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Volume 58 Number 5
September 1979

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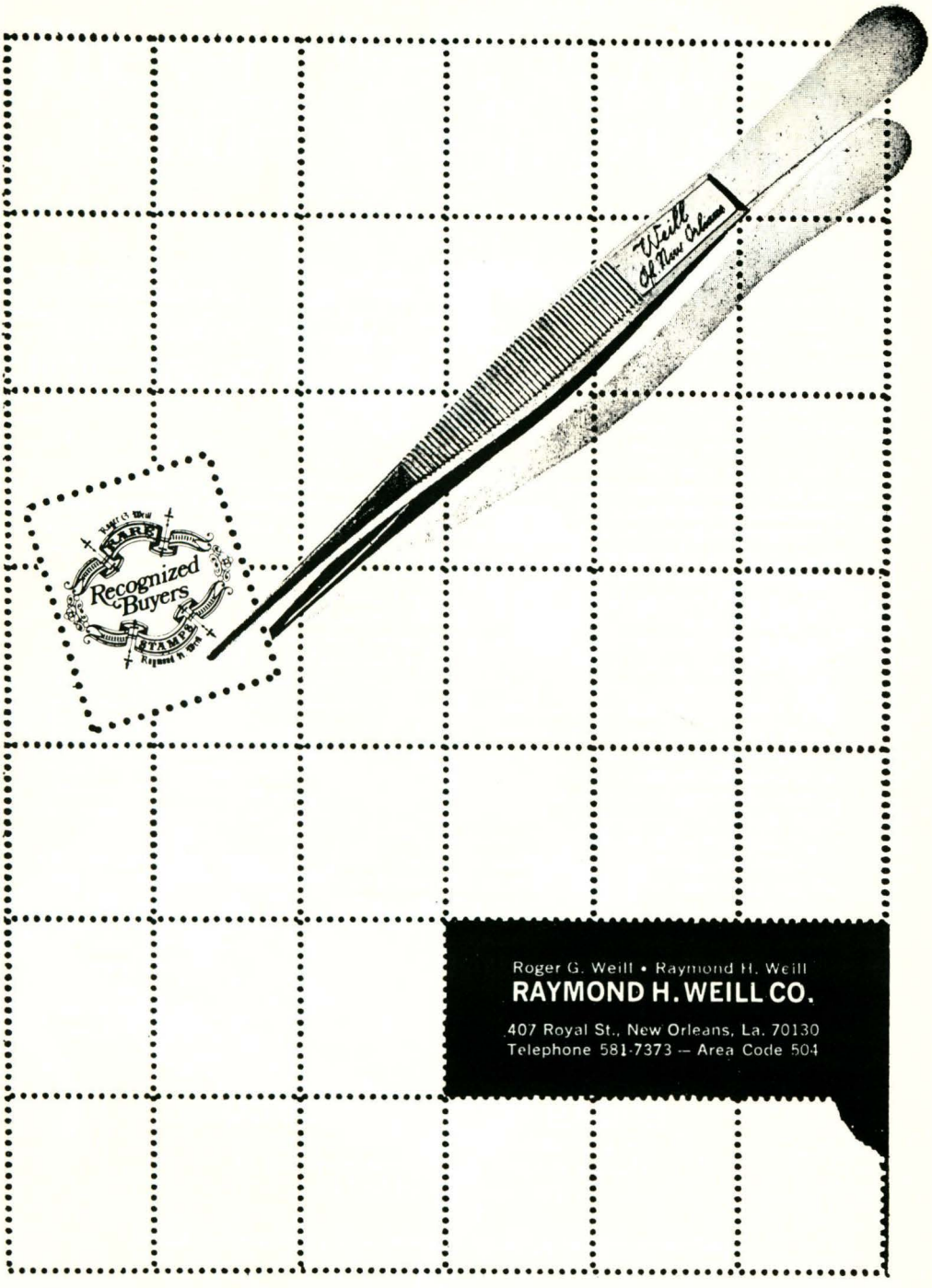
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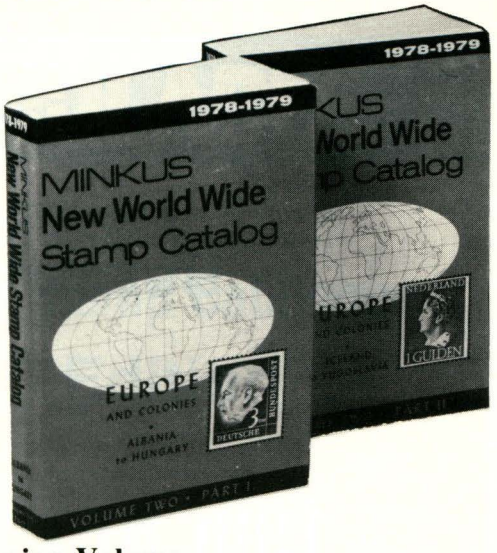
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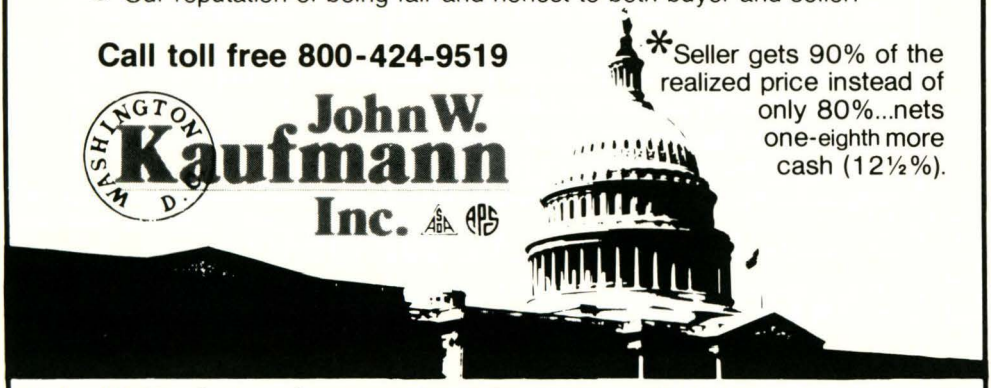
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# The Collectors Club PHILATELIST

**Volume 58, Number 5** **Contents** **September 1979**



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# Editorial

## P.O. ANNOYANCE

Each successive press release from Washington leaves us wondering whether our Postal Service has any concrete policies for adhesive stamps and stationery, and if it does, just what are they other than the haphazard ballyhoo they seem to be.

Our puzzlement extends into several areas, none of which appears to make sense, except as high-powered ideas concocted by Madison Avenue marketing "experts" to bilk the uninformed segment of stampdom's markets. They are:

1. Selection of subjects: With our history literally packed with famous personalities and events that led to our nation's greatness, why are we subjected to new issues which (in our opinion) duplicate previous stamps? For example, within a matter of months we have heard about a new tribute to Will Rogers already honored on a stamp in 1948. The same goes for Albert Einstein who appeared on the eight-cent definitive of 1966. And what about the stamp intended to jointly honor John Paul Jones and his victory in the 1779 Sea Battle, both of which made it on the one-cent "Navy" stamp of 1937.

Admittedly this trio deserves postal recognition. But TWICE within one generation when other distinguished Americans have been ignored?

We are told that from one to three thousand suggestions are made for special stamps each year. Some, naturally, are crack-pot in purpose, but certainly there must be some in that vast number that are sensibly worthy even if the proponents haven't sufficient political clout to pressure Washington.

2. Approval of Designs: There must be some standards governing the composition of our postage stamps, but if there is, we fail to recognize it. We will not comment on the basics of what comprises good "art." This, despite the fact that we feel somewhat qualified through two years of apprenticeship in a famous bank note company's design and engraving departments, plus work with Christiaan de Moor in the writing of "Postage Stamp Art," still THE definitive masterwork on this subject.

One of the earliest Universal Postal Union regulations clearly stipulates that two features must dominate any design of a postage stamp placed in the international mails: the name of the issuing country, and the face value in conspicuous Arabic numerals.

Those who have been creating and approving our designs either don't know or care about these rules. A casual scanning of recent issues will show these elements so seriously subordinated that it become difficult, if not impossible, to find them without a magnifier.

3. Size and composition: First, what practical or reasonable explanation can be offered for the use of queer-shaped and unnecessarily huge stamps? In the 139 years since the Penny Black was introduced, there hasn't been a better size originated. To convince yourself, just look at the definitives of countries that handle the largest volume of mail (including our own). All of them are within millimeters of 1840 pair's dimensions.

Qualified artists have been able to keep within approximately a square-inch rectangle all the basic postal elements and still produce artistic attractiveness. What else could be added to the 1954 and later definitives to give them more effective identities and appeal?

Washington would have us imagine that artists, engravers (intaglio or photo) and high speed presses need more than usual space to produce multi-color pictures.

Nonsense!

In 1976 it required a four-stamp se-tenant (97 x 34mm) to reproduce Vincent Hoffman's version of Trumbull's "Declaration of Independence." Just 90 years ago, James Smillie used less than a square inch to engrave the same masterpiece and did what this commentator considers a much better graphic arts job.

Results of the 13-cent "Indian Head Cent" experimental showed that the smaller-than-usual size was both practical and popular. Government agencies tell us that the conservation of everything from metal cans to petroleum and wildlife is urgent. And yet, though countless tons of paper (not to mention gum ingredients) plus hours of printing time could be saved by producing smaller stamps, the presses continue to spew forth needless huge ones.

Realizing that we can't discourage the Postal Service from going after collectors' cash, we might even tolerate queer size and odd-shaped (or should it be, "odd-ball?") paper if there were a plausible reason for multi-design stamps in the same pane. We won't even complain about the idiotic arrangement of the "American Quilts" quartet of 1976, in which only one is right side up and the other three sideways or inverted.

That to which we do object is that in such cases, the desire to frank our mail with a se-tenant multiple and please the recipient, compels either over- paying of the going rate or the use of some other stamp(s) to pre-pay a 28, 41 or 54-cent charge.

The Wright Brothers' air mail pair could make sense since two are required for a letter when it weighs more than the usual half-ounce. But why two different "Chan-utes?" These were intended for use on air-mail post cards that require but a single 21-center. How can the pair be used properly when there isn't any 42-cent rate?

4. Planned annoyance. There's one more situation that irks us; the same one that faced the French before 1936. We normally try to please correspondents by affixing two or more commemoratives to envelopes that weigh a shade less than the half-ounce units. Because commems are king-or jumbo-sized their weight pushes the covers' weight just that much more beyond the limit. If the letters are not forwarded to compel the recipient to pay postage due fees, they are returned for an additional 31 cents. In other words, we're paying postage on postage. (In many foreign lands, envelopes are put on a postoffice scale BEFORE franking and the number of grams written on the envelope. So, no matter how many stamps are subsequently affixed, the envelope is adequately prepaid.)

Another perplexing matter is the work of the Stamps Division and the Citizens' Stamp Advisory Committee. Back in the days before, during and immediately after the Farley administration, fewer than half a dozen officials were concerned with stamp authorization and production. Today we have scores of merchandisers and marketing experts who peddled cereals, soaps and sweets before they were imported to l'Infant Plaza.

When a compliment is voiced, the recently promoted Assistant Postmaster General who considers himself a veteran philatelist, accepts the plaudits. In other—more frequent—instances, blame is placed with the CSAC, production problems at the Bureau, or some other handy scapegoat.

Until he was replaced, one former member of the CSAC made no secret of his dissatisfaction when his input was ignored or overruled. "Then why continue to serve?" we asked. He frankly admitted that the job's "prestige," invitations to meetings, first-day ceremonies and kindred events (paid for by taxpayers) were enjoyable!

If Washington feels the profits from stamp sales and other gimmickry must continue, fine. But let it be conducted as a peripheral business and not cloaked or camouflaged as a postal service. Let the United States rise above the urge to ape geographical specks whose stickers could more than paper their microscopic acreages.

(*E.A.K.*)

# LONDON MACHINE CANCELS
## From the Pearson Hill to the Hoster

by Abbot Lutz

*Continued from page 243, Vol. 58, No. 4, July 1979*

Although the machine bears his name, Albert Hoster was not its inventor. While he did make an improvement or two, his function was that of salesman and promoter of the device. Actually invented by William Loffelhardt of Hamburg, the machine's patent history is long and involved.

Loffelhardt's first patent (10511), a German one, was issued June 8, 1879. He acquired an English patent (3902) on September 27, 1880 and, after making improvements, a second German patent (11581) on November 30th of that year. Again Loffelhardt improved the machine, receiving patent 14188 on July 13, 1881.

