb used, No. 6; 1849-59, 4d. Record used copy, No. 12; March 1859, 2d used pair on piece of original, No. 14C; Dec. 1859, 1d red. Superb used, No. 16; 2d Blue Superb used, No. 17; 1863-64, 2d Imperf Pair. Used, No. 33A.
NEVIS—1876, 4d Mint, No. 15 6d Mint, No. 16; 1/- Complete mint sheet of 12, No. 17A; 1882-83, 6d Mint, No. 25.
NEW BRUNSWICK—1851, 1/- unused, No. 3; 1/- superb used, No. 3; 1/- superb used, No.4.
NEWFOUNDLAND—1857, 4d Superb used, No. 4; 1860, 6d Superb Used, No. 13; 1/- Fine used, No. 15.
NEW SOUTH WALES—1850-51, 2d Mint, No. 6; 1854-55, 8d Record Mint copy with the Royal Philatelic Society's certificate, No. 30; 1885-86, £1, Mint, No. 75A.
NIGER COAST—1894, ½d on ½ of 1d, Mint, No. 49; ½d on ½ of 1d, Mint, No. 49A; 1d on ½ of 2d, Mint, No. 50.
NOVA SCOTIA—1851-53, 1d Used Strip of 3, No. 1; 1sh Mint, No. 6; 1sh used, No. 6; 1sh unused, No. 7; 1sh used, No. 7.
ST. CHRISTOPHER—1882, 1d Mint, No. 10; 4d Mint Pair, No. 12.
ST. HELENA—1863, 1d Mint Block of 4, No. 8; 4d Mint Pair, No. 10.
ST. LUCIA—1860, 6d Mint Block of 4, No. 3; 1883-84, 4d Mint Block of 12, No. 21; 1/- Mint No. 23; 1892, ½d on 3d Inverted Surcharge. Used, No. 39C.
ST. VINCENT—1861, 1d Mint Imperf Block of 12, No. 1A; 1880-81, 5/- Mint, No. 29; ½d on ½ of 6d Mint Pair, one without fraction bar, No. 30B; 1d on ½ of 6d Mint Unsevered Pair, No. 31; 1d on 6d Mint, No. 32; 4d on 1/- Mint, No. 33; 4d on 1/- Used, No. 33.
SARAWAK—1889-91, 5c on 12c. Double Surcharge, one vertical. Mint, No. 19E.
SIERRA LEONE—1883, 4d Mint, No. 22.
SOUTH AUSTRALIA—1868-75, 10d on 9d Used, No. 61.
STRAITS SETTLEMENTS—1899, 5c Rose. Surcharge omitted. Mint, No. 90A.
JOHORE—1876, 2c. Used, No. 1.
TASMANIA—1853, 4d. Superb Used block of 4, No. 2; 1892-99. £1- Mint, No. 83.
TOBAGO—1879, £1. Mint, No. 6.
TONGA—Official. 10d on 1/-. Double Surcharge, the 2nd smaller. Mint, No. 110A.
TURKS ILS.—1873-79, 1/-. Record Used copy. No. 6.

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#37, 4p on 1p, unused 30.00
#38, 4p on 1sh, unused 30.00

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URUGUAY

ISSUES 1856-1877 ONLY

I have to announce that I have just purchased a well known collection formed in Montevideo, Uruguay, and comprising the classic issues of 1856 to 1877 only. The famous "Diligencia" issue of 1856 is represented by the 17 fine copies.

The large "double figures" issue of March 1858 by the following:—

120c.	blue,	3.
180c.	green,	8.
240c.	vermillion,	32.

Included in this issue are many rare shades, stamps on thick paper and interesting varieties.

1859. Thin figures. A fine lot of all values and some fine unused blocks.
1860-62. Thick figures. Also a fine lot an unusual item being a cover franked with the rare 180c. green and a 60c making the 240c. rate to Buenos Aires.
1864. All shades, an outstanding item being a mint block of 4 of the 8c. salmon-red on very thick paper.
1866. The surcharged issue is a good lot including the tete-beche 10c. and some rare errors. Also a number of fine used which are much rarer than catalogued and which sell in Montevideo up to double catalogue prices.
Jan. 1866. Imperf. A grand lot of these interesting stamps including wonderful mint blocks, such as 5c. blue, blocks of the 6, 8, and 4. 10c. green, block of 12. Also many of the errors.

In the later issues I draw special attention to one of the rarest items in Uruguay stamps. The American Bank Note Co. engraved the issue of 1877-79 and made an error in the first printing of the 1 peso blue. The arms in the oval are too small and the quarterings are reversed. This was found out and not issued and most of the stock was destroyed. A few copies are known in great collections, but is one of the great desiderata of advanced collectors.

Approval books of any issue can be sent on demand.

BUENOS AIRES

I have just purchased a magnificent collection of these "Classics" formed by a prominent collector in the Argentine Republic during the last fifteen years.

The collection comprises the following:—

STEAMSHIPS.

1 peso brown. 9 unused. 10 used.
2 pesos, blue. 8 unused. 15 used, and 5 on covers.
3 pesos, green. 3 unused. 10 used.
4 pesos, vermilion. 1 unused. 3 used.
5 pesos, orange. 2 used.
4 reals, brown. 12 unused. 2 pairs used and 6 used singles.
1 peso, blue. 30 unused. 19 used, and 1 on cover.
1 (to) pesos, blue. Pair and 11 unused.

In the rare varieties of the "Head Issues" there are:—

4 reals, green. 11 unused, 3 pairs and 18 used.
2 pesos, vermilion. 8 unused, a pair, strip of 5 and 20 used.
1 peso, rose. 7 unused, and 28 used.
2 pesos, blue. 3 unused, pair and 13 used.

The collection also comprises a fine lot of Cordova and Corrientes. Many sheets, stamps on covers and rare and uncommon cancellations.

Selections can be sent to collectors, of unused, used or covers of any of the above.

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2. Subscriptions will be accepted for the entire BRITISH EMPIRE or for any Dominion, Crown Colony, Protectorate or Territory.
3. Only unused stamps are dealt in.
4. All new issues as received by my New Issue Service Dept. will be distributed—provided I receive a sufficient quantity to take care of a full distribution.
5. The minimum subscription accepted is for one stamp of each denomination up to and including the 2sh6d value of one Postal Administration.
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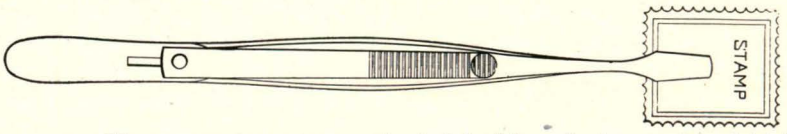
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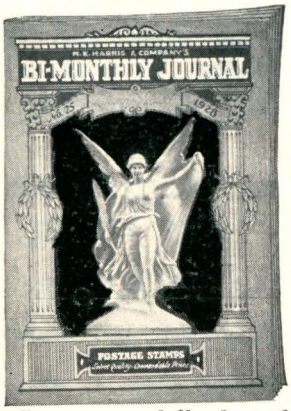
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