√√



The Collectors Club

PHILATELIST

Volume 51 Number 3
May 1972

Just about EVERYTHING'S NEW at HARMER ROOKE!

NEW ADDRESS and PHONE

We're delighted to announce our move to vastly expanded quarters at the new Harmer Rooke Building:

3 East 57th Street, New York 10022

(Just off Fifth Avenue)

(212) PLaza 1-1900

This move, our fourth expansion in a brief 2 years, was necessitated by a continuing broadening of activity...thanks to you, the tens of thousands of friends who have enjoyed dealing with Harmer Rooke.

NEW FACILITIES & RETAIL SHOPS

With 4 floors at this prestigious new location (we boast some of the world's most famous firms as neighbors), the new Harmer Rooke building houses:

- **MORE SPACIOUS AND COMFORTABLE AUCTION SALONS**
- **ENLARGED HARMER ROOKE GALLERIES** for the public exhibition and sale of rare properties
- **EXPANDED ADMINISTRATIVE FACILITIES** for greater efficiency in customer service than ever
- **MAGNIFICENT, STREET-LEVEL RETAIL SHOPS**

You'll enjoy shopping at the new Harmer Rooke...for STAMPS, COINS, CURRENCY, ANTIQUITIES...as well as supplies and accessories. Our stamp shop incorporates the complete facilities, personnel and stock of "Stampazine", formerly at 30 West 46th Street. Harmer Rooke Numismatists Ltd. now offers the coin enthusiast the finest retail shopping anywhere.

[The Harmer Rooke Laboratories, which authenticate coins and stamps, have been moved to a nearby Long Island location where, with the addition of several ultra-sophisticated pieces of equipment, its important research activities are vastly expanded.]

COME and VISIT...BROWSE AROUND...or
LET US SHOW YOU AROUND the NEW HARMER ROOKE

ALL THAT REMAINS THE SAME is the HARMER ROOKE "HOT-LINE" PHONE NUMBER and the FRIENDLY, PERSONAL SERVICE

CALL FREE (From anywhere in the Continental United States except N.Y. State) **800-221-7276**



HARMER, ROOKE & CO., INC.

Negotiants in Fine Philatelic Properties

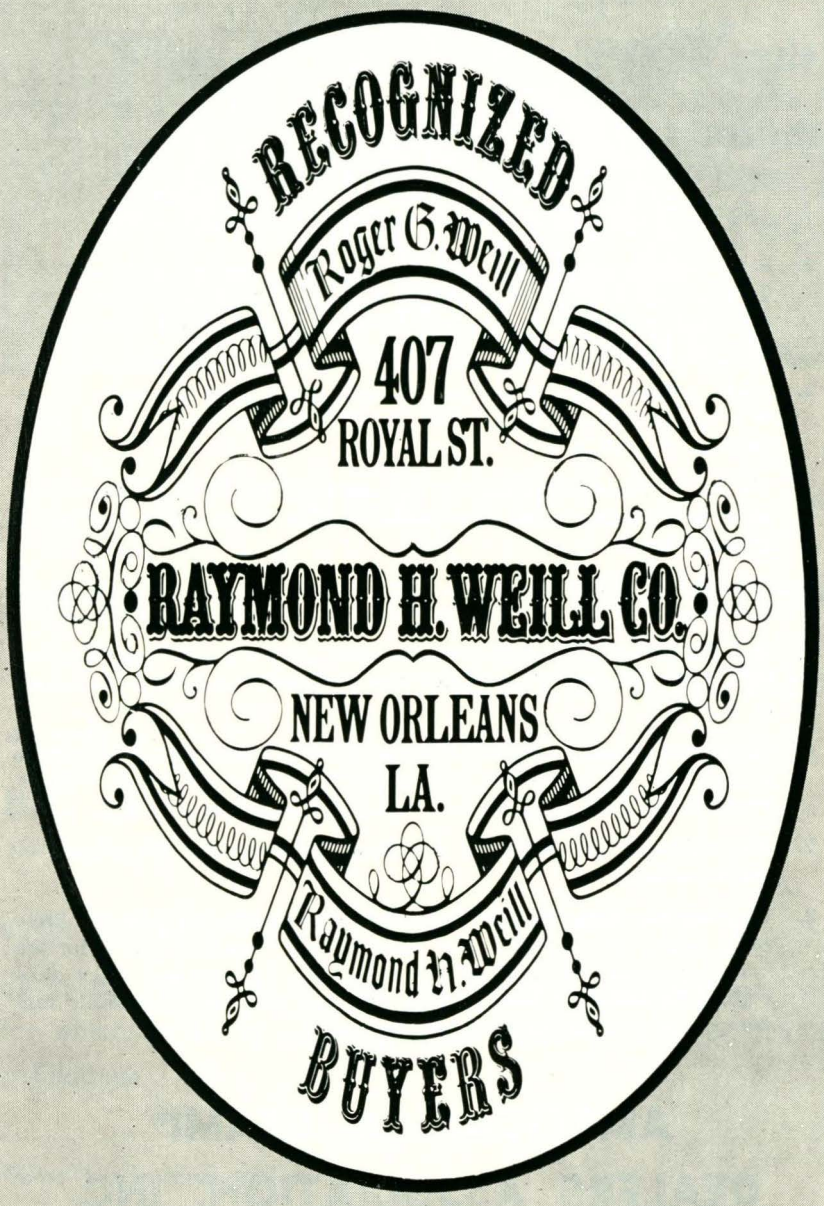
3 EAST 57th STREET • NEW YORK 10022 • (212) PLaza 1-1900

APPRAISERS • SALES AGENTS • AUCTIONEERS

Established: LONDON 1903 • NEW YORK 1939

The Collectors Club Philatelist is published bi-monthly (Jan., Mar., May, July, Sept., Nov.) by the Collectors Club, Inc., 22 East 35 Street, New York, N. Y. 10016. Annual Subscription Rates:— $10.00; $5.00 for non-profit institutions. Individual copies — $2.00 ea.

© The Collectors Club, Inc. 1972


RECOGNIZED
Roger G. Weill
407
ROYAL ST.
RAYMOND H. WEILL CO.
NEW ORLEANS
LA.
Raymond H. Weill
BUYERS

What does the ASDA mean to you?

Here are eight beneficial answers:

1. Every member of the American Stamp Dealers Association has signed a Code of Ethics and Pledge to promote fair trade practices and good relations with the public, assuring the collector of the highest standards of ethics in all their dealings.
2. ASDA members offer a medium for trade through the outright purchase or sale of individual stamps, covers and collections or by conducting public auctions, or both.
3. The ASDA disseminates accurate and reliable philatelic information to the collecting fraternity either through the medium of the public press or by private means.
4. The ASDA and its members individually, assist recognized agencies of the government in the prosecution of law violations relating to philately.
5. The ASDA and its chapters hold annual exhibitions for the benefit of the hobby, to promote and encourage new collectors and educate the public at large.
6. Advice and council is available from the members with respect to all aspects of collecting and particularly with respect to purchase or sale of valuable properties.
7. The ASDA has recommended a code of conditions for the conduct of public auctions.
8. The American Stamp Dealers Association together with the American Philatelic Society has formed a joint Expertization Committee which for the first time in the history of philately offers the collector and dealer alike a group of experts in every field of collecting who can authenticate rare stamps with a certification of their true state.

AMERICAN STAMP DEALERS ASSOCIATION, INC.

147 W. 42nd St., NEW YORK, N.Y. 10036



WANTED

IMPORTANT GENERAL COLLECTIONS

SINGLE RARITIES

as well as

BIG SPECIALIZED COLLECTIONS

either for cash purchase

or to be broken up for our next international auction sale for which we are going to prepare again our famous 27,000 catalogues

Please get in touch with

CORINPHILA **8023 ZURICH** (Switzerland)
Bahnhofstrasse 102 **P.O.B.**

When you have Stamps to sell

H. E. Harris & Co. *is the place to go*

To replenish our extensive retail stocks we are constantly buying – at generous prices – collections and accumulations made by stamp collectors provided they are worth $100 or more. We pay top prices and are interested in buying nearly all types of philatelic material, and especially stamps of the United States and British North America.

There must be a reason why thousands of knowledgeable collectors have sold only to Harris over the years. It just makes good sense to go to the World's Largest Stamp Firm when the time comes to sell.

- World-wide reputation for unquestioned integrity.
- Financial resources to pay spot cash for purchases of any magnitude.
- Free appraisals (For serious-minded sellers.)
- Liberal cash offers.
- We pay more because we buy for retail stock – not for resale to dealers.
- No haggling nor delays.
- Immediate payment in full.
- Safety of stamps in our custody. is guaranteed.
- If you are not entirely pleased with our offer, your stamps will be promptly returned intact, with no appraisal charge, transportation prepaid.

A Typical Comment from the thousands who have sold stamps to Harris.



PABLO FABIAN
PHILATELIST
PASEO DE LA REFORMA 402
MEXICO, D.F.

H. E. HARRIS & CO.
BOSTON, MASS. 02117

Dear Mr. Harris,

Many thanks for your recent purchase.

Being 78 years old, I am now retiring from the philatelic field. So I must say farewell to you, my oldest philatelic friend, as we have been dealing together for more than half a century.

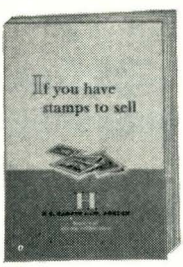
I well remember when you first visited me in Vienna in 1920. Since then we have had many transactions. . . all of which, with not a single exception, were completely satisfactory to me. Your payments were always prompt and accurate. Even when I occasionally made an error against myself, you carefully corrected it and paid me the larger amount.

Fifty-two years without a single misunderstanding – all of them were years of only the most pleasant dealings!

Sincerely,

Pablo Fabian

FOR YOUR OWN PROTECTION



We are interested in buying nearly all types of stamps you wish to sell, provided they are worth $100 or more. Please do not send stamps until we definitely ask you to. Instead, write us a brief description of what you have to sell, including any information you think may help us to make a preliminary judgment.

Send only 25¢ for our booklet of valuable information, "If You Have Stamps to Sell," and read it for your own protection before disposing of your collection.

H. E. Harris & Co., BOSTON, MASS. 02117 Established 1916



Just in case . . .

You would like to sell your TREASURES Naturally at TOP PRICES only. Why not make use of our services.

EDGAR MOHRMANN & CO.

well known all over the world

During the long years of doing business, we have handled practically all existing rarities of world renown — including the BLUE and RED MAURITIUS POST OFFICE.

High-class collections and singles from all spheres of philately are always offered in our auction or bought outright.

Entries should reach us till the end of this year.

Suitable material is being accepted n o w .

EDGAR MOHRMANN & CO.

The partner for ambitious customers.

Speersort 6

HAMBURG 1 / Germany

Cables: EDMORO

Rare and specialist material always appeals . . . .

But how much more when displayed in the elegant surroundings of Romano House — the world-renowned home of Stanley Gibbons Specialist and Rare Stamp Department, and the newly-opened 'Gibbons Gallery'. Here you can see displays of classic material on loan from the doyens of philately. This month, a selection of Great Britain by J. O. Griffiths of the Royal Philatelic Society, London, followed by E. V. Toeg's 'Antigua' — from May 30-June 30 with more on the way.

When in London pay us a call!

Behind the showrooms are staff specially selected for their philatelic 'know-how', always on hand to give you advice whether buying or selling. Write to them — they'll be delighted to hear from you.

Collections, covers, specialist material, single stamps, multiples and expert advice are all available to overseas visitors at

Romano House, 399 Strand, London WC2.
9-5 Monday to Friday, 9:30-12 noon Saturdays. Or when in New York, don't forget to call at StanGib House,
595 Fifth Avenue, New York, N. Y. 10017.

Postal address:

STANLEY GIBBONS LTD.
391 STRAND
LONDON WC2R OLX, ENGLAND

MINKUS 72



The Complete Catalogs

Lead the Complete Line

WHAT'S UP? Almost every category — some spectacularly!
WHAT'S DOWN? As little as you'd expect — but there **are** surprises!
WHAT'S NEW? Tens of thousands of price changes in the two-volume WORLD WIDE Catalog, still more in the NEW AMERICAN Catalog.

Details like these, vital, fascinating, authoritative, add up to catalogs that set the standard of the world. More than price updating, there's rich illustration and meaningful detail. Well produced, interestingly written . . . . the pleasurable way to gain the most information and knowledge.

MINKUS NEW AMERICAN CATALOG 72

Complete with full-color supplement, 'U. S. Classics'

Over 12,500 entries, over 2,500 illustrations. Prices for singles, blocks, plate blocks, sheets, FDCs. Commemoratives, regular issues, duck stamps, savings, revenues, stationery, Confederate, Possessions, U. N.

348 pp. $4.95

MINKUS WORLD WIDE CATALOGS 72

Winner of Silver Medal at London's Philympia '70

Some 3,800 pages, tens of thousands of vital prices changes, the most meaningful descriptions and illustrations of any catalogs — adding up to really pleasurable as well as really informative reading.

Vol. I: U. S. and possessions. British Commonwealth and Ireland, U. N., Central & S. America, Mexico and free nations of Africa and Asia.

1,900 pp. $10.95

AVAILABLE IN SEPTEMBER — ORDER NOW! (Last year's sold out by November)

REGIONALS 72

Austria, Switzerland, Liechtenstein $2.00
British Commonwealth (69 only) $3.00
Germany & Colonies $2.50
Italy & Colonies, San Marino, Vatican ('70) $2.00
Russia, Poland, Romania, Bulgaria $3.50

AVAILABLE IN OCTOBER — ORDER NOW TO UPDATE YOUR PRESENT CATALOG

Minkus Catalogs and Regional Catalogs will be available at your nearest Stamp & Coin Department:

New York, N. Y.—GIMBELS.
Omaha, Nebr.—BRANDEIS.
Panorama City, Los Angeles, Calif.—J. W. ROBINSON CO.
Paramus, N. J.—GIMBELS.
Pasadena, Calif.—J. W. ROBINSON CO.
Philadelphia, Pa.—GIMBELS.
Pittsburgh, Pa. — KAUFMANN'S.
Portland, Ore. — MEIER & FRANK.
Richmond, Va.—THALHIMER BROTHERS.
Rochester, N. Y.—SIBLEY'S.
San Antonio, Texas—JOSKE'S OF TEXAS.
San Diego, Calif. — THE MAY CO.
San Francisco, Calif. — THE EMPORIUM DOWNTOWN.
Seattle, Wash.—THE BON MARCHE.
Skokie, Ill.—MARSHALL FIELD AND COMPANY.
St. Louis, Mo.—FAMOUS-BARR CO.
Valley Stream, N. Y. — GIMBELS.
Washington, D. C.—WOODWARD & LOTHROP.
Yonkers, N. Y.—GIMBELS.
Atlanta, Ga.—RICH'S.
Baltimore, Md.—HUTZLER'S.
Beverly Hills, Calif.—J. W. ROBINSON CO.
Boston, Mass.—JORDAN MARSH CO.
Chevy Chase, Md.—WOODWARD & LOTHROP.
Chicago, Ill. — MARSHALL FIELD AND COMPANY.
Cincinnati, Ohio—POGUE'S.
Cleveland, Ohio—HIGBEE'S.
Columbus, Ohio—LAZARUS & CO.
Denver, Colo. — MAY D.F.
Detroit, Mich.—THE J. L. HUDSON COMPANY.
Garden City, N. Y. — GIMBELS.
Hartford, Conn.—G. FOX & CO.
Houston, Texas—FOLEY'S.
Indianapolis, Ind. — L. S. AYRES & CO.
Los Angeles, Calif.—J. W. ROBINSON CO.
Milwaukee, Wis.—GIMBELS.
Minneapolis, Minn.—DAYTON'S.
New Orleans, La.—MAISON BLANCHE CO.
Newport Beach, Calif. — J. W. ROBINSON.

THE TWO OF US

Robert A. Siegel, Inc.

"The House of Classics"

maintains one of the world's finest and most important stocks of United States Stamps of all issues as well as many choice Foreign "classics" and covers.

-:-

Want Lists and Special Requirements will have our prompt and careful attention.

-:-

We are consistent buyers of fine properties and are always interested in considering anything you may have to offer us.

Robert A. Siegel

Auction Galleries, Inc.

Offers through Public Auction an unparalleled selection of the finest material the market affords. Through some 20 to 25 sales each year, serious, interested collectors and dealers are offered the opportunity to bid for a wealth of choice material placed in our hands for sale.

Lavishly illustrated catalogues are carefully prepared for each sale.

Annual subscription to all catalogues $5.00; With Prices Realized, $10.00.

No charge is made for catalogues picked up in person at our offices.

ROBERT A. SIEGEL, Inc.

"The House of Classics"

-:-

ROBERT A. SIEGEL AUCTION GALLERIES, Inc.

120 East 56th Street (Eleventh Floor) **New York, N. Y. 10022**

Phone (212) 753-6421

The Collectors Club
PHILATELIST

HARRISON D. S. HAVERBECK, Editor
Bramble Hill, Post Rd., Bernardsville, N. J. 07924

Table Of Contents

The Postal History of Bussahir
(Harrison D. S. Haverbeck) 139

The Carrier Service in Baltimore Prior to 1863
(Denwood N. Kelly) 144

The U. S. Express Mail, The Steamer Oregon Handstamps
(Calvet M. Hahn) 160

The Clubhouse 170

The Library (Acquisitions) 174

An Amazing Find in Indianapolis
(J. David Baker) 176

Book Reviews 179



Volume 51 Number 3
May 1972

Editorial Board
Winthrop S. Boggs
Ezra D. Cole
Albert H. Higgins
Alex Rendon
Philip Silver
Ira Zweifach

PHILATELIC HANDBOOKS

Published by The Theodore E. Steinway Memorial Publication Fund

No. 1 UNITED STATES, 24c AIR MAIL INVERTED CENTER OF 1918
By Henry M. Goodkind — 32 pages . . . 9 Illus. . . . $1.00

No. 2 CORRIENTES. THE ISSUES FROM 1856-80
By Louis Stich — 84 pages . . . 20 Illus. . . . $2.00

No. 7 UNITED STATES. THE TEN CENTS STAMPS OF 1855-59
By Mortimer L. Neinken — 252 pages . . . 530 Illus. . . . $10.00

No. 8 ROBERT MORRIS, POSTMASTER OF NEW YORK
By Winthrop S. Boggs — 206 pages . . . 24 Plates . . . $25.00

No. 10 CONFEDERATE STATES OF AMERICA, SPECIAL POSTAL ROUTES
By Lawrence L. Shenfield — 112 pages . . . 88 Illus. . . . $10.00

No. 11 FRENCH COLONIES, THE GENERAL ISSUES
By Robert G. Stone — 118 pages . . . 82 Illus. . . . $2.00

No. 12 CIVIL WAR PRISONS AND THEIR COVERS
By Earl Antrim — 251 pages . . . 176 Illus. . . . $10.00

No. 13 HONDURAS, THE BLACK AIR MAIL
By Irving I. Green — 32 pages . . . 14 Illus. . . . $1.00

No. 14 THE POSTAGE STAMPS OF NEPAL
By H. D. S. Haverbeck — 128 pages . . . 59 Illus. . . . $5.00

No. 15 THE PONY EXPRESS
By M. C. Nathan & W. S. Boggs — 105 pages . . . 102 Illus. . . . $5.00

No. 16 MANCHOUKUO
By Helen K. Zirkle — 131 pages. . . . 168 Illus. . . . $5.00

No. 17 UNITED STATES. THE 1851-57 TWELVE CENT STAMP
By Mortimer L. Neinken — 74 pages . . . 65 Illus. . . . $4.00

No. 18 AFGHANISTAN, ITS 20th CENTURY POSTAL ISSUES
By Frank E. Patterson III — 208 pages . . . 225 Illus. . . . $7.50

No. 19 UNITED STATES, THE 5c BEACON AIR MAIL STAMP OF 1928
By Henry M. Goodkind — 64 pages . . . 90 Illus. . . . $2.00

No. 20 THE NEW HEBRIDES, POSTAL STAMPS AND THEIR HISTORY
By Nathan Hals and Phil Collas — 176 pages . . . 66 Illus. . . . $10.00

No. 21 POSTAL HISTORY OF VERMONT
By George C. Slawson, Arthur W. Bingham, Sprague W. Drenan
310 pages . . . Illustrated . . . $10.00

No. 22 NEW ZEALAND, 1898-99 GT. BARRIER ISLAND PIGEON POST STAMPS
By J. Reg Walker, H. L. Chisholm, H. M. Goodkind
110 pages . . . 70 Illus. . . . $5.00

No. 23 PHILATELIC HANDBOOK FOR KOREA, 1884-1905
By Korea Stamp Society — 128 pages . . . 80 Illus. . . . $10.00

REPRINT OF FIRST SCOTT CATALOGUE ISSUED IN 1868
21 pages . . . $2.00

CUMULATIVE INDEX, THE COLLECTORS CLUB PHILATELIST,
Vols. 1-50, 1922-1971 — 71 pages . . . $10.00

Kindly send me the books I have checked on the above list. Enclosed you will find my check, payable to the Collectors Club, in the amount of $.....
I desire to make a contribution to the 'Theodore E. Steinway Memorial Publication Fund', in the amount of $.....
(All contributions to this Fund are deductible for Federal income tax purposes and official receipt will be sent to all donors for the full amount of their contributions.)

NAME (Please print) .....

ADDRESS .....

.....

THE COLLECTORS CLUB

22 East 35th Street, New York, N. Y. 10016

The Postal History of Bussahir

By Harrison D. S. Haverbeck, F.R.P.S.L., R.D.P.

For many years one of the most troublesome of the Indian Feudatory States, from the philatelist's point of view has been the State of Bussahir, more correctly known as Bashahr. Most of the early specialists in this group considered that Bussahir's stamps were made more for sale to collectors than for postal duty.

If a fair appraisal is to be made of the postal history of Bussahir, the reasons for the existence, and the eventual failure of the State Postal System, it is necessary to delve into depths where fact merges with myth. Several thousand years ago Vishnu 'the Preserver,' second god of the Hindu triad, made his eighth reincarnation as Krishna. This story is fully recorded in the Mahabharata. It is less fully recorded that his grandson, Parduman Singh, travelled from Benares to the far north, to Bussahir, on the border of Tibet, there to marry the daughter of the Raja Bavasa Deo. He subsequently murdered his father-in-law and obtained possession of the territory.

What is important about this mythological history is that among the Kantes, the inhabitants of the major part of Bussahir, the line of descent was considered unbroken for centuries. Even when the State was overrun by the Gurkhas in 1803, the ruling house survived, and after the invaders expulsion in 1815, the British authorities confirmed the Raja in possession in return for a tribute of Rs. 22,500 which was reduced in 1847 to Rs. 5,910, and later to Rs. 3,845. Raja Shamsher Singh, born in 1838 and installed in 1850, was a ruler fully accepted and respected, not simply as ruler, but as the 120th in direct descent from Krishna.

This respect, naturally, was extended to his son and heir, Tika Raghunath Singh, the man whose initiative created the very necessary postal system and whose death caused the postal system to fall into less respectable hands.

The necessity for the system is easily demonstrable. Bussahir, 30 miles north of Simla, was 3,320 square miles in extent, with a population of 65,000 people in 70 villages scattered throughout the lower ranges of the Himalaya mountains, all connected mainly by nothing more than mule tracks. The Raja's principal income was from forestry, a very substantial lease to the Imperial authorities of tree-felling rights. The entire operation was under the management of an Imperial Forestry Officer. The populace was a combination of peasant, artisan and trader. According to the season, it grew grain, tended sheep, wove wool and conducted trade in the import and export of Tibetan goat wool, called pasham. Pasham was bought at the frontier fairs and sold south into Imperial India. They also wove cloth for their own clothes and shipped the surplus to Simla. There was a State subsidized weaving school, one of the ventures of Raghunath Singh, to encourage this trade. To take advantage of and encourage the growth of trade, Raghunath Singh realized the need for better communications.

The postal system in existence in Bussahir in 1894 consisted of two Imperial post offices, one at Rampur, (the capital), a town of 1,100 people, and at the even smaller town of Kilba, 55 miles to the east. Letters were carried from these two offices to Simla. Elsewhere than Rampur and Kilba, traders had to be responsible for their own letters, a system both inefficient and open to abuse.

Raghunath Singh was the moving spirit behind all State enterprise in Bussahir. The establishment of the internal postal system was only a part of the general modernization plans which he attempted to put into effect during the 1890's. The plans for the internal postal system were drawn up in 1894, with the aid and encouragement of a Mr. Coldstream, Deputy Commissioner of Simla and Superintendent of the Hill States. This fact effectively negates the argument that the postal system of Bussahir was initiated with philatelic revenue as

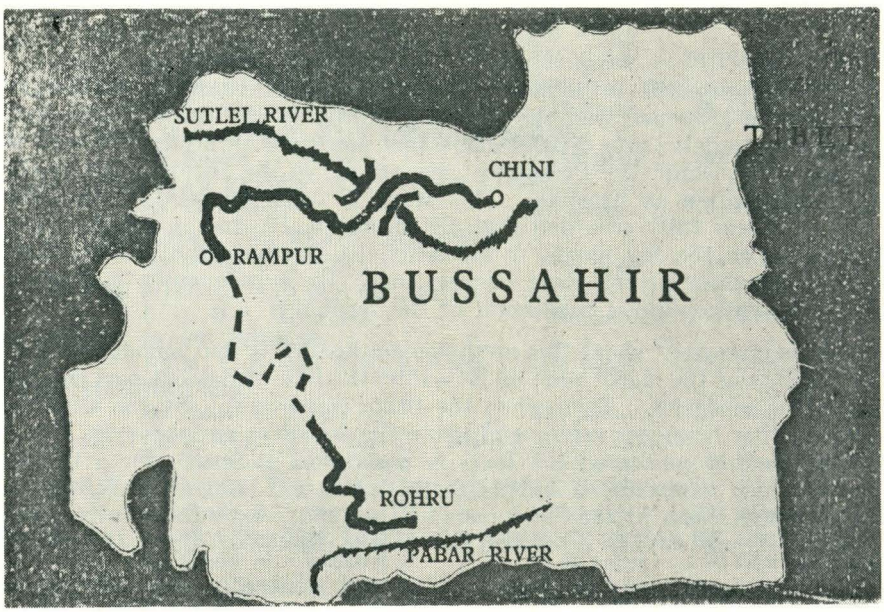


Figure 1. Outline map of Bussahir State which appears in "The Postal History of Bussahir" by Robert Bateman.

its main objective. In fact, it is moot that philatelic revenue was a consideration whatsoever.

The plans provided for a postal link between Rampur and the chief towns of the other two tahsils,[1] Chini and Rohru. (See Figure 1). The service was modeled upon that of Imperial India, with a scheduled service of runners on the two routes. That between Rampur and Chini was easy, for a road existed. The route to and from Rohru was more difficult. The towns were linked by only very roundabout roads, therefore a part of the postal route had to follow a mountain track. Official mail was to be carried free between the three post offices. Small charges were to be levied on private correspondence, ranging upwards from ¼ anna for the lightest letter.

As the Imperial Post Office used adhesive stamps, then so would Bussahir. It is quite certain that the suggestion for this came from Mr. Coldstream. A suitable basic design was prepared by a local shopkeeper, Maulvi Karam Bakhsh. It had as its central feature a tiger, derived from the State crest. After he had completed the design, Maulvi Karam Bakhsh was sent to Bombay to learn lithography at the printing house of Haji Nawab Ali. There he drew the series of designs for the first issue, also a series of revenue stamps, and by means of

1. A subdivision of a district (especially for revenue purposes).

transfers prepared the lithographic stones. The designs were drawn straight on to the transfer paper ,and from them the stones were made for printing sheets of four by six. The fact that these stones were laid down in Bombay in a professional printing house accounts for the high quality prints.

The order for the printing must have been given some time in late 1894. When he returned to Rampur and began the operation, Maulvi Karam Bakhsh must have realized very quickly that the stones, especially those for the low value stamps, were inadequate. It was decided to order a permanent copper plate from which unlimited transfers could be made. Maulvi Karam Bakhsh wrote to Haji Nawab Ali who asked whether the lettering was to be in white, as in the first issue, or in color. Maulvi Karam Bakhsh replied that it did not make any difference, accounting for the different styles of the two sets of stamps.

The stamps were distributed to the three post offices on June 20th, 1895. A document was sent prior to this time to the postmasters of the three towns explaining the nature and the use which the stamps were to be put.

The "Advance Circular to Postmasters" consisted of a sheet of thick foolscap on which the various stamps were adhered. On the upper portion were lithographed proofs of the revenue stamps. Below there was a row of stamps consisting of the ¼, 1, 4, 8 and 12 annas postage stamps of the first issue, imperforate and without monogram; an engraved ½ anna of the second issue with a rose monogram; a proof in black of the first issue 2 annas, and a 2 annas yellow with a green monogram. Below these stamps on either side of the sheet there was a block of four engraved proofs from the copper plate engraved for the second issue. The left hand block consisted of the upper half of the plate, 1r., 12a., 2a. and 1a. The right hand block was the lower half of the plate, 8a., 4a., ½a. and ¼a. At the bottom of the sheet was a large blue monogram, RNS, evidently cut from a sheet of the Tika Sahib's notepaper. A translation of this circular reads, "SAMPLE SHEET: To be returned after perusal in registered cover. After inspecting these samples they should be sent back by registered (post). On the stamps a small monogram is placed and they became available for use. Without this mark they cannot be used. (We omit the description of the usage of the revenue stamps). From here to the end these small stamps, all made by hand, have been affixed. Copper plates for them have been engraved and impressions of them have been affixed on both sides, below. These small stamps will be used only for 'postage', that is for sending letters. Stamps of the pattern of these eight small stamps will be overprinted with a monogram of ornamental letters. The invariable rule is that impressions will be taken from the copper plates and placed on the stone. Of these small stamps, a sheet consists of 24 stamps."

This sheet makes it quite clear that the postal service anticipated the introduction of the stamps and that, if the stamps were sent out on June 20th, 1895, a postal operation, including registered mail, was already in operation. The establishment of mail routes prior to the issuance of adhesive postage stamps scotches the charge that the stamps were issued primarily for sale to collectors. The need for a postal service, and the fact that it was established prior to the advance proofs of the proposed stamps reaching the postmasters, emphasizes the good intentions of Tika Raghunath Singh with respect to the issuance of them.

The single letter rate was ¼ anna per ¼ tola. The ½ anna stamp was probably in most frequent used. The high value stamps are practically unobtainable postally used. There is no information available on the other rates.

There were two major designs of town mark used. These served as obliterators as well, having been applied directly to the stamp itself. These are

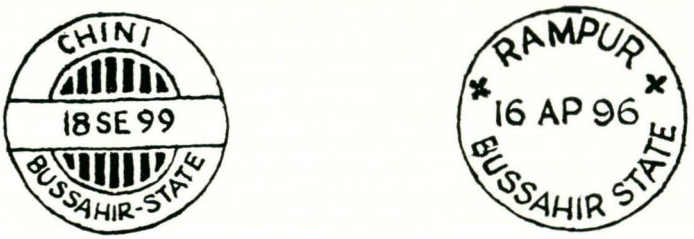


Figure 2. Illustrations of the two basic designs of the cancellations and town markings used by the State.

shown in figure 2. The earliest was a circular mark, 25 mm. in diameter, with two parallel horizontal lines across the center of the circle which contained the date. Within the outer circle was an inner circle 16 mm. in diameter. At the top and bottom, between the horizontal area containing the date and the inner circle there appears seven thick vertical bars. At the top between the inner and outer circles appeared the town name, at the bottom, the words BUSSAHIR-STATE, with the hyphen always present. The second was a circular mark 27 mm. in diameter. The name of the post office, with a cross on each side, appeared across the center, but not between lines. There is a circular mark 20 mm. in diameter which has been found only upon remainders and reprints. This has an indecipherable vernacular inscription without any English lettering. There is also a rectangular mark with rounded corners, area 20 x 12 mm. containing a vernacular inscription reading "¼ anna." This must be considered as completely bogus. This mark has been found on issued stamps, remainders and reprints. It is probably of European origin as it can be found on stamps of other Feudatory States far removed from Bussahir. The majority of the "used" remainders and reprints is cancelled with the Rampur postmark dated, 19 MA 1900 or 10 SE. 1901. These were obliterated for export after the closing of the State Post Office.

As, unfortunately, all postmarked stamps of Bussahir have to be regarded as guilty until proved innocent, the following screening process is helpful:

1. All stamps issued for postal purposes bear a monogram RS, with the R imposed on the S. The R is double-lined while the S is single-lined.
2. Stamps of the first type are remainders if they bear any other monogram.
3. Stamps of the second type on wove paper with any other monogram, or without monogram, are remainders. The 8 and 12 annas and 1 rupee stamps were never issued for postal purposes.
4. Stamps of the second set on laid paper, or in incorrect colors, are reprints.
5. Stamps cancelled 19 MA 1900 or any date later than 31 Ma 1901 are cancelled to order.

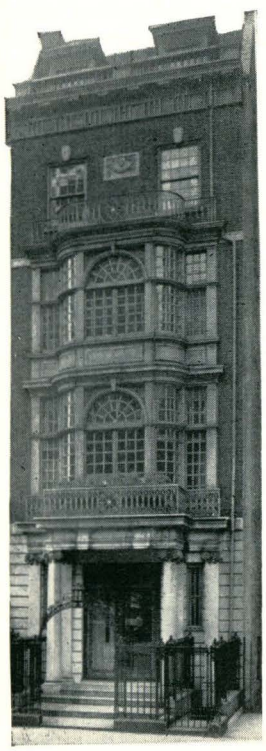
It should be noted that the existence of a stamp "on piece" is no indication of postal use. Some time around 1905 a large number of pieces were manufactured for export. The pieces were produced by mounting and postmarking the stamps in ruled squares on large sheets. Traces of the pencil ruling often remain.

Raghunath Singh, founder of Bussahir's postal system, died in 1898. He was the strong man of the State government. In the months that followed his death, there was such confusion that the Imperial Government found it necessary to place a British manager in Rampur, to guide, and at times enforce, the policies the State was to pursue. The Raja, Shamsher Singh, then sixty, withdrew

deeper and deeper into the world of his hobbies, and to the increasing of his personal fortune. There was no longer any direct heir to the title. The most logical contender was a young man of 25, Mian Padam Singh. The British Manager, Mr. Emerson, found the latter totally untrained for the role of administrator and ruler. It was during this time that the postal service gradually crumbled. Padam Singh was given certain small responsibilities. One of these was the administrtion of the postal service which did continue to function quite normally for some time. There were ample stocks of stamps at the three offices, Rampur, Chini and Rohru. The range of covers and genuinely used stamps show that some volume of mail was handled at all stages throughout the remaining three years of the service's existence.

On March 31st, 1901, the service was taken over by the Imperial Post Office, which assumed the responsibility for local deliveries and opened post offices throughout the State. These steadily grew in number. By 1970 there were eight offices, Rampur, Sarahan and Hichar, in the Rampur tahsil; Rohru, Arhal and Tikker in the Rohru tahsil; and Chini and Kilba in the Chini tahsil.

In the preparation of this article the author has drawn extensively from many sources beyond his own collection. Chief among them have been, *The Postal History of Bussahir* by Robert Bateman, the writings of the late Col. F. M. Douie in the *Philatelic Journal of India* and of the late Maj. E. B. Evans in *Gibbons Stamp Monthly.*



THE COLLECTORS CLUB

22 East 35th Street, New York, N.Y. 10016

1972 Officers

F. Burton Sellers ..... *President*
Alex Rendon ..... *Vice-President*
Richard S. Wilson ..... *Secretary*
Philip Silver ..... *Treasurer*

Governors

Class of 1972	*Class of 1973*	*Class of 1974*
H. D. S. Haverbeck	Herbert J. Bloch	Ezra D. Cole
Norman S. Hubbard	John R. Boker, Jr.	Ernest A. Kehr
William H. Miller, Jr.	Albert H. Higgins	Howard B. Lee
Robert P. Odenweller	Alex Rendon	F. Burton Sellers
Stanley R. Rice	Theo. Van Dam	Philip Silver
Lawrence L. Shenfield	Richard S. Wilson	Ira Zweifach

Trustees

John R. Boker, Jr. H. D. S. Haverbeck Philip Silver

The Carrier Service In Baltimore Prior to 1863

By Denwood N. Kelly

The story of the official carrier service in Baltimore is one that would seem to be not too difficult to unravel, but, on the contrary, there are still some points that defy solution despite the amount of research that has been undertaken over the years. One would expect to find documentary evidence in the local newspapers, of which there were many in the mid-nineteenth century in the Monumental City. However, surprisingly few advertisements have been found that throw much light on the subject despite diligent searching. Apparently the official carrier service was reasonably well patronized from its inception and the need for continuous newspaper advertising was not great. The various privately owned local posts, of which there were about a dozen during the period 1846-1860, offered little competition. The average life of these posts can be measured in months rather than in years, and in each case the reason for going out of business was non-support on the part of the letter-writing public instead of litigation instituted by the Post Office Department. Another factor is the absence of large amounts of strictly philatelic material for analysis. Many of the covers that would in time have yielded valuable information were burned in the great Baltimore fire of 1904 which destroyed such a large portion of the business section of the city.

The official carrier service apparently offered reasonably good service during the fee period; this is indicated in a negative sense by the lack of critical editorials in the public press of the time, the press being very prone to sharply criticize any poor service on the part of a public enterprise.

The actual beginning date of the letter carrier system in Baltimore is not known. Careful perusal of city directories reveals that there was one "letter-carrier" listed as early as the 1819 edition, but the exact nature of his duties is not known. Possibly he was employed in the collection of letters only. In 1840 there were at least three letter carriers in Baltimore; John Musselman, Richard C. Wells and Peter Wells. The city had not been districted in any manner, nor is there any indication of the establishment of letter-boxes or places of deposit for letters to be taken to the Post Office. Although the Act of 1836 provided for the employment of letter carriers for the collection and delivery of letters, no evidence has so far been found to indicate that a fully organised carried department was in operation in Baltimore prior to 1842.

1842–1849

In *Matchett's Baltimore City Directory* of 1842-43 there appeared a notice, dated June 1, 1842, in which Thomas Finley, Postmaster of Baltimore, announced the establishment of seven depots for the receipt of letters to be taken to the Post Office, these depots each being located within a district allotted to an individual letter carrier. The text of the notice is as follows:

DEPOTS FOR LETTERS

Baltimore Post Office, June 1, 1842

By the regulations prescribed by the Post Master General, for a system of "Letter-Carriers in the cities of the United States", the Carriers are permitted to receive letters for deposit in the Post Office,

at all places within their respective District, as also to establish, with the approbation of the Department, particular places of deposit within their respective Districts, for such letters as are intended to be sent to the Post Office.

In pursuance of these regulations, and with a view of extending accommodations of the Post Office, by facilitating the transmission of letters to the Office, as well as from it, the following depots for receipt of letters, to be placed in the Post Office, have been established in the several Districts of the Carriers, as named:

In J. Musselman's District — The Three Tuns Tavern, Corner Pratt and Paca Sts.

In D. Rayhice's District — The residence of the Carrier, Saratoga Street, 9 doors west of Chatsworth.

In J. Gallaher's District — Golden Horse Tavern, corner Howard and Franklin Sts.

In W. White's District — At Wm. Moore's, corner Pratt street and Smith's wharf.

In E. A. Wells's District — At Messrs. Ahern & Boyd's, corner of Baltimore and Liberty Streets.

In E. C. Johnson's District — corner of Thames and Market streets, F.P.

In H. Lusby's District — Number 14 Exeter street, north of Pitt.

THOMAS FINLEY, Post Master.

This notice is particularly interesting as it indicates that prior to this time such collection points had not been established in Baltimore. Although no rates were mentioned, it must be assumed that the two cent fee in general use at the time was in effect, as from 1836 to 1849 a two cent fee was effective in all carrier offices for the three types of services offered, namely, collection of letters for the mails; delivery from the mails; and the delivery of strictly local mail. Also omitted was any mention of a strictly local service — this may indicate that in Baltimore the carrier service at that time was not being operated as a special department separate from the ordinary functions of the Post Office,

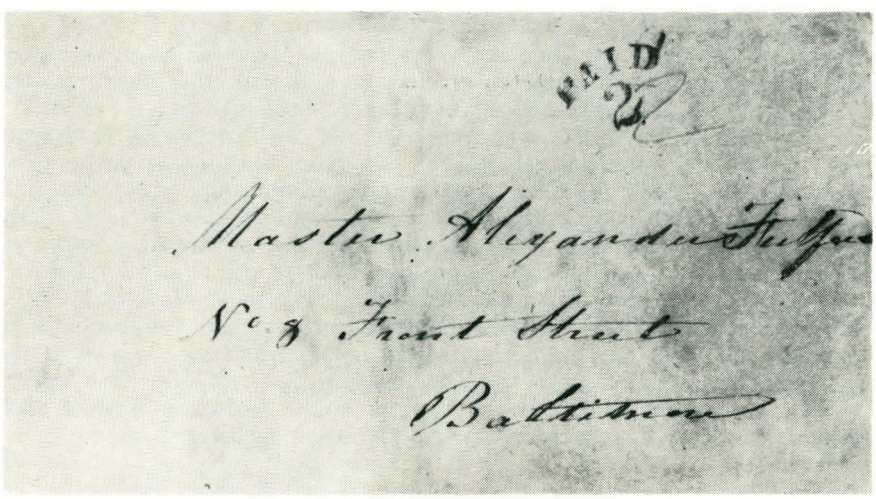


Figure 1. Local Valentine cover with unidentified handstamp, "PAID 2". (Kelly Collection).