Another German inventor, Johannes Georg August Haller, also from Hamburg, took out an English patent (640) on February 10, 1882 for, "Improvements in Machines for Stamping Letters, Postal Cards, and like articles with Cancelling Marks, Dates or Devices, Partly Applicable also for Printing and other Purposes." It was at this time that Albert Hoster entered the picture with an improvement of his own. He received an English patent (270) issued on January 17, 1883 for adding a counting device to the machine. Haller now applied for a German patent (21170) on his original improvements and was granted one on February 21, 1883. Hoster countered by applying for a German patent on his counting device. He received patent 24872 on November 16, 1883.

Still another German patent (28380) was issued to a Robert Hinrichsen of Hamburg on August 26, 1884 for a further improvement to the machine.

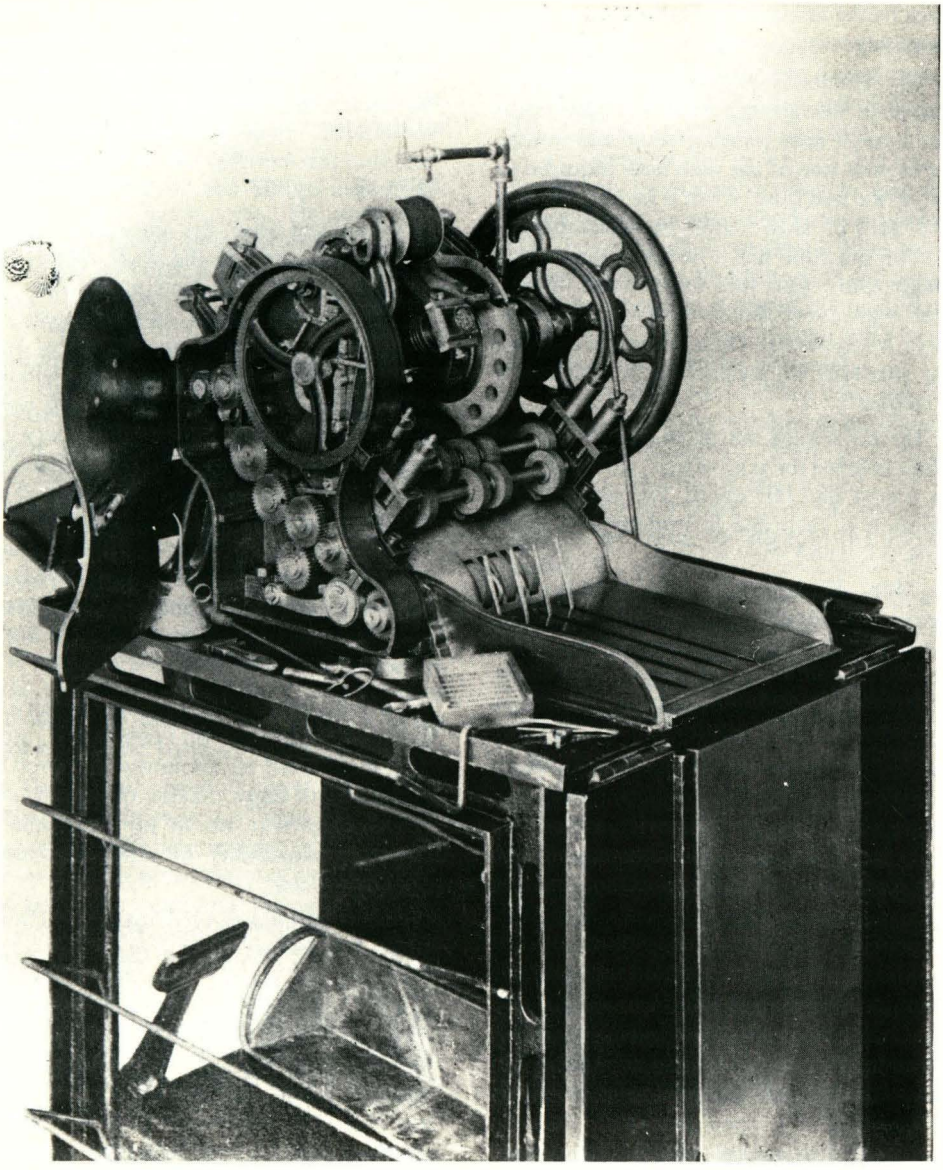
Hoffelhardt and Haller must have gotten together, for the following year, on January 27, 1885, U.S. patent 311,340 was issued to Loffelhardt and assigned to Haller. The title reads, "Machine for feeding letters to stamping-dies." A final patent was obtained in Germany by Hoster (34116) on January 2, 1886 for adding two screws and a heavier spring to the already much-improved machine.

Unfortunately, the full papers concerning the Hoster machine in the post office records are no longer available. They were probably shredded Sometime during World War I or II. A number of minutes, however, are still on file and from them we can piece the story together.

We find the first mention of the Hoster machine on August 7, 1883. Post Office officials point out that two of the machines, manufactured by Newton, Wilson & Co. had been on trial in the London Inland Branch for nearly twelve months beginning in 1882 and they ". . . offer no advantages over the machine stampers (Pearson Hill Parallel Motion Machines) already in use as would warrant the department in adopting of them. I submit Messers. Newton, Wilson & Co. be advised accordingly . . ."

By October 1883 Hoster having bypassed Newton, Wilson & Co., who had withdrawn, was now in direct negotiation with the post office. Minute 13244 of October 19, 1883 reads:

"In compliance with the request of the inventor, Mr. Hoster, further trials have been made with the improved stamping



**Hoster Machine used in Berlin**

*Photo courtesy Reg Morris*

machines, he has submitted, and the enclosed reports give the result.

The machine carries an unusually large die, and certainly gives a clearer impression than is obtained from the hand stamps; but this is its only point of superiority, the number of letters stamped by it in a given time, being less than half the number stamped by an equal force using hand-stamps, and the percentage of letters missed and badly stamped being larger.

The Inventor claims that, as regards speed, his machine would be much better if worked by steam or electricity, but the trials seem to show that, with increased

speed, the percentage of letters missed and badly stamped increases disproportionately.

Mr. Hoster is confident that he can so improve the arrangement for delivering the letters, after passing under the stamp, as to save one of the men now required to work the machine. Even if he succeeds, it will still be slower than handstamping.

The machine has now had a very thorough trial, with this unfortunate result, and with every desire to utilize machinery, I submit the Department would not be justified in proposing to adopt this machine."

Hoster would not be put down and in 1884 offered the post office two machines at a cost of £105 each. The Secretary's opinion is recorded in minute #9470 of July 30, 1884:

"Mr. Hoster has considerably improved his Stamping Machine, and it is now so far successful that the practical Officers, while by no means conceding all the advantages claimed for it, have so far modified their previous opinions as to recommend that three such machines should be purchased, for more extensive trial at the General Post Office.

From personal inspection I was disposed to support this recommendation, and I therefore caused enquiry to be made of Mr. Hoster, as to the price of the machines. In reply he names 100 guineas as the price of each machine, but he goes on to intimate that large expenses have been incurred, in perfecting the machine, to which he will ask the Department to contribute.

I submit he be told, before going further, that you would not be prepared to entertain any such application, and that the price of the machine be an inclusive one."

A subsequent minute #11582 was submitted in September 1884:

"With reference to Minute No. 9470, I submit the following draft letter to the Treasury for approval.

For the last two years, there has been on trial in the Sorting Office of the General Post Office, a new apparatus, invented by Mr. Albert Hoster, for stamping letters by machinery. The Inventor claims that the machine, when worked by treadle or hand power, will stamp from 300 to 400 letters per minute (assuming that they are moderately uniform in shape and size), and that this number can be considerably increased by the use of steam power.

When first tried, the apparatus was not altogether suited to the work of the Department, but the Inventor, who has spared neither pains nor expense, in elaborating the construction, has succeeded in an improved machine, which I am assured, when worked by two men, may fairly be relied on to stamp between 300 and 400 letters per minute, 150 to 200 per man, while the number stamped by the hand stamping machines, now in use, ranges from about 90 to 100 per minute. At the same time, the percentage of letters missed or badly stamped with the Hoster machine not larger than with the other process.

So great an increase in the rapidity of work, if maintained on further trial, must obviously tend to economy of force in dealing with large masses of letters, and be an important aid to the despatch of business, especially in times of exceptional pressure.

In the opinion of the Practical Officers of the Department, it is very desirable that the machine should have this more extended trial; and it is recommended that three should be purchased for use in the General Post Office. The machines are strongly made, and the price is 100 guineas each, for which the Inventor undertakes to keep them in order for a reasonable time.

I concur in the view taken as to the character of the invention, and the expediency of a wider trial, and believing moreover, from the experience already obtained, that in any case, the possession of three of the machines would be valuable in expediting the work (especially if steam power is employed) which perhaps can be arranged.

I would ask your lordships to be pleased to authorise the purchase of that

number, at the price name.''

On October 23, 1884, the purchase was approved. At least five machines were supplied between the start of trials in 1882 to 1888. A report in 1884 states that the Hoster seems to be a development of the Azemar machine tried in 1869.

Hoster was the salesman of all salesmen—a presistent type. He kept up a constant bombardment of letters and visits to the post office. Minute 4765 is dated April 21, 1886:

''With reference to Mr. Baring Young's letter to your Lordship, I annex the more recent papers relative to the Hoster Stamping Machine which has, for some time, been very persistently upon the Department. The earlier papers have been placed on your table in case you may wish to refer to them.

The Controller of the London Postal Service and other practical Officers in their exhaustive reports on the working of the machine show conclusively that while it is valuable under certain conditions as an auxiliary to hand stamping, it never can supersede handstamping altogether.

The rate of speed claimed for the machine is far in excess of its actual performance for efficient stamping, experience showing that when the speed exceeds 350 or 400 letters a minute the percentage of ''misses'' becomes very large. The machine requires the services of 3½ men, i.e. two machines can be worked by five men. For a single machine three men are needed. With the same amount of labour, from 240 to 320 letters a minute would be stamped by hand.

As at present arranged, the machines are worked by treadle action, and the labour is so great that it is doubtful whether the men would work them without extra pay. Probably this could be remedied by the use of ''power'' in some shape, but there are difficulties in the way of this. Objection is raised to the size of the stamp obliteration mark, as being contrary to recent tendency to reduce the size. In many respects the machine stamp is distinctly better looking than the present handstamp, in which reduction of size has been carried out, perhaps, at the cost of artistic merit. And it must be borne in mind that one strong reason for reducing the size of handstamps is to diminish the weight a consideration which has no force in the case of the machine.

As a general rule processes that can be carried out by machinery are cheaper than when done by hand. The Hoster machine has shown much more clearly than any of its predecessors that letters under certain conditions can be stamped by machinery, and there is no reason why still better results should not be obtained.

I agree with Mr. Jeffrey that the Department would be justified in purchasing three more machines (there is Treasury authority for buying *one* more), but before doing so I think some improvement should be made as regards the motive power.

The indicating arrangement is practically useless, notwithstanding all that the promoters say in its favour, and might be dispensed with, this would probably somewhat reduce the price of the machines.

I submit that a copy of the reply made to Mr. Freeman's letter should be sent to Mr. Baring Young, with an intimation that your Lordship, having looked into the matter, is not prepared to go further than is proposed in that reply, at any rate, for the present.''

Minute 11121/86:

''In the enclosed letter, Mr. Baring Young renews an application which has already been fully considered and more than once replied to, and the object of which is to force upon the Department a more favourable opinion of the Hoster Stamping Machine, with a view to its more extended use, than the experience and judgement of the practical officers of the Department enable them to give.

I submit some of the later papers on the subject, including Minute 4765 to your predecessor, with copies or drafts of letters thereafter addressed to Mr. Freeman, a Director of the Company and to Mr. Baring Young.

Notwithstanding the intimation then given that the Department must reserve to

itself the exclusive rights of judging what are the best and most suitable means for carrying on its own work, Mr. Freeman in a letter to the Secretary of the 20th July, persists in challenging the accuracy of the results reported by the Controller of the London Postal Service and his officers, and in calling for further investigation, in which the representatives of the Company should take part.

Mr. Baring Young now makes a similar request, and he gives some statistics as evidence of the great saving of time, labour and expense, which he contends the machine can effect.

I submit that these applications should not be entertained.

Isolated experiments are no conclusive proof of the results that would be obtained on a large scale under the varied conditions of actual work; and of these and of the general bearings of the whole subject, the practical officers of the Department, with their every day experience and thorough knowledge must certainly be competent to judge.

Even if some allowance is made for possible bias in favour of established methods of work, though I am unaware that any such bias exists, there can be no doubt that the responsible officers of the Circulation Office would be quite ready to welcome any means for reducing manual labour, consistently with other objects, in view of the ever increasing work of the office and of the consequent demands for more force.

If you should concur in these views, you will perhaps approve of my informing Mr. Baring Young that you have looked carefully into the subject, and that you are unable to depart from the decision arrived at by your predecessor.

Endorsement by the Postmaster General, Henry Cecil Raikes.

"If Mr. Baring Young is prepared to submit a Hoster Machine, constructed on improved principles, I think it might be worth while to try it, and at such trial it would be convenient that the inventor should be present, of course without prejudice to its ultimate decision.

Minute 13807/86, November 12 1886: (Submitted for approval in the shape of a draft letter to the Treasury).

"My Lords,

By Treasury letter dated 1st of October, 1884, No. 13930 authority was given for the purchase of three stamping machines of a pattern invented by Mr. Hoster at a cost of £.105 per machine, but in pursuance of what was understood to be the meaning of the last part of the Treasury letter, two machines only have been purchased.

Since that time, with a view of testing the usefulness of this method of stamping letters on a somewhat larger scale, three other machines have been placed in the office on loan by Mr. Hoster, and are still in use.

These machines, even in their performance does not come up to the estimate of their inventor, are useful as auxiliaries, especially at times of pressure, and as it is not desirable that the present arrangement of using machines on loan should continue, I shall be glad if your Lordships will allow me to purchase the three machines at a cost of £105 each.

In that case the Department would possess five machines in all, and it is not proposed at present to go beyond this number."

Approved 13th November, 1886.

Minute 1415/87. February 2, 1887:

"The Controller of the London Postal Service, in his report of the 30th March last shows, I think, that no good result would be likely to follow from further personal conference between the officers of the Department and the representatives of the so called Postal Machinery Company. Mr. Hoster's object is obviously to extract a more favourable opinion than our officers are able to give.

The Department has conceded so far as to purchase five of the machines and, as you have informed the Treasury, it is not proposed to increase this number. Indeed there is another Stamping Machine in the field that may turn out to be more useful.

Under all the circumstances I cannot, in the interests of the Public Service,

recommend any further dealings with the Company, at all events at present.''
Endorsement by the Postmaster General, Henry Cecil Raikes.

''The advantages offered by the Hoster Machine appear to be so considerable that I think the Public Service will be greatly benefitted by a conference between the officers of the Department and its Proprietors, at which any improvements in it might be pointed out and discussed.

3rd February, 1887.

## 'The Hoster Cancellations'

Col. Crouch in the Philatelic Advisor of November 1943 published a classification of the dies used in the Hoster machines. Leon Dubus, in his two volume work,''London Cancellations,'' updated the Church listing in 1969. I, in turn, use the Dubus listing with new dating where necessary and ''a'' numbers for new varieties.

The first two types were made by the experimental machines loaned to the post office by Newton, Wilson & Co.

(Fig. 35) Single ring 20 ½mm. in diameter with 17 thick bars sloping downward from left to right. No corners on left, October 27, 1882. Only one copy is known on cover, traveling from Italy to London, it bears a 25 centime blue stamp, very lightly cancelled. This is in the collection of Major F.C. Holland. A curious fact is that this cover bears a ''London E.C. Paid'' obliteration dated September 18, 1882. It seems that the envelope was supplied from the Dead Letter Office for testing, Hence the six weeks date differential.

(Fig. 36) Single ring 28mm. in diameter with 14 thin bars sloping downwards from left to right. No corners on left, September 3, 1833. The only copy known is in the collection of George Brumell.

(Fig. 37) Single ring 28mm. in diameter with 14 thick bars sloping downwards from left to right. No corners on left. From April 28, 1884 to March 1887.

Type #3-with asterisk between month and day.

#3a-without asterisk

(Fig. 38) Single ring 30mm. in diameter with 14 thick bars sloping downwards from left to right. Corners at left consist of




Fig. 35 Type #1




Fig. 36 Type #2




Fig. 37 Type #3




Fig. 38 Type #4A

one straight bar and one corner triangle. From January 19, 1885 to June 3, 1887.
Type #4A—without any mark between month and day.

#4B—with asterisk between month and ay.

#4Ba—second asterisk directly above first one.

#4C—8 pointed sunburst between month and day.

(Fig. 39) Same as type #4, but figures "11" and "22" inserted into the fourth and third bars of the right foot. From December 22, 1884 to January 3, 1887.

(Fig. 40) Same as type #4, but with "XXII," "22" and "1" inserted in the fourth, third and second bars of the right foot.




**Fig. 39 Type #5**

Type #6A—without asterisk between month and day. Used from March 6, 1885 to July 1886. New dating.

#6B—with asterisk between month and day. Used April, November, December 1885 and January 1886. New dating.

#6C—with sunburst between month and day. Used July 1885.

#7 (Fig. 41) Same as type #4 with "23" and "1" or "2" inserted in the third and second bars of the foot.

Type #7A—23/1 with stars at each side of circle. Used April 10 to Nov. 20, 1885.




**Fig. 40 Type #6A**

#7Aa—as above, but without stars. The "3" is inverted. Used March 18, 1885.

#7B—23/2 Same as type #7A used April 23 to October 28, 1885.

#7C—as above, but asterisk added between month and day. Used June, July and October 1885. New dating.

#8 (Fig. 42) Double ring 29 and 26mm in diameter with 17 thin bars sloping downward from left to right, Corners at left with two bars and one triangle. Bottom left bar is split with either a "1" or "2" inserted.




**Fig. 41 Type #7A**




**Fig. 42 Type #8C**

Type #8A—"1" without anything between month and day. Used February 4, 1886 to December 10, 1887.

#8B—as above with asterisk between month and day. Used May and July 1886. New dating.

#8C—as #8A, but with "2" instead of "1." Used January 18, 1886 to June 23, 1887.

#8D—as above but with asterisk between month and day. Used December 1885 and April 1886. New dating.

#8Da—as #8D, but with sunburst instead of asterisk. Used July 30, 1887.

#9 (Fig. 43) Double ring, 29/30 and 25/26mm in diameter with 15 thick bars

sloping downward from left to right
Type #9A—the year is between E. and C. Used April 19, 1887 to August 1, 1890.

#9B—the year is higher than E.C. Original dating contents used only October 4, 1887. New dating is January 15 and December 19, 1889.

#10 (Fig. 44) as type #9 but without E.C. Used January 12, 1889 to December 8, 1890. New dating.

Type #10A—with month first in date line.
#10B—with day month and year in center.




**Fig. 43 Type #9A**




**Fig. 44 Type #10A**

#11 (Fig. 45) as type #10 with modifications. Used October 21, 1889 to November 30, 1891.
Type #11A—with month, asterisk and day in the middle.

#11B—with stars added at each side and E.C. at the bottom.

#12 (Fig. 46) Double ring, 30 and 26mm, in diameter with 12 thick bars sloping downward from left to right. Used February 9, 1891 to February 28, 1893.
Type #12A (Fig. 47)—with code "A" between month and day.

#12B—with asterisk between month and day and one small asterisk at each side. The cancellation dated on first day of usage, February 9, 1891, with code "zz" denoting it was posted "Too Late."

#13 (Fig. 48) Double ring, 30 and 26mm. in diameter with 18 thin bars sloping upwards from left to right. Used October 1889 to April 1892.




**Fig. 46 Type #12A**




**Fig. 45 Type #11A**




**Fig. 47 Type #12B**

Left corners separated from right.
Type #13A—with E.C., without asterisk between month and day.

#13B—as above but with asterisk between month and day.

#13C—as #13A but without E.C.,

January 1892

#13D—as #13B but without E.C., December 27, 1890 and January 1891. New dating.

Left corners joined to the right.

#13E—with E.C., without asterisk, February and March 1893. New dating.

#13F—with E.C. and asterisk, July 1892 to April 1893.

#14 (Fig. 49) Double ring, 29 and 26mm in diameter with 17 bars sloping downwards from left to right, one bar and triangle at the left corners. "Charing-Cross W.C." around inner circle. Used September 16, 1885 to December 7, 1887. New dating. Only five covers have been recorded of this cancellation.

Type #14A—long hyphen between Charing-Cross.

#14Aa—short hyphen between Charing-Cross.




**Fig. 48 Type #13E**

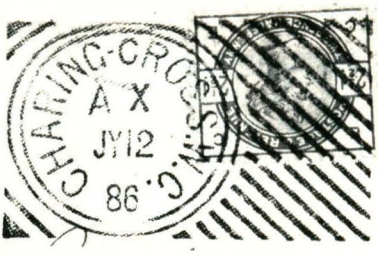



**Fig. 49 Type #14Aa**

#15 (Fig. 50) Double ring, 29 and 26mm in diameter with 16 bars sloping upwards from left to right. Corners on left as type

#14. "Bedford St. BOWC" around inner circle. Only three examples are known dated November 10 and 23, 1885 and December 17, 1886. New dating.

#16 (Fig. 51) Double ring, 30 and 26mm in diameter with 14 rows of diamond shaped dots running diagonally right and left. Left corners consist of diamonds. "London" around inner circle. Two examples are known on piece dated February 24, 1887 and March 12, 1887. Two examples are known on full postal card dated February 2 and 28, 1887. New dating.

#17 (Fig. 52) Single circle, 28mm in diameter with 14 thick bars sloping downward left to right. Left corners empty. No dates known. "N.P.B." foot of inner circle.

Type #17A—one star and one sunburst plus two asterisk forming a diamond in the date area. Only five examples known.

#17Aa—as above with an additional star in center of diamond. Only one example known.

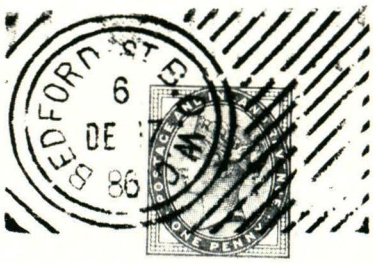



**Fig. 50 Type #15**

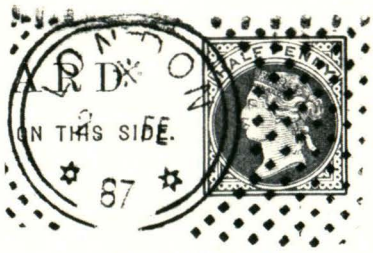



**Fig. 51 Type #16**

Five machines were sold to the German Post Office. Two to Hamburg with the bottom left corners reading "1" or "2" (Fig. 53). Three machines went to Berlin with the numbers "1," "2" (Fig. 54) or a "diamond" (the trial machine) in the bottom left corner. According to the re-




Fig. 52 Type #17A

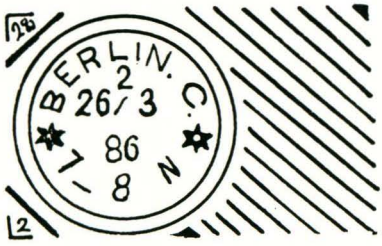



Fig. 53 Hamburg #2 Machine

cords, usage was from September 1885 to June 1886.

I have found a trial or specimen card from the Berlin machine with diamond in the left foot (figs. 55 & 56). Trial dates show the 27th, 28th, 29nth and 31st of




Fig. 54 Berlin #2 Machine

July 1885. The note in German reads, "First postmark print of 28 July 1885. To be used as of August 1885. By the postmark engraver E. Wolte, Berlin S.W. 14, Headquarters Street 53, turned over to the Berlin Post Office.

(signed) W. Lüdtke"

Finally, back to London where the House of Commons in an official report stated: ". . . Hoster apparently endeavoured by a judicious distribution of largesee to a few members of the manipulative staff who assisted at the trials and who doubtless accepted his liberality in good faith."

The remainning machines were withdrawn from service in 1893.




Fig. 55 Front of Berlin Hoster Specimen card

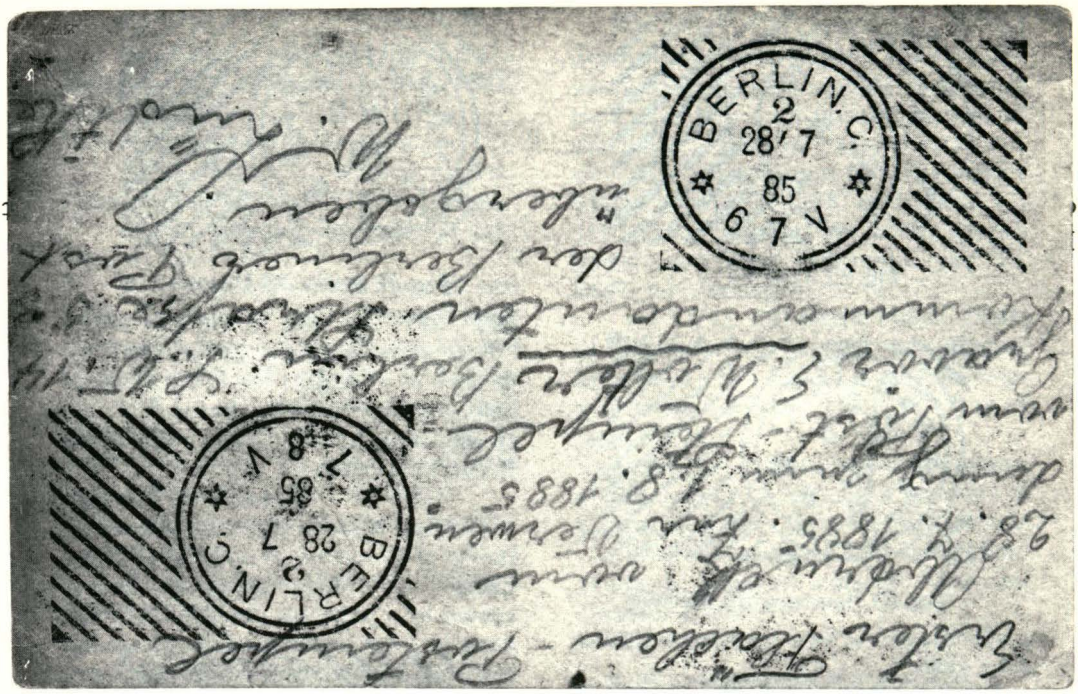



**Fig. 56 Back of Berlin Hoster Specimen card**

## ERRATA

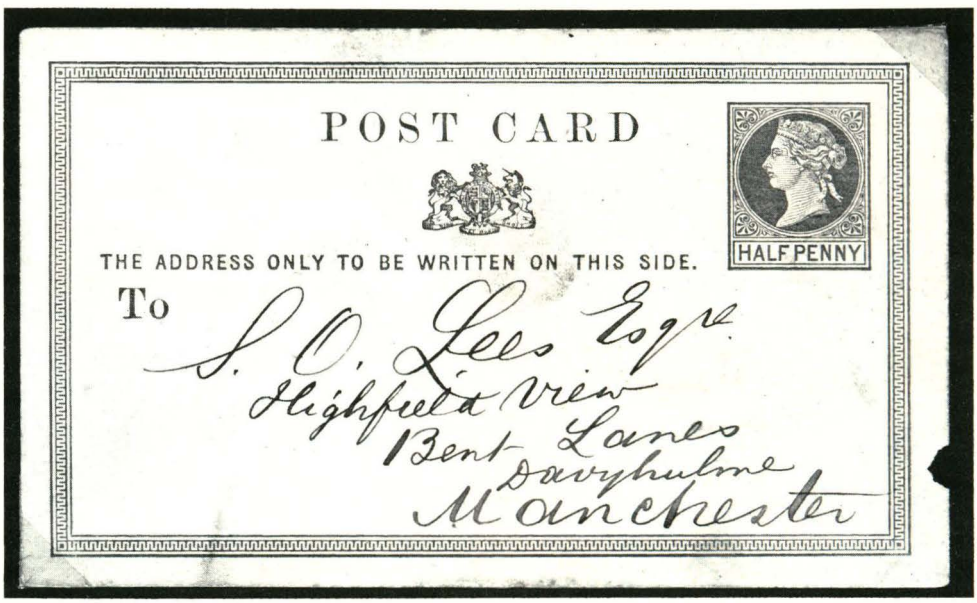



Figure 27, shown at the top of page 222 in the July issue should have included the punch hole which may be seen on the right of the card pictured above, a little way up from the bottom. Used in Birmingham, Edinburgh and Liverpool, it had a diameter of 3 mm. A flood of complaints caused the test to be cut short.

# A TOPICAL COLLECTION FOR CLASSIC COLLECTORS

by Alvaro Bonilla-Lara

**Lichtenstein Award winner and signer of The Roll of Distinguished Philatelists, Alvaro Bonilla-Lara has come up with a solution for those who like topicals, but are classicists at heart.**

The discussions between philatelists over the differences between classical philately and the new school of topical collecting are now a matter of the past, and it is not worth recalling them, or emphazising the preferences of either system.

What is obvious, is that the first topical collectors had a wider vision of what might happen should the deluge of new issues continue to grow. Unfortunately that was exactly what occurred. In addition to the policy of certain countries keeping their presses running with new topical issues, the past thirty years or so have seen the birth of any number of new countries, most of which have found a source of revenue in printing topical stamps.

There is no need to cite examples, they are only too abundant; any half important occurrance serves as an excuse for a new issue of stamps.

Should every collector, either classical or topical, feel that these issues are essential for his collection, the cure will be worse than the illness.

However, there is a way in which these new issues can be collected that is both pleasant and useful, and which, why deny it, serves to fortify collecting in the classical manner.

When a collector specializes in a country that appeals to him, but it is not his own, much pleasure can be found in adding to that collection items issued by other countries which have some reference to the specialized country. These "foreign items" should be put in an appropriate place as a friendly gesture, but not as part of a topical collection.

I know quite a number of collectors who specialize in the stamps of their own country and who, at the same time, next to some difficult reconstriction or some national issue, place stamps from other nations that refer to their own.

For many years my favorite country has been Italy. It is not a millionaire's collection, but started with the unification of that country in 1862. My collection was started, I confess, not because of my admiration of Michael Angelo, da Vinci and her innumeralbe artists, but because of an even less philatelically connected reason, my passion for the Italian opera and its creators and singers. Together with Verdi, Puccini, Giordano, Leoncavallo, Donizetti, Rossini and so many others, go the manes of such supreme singers as Caruso, Ruffo, Amato, Dalla Rizza, Gigli, Galli-Curci, Crimi, de Luca, Muzio, Schipa, ad infinittum, who filled many hours of my youth with supreme pleasure.

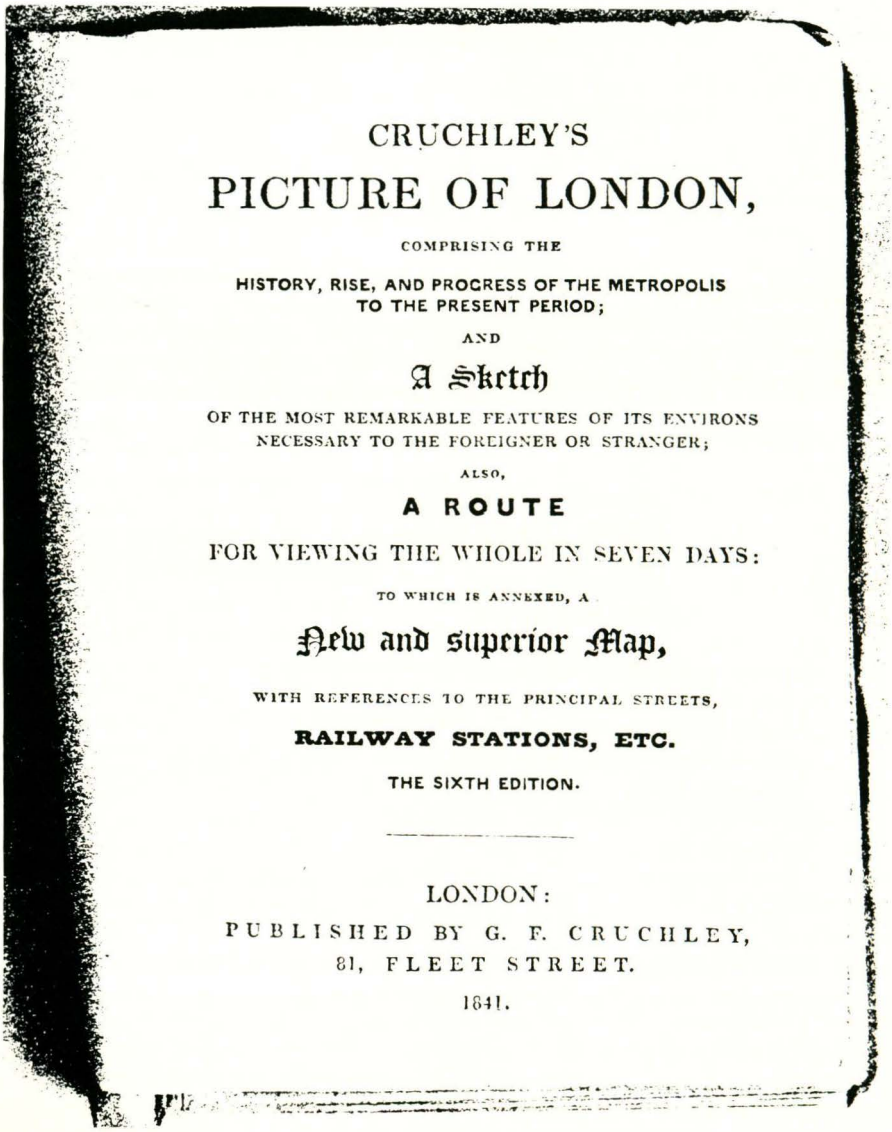
It was no easy matter, finding stamps related to by specialty so as I was seeking anything connected to Italy. I started to collect her painters. Now I do not know how many "foreign" stamps my collection contains, only how attractive they appear.

I have one unforgettable recollection: on my first visit to the National Gallery in London, I discovered a painting which I had only seen previously on a stamp of Rwanda, the divine, "Birth of Christ," by Guido Reni. What emotion we, my wife and I felt when we first gazed at this marvelous picture! Many times since then when I turn the pages of my Italian collection, I come to that Rwanda stamp and re-live what that day in London was, one of the highlights of my life.

# THE LONDON GENERAL POST OFFICE in 1840

**by Werner Elias**

Nineteenth Century travel guides often are a gold mine of information for philatelists and postal historians. Browsing at an antiquarian book store, Werner Elias came across an old London guide. Leafing through it he found a fascinating description of the General Post Office and its operations.



CRUCHLEY'S

PICTURE OF LONDON,

COMPRISING THE

HISTORY, RISE, AND PROGRESS OF THE METROPOLIS TO THE PRESENT PERIOD;

AND

A Sketch

OF THE MOST REMARKABLE FEATURES OF ITS ENVIRONS NECESSARY TO THE FOREIGNER OR STRANGER;

ALSO,

A ROUTE

FOR VIEWING THE WHOLE IN SEVEN DAYS:

TO WHICH IS ANNEXED, A

New and superior Map,

WITH REFERENCES TO THE PRINCIPAL STREETS,

RAILWAY STATIONS, ETC.

THE SIXTH EDITION.

LONDON:

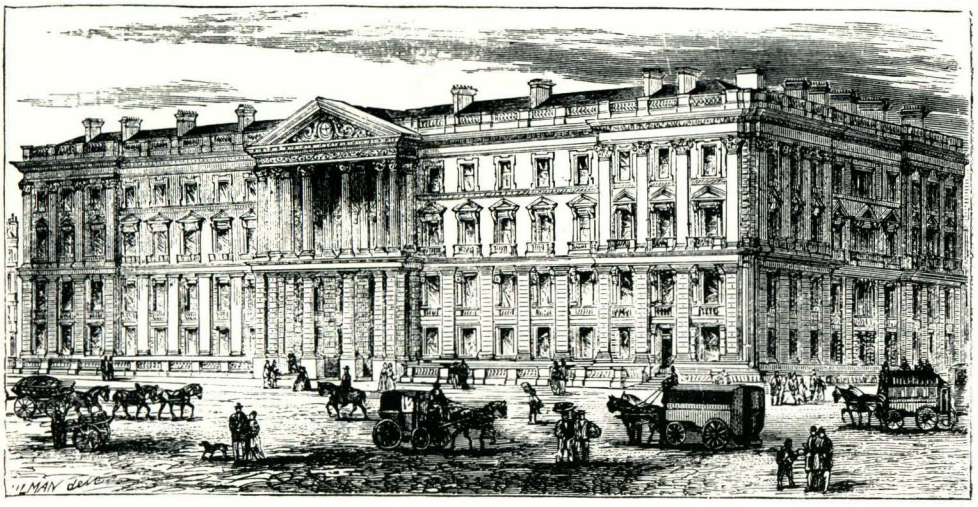
PUBLISHED BY G. F. CRUCHLEY,

81, FLEET STREET.

1841.

The sixth edition of "Cruchley's New Picture of London," discovered by Mr. Elias, appeared in 1841 just one year after Rowland Hill had initiated his far-reaching postal reforms. What makes the book particularly interesting is that, as the publisher proudly states in the preface, "Cruchley's Picture of London cannot, like other performances of its class, become obsolete; as, at the close of each year, the succeeding edition is entirely revised, with the introduction of such new matter as circumstances may require." Ture to this boast, all changes caused by Hill's recent postal reforms are reflected in the story.

A reprint of those pages dealing with postal matters, follows in the hope that readers might enjoy this contemporary picture of British postal operations.



**New General Post Office in St. Martin's-Le-Grand**

ST. MARTIN'S LE GRAND, of which Sir Robert Smirke was the architect, is a magnificent building, erected in the latter end of the reign of George the Fourth, and opened for public business the 23d of September, 1829. It presents a striking proof of the amazing extent of our intercourse with the world at large; foreigners and strangers will regard it with pride and wonder. But however it may impress by its grandeur and the beauty of its architecture, its interior arrangements are no less surprising, and well deserve attention. So far as the public are concerned,the arrangements have been formed with a view to convenience, the many different departments being made to communicate with the great hall, which forms a splendid thoroughfare from St. Martin's le Frand to Foster Lane. This hall, eighty feet in width, sixty in length, and fifty in height, is supported by six Portland stone columns of the Ionic order. On the north side are the newspaper, inland, and foreign offices; on the south side are the money order, receiver-general's, and accountants' offices; at the south-eastern end, in a line with the foreign office, is the penny post department; and at the western, on each side of the grand entrance, are boards, containing lists of persons to whom letters have been addressed, and whose abodes are unknown. A person seeing his name has only to write his address with a pencil on the remainder of the line, and the letter will be presented at his residence the following day.

North of the centre, is the hall where the bags are received from the mails, and this hall communicates with the inland sorters' office, and letter carriers' office. These offices are upwards of 100 feet

long, and the immense number of drawers, boxes, and pigeon holes with which they are fitted up, in order in meet the necessities of this department, must be seen to be duly appreciated. Under the great hall is a tunnel, in which is placed some very clever machinery, constructed by Mr. Barrow, for the purpose of conveying letters to and from the opposite offices of the establishment. At the eastern end of the hall, on the north side, is a staircase, leading to the letter bill, dead letter, mis-sent and returned letter offices, which, together with board room, secretaries' rooms, assistant secretaries' rooms, &c., occupy the first floor. The second floor and upper story contain, and are almost exclusively occupied by, sleeping rooms for clerks of the foreign department. In the basement story, which is rendered fire-proof by brick vaulting, is the mail guards' room and armoury. Immediately under the portico are two large gas meters, capable of registering 4000 cubic feet of gas per hour; and some curious machinery has been introduced for supplying water to the upper parts of the building in case of fire, and for the raising of coal from the cellars to the different floors.

A stranger possessing any curiousity will find great pleasure in witnessing the departure of the mails for all parts of Great Britain and Ireland, which takes place every evening, at eight o'clock precisely. They generally collect in the enclosed space adjoining the building, a quarter of an hour earlier, to receive their bags, &c., so that, at the striking of the clock, their last parcel is handed up, and off they set, one after another, sweeping out in quick succession; a treat even for the philosopher: the horses in full vigour, gaily prancing off, seem conscious of the importance of the their burthen; and the horns loudly and merrily sounding from the different quarters into which they diverge, as they take their respective directions, give a lively illustration of Fame with her hundred tongues. By a judicious calculation preserved through all the contracts, it is so arranged that the mails from all parts shall arrive at a certain early hour; and severe fines are levied on the guard for any delay for which he is not able to assign a satisfactory cause: he is not only obliged to arrive in London at a fixed hour, but on his waybill is marked the moment at which he should reach each place of any consequence on his route. Besides his weapons of defence, he is provided with a timepiece as his guide, by consulting which he is able to direct the speed of the driver, so as neither to overstep his time, nor overfatigue the cattle. To accelerate the delivery of letters for distant parts of the Metropolis, the postmen are conveyed in long, light vehicles to the verge of their districts, at which they arrive fresh for their work. Each accelerator carries fourteen men, with their bags; the man belonging to the nearest walk which they are to reach sits next the door, so as to descend without occasionally any stoppage. The doors are at the end of the vehicles, and are supplied with swinging handles, to prevent accidents.

The operation of the new arrangements on rates of postage within the United Kingdom, and to all parts of the world, is exhibited in the following Regulations:

Letters received at the receiving-houses till five o'clock in the afternoon; by the letter carriers ringing bells (on payment of one penny with each) from four till five in the afternoon; at the Branch Post-offices at Charing Cross, Cavendish Street, and 266, High Street Borough, till forty-five minutes past five; at the General Post-office, and at Lombard Street, till six; and at the General Post-office, St. Martin's-le-Grand only, from seven till half-past seven, by paying sixpence with each; and from half-past seven until twenty minutes before eight, by paying the postage and sixpence additional.

*Rates of Postage.*—Inland letters not exceeding half an ounce, are charged one penny.

Exceeding half an ounce, but not exceeding 1 ounce, 2*d.*

Exceeding 1 ounce, but not exceeding

2 ounces, 4*d*.

Exceeding 2 ounces, but not exceeding 3 ounces, 6*d*.

And so on an additional twopence for every additional ounce. With but few exceptions the weight is limited to 16 ounces. Unstamped letters are charged double postage on delivery. Those insufficiently stamped, double postage on delivery. Those insufficiently stamped, double the amount of such insufficiency.

## MORNING MAILS.

Letters and Newspapers forwarded by the morning mails to Brighton, Dover, Cheltenham, Oxford, Southampton, Birmingham, Liverpool, Manchester, Carlisle, Edinburgh, Glasgow, York, Scarborough, and all intermediate post towns.

*Newspapers; Supplements to Newspapers; and Publications not strictly Newspapers.*—It is not compulsory to send newspapers by the post; but those that are intended to be so transmitted, and are entitled to pass free, must be put into the receiving-houses before five o'clock in the afternoon; at the branch post-offices, before half-past five; or at the General post-office, St. Martin's-le Grand, before six. Each newspaper given with a penny to the letter-carriers ringing bells before five o'clock in the afternoon, or put into one of the late newspaper windows at St. Martin's-le Grand from six until half-past seven with a halfpenny, will be despatched the same evening.

*Stamped Publications, not strictly Newspapers*, not exceeding the weight of two ounces, and published periodically, circulate free by post as well to the United Kingdom as to the Colonies and Foreign parts; but as the mere affixing a newspaper stamp on any new periodical publication will not entitle it, as a matter of course, to pass free by the post, those who may be about to publish, for the first time, any such paper, should submit a copy to the Postmaster General, in order that it may be determined whether the publication is of a nature that will entitle it to pass free of postage.

When there are large arrivals of Foreign or ship letters, when the period of commencing and concluding the delivery is unavoidably retarded for a space varying from thirty to sixty minutes. Letters from all those places to which despatches are conveyed by the Birmingham Railway morning mail, likewise arrive by the same route at half-past two o'clock in the afternoon. They are delivered in Upper Thames Street, St. Paul's Churchyard, Newgate Street, Cloth Fair, Aldersgate Street, Redcross Street, Finsbury Place, Eldon Street, New Broad Street, Bishopsgate Within, Houndsditch, Minories, Haydon Square, and Tower Hill, and in all places within the limits of those streets by the general post letter carriers; and the delivery is completed within an hour and a half from the time of the arrival of the mail. All despatches by the railway, for places beyond the above limits, are sent out by the four o'clock penny-post delivery. The despatch from Canterbury, Chatham, Dartford, Dover, Faversham, Gravesend, Rochester, and Sittingbourne, which arrives by the mid-day Dover mail at four o'clock; Brighton, Crawley, Cuckfield, Lewes, Reigate, Shoreham, and Worthing, whcih arrives by the mid-day Brighton mail at a quarter past four o'clock in the afternoon, are sent out by the penny-post six o'clock delivery. Foreign mails arriving after the morning despatch of the letter carriers, are (provided they arrive before two o'clock in the afternoon) sent out within the before-mentioned limits by the general post letter carriers, who complete their deliveries within an hour from the time of their despatch. For places beyond those limits, all foreign letters arriving subsequent to the morning despatch of the letter carriers, are delivered by the penny post letter carriers, as are all *letters which arrive later than two in the afternoon by any foreign mail.*

*Delivery of Letters.*—The morning delivery of General post letters (including despatches from every port, town, and place in the United Kingdom, and those foreign, ship, and packet letters which have arrived in sufficient time) com-



**The Old Post Office on Lombard St. as it looked in 1800.**

mences in every district, within three miles of St. Martin's-le-Grand, rather before nine o'clock in the morning, and is completed within an hour and a half, except on Mondays, or on other days

*Bank Notes and Drafts.*—Persons wishing to send bank notes and drafts by post are advised to cut such notes or drafts in halves, and send them at two different times, waiting till the receipt of one half is acknowledged before the other half is sent.

*The Money-order Office,*—being now carried on by the post office on the public account, remittances by means of money-orders can be made by application at the Money-order Office, at the south side of the hall of the General Post Office; or the several branch offices in Lombard Street, Charing Cross, Old Cavendish Street, and High Street, Borough. The charge for such orders will be sixpence on sums of two pounds and under, and one shilling and sixpence on sums between two and five pounds. To avoid trouble, it must be understood that the party in whose favour the order is drawn, must attend personally to receive it. No orders will be given for sums beyond this amount.

Money-orders will be given on all post towns in England and Ireland, and to the principal ones in Scotland. They can also be drawn by these on each other and London, but those drawn on London can only be paid at the General Post Office.

The following receiving houses around London, are likewise empowered to pay and grant money-orders, viz:—Edmonton, Greenwich, Hammersmith, Limehouse, Richmond, and Woolwich.

Overcharges returned between the hours of ten and five, on presenting the overcharged letters at the window in the hall of the General Post Office. Overcharges may likewise be obtained at the branch office, Lombard Street; or the letter may be sent to the office by the letter carrier of the district, and the overcharge will be returned with the letter in two days.

The receiving houses for letters are no longer distinct; letters may indiscriminately be put into any of them.

Soldiers and Sailors' letters, when received from parts beyond the seas, without the postage of one penny having been prepaid, (the present restriction to half an ounce in weight remaining in full force,) are subject to a rate of twopence only. Soldiers and Sailors' letters are not liable to any additional postage on re-direction.

Soldiers and Sailors' letters when sent or received by private ships, are liable to the ship-letter gratuities, in addition to the postage.

## BRITISH RATES OF POSTAGE UPON FOREIGN LETTERS.

1st. Between France and the countries and places undermentioned.

2nd. Between Germany (viâ France) or Holland or Belgium.

3rd. Between Germany (not viâ France), Denmark, Sweden, or other parts of the north of Europe, or any country through Belgium, or Holland, or Germany.

4th. Between Switzerland (viâ France).

5th. Between Spain, Italy, Sicily, Venetian Lombardy, Turkey, the Levant, or Archipelago (all vîa France).

| | 1st. | | 2nd. | | 3rd. | | 4th. | | 5th. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| Spain | 2 | 2 | 3 | 6 | 3 | 10 | 3 | 4 | 3 | 9 |
| British North America and the U.S. of America | 1 | 0 | 2 | 4 | 2 | 8 | 2 | 2 | 2 | 7 |
| Gibraltar. | 2 | 6 | 3 | 10 | 4 | 2 | 3 | 8 | 4 | 1 |
| Malta, the Ionian Islands, Greece, Syria, Egypt, and the East Indies | 2 | 6 | 3 | 10 | 4 | 2 | 3 | 8 | 4 | 1 |
| Portugal | 2 | 7 | 3 | 10 | 4 | 2 | 3 | 8 | 4 | 1 |
| Madeira | 2 | 8 | 3 | 11 | 4 | 3 | 3 | 9 | 4 | 2 |
| Brazil | 3 | 7 | 4 | 10 | 5 | 2 | 4 | 8 | 5 | 1 |
| Buenos Ayres, Chili, and Peru | 3 | 0 | 4 | 9 | 5 | 1 | 4 | 7 | 5 | 0 |
| Mexico, Colombia, and Cuba | 3 | 2 | 4 | 5 | 4 | 9 | 4 | 3 | 4 | 8 |
| St. Domingo | 2 | 4 | 3 | 7 | 3 | 11 | 3 | 5 | 3 | 10 |
| Jamaica and the West Indies | 2 | 3 | 3 | 6 | 3 | 10 | 3 | 4 | 3 | 9 |

1st. Letters arriving at any Port in the United Kingdom, and forwarded thence, without passing through London, between British North America or the United States of America, and the countries and places following.

2nd. Between the West Indies and

| | 1st. | | 2nd. | |
|---|---|---|---|---|
| | s. | d. | s. | d. |
| Spain | 3 | 2 | 3 | 5 |
| Portugal | 2 | 7 | 2 | 10 |
| Brazil | 3 | 7 | 3 | 10 |
| Buenos Ayres, Chili, and Peru | 3 | 5 | 3 | 8 |
| Mexico, Columbia, and Cuba | 3 | 1 | 3 | 4 |
| St. Domingo | 2 | 3 | 2 | 6 |

1st. Letters arriving at any port in the United Kingdom, and forwarded thence, without passing through London, between Gibraltar and the countries and places under-mentioned.

2nd. Between Malta, the Ionian Islands, Greece Syria, Egypt, or the East Indies (not via France), and the countries and places under-mentioned.

| | 1st. | | 2nd. | |
|---|---|---|---|---|
| | s | d. | s. | d. |
| United States of America | 2 | 11 | 3 | 3 |
| Brazil | 4 | 6 | 4 | 10 |
| Buenos Ayres, Chili, and Peru | 4 | 4 | 4 | 8 |
| Mexico, Columbia, and Cuba | 4 | 0 | 4 | 4 |
| St. Domingo | 3 | 2 | 3 | 6 |

SHIP LETTER OFFICE.—Letters forwarded through this office to the Cape of Good Hope, Isle of France, East Indies, &c., to pay the full inland rate of postage to the port where the ship may be, and twopence sea postage for every letter not exceeding three ounces, and one shilling per ounce for every ounce above.

Newspapers and price currents that have paid stamp dury, are forwarded to India, if made up open at the ends, at one penny per ounce.

All letters and newspapers forwarded through this office, except those between ports in Great Britain and Ireland, must be paid for at the time they are put in.

There are seven deliveries and seven collections of letters in London daily and by a recent regulation, the eight o'clock delivery has been extended to all places in the environs of London within the circle of three miles from the Genreal Post Office. These places have now five deliveries, and five despatches daily.

**FOR TOWN DELIVERY LETTERS PUT IN—**

The Receiving Houses.

| | Hours. |
|---|---|
| Morning | 8 |
| Ditto | 10 |
| Ditto | 12 |
| Afternoon | 2 |
| Ditto | 4 |
| Ditto | 6 |
| Ditto | 8 |

The Principal Office

| | Hours. |
|---|---|
| Morning | 9 |
| Ditto | 11 |
| Ditto | 1 |
| Afternoon | 3 |
| Ditto | 5 |
| Ditto | 7 |
| Ditto | 9 |

They are sent out for delivery at

| | Hours. |
|---|---|
| Morning | 10 |
| Ditto | 12 |
| Afternoon | 2 |
| Ditto | 4 |
| Ditto-ws6 | |
| Ditto | 8 |
| Next Morning | 8 |

**LONDON TO THE COUNTRY.**

| The Receiving Houses. | Hours. |
|---|---|
| Morning | 8 |
| Noon | 12 |
| Afternoon | 2 |
| Ditto | 6 |

The Principal Offices.

| | Hours. |
|---|---|
| Morning | 9 |
| Afternoon | 1 |
| Ditto | 3 |
| Ditto | 7 |

They are despatched from the latter at

| | Hours. |
|---|---|
| Morning | 10 |
| Afternoon | 2 |

*(continued on page 300)*

# THE U.S. 20-CENT PARCEL POST STAMP OF 1912

**(A Correction of a Correction)**

**By Henry W. Beecher**

Unfortunately, part of the information supplied by Mr. Henry M. Gobie and used by Mr. Philip M. Silver in his correction (The C.C.P., November 1978) of his 20-cent parcel post article in the March 1975 issue was itself erroneous. (I will try not to stumble in my turn; a correction of a correction of a correction might make all of us involved in the publication of the series look ridiculous!)

Knowing (as I am sure Mr. Gobie also does) that insured mail required a dated postmark and an insurance endorsement and number, and thinking it unlikely that those would have been placed elsewhere than on the tag envelope bearing the postage and addresses, I deemed it advisable to check Mr. Gobie's other premise. A quick map measurement showed the distance between Quincy, Illinois, and Sherman, Texas, to be about 525 miles, not "something over 600 miles." This means that the rates for the fourth parcel post zone applied, not the fifth. (To be quite sure, I wrote to the Quincy post office, and received confirmation that Sherman was in the fourth zone.) Looking at the rates in effect from January 1, 1914, through April 14, 1925, we find that 43¢ paid for a ten-pound parcel to the fourth zone. (The parcel post *rates* were not changed by POD Order 9010, effective Sept. 1, 1915, as Mr. Silver's article seems to say.)

We may be sure that this parcel was not mailed while the War Tax on parcel post was in effect (from Nov. 2, 1917, through Dec. 31, 1921), barring the low probability that the required revenue stamp was affixed elsewhere than on the address and postage tag. A parcel on which the postage was 43¢ had to have 2¢ in documentary stamps affixed.

Thus, we may conclude that the stamps in question were used after the 3¢ stamp was issued and almost certainly before Nov. 2, 1917. Use in the period 1922 through April 14, 1925, while possible, seems most unlikely for such an obviously commercial cover; few non-philatelic mailers would have had stocks of either stamp variety even at the beginning of that period.

On a minor point, I suppose Mr. Silver just absent-mindedly spoke of the stamps being precanceled. The perforated initials were, of course, no kind of cancellation, but an anti-theft security measure of the mailing firm.

Now for a question to which I believe many others as well as myself would like to know the answer: Why does the Scott listing for each of the Parcel Post stamps "On the cover, first class mail" have a terminal date of 1918? Was there perhaps an order for post offices to discontinue sales in that year? Possibly the Scott editors felt that the stamps had such limited availability at post offices after 1918 that almost all subsequent usage would be "philatelic." However, it is evident that Scott has no consistent policy of restricting cover listings to non-philatelic usages. Surely many of the first-class mail covers bearing Parcel Post stamps used from 1913-18 are philatelic; small envelopes bearing the higher denominations can be nothing else. If anyone is inclined to dispute the latter statement, let him show us a non-philatelic first-class usage of the $1 Parcel Post stamp. I will be interested to see it.

## THE ANNUAL REPORT FOR 1978

To the Board of Governors
The Collectors Club, Inc.
New York, New York 10016

I have examined the balance sheet of The Collectors Club, Inc. as of December 31, 1978, the related statement of operations and surplus and the statement of changes in fund balances for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as I considered necessary in the circumstances.

In my opinion, the accompanying statements present fairly the assets and liabilities of The Collectors Club, Inc. at December 31, 1978, arising from cash transactions, the revenues collected and expenditures made by it, and changes in fund balances during the year then ended on a basis consistent with that of the preceding year.

Patrick D. Pill
Certified Public Accountant

### BALANCE SHEET

### DECEMBER 31, 1978

### ASSETS

| | | | |
|---|---|---|---|
| **CURRENT FUNDS:** | | | |
| Cash – Chemical Bank | | | $ 1,027.00 |
| **PLANT INVESTMENT FUND:** | | | |
| Real Estate | $ 69,781.00 | | |
| Furniture and equipment | 28,986.00 | | |
| Library | 30,293.00 | | 129,060.00 |
| **OTHER FUNDS:** | | | |
| House Replacement Fund: | | | |
| Cash – Seaman's Bank for Savings | 8,722.00 | | |
| Marketable Securities at cost (Market Value $43,068) | 35,233.00 | | |
| Due from Capital Fund | 1,180.00 | $ 45,135.00 | |
| J. Brace Chittenden Memorial Fund: | | | |
| Cash – Seaman's Bank for Savings | 6,170.00 | | |
| Marketable Securities at cost (Market Value $26,347) | 14,422.00 | | |
| Due from Capital Fund | 648.00 | 21,240.00 | |
| Theodore E. Steinway Memorial Publication Fund: | | | |
| Cash – Manhattan Savings Bank | 13,787.00 | | |
| Due from General Fund | 10,000.00 | 23,787,00 | |

| | | | |
|---|---|---|---|
| Dr. Harry Mark Daggett, Jr., Fund: | | | |
| Cash – Seaman's Bank for Savings | | 16,092.00 | |
| Life Membership Fund: | | | |
| Cash – Bowery Savings Bank | | 2,661.00 | |
| Capital Fund: | | | |
| Cash – Manhattan Savings Bank | 14,702.00 | | |
| – Union Dime Savings Bank | 51,236.00 | | |
| – Emigrant Ind. Savings Bank | 29,170.00 | | |
| Marketable Securities at cost (Market Value $197,757) | 217,449.00 | 312,557.00 | |
| TOTAL OTHER FUNDS | | | 421,472.00 |
| **TOTAL ASSETS** | | | $551,559.00 |

## LIABILITIES AND CAPITAL

| | | | |
|---|---|---|---|
| **CURRENT FUNDS:** | | | |
| Payroll taxes payable | | $ 475.00 | |
| Miscellaneous payable | | 6,386.00 | |
| Current Fund deficit | | (15,834.00) | |
| Due to Steinway Fund | | 10,000.00 | |
| TOTAL CURRENT FUNDS | | | $ 1,027.00 |
| **PLANT INVESTMENT FUND** | | | 129,060.00 |
| OTHER FUNDS: | | | |
| House Replacement Fund | | 45,135.00 | |
| J. Brace Chittenden Memorial Fund | | 21,240.00 | |
| Theodore E. Steinway Memorial Publication Fund | | 23,787.00 | |
| Dr. Harry Mark Daggett, Jr., Fund: | | | |
| Due to Capital Fund | 109.00 | | |
| Fund Balance | 15,983.00 | 16,092.00 | |
| Life Membership Fund | | 2,661.00 | |
| Capital Fund: | | | |
| Due to Other Funds | 1,719.00 | | |
| Capital Fund Balance | 310,838.00 | 312,557.00 | |
| **TOTAL OTHER FUNDS** | | | **421,472.00** |
| **TOTAL LIABILITIES AND CAPITAL** | | | $551,559.00 |

## STATEMENT OF OPERATIONS AND SURPLUS

## CURRENT FUND

| | | |
|---|---|---|
| Income: | | |
| Membership contributions | $ 26,430.00 | |
| Contributions – Other | 652.00 | $ 27,082.00 |
| Operating Expenses: | | |
| Office | 17,918.00 | |

| | | |
|---|---|---|
| Club activities | 3,740.00 | |
| House | 22,409.00 | |
| Library | 4,443.00 | 48,510.00 |
| Cost of publishing *Philatelist* | | (7,530.00) |
| Excess of operating expenses over income | | (28,958.00) |
| Deficit absorbed by Capital Fund | | 16,365.00 |
| Net change in surplus | | $(12,593.00) |

## STATE OF CHANGES IN FUND BALANCES

### PLANT INVESTMENT FUND

| | |
|---|---|
| Balance, January 1, 1978 and December 31, 1978 | $129,060.41 |

### HOUSE REPLACEMENT FUND

| | |
|---|---|
| Balance, January 1, 1978 | $ 40,069.00 |
| Add: | |
| Investment income | 5,066.00 |
| Balance, December 31, 1978 | $ 45,135.00 |

### J. BRACE CHITTENDEN MEMORIAL FUND

| | |
|---|---|
| Balance, January 1, 1978 | $ 19,443.00 |
| Add: | |
| Investment income | 1,797.00 |
| Balance, December 31, 1978 | $ 21,240.00 |

### THEODORE E. STEINWAY MEMORIAL PUBLICATIONS FUND

| | | |
|---|---|---|
| Balance, January 1, 1978 | | $33,072.00 |
| Add: | | |
| Handbook sales | $ 1,555.000 | |
| Investment income | 715.00 | 2,270.00 |
| | | 35,342.00 |
| Deduct: | | |
| Transfer to General Fund | 1,555.00 | |
| Newfoundland Handbook | 10,000.00 | 11,555.00 |
| Balance, December 31, 1978 | | $23, 787.00 |

### DR. HARRY MARK DAGGETT, JR., FUND

| | |
|---|---|
| Balance, January 1, 1978 | $14,837.00 |
| Add: | |
| Investment income | 1,146.00 |
| Balance, December 31, 1978 | $15,983.00 |

## LIFE MEMBERSHIP FUND

| | |
|---|---|
| Balance, January 1, 1978 | $ 2,491.00 |
| Add: | |
| Investment income | 170.00 |
| Balance, December 31, 1978 | $ 2,661.00 |

## CAPITAL FUND

| | | |
|---|---|---|
| Balance, January 1, 1978 | | $289,824.00 |
| Add: | | |
| Investment income | $25,199.00 | |
| Contributions | 12,180.00 | 37,379.00 |
| | | 327,203.00 |
| Deduct: | | |
| Transfer to Current Fund | | 16,365.00 |
| Balance, December 31, 1978 | | $310,838.00 |

## OPERATING EXPENSES
## FOR THE YEAR ENDED DECEMBER 31, 1978

| | |
|---|---|
| Office: | |
| Salary | $ 9,900.00 |
| Telephone | 1,898.00 |
| Postage | 365.00 |
| Professional services | 3,813.00 |
| Stationery and supplies | 1,704.00 |
| Miscellaneous | 515.00 |
| Payroll taxes | 1,278.00 |
| | 19,473.00 |
| Less: Transfer — Steinway | 1,555.00 |
| | $17,918.00 |
| Club Activities: | |
| Meeting notices | 1,197.00 |
| Exhibition and special events | 383.00 |
| Program expense | 510.00 |
| Capital Fund appeal | 692.00 |
| Annual Dinner/Open House | 958.00 |
| | $ 3,740.00 |
| House: | |
| Real Estate Taxes | $ 6,651.00 |
| Wages | 2,717.00 |
| Gas, electric and water | 2,829.00 |
| Building repairs and maintenance | 3,316.00 |
| Supplies | 858.00 |
| Elevator maintenance | 1,128.00 |
| Insurance | 1,476.00 |
| Heat | 3,434.00 |
| | $22,409.00 |

| | | |
|---|---|---|
| Library: | | |
| Salary | | $ 3,045.00 |
| Acquisitions, subscriptions and binding | | 990.00 |
| Miscellaneous | | 408.00 |
| | | $ 4,443.00 |

## COST OF PUBLISHING *PHILATELIST*

| | | |
|---|---|---|
| Costs: | | |
| Printing | | $18,523.00 |
| Stationery and supplies | | 497.00 |
| Editorial expense | | 1,200.00 |
| | | $20,220.00 |
| Revenues: | | |
| Advertising | $11,912,00 | |
| Subscriptions and sales | 778.00 | 12,690.00 |
| Net Cost — Exhibit B | | $(7,530.00) |

## MARKETABLE SECURITIES

## HOUSE REPLACEMENT FUND

| Shares or Par Value | | | Book Value | Market Value |
|---|---|---|---|---|
| $ 2,000 | American Tel. & Tel. Co. 6½% - 12/1/79 | $ 1,949.00 | | $ 1,930.00 |
| 6,000 | United States Treasury Bonds 6⅜% - 1984 | 5,777.00 | | 5,269.00 |
| 3,000 | United States Treasury Bonds 3¼% - 1978-83 | 2,998.00 | | 2,421.00 |
| 2,000 | United States Treasury Bonds 3% - 1995 | 1,992.00 | | 1,478.00 |
| 2,000 | Transcontinental Gas Pipline 8⅞% - 4/1/90 | 1,986.00 | | 1,855.00 |
| 10,000 | E. I. Dupont 8% - 11/15/81 | 9,988.00 | | 9,525.00 |
| 60 Shs. | Dow Chemical | 798.00 | | 1,545.00 |
| 200 Shs. | Exxon | 4,140.00 | | 9,800.00 |
| 172 Shs. | Cities Service Co. | 5,605.00 | | 9,245.00 |
| | | $35,233.00 | | $43,068.00 |

## J. BRACE CHITTENDEN MEMORIAL FUND

| | | | |
|---|---|---|---|
| $ 7,000 | United States Treasury Bonds 6⅜% - 1984 | $ 6,524.00 | $ 6,147.00 |
| 5,000 | Farrell Lines Inc. 8.05% - 4/1/88 | 5,000.00 | 5,000.00* |
| 50 Shs. | International Business Machines | 2,898.00 | 15,200.00 |
| | | $14,422.00 | $26,347.00 |

## CAPITAL FUND

| | | | |
|---|---|---|---|
| $10,000 | General Motors Acceptance Corp. 7.35% - 1/15/87 | $ 10,007.00 | $ 8,488.00 |
| 10,000 | First National Boston 7.60% - 7/15/81 | 10,258.00 | 9,425.00 |
| 20,000 | First National Boston 8% - 1982 | 21,166.00 | 18,950.00 |
| 10,000 | Portland General Electric Co. 10½% - 12/1/80 | 10,003.00 | 10,000.00 |
| 10,000 | Columbus & S. Ohio Elec. Co. 9½% - 1984 | 10,159.00 | 9,550.00 |
| 10,000 | Detroit Edison 6% - 12/1/96 | 8,904.00 | 6,600.00 |
| 15,000 | First Nat'l Bank Corp. 7.2% - 6/1/79 | 15,255.00 | 14,625.00 |
| 25,000 | New York Telephone 7½% - 31/1/09 | 25,250.00 | 21,220.00 |
| 10,000 | Columbia Gas 5% - 10/1/82 | 8,251.00 | 8,500.00 |
| 20,000 | Sears Roebuck 7¾% - 3/1/85 | 20,443.00 | 18,250.00 |
| 5,000 | General Telephone (Convertible) 4% - 3/15/90 | 4,470.00 | 3,225.00 |
| 5,000 | W. R. Grace (Convertible) 4¼% - 3/1/90 | 4,100.00 | 3,500.00 |
| 5,000 | Reynolds Metals (Converible) 4½% - 3/1/91 | 4,475.00 | 3,475.00 |
| 5,000 | Appalachian Power 11% - 1982 | 5,108.00 | 5,125.00 |
| 15,000 | First Chicago Corp. 6¾% - 11/1/80 | 14,618.00 | 13,950.00 |
| 10,000 | Ford Motor 7.40% - 1/15/80 | 10,283.00 | 9,650.00 |
| 20.00 | Columbus & So. Ohio Elec. Co. 9¼% - 11/1/82 | 20,309.00 | 19,100.00 |
| 200 Shs. | Crocker Nat'l PFD | 5,000.00 | 4,725.00 |
| 10 Shs. | Exxon | 481.00 | 490.00 |
| 9,139 | Farmers Home Administration Notes Guaranteed by United States Government | 8,909.00 | 8,909.00* |
| | TOTAL MARKETABLE SECURITIES | $217,449.00 | $197,757.00 |

*Indicates Book Value

## DEDUCTIBILITY OF CONTRIBUTIONS

Several members have written to the Capital Fund chairmen inquiring about the *temporary*[1] loss of the Collectors Club's exemption from New York City real property taxes. The question raised is, "How does this affect contributions to the Capital Fund. Are such contributions still deductible on Federal and State income tax returns?" The answer is a resounding YES!

There is no connection between the two types of taxes. Real property taxes are levied by a municipality or other subdivision of a state. Until quite recently, the Collectors Club's exemption from such taxes was provided for in the Real Property Law of the State of New York. A change in the law, limiting exemption to educational and charitable organizations principally was enacted several years ago. The City of New York, by local law, then terminated exemptions for libraries, bar associations, bible societies and scientific societies to name but a few.

Ignoring the fact that the Collectors Club was an educational institution, having been so designated in a decision of the Court of Appeals of New York, the City Tax Board ended our exemption.

Deductibility of contributions to the Collectors Club, however, stems from the relevant sections of the Internal Revenue Code. Pertinent sections may be quoted, in part, as follows:

> Sec.170(c) CHARITABLE CONTRIBUTIONS DEFINED.—For purposes of this section, the term "charitable contribution" means a contribution or gift to or for the use of—
>
> (2) A corporation, trust, or community chest, fund or foundation
>
> (B) organized and operated exclusively for religious, charitable, scientific, literary or *educational* purposes . . . . (emphasis added)
>
> (D) which is not disqualified for tax exemption under section 501(c)(3). . . .

The New York State Tax Law basically conforms to the provisions of the Internal Revenue Code.

Without attempting to provide detailed background of the Club's compliance with Section 501(c)(3), it is sufficient to state that the last Federal audit of our records and activities proved that the Collectors Club's basis for exemption was proper.

It is hoped that this short analysis will allay the fears of our members insofar as the deductibility of contributions to the Collectors Club. Such contributions are still deductible on Federal and State income tax returns.

The successful outcome of our legal action against the City of New York, will restore our exemption from local real property taxes as well.

*Philip Silver*

*(1) legal action to appeal the decision of the Tax Board is presently before the courts.*

---

**LONDON GENERAL POST OFFICE (cont'd)**

| | |
|---|---|
| Ditto | 4 |
| Ditto | 8 |

But letters, whether from town or its environs, may be put in at the principal office three quarters of an hour later for each despatch.

Letters put in before eight o'clock on Saturday evening are delivered in the country on Sunday morning. The dated stamps, or if there are two, that having the latest hour, shows the time of day at which letters were despatched for delivery from the principal office. The postage of this office may or may not be paid at the time of putting in, at the option of the sender. Newspapers pass free by the London Twopenny Post, except in those cases where they shall be posted and delivered within the limits, for the time being, of the General Post delivery, when the postage is one penny on each newspaper.

Any irregularity in the delivery of letters, communicated to the comptroller, will be duly attended to; and if the covers bearing the date stamp, are produced, they will serve to discover where the fault lies.

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# Book Reviews

**American Air Mail Catalogue, Volume III, Fifth Edition, 1979,** Editor-in Chief, Dr. Perham C. Nahl. 519 pages, hardbound. Published by American Air Mail Society, Cinnaminson, N.J. 08077. Available from dealers and Dr. James J. Matejka, Jr., 614 North Elmwood Avenue, Oak Park, Illinois 60302. $12.50, postpaid.

Reviewing Volume II of the American Air Mail Catalogue in the November 1977 issue of the Collectors Club Philatelist, I stated it is, "a worthy addition to a comprehensive compendium of air mail data unrivalled, in this reviewer's opinion, in any country in the world." That opinion has not changed. If anything, the publication of Volume III reinforces it. The complete edition of this major work will eventually consist of five volumes, listing everything and anything the collector of airposts would want.

It is true, of course, that the subject matter of this and the other volumes is basically for collectors of the air mail stamps and covers of the United States. When this monumental work is completed in the next few years, it will consist of approximately 2,500 pages. Thus, every collector of U.S. air mails, whatever his or her interest, will find sections that appeal directly or even peripherally to such interest. For those collectors who specialize in foreign flights, there is a section entitled, "Early Foreign Flights," which appeared in Volume I of the present edition.

The present Volume III supplements the listing for "U.S. Contract Air Mail Routes" which appeared in Volume II. In that volume, route numbers 1 through 72 were listed. Volume III continues with route 73 through route 299 and includes air taxi routes and autogiro service as well. An insight into the comprehensiveness of this section is found in the fact that 287 pages are devoted to this popular collecting area.

Airport dedication covers are covered in depth in the next section. The more than 100 pages devoted to this section are a complete update of the section which appeared previously in 1969 in Volume I of the Fourth Edition. Not surprising, cover prices show marked increases in the 10-year hiatus between catalogue listings. Airport dedication up to October 12, 1977 are included.

Rounding out the catalogue is a section devoted to Lindberghiana. This section last appeared in 1970 in Volume III of the Fourth Edition. The new section has twice as many pages of text with a concomitant increase in the number of illustrations of cachets and covers. The 50th anniversary of Lindbergh's epochal flight in 1977 resulted in a veritable outpouring of stamps, commemorative flights and special cancellations for this popular collecting field. These are adequately covered in the section. For the Lindbergh collector, Volume III of the American Air Mail Catalogue is a decided MUST!

The final section of this volume is a cumulative, chronological index of every cover listed in Volumes I, II and III. This is an extremely useful tool. The collector need only check the date on his cover and the city of origin of a flight. The index indicates on which page of each volume the cover is listed. This cumulative index is a new feature of the current edition of the catalogue not available in previous editions. In the past, the collector had to wait for the final volume of an edition for the index.

The American Air Mail Society, publishers of this volume, caters to collectors in every facet of aerophilately. Additional information is available from John J. Smith, 102 Arbor Road, Cinnaminson, N.J. 08077.

*(Philip Silver)*

**CRASH COVERS, An Aerophilatelic Challenge,** by Joseph L. Eisendrath, 210 pp, copiously illustrated. Published by the American Air Mail Society and available from James J. Matejka, 614 N.

Elmwood, Oak Park, IL 60302. $15.

Aviation's accidents are tragic. The collection of crash remains may be ghoulish, but the study of mail salvaged from "wreakage" forms a very definite part of aero-postal history.

Because of his intense interest in, study of and writing about crash or interrupted flight covers over a 40+ year period, Joe Eisendrath is universally known and recognized as the field's leading expert.

Those of us who have seen his many volumes of charred postal relics and documentation thereof at his Illinois home or at exhibitions here and abroad, (he showed portions at our own meetings,) hopefully waited for the day when he would put his experience and research results on paper.

This has come to pass and the results has more than satisfied our expectations. A talented wordsmith, he has put together a throughly readable book that will long stand as THE definitive reference on the subject. His style clearly shows that he knows and loves this aero-philatelic speciality.

Covers rescued from ill-fated plane flights usually have, "Damage due to air mail interruption" markings. Tragic relics. they represent the tangible, historic remains of aircraft that never made it to their final destination whether a pilot walked away unscathed or hundreds of passengers met sudden, disastrous end.

Mr. Eisendrath has approached his collection with the cold disinterest of a medical examiner, yet his personal grief for unknown victims seeps through his commentary.

An absolute must for the aero-philatelist "Crash Covers" is an exciting bit of reading for all who have any interest in aviation, its progress and unfortunate incidents.

As a permanent reference source, the book lists pilots involved in crashes, poundages of mail recovered and even rules on how to authenticate such covers-with increasing interest in and high prices obtained for interrupted mail items, some faking has been discovered.

Extremely valuable is the reproduction of listings from the "American Air Mail Catalogue," editorship of which Mr. Eisendrath assumed following the demise of L.B. "Bart" Gatchell, its original compiler.

*(E.A.K.)*

**STAMPS OF IRELAND, Specialized Catalogue, 1979 edition,** Edited by David MacDonnell. 123 pages, illus. softbound. Available from David MacDonnell & David Feldman, Ltd., 102 Leinsten Road, Dublin 6, Ireland. Price £1.50

Considering the relatively conservative stamp issuing policy of the Irish Department of Posts it was a surprise to find this latest edition of "Feldman's" almost a third larger than the previous—123 pages this year against last year's 93. Actually, the new commemoratives issued since the August '66 "Scouting" set (with which the '78 edition concluded) occupy only four of these pages, but almost every other section of the catalogue has been expanded, either by inclusion of listings previously omitted, or addition of pertinent information formerly found only in the more specialized Irish handbooks.

The treatment accorded the Irish Railway stamps is a case in point. They are a bona-fide and interesting part of Irish philately, having been issued under Government license between 1891 and 1920 for use on letters conveyed by the various Irish railways. Whereas last year's catalogue contented itself with a brief listing of the railways that issued such stamps, we now have a complete listing and pricing of these issues, many of "them" illustrated. As far as I know, this is the only readily available source of information on these stamps.

The section devoted to the stamps of Great Britain used in Ireland before 1922 has also been expanded by the inclusion and pricing of the 1912-22 George V issue with simple cypher watermark and

the 1913 ½d green and 1d red of the same design, but with multiple cypher watermark. Since the latter two are priced at £45 and £70 respectively, and their simple cypher counterparts are priced in pence, they are well worth checking for. The English postage dues of 1914 are also included for the first time.

In the "forerunner" section, under which arbitrary title are included the various patriotic and political propaganda labels beginning with the controversial Fenian issue of 1865, there are few changes except for the insertion of some explanatory notes, and the pricing for the first time of the "broad crown" version of the 1908 Sinn Fein label, depicting the woman with harp and wolfhound, as a tete-beche pair. I prefer the treatment accorded these issues in the Hibernian specialized catalogue, where, in contrast to their prominence in the Feldman, they are relegated to the extreme back of the book and clearly designated "labels."

Feldman's coverage of the overprinted provisional issues of 1922-35, which has always been first-rate, has this year been improved even further by noting the quantities issued for each value as far as can be ascertained. This information was previously available in the Feldman Handbook, but since that is now out of print and increasingly difficult to come by, its inclusion in the annual catalogue is certainly welcome. As in previous years Scott, Gibbons, Michel, and Yvert & Tellier numbers for each overprinted issue—indeed, for all subsequent issues as well—are provided. This is an especial convenience for those who follow the foreign auctions, which more and more are the prime source for most of the scarcer Irish material.

The practice of following listings of sets with short notes indicating prices for gutter-pairs and first-day covers, which we were accustomed to where the definitives and commemoratives were concerned has now been carried over to the Dollard and Thom low value overprints as well.

Where we reasonably expected to find a note however—but didn't—was following the listing of the 9d Dollard overprint in carmine (Feldman T11A), if only to indicate the controversy swirling around that stamp. Scott and Yvert do not list it at all, and while Gibbons and Michel do, they may be simply echoing Feldman. In any event, a considerable body of opinion holds that the 9d was never overprinted in carmine at all (as the 4d certainly was) and that the darker shades of red overprint are merely the result of double or treble inking of the plates. Then too the basic stamp exists in several shades of agate, one almost a black, and this also can affect the appearance of the overprint. Irish controversies are notorious for being irreconcilable so this one undoubtedly will be with us for a while. As in previous editions there is good coverage of the overprint varieties, Dollard and Thom controls, and Harrison coil joins and control tabs.

Where the definitives are concerned the major changes are in the listings of the current Heinrich Gerl "animal" series. There is acute specialist interest in these issues, which have undergone changes of currency, watermark, color, and gum, and produced numerous printing varieties since their introduction in 1968. The Feldman catalogue has expanded its coverage this year by a listing of the gum types, and by an individual pricing of the cylinder blocks. The specialist, of course, will want the inexpensive handbook by Brian Warren and Ed Fitzgerald, "The Gerl Definitives," published last year in Dublin by Ian Whyte, which in the course of 68 pages skillfully guides the collector through the many intricacies of these stamps. The Feldman, however, in 6½ pages, has managed to include most of the known varieties and should serve the majority of collectors quite adequately.

A typographical error seems to have crept in along with the new commemorative issues. The 1978 East-West Transatlantic Flight anniversary issue listing shows the price for a cylinder block of the 17p value at just four times the price of a single, omitting the customary 20% pre-

mium. But, while one was creeping in another was quietly creeping out. Past issues of the catalogue had listed the "Dot on Annus" variety as occurring on the 2d value of the 1933 Holy Year set. This year corrective surgery has transplanted that unsightly blemish to the 3d value where it belongs.

Ireland has produced only seven air-mail stamps, none since 1965. Nevertheless, its strategic location and bustling airports give it importance to aero-philatelists. The five pages devoted to special and first flights should prove an El Dorado to collectors of aviation postal history.

In addition to the foregoing the essays for Ireland's first definitives, the postage dues, booklets, and postal stationary sections receive the same comprehensive coverage as in the past. A new section devoted to exhibition cards and souvenirs makes it a debut for those interested in such things.

Editor MacDonnell deserves a big tip of the hat for producing an extremely useful and attractive catalogue. Somehow, in spite of rising costs, and "the" extra pages involved, he has managed to hold the cover price to last year's £1.50 without sacrificing quality (another tip of the hat). The price is low enough so that even those with only a passing interest in the stamps of Ireland can afford to own it. The Irish specialist can't afford not to.

*(Don Shannon)*

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**1979 PROGRAM AND CALENDAR OF EVENTS**

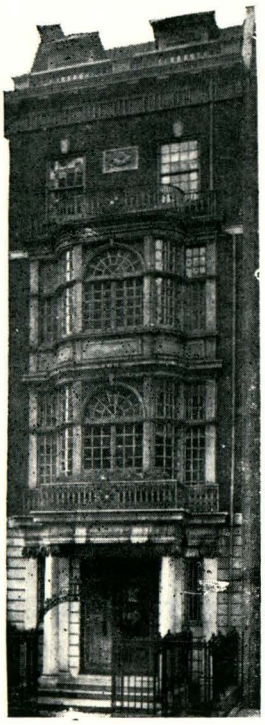
| | |
|---|---|
| **September 12** | — *BRAZIL. THE 1894-1906 ISSUES*—John Fosbery, Newton Abbot, Devon, Great Britain. |
| **October 3** | — *THE SAGA OF THE C. C. N. A*—Alex Rendon, New York, N. Y. |
| **October 17** | — *LOOKING AT THE ITALIAN RESORGIMENTO THROUGH PHILATELIC EYES*—Dr. Enzo Diena, Rome, Italy. |
| **November 7** | — *NEW ZEALAND 1855-1873*—Robert P. Odenweller, Bernardsville, N. J. |
| **November 14** | — *SWEDEN. THE "SKILLING BANCO" ISSUE*—Tomas Bjaringer, Stockholm, Sweden and Lauson H. Stone, Brooklyn, N. Y. |
| **December 5** | — *TALES OF THE MISSISSIPPI*—Harvey Warm, New York, N. Y. |
| **December 19** | — *BOARD OF GOVERNOR'S OPEN HOUSE* |

**The Collectors Club Philatelist is Interested in Receiving Articles Pertaining to Your Field of Philatelic Endeavor whether it be specialized information, research or postal history.**

**If you have such material for publication or in the process of preparation please contact Executive Editor, Ira S. Zweifach, The Collectors Club, 22 E. 35th St., New York, N.Y. 10016, for its possible inclusion in a future issue of our journal.**

## NEW MEMBERS

| NO. | NAME | ADDRESS | COLLECTING INTEREST |
|---|---|---|---|
| 7017 | Dan R. Barber | Lansing, Ill. | Aerophilatelic Literature: US Air Mail Field Covers-Cancels, Lindbergh Material, CAMs, 1926-34, Pan American Airways Flight Covers, A.C. Roessler & Milton Mauck Material |
| 7018 | Joseph A. Romanelli | Utica, NY | US Postal History |
| 7019 | George W. Baehr | San Antonio, TX | US, Fiume, Ionian Islands, Montenegro, Vatican City (Surcharged Issue of 1934) |
| 7020 | Charles F. Perry | Torrance, CA | 19th & 20th Century US, 1869, CSA |
| 7021 | Richard D. Warren | Philomont, VA | US used classics, fancy cancels, US, Canadian Revenue, Penalty mail, Cindarellas |



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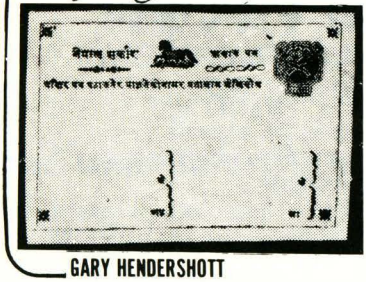
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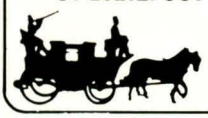
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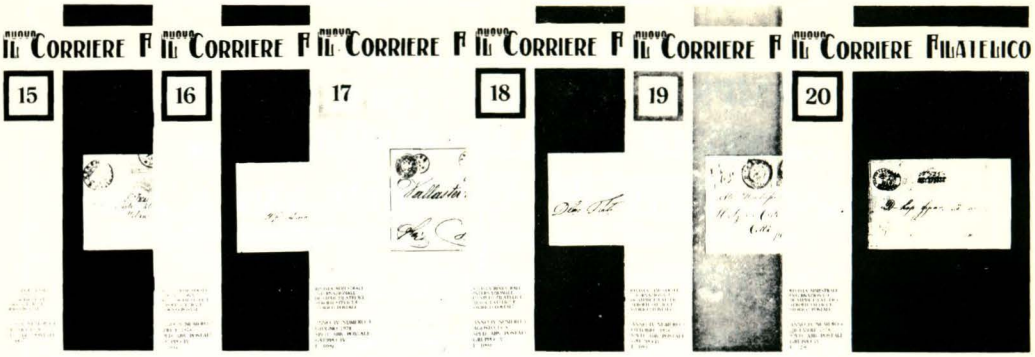
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