

The Collectors Club PHILATELIST

Volume 46 Number 4
July 1967

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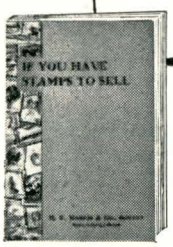
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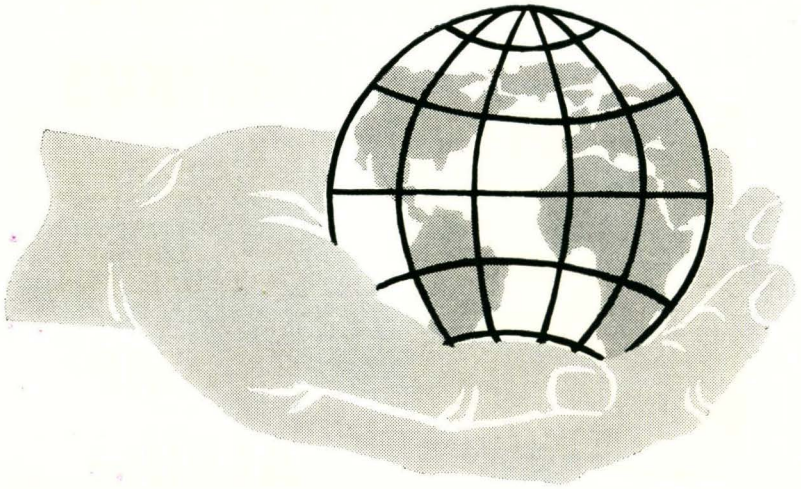
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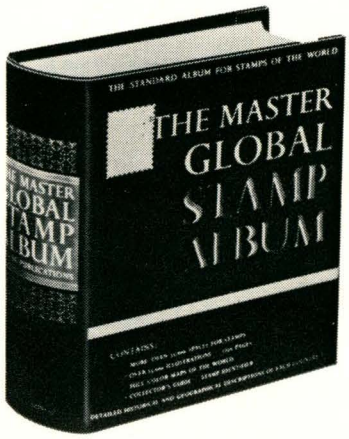
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THE COLLECTORS CLUB

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The Collectors Club
PHILATELIST
Volume 46 Number 4
July 1967

Editorials

Album Weeds — A Misnomer

Years ago, a book was written in England titled "Album Weeds." It described most of the counterfeits, forgeries and fakes known up to the time of publication. In the large field of philatelic literature, it has become a best-seller. More important, its title, "Album Weeds" has grown to be an accepted and widely used philatelic term. Now, forgeries and fakes are popularly referred to as "album weeds."

When the weather gets pleasant in the spring, summer and early autumn, many a philatelist steps away from his stamp albums to go out in the sunshine to garden. We do. Many a time our back is stiff and sore from weeding. Before one can plant, he has to prepare the flower bed. Early weeding is advised.

One removes the garden weeds and throws them away. New weeds will appear later. But once a weed is taken from the soil, it never re-appears; it withers, and then dies.

But what about "album weeds" — the philatelic fake and forgeries? Let us take a very general example.

A collector buys a fake early United States cover. The stamps never "grew' on this cover. Or he buys some stamps with counterfeit postmarks. A high price was paid for such material because of its relative scarcity.

The purchaser shows his covers and cancelled stamps to other philatelists, who express some doubt about their being genuine. An expert opinion is sought. It confirms that the cancellations and covers are counterfeits.

Usually, the deceived purchaser takes the expert opinion to the dealer from whom he secured his material and demands a refund of his money. It is immaterial whether the refunding is done slowly or quickly, and with or without long drawn-out arguments. In the end, the purchase price is refunded — or the weed has been removed from the garden.

Here is the case of wishful thinking. These "album weeds" do not wither and die. Instead, they are resold to a new, unsuspecting customer.

The process is almost endless. If the second purchaser also finds out that he has been deceived, he does the same as the first buyer. The stamps and covers are returned to the dealer; the money is refunded.

Eventually, a hermit collector is found. He buys these "album weeds" and proudly places them in his album. He enjoys their possession all alone. It is a prime case of "ignorance is bliss."

Usually, the true nature of these "album weeds" is not learned until the collection is offered for sale — generally after the collector's death. Even these specific weeds are not pulled out to wither and die as with garden weeds.

No, philatelic "album weeds" do not whither and die. They go through a continual process of transplanting. We think philately can stand some modern "weed killers," whereby fake material, after it has been so identified, is permanently removed from the stamp market.

Great Wealth Is Not The Answer

This opinion is so prevalent. Perhaps you yourself have said or written that "your specialized field of collecting is affording you great pleasure. The best thing about it is that you don't need to be a millionaire to enjoy it."

Those saying this are absolutely sincere, although they are mistaken. We personally have known wealthy people who collected stamps. But what a bad

job they did! These millionaires spent their money unwisely, never forming a stamp collection that was respected.

It is fallacious to believe that in order to form a fine stamp collection, you have to be rich. Having a lot of money to spend for philatelic material helps, but its possession is no assurance that one will become a good philatelist.

On the other hand, we were acquainted with some very wealthy people, who were topnotch philatelists. They did a lot more than spend large sums of money on stamps. They devoted much time to philately, listened and learned. They were keen observers of the stamp market; they closely watched the results of leading auction sales. They knew condition and how to properly evaluate it. They sensed what material ranked high in contrast to stamps and covers that always seemed destined to remain a "drug on the market."

Philatelic material can be divided simply into three basic categories — desirable, average and junk. To be a good stamp collector, which means owning collections that others respect, one concentrates upon buying only the desirable material. Once in a while, average will be bought, but only with the firm intention of replacement as soon as the same item in the desirable category becomes available. Junk always is bypassed.

Looking back over the past twenty-five years, we are astounded to recall the great number of wealthy collectors, with whom we had been acquainted, who were miserable failures as stamp collectors. They bought mostly junk, in spite of the fact that often they have received good advice from both amateur and professional philatelists.

Our thoughts turned to one millionaire collector, who spent practically every day in New York City visiting stamp dealers or going to auction sales. Also, he would visit or telephone leading amateur philatelists, asking for their advice and guidance. How seldom he took this! The "poor" man never could comprehend condition. Once he bought a 19th century general collection in two albums, although the dealer who had it for sale, cautioned him against buying, because too many of the more valuable stamps were either damaged or repaired.

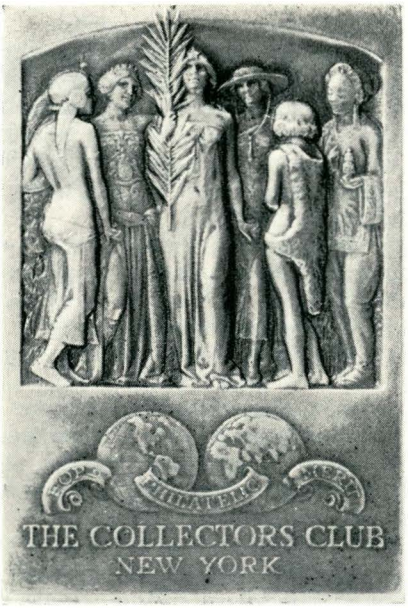
This raises a paradoxical question. Most of these wealthy collectors made their money in business by hard work under most severe competitive conditions. Their wealth was not inherited nor handed to them. Yet when it came to collecting stamps, they never understood how to properly spend their money. Why? No one has ever satisfactorily explained why a shrewd businessman, who had the executive ability to earn a great fortune, turned out to spend his money foolishly on his hobby of stamp collecting.

Without question, most stamp collectors are limited in the amount they can spend. Since so few of us are millionaires, we, as serious philatelists, think that with our understanding of philately, we could be the greatest stamp collector in the world, if we could buy almost everything we wanted. We project this onto one who has great funds to spend on philately, falsely concluding that he should be the greatest. In actual practice, however, it takes much more than a lot of money to become a fine philatelist.

PHILATELIC BOOKS

See page 202 in this Number for the complete listing of books that are currently available.

The Collectors Club Medal



In one of the very early numbers of the COLLECTORS CLUB PHILATELIST (Vol. III, No. 4, October, 1924) there is a Supplement with two Plates showing the obverse and reverse side of *the Collectors Club Medal*, which has been continued to be awarded since 1924.

The sculptor was *J. M. Swanson*, about whom so far we have found no information.

The front of the medal, which is here illustrated in its actual size, (in the 1924 number both illustrations were twice the actual size) was described as follows:

"The six figures on the obverse of the medal forming a united group represent the Continents and Australia. The palm of high award ready to be conferred is in the hand of idealized North America. The others, each expecting to be honored also, are joined in approval; Africa to the extreme left with Egyptian headdress and ornamentation to express her character; next Europe bearing the crown of builded cities and the heraldic devices of State, Church and Nobility; South America just to the right of the middle is principally Spanish in character with fringed shawl and wide brimmed hat; Australia in the foreground, young undeveloped and clothed only in a sheepskin. At the extreme right Asia is depicted with the charm and mystery of the age old Far East. Below the lettering identifies the Medal as that of the Collectors Club. The hemispheres are indicative of the world wide appeal of philately."

The reverse of *the Collectors Club Medal*, which is not now illustrated, was written up in October, 1924 in the following manner:

"The plain field of the reverse permits the engraving of the name of the recipient and some statement relative to the occasion of the award. At the top on a panel of laurel leaves are shields bearing respectively the windmill device, a part of the Seal of the City of New York, the home of the Collectors Club, and the eagle representing the United States of America."

In the same number, the following is written on page 167: "*The Collectors Club Medal* is now ready for distribution and the photographs of it which appear in this issue show how well the medalist has worked out the ideas submitted to him by Mr. Alfred F. Lichtenstein."

An adequate supply of the medal is still on hand for future recipients for at least ten years. *(H. M. G.)*

In case of change of address, please notify Secretary, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016.

Denmark

The Copenhagen Foot Post
March 1, 1806 to April 14, 1849

By Stig Andersen

About 1790, the Danish Postal Administration contemplated establishing a local delivery post office in Copenhagen like the one already operating in Paris, France, by the name of "La Petite Poste de Paris".

A proposal was submitted in 1795 by a man named Seidelin, who suggested the organization of postal services to be administered by a number of lottery agents. The Postal Administration could not assent to this idea, but instead it recommended that Mr. Seidelin be granted the privilege of organizing a local delivery post. Mr. Seidelin was not interested in this. Since the Postal Administration was also not interested in establishing and administering a local delivery post office in Copenhagen, the matter was dropped.

It was not until about a decade later — November 5th, 1804 — that the proposal for local delivery was made again. A retired customs tax cashier in Maribo, Mr. Henrik Erich Riegels, filed a petition for the privlege of establishing a letter-carrying service in Copenhagen.

On November 14, 1804, at the request of The Royal General Post Office, Mr. Riegels submitted a plan stating how he intended to run the letter-carrying office. On working out this plan, Mr. Riegels doubtless took the foot post office in Hamburg, established in 1797, as a model.

After some correspondence, a written order dated December 20, 1805, Royal Ordinance stated that, for the account of the "Mail Box," a letter-carrying organization was to be operated, provisionally for a period of two years. Mr. Riegels was to be appointed the administrator, receiving 75 per cent of the annual net profit as his salary — not to exceed 600 rix-dollars annually, however. Furthermore, he was permitted to continue receiving his present pension — 200 rix-dollars annually.

The Royal Resolution

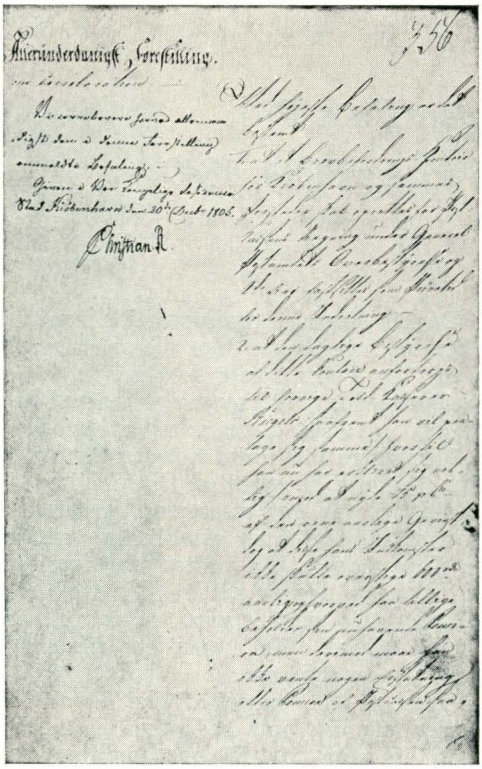
The following is an English translation of The Royal Resolution of December 20, 1805:

"By Highest Order be it resolved:

"1) That a letter-carrying office for Copenhagen and its suburbs shall be established for the account of the Mail Box under the supreme administration of the General Post Office and two years shall be set as a trial period for this operation.

"2) That the daily administration of this office shall be entrusted to Mr. Riegels, a retired customs cashier, in case he is willing to undertake same, to which he has now declared his agreement in return for receiving 75 per cent of the net annual profit, subject to this income of his not exceeding 600 rix-dollars annually, in addition to which he shall keep his present pension. But, on the other hand, he must not expect to receive any compensation or pension from the Mail Box in case this institution should be abolished later on.

"3) That for the receipt and carrying of the letters, eight reliable carriers



One page of the Letter of Appointment, dated December 20, 1805.

shall be engaged. Each of the mail carriers will be assigned his own district, according to the plan, made for this purpose by the General Post Office. Each will receive an annual salary of 120 rix-dollars as well as a badge to wear on his hat and permission to wear a postal uniform.

"4) For conveyance from this office, no other letters or packets of letters shall be accepted except those for which the sender, immediately on delivery to the carrier, pays the fixed postage.

"5) The special and detailed supervision of this office shall be entrusted to Mr. Harbou, Director-General of Postal Services.

"Whereas everything proposed by the General Post Office in regard to this office, is most graciously assented to, be it resolved as follows:

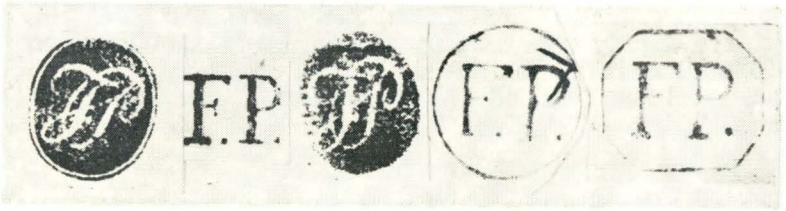
"Mr. Riegels shall give security for 100 rix-dollars, and the weekly delivered, approved revenue to the General Mail Box.

"The carriers shall go out twice every day to receive letters, and just as frequently, shall the letters received, be delivered. The postage for Copenhagen and Christianhavn is fixed at 2 Danish 'skilling'* for each letter which is estimated to weigh less than 2 'lod'**, but for letters weighing up to approximately 8 'lod,' at 4 'skilling,' and for packets of letters weighing up to approximately ½ lb., at 8 'skilling.'

"For the delivery of letters and packets between Copenhagen and the

*worth about ½ cent U. S. currency in 1806.

**an obsolete weight unit equal to approximately ½ ounce.



The five foot postmarks shown in chronological order of their use from 1806 until 1849.

suburbs, twice as much shall be payable. Packets weighing more than ½ lb. cannot be accepted.

The mailbag should be arranged, as far as possible, in such a way that the carriers cannot remove the letters after these are placed in the bag by the sender.

"That each carrier shall receive a bell for announcing his presence in the street. The carriers shall only enter the gateways in the courtyards and go in through the front doors of the houses; they shall not ascend to the upper floors. Otherwise, the duties, with which the daily administrator and the carriers will be charged, shall be stated in the instructions to be issued by the General Post Office.

"Upon the above Highest Order, the General Post Office request."

Your Royal Majesty's
Most Gracious Corroboration.

The establishment of the new foot post office was announced on February 24, 1806, in the "Kiøbenhavns kongelige Adresse-Contoirs Efterretninger" (The Royal Copenhagen Address Office News).

The First Postmark

On March 1, 1806, the Copenhagen Foot Post Office was opened to the public. According to "The Royal Copenhagen Address Office News," 320 letters were dispatched on the first day and 300 the next day, but ". . . as early as on the third day, interest seemed to wane as the novelty wore off."

The first foot-postmark (Fig. 1) was a double-ring oval with the letters "FP" in a fancy script style in the center. The General Post Office applied the postmarks without charge. The design of the postmark was to prevent re-use.

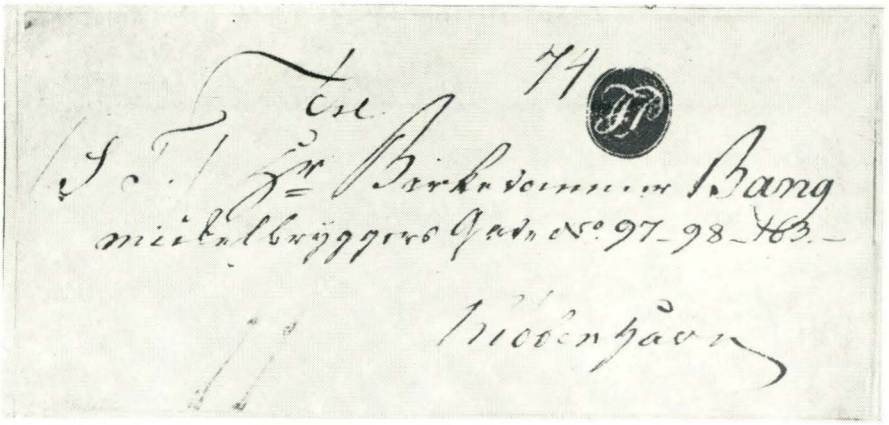


Fig. 1.

Fig. 1 postmark was in use from March 1, 1806 until March 31, 1809. At first for a period of slightly more than two months, only black ink was used. From May, 1806, until the middle of 1808, also red ink was used.

The General Post Office advertised the use of the postmark in "The Royal Copenhagen Address Offiice News," May 24, 1806, as follows:

". . . in order to prevent disorder and abuse in connection with the conveyance of letters and packets by the footpost, the General Post Office has made arrangements for all letters and packets, dispatched by this institution, to be marked 'F. P.,' and all letters and packets, mentioned in Section 2 of this advertisement, for which the recipients have to pay postage, receive a red impression, the postage being written thereon with red pencil whereas any other letters and packets for which the senders pay the postage, receive a black impression. Regarding the postmark, mentioned here, which shows whether the letters and packets passed properly through the Foot Post Office, everyone, who may receive letters and packets delivered by unauthorized persons, is requested to be kind enough to report this to the Foot Post Office, which is in the Post House."

Thus, the purpose of the foot postmark was to prevent all but the authorized, paid carriers from delivering letters and packets.

The Red Postmark

Although comparatively few letters and packets were dispatched through the foot post office, it was obviously a drawback that the same postmark was used with two colors.

The red foot postmark is very rare — so rare that only four or five specimens are known. This would seem to indicate that, firstly, there was very little postal matter for which the postage was to be collected from the recipients; secondly, that, the foot post office employees using the same stamping device, did not carefully wipe off the black ink whenever they handled postal matter that, according to the instructions, had to be marked with red ink.

Consequently, the administrator of the foot post office, Mr. Riegels, on his

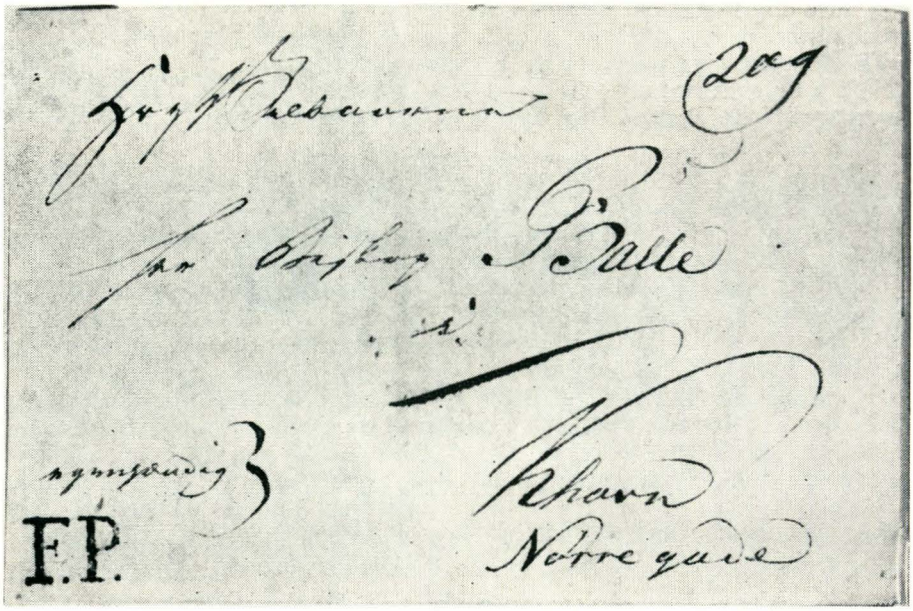


Fig. 2.

own account, purchased a device which was to be used only for red ink. It had two letters, "F. P." detached without any frame (Fig. 2). This was in use from 1808 to 1820.