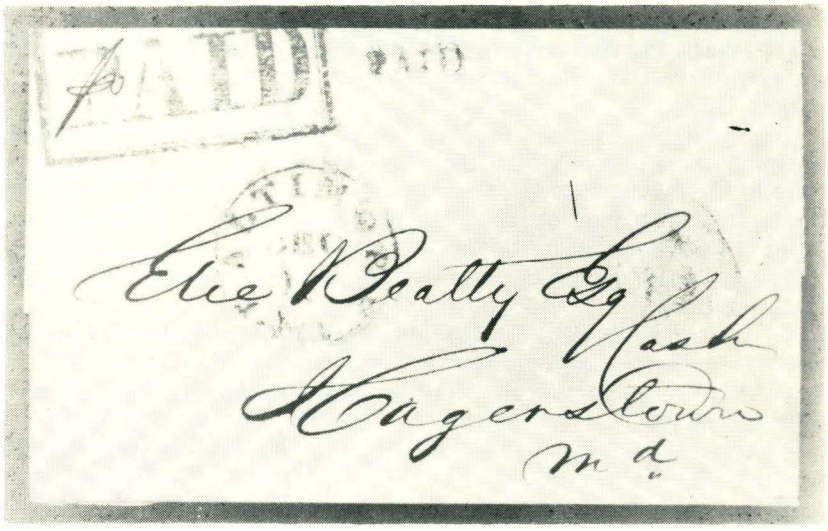


Figure 2. Entire letter, Baltimore to Hagerstown, Md., Dec. 19, 1846, with large red boxed "PAID" applied by the firm of Sam. Harris & Sons. (Kelly Collection).

and thus was not set up to handle strictly local mail so as to avoid payment of the drop letter postage.

The present writer has no record of any handstamped postal markings which definitely can be assigned to the carrier service in this early period of its existence. The cover illustrated in Figure 1 may bear an example of such a marking, however. The "PAID 2" marking in blue could be a carrier service marking; the rate would be correct for either a collection or delivery fee. If it represented payment of a drop letter charge, which was also two cents at the time, a circular Baltimore date stamp should also appear on the cover to show that it passed through a regular part of the Post Office. Also possible is the chance that this handstamp was one employed by a private delivery service. Unfortunately there is no indication of a date of use; the enclosure is a large hand-colored Valentine, unsigned and undated.

Figure 2 illustrates an even more interesting cover which probably has a definite association with the carrier service, even though the markings thereon were not applied by the carrier department. The large red boxed "PAID" was probably applied by the sender, apparently to flag to the attention of the carrier and the postal clerk eventually handling the letter that it was to go prepaid. When the letter was handed over to the regular postal clerk it was struck with the standard blue Baltimore circular date stamp and small unframed "PAID" along with the oval rate mark. Several covers similar to this were found in the large accumulation of commercial covers acquired by the late Walter S. Fishel when he made his famous "Hagerstown Bank Find" some years ago. All bore the same red boxed "PAID" handstamp in addition to the regular blue Baltimore postal markings and in each case the sender had also inscribed in the upper left corner a manuscript "pd" to indicate that the letter was to go prepaid. The manuscript "pd" always appears in the same handwriting and the same ink as that of the address. All covers bearing this red boxed "PAID" marking that have been seen by the writer and that were found in the Fishel acquisition were mailed by the firm of Sam. Harris & Sons, bankers, in Baltimore, which seems to indicate that the handstamp was applied by the clerk at

the sender's office. There is also the possibility that the red "PAID" was applied by the carrier; if this were true, however, examples of this handstamp should be commoner and should have been seen, by this time, on letters from other senders.

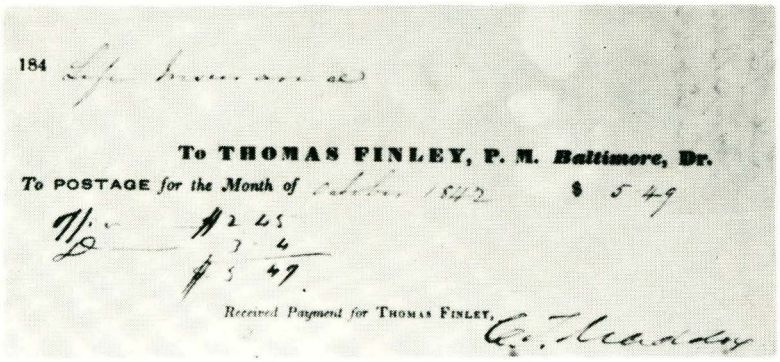


Figure 3. Post Office receipt (October, 1842) for a month's postage which had been charged to the account of a local insurance company. (Kelly Colletion).

Very probably the Harris firm packaged its daily letters and either deposited them in a collection box or gave them to the carrier when he made his deliveries, running a monthly account with the carrier for his fees as well as with the Post Office for the regular postage. This practice of keeping "charge accounts" with the carriers was quite common at the time; in the Baltimore city directories from 1845 to 1855 the Post Office notices always mentioned that, "persons with whom the carriers keep monthly accounts" could prepay carrier fees or ordinary postage "after the office is closed" by mailing their letters with a slip of paper "requesting them to be charged." Figure 3 shows a receipt from Thomas Finley's office for a month's postage (October, 1842) for one such commercial user. Interestingly enough, the clerk at the Post Office who signed the receipt was C. T. Maddox, who became Postmaster of Baltimore on May 12, 1849.

The Baltimore Post Office was located in the basement of Barnum's Hotel, on the southwest corner of Fayette and Calvert Streets, during the decade from 1839 to 1849. A photograph of this famous old landmark, taken in the 1860's, is shown in Figure 4. The site is now occupied by the Equitable Building and is diagonally across Fayette Street from the Battle Monument which appears as the central vignette of the well-known adhesive stamp issued in 1856-57 by Grafflin's Despatch.

The cover illustrated in Figure 5 was undoubtedly delivered by carrier after being mailed at the Post Office as a drop letter. The fees were obviously paid in cash, as evidenced by the postal clerk's manuscript "Paid 4" in the upper right corner. Two of the four cents paid the drop letter rate then in effect and the letter was struck with the blue Baltimore circular date stamp, "PAID" and the "2 in oval" drop letter rate mark. The remaining two cents was turned over to the carrier department, which used no handstamp, to cover the correct rate of two cents for prepaid local delivery. Normally, such carrier fees were not prepaid, the addressee paying the fee on the letters — in this particular case the reason for prepayment was probably a selfish one as the writer, a young clergyman, was writing to his bishop seeking a charge which would warrant his getting married !

As can be seen from the foregoing, any covers of the 1842-1849 period which can be identified definitely with carrier handling are quite scarce. The writers



Figure 4. Barnum's Hotel, Fayette and Calvert Sts., from a contemporary lithograph. The Baltimore Post Office was located on the ground floor of this building from 1839 to 1849. (Photograph by courtesy of the Maryland Room, Enoch Pratt Free Library, Baltimore).

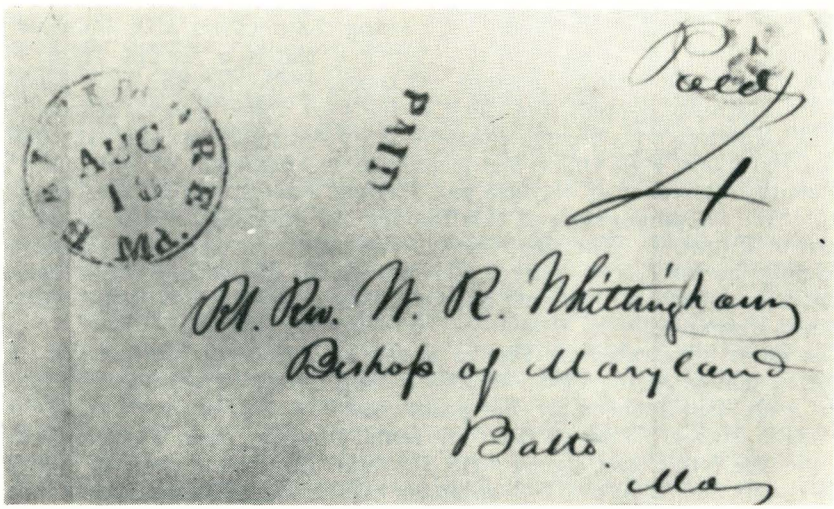


Figure 5. Entire local letter, Aug. 14, 1847, showing prepayment of both the drop letter and carrier fees. (Kelly Collection).

have recorded no covers from Baltimore to another city during this period which show incontrovertibly that they were delivered "to the mails" by carrier, though many covers in existence must have been so handled.

1849–1851

Baltimore grew rapidly in the 1840's and trade, with its attendant correspondence, expanded very considerably. Apparently the carrier department, as organized in 1842, was inadequate to meet the demands placed upon it by the end of the decade and, in line with the actions in other large cities, was reorganized as a Dispatch Post with the approval of the Postmaster General. The following official notice to that effect appeared in *The Sun* of February 12, 13 and 14, 1849:

> DISPATCH POST. — The ladies and gentlemen are thus notified that the DISPATCH POST has been put into active operation. The P. M. G. has appointed Mr. JOHN PANNELL, with numerous assistants, which insures prompt delivery. That there may be no mistake, our BOXES are painted RED, and are placed at the following places, or corners: Opposite POST-OFFICE, attended day and night; one at Broadway and Wilk; one at Caroline and Gough; one at Eden and Orleans; one at Eastern Dispensary; one at High and Baltimore; one at Pratt and High; one at Ashland Square; one at Gay and High; one at Lombard and Market Space; one at Sun office; one at Light and Pratt; one at Hill and Hanover; one at Pratt and Howard; one at Charles and Baltimore; one at Saratoga and Charles; one at Lexington and Howard; one at Franklin and Howard; one at Franklin and Green; one at Green and Baltimore sts.
>
> POSTMASTER, C. D.

It is interesting to note that the boxes were painted red to avoid confusion — obviously there were still in existence the boxes of a former private local post or one was in operation at the particular time, although the existence of such a post in early 1849 is not on record at present. It is also noted that the timing of the reorganization was such that the heavy local mailings incidental to St. Valentine's Day would give the new venture a good start. An editorial in the February 12th edition of *The Sun* commented as follows:

> "VALENTINE'S DAY. — The Post Office, we learn, is already becoming the depository of an immense number of valentines, and between now and Wednesday, we doubt not there will be a perfect flood of them, as well as through the Dispatch Post, which, we observe, is also in operation. Those who do not wish their love missiles to find their way to the "dead letter" office at Washington, should be careful to write the direction in plain hand, as well as to give the street and number of the house to which they are to be delivered, so that they may be speedily delivered."

The Postmaster of Baltimore at the time of the 1849 reorganization was James M. Buchanan, better known for his postmaster's provisional issues of 1845-46. Buchanan's appointment terminated on May 12, 1849, just three months after the reorganization and he was succeeded in office by Charles T. Maddox who was apparently responsible for the issuance of the first adhesive stamps used solely by the Baltimore carriers. As yet no notice or advertisement has been recorded that throws any light on the date that the "Post Office One Cent Despatch" stamps (Scott Type C1) made their appearance. The earliest date of use so far recorded is April 23, 1850 which is approximately a year after Maddox assumed office. This usage was recorded on a cover in the Laurence B. Mason collection, the adhesive being red in color. Another fine early cover is shown in Figure 6, the combination of early date of use (June 27, 1850), "Baltimore Railroad" postmark, and "5" handstamp tying the carrier adhesive,

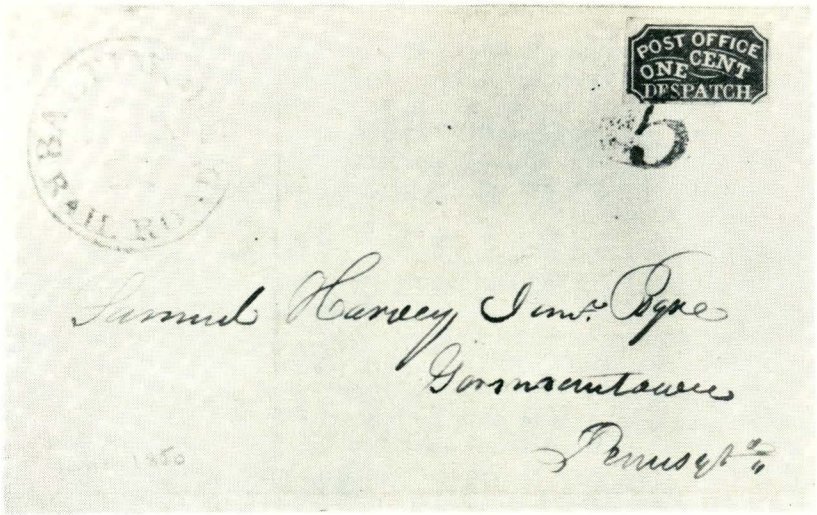


Figure 6. "Outgoing" letter, June 27, 1850, showing the circular date stamp, "Baltimore Railroad"; the carrier stamp (Scott 1LB1) tied by blue "5". An outstanding example of early use of the first type. (Ex Caspary Collection).

rendering this an outstanding piece. That Maddox should be the postmaster responsible for the first carrier stamps is perhaps not unlikely — he was a former postal clerk and Assistant Postmaster and the Baltimore Post Office was run efficiently under his guidance. He apparently had a considerable interest in the carrier service; one of his first acts after taking office was to relocate the carriers' room at the Post Office so that the carriers and the public benefited mutually, a report of his improvement being made in *The Sun* of July 19, 1849, just two months after his appointment.

No mention of the carriers' fees was made in the advertisement of February 12, 1849 and in the absence of other evidence to the contrary it has been generally concluded that the one cent fee established in Boston, New York and Philadelphia also applied in Baltimore. The fact that the adhesive stamps issued while the 1849 reorganization was still in force were of one cent denomination lends further credence to this theory. Had there been a two cents rate in effect it is almost certain that stamps of that denomination would have been issued.

It has always been the writer's opinion that the stamps of this first type first made their appearance at such time as to permit their fairly general use by St. Valentine's Day of 1850 when such a method of prepayment would save tremendous time for both carriers and public, alike. While there is no evidence to support such a theory, the early reported date of April 23rd is not too much later than the suspected date. That there was heavy seasonal mailing in Baltimore at the time is indicated by an editorial in *The Sun* of February 15, 1850 which commented on the heavy volume of mail handled at the Post Office the previous day, estimating that 8000 valentines had been handled and mentioning that in addition to those handled by the Post Office carriers, "many thousands, no doubt, have been sent to anxious lovers by the individual dispatch posts, who have been running to and fro, richly laden with the 'sweet messengers of love' for the lonely sweethearts of the monumental city." A number of the stationers who featured valentines advertised that dispatch boxes were installed at their shops and "trustworthy persons were available to convey missives to any part

of the city." Advertisements of this type were common for a decade or so; from varying wording it would seem that some stationers underwrote delivery of valentines purchased at their shops by employing a temporary carrier, others arranged with an existing private local post to effect delivery on a fee basis, while still others had a special messenger available on a fee basis.

1851–1860

The new Postage Act, approved March 3, 1851, caused a further revision of the carrier service in Baltimore. On June 19, 1851 the following notice appeared in *The Sun* which outlined the plans of the Postmaster, Charles T. Maddox, for the reorganization:

> POST OFFICE, Baltimore, 19th June, 1851. — In execution of the power conferred by Congress under the provisions of the 10th section of the new Postage Act, approved 3d March, 1851, the Postmaster General has established Post Routes on and over all the streets, avenues, roads, and public highways within the limits of this city, from and after the 30th June, instant.
>
> With a view to carry out the provisions of the above mentioned 10th seciont, I have divided the city into convenient routes and delivery districts, and by and with the advice of the Postmaster General, appointed suitable persons to be employed as letter carriers, who have given bond for the faithful and diligent performance of the duties which may be assigned to them.
>
> Each letter carrier will be entitled to charge two cents for every letter mailed out of the city and by him received from the Post Office and delivered to the person addressed, and one cent for each drop letter from the Post Office and delivered to the person addressed.
>
> For each handbill or circular delivered the carrier will be entitled to receive one cent per copy, and for each newspaper or pamphlet half a cent for delivery of each copy.
>
> Strong boxes, secured under the iron lock of the Post Office Department, will be placed at proper points in each delivery district for the reception of letters, &c., both for the mails, and city distribution.
>
> All mailable matter found in the boxes will be taken to the Post Office *free of charge.*
>
> Letters and circulars for city delivery, if handed to the carriers, or left in the boxes, will be handed to the persons addressed without passing through the Post Office, at a charge of one cent only, to be in all cases *pre-paid.*
>
> Stamps for this purpose will be furnished. The stations for the boxes, and other particulars as to the hours of taking letters from them, &c., will be made known hereafter.
>
> CHARLES T. MADDOX, P. M. 1t:

It will be noted that the above advertisement quoted rates for the various kinds of mail the carriers handled and emphasized that any mailable matter found in the boxes would be taken to the Post Office free of charge.

The Sun immediately editorialized on the subject of the reorganization, the first appearing on June 21st, as follows:

> SUB-POSTAL ARRANGEMENTS. — We omitted to notice a convenient arrangement announced in yesterday's Sun, by Mr. Maddox, the Baltimore Postmaster, for the purpose of taking up letters at proper points throughout the city, and distributing them according to their

address. "Mailable matter found in the boxes will be taken to the Post Office *free of charge.*" This latter feature of the arrangement is a very necessary adjunct of the particular policy of the Post-office, and commends itself to universal approbation, in view of the location of the principal office at a place retired from the centre of business and unfamiliar to the people. The device would be a good and serviceable one under any circumstances; but it becomes eminently so under the policy before us. We therefore cordially ascribe due credit to the Postmaster for the arrangement. It is fairly entitled to public approval as a *consistent feature* of the establishment in his hands.

But there is another thing about it we do not like so well, and that is charging the people *two cents* for the delivery of letters received by mail; thus actually doubling the price of delivery at a time when the three cent rate of postage, which is just going into effect, will greatly increase the number of letters delivered. The effect of this will be either to force the people to hunt up the post-office, however retired may be its situation, or pay the double tax. If we are not mistaken, our citizens will, in a short time, get their eyes wide open to this secluded policy. Here are two things that at once seem essential to it. In the first place mailable matter will be taken up *free* at different points of the city, which is done at no additional expense, because the boxes must be visited at appointed times for local delivery — and this is to reconcile the people to the post-office on one side of the town. On the other hand, as this same inconvenience will prevent the people from calling for their letters, they are to be charged double for delivery.

From this editorial it is obvious that *The Sun,* at least, felt very strongly against the new location of the Post Office. Perhaps more important is the implication that up until this time the carriage of mailable letters from the letter boxes to the Post Office had *not* been free. The next editorial made its appearance on June 30th, reading:

THE PROPOSED TWO CENT DISPATCH. — The cheap postage law goes into effect to-morrow. The law leaves it optional the charge of either one or two cents postage for city delivery, and two cents is proposed in Baltimore; but as the cost of carrying a letter three thousand miles is only three cents, one-third of that amount is amply sufficient for carrying it from one street to another of the same city. If our Postmaster persists in charging two cents, the government will find some competition. We obseve already that the proprietors of the dispatch post of Philadelphia, propose to the Postmaster General to accommodate the public better and at less rates than can be done by any other system. They offer to make regular and prompt deliveries every *two hours* during the day of the mailable matter in the Philadelphia post-office, intended for distribution in the city, carrying letters at *one* cent, and other matter at present post office rates.

In addition to the strong objection raised against the two cents charge for the delivery of incoming letters, per se, as noted before, the paper was obviously very much against the proposed new location for the Post Office. It was strongly stated that the "free delivery to the Post Office" was merely a maneuver to reconcile the citizens to an undesirable location for the Post Office — the Government then being in the midst of negotiations to relocate the Post Office from the northeast corner of North and Fayette Streets (now Guilford Avenue and Fayette Street) to the Exchange Buildings at Gay and Second Streets (the site

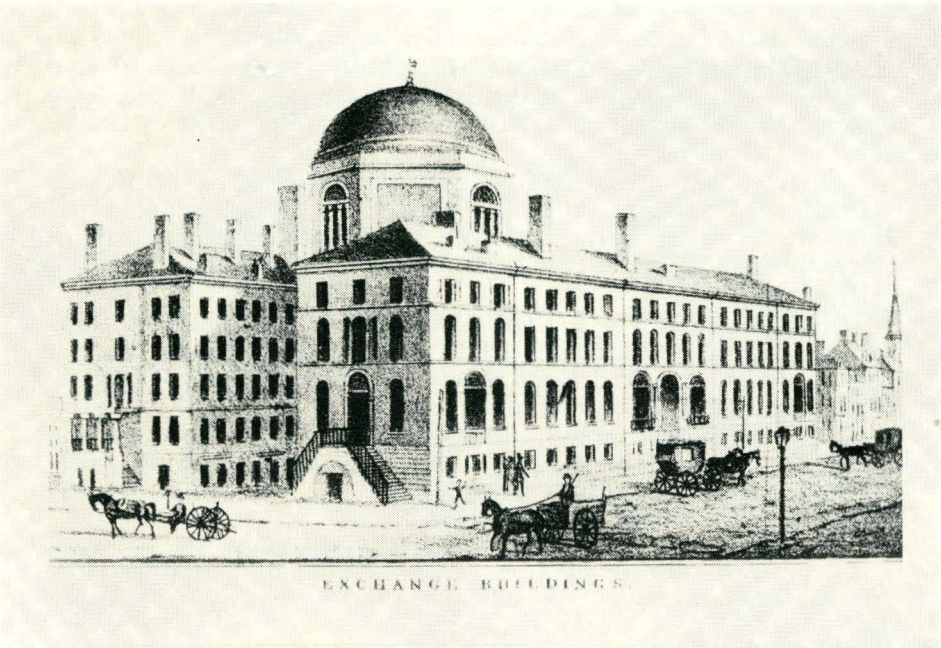


Figure 7. The Exchange Buildings, Gay and Second Sts., in which the Baltimore Post Office was located from Aug. 21, 1851 to about 1880. (From a contemporary lithograph, courtesy of the Maryland Room, Enoch Pratt Free Library, Baltimore).

of the present Custom House), shown in Figure 7. The interior accommodations for the Post Office were much better in the proposed new location, but many people, including the the editors of *The Sun,* apparently felt that the new location, some four blocks to the south of the existing one, was too far away from the then accepted business center of the city. Despite the feeling to the contrary, the move was effected on August 21, 1851. The hint in the second editorial about probable competition from the private dispatch posts is also most interesting.

On July 1, 1851 the following lengthy advertisement appeared, listing all the districts, the carriers assigned thereto and the locations of the "Stations or Branch Post-Offices for the reception of letters under the new carrier system":

> POST-OFFICE, Baltimore, July 1, 1851. — The following are the Stations or Branch Post-Offices for the reception of letters under the new Carrier system as set forth in my notice to the public of 19th ult., viz:
>
> DISTRICT No. 1 — SAMUEL KUGLER, carrier. — At E. H. Perkins', druggist, S.W. corner of Green and Baltimore streets; at C. Wiseman's, druggist, S.E. corner of Fremont and Baltimore streets; and at S. M. Stewart's, grocer, corner of Foremont and Columbia streets.
>
> DISTRICT No. 2 — JOHN ROUNTREE, carrier. — At L. Phillips', druggist, S.E. corner of Pratt and Paca streets; at F. H. Bischoff's, tabacconist, N.W. corner of Barre and Howard streets; at Schwartz & Dix's, confectioners, S.E. corner of Baltimore and Liberty streets.
>
> DISTRICT No. 3 — GEO P. WILLIAR, carrier. — At Marshall & McPherson's, druggists, S.W. corner of Baltimore and Hanover

streets; at Guy's U. S. Hotel, Pratt street; at James V. D. Stewart's, druggist, S.E. corner of Hanover and Camden streets.

DISTRICT No. 4 — THOMAS E. TALBOTT, carrier. — At Martin & Wheeler's, Druggists, 48 South Calvert street; at G. W. Gordon's, grocer, 80 Light street; at M. S. Robbins', druggist, corner of Hughes and Light streets.

DISTRICT No. 5 — M. S. SHOWACRE, carrier. — At Geo. A. Martin's, confectioner, 72 Pratt street, near Commerce; at C. H. Duhurst's, druggist, corner of Pratt street and Dugan's wharf; at Burns & Sloan's, lumber merchants, corner of West Falls avenue and Wilk street.

DISTRICT No. 6 — A. HOFFMAN, carrier. — At John S. Reese's, druggist, 31 East Baltimore street; at Thomas J. Pitt's, druggist, N.E. corner of High and Pratt streets; at Joseph Stansbury's, grocer, N.W. corner of Exeter street and Eastern avenue.

DISTRICT No. 7 — E. C. JOHNSTON, carrier. — At Oscar Monserat's, druggist, corner of Broadway and Eastern avenue; at Joseph B. Stansbury's, druggist, 61 Thames street; at Wm. Eli's, druggist, corner Ann street and Canton avenue.

DISTRICT No. 8 — H. F. HOOK, carrier. — At W. H. Armitage's, Grocer, corner Lexington and Pearl streets; at R. Willis', Druggist, corner Mulberry and Pine streets; at J. H. Lemmon's, Druggist, corner Poppleton and Baltimore streets.

DISTRICT No. 9 — L. W. BENNETT, carrier. — At S. K. Flemming's, Druggist, corner Eutaw and Lexington sts.; at J. W. Nicholls, Druggist, corner Ross and Biddle sts.; at E. F. Perkin's, Druggist, corner Pennsylvania avenue and Green street.

DISTRICT No. 10 — GEO. S. MALLONEE, carrier. — At. J. B. Baxley & Co.'s, Druggists, corner Howard and Franklin sts.; at Chas. Hitzelberger & Co.'s, Grocers, Charles street, near Centre; at E. W. Wroth's, Druggist, corner Richmond and Biddle streets.

DISTRICT No. 11 — J. W. HINKLE, carrier. — At J. P. Polk & Co.'s, Druggist, corner Fayette and St. Paul sts.; at W. Marshall's, Druggist, corner Calvert and Saratoga sts.; at Baltimore and Susquehanna Railroad Office, corner Calvert and Franklin streets.

DISTRICT No. 12 — ISAAC G. ROBERTS, carrier. — At Wm. Minifie's, stationer, 114 Baltimore street; at John M. Laroque's, Druggist, N.E. corner Baltimore and Harrison streets; at Samuel Hart's, Grocer, corner North and Saratoga streets.

DISTRICT No. 13 — JAS. R. WARD, carrier. — At Samuel Hines', Hatter, Gay street bridge; at George I. Kennard's, Grocer, 221 Gay street; at Edw. Church's, Lumber Merchant, corner Monument and Aisquith streets.

DISTRICT No. 14 — W. G. GEKLER, carrier. — At. Jas. Duke's, Grocer, corner Gay and Madison streets; at G. N. Johnston's, Druggist, corner Aisquith and Jefferson streets; at J. L. Large's, Druggist, corner Baltimore and Caroline streets.

The stations will be visited DAILY, (except Sundays) at 7½ A. M., 12 M., and 5 P. M. Mailable matter to be taken to the Post Office free of charge.

LETTERS, CIRCULARS, NOTICES, &c., for City delivery, will be handed to the persons addressed at a charge of one cent, to be *prepaid* by carrier's stamp, or may be wrapped up with the money.

Postage and Carrier's stamps may be had at the Post Office, the Stations, and of the Carriers.

The boxes will be fitted up at the respective stations, and ready for the reception of letters, on and after Monday, the 6th inst.

iy2-tl: CHAS. T. MADDOX, Postmaster.

In the fourteen districts 42 stations were thus listed, three to each district. Corner locations predominated and although the stations were set up in several types of stores and offices, druggists' shops were the most numerous. Despite the thrice daily clearing of the boxes, the Post Office obviously received complaints from people who mailed letters late in the evenings and then expected them to be taken to the Post Office in time for the outgoing mails; this is evidenced by an advertisement in *The Sun* of September 6, 1851, which requested "persons using the dispatch boxes for outgoing mails to have letters posted by 5:00 P. M. the day previous."

It will be recalled that the Postmaster's notice of June 19th mentioned that stamps for the prepayment of carrier fees "will be furnished," the wording giving the impression that the use of such special stamps was new to Baltimore or, if not, that stamps of a new type were to be prepared. The notice of July 1st merely stated that "Postage and Carrier's Stamps may be had at the Post Office, the Stations and of the Carriers," no mention being made of the design or colors of the carrier stamps. As previously mentioned, the small "Post Office One Cent Despatch" carrier stamp, Scott Type C1, had already made its appearance. In view of the existing use of these stamps the Postmaster must have meant that their use would be continued even though his wording of the initial notice tended to give a different impression. According to the Carrier Chapter in *The U. S. One Cent Stamps of 1851-57* by Stanley B. Ashbrook, the order to print the official "Franklin" carrier stamps had not been given and the "Eagle" carrier stamps had not been thought of at the time of the notices referred to. The "Franklin" carrier stamps, which were issued September 29, 1851, were never shipped to Baltimore, and the "Eagle" type, which were issued November 17, 1851, were probably never used in Baltimore. It is possible, of course, that Postmaster Maddox had heard of the proposed "Franklin" type and planned to use them; then when it developed that they were not available, continued the use of the already available privately prepared stamps. These Type C1 stamps continued in use for at least ten years, even though the "Eye" and "Horseman" types appeared in the late 1850's. Overlapping dates of use of all three types indicate that the earlier issues were not demonetized when the newer types appeared; in fact, there was no reason for such demonetization, a mere change in postmasters having no effect on the validity of the stamps of a government sponsored service.

Why the "Eagle" type of government prepared stamps were not put into use when they became available cannot be stated with certainty. A very probable reason is that as the receipts of the Carrier Department did not go into the general funds of the Post Office, but were paid back to the carriers in lieu of salary, the locally prepared stamps were less expensive to purchase. From time to time over the past twenty years I have heard of or seen three covers bearing "Eagle" carrier stamps purportedly used in Baltimore, but none were satisfactory. On two the carrier stamps were cancelled with manuscript initials of Washington, D. C. letter carriers, while a third is cancelled with the small red star used in Philadelphia. None of the carrier stamps are tied to the covers in any way. In view of the extremely limited use of the "Franklin" and "Eagle" types, and of the ordinary postage stamps for carrier use until 1860,

it would appear that the carrier departments in all cities were encouraged to use their own stamps rather than permitted to do so.

One of the more puzzling problems concerning the carrier service in Baltimore is the date at which free delivery to the Post Office of mailable material deposited in the letter boxes ceased. Originally this free delivery "to the mails" was created to enable the official carrier departments to compete more effectively with the privately owned local posts which were, in most cities, charging either one cent or two cents for such service. In Baltimore the competition from the private local posts was generally not keen and the free collection was obviously replaced by a one cent fee quite early. A cover in the Laurence B. Mason collection bore a red Type C1 used on an outgoing letter October 2, 1851 just three months after the announcement of the free rate! Other recorded dates in 1852, 1853, 1854, 1855 and later years indicate that this collection fee continued in use most of the time until it was made obligatory in 1860. However, *The Sun* of February 19, 20, and 21, 1856 carried the following advertisement:

> "WANTED — Everybody to know that city letters sent by the CARRIERS POST-OFFICE DESPATCH will be delivered promptly in any part of the city to the person addressed, free if prepaid by carrier's stamp. CARRIER STAMPS for sale at the Post Office. Price one cent. Pre-paid letters for the mail taken to the office free of charge."

How can this be reconciled? One possible solution, offered with complete diffidence, is that the carriers collected the one cent fee for carriage to the mails if they had to purchase and affix the required postage stamps, but carried letters free of charge if they were actually prepaid as the advertisement stated. Admittedly this is purest theory and, in the opinion of the writer, not very probable, but it has been advanced by several collectors nevertheless. Another, and more probable, theory is that the free delivery to the mails was a sort of "joker" held in reserve for use when the competition from a private post became a bit keen. It will be noted that the above advertisement was run just after St. Valentine's Day, 1856 when the private dispatches normally provided heaviest competition. At this particular time Davis' One Cent Dispatch was in operation and apparently garnered a fair share of the seasonal business incidental to strictly local deliveries. The extent of Davis' "to the mails" business is not known, of course, but the Post Office undoubtedly must have considered it expedient to ward off any possible competition before too much headway was made. No advertisements or notices have ever been found that state that the fee for the delivery of letters to the mails was ever permanently abolished during the 1842-1863 period. Apparently the public was conditioned to paying such fees and normally did so. Under the circumstances, it would have been a foolish postmaster, indeed, who decided to abolish a lucrative source of income for his carriers. It was always perfectly legal to continue to collect the extra carrier fee for carriage of letters to the mails, the discretionary power to fix such charges at or below a legal maximum fee of two cents which the Act of 1836 permitted providing the necessary elasticity to allow the postmasters in Baltimore and other cities to vary their rates as circumstances dictated.

Despite the editorial comments of *The Sun* the two cents rate for the delivery of incoming letters apparently continued until the Act of 1860 caused its reduction to one cent. There was virtually no competition from the private posts in this field of endeavor, the government carriers enjoying a practical monopoly as incoming mail from out of the city was merely turned over to them for delivery. Unless an addressee had requested in writing that all his incoming mail be either held at the Post Office for him or turned over to an appointed agent



Figure 8. Cover, Portsmouth, Va. to Baltimore, showing possible use of the red horseman carrier stamp (Scott 1LB9) to prepay the carrier fee on an "incoming" letter. (Collection of Robson Lowe).

for delivery to him, all mail was automatically handed to the carrier department for delivery. The fee for the delivery of such an incoming letter was normally collected on delivery in cash, or charged and collected at the end of the month. The writer has not recorded as yet a completely satisfactory cover indicating the prepayment of such a carrier's fee on a letter from another city. A few covers mailed to Baltimore from out of town and bearing Baltimore carrier's stamps have been seen, but in all cases the evidence to prove that the carriers' stamps actually "belonged" on the cover was not completely sufficient. Additionally, in each case only one stamp was affixed, indicating a one cent rate, whereas the published rate was two cents. In the author's collection there is an incoming cover from Lexington, Kentucky, which bears an uncancelled copy of the first type in blue on bluish paper (Scott 1LB2). There is no way to prove the authenticity of this usage. A much prettier cover in the collection of Robson Lowe, incoming from Portsmouth, Virginia, is illustrated in Figure 8. The three cents 1851 is tied with a red Portsmouth circular date stamp and the red "Horseman" carrier is lightly tied with an indecipherable manuscript pencil marking. In both instances of these incoming covers the senders would be expected to have been Baltimore travellers who had taken with them the carrier stamps to prepay the Baltimore delivery fee — a most unusual procedure. The only piece known to the writer that offers definite evidence that such a two cent fee was occasionally prepaid is the pair of one cent green stamps (Scott 1LB4) used on a small piece of cover, pencil cancelled, illustrated in Figure 9. This rare pair, formerly in the Frank A. Hollowbush collection, was sold to a professional in 1946 by a Baltimorean who claimed to have torn it off a letter as he was destroying some family correspondence. The entire correspondence having been totally destroyed, no further data regarding the particular cover from which these stamps were removed could be secured, not even the sender's name having been remembered. Again, the supposition is that the pair of stamps was used by some person temporarily out of the city who mailed a letter home and used the stamps to prepay its delivery by carrier when it arrived in Baltimore, having taken the stamps with him for the purpose. There is also the good



Figure 9. Vertical pair of the rare green carrier stamp (Scott 1LB4) used on small piece of cover, cancelled pencil manuscript. Types 8 and 10 in the setting of 10. One of only two used multiples of Baltimore carrier stamps on record. (Ex Hollowbush Collection).

possibility that the pair paid a special two cent rate for a bulk mailing of a magazine or other printed matter — one example of a three cent rate prepaid by the Horseman carrier stamp also being known and referred to later in the text. This is one of only two examples on record of used multiples of Baltimore carrier stamps.

As local letters had to have the carrier's fee prepaid, the question may arise as to what disposition was made of such letters when they were found in the boxes unpaid. Such letters were simply turned over to the Post Office by the carrier, advertised in the bi-weekly "List of Letters Remaining at the Post Office" which appeared in *The Sun* and then, if not claimed by the addressee, forwarded to the Dead Letter Office. The lists of unclaimed letters were generally lengthy, but, of course, included all types of undeliverable mail in addition to unpaid local letters. Whenever the Carrier Department had occasion to advertise separately it generally included a warning relative to the importance of prepayment, a typical advertisement being the one that appeared February 13, 1852 in an attempt to ease the problem incidental to the expected heavy mailing on St. Valentine's Day:

> "In sending Valentines to be delivered by the postoffice carriers, persons concerned will bear in mind to use the deposit boxes at the various stations throughout the city, and prepay each one (thereby saving an extra charge of two cents) by carrier stamps, a supply of which may be had at the stations, or at the postoffice. They should also be careful in the address to give the street and number of the house."

Apparently Postmaster Maddox's reorganized carrier service handled the steadily increasing volume of mail relatively satisfactorily for the next two or three years. On January 2, 1854 the following news item apepared in *The Sun:*

> "NEW ARRANGEMENT AT THE POST OFFICE — By an arrangement just made at the Baltimore Post Office, all bills, notices, messages, &c., enclosed in a carrier's 1-cent stamp, and placed either in the carriers' room at the office, or in any of the United States mail boxes, in different sections of the city, are distributed as directed without further cost by the several penny posts."

The new arrangement permitted for the first time the deposit of local carrier mail in the U. S. mail boxes throughout the city instead of having to take it to one of the carrier stations (branch post offices) listed in Maddox's notice of July 1, 1851. This constituted a significant improvement in service to the public and was developed by Colonel Jacob G. Davies, the successor to Charles T.

Maddox. The "several penny posts" referred to in the news item were, of course, the various carrier routes or districts — the use of the term "penny post" in this context was quite common.

> Another interesting news item appeared on October 29, 1855:
> "LETTER CARRIER SERVICE — There is much more labor performed in the Baltimore Post Office than many persons are aware of, and very fatiguing and laborious work, too. The fact will appear when it is known that during the quarter ending 30th September, 1855, there were delivered 198,077 letters, 4,857 circulars and 35,837 newspapers. This responsible service was performed by 16 carriers."

The sixteen carriers mentioned are only two more than the fourteen listed in the 1851 notice, although the volume of mail handled must have increased substantially.

The appearance of the "Carrier's One Cent Dispatch" or "Eye" type stamps (Scott Type C2) in 1856 and the "Government City Dispatch" or "Horseman" type (Scott Type C3) in 1857 apparently indicated no major reorganizations of the carrier system in Baltimore. Rather, it is believed that they were merely issued as a result of a desire for changes in design. Postmaster Maddox, during whose administration the "Post Office One Cent Despatch" stamps had been issued, was succeeded on April 1, 1853 by Col. Jacob G. Davies, whose tenure of office extended until March 27, 1857. He appointed George P. Williar, a former carrier, as his superintendent of carriers. Why Davies, or Williar, decided on a new design for the carrier stamps in 1856 is not known at this late date, of course. Probably their decision was motivated by two major reasons; first, a natural desire to see something identified with their own regime in general use and second, a desire for a label whose inscription, "Carrier's One Cent Dispatch," more strongly emphasized the more or less independent status which the Carrier Department enjoyed than did the inscription on the previous issue. Davies was succeeded on March 27, 1857 by Dr. John G. Morris, Williar apparently carrying on as superintendent of carriers as he is thus listed in the 1858-69 city directory. Shortly after Dr. Morris' accession to office the "Horseman" type stamps were issued, again with a changed inscription, this time reading "Government City Dispatch." Again, there is no indication or recorded reason for the new issue or the change in inscription; the appearance of new stamps so shortly after the appointment of a new postmaster would seem to indicate that their issue was merely one of the routine changes so frequently instituted by any new administration. As has been stated before, the older types were not rendered obsolete as the newer types appeared, but continued in use apparently until supplies were exhausted.

To Be Continued

BACK NUMBERS OF THE COLLECTORS CLUB PHILATELIST

There is on hand a comprehensive stock of back numbers of this magazine. Not all, mostly the earlier issues, are available. Furthermore, the supply of others is down to five copies or less.

If interested in back numbers of the magazine, write to — Executive Secretary, 22 East 35 Street, New York, N. Y. 10016 for further information.

The U.S. Express Mail

The Steamer Oregon Handstamps

© Copyright Calvet M. Hahn, 1972

Misinformation and speculation have made the group of handstamps used on the Steamer Oregon among the least understood markings in postal history. Three handstamps were involved during the 1846-47 period. These are the 23 x 18mm red oval STEAMER/5/OREGON and its later cut-down version STEAMER/5 as well as the 25 x 18mm STEAMER/10 strike. This article attempts to set the Oregon handstamps in proper perspective. It gives:

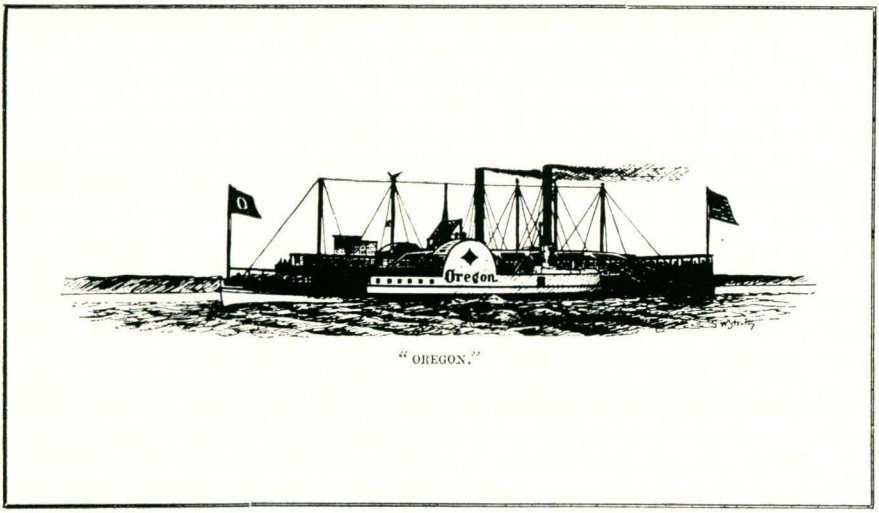
a) the history of the Oregon from its first appearance in 1845 through the period of the handstamps and ending with its final wreck in 1863 as well as information on its sister ships in the 1846-47 period when they played a postal history role. Their histories are carried from beginning to end as well.
b) the reason why there can be no STEAMER/10/OREGON handstamp.
c) a history of the wrecks of the Oregon. (Postal historians have veered, in print, from a fire burning the Oregon to the waterline to no wreck at all.)
d) the grounds for considering this set of handstamps as official U. S. Express Mail route agents markings.

History of the Oregon

The *Oregon* steamed on a number of waters. Its first route, as far as I have been able to ascertain, was on the Hudson River where she appeared on the 22nd of September 1845 as part of the Opposition 6 P. M. Line from New York to Albany with the *James Madison,* her sister ship, showing up on the 23rd. The *Madison* had been a steamer to Newburgh. At the time there was a rate war on the Hudson route with rates dropping from over a dollar each way to 12½¢. J. H. Morrison's excellent work on the *History of American Steam Navigation* notes that the *Oregon* ran on the Hudson from this date until October 28, 1845. Mr. Morrison ascribes the *Oregon's* purpose as "more than probable that she was put on to keep the opposition lines in check as much as possible." The fare on the *Oregon* was held at a dollar, while the *Madison* dropped to 1/- or 12½¢.

The *Oregon* had been built a short while before in New York City. She had a draft of six-feet and the hull was 318 x 35 x 10 feet. Built by Smith & Dimon of New York, there was one beam engine with the shaft forward of the cylinder in Hudson River style (the engine was by the Novelty Iron Works with an 11-foot stroke), the paddle wheels were 34-feet in diameter by 11-feet on the face. There were two flue boilers on the guards (Figure 1).

Mr. Morrison's book is the source for the initial Hudson period of the *Oregon.* A check of the New York *Courier & Enquirer* advertisements throughout this Hudson River period did not reveal an *Oregon* ad. All advertisements cited in this article will be from the *Courier & Enquirer* unless specified otherwise. The first regular appearance in the advertisements was on April 11, 1846 with the ad running through June 30th. This ad announced the placing of the *Oregon* on the Stonington run up the L. I. Sound.



"OREGON."

Figure 1. The Oregon in its heyday. This 318-foot boat was built during the summer of 1845 and it lasted until sunk off New York, in the North River, on October 22, 1863. Owned by "Liveoak" George Law there may have been a financial interest by another of the rail and steam buccaneers of the period — Deacon Daniel Drew — who definitely owned it at a later period.

"REGULAR MAIL LINE BETWEEN
BOSTON AND NEW YORK by the fast
and splendid Steamers OREGON & KNICKERBOCKER.
The steamer OREGON, commanded by Captain Wm. Rollins,
and KNICKERBOCKER, commanded by Captain S. Thayer
will run throughout the season from the first day of April, in
connection with the Stonington and Providence and Boston and
Providence Railroads leaving New York daily, Sundays excepted,
from Pier No. 3 North River at 5 o'clock P. M. and Stonington
at 9 o'clock P. M. or upon the arrival of the Mail Train from
Boston.
These steamers are unsurpassed in speed, splendor, and comfort
having each of them, 60 large commodious private state rooms and
berths for 500 persons besides large parlor rooms for families and
parlors.
The steamers are officered by the most experienced men and
will shorten the passage between New York and Boston from 1½
to 2 hours thereby arriving in ample time for all the lines running
from New York South and West and all the lines from
Boston North and East.
The OREGON will leave New York on Tuesday, Thursday, and
Saturday.
Leaving Stonington Monday, Wednesday, and Friday.
The KNICKERBOCKER will leave New York Mondon, (sic.)
Wednesday, and Friday.
Leaving Stonington Tuesday, Thursday, and Saturday.
N.B. Passengers upon termination of the steamers at Stonington
proceed directly to the splendid Railroad Cars to Providence
and Boston without any delay; and a Baggage Master accom-
panies each train to Boston to take charge of the Baggage.
For passage or freight, enquire on board the boat at pier no.
North River or of GEO. E. FAIRCHILD, No. 19 West Street
ap 11 or of JOHN B. RICHMOND, Providence"

This advertisement states things quite clearly. It gives a description of the appointments of the Oregon, sets forth the daily schedule (a schedule that was not deviated from throughout the 1846-7 period), gives the master (actually the ad first ran with Captain A. B. Littlejohn but that was soon changed), the sister ship, the owners, and the advantage the vessel brought to both the passenger and mail route.

To place this ad in perspective, it is necessary to examine some other advertisements. On August 26, 1845, a new ad appeared. It was signed by Fairchild and Richmond and was for the "Independent Line for Newport, Providence and Boston." The following year, from March 5th through March 30th, 1846 this Independent Line advertised a three times a week service each way using the Steamer *Neptune*. On March 31st, however, a new ad, signed by George Fairchild, stated that the Steamer *Oregon* would start the first of April.

On March 31st, 1846 an advertisement of the New Jersey Steam Navigation Co. appeared stating that the Stonington arrangements would cease on March 31st. On April 11, 1846 another ad for the "Regular Mail Line Between New York and Boston" cited the *Rhode Island* and *Massachusetts* as the regular boats. It stated further, "They carry the Great Eastern Mail." On April 20th running through June 5, 1846, a major ad appears for this line which is the New Jersey Steam Navigation Company:

"REGULAR MAIL LINE BETWEEN NEW YORK AND BOSTON Via Providence by Steamers and Railroads
REDUCED FARE AND FREIGHT
To Boston — Cabin $3; deck $2
To Providence and Newport — Cabin $2; deck $1
The arrangements of the N. J. Steam Navigation Company with the Stonington Railroad Company having terminated, the Steamboats on that route are withdrawn and will discontinue stopping at Stonington for either passengers or freight.
The Daily Mail Line, now re-established between New York and Boston, connecting with the Boston & Providence Railroad will run between New York and Providence direct every day except Sunday.
The Steamers of the Navigation Company consist of the Massachusetts, 1000 tons; Narragansett, 600 tons; Mohegan 400 tons; Rhode Island, 1000 tons. All well known and popular first class vessels built expressly for Long Island Sound, and by their construction, great strength and powerful engines are specifically adapted to its navigation. They are all furnished with Patent Life Boats, and in addition to the extensive cabin accommodations, have pleasant Private State Rooms.
Passengers will leave each place every afternoon, except Sunday, from Boston on the Mail Train and take the steamer at 6 o' clock at the Indian Point Depot in Providence, arriving at New York early the following morning. Those from New York from the established pier, No. 1, Battery Place at 5 o'clock, reaching Providence also early the following morning; and proceeding without delay in the Morning Train for Boston, after a comfortable nights rest on board the steamer without the annoyance either of ferry or of being disturbed at midnight to change from boats to cars, so much complained of, especially by ladies and families travelling between New York and Boston.
The boat will land at Newport going and returning.

For passage, Berths, State Rooms or Freight application may be made on board. In Boston at Redding & Co., 8 State Street, and at the Depot of the Boston and Providence Railroad. In Providence to the agent at the Depot at Indian Point; and in New York of the Agent on the wharf, and at the office of the Company, No. 10 Battery Place.
In pursuance of the above, the fast and splendid Steamers RHODE ISLAND — Capt. Manchester, on Monday, Wednesday and Fridays — and
MASSACHUSETTS, Capt. Potter on Tuesdays, Thursdays and Saturdays.
Each of the above magnificent Steamers have commodious state rooms and can berth 500 passengers.
Freight taken at very reduced prices. Shippers will please notice that freight for New York by the steamer generally arrives in Providence several hours before that via Stonington. ap 20''

This line, the New Jersey Steam Transportation Line and the Fairchild line switch boats and captains during the year. At the beginning, however, the *Oregon* goes with the *Knickerbocker* to Stonington while the *Rhode Island* goes with the *Massachusetts* to Newport and on to Providence. Both meet the Mail Train to Boston though the Stonington-Providence Railroad is used first by passengers on the Fairchild line.

The New Jersey Steam Transportation Line was formed in February 1839 as the successor to the Cornelius Vanderbilt Transportation Line. It was on this line that Harnden made his first trips and which subsequently was used by him when he became the U. S. Express Mail route agent from New York to Boston. This contract lasted from Harnden's appointment July 8, 1842 (with James Gay and Edward L. Stone as the messengers) until his dismissal on February 14, 1844. His successor was probably J. S. Bancroft. We do find the *Boston Daily Evening Traveller* of December 5, 1846 with an advertisement as follows:

''U. S. EXPRESS
MAIL LINE
FOR NEW YORK
VIA PROVIDENCE & STONINGTON (Sundays excepted) . . .
J. S. Bancroft, Agent Sept. 22 Di Sept. f''

In 1845, Cornelius Vanderbilt and Daniel Drew obtained control over the Providence & Stonington Railroad. At the same time, Daniel Drew became President of the New Jersey Steam Navigation Company and continued as such for twenty years. In its founding, Mr. Vanderbilt undoubtedly acquired a substantial stock holding of the N. J. Steam Navigation. Thus both portions of the necessary Express Mail connection were set in the same hands.

Another party, the wiry-haired George Law also shows up. He began in steam navigation in 1844 when he purchased the *Neptune* and ran her as an opposition boat in 1844, 1845, and 1846. It should be noted that the Independent Line ad, previously cited, had the *Neptune* as the boat before the Independent's managers/owners Fairchild and Richmond added the *Oregon* on April 1, 1846. Presumably they were Mr. Law's partners.

Just as the L. I. boats are intimately tied with those on the Hudson — and even those on the Maine run — with Mr. Drew not only controlling the N. J. Steam Navigation but also the New York-Albany Peoples and Old Line Association, we find Mr. Law linked up with Mr. Vanderbilt. Both Vanderbilt and Law had substantial financial interests in the Long Island Railroad. At the same time, the handling of the *Oregon* as an ''Opposition'' boat on the Hudson in 1845 suggests some link to Mr. Drew.

The *New York Express* of August 12, 1844 carries the note of the first train to Boston via the Long Island. It went to Greenport and then the 120 through passengers took the steamer *Narragansett* to Stonington and followed the Providence & Stonington and Providence and Boston Railroad to Boston. While this first train left on the 10th, the New York Postmaster, John Lorimer Graham on the 8th put in a three-times ad announcing:

"August 7, 1844
EASTERN MAIL — On and after the 9th instant, until further notice, an extra mail for Boston will be despatched from this office via the Long Island Rail Road daily (Sunday excepted), leaving Brooklyn at 7½ o'clock A. M. Letters or papers intended to be sent on that route must be deposited at or before 6 A. M."

This *Journal of Commerce* ad was followed by one in the New York *Express* of November 2 noting that the *Mohegan* would be the boat out of Greenport for Stonington on Tuesdays, Thursdays and Saturdays. On November 23, 1844, the *Express* carried the notice that the Stonington-Boston route was Mondays, Wednesdays and Fridays and via Norwich on other days. (This latter is the Allyn's Point route).

With this data, we can see that Mr. Law through his interests in the Long Island had his hands on the Express Mail business. We also note that the boats used with this service were either Mr. Vanderbilt's Norwich line or Mr. Drew's N. J. Steam Transportation Line. The writer believes that the shift in advertisement of the Independent's heading on April 1, 1846 from the Independent to that of Regular Mail Line indicated a shift in some of this Mail business.

Mr. Law is called by Mr. Morrison, the owner of the *Oregon*. Throughout the period of April 20 through June 5, 1846 both the Navigation Company and the Independent Company advertise as the REGULAR MAIL LINE. On June 6th, the New Jersey Steam Transportation announces a fare cut to $2 to Boston. This advertisement runs through June 30th. On July 1st, two ads give a different picture. The *Oregon* does not appear, during the first two weeks of July in advertisements.

"REGULAR MAIL LINE BETWEEN
BOSTON AND NEW YORK by the fast
and splendid Steamers MASSACHUSETTS &
KNICKERBOCKER.
The Steamer MASSACHUSETTS, Captain Potter and
KNICKERBOCKER, Capt. S. Thayer, will run throughout
the season in connection with the Stonington
and Providence Railroad . . .
Office No. 10 Battery Place jy 1"

Directly below that is the following ad:

"TO BOSTON VIA NEWPORT AND PROVIDENCE DIRECT
From Pier No. 3 North River . . .
The RHODE ISLAND, Captain Manchester . . .
Monday, Wednesday and Friday . . .
The NEPTUNE, Captain Rollins on Tuesday,
Thursday and Saturday . . .
Apply No. 10 Battery Place. Jy 1"

On July 6, 1846, the following appears:

"FOR SALE — The staunch steamers NARRAGANSETT and
MOHEGAN . . .
N. J. Steam Navigation Co., No. 10
Battery Place Jy 6"

Looking at these ads, it might be said that either the New Jersey Steam Transportation was in financial difficulty or a takeover of the Independent Line was in the works. Two vessels are up for sale. The *Rhode Island* continues on its regular Newport-Providence run with a new companion, the *Neptune*, originally owned by Vanderbilt but now captained by Captain Rollins who had been on the *Oregon*. The *Massachusetts* is now on the Stonington run of the Independent Line.

On July 14th, however, whatever deal may have been contemplated seems to have fallen through for we find an advertisement almost identical with the one that ran from April 11th through June 30th including mention of Captain Rollins as the *Oregon's* commander. This Fairchild ad is followed on July 16th with another *Oregon* ad that runs through July 21st:

> "STEAMER OREGON — At the request of passengers going to Newport, the owners of the steamer OREGON have determined to run her to Newport immediately upon landing the Boston and Providence passengers at Stonington. This will give passengers the choice of the inside and outside routes at the same fare. The Oregon will arrive at Newport at 5 o'clock in the morning and leave at 4 o'clock in the afternoon arriving at Stonington at 7 o'clock the same evening to take the Mail Train from Boston to New York.
> Berths and State Rooms reserved at pier no. 1 N. River.
> jy 16 GEO. E. FAIRCHILD, Agent"

Directly below this advertisement are two others, also dated July 16, 1846:

> "TO BOSTON VIA NEWPORT and PROVIDENCE direct . . .
> MASSACHUSETTS, Capt. Potter Monday, Wednesday and Friday at 5 P. M. . . .
> NEPTUNE, Capt. Rollins, Tuesday, Thursday and Saturday at 5 P. M. . . ."
>
> "REGULAR MAIL LINE Between Boston and New York . . .
> RHODE ISLAND, Captain Manchester, Monday, Wednesday and Friday . . .
> KNICKERBOCKER, Captain S. Thayer, Tuesday, Thurdsday and Saturday . . . No. 10 Battery Place."

The complicated shifting of boats, captains, and routes continued as an advertisement two days later indicates. This ad runs from July 18 to July 23rd 1846:

> "REGULAR MAIL LINE BETWEEN BOSTON AND NEW YORK
> By the fast and splendid steamers
> RHODE ISLAND, Captain Thayer
> OREGON, Captain Rollins
> will run throughout the season in connection with the Stonington and Providence and Boston and Providence Railroad, leaving New York, daily, Sundays excepted, from pier 1, North River at 6 o'clock P. M. and Stonington at 9 o'clock P. M. or upon the arrival of the Mail Train from Boston . . .
> OREGON leaves New York, Tuesday, Thursday and Saturday. Leaves Stonington, Monday, Wednesday and Friday . . . jy 18"

The same advertisement is repeated on July 24th with one change. The *Rhode Island* is captained by Captain Manchester and the *Oregon* by Captain Seth Thayer. This ad continues until November 23, 1846. It is the advertisement applicable to the first handstamps of the *Oregon*. The key fast boats and the key captains of the two services are combined into the Stonington run. The other boats no longer advertise as part of a "Regular Mail Line."

The following day, November 24, 1846, we find a new advertisement which runs throughout the remainder of the year:

> "REGULAR MAIL LINE BETWEEN BOSTON AND NEW YORK
> By the fast and Splendid Steamers MASSACHUSETTS, Capt. Potter and GOVENOR, (sic.) Capt. Thayer . . . n 24"

The *Oregon* does not appear again in advertisements until the Spring of 1847. Mr. Law challenged Mr. Vanderbilt to race the *Traveler,* which was on the New Haven run, but as it was just sold the challenge was not picked up. He then challenged the *Atlantic* and an agreed upon challenge race was set for December 1846, without passengers. This September 3rd challenge for $5,000 failed because the *Atlantic* was lost November 25th off Fisher's Island.

Just why the *Oregon* was taken off the run at this point is partially explained by an editorial note in the *Courier & Enquirer* the next day, November 24th:

> "By representations to us, it appears that travellers to the East on this line will have the advantage of the strongest and finest steamers during the winter season. The *Massachusetts,* always a favorite on the Sound and the *Governor,* equally popular on the route East from Boston will form the line. With such steamers the navigation on the Sound will be rendered comfortable and regular during the most boisterous weather."

Thus one explanation is the need for a strong steamer for the winter weather. A second appeared in an editorial on November 18th which referred to "The late accidents to the Steamboats on the Sound". Both the *Oregon* and *Rhode Island* were wrecked in early November and thus not suited to the winter season. Winter could be rough. A hurricane swept the Atlantic coast during mid-October and a number of vessels went aground or were wrecked. A third possible explanation was the desire to get the *Oregon* in shape for the December challenge race with the *Atlantic,* not realizing that the latter would be wrecked in the storm of November 25th.

On May 18, 1847 the *Oregon* was back on the Stonington run with "Liveoak" George Law on board while the *Bay State* was on her maiden run to Fall River. Law saw the opportunity and set a race and in spite of Law's requests to have the steam "raised a peg", the *Bay State* crossed the *Oregon's* bow, decisively beating her. The *Bay* was not about to repeat the challenge for fear of losing a second time around and so Law was required to try elsewhere. He challenged the new *C. Vanderbilt* and the race was held June 1, 1847 from New York to Sing Sing with a side wager of $1,000. The *Oregon* won making the race in 3¼ hours but in passing the *Vanderbilt* had her starboard wheel much damaged when the *Vanderbilt* ran into her.

The damage was apparently sufficient to remove her, for the *Oregon* is not cited in the June ads but rather the *Massachusetts* and *Governor* are listed. On June 14, 1847 the results of the race had a different effect for a new vessel is added:

> "On or after Monday June 14 — Steamers leave New York at 6 P. M. because of superior speed — new steamer C. VANDERBILT, Capt. Potter . . ."

Thus the *Massachusetts* was replaced by the *Vanderbilt* while Capt. Potter shifted over. The *Governor* continued with Capt. Thayer. This ad ran until August 2, 1847. At that point we find both the *Oregon* and *Rhode Island* are back on the Stonington run. This set of ads continues until August 26th when the *Rhode Island* is again removed and the *C. Vanderbilt* and *Oregon* make up the Stonington team:

"REGULAR MAIL LINE . . . CORNELIUS VANDERBILT, Captain Potter and OREGON, Captain Thayer . . . in connection with Stonington . . . a26"

On the 25th, the time of leaving is changed to 4 p. m. rather than 5 p. m. effective October 11th. On November 8th we find another shift. The Stonington times are now 4 P. M. and 9 P. M. and the *C. Vanderbilt* is found with Captain Thayer and the *Rhode Island* is listed without a captain. A captain, Potter, is listed for the *Rhode Island* on the 10th. On December 8th the same advertisement appears with the *Massachusetts* substituted for the *Vanderbilt* and on December 28, 1847 the *Rhode Island* with Captain Thayer is listed. By January 22, 1848, the *Massachusetts* is listed with Captain Seth Thayer.

The *Oregon* thus leaves the line on November 7th, 1847; it does not return. Captain Thayer, however continues on one boat or another. The *Oregon* shows up for two weeks in November 1847 on the People's Day Line running from New York to Albany presumably starting on Monday the 8th as the last boat into Albany is on the 26th.

The question of who owned the *Oregon* should be raised here. The People's Line was "Deacon" Drew's line and Dan Drew bought the *Oregon* from George Law supposedly in May of 1848. However, the way in which the *Oregon* was previously handled as an almost phoney opposition boat in 1845 suggets that Drew may have had a piece of ownership previously. Certainly the financial affairs of the rail and steam buccaneers Drew, Vanderbilt, Law, etc. were complex and even today not completely unraveled. They had their fingers into all the key rail and boat lines from Maine to the Great Lakes and down to Panama.

In any case, the *Oregon* was part of the People's Line Without Landing 6 P. M. It began the season during the first week of May 1848 and lasted that season and through the 1849 season until it was sold at auction in the Merchant's Exchange on December 26, 1849. There it was bought by a Mr. Dean for $36,000 topping the price of the well known *South America* and *Rochester* but not the *Hendrick Hudson* ($48,000) or *Isaac Newton* ($127,000). In 1850 we find the *Hudson, Newton* and the *Oregon* comprising the People's Line 1st Class 8 P. M. The *Oregon* did not run all the time as did the other two. In February 1851 the *Oregon* and *Hendrick Hudson* opened the season on the 25th with the same line. In 1852, the *Oregon* was downgraded by the People's Line to the 2nd Class 7 P. M. run with the *Rip Van Winkle* and *New World.*

In 1853, the *Oregon* was part of the Troy 6 P. M. line until July 1 when the *New World's* boiler collapsed. She was then moved to the Day Line 7 A. M. and lasted there until replaced by the *Francis Skiddy.* The *Oregon* was apparently sold in late 1853 or early 1854 prior to the reorganization of the People's Line. While the *Oregon* had stopped at Hudson in 1850, she probably did not move onto the Hudson run until 1854 upon Drew's sale of her. We find her on the Hudson New York run, leaving New York on Tuesdays, Thursdays and Saturdays under Captain C. F. King in 1857 or later as part of the Haviland, Clark & Co. line. Her final demise is reported by Robert Dalton Harris who has done extensive research on this boat as having taken place on October 23, 1863 or the day before according to a *New York Times* story which cites a collision with the *City of Boston.*

The Wrecks of the Oregon

The year 1846 was not a lucky one for the Oregon. She began the season with a wreck as recorded in a letter owned by the writer dated April 25, 1846 from Stonington, (Figure 2):

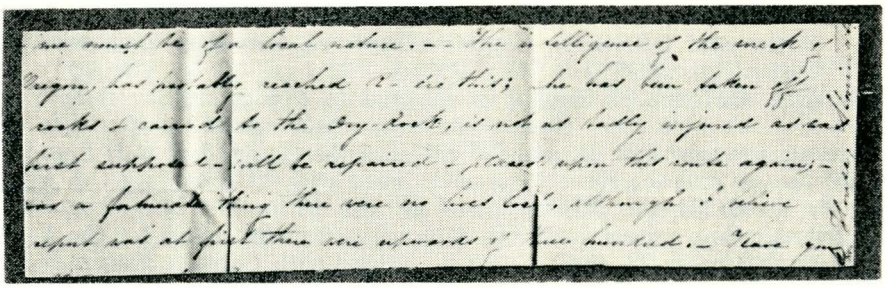


Figure 2. Description of one of the wrecks of the "Oregon" contained in a letter dated April 25, 1846 from Stonington to New York. It was carried to New York and put into the mail there either on the "Knickerbocker" or the "Massachusetts." It received a straightline STEAMBOAT handstamp in New York, before being forwarded to Rochester.

> "The intelligence of the wreck of the Oregon has probably reach R — ere this; she has been sunken off the rocks and carried to the Dry-dock, is not as badly injured as was at first supposed — will be repaired and placed upon this route again; — it was a fortunate thing there were no lives lost although I believe the report was at first there were upwards of three hundred."

This letter probably explains the dropping of the Oregon ads from the 1st of April to the 11th of April 1846. The next significant wreck is recorded in the *Courier & Enquirer* on November 2, 1846:

> "The Steamer *Oregon* which left here Saturday P. M. with the mails for the steamer which sailed yesterday at noon ran foul near Hell's Gate of the bark *John Stroud* of Thomaston. She received considerable damage, losing her smoke pipes, having her bulworks stove, etc. P. M. Greene of Boston who was on board went to New Bedford to arrange for the mail transportation and a locomotive was dispatched over the Long Island leaving this city at 11:30. We learn they reached Boston in time for the steamer. He was aided by Messrs. Harnden & Co. The passengers, freight, etc. were taken on board the *Narragansett* which left this city for Stonington yesterday morning at 7 A. M."

Thus the steamer was wrecked on Saturday October 31st. The very same day her sister ship the *Rhode Island* was wrecked on the trip south from Stonington. We find in the paper of November 3, 1846 the following:

> "The *Rhode Island* which left Stonington at 12 on Saturday lost her rudder about 6 miles beyond Huntington and soon after a sea struck her on the side and broke the long braces. She drifted till near shore. Her lifeboat put out but was broken in two by the seas. A large quantity of freight — 150 cases — was dumped. The passengers came ashore Sunday afternoon . . ."

The *Rhode Island* had been built for the Transportation Company (Vanderbilt's Line) in 1836 by Bell & Brown of New York with a square engine designed and built by James P. Allaire. The *Rhode Island* was sold by the successor N. J. Steam Transportation Co., apparently around July 18th, to the Regular Mail Line now held by the Independent Company. The gold fever finally caught the *Rhode Island* and she left New York January 25, 1850 and on the 29th foundered in a violent gale with the loss of several lives.

As was noted previously, the *Oregon* had barely recouped from her 1846 wrecks before "Liveoak" Law decided to challenge the *Vanderbilt* and again

had to take the *Oregon* off for a while to repair the damage of the ramming. It is fitting therefore that with accidents playing such an important part in the Oregon's postal history role, she should finally succumb to an accident and not end up in a yard being skeletonized.

The final act of the *Oregon* was played out in New York harbor as she was on the New York-Hudson run. It happened October 22, 1863 after nearly a decade on the Hudson run: The *New York Times* reported it:

> "Yesterday afternoon a collision occured on the North River opposite the city between the two large steamers the *City of Boston* of the New York and Norwich Line and the *Oregon* of the New York and Hudson Line. The former had left her dock with passengers and freight for Norwich and the later with the same for Hudson. The collision resulted in the sinking in a few minutes of the *Oregon* which was cut in two. Providentially, miraculously, as it appears to those on board, no one was killed and but one slightly injured . . .
>
> The scene on the *Oregon* which rapidly began to sink immediately after being struck was one of the wildest confusion. Fortunately the two boats remained fastened together for about ten minutes which enabled many of the *Oregon's* passengers, upwards of 100 in number, to escape. The balance were saved by the timely arrival of the steamtug *Sam'l L. Brewster* . . . None of the freight or baggage was got off . . . Sank in 30 feet of water . . ."

(To Be Continued)

1972 PROGRAM OF MEETINGS

June 7th	— *LICHTENSTEIN-DALE NIGHT*—Anne Boyd Lichtenstein Foundation
	Summer Recess
September 20th	— *VALENTINES*—Jules G. Plancquaert, Brussels, Belgium
October 4th	— *GREECE*—Ronald A. G. Lee, London, England
October 18th	— *BERMUDA*—Sir Henry J. Tucker, Paget, Bermuda
November 1st	— *PHILATELIC FOUNDATION NIGHT* — Philatelic Foundation, N. Y.
November 15th	— *SOLANO COUNTY (California); Express Covers, Ghost Towns, California Penny Post, Generals Vallejo and Denver, and other Fascinating Historical Characters*—William C. Robbins III, Oakland, California
December 6th	— *UNITED STATES*—Wilber H. Schilling, Minneapolis, Minnesota
December 20th	— *BOARD OF GOVERNORS OPEN HOUSE*—Robert P. Odenweller, Theo Van Dam, Co-chairmen

The Clubhouse

Program Committee Report for the Annual Meeting of the Collectors Club, 12th Jan., 1972

The 1972 program of speakers will be in the January issue of the Collectors Club Philatelist and the printed programs are available to the members. New with the 1972 program are a number of features which should make the talks more informative and the evenings more pleasant than ever for the membership.

These innovations include:

1. A preview paragraph to be run in the CCP giving a precis of what to expect at the talk.
2. A single page summary which will be made available to all who attend giving the important features of the dispaly. This has the added features of:

   A. Giving the members of the audience a chance to inspect the display before the talk, with the opportunity to scrutinize closely the more important items to be discussed, and

   B. Providing those who attend with a permanent record of the meeting.
3. Opening the display for viewing at 7:30 to allow a longer time for inspection, and
4. A respectful request that those who attend who are smokers, kindly refrain from smoking for the hour that the meeting is in progress as a courtesy to the speaker and to those members of the audience who do not smoke.

The diversity of the 1972 program was calculated to provide the widest coverage possible from which to appeal to the interests of the greatest number of members possible without repeating subjects which have been well covered in recent years. Accordingly we will have, for those who have not been able to dissect the program, 5 speakers from Europe, 1 from Bermuda, 2 from considerable distance within the U. S. A. in addition to our local speakers, covering subject including alphabetically Africa (2), Asia (2), Australasia (2), Bermuda (1), Europe (3), North America (3), South America (2), and featuring 1 show by members of the trade, 3 specials, 1 on topicals, 1 distaff speaker, 2 on Postal History, and 1 first time speaker.

We hope that you will enjoy the 1972 program as much as it was a pleasure assembling it for you.

Robert P. Odenweller and Theo Van Dam,
Co-Chairmen Program Committee

Report of the Program Committee

The time and energies that went into the planning of our 1971 programs seem to have resulted in a year that fittingly marked the diamond jubilee of our club. Some members who attended some or all of the various meetings expressed satisfaction both verbally and by letter.

We are particularly grateful that all programs were staged as planned. There was not a single need of making substitutions because a speaker could not arrive. And this in spite of the fact that six came from other domestic cities and three from overseas countries.

The interest and quality of all programs were such that it became excessively difficult to single any one as having been THE best. An informal poll

of members who attended most if not all the years meetings leads your chairman to name the Thurn & Taxis display and discussion by Arthur Salm, of Chicago as that which had the finest material and evidenced thorough philatelic knowledge of his subject. A special vote of appreciation is extended to the Bureau of Engraving and Printing, and Goeffrey Osborne for their presentation of U. S. and Bermuda-Gibraltar programs. The evening at which President John Hubbard and Secretary George South treated us to the showing of 20 RPSL members' collections was one of the most outstanding programs in the club's history and stands as a glowing example of the close relationship existing between our institutions across the Atlantic.

In surrendering the chairmanship I express my appreciation to the Board for having entrusted me with this job. I would like to point out that the only expense to the club has been the payment of dinner bills for our guests on meeting nights. Your chairman has arranged not only for all correspondence and telephone costs involved, but also the meeting of those guests at stations and airports and in some cases their stays in New York. All of this, which I estimate to have been in excess of $200 or the three years, I contribute to the club.

Ernest A. Kehr, *chairman*

Report of the Library Committee

The year 1971 saw not only the continuation of programs initiated in the past, but also major physical innovations in the Library.

The range of our coverage through periodicals was broadened significantly. Over 100 new periodicals were added to our shelves. This, plus the normal increase in books through outright purchase and donations, continues to put pressure on the space available in the Library.

The Library Committee was aproached by a firm in Boston with a view to the publication of our card index. After deliberation, it was decided to postpone this project until sufficient clerical help is available to update and revise the index.

In an herculean undertaking, and as part of the general renovation of the Club in connection with its 75th Anniversary, the regular stamp catalogues were moved from the 3rd floor to the 4th floor, where the shelves had been reconditioned. After the removal of a large shelf on the 3rd floor, the auction catalogues were rearranged in that location.

We have contracted for the installation of rails in the basement as a means to greater efficiency of shelving in this area. This should help to overcome the chronic lack of space which the Library had had to endure.

Your Library Committee chairman continues to express amazement and appreciation for the work accomplished by his dedicated fellow committee members, without whom the Library would simply not be able to undertake many of its varied projects. In spite of this, new assistance is urgently solicited.

And finally your chairman wishes to express his thanks to our Librarian, Mrs. Josephine L. Eldridge, without whom, quite frankly, nothing would work.

William H. Miller, Jr.

Annual Report of the House Committee

During the past year the usual small problems came up — elevator did not work — air conditioner quit. Oil Burner adjusted new thermostat and other minor details from time to time including leaks on roof and because of some carelessness by someone, we had a flood on the third and fourth floors the day of the Collectors Club Open House.

The entire club house has been refurbished. The four floors painted, new carpet and rugs, new lights, most of the furniture ahs been repaired, recovered or refinished. Some tables, chairs ,rugs, etc. have been disposed of.

The old clubhouse is as new as possible inside.

Without going into detail, Walter Garvey, Mrs. Pritchard and the House Committee survived hours of confusion and frustration.

Some things still need attention. The cellar and the cellar stairs. The Library Committee has work to do. The Meeting Room needs some attention.

Any building that is used as much as ours is by so many people so many times must have things done every year. It would be wise for future House Committees to do some work every year rather than go through what we did this year. It also would be more economical.

Ezra D. Cole

Mounting and Exhibition Committee Report — 1971

This Committee, as in the past, has performed its functions of assisting our guest speakers and exhibitors in displaying their respective collections at our program meetings.

With the celebration of the 75th year of our Collectors Club, and the commemorating of this eventful year with ANPHILEX '71 at the Waldorf-Astoria Hotel, this committee had the resposibility of mounting about 65 members exhibits in a special section of the Show. It was done through the wonderful and devoted assistance of many volunteer members under the able guidance of Vice President Alex Rendon and others. The hospitalization of your chairman during this eventful period was most regretful and I am sincerely grateful to all those many friends who carried out this onerous task.

We are still planning a better method of mounting or even possibly changing and resetting the club frames. Mr. Ernest A. Kehr, our distinguished member of many talents, has been working on this. Any ideas on improving thse wall frames will be most welcome.

Again, may I thank the many members who were so helpful and especially during my illness.

Respectfully submitted,
Irwin M. Yarry, *Chairman*

Report of the Treasurer

The Collectors Club operated on a cash budget during the year ended 1971.

We were fortunate that our Capital Fund has now been able to play the hole for which it was intended. During the year, $25,000 representing most of the income from 1970 and 1971 was transferred to the General Fund, of this, approximately $15,000 was used for long postponed house repairs, maintenance and furnishings, $1,500 for our 75th anniversary celebration, and $4,000 for additional insurance premiums, which were paid this year on a cash basis. The balance was used for current operating expenses, including an additional $2,700 printing costs for the Collectors Club Philatelist. This latter increase again, is a result of our cash basis accounting.

Principal of the Capital Fund, however, remains inviolate at about $172,000, with current annual income exceeding $13,000. It is foreseen for 1972, that some income from the Capital Fund will continue to be required to meet current needs.

A detailed audited statement will be prepared by our accountants and the certified report will be published in a forthcoming issue of the C.C.P.

Howard B. Lee

Annual Report of the Secretary Collectors Club of New York

January 12, 1972

During the past year the membership of the Club rose by 26 members compared with only 6 in 1970. While the number of new members admitted increased to only 76 from 75 in the preceding year, there were 14 reinstatements in 1971 versus 5 the year before. In addition there were two fewer resignations than in 1970 and deaths of memebrs decreased from 23 to 15.

The statistical report follows:

Total Membership Jan. 1, 1971		1160
Members lost by death	15	
Resignations accepted or dropped for non-payment of dues	58	
	73	
Members admitted in 1971	76	
Reinstated	14	
	90	
Total members December 31, 1971		1177
Honorary & Life members		9
		1186
Resident members	280	
Non-Resident members	752	
Overseas	145	
	1177	
Hon. & Life	9	
	1186	

Richard S. Wilson

Necrology

Resident

Jan Bart
Harry S. Heymans
Warren G. Kauder, M.D.
Albion H. Koestler

Non-Resident

Deane C. Bartley (previously resigned)
Norbert Berger
LeRoy C. Brown
Richard A. Finkel
Roberto Garcia-Larranaga
Harold B. Howard
Merrell R. Kirkland
Albert A. Kronenberg-Sommer
Philip T. Manly
Michael Newbury
J. H. Scruggs, Jr.
Robert W. Wiseman

The minutes of the Board of Governors are in order and up-to-date. All correspondence has been taken care of and there is no business of any consequence pending.

I wish to thank Mrs. Anne W. Pritchett, the Executive-Secretary, for her valuable assistance during the past year.

Respectfully submitted,
Richard S. Wilson
Secretary

The Library

The Library Committee reports the acquisition of the following:

Scott's Postage Stamp Catalogue. 1972. 128th Edition, Volume III. 923 pages. Illustrated. Scott Publishing Co., Omaha, Nebraska. Soft cover. Courtesy of the publisher.

Scott's Specialized Catalogue of United States Stamps. 1972. 50th Edition. Scott Publishing Co., Omaha, Nebraska. 736 pages. Illustrated. Soft cover. Courtesy of the publisher.

Thirty-seventh American Philatelic Congress Book. 1971. Edited by David C. Stump. An American Philatelic Congress Publication. 227 pages. Illustrated. Clothbound. Courtesy of the Society.

St. Vincent by Arthur D. Pierce, J. L. Messenger, and Robson Lowe. Published by Robson Lowe Ltd., London, England. 1971. 184 pages. Illustrated. Hard cover.

A List of Books on the Postal History, Postmarks and Adhesive Postage and Revenue Stamps of Great Britain. Second Edition. Compiled by Arnold M. Strange. Published by Great Britain Philatelic Society, London, England. 1971. 48 pages. Cardboard cover.

Les Preobliteres dans le Monde by L. Philippe. Edited by Le Monde des Philatelistes, Paris, France. 1970. 56 pages. Illustrated. Paper cover. French text. Gift of Mr. Morton Morris.

German-English Philatelic Dictionary. Compiled by Chapter No. 7 of the German Philatelic Society, Fort Lauderdale, Florida. The Germany Philatelic Society, Fort Lauderdale, Florida. The Germany Philatelic Society, Inc., Valapraiso, Indiana. 1969. 101 pages. Cardboard cover. Spiral binding. Gift of the Society.

American Air Mail Catalogue. Volume Four. Fourth Edition. Deluxe Edition. Published by The American Air Mail Society. 1971. 539 pages. Illustrated. Hard cover. Courtesy of the Society.

UN Philatelic Publications by Jim Becker. UN New York/Geneva. 1972. 8 pages Photocopies. Soft cover. Gift of Mr. H. E. Conway.

The Graf Zeppelin's Flights to South America by Walter Curley. Cardinal Spellman Philatelic Museum, Weston, Massachusetts. 1970. 98 pages. Illustrated. Soft cover. Courtesy of the Museum.

Classification for Philately and Postal Service by Marion D. MacWilliam, Walter Curley, and Mary Jane Schmidt. Cardinal Spellman Philatelic Museum, Inc. 1970. 173 pages. Three-ring binder. Gift of Museum.

Advanced Philatelic Research by Patrick Pearson. Published by Arthur Barker Ltd., London, England. 1971. 140 pages. Illustrated. Hard cover. Courtesy of the publisher.

The Letter Box by Jean Young Farrugia. Centaur Press Ltd., Fontwell, Sussex. 1969. 282 pages. Illustrated. Clothbound. Gift of Publisher.

Canada & Newfoundland Postal Stationery Catalogue by J. F. Webb. Published and printed by Jim F. Webb, Thornhill, Ontario, Canada. 1970. 55 pages. Illustrated. Paperbound. Courtesy of the author.

Colorado Postal History: The Post Offices by William H. Bauer, James L. Ozment, and John H. Willard. J - B Publishing Co., Crete, Nebraska. 1971. 248 pages. Illustrated. Clothbound. Courtesy of Publisher.

The Dale Collections: British North America

The Dale Collections: British and South America. Auction Catalogues with prices realized. H. R. Harmer, Inc., New York. 1971. Bound volumes. Gift of Mr. B. D. Harmer.

RFD The Changing Face of Rural America by Wayne E. Fuller. Indiana University Press, Bloomington, Indiana. 1964. 361 pages. Hard cover. Compliments of Publisher.

The Postal Stationery of the United States Possessions and Administrative Areas. 2nd Edition. Austin P. Haller, Editor in Chief. United Postal Stationery Society, Albany, Oregon. 1971. 269 pages. Illustrated. Cardboard cover. Compliments of Society.

B.P.A. Philatelic Societies' Year Book 1970-1971. Compiled and published by The British Philatelic Association, London, England.

B.P.A. Philatelic Societies' Directory 1971-1972. Compiled and published by The British Philatelic Association, London England.

Collect British Stamps. Ninth Edition. Stanley Gibbons Ltd., London, England. 41 pages. Illustrated. Paperbound. Courtesy of the Publisher.

Album: Medicine on Stamps by Joseph H. Kler M.D. Minkus Publications, Inc., New York, New York. 1969. Courtesy of the Publisher.

Photocopy: *The United States First Issue Revenue Stamps (1862-1871).* By Carl W. Georgi. 1962. Published by the author, Buffalo, New York. Gift of Mr. William German.

Suisse Liechtenstein Catalogue 1972. Ernst Muller, Aeschenof. 248 pages. Illustrated. German and French text. Paperbound. Courtesy of the Publisher.

Checklist of Canadian Official Stampless Covers since 1963. Edited and published by William Pekonen, Cloverdale, British Columbia. 1968. 66 pages. Illustrated. Cardboard cover. Gift of the Author.

Good Bibliographic Practice by James Negus. American Philatelic Research Library, State College, Pennsylvania. 1971. 60 pages. Cardboard cover. Compliments of Research Library.

Handbook of the Postage Stamp Varieties of China 1942-1960. Edited and published by Carasan Company, Culver City, California. 1970. 11 pages. Illustrated. Paper cover. Gift of Mr. P. B. Woodward.

Speciale Catalogus 1932 31e. Nederlandsch Vereeniging Van Postzegelhandelaren, Gravenhage, Netherlands. 1972. 592 pages. Illustrated. Dutch text. Paperbound. Gift of Mr. Johannes de Kruyf.

The Cumberland Collector 85th Anniversary Commemorative Edition 1886-1971. Nashville Philatelic Society, Nashville, Tenn. 1971. 56 pages. Illustrated. Cardboard cover. Compliments of the Society.

Another One Hundred and One on the UN by Herbert E. Conway. Published by Herbert E. Conway, United Nations Plaza, New York. 1971. 74 pages. Illustrated. Cardboard cover. Gift of the author.

Vignettes of Russia, The Non-postage Stamps of Imperial Russia Issued prior to August, 1914 by Emile Marcovitch. William Ittel, Pittsburgh, Pennsylvania. 1971. 94 pages. Cardboard cover. Gift of Mr. William Ittel.

Stamps Tell the Story of the Republic of China. Directorate General of Posts, Ministry of Communications, Republic of China. 1971. 28 pages. Color Illustrations. Cardboard cover. Gift of Publisher.

Trolley Car Mail Service in Philadelphia 1895-1915. Compiled by Wylie H. Flack and Robert J. Stets. Associated Stamp Clubs of South Eastern Pennsylvania and Delaware, Inc. 1971. 22 pages. Illustrated. Cardboard cover. Gift of Mr. Albert Higgins.

(Continued on Page 178)

Where Has This 1847 Cover Been For 124 1/2 Years?
or
AN AMAZING FIND IN INDIANAPOLIS

By J. David Baker



How astonished would you be to be hard at work in your library on an estate tax problem — reach for Burns' Annotated Indiana Statutes Volume on Estates and Wills to look up a judicial decision — the book opens to a page in which the cover seen here has been hiding, since? This volume is dated 1926; where had it been prior to this time, who knows?

As you examine the cover you note that it is postmarked "New York JUL 2 10 cts," that it bears a magnificent and incomparable 10c margin pair (which appear to have been meticulously severed from the original sheet) with short transfer positions (61-62L). The stamps have been cancelled with the familiar red square New York grid and are well tied by both this grid and a blue manuscript cancel. The cover was endorsed by R. B. Duncan, Clerk of the Marion County Circuit Cour, "Filed July 8, 1847," which definitely establishes the date posted as Friday, July 2, 1847, the earliest use of this issue yet to be recorded.

The previous earliest date was July 7 for the 5c and July 9th, the 10c.

Enclosed in this envelope is a five-page deposition of George B. Sherwood taken by "Stanley H. Fleetwood, Commissioner for New York appointed by the Governor of Indiana to take acknowledgment of deeds, depositions of witnesses, etc., to be used or recorded in Indiana," and bearing his official seal applied "30th day of June A.D. 1847."

The discoverer of this gem is Harry Mark, a tax consultant in Indianapolis. The Burns' Annotated Indiana Statutes in his library was purchased some time ago in an estate sale of a law library and, with other volumes, was placed in his shelves of reference books behind his desk.

The first question which came to Harry Mark's mind was, "Can this be a first day cover?" Immediately he examined the deposition and found the last entry dated 30th June 1847 (Wednesday) mentioned earlier. Since an urgency for the deposition had been expressed by the Clerk of the Circuit Cour of Marion County, Indiana in his communication (June 7th, 1847 letter attached to deposition) to the New York Commissioner for Indiana, and since this concluded this transaction one would assume that it would be promptly mailed at the post office the next day, Thursday, July 1, 1847, the date that it is known that stamps actually were received at the New York post office.

Stanley Ashbrook comments, "The 5c and 10c 1847 are listed as having been placed on sale on July 1, 1847 (Thursday), but we lack any actual proof that supplies of either were actually placed on sale on July 1. The official record show that no supplies of the 'forty-sevens' were sent out by the Post Office Department until July 1, 1847, and the only post office to receive supplies on that date was New York City. Supplies were not sent to any other office on that date. The second shipment was sent to Boston on July 2, 1847. I am assuming these official records are accurate. Whether or not the New York Postmaster, Robert H. Morris, actually placed any of the stamps on sale on Thursday, the 1st we do not know." (Special Service p. 112).

Philip Ward, Jr., writes ten years later, "While the catalogues, most publications and articles tell us that the stamps were issued on July 1, 1847, this is not in accordance with the facts. From records recently found in the Post Office files, it has been learned that the first shipment from Washington was made to New York on July 1, and this lot consisted of 190,000 5c and 55,000 10c. They could not have been shipped from Washington on July 1 and reach New York City in time for a July 1 sale. The second shipment went to Boston on July 2 — while the third lot went to Philadelphia on July 7." (Column in March 30, 1962, issue Mekeel's Weekly Stamp News).

Four years later Lester Brookman wrote, "Naturally it was the intention and the hope of the Government that these stamps would be available in at least the most important offices on the day the Act (of March 3, 1847) was to go into effect. However, due to delays in production which might be considered natural with the new venture, the first stamps were delivered to only one office, that of New York City, on the day they were supposed to be available, July 1, 1847 . . . No covers have been found at the date of this writing that were used on July 1, 1847, or for some days after that date." (The United States Postage Stamps of the 19th Century, Vol. I, p. 10)

The letters of Robert Morris, the Postmaster of New York at this time, were published in 1960 by Winthrop Boggs. Letter Number 17, July 7, 1847, is as follows: "PM Canandaigua. "Yours of the 5th is received. The proposed Stamps now used are issued and sold by the Department. The Post Bills with the column 'Paid by Stamps,' are furnished by the Department, and I am directed to make the entry as was done in my post bills of the 3rd of July. The Stamps are the evidence that the letter is paid and no stamp 'paid' is necessary . . ." (Robert Morris Postmaster of New York, Winthrop Boggs, p. 29)

This letter verified the use of postage stamps at least July 3rd and probably earlier, but how early?

Why did Philip Ward, Jr., say that the stamps were shipped from Washington when the plant of Rawdon, Wright, Hatch and Edson was located in New York City? Could Mr. Ward have been in error in his interpretation of the Post Office records rediscovered in 1962?

Now, back to the cover. If the stamps on this letter had been applied at the post office, the clerk most assuredly would have weighed the letter and, finding that its weight exceeded an ounce (which it does) but weighed less than an ounce-and-a-half, would have applied the required three 10c stamps.

Since this was not the case and only two were applied, it might be assumed that a sheet of stamps, or some quantity, were purchased by Stanley Fleetwood for his use. He applied at his office the two 10c stamps, considering them adequate, and mailed the letter on July 2nd. The post office clerk applied the grid cancel and New York handstamp, then checked the weight of the letter, only to find the applied postage inadequate. Thereupon, he applied the "10"

and felt impelled to also manuscript-cancel the stamps (the pen marks were applied on top of the handstamp grid) before sending the letter on its way—the balance of the postage being collected on delivery at Indianapolis.

Mr. Mark thought that the shortage had been discovered at the post office on July 1st and the 10 applied and the letter set aside until the additional postage was paid. Creighton Hart, who has seen pictures of this cover, comments, "It is wishful thinking to think that the stamps might have been put on July 1st and the postmaster (or postal clerk) held the letter until the next days because 10c was due. If this had been the case there would be a manuscript or handstamped Paid beside the "10" to show that 30c, the full rate, had been paid. It is also interesting to me that the stamps are pen cancelled as well as having the 13-bar square grid. Apparently at this early date the postmaster cancelled the stamp both ways, not being sure that the grid was sufficient."

So here we are with a new early date of July 2, 1847, and a first day cover until someone comes up with some new information to disprove it.

Your comments are invited. Please address all inquiries to the writer at P. O. Box 892, Indianapolis, Indiana, 46206.

(Continued from Page 175)

The Shanghai Postal System; Catalogue Section. Edited by Lyons F. Livingston and Charles W. Dougan. Published by L. F. Livingston, Towson, Md. 1971. 54 pages. Illustrated. Paperbound. Gift of Mr. Charles W. Dougan.

Stamps to Honor Copernicus by Myron E. Steczynski. Promien Magazine, Chicago, Illinois. Autumn 1971. 35 pages. Illustrated. Paper cover. Gift of the author.

Korean Postage Stamp Catalog. Korean Philatelic Agency, Seoul, Korea. 1971. 115 pages. Illustrated. Korean text. Paperbound. Gift of Mr. Ernest A. Kehr.

Cancellations, Censor and Registration Handstamps of Nauru by Keith de Vere Buckingham. Pacific Islands Study Circle of Great Britain, Worthing, England. 1972. 10 pages. Illustrated. Paper cover. Gift of the publisher.

The Australasian Stamp Catalogue. 1972 edition. Review Publications Pty. Ltd., Dubbo, Australia. 1972. 46 pages. Illustrated. Cardboard cover. Compliments of the publisher.

Schweizerischer Luftpost-Katalog. Schweizerischer Aerophilatelisten-Verein, Brunneliweid, Switzerland. 1971. 261 pages. Illustrated. German text. Cardboard cover. Compliments of the Publisher.

Arizona Philatelic Workshop Handbook by Al Friesen, Director with others. Western Postal History Museum, Tucson, Arizona. 1971. 77 pages. Illustrated. Cardboard cover. Compliments of the Museum.

Anphilex '71 Catalogue. Scott Publishing Co., Omaha, Nebraska, Courtesy of Anphilex Organising Committee.

The Collectors Club Philatelist Cumulative Index to Volumes 1 to 50, 1922-1971. Compiled by Ernest C. Wilkens and John D. Dowd. 71 pages. Cardboard cover.

The Coros Chronicle, Vol. XII, No. 5 to Vol. XVI, No. 5, October 1960-October 1964. Gift of Miss Beatrice Berner.

Gifts were received also from: Messrs. Ellery Denison, Robert G. Stone, Harry Holman, Ernest A. Kehr and Sol Whitman.

Book Reviews

American Air Mail Catalogue, Volume IV, Fourth Edition, edited by Joseph L. Eisendrath and others. Available from John J. Smith, 102 Arbor Road, Cinnaminson, New Jersey 08077. Hardcover, 541 pages, with illustrations and maps. Price $10.00.

This is the concluding volume of the Fourth Edition of the standard encyclopedia of aerophilately. Editor Joseph L. Eisendrath and his Editorial Board of selected experts are to be congratulated on a monumental task well done.

Volume IV contains the long awaited and superbly prepared chronological index to the four volumes. This readily enables the reader to locate any listed cover merely by looking up its date in this 58 page index. It thus provides an invaluable tool for the air mail collector.

Containing seven sections in addition to the index, this volume portrays the same excellent style that has been seen in the earlier volumes. Two of the sections represent supplements to sections appearing in prior volumes of this edition, "Interrupted Flight Covers" and "U. S. Contract Air Mail Routes." Both contain corrections and continuations. The addition of maps in the "Contract" section is most helpful and they are intelligently drawn.

The five remaining sections include "Philippine Island Flights to 1942, U. S. Souvenir Historical Flights, Early Foreign Flights, Foreign Flag Flights and The Jet Age." All represent exhaustive and careful studies.

Volume IV thus completes a wealth of information, much of which is unobtainable elsewhere. The American Air Mail Society deserves acknowledgement for its decision to undertake this updating of its catalogues. The result is certain to be beneficial to aerophilately. *(William H. Miller, Jr.)*

Reconstitution des Planches du Rayon II sur la Base des Reperes de Cases, Impression Noire by Ernst Muller, Basel. Publie dans la Journal Philatelique Suisse, Avril 1967 a Novembre 1968, avec l'aide du Fonds pour l'encouragemont de la Philatelie. 90 pages. Illustrated. 4 color plates. French and German text. Hard cover.

This very precise and highly specialized work deals with the plating of the 10 Rappen Rayoh II stamp of Switzerland. The stamp was printed during the years 1850-54, and was one of the first Federal issues. The original printing during the four-year period consisted of about seven million stamps, it is estimated that there are approximately 1% of this total in existence today.

The stamps were printed from seven litho-stones, the first stone had two plates, the other six had four plates each, giving a total of twenty-six plates. Each plate consisted of 40 stamps making a total of 1,040 types (26 x 40).

In this colossal work all of the types are illustrated with their individual differences (pit-marks, thicker and thinner lines, frame and line breaks, etc.) pointed out and their positions on the original stones noted. There are several color plates showing color varieties for all litho stones.

The research was originally started by Mr. H. Munk and was later passed on to Ernest Muller for further study and completion.

The book is beautifully put together, although printed in both French and German, it is easily understood, with less than four pages of text and over 1,200 illustrations.

The book is a "Chef d'oeuvre" in this field. *(Steve Pomex)*

The Congress Book, 1971, 37th American Philatelic Congress. 226 pages, illustrated. Published by the American Philatelic Congress, Editor, David C. Stump, 170 Steeplechase Rd., Devon, Pa., 19333. Price $6.00.

Exhibitor David C. Stump offered seventeen frames at the Rochester N. Y. Convention on September 24-26, 1971. The exhibit was not a medal winner. While there were several great rarities, most of the frames fell closer to the class of space-fillers in terms of the exhibits theme — "To disseminate philatelic knowledge."

Before reviewing the exhibit frame by frame, I should like to draw attention to two of the most important frames. These are the ones prepared by Herman Herst, Jr. on *Sheriff's Reward Cards* and the one by Robert Dalton Harris on *The First Postal Card.* Regardless of one's own interest, these two studies are of major importance to the field of postal history, and, for quite dissimilar reasons. Pat Herst set out to make two philatelic points: One, that a worthy collection could be built cheaply, and Two, that how you handle presentation is often more important than what you present. He didn't state the second objective, but it has permeated his philatelic writing and is quite evident in this offering. Other than these two points, Pat had nothing to say philatelically, but he said it beautifully. Any serious writer or exhibitor would do well to study this offering in detail to learn some of Mr. Herst's lessons. It is worthy of being classed as a serious and important contribution to philately.

Harris's study of the *First Postal Card,* while written in stump-footed German style, is worth every minute given to studying it. You may learn twice as much as you care to know about the post card, but in the process you learn research techniques applicable to any serious philatelic study. Harris has taken the blow-up process used by platers and applied it in a new field. He shows the micro-differences that can be found in any philatelic item and how they can be used as investigation tools. His previous work on the Troy handstamps show this. He also illustrates the importance of time-sequence analysis as a tool. In this study he uses it to derive data on color changes. He used the technique of statistical correlation, and standard distribution analysis. These tools are finding a place in all forms of research. It is appropriate that they should be used in philately. This article is a powerful demonstration of how philatelic problems that have baffled us for over 100 years yield quickly to the appropriate research technique. The article should be studied for just this point.

Taking the other offerings in order, the Congress book opens with Franklin R. Bruns' *The Ruptured Duck,* a case history of the Scott #940 U. S. three-cent 1946 Honorable Discharge Emblem commemorative. This case history covers the stamp from its "gleam in the eye" to and through its first-day issue. It does not cover the reasons why certain preliminary proposals were rejected and gives but scanty background on why the accepted ones were accepted. For those who care to know some of the details of what decisions are made in producing a stamp it will be of interest. It also has mild interest because this is the one American stamp where the philatelic press was polled. The results like the article are inconclusive.

One of my favorite subjects is covered and one of my preferred writers did it for the second article, Alex. ter Braake's *Foreign Mail to Rhode Island Two Centuries Ago.* It is the 1971 winner of the Walter R. McCoy Award for the best paper in the Congress Book. Alex has already made enough contributions that his reputation can't be seriously affected by this article. This reviewer, therefore, strongly dissents from the McCoy Award jurors. The serious addition

to philatelic knowledge consists of a) looking into known archives; b) finding unlisted covers c) making fairly logical deductions about them. It is nice to know that the covers exist and especially nice that someone dug them from the archives. There are however, errors in analysis. One cover, at least, #9 is shown as arriving in New York on September 2nd, 1771 and being forwarded away several days earlier. The comments about the Goddard post that "Salem was the first among American cities to respond to these ideas," is wrong and ignores the fact that an operating system was in existence from Philadelphia to Baltimore as can be seen in the *American Archives* data on Goddard where an April 21, 1774 letter from "A Gentleman in Philadelphia to his Correspondent in Williamsburg" is cited. Also, the very cover with the April 1st handstamp noted by Ter Braake has an earlier March 21st postmark from Philadelphia. Goddard didn't even reach Salem until March 28th. The article does not, in its discussion of Figure 1, cover the scarce New York Type B mark and it fails to note or explain the difference between the Bishop mark types on this cover. Worth clipping for its cover references for those interested in colonial postal history.

A somewhat different dip into the archives offered by Arthur Hecht in his *Postal History of York County*. Originally delivered before the York Historical Association, this is a sketch of the various types of postal records available in the National Archives with illustrations using most of the varied types. It, perhaps wisely, does not go into the frustrations of getting data from the Archives if one can't spend time there. The records include a) postal personnel such as postmasters, their pay, resignations, mail routes and contractors, route messengers, clerks and carriers, and inspectors; b) post offices with data on date of establishment, closing, reopening, name changes, and adjacent offices where the service was transferred when an office was closed as well as postal receipts for certain years, and services offered; c) transportation reports such as star routes, and other routes, schedules, and distances as well as authorized means of transport; d) title papers, reference sites, maps and geographic reports. These are best from the 1880's on although some earlier data is noted. Various state postal history societies are increasingly using these resources. Useful as a checklist of possible data.

The only local or town postal history offering is Daniel Warren's *Postal History of Richmond*. Much of the article is given up to a listing, with illustration in line cut of the various Richmond postmarks. This listing can only be classed as preliminary and superficial. Detailed dating data of even a preliminary nature is missing other than in full years, key associative markings are not reported, and while colors are noted date patterns are omitted. It is a pity the author did not provide the essentials for the second stage which he clearly recognized as essential. Only a detailed recording of data readily accessible to the author would permit some of the conclusions reached; this data has not been supplied. The use of the day dates of known covers would have made clear the author's explanation of the RICH vs. RICH^{D} straightline 1786-7 question. Both sources cite January 14, 1787 as the date of the cover. The colonial postal history is also given superficial treatment. The Franklin ledger is cited as a source for an implied 1776 postoffice when, I believe, it gives July 1778 as the date. Colonial newspapers were not checked for postal data. The 1773 manuscript, illustration omitted by the editor not Mr. Warren, and the Carson Post Office List are the only sources suggesting an earlier office. The question of a private or contract office is not raised as explanation of why Franklin does not note the office in his broadsides of 1763, October 10, 1765, or September 30, 1775.

It is also not included on the "Battle of Lexington" express route of April-May 1775. The discussion of the 1844 packet boat mail avoids the discussion of how to identify such covers by calling it "difficult." An article covering less ground, but in more depths would have been more useful.

Brian and Patricia Green in their "*Six Hundred*" *Cover* have done a short sweet, and commendable job of placing a philatelic item into its historical niche. This prisoner-of-war cover grabs meaning and poignancy from the collateral material with which this team has surrounded it. A good example of how to write up a single cover.

The *Review of Philatelic Journalism 1886-1894* by Earl P. L. Apfelbaum covering some 46 philatelic journals of the period clearly documents what was and too often still is wrong with philatelic writing. It helps underscore the point that most philatelic bibliographies are a waste of paper, by showing the trash that even the better journals cited were running. One wonders why thirteen pages were devoted to this type of arcane curiosa, when two to three would have established the same point.

In a clear, forthright style James Harris tells us almost everything we could ever want to know about the U. S. *Motor Vehicle Use Revenue Stamps.* He tells it in a well-paced and well-illustrated fashion. It will be a basic source on this subject for a long time.

Herbert Conway's *Pre-U. N. Postal History* is an over view of the cachets and cancellations used in the ten years prior to the issuance of U. N. stamps. It is not an in-depth article and not so intended. It does, by implication, suggest a number of fields where in-depth research is needed. For example, letters from Teheran and Yalta during the meetings. An area where present research would probably yield results is the U. S. Navy cancellations from ships in the harbor during the opening session of the April 25, 1945 inital U. N. Conference. Addressees would yield names of the writers and they the ships supplying the cancellations. Even for an overview, expected data is omitted. For example, what was the date of the opening of the first U. N. Information Office in New York? How long was it before the first known slogan meter of May 28, 1943? The dates of the 1943 UNRRA Courier system are not even suggested.

One of the more difficult articles to review is Gordon Torrey's *New Look at the Constantinople City Post.* Its clear, fact-packed "B-school" style permits the writer to cover a lot of ground in a short space. The disadvantage is the degree to which one is dependent upon the writer's expertize and reputation for evaluation. For example, no reason is given for the rejection of Passer's choice of offices. The map includes some of them but not others. The fact of a cancelled pair of 20-para stamps is cited as showing what a genuine Liannos looked like. But, as in the case with some American locals, what if the cancel was faked too? Torrey gives evidence that the City Post ran after Passer's 1884 suggested close. But was it the same post? Were local papers checked as Elliott Perry has suggested for all local posts? Is there any chance that these were ever worked on by Corpi and Glavany? We never do learn who the Greek merchant Liannos was or whether his offices differed from those of the official City Post which succeeded him. Apparently there is still plenty of research room here.

Contemporary postal history is the necessary focus of Dr. David Torres' *Philatelic Look at Laos 1951-1971.* This article gives the identities and photos of some of the personalities involved in both creating Lao stamps and running the postal system there. It also gives print order data for all Lao stamps insofar

as has been ascertained to date. In some cases it also supplies sales quantities. Much of the thrust of the article is an appeal for a return to philatelic rectitude by the Laos administration. The article is a highly desirable one for a monthly or weekly philatelic journal.

The reviewer is prejudiced against the next article, Peter Ibbotson's *Does This Mauritius Stamp Exist?* He feels that this rehash of every quotable source available and obliviousness to philatelic research tools is shocking coming from a member of the "Royal". The cover, itself, is not adequately examined in view of the Royal opinion that it is "a faked lettersheet." Are any parts genuine? If this stamp was not used on the cover, what was used? Does the "63" at the left of the address duplicate the handwriting inside? Is it the typical code for letter number 63 or is it perhaps a notation as to an amount paid? Are the backstamps genuine? Was the New York British Packet cancel also faked? Were the rates checked from the New York or arrival end to see what the proper postage should be? Mauritius-New York rates were set up at least by 1857 "via Marseilles" and have been published for many years — 39c a quarter ounce and 45c a half ounce. This replaced the 45c Mauritius via Southampton rate. Were ship records checked to see if boats actually ran on the specified dates should any of the cancels be questioned? If this letter "arrived as directed," why were no Marseilles marks shown? Many other questions might be raised. Only after these have been settled can the question of the stamp itself be raised. An item surrounded by a sea of forgery is under strong suspicion. Mr. Ibbotson's close connection with the Mauritius newspapers suggests he could have profitably used these connections for first hand local contemporary evidence. There is no indication that he did so. Microscopic examination of contemporary printed matter from Mauritius might well establish whether the font of the surcharge was applied by a local printery or elsewhere. Such material is undoubtedly available, but was not used.

Armand E. Singer has shown his expertise in *Errors, Para-Errors, and Irregularities in the Postage Stamps of Nepal.* He has not helped make Nepal a fascinating philatelic specialty nor demonstrated how to make a technical paper easy to read. The abundance of unexplained local terms — "sripech," "pek ane vs. yak ane," "crossed kukris" and "Ranas" help insure that none but the specialist will readily follow him. Further his handling of "Congreve divisions" will help drive readers away in droves. He might note how R. D. Harris handles this problem in the same Congress book. Editing problems don't help, as the second and last sentences of the paragraph on pages 155-6 illustrate. That last sentence is a doozy. Singer gives no reason for rejecting the Haverbeck printing and accepting the Congreve in the native printings of 1941-8. Nor does he discuss which match and which don't. He compounds this by adding Printings XI? and XII? his own, without dating them. Distinguishing characteristics are also made unclear. For example on Printing XI? inscription seems to be the characteristic but it is 86mm on the two-pice, 95.5mm on the four and 88.5mm on the eight-pice (right side only on the latter). He has probably made a contribution for the specialist; others will have difficulty. Illustrations are not offered; they are badly missed.

Working in a heavily researched field, Robert P. Odenweller has made a definite contribution in his *First Colonial Printed Shilling Stamp of New Zealand.* He set out to prove the empress had no clothes and leaves us with the suspicion that that ermine robe may have been nothing more than a feather boa. He poses the question of whether the blue paper 1/- Colonial print was done in 1855-6 as traditionally reported or later. While one misses data on

any cover copies other than the bisects, (surely there must have been some in collections or major auctions that would yield dates for statistical analysis) he does use his material effectively to raise a question. He does not give us the date of the earliest known use of the Colonial blue paper 1/- non-bisect that he has recorded nor the known dates of the London print other than March 1857. He must have recorded some in auction catalogs and private collections, for he hints at a small sample. How small? Would sampling theory be a research tool here? He further states that all London prints he knows of were used prior to June 1848 with the colonial prints after. How many offices have one of each known? It is quite probable that the writer had in hand, or with two days in a major philatelic library's auction files could obtain, enough material to prove his point using modern statistical theory. He didn't.

Varro E. Tyler in his *Great Transvaal Stamp Mystery* illustrates the typical stamp collector's fixation with the printed word of any "established" authority. when he registers shock at a Crawford medal volume not covering well-known facts. He uses published sources to establish Mirza Hadi as the man responsible for the estimated 100 million Transvaal 1896 issue copies, most of which received forged overprint. He, in effect, also levels a charge at a major security printer, Enschedé & Son, of lying about their part in the transactions. He does not give the official's name who wrote the letter in 1917 stating there was an undelivered quantity of miscellaneous postage stamps prepared as a result of an 1898 order and adding,

> "In order that we might be relieved of this supply we disposed of same to a foreign dealer . . . (destruction of blocks and dies) was done in our workshops and in our presence . . . ."

Was it one dishonest official or is it possible that all Enschedé printings are now suspect? The British government as the legitimate successor owner of these plates and the Dutch government should be concerned with the mechanations which are apparently still going on. No one seems to have been.

Phillip Rochlin's entry, *Fremont for the Philatelist* is mislabeled. This catalog of patriotic envelopes and letter sheets shows no interrelationship with philately. It is a catalog of some 56 types of patriotic printings. It does not discuss which are used philatelically and boldly proclaims the criteria of "authentic Americana" demanding an even higher priority. Both masters could have been served here; they weren't. That fact alone makes the devotion of 46 pages to this subject inexcusable in a publication aimed at philatelic research. *(Calvet M. Hahn)*

Good Bibliographic Practice by James Negus, 60 pages, cardboard cover. American Philatelic Research Library, P.O. Box 338, State College, PA 16801, $1.50.

Divided into four sections with a comprehensive two page index, the pamphlet is aimed at upgrading philatelic scholarship. Section 4, "Sources of Philatelic Information," is of general interest to the researcher. Included in this section is a listing and evaluation of library catalogues, book review sources, cumulative indexes, current literature indexes, encyclopedia handbooks and information on clipping files and other sources of information.

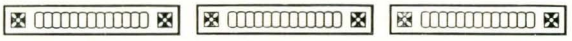
Section 1, 2 and 3 are of interest to those philatelists who are highly specialized and record their knowledge in print. Section 2, "Compiling Literature Lists and Bibliographies" is a concise presentation of how to prepare

bibliographies by considering the reader's needs. For the more dedicated, who venture into editorship, section 1 and 3, "Guidelines for the Amateur Editor" and "Contents Lists and Indexes," can be a useful tool for self-evaluation. Robert M. Spaulding, editor, analyzed *Japanese Philately* using the criteria outlined in these sections, (Japanese Philately, April 1971 p. 85).

James Negus indexer of the *Journal of Chinese Philately* and compiler of *The Stamp Lover's* "Index to Current Philatelic Literature" is certainly to be complimented on the publication of this pamphlet, which, if its ideas are put into use, will do much to improve the quality and usefulness of philatelic journals and books. Our own "Cummulative Index to Volumes 1 to 50 1922-1971" owes much to the hints on indexing which became available as the pamphlet was serialized in the *Philatelic Literature Review*. Another unique feature of this work is its postscript which contains criticism and suggestions made by the readers as it was running serially.

A few minor adjustments will enable this to become a standard guide. The first supplement to "Handbok över monografier m.m. i Postmuseums Filatelistiska bibliotex, Stockholm" listed in the "Library Acquisitions" September 1970 *Collectors Club Philatelist* Page 309, should be added to the reference on page 42. Mr. Negus' request on page 25 for a "suitable keywords" list of topicals has been answered by John H. Richter in the November 1971 issue of *Topical Time*, page 52-7, with his article "The Subject Headings of The Indexes to ATA Publications." The 50 year index of the *Collectors Club Philatelist* should be added to pages 42 ad 46, important cumulative indexes recently published.

I found this booklet to be extremely helpful and ordered three copies for members of the Collectors Club who are preparing bibliographies. *(John Dowd)*



"*Stamp Year Book 1972*," Arthur Blair, Editor, Croydon, England, Link House Publications Limited, 1972, $1.30.

Twenty-six subjects in this third year book cover areas of postal history such as "The Postal History of the French Revolution" by J. D. Hayhurst, and "Sailing Packet Day"; a brief history of the postal service to the British West Indies up to 1841, by L. E. Britnor. Topical aspects of philately are covered with articles on Olympic commemorative issues, Windmills on Stamps, and Measuring Instruments on Stamps. Philatelist are also considered with articles on the 1865 Colombia Cubiertas and Imperial Russia 1909-17 Arms issue.

I found the article by L. M. & N. Williams "Rarities of Early Philatelic Literature" interesting because of the synopsis of information on early journals and dealers. Additionally the illustrations for the article "Nationalist China 20c War Time Provisionals," by W. A. Page, made this reference work particularly valuable because of the photographic enlarging of the overprints, which are well described.

The most important work however is the "Stamp Magazine Reference Articles" which is an index to the better monographs that appeared in *Stamp Magazine* during 1971.

Indeed there is something for everyone in this yearbook, including the lighter side of philately. One astronaut speaking to the other, while canceling a cover on the moon: "Just think what we will get for this postmark."

(John Dowd)

SELLING FREE of COMMISSION

is the effect on the American Vendor who sells through

ROBSON LOWE INTERNATIONAL



He finds a truly world-wide market *(we have agencies and associated companies in sixteen countries)* where prices, with the exception of certain U. S., tend to be substantially higher than in the American market. *There is a lower rate of commission.* There is 80% exchange advantage. Most important of all,

WE SELL STAMPS WHERE THEY SELL BEST

In the Spring we shall have valuers on the East Coast and those wishing to make arrangeemnts to sell should

Write

ROBSON LOWE
50 PALL MALL
LONDON, S.W.1 Y5JZ
ENGLAND

FALKLAND ISLANDS

1. 1876-1891. UNIQUE postal history items comprising 3 letters per the usage of the red and black franks — including examples struck on the enclosures. Most unusual and interesting contents pertaining to the postal rates and to the flora and fauna of the islands. Items of the greatest importance! $3,250.00

2. 1885. 1d. claret. watermark sideways. Fine mint, centered block of six of this stamp. Scarce multiple. S. G. 35 ..... $72.00

3. 1911 envelope to England bearing the then current 1d. and 2½d. Edward VII values cancelled with scarce c.d.s. of "South Georgia". Most attractive $142.00

4. 1904. 5s. red. Fine unused o.g. block of four. Unusually scarce in a block. S.G. 58 ..... $288.00

5. 1913. £1 black/red. Superb mint, bottom corner block of four. An attractive piece. S.G. 85 .... $365.00

6. 1928. 2½d/2d. provisional. Fine example on cover to Birmingham, carried per the "Skaraas" just 3 days prior to delivery of new 2½d. stamps. S.G. 115 ..... $625.00

7. 1933 Centenary set in most attractive unused, original gum condition to the £1 black and carmine. Cat. £275 ..... S.G. 127-138 ..... $455.00

8. 1933. 5s. black and yellow. Superb mint, never hinged, sheet corner pair. S. G. 136 ..... $285.00

9. 1968. Human Rights issue. Superb mint vertical pair of the 2d. value with the error "Yellow Omitted". S.G. 228a $300.00

A more complete listing of fine quality "Falkland Islands" may be had on request — together with our brochure "Fine Stamps No. 5" — containing 100's of offers of fine stamps of the world.

W. E. LEA
(Philatelists) Ltd.
1 The Adelphi
John Adam Street
Strand, London W. C. 2
England

Cables: Leastamps

1972 — Our 54th Year

STAMPS WANTED

Each Year Our Public Auctions and Gold Medal Mail Sales Sell Over 75,000 Lots !

We Urgently Need Additional Material !

You want the most for your stamps. We gladly pay it without delays or bargaining. Bring in personally, or send in by insured mail or express, attention: Appraisal Dept. All shipments are held aside intact awaiting your instructions after we send our offer or advice. Informal appraisals are free, and our buyer can visit you to inspect larger properties.

J. & H. STOLOW, INC.

915 Broadway, New York, N. Y. 10016 **Tel.: (212) 533 – 0790**

"Rated first in stamps by all standard authorities"

Stolow's has purchased outright, at the top market price, with immediate cash payment, more than *$50,000,000* worth of fine stamps. Our needs are unlimited.

Fair treatment is always assured

CHINA and HONG KONG

Combination covers,
Treaty Port cancellations,
Die Proofs & Specimen stamps,
Boxer rebellion covers and other
items for the specialist

Similar material available of all Countries
— Write today to the Postal History people —

Argyll Stamp Company Ltd.

Directors: C. ANGUS PARKER and W. R. HART

265 STRAND, LONDON, WC 2R 1AJ, ENGLAND

CLOSE TO ST. CLEMENT DANES CHURCH – NEAREST UNDERGROUND: TEMPLE

SWEDEN, NORWAY, DENMARK, FINLAND, FRANCE, SWITZERLAND, CANADA & CLASSIC SOUTH AMERICA

At the moment we hold extensive stocks of these countries — mostly early issues, except Switzerland where we deal in all periods, and we would welcome your enquiries.

For the convenience of our numerous customers in the U. S. A. these can be addressed to our representative in your country:—

Mr. John F. D. Baresh,
P. O. Box 383
Burlington, Mass. 01803,
U. S. A.

who would also be pleased to send you our latest price list of Switzerland.

LEO BARESCH

Mansfield House, 376-9 Strand, London WC2R OLA, England

(All invoiced in Dollars, payable to our account in New York.)

LONDON BUYERS ! !

The London Philatelic market is still the strongest in the world and WE CAN PAY THAT LITTLE EXTRA FOR GOOD CLASS STAMPS, COVERS AND COLLECTIONS.

OUR OLD ESTABLISHED BUYING DEPARTMENT is world renowned and experienced buyers are constantly travelling the globe to view worthwhile properties. In fact our Managing Director Mr. Eric Etkin is frequently in the United States and if you have a good collection or individual rarities for disposal you are invited to write to us in order to make an appointment to be visited in your home.

Material of lower value may be sent by registered post for our immediate attention and opinion.

OUR REQUIREMENTS ARE WORLD WIDE and if you have a collection or single items of merit of which you wish to dispose it will pay you to contact:

A.S.D.A.
A.P.S.

ERIC ETKIN LIMITED

P.T.S.

45 NEW BOND STREET
LONDON W1Y 9HB, ENGLAND.

Telephones: 01-499-1781 — 01-499-1782 **Cables: Erikin, London, W. 1.**

As Duveen was to distinguished art collectors and Dr. Rosenbach was to famous bibliophiles so Ezra Cole is to the discriminating philatelist

•

EZRA D. COLE

NYACK, N.Y. 10960

Telephone: 914-EL 8-0964

LARGE GENERAL and SPECIALIZED AUCTIONS

Including Postal History Held Monthly

Moderate Commissions

Sample Subscription $1.00
Yearly Subscription $5.00

all subscriptions include Prices Realized

Earl P. L. Apfelbaum, Inc.
1420 Walnut St., Phila., Pa. 19102
215 – 985–1550

Collectors Club Philatelist ● ● ●

THESE BACK ISSUES are available at the following prices:

From 1926 to 1940 $3.00 per copy

From 1941 $2.00 per copy

From 1926 to 1940		$3.00 per copy
*Vol. 4	(1925)	Apr.
*Vol. 5	(1926)	Oct.
*Vol. 7	(1928)	July
*Vol. 8	(1929)	July, Oct.
*Vol. 9	(1930)	Oct.
*Vol. 10	(1931)	July, Oct.
*Vol. 11	(1932)	Oct.
*Vol. 13	(1934)	Jan., Apr.
*Vol. 14	(1935)	Jan., Apr.
*Vol. 15	(1936)	All issues
*Vol. 16	(1937)	All issues
*Vol. 17	(1938)	All issues
*Vol. 18	(1939)	All issues
*Vol. 19	(1940)	Apr., Oct.

From 1941		$2.00 per copy
*Vol. 20	(1941)	Jan., Apr., Oct.
Vol. 21	(1942)	All issues
Vol. 22	(1943)	Jan., Apr., Oct.
Vol. 23	(1944)	All issues
Vol. 24	(1945)	All issues
Vol. 25	(1946)	All issues
Vol. 26	(1947)	All issues
Vol. 27	(1948)	All issues
Vol. 28	(1949)	Jan., Apr., July

Starting in 1950, no longer a quarterly magazine but 6 issues a year.

Vol. 29 to 31	(1950-52)	All 6 issues
Vol. 32	(1953)	All issues
Vols. 33 to 50	(1954 to 1971)	All Issues.

*Only a few copies

● ● ● **THE COLLECTORS CLUB**

22 East 35th Street, New York, N.Y. 10016

NEXT AUCTION SALE

FINE CANADA
NEWFOUNDLAND
& PROVINCES

the property of Larry Whitby
& other owners

BRITISH
COMMONWEALTH
including a fine collection
of Great Britain

FOREIGN
U. S. A.

the property of various owners
& estates

Catalogue $1

Subscription to Catalogues and
Prices Realized for all 1972 Sales
$5.00

J. N. SISSONS LTD.

SUITE 27, OFFICE MEZZANINE
KING EDWARD HOTEL
37 KING STREET EAST
TORONTO 1, CANADA

Cables: Sistamp, Toronto

Phone 416-364-6003

SPECIALIZING IN

CHOICE

UNITED STATES
Stamps and Covers
CANADA
PENCE ISSUES

Bruce G. Daniels

ONE BOSTON PLACE — Room 1220
BOSTON, MASS. 02108

GET OFF YOUR DIME TODAY

Nowadays, the purchasing power of your ten cent piece about equals that coin's thickness, but if you really want to get your ten cents worth, and then some, send us your dime today. We will rush you a sample copy of the HJMR NEWSLIST, a 24 page newspaper packed with interesting offers of stamps covers, postal history items, topicals, collections, packets, supplies, philatelic literature and articles from philately's early days. Also, now in stock these Robson Lowe books:- St. Vincent $24.00, Burma $15.00, Cyprus $22.50 and HJMR'S own Priced Guide to Philatelic Literature $5.00 paperbound, $7.50 hard cover (cost of Guide refundable against orders). Send for free price lists Robson Lowe, Billig's Handbooks.

HJMR
P. O. Box 308
North Miami, Fla. 33161

AIRMAIL NEW ISSUES

For years we have specialized in supplying airmail new issues. Our service is tailored to suit the needs of each individual customer. Whether the airmail stamps of the whole world or of only a few countries are required we can supply them. Each monthly new issue distribution is accompanied by a copy of our "Topical Notes" (samples sent free on request). See for yourself how much you will save. No postage values.

APPROVALS FOR THE SPECIALIST

We carry a comprehensive stock of Air Posts of the World and welcome want lists for sets and individual items. Many errors and varieties are always available.

Sanabria

RIDGEFIELD, CONN. 06877

511th AUCTION SALE

MAY 19-20, 1972

Quality U. S. singles and blocks – Commemoratives and Regular Issues – Airmails.

Suitable quality material solicited for future sales for outright purchase or auction.

Interest–free advances arranged.

Daniel F. Kelleher Co., Inc.

Est. 1885

40 Court Street

Boston, Mass. 02108

COVERS

POSTAL STATIONERY

Specialist Material

•

WHAT ARE YOUR NEEDS?

•

New England Stamp Co.

45-X Bromfield Street

Boston 8, Massachusetts

BELGICA — 1972

When in Bruxelles, please visit our **BOOTH #37.** We will have one of the finest selections of ERRORS and unusual varieties from almost every TOPIC – RARITIES, PROOFS, etc., etc.

We are particularly strong in AIR–MAILS, RUSSIA, ZEMSTVO, SPAIN (Civil War), FRANCE & COMMUN. (XX), etc., etc.; an accumulation of over 40 years!

URGENTLY WANTED! Collections, Rarities, Covers, Lots, etc., etc. Please offer for cash payment!

S. SEREBRAKIAN

P. O. BOX 448,

MONROE, N. Y. 10950

If you are searching for a truly choice classic cover, your prime source is:

MIDWAY STAMPS LTD.

BOX 337
MOHEGAN LAKE,
N. Y. 10547

ASDA

Do Not Sell Your Collection

as long as you enjoy collecting and as long as you have fun with your stamps. But when you get tired of a collection because it has reached its goal, when you want to start in another philatelic field, do not hesitate to dispose of the "finished" collection. In this way you will obtain additional funds for purchases in your new field. When you decide to sell, talk with a dealer whom you have trusted with your purchases. He is the right man to sell for you the items he has once sold to you. We are always happy when we can give advice and help of this kind. Contact us when the time is ripe and we will do our best to arrange a satisfactory sale of your material, either by private sale or by auction.

MERCURY STAMP CO., INC.
10 East 40th Street
New York, N.Y. 10016
Tel.: MUrray Hill 3-6745
Cable Address: Mercstamp Newyork

POSTAL COVERS

MAIL BID SALES

"Covers of the World"
Small lots —
Moderate Prices —
Catalogue upon request

THEO. VAN DAM
P.O. BOX 26 BREWSTER N.Y. 10509

Poland Errors on Cover

#357	Pair, proof white paper, imperf.	$ 5.00
	Same, imperf. bl. of 4 on	
#358	Pair, imperf. henna brown white pap.	5.00
	Same, imp. marg. copy dark brown white pap.	3.00
	Same, strip of 3	7.50
#359	Pair, imperf. on yellowish paper	6.00
	Same, imp. block of 4 on reg. cover	10.00
	Same, imp. bl. of 4 deep ultramarine, reg. c.	15.00
#360	Pair, imp. on reg. cover	5.00
	Same, block of 4 on regist. cov.	9.00
	Same, imp. pair on white pap. regist.	6.00
	Same, imp. block of 4, regist.	10.00
#B40	Imp. marg. strip of 3 on reg. cov	15.00

Other errors of Poland in mint condition in stock. Fine assortment of Polish Prisoner of War stamps available. Money immediately refunded if sold out.

Penny Black Stamp Co. ASDA
P.O. Box 37, Dumont, N. J. 07628
S. L. BAYER, Prop. Est. 1912
Member Collectors Club – ASDA

TRIPLE PROGRAM FOR SPECIALISTS

AT STANLEY GIBBONS AUCTIONS

JUNE 13 through 16, 1972

JAMAICA
One of the finest collections of postmarks ever formed, including Great Britain used in Jamaica, Jamaica itself with the unique 'D', adhesives with proofs, and varieties.

UNION OF SOUTH AFRICA — including Proofs.

THE HOLY LAND
Forerunners, Austrian, French, German, Italian, Russian and Turkish PO's, Military Posts of both World Wars, British E.E.F. issues, Palestine Mandate, Interim Government and State of Israel are all represented.

De-luxe Catalogue in preparation (and will be available through Stangib Ltd., 595 Fifth Avenue, N. Y. 10017) $1.50 Airmail.

Stanley Gibbons Auctions Ltd.
Drury House Russell Street
London W.C.2 England



HRH
NEW YORK

The
Private Treaty Department
of
H. R. HARMER, INC.
is pleased to announce that a
"Gold Medal" Collection of



BRITISH HONDURAS

has recently been placed at a pleasing six-figure amount.

The Private Treaty Department, with its world-wide connections, is admirably suited for the disposal of important General and Specialized Collections and outstanding rarities.

— Attractive commission rates —

Write or call for information

H. R. HARMER, INC.
Private Treaty Department
6 West 48th Street, New York, N. Y. 10036
212 — 757-4460

RARE U. S. FOR SALE
BY PRIVATE TREATY

Harmers have recently initiated a United States Private Treaty Rarity Book with selected quality offerings, the properties of various owners. Some of the greatest United States classics and rarities are presented with prices ranging from $100 through $18,000. Inquiries are invited.

We also invite potential vendors of similar quality material to contact us. Attractive commission rates.