Only one specimen of the Fig. 2. postmark is known with the impression in black ink. It was used in 1808, i. e., at the beginning of the period of use. The first impression is clear. But it must very soon have worn, because there are practically no acceptable impressions in red ink to be found.

Now A Private Operation

On April 1, 1809, Mr. Riegels took over the foot post office on his own account. He was given the office furniture, free of charge, including also the stamping devices.

These he continued to use with black ink. But presumably on account of ink accumulating between the outer ring and the oval, Mr. Riegels had the outer ring removed. He then used this changed postmark, now without a ring around the oval, until 1820 (Fig. 3).

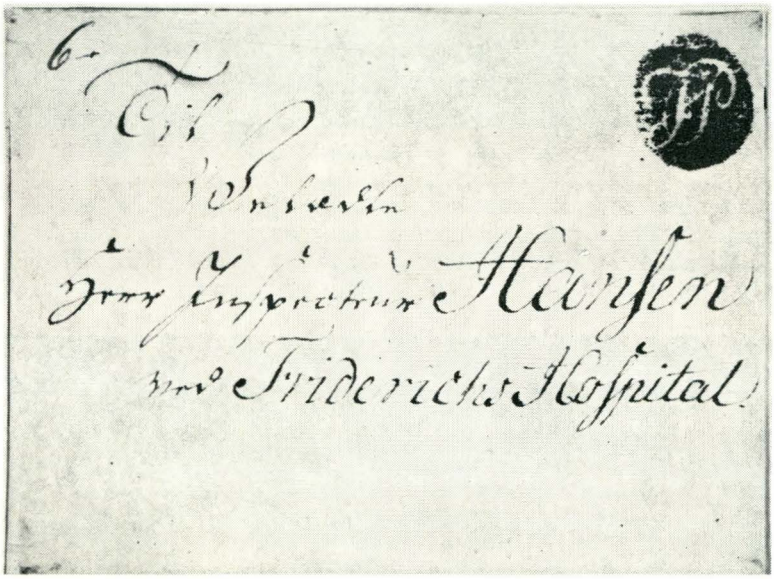


Fig. 3.

The impressions of the Fig. 3 marking very seldom are clear. It is not known with any impression in red ink.

In 1819, the two foot postmarks hitherto used, were superseded by a new one, the letters "F. P." inside a circle (Fig. 4). At the same time, the use of red ink for postal matter to be paid by the recipient, ceased. However, one specimen of this Fig. 4 mark, in red ink, is known.

The footpost did not receive public support. A letter to the King from the Directorate of the General Post Office, dated September 5th, 1828, contains the following passage:

". . . that the correspondence conducted through the footpost has decreased so considerably in recent years that the number of letters handed in at the office seldom exceed four or six daily."

The recorded numbers found written on the letters seem to support this statement. There are not many.

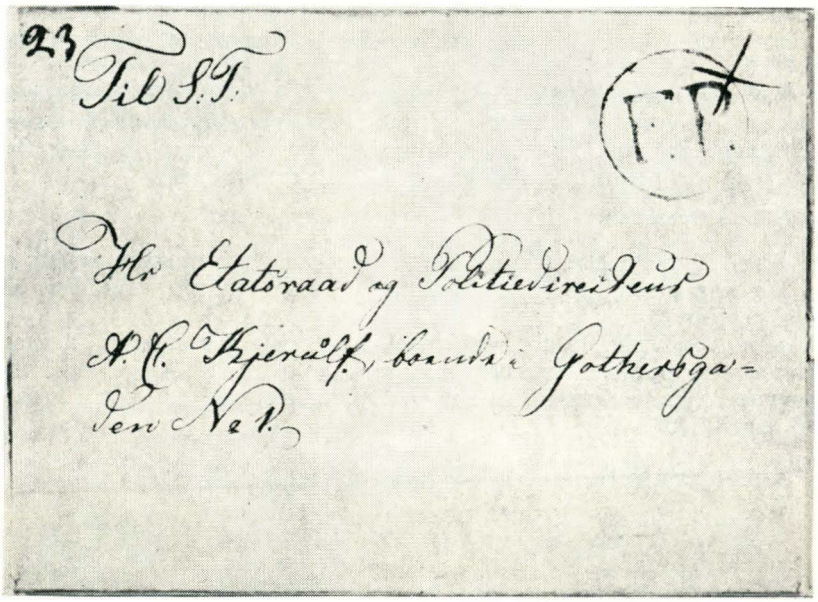


Fig. 4.

The circular footpost stamping device disappeared. On March 7th, 1834 the newspaper, "The Royal Copenhagen Address Office News" ran the following: ". . . In addition, it is observed that the stamping device of the office is lost and, in order to prevent abuse, a new one, which is octagonal, has been purchased."

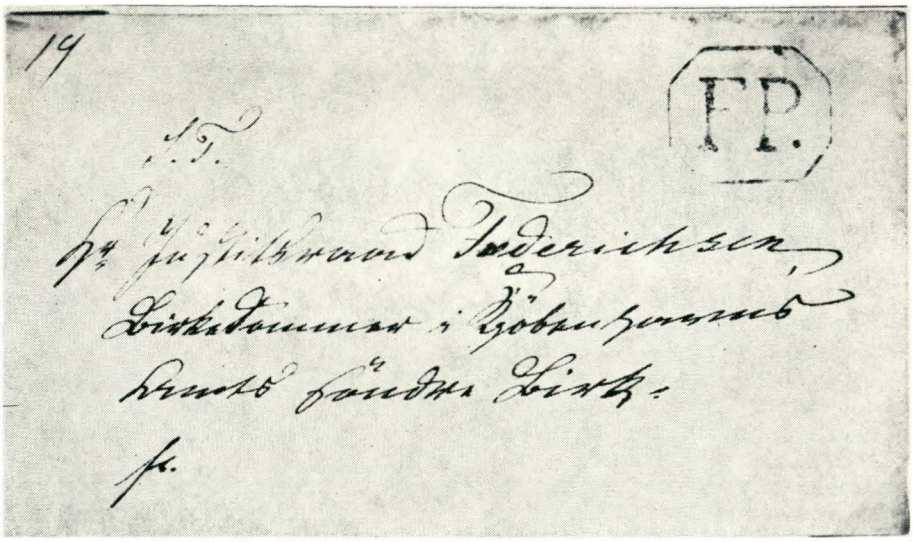


Fig. 5.

The octagonal foot postmark with FP. (Fig. 5), was then used from February 22, 1834 to May 14, 1849. On that date the Government Post Office took over the Copenhagen footpost, thus ending its operation as a private post.

United States

Tax Paid Revenue Stamps 1868-1879

By Solomon Altmann

(Continued from Page 150)

James Abram Garfield (1831-1881) 20th President of the United States.

One ounce tobacco stamp, series of 1875, has a bust of General Garfield in civil dress, at the time he was a member of Congress (1863-1880) with inscription "Series of 1875." This one ounce, black stamp was issued very early in 1875 under the Act of Congress of June 6, 1872.

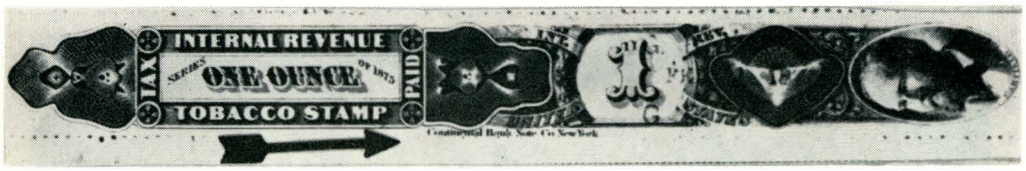


Fig. 8. James A. Garfield at the right. The arrow points to the banknote company's imprint.

There was also a one ounce, green stamp with the same design. It bore the inscription "Issued under Act of March 3, 1875" inserted in design, also showing imprint of Continental Bank Note Co., New York. Size of design was 18 x 155 mm.

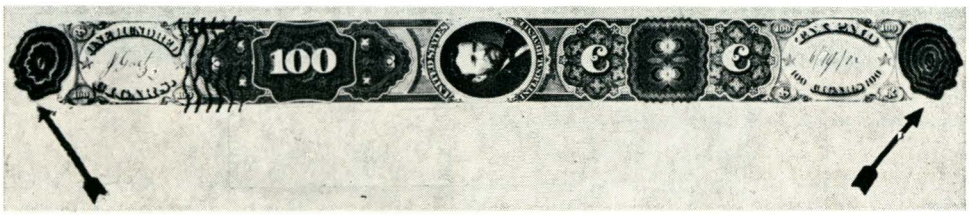


Fig. 9. The "100" cigar stamp showing General Ulysses S. Grant. The Continental Bank Note Co. imprint is below "100."

Ulysses S. Grant (1822-1885); both as a general and a civilian, he appears on several different Tax Paids for tobacco, cigars and distilled spirits. Among these are the following:

The first is a "100" cigar stamp, black, with a bust of General Grant in uniform in the center. The Act of Congress, July 20, 1868, set the tax upon cigars at a rate per thousand, regardless of value. The tax on this "100" Tax Paid was $5. per M. All cigar stamps have the words "Tax Paid." On each end is a design similar to the essays submitted for the 1870 postage stamp issue, known as Brazer Nos. B.145E- and 148E-.* Imprint of Continental Bank Note Co. appears below "100."

*"Essays For Adhesve Postage Stamps" by Clarence W. Brazer (1941).



Fig. 10. U. S. Grant, on imported cigars, no value given, design consisting of lines, waved, crossed and interlaced work, fugitive ink. The two Bureau imprints are on the bottom to the left and right of President Grant. The wavy lines represents the Geo. W. Casilear patents Nos. 99,757 and 99,758.

For use on cigars imported into the United States, a Tax Paid was issued with the portrait of Grant in civilian dress, no value given, with two imprints both reading "Engraved and Printed at the Bureau of Engraving & Printing, series of 1871." The color is black and blue; it measures 50 x 255 mm., vignette in oval 45 x 35 mm. The word "Imported" appears on the stamp. (See Fig. 10).



Fig. 11. 1869 "Square" tobacco stamp, portrait of Grant, similar to the essay (Brazer No. 112E) submitted for the 1869 postage stamp contract.

Grant is also shown in civilian dress on a "square" tobacco stamp, 1869, Class 32c (Fig. 11). This is a 60 lb. tobacco stamp @ 32c = $19.20. It has an imprint reading "Engraved and Printed at the Treasury Department."

Fractional currency, third issue, 15c shows an identical portrait of Grant, as that on Fig. 11.

Fig. 12 shows the "twenty two pounds" Tobacco tax stamp, series 1871 and 1872, which has Grant's portrait as a civilian. This has two imprints. The green border was printed by the Continental Bank Note Co. of New York. Its imprint is in the center directly under the words "United States Internal Revenue." The vignette was done by the United States Bureau of Engraving and Printing, as seen in the center just to the left and slightly below the numerals "A11133." In addition to the Bureau imprint are words: "Patent Date, Nov. 24, 1868."

James Harlan (1820-1899) was Secretary of Interior 1865-1866 in President Andrew Johnson's administration, holding that office only a few months. He was United States Senator from Iowa (1855-1865) and again (1866-1873).

He is shown on the following:

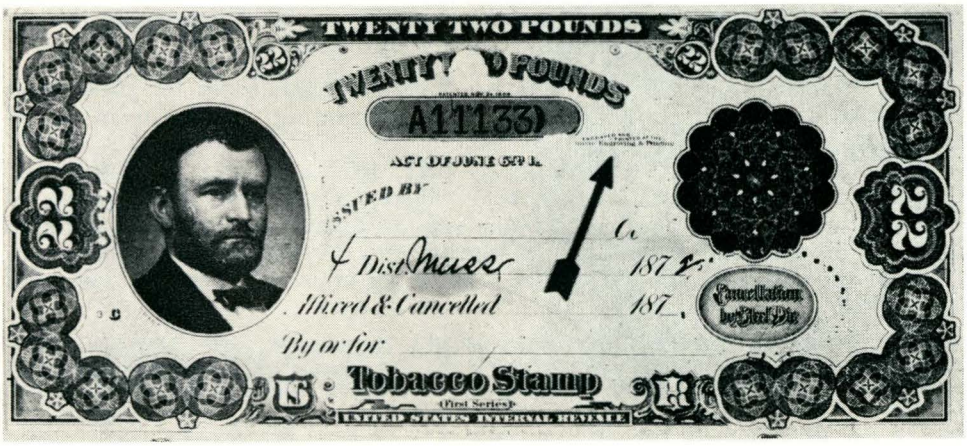


Fig. 12. The 22 lb. Tobacco Tax Revenue stamp. Very faint under the border in the center with the words "United States Internal Revenue" is the Continental Bank Note Co. imprint. (It does not show in this illustration). The arrow in the center points to the imprint of the U. S. Bureau of Engraving & Printing.

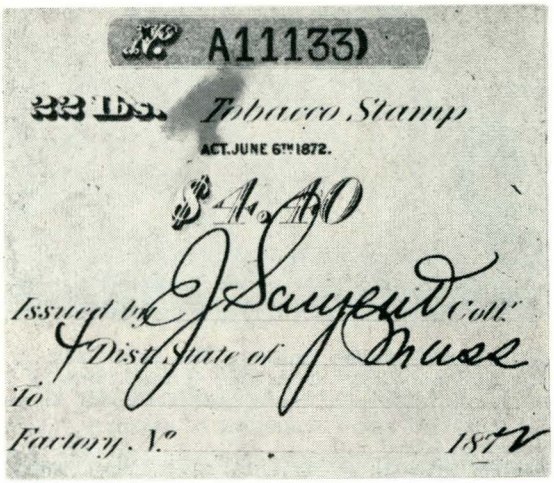


Fig. 12A. This is the coupon that was attached to the left of the "twenty two pounds" Tobacco stamp (Fig. 12). The amount indicated as paid, $4.40, was based upon the tax of 20c per lb.

8 oz. green, tobacco stamp, series of 1870, on a pink safety paper.

The same design occurs in black, with large numeral "8" in circle, on violet silk paper, series of 1871 with imprint of Continental Bank Note Co. (Fig. 13).



Fig. 13. 8 oz. strip tobacco stamp showing portrait of James Harlan when he was Secretary of Interior. The arrow indicates where the Continental Bank Co.'s imprint was printed.

*Hugh McCullough** (1808-1895) was the Secretary of the Treasury in the administrations of Presidents Lincoln, Johnson and Arthur.

The one dollar beer Revenue stamp, series of 1871, bears his portrait in black, with imprint of Bureau of Engraving & Printing; the frame in scarlet has that of the National Bank Note Co.

The 60 lb. tobacco stamp, series of 1871, 1872 and 1874 also bears McCullough's portrait (Figs. 14 and 15). These stamps have the imprints of Continental Bank Note Co. for the frame and the Bureau of Engraving & Printing for the vignette. Each stamp measures 75 x 175 mm. including the stub.

The stamps are similar in design. There are minor differences. The chief

*On the sixty pounds Tobacco Stamp, series of 1871, the name is spelt "McCulloch." But on the One Dollar Beer Stamp, series of 1871, the name reads "McCullough." He always signed his name "McCulloch." Hence, it is difficult to account for the name "McCullough" on the 1871 Beer stamp. In an article in "Weekly Philatelic Gossip" of February 14, 1925 by Frank L. Applegate, the two different spellings of the name were noted.

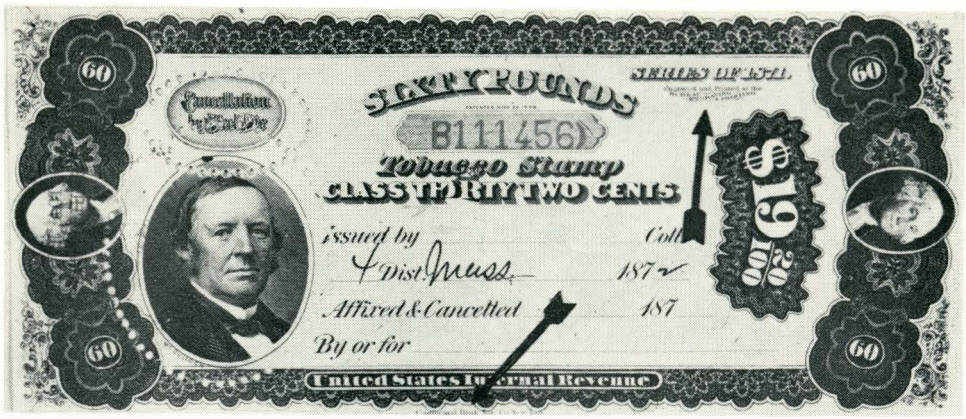


Fig. 14. Hugh McCullough on sixty pounds Tobacco stamp series 1871, class thirty-two cents or 60 lbs. times 32 cents equals $19.20. The two arrows point to the Continental Bank Note Co. imprint in the bottom center and the U. S. Bureau of Engraving & Printing's in the upper right.

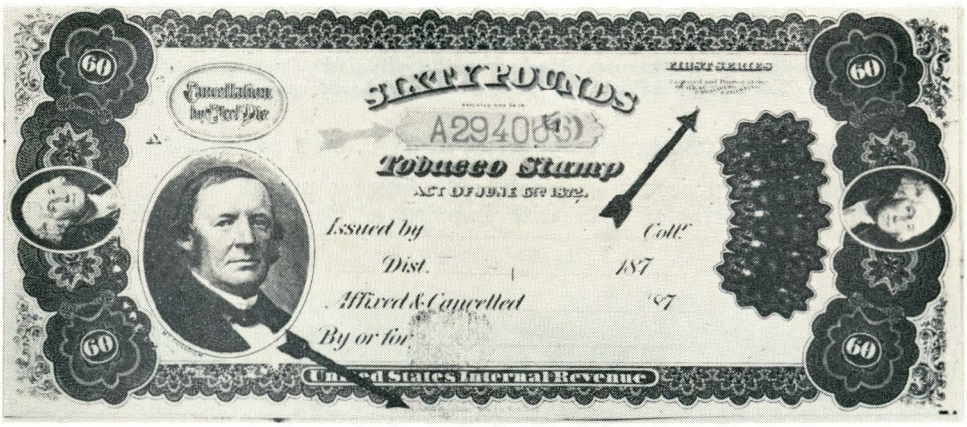


Fig. 15. Hugh McCullough on the 1872 Sixty Pounds Tobacco stamp, somewhat different from the 1871 one (Fig. 14). Again the arrows indicate the two different printers' imprints.



Fig. 15A. The One Dollar Beer Stamp, series of 1871 with the name misspelled "McCullouch."

one is that the 1871 stamp (Fig. 14) shows the amount of $19.20 on the right side, while the 1872 design (Fig. 15) has no dollar amount in the curved ornament at the right.

Mr. McCullough's portrait also was used on a 2-cent Revenue stamp essay with a patent known as the "explosive stamp," because when it was cancelled the stamp became mutilated (Fig. 16).

This patent was issued to Charles F. Spencer on September 24, 1878 with number 208, 433.

Lot Myrick Morrill (1812-1883) Secretary of the Treasury under President Grant.

His portrait appears on an 8 oz. green, tobacco stamp, series of 1875, with imprint of Continental Bank Note Co.

The same design appeared later in 1875 in black.

Lot M. Morrill on strip tobacco stamp, in black, issued very early in 1875. Same design was used again in green (not illustrated).

William Orton (1826-1878) was the Commissioner of Internal Revenue from July 1, to October 31, 1865. When this two ounces strip tobacco stamp, series of 1875, appeared, he was the president of the Western Union Telegraph Co.

Some copies of this stamp carry the inscription, "Under the Act of March 3, 1875," and others have been seen without it. Both types, however, have imprints of Continental Bank Note Co. (Fig. 17).

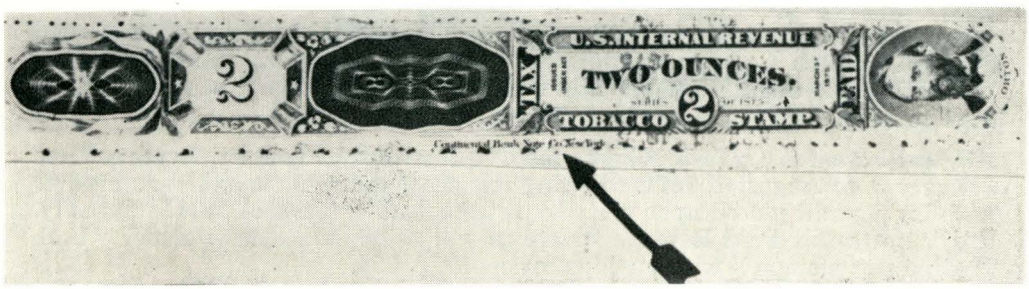


Fig. 17. William Orton on strip Two Ounces tobacco stamp, Series of 1875. Imprint of Continental Bank Note Co. on the bottom in the center can be seen on this specimen, where the arrow points.



Fig. 16. The effects of the "explosive" stamp patent. Granulated sand was placed between two layers of paper on the stamp. It was cancelled by the stroke of a mallet that tore the paper as seen here on Hugh McCullough's face.

Mr. Orton was a lawyer and a leading figure in the merger of the United States Telegraph Co., American Telegraph Co. and Western Union Telegraph Co. His name appears on the Western Union Telegraph Co. stamp, series of 1871 to 1878.

Alfred Pleasanton (1824-1897) was the Commissioner of Internal Revenue from January 3, to August 8, 1871. During this short space of time, he arranged to have his portrait placed upon a Hydrometer adhesive, series of 1871. Actually, this is not a Tax Paid Revenue stamp, as will be explained later under "U. S. Hydrometer stamps," with an illustration (Fig. 25).

William A. Richardson (1821-1896) was the Secretary of the Treasury during President Grant's administration. He was appointed in June, 1874 a judge in

the Court of Claims by President Grant. In 1885 he became Chief Justice of this court.

His portrait appears on the twenty one pounds tobacco stamp, series of 1871 and 1872 (Figs. 18 and 19).

The general design on both issues is similar, except for the lettering and numerals; the 1871 issue has $6.72 engraved on oval design at the right. The inscription on the bottom center reads "Six Dollars & seventy-two cents," (rate being 32c per lb.) 21 x 32 = $6.72 (Fig. 18).

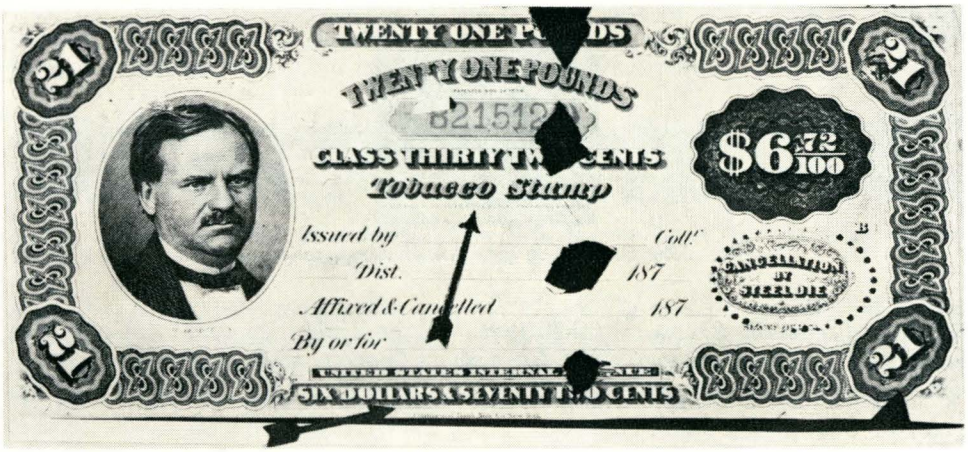


Fig. 18. Grant's Secretary of Treasury, William A. Richardson on the 1871 twenty-one pounds tobacco stamp. The Continental Bank Note Co.'s imprint is in the bottom under the words "Six Dollars & Seventy Two Cents," showing that this private banknote printing company did the border. In the center under the italicized words "Tobacco Stamp" is the U. S. Bureau of Engraving & Printing's imprint, evidence that the government printer did the vignette.

On the 1872 issue the same oval is blank, while bottom center inscription reads "(21) Twenty one pounds (21)." Near top in center are the control



Fig. 19. Also with William A. Richardson, it is similar to Fig. 18 except that this 1872 stamp has a blank oval at the right. Shown also is how the coupon was attached at the left. The tax was 20 cents, which multiplied by 21 lbs. equals $4.20.

numbers "A31090" with inscription "Patented Nov. 24, 1868" above them (Fig. 19). Both stamps have the imprints of Continental Bank Note Co. for the green border and the Bureau of Engraving & Printing for balance of design in black in the same places as the illustrations show.

John Sherman (1823-1900), United States Senator from Ohio, 1861-77 and 1881-97 also was Secretary of the Treasury, 1877-81 and Secretary of State, 1897-99.

His portrait is found on the ½ oz. snuff stamp, series of 1875, black on green paper, size 25 x 23 mm. This shows no engraver's imprint.

John was a brother of the more famous General Sherman. This is a unique instance of *two living brothers* being depicted on revenue stamps at the same time.



Fig. 20. John Sherman on ½ oz. snuff stamp, series of 1875.

William Tecumseh Sherman (1820-1891) is the Union general of Civil War fame. He was Secretary of War for a short time in 1869.

His portrait appears on the 50 cigar stamp, black, series of 1871, with imprint of Continental Bank Note Co. Also, his portrait is on the 40 lb. tobacco stamp, series of 1869, near the bottom center. Above, on left and right are the fancy ovals with $12.80, representing 40 lbs. x 32 cents per pound = $12.80. The imprint "Engraved and Printed at the Treasury Department" is in the upper border in the center (Fig. 21).

The same portrait as the one in Fig. 21 is on the 50c beer stamp, series of 1871. The central design was engraved by the Bureau of Engraving & Printing, the frame and lettering by the National Bank Note Co.



Fig. 21. General William Tecumseh Sherman on the 40 lbs. tobacco stamp. The U. S. Bureau's imprint is in the center of the top border. Notice the American eagle in the center above the four flags. When the stamp is turned upside down, the eagle looks like the head of a jackass.

Philip Sheridan (1831-1888). General in the Civil War appears on the 6 oz. strip snuff stamp, series of 1875, black on green, (25 x 220 mm.) which bears the imprint of Continental Bank Note Co. This stamp is not illustrated.

Francis Ellis Spinner (1802-1890) is called the "father of Fractional Currency." He is portrayed on the 50 cents, third issue, fractional currency, December 5, 1864 to August 16, 1869. He was Treasurer of the United States from 1861 to 1875.

The 50 gallon distilled spirit stamp, series of 1871, also bears his portrait. The vignette in black is engraved by the U. S. Bureau of Engraving & Printing, the red border by the Continental Bank Note Co. The size of this one is 125 x 160 mm. Neither of the Spinner portraits are illustrated.



Fig. 22. Morrison R. Waite, Chief Justice of the U. S. Supreme Court. Seen faintly at both the right and left ends of this strip stamp is the American Bank Note Co.'s imprints.

Morrison R. Waite (1816-1888) was the Chief Justice of the United States Supreme Court from 1874 to 1888. His portrait was engraved on the one hundred cigars strip stamp, green on black, series of 1875 (Fig. 22). This bears the imprint of the American Bank Note Company on each end of the stamp, and portrait of Chief Justice Waite in center. Its size is 35 x 38 mm.

(To Be Continued)

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Honduras

Postal History to 1877 and Its First Postage Stamps Of 1866 (Part 13)

By Irving I. Green

(Continued from Page 170)

The Honduras Interoceanic Railway

Having previously suggested how the construction of an Interoceanic Railway in Honduras was, in a sense, responsible for the issuance of its first postage stamps, I feel obligated to provide, in at least a condensed form, the story of this railroad, and the trials and tribulations that resulted from the attempt to finance and construct it.

When, in 1853, E. G. Squier, diplomatic representative of the United States to Central America, and President Cabanas of the Republic of Honduras negotiated a charter for an Interoceanic Railway, they were unwittingly laying the groundwork for a century of international financial involvement in a project that was never completely fulfilled.

In the period between 1845 and 1850, the discovery of gold in California and the incorporation of Oregon, Texas, and California into the Union, precipitated a rush of travel to those areas, which came mostly from the eastern seaboard of the United States. Central America skyrocketed into prominence, because through the Isthmian region ran the quickest routes to the new El Dorado.

These Isthmian routes, available to those with sufficient means, were: across the narrow neck of Panama; over the Nicaraguan depression, following the San Juan river and Lake Nicaragua; and via the Isthmus of Tehuantepec, located in lower Mexico.

Open to those poorer were the tedious sea voyage around Cape Horn, or the arduous and often dangerous overland trek. In Squier's opinion, none of these transits could have provided the speed, safety, and financial return compared with an Interoceanic Railway across Honduras.

The plan called for construction to begin at Puerto Cortes, a fine Atlantic port of the north coast of Honduras, and to continue across that country for 232 miles to the Bay of Fonseca on the Pacific.[61] No great engineering difficulties were anticipated in building it; its speedy completion was anticipated upon arrangement of the financial details.

An organization was attempted in New York, but the open antagonism of the Panama Transit interests seemingly convinced the American investing public that the plan was too audacious to warrant success. Besides this, investors in the United States appeared wary of investing in a country already in default of her share of a loan made in 1827 by London bankers to the then-struggling and subsequently dissolved Federation of Central America.

It was then decided to appeal to European interests and capital; Squier was

61. The railroad was to run from the beautiful, spacious harbor of Puerto Cortes on the Caribbean through the valley of the Goascoran and Humuya Rivers to the Bay of Fonseca. Cortes called the harbor of Puerto Cortes "the best hitherto discovered on all the coast from Las Perles to Florida, and the Bay of Fonseca is the finest harbor on the entire Pacific Coast of America."

delegated to carry out this task. After several years of difficult negotiating, he was able to organize a company in London headed by a powerful directorate. By that time, however, world-wide conditions had become so unsettled that a financial depression ensued. Consequently it was decided to hold the plan of raising funds for the railroad in abeyance.

In Central America, a stalemate existed, due to the fact that William Walker, an American adventurer with a small following, had so overwrought the native population there with a threat of American enslavement that all Americans and their ideas were suspect.

Santos Guardiola had ousted and replaced Cabanas as President of Honduras. He had done so by running principally on a platform of anti-Americanism, charging that Cubans had favored Squier, an American, with an Interoceanic Railway charter.

The capture of William Walker by the British,[62] and his execution by

62. William Walker was captured near Trujillo by Captain Nowell Salmon of the British H.M.S. "Icarus." There was much previous international intrigue to this incident. In 1856, Honduras had pledged the proceeds of the Trujillo and Omoa custom houses to Sir C. Wyke on behalf of Britain for the Carmichael claim of 1852, which amounted to $54,580. Honduras had offered to pay off this claim in mahogany, but the offer was refused. When Walker landed at Trujillo in mid-1869, on the schooner, John E. Taylor, Britain still held a lien on the income of the custom house there. Its garrison had fled along the coast road to Omoa. Walker, therefore, had no difficulty taking possession of the custom house. This incensed the British, as it affected their lien. Orders were given to Captain Salmon to capture Walker and turn him over to Guardiola's troops, which meant certain execution. When captured, Walker claimed the British had exceeded their authority, but regardless, Salmon compiled with his instructions. Walker was executed in Trujillo on September 12, 1860.

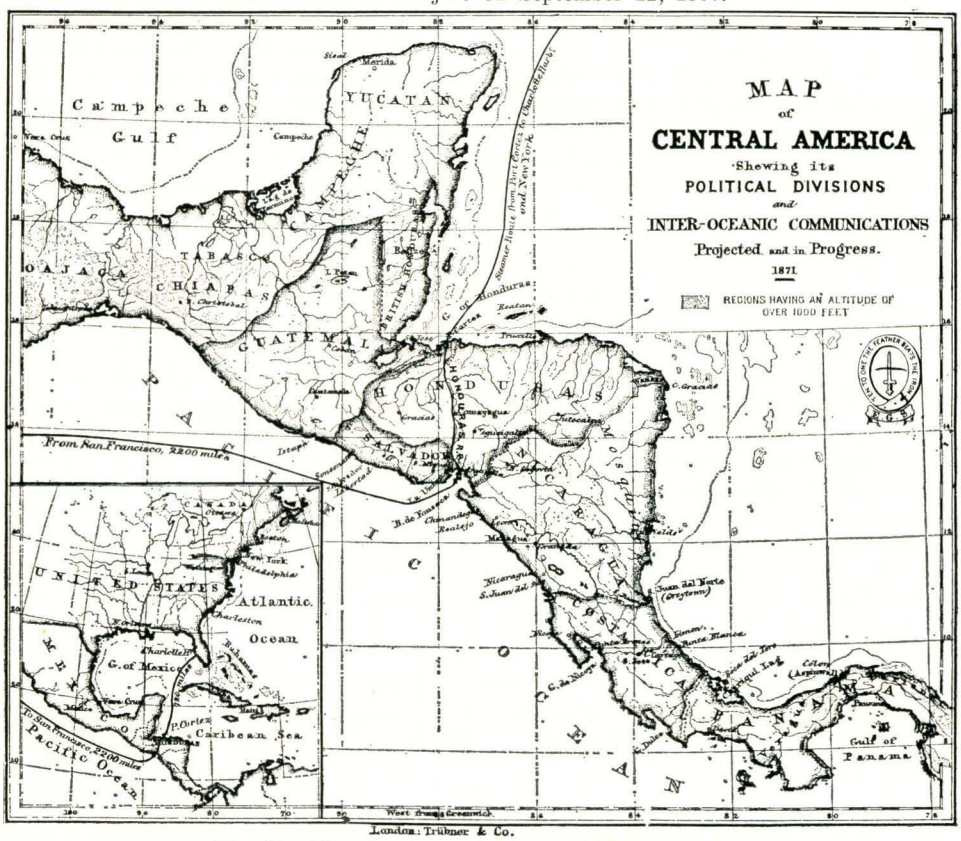


Fig. 47. Map showing routes across Central America.

Honduras in 1860, placed Britain in a more favorable light with Guardiola, who, in return, agreed to allow the British company to construct the proposed Interoceanic Railway. Great Britain, in return, signed a pact on April 22, 1861 which recognized the right of Honduras to the possession of the Bay Islands. In 1862, however, Guardiola was assassinated, but Jose Maria Medina, his eventual successor as President in 1863, was extremely receptive to the construction of the Railway.

Medina could clearly foresee the strategic value and importance of the railway. He ordered a survey by competent engineers under Trautwine, an American with experience in building the Panama Railroad, and he granted plenipotentiary powers to his Ministers in London and Paris[63] for the purpose of assisting him in the borrowing of money for the railway's construction.

The original promoters in London tried to reorganize, but met with no signal success. Then Medina, in desperation, authorized a direct appeal to the public for a loan to the Government of Honduras. This call for support was so effective that between the years 1867 and 1870 four bond issues totalling 6,088,108 pounds sterling were successfully floated. They were secured by the customs duties collected at the port of Amapala, by the projected railway and its revenues, and by the produce of the mahogany forests and the state domains.

The four loans were negotiated as follows: two in London for the nominal amount of 1,000,000 pounds sterling, issued at 80 with 10% interest; another in Paris for the nominal sum of 62, 252,700 French francs, issued at 75 with 6% interest; and the fourth in London in 1870 for 2,500,000 pounds sterling, issued at 80 with 10% interest. The Honduran obligation of $135,000 (owed from the old Federation loan of 1827) was paid off out of the funds raised by these bonds.

The contract to build the first section of the railway was awarded to the well-known concern of Waring Brothers, London, with Trautwine acting in an advisory capacity.

During October 1868, ground was broken at Puerto Cortes on the Atlantic side. By 1870, 57 miles of narrow gauge track (42 inches wide) laid on mahogany ties, the specified wharves, warehouses, and machine shops had been completed. Arrangements were then consummated with the same builder to complete the project to the Pacific, but strangely, work languished for the lack of funds.

A Public Scandal

It was then that the shocking truth became known. But a trickle of the huge borrowings (some say only $300,000) had been applied to their legitimate purpose; one of the greatest swindles ever had been perpetrated upon a gullible investing public.

Until 1872, Honduras continued to pay the interest on the bonds, hoping somehow to make arrangements for the construction to continue. But local political problems hindered this effort, so that all the four loans went into default. This startling disclosure caused a near financial panic in London and Paris, where the bonds quickly dropped in price from 85½ to 1¼.

By that time, in 1873, a new Administration, under Celeo Arias, was in power. Another effort was made to reach some solution to the money problem, so that the construction of the project might continue. But delays and the refusal of the bond-holders to compromise left the matter in a complete state of collapse.

63. d. Leon Alvarado was in Europe to assist Carlos Gutierrez and Victor Herran, Honduran Ministers to England and France, respectively, in financing the construction of the railway. Herran's son-in-law, Pelletier, Honduran Consul in Paris, was also working to arrange European financing.

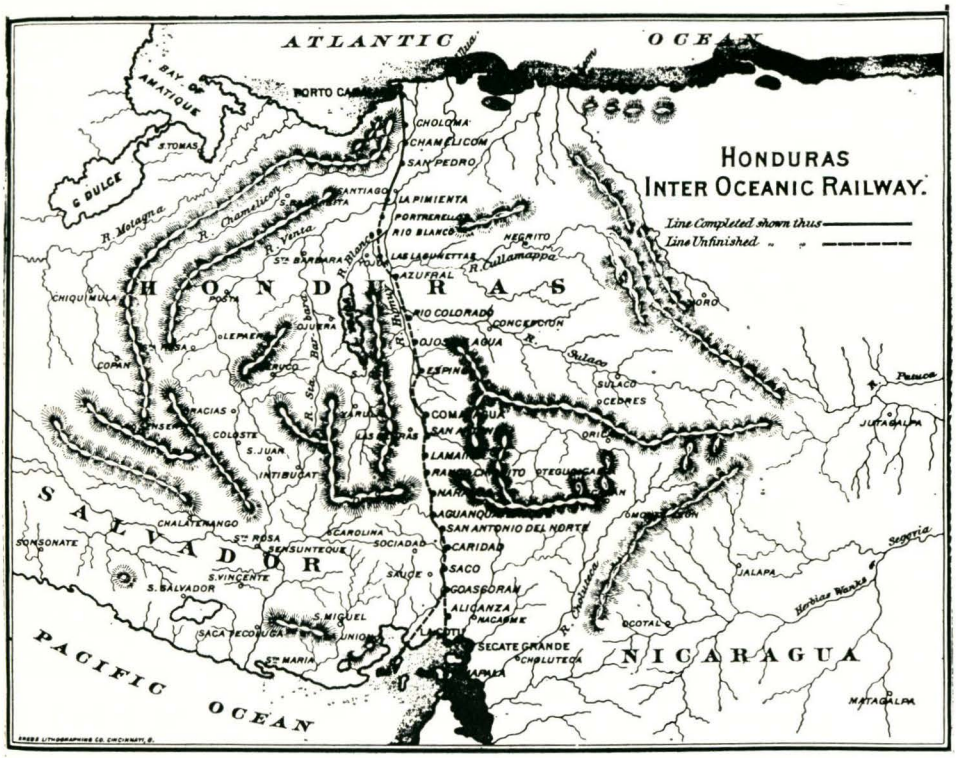


Fig. 48. Planned route of the Honduras Interoceanic Railway.

An investigation of the matter by the British Parliament in 1875 seemingly disclosed a round of apparent shady financial deals between the Honduran politicians and the British and French bankers inimical to the interest of the investing public. It was shown that every illegitimate practice connected with the unlawful marketing of securities had been employed by the bankers. The investors, without an intimate knowledge of the circumstances but merely attracted by the promised lucrative returns, had invested, taking as reliable information all the data described in the deceptive prospectus.

Honduras stoutly defended her actions in the entire transaction, maintaining that she had been duped by the usurous bankers and the contractor. Nothing further came of the investigation; no one was prosecuted.

In 1883, President Soto, in his message to Congress, stated that the opinion prevailed in Europe that Honduras had been victimized. He also said that he believed that in all truth and justice the Republic should not be held responsible for the enormous debt, since it was of questionable origin.[64]

A committee of bondholders was organized to safeguard their rights, and in the meantime, Honduras was blacklisted financially throughout the world. In the following years, the theoretical interest payments continued to accumulate, so that by 1910 or so, the interest on the interest was several times the entire

64. This comment coming from Soto, Medina's nemesis, appears to be a vindication of the latter for any culpability in connection with the financial collapse of the Interoceanic Railway project.

income of the country; the situation had become an international joke. However, in the forty years since the debacle, Honduras maintained that the repudiation of the bonds could be justified by the circumstances of fraudulent issue and sale, and by the misappropriation of funds. Honduras was reluctant, by reasons of national honor and credit, to follow such a course, and instead had always been disposed to come to an understanding with the bondholders for a fair settlement on an equitable basis for money actually received and invested in Honduras, although she refused to assume payment of amortization or interest.

Over these years, the existing small stretch of railway had been used by the government or leased at a nominal rental, although physically it was allowed to deteriorate.[65] A bridge across the Chamelecon River collapsed and lay in the stream a dozen years, rendering 20 miles of the railway useless. In 1900, the bridge was replaced, but the railway was not extended nor its physical condition improved.[66]

During this period of obsolescence, great strides in the field of transportation had been made in the Isthmian region. Interoceanic railroads now spanned Panama, Costa Rica, and Mexico, while the greatest of man-made waterways, the Panama Canal, was nearing completion by the United States.

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65. In his book *The Incurable Filibuster (1934)*, Colonel Dean Ivan Lamb writes:

"The narrow gauge line, sixty miles in length, that staggered under the title of National Railway of Honduras was paradoxically a victim of over-capitaliztion. About 1876 [should be 1867-70] a far-sighted president, Medina, secured in London a loan of twenty million dollars to build a railway from coast to coast. The great majority of this loan remained in the pockets of the British bankers and the Honduran representatives in London. The pitiful remnant built the sixty miles of line. Wise in their generation, the commissioners did not return to Honduras, but lived high, wide, and handsome on the proceeds in London. One of them, indeed, was financing the present revolution [1923] so that his brother [Gutierrez Lopez] who had stayed in Honduras and had succeeded after many years to the command of the army, should have a taste of the fleshpots. Not entirely altruistically, of course, Honduran brother was to repay London brother with a good fat bonus to boot. To watch expenditures and supervise reimbursements, London brother had sent his son Carlos. Carlos was a product of Wodehouse's London and the Riviera, addicted to perfume and purple shirts and looking as if he had been poured into his clothes. His progress among the sophisticated members of the backwoods capital was devastating. In war he was not so formidable. Appointed major by his doting uncle, Carlos participated in the battle of Choluteca. The only man killed was his machine-gunner, whom Carlos had placed at the wrong end of his piece."

66. In his book *Three Gringos in Venezuela and Central America*, published in 1896, Richard Harding Davis describes the section of the Interoceanic Railway that then existed, in this manner:

"The journey from Puerto Cortes to San Pedro Sula lasted four hours, but the distance is only thirty-seven miles. This was, until a short time ago when the line was extended by a New York Company, the only thirty-seven miles of railroad in Honduras . . . About thirty years ago an interoceanic railroad was projected from Puerto Cortes to the Pacific Coast . . . but the railroad turned out to be a colossal swindle, and the government was left with the debt on its hands, an army of despoiled to satisfy, and only thirty-seven miles of bad road for itself. The road was to have been paid for at a certain rate per mile, and the men who mapped it out made it in consequence twice as long as it needed to have been, and its curves and turns would cause an honest engineer to weep with disapproval.

"The grades are in some places very steep, and as the engine was not as young as it had been, two Negro boys and a box of sand were placed on the cow-catcher, and whenever the necessity of stopping the train was immediate, or when it was going downhill too quickly, they would lean forward and pour this sand on the rails . . . It was a beautiful and exhilarating ride and it suggested tobogganing . . . It was even more interesting, because we could see each rusty rail rise as the wheel touched its nearer end as though it meant to fly up in our faces, and when the wheel was too quick for it and forced it down again, it contented itself by spreading out half a foot or so again, to one side, which was most alarming."



AVISOS

Ferrocarril Interoceánico de Honduras

de La Pimienta á Comayagua

Habiéndose comenzado los trabajos de esta obra regeneradora del país, se avisa á los mecánicos de toda clase y operarios en cualquier número, que vayan á La Pimienta, que encontrarán ocupaciòn bajo buenas condiciones.

¡Al trabajo, al trabajo, hondureños, para engrandecer la patria!

12—2 W. S. VALENTINE.

Fig. 49. Advertisement for laborers to build the Interoceanic Railway. This illustration appeared in "La Gaceta," the official paper of Honduras, during 1897 when a syndicate controlled by Washington S. Valentine of the Honduras-Rosario Mining Company, contracted with the government to extend the sixty-mile strip of National Railway to the Pacific coast. The 1898 locomotive issue (Scott Nos. 103-110) was undoubtedly the result of the "railroad fever" that was current when Ghizzoni designed these stamps.

Now, however, a new problem had arisen, namely that with the completion of the Panama Canal a certainty, the United States could visualize the necessity of maintaining peace in the vicinity of the Canal, and that an essential toward peace in the small Middle American Republics was their sound financial condition. With this in mind, the United States called a Convention of all the Central American countries, to be held in Washington, in 1907. All the participating nations signed a treaty which included many constructive provisions, an important one embodying the perpetual neutralization of Honduras, and authorizing an investigation to find ways and means to improve her financial status.

In March, 1909, a plan for settling her foreign debt was conceived by President Davila of Honduras and the British Minister, the latter acting in behalf of the bondholders. Upon the advice of the United States, Honduras rejected this arrangement as impractical, and instead took under consideration a proposal by a New York syndicate comprised of J. P. Morgan and Company, Kuhn, Loeb and Company, The National City Bank of New York, and The First National Bank of New York.

Under the terms of this proposal, the debt, then amounting to the staggering sum of 25,000,000 pounds sterling (including accrued interest), was to be

completely liquidated at 15% of this amount by a loan, one with no charge for interest, and secured by the income from Honduran customs, which was to be under the control of the United States, until the repayment of the loan.

Davila readily agreed to the terms and requested the approval of his Congress. However, an intense opposition developed in that body, as it held that the treaty was unconstitutional and, furthermore, implied the inability of its government to administer effectively. Davila tried frantically to convince the people and the lawmakers to accept the treaty, but to no avail.

At this same time, a great revolutionary movement was sweeping in towards the capital from the North Coast, and its leader, ex-President Manuel Bonilla, strongly championed the opposition to the Morgan Plan. The Congress remained adamant, Davila was ousted from office by the revolutionists, and soon thereafter the Morgan syndicate withdrew its offer.

In 1912, Honduras again took over the operation of the railroad, and after making some improvements on it with American material, was able to show a small profit from its operation. A service of four passenger trains weekly in each direction was maintained.

Then plans were formulated and contracts placed to lengthen the line, and a bridge was built over the Ulua River,[67] which enabled an extension of the line to Potrerillos. Bananas for export from Puerto Cortes became its most important freight commodity. By 1914 the property was valued at $1,098,071.

The intervention of World War I, however, held up further plans for settling the external debt. In 1922, a second Central American Convention was held in Washington to revise and extend the 1907 agreements, and a serious effort was directed toward finding ways and means to restore Honduras to a position of financial solvency.

As a result, and with the assistance of the British Consul in Central America, an agreement was reached in 1923 with the foreign bondholders, whereby instead of assuming the outstanding debt and accrued interest, Honduras promised to pay 1,200,000 pounds sterling in 60 semi-annual installments of 20,000 pounds sterling each in complete liquidation of the debt and the accrued interest. As a guarantee for the performance of the agreement, the government was to allocate the proceeds of a new 3% impost on all consular invoices for imports, collected compulsorily and exclusively through the use of Consular Service stamps of various denominations and colors sold to exporters of goods to Honduras by The National City Bank of New York.

This agreement was acceptable to President Paz Baraona of Honduras. It was ratified by his Congress on February 1, 1927. The first payment to reduce the foreign bondholders' debt was then made from a more than ample reserve, resulting from the sale of Consular Service stamps since 1925. Every payment was met promptly.

In the spring of 1953, the entire obligation was liquidated, though, by the contract, the last payment was not due until 1955. Thus Honduras resolved a distressing situation that had dimmed her image since the early 1870's.

In closing, let us consider the future. It is true that, thanks to the advent of aviation, Honduras has been able to bypass the railroad era without seriously hampering her progress. Today numerous airfields dot her countryside, and air service for passengers and freight is used extensively. Nevertheless, the lack of an adequate system of land transportation has prevented the full realization and utilization of the nation's vast natural resources.

The fulfillment of Squier's dream, the construction of an interoceanic rail-

67. The Ulua Bridge at Pimiento is shown on the Honduran Postal Issue of 1915 (Scott design A19).

The National City Bank
of New York
ESTABLISHED 1812

New York August 14, 1943

CABLE ADDRESS "CITIBANK" IN REPLYING PLEASE QUOTE INITIALS LHE-HEP

Mr. Irving I. Green
20 Kenilworth Street
Newton 58, Massachusetts

Dear Sir:

We are pleased to reply to your letter of August 11 in which you enquire with regard to the Foreign Bond Debt of the Republic of Honduras.

We regret to advise that we do not have a table covering the public debt of the Republic of Honduras. Although the Honduran Government is a valued customer of ours and has been for many years, we do not act as its Fiscal Agent in matters of external debt. We do act as its General Agent in the administration of the Honduras Consular Service Stamps, under a contract solely between our bank and the Honduran Government, which contract has been functioning satisfactorily since 1927. As you probably know, these stamps are on sale in port cities thoughout the world to be available to be affixed to consular visas, more particularly with respect to commercial documents covering importations into Honduras. Our chief activity is the supervision of the Consular stamps as to consignment and sale by our bank, its branches and correspondents here and abroad.

For further information, you may wish to consider addressing a letter to the Council of Foreign Bondholders, whose present address is, Horsgate, Cuckfield, Sussex, England. Likewise, unless you have already done so, you may also wish to address Ministro de Hacienda y Credito Publico, Republic of Honduras, Tegucigalpa, Honduras, as a source of official information.

We trust this data may be of some service to you and remain,

Very truly yours

M. H. Elliott
Assistant Cashier

Fig. 50. Letter sent to the author in reply to an inquiry relative to the settlement of the defaulted Interoceanic Railway Bonds.



Fig. 50A. The sample of the Consular Service stamp that was attached to the Fig. 50 letter.

way, should be completed as rapidly as the financial condition of the government permits it, in order to encourage incentive to produce for export and also to stimulate domestic trade. The admirable program of roadbuilding instituted in recent years should also continue to receive the full support of the people.

The development of air transport has alleviated but not entirely solved the problem of transportation and communication.[68]

68. An eminent American engineer, William H. Hobbs, of Ann Arbor, Michigan, proposed, in 1952, the construction of a twin ship-tunnel sea level canal, each one for one way traffic across Honduras. Ports could easily be provided at both its terminals. The canal would follow a straight course between them along the trench-like Honduras depression, which runs through the mountainous backbone of the entire Honduran Isthmian region.

The total canal length would be 163 miles, of which 146 would be tunnel. The canal would permit transhipment of vessels of any size and length. The tunnel would be divided into fourteen sections by constructural and ventilating shafts, the longest being twelve miles in length, and the deepest one 2000 feet. Ships transiting the canal would be towed by electric locomotives operating from tracks or berms on each bank of the canal.

A pamphlet titled "A Proposed Open-Ditch and Tunnel Sea-Level Ship Canal Across Honduras" was copyrighted by Mr. Hobbs in 1952; it was printed by Edwards Brothers Inc., Ann Arbor, Michigan.

At the present time (1967), the necessity for a new sea-level canal between the Atlantic and Pacific Oceans, one which will possibly replace the present lock-canal across Panama, is being considered in high governmental circles in Washington.

THE END*

*An Appendix with a complete English translation of "The 1877 Postal Guide of Honduras," that the author, Mr. Irving I. Green, after years of searching — recently secured, will follow.

In case of change of address, please notify Secretary, The Collectors Club, 22 East 35 Street, New York, N. Y. 10016.

The Clubhouse

Meeting of March 15, 1967

China 1878-1949

This was one of the finest one-country showings seen here in many years. The frames all were full with interesting material from the pre-stamp era up to as recent a time as 1949. The exhibitor and lecturer was *Warren G. Kauder, M.D.* of Newark, N.J., whose China exhibit at SIPEX had gained a small gold medal. Now follows what Dr. Kauder had said:

This is much too wide a field to be covered in one evening. Therefore, I shall mostly limit myself to the first three major issues of China. The first issue is the "Large Dragon" stamp, so-called because the design contains a dragon as the central motif. These stamps are larger than the second issue, consequently called the "Small Dragon" stamp. The third issue is the "Empress Dowager," commemoratives. The first commemorative set of Asia was issued in 1894 to commemorate the 60th birthday of the Empress Dowager of China.

These early stamps were issued as the first ones of China in October 1878. There had been a postal service of sorts for many decades before 1878. One type, called the mandarin posts, was just an official letter service for the government of the Emperor.

The first issue's engraving is from the portfolio of plates put out by the first British Ambassador to China, which was published in London, England in April, 1796. This engraving shows the mandarin bearing the official letter from the Emperor of China. Only official letters were carried in this manner. No government mails were open to the public. I am showing a type of cover carried in this service; this particular one is from the Tsing Dynasty sealed with the mandarin of Kaifing Hunan province. On the front is Kwangtsze, the date and a notation "to be carried 100 le," a mileage distance in China.

The reverse reads "Inside is enclosed an urgent official paper. Along the mail road, the rider must carry as a fly regarding neither rain nor night to the destination. Go quick as fire. Delay will be punished." This is very similar to the motto on the front of New York City's main post office on Eighth Avenue and 33rd Street.

First Public Service

The first service, opened to the public, started out as a branch of the Customs Department of the Chinese Imperial Government. Just as the name implies, there were customs duties on material imported into China and on commerce carried on in China. The post office was a subdepartment of the customs department. Under the direction of Sir Robert Hart, a name very famous in Chinese philately, a public mail service gradually developed between Peking, Tientsin, and other port cities. Before this, there was an official courier service, "the I Chan," and a private carrier service open to the public called the "Min Chu service" for other correspondence.

In October 1878, the first postage stamps were issued. Before these stamps were issued, stampless covers as shown here were carried. The first is from Shanghai to Paris in 1874. There is a Shanghai Customs House marking of September, 1874 chopped on the cover. Another one is from customs, Takow; it is a cover from Formosa to Hong Kong by way of Amoy. These next covers

were also carried outside of China. The first example shows one going to Paris in 1874. The next one went to the United States in 1876. It was from Newchwang (now Manchuria) to North Mansville, Massachusetts in the United States. The customs postal service carried it to Shanghai, where it was turned over to the Japanese Postal Agency, and Japanese stamps were affixed to it. The cover was then carried by way of Yokahama and San Francisco to Massachusetts.

First Issue of Stamps

In 1878 customs postal service decided to use an issue of stamps. This was 38 years after stamps were first issued in England. Essays were designed for stamps as shown here. One shows a dragon and a bird. Another sketch, which was prepared, showed two dragons on each side. Still another essay is exhibited showing an elephant design. While this may be of interest to topical collectors of animals on stamps, unfortunately, it was rejected. The final design shown was the dragon, which was much more typical of China than the elephant.

The first issue of stamps showed a large dragon. It was issued by the Chinese government, being printed by the Shanghai Customs Statistical Department in August of 1878. It was first used the following October. The stamps were larger in size than the next set which were issued in 1885.

Three Large Dragons stamps were issued — a 1, 3, and 5 candarins. Three different printings are generally recognized. For each denomination, the printing plate was made up of 25 metal dies, each individually engraved. More than one setting was made for each denomination of each printing, except for the five candarins wide margin stamp.

The 25 dies of each are individually recognizable and are excellently discussed in a series of articles in the COLLECTORS CLUB PHILATELIST by the late Dr. Lee of Honolulu.* I shall not go into this plating tonight, but Dr. Lee's research is a pathfinder in this issue, being recognized as the standard work in this field.

There were three different printings of the Large Dragon as follows:

1. October, 1878: Thin, white, woven unwatermarked paper. Perforated 12½. The stamps are printed 2½ mm. apart on the sheet.
2. In June, 1882, a second was issued with the same three values. The 1 candarin and 3 candarins were printed on white paper, the 5 candarins was printed on pelure paper. The 1 candarin is found printed also on pelure paper. Perforations again were 12½. The printing is easily identified because the stamps were printed 4½ mm. apart.
3. The third set of Large Dragon stamps was printed and issued in March, 1883. This printing is on thicker paper, which is more opaque. They are perforated 12½ and the stamps are spaced 2½ mm. apart.

Earliest Known Cover

Shown is the earliest known Chinese stamp on cover (see Fig. 1). The date of this cover is October 5, 1878; it was sent from Peking to Shanghai. It is from a Peruvian Embassy to a firm of goods purveyors, Messrs. Hall and Holtz in Shanghai. The backstamp reads "Shanghai Local Post, October 12, 1878." I am fascinated by the fact that of all the billions of covers and letters handled by the Chinese postal service, this is apparently one of the few first ones. A similar cover is next shown sent two days later through the same Peruvian Embassy to the same firm in Shanghai. It evidently went by the same boat

*_The First Issue of China_ by Dr. R. C. H. Lee (COLLECTORS CLUB PHILATELIST Vol. 31 page 27, page 239; Vol. 32 Page 145).

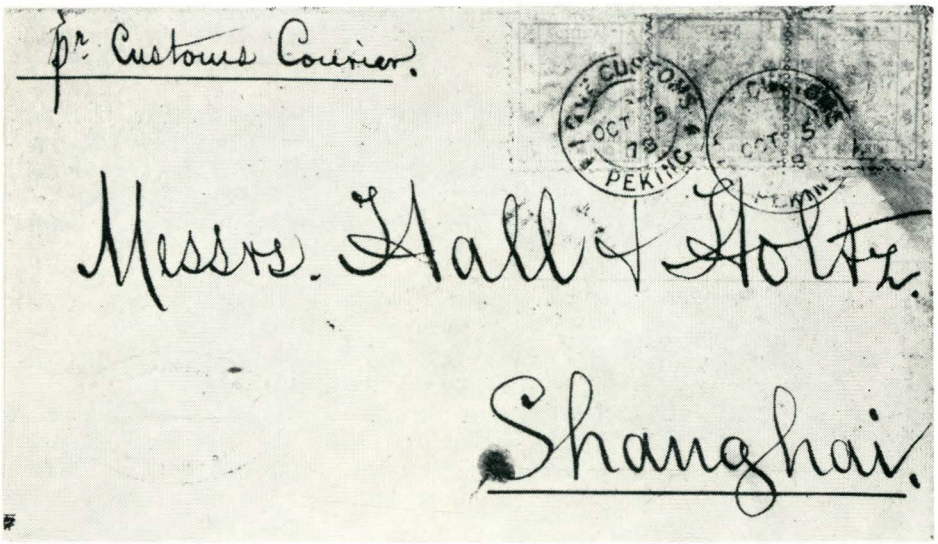


Fig. 1. The earliest known use, October 5, 1878, of the first issue of Chinese stamps on cover. The "Large Dragon" stamps had been released for sale early in October, 1878. This cover with a strip of three of the 5 Candarins stamps is cancelled in blue "Peking/Oct. 5 78." In the lower left is the oval rubberstamped cachet of the sender, the Peruvian Legation. It went to Shanghai from Peking, being backstamped "Shanghai Local Post/D/ Oc 12 78/" with a dark blue circular postmark. (Photos by Boutrelle)

from Peking to Shanghai, because it is backstamped the same time of arrival in Shanghai on the 12th of October, 1878.

Complete Sheets Of The First Issue

These first Large Dragon stamps were printed in sheets of 25. I show all three denominations in complete mint sheets of 25. These are first settings. The dies are numbered in order from 1 to 25 as plated and identified by Dr. Lee. There were several printings of each of these three values. Each is also known as imperforate. I display a sheet of the 3 candarin value, imperforate sheet of 25, from the first setting.

The next sheet shows the same 3 candarin imperforate from the second setting. The die arrangement is entirely different. Evidently, the dies were haphazardly replaced in the frame. I have shown the die arrangement of the second setting in the margin of this sheet. The 3 candarin first printing on thin paper exists in three settings. Five of the dies showed signs of wear in the first two printings so that the third setting was done in a sheet of 20 stamps (5 x 4). The die arrangement is entirely different from the first and second settings as shown.

The next sheet shows another example of the same setting of 20 stamps from the third setting. Then comes an example of die wear, and this is a particularly easy example to follow. It is a cliché of 6, showing the development of what is known as a "broken face" variety of a 3 candarin Large Dragon stamp. The first stamp, which is from the first plate of the first setting, shows that the face of the dragon is still complete. As you examine, you notice a defect in the printing of the stamp. A white dot appears on the face. This is a wide margin stamp; it is much larger. In the thick paper printing, it is much more apparent so that by the first printing on thick paper, this whole

cliché was defective. In the later printing of the third setting, it was discarded.

Varieties

The next several pages show multiple pieces of the 1878 issue on thin paper in blocks of four of all three values. There were only two errors known in the perforation of the first Large Dragon stamp. Both of these are listed in the Scott and Ma catalogues. They are vertical pairs imperforate between. The first pair, one candarin value is completely imperforate horizontally. But because the margins are so close, I am unable to say definitely that this is imperforate horizontally or just a vertical pair imperforate between that has been cut down. The pair is in a setting identified by both Lee and Hook. Setting 7, clichés Nos. 15 and 10, or positions 11 and 15 in the sheet.

The three candarin vertical pair imperforate between the March 1883 thick paper issue is from setting 12, clichés 26 and 21, in positions 12 and 16. This combination of clichés is unique to this setting. The brown red shade of the above pair is the only shade known in this printing. The vermilion and orange vermilion color shades of the other later printings are unknown in this one. There are many examples of the 1 candarin vertical pair imperforate between known. Several were shown at the SIPEX Washington exhibition last year, but I know of no other examples of the 3 candarin imperforate between pair mentioned in the philatelic literature on China. This first custom stamp was issued imperforate in two forms. The regular stamp was issued as shown here in all three values of 1 candarin — light green and dark green shade; 3 candarins and 5 candarins and as imperforate proofs of each of the three. The proofs can be distinguished from the issued stamps quite easily by the fact that there is an extra circle just below and to the left of the dragon in each of the three values. This proof circle was eliminated in the plate before the stamps were issued. On the issued stamps traces of this proof circle can be seen in certain clichés. This is one of the devices used to separate one cliché from another.

Covers

The covers with stamps of the first issue are rather elusive and quite hard to come by. I have shown several with multiples of the first issue of Large Dragon stamps. The first shows a strip of three of the 1 candarin stamp from Tientsin to Shanghai to the same firm of Messr. Hall and Holtz, as seen previously. The reverse shows Shanghai Local Post chop, October 1879, Shanghai Local Post.

The next cover is a pair of the 5 candarin with a Tientsin customs chop. It went from Tientsin to Edinburgh, Scotland, February 28,1881. The next cover has a 3 candarin on cover from Chinkiang to Shanghai. It was sent to the post office in Chinkiang on the 6th of April 1879, to Shanghai on the 7th of April 1879. Then, there is a cover with a 3 candarin Chinkiang to Middletown, Conn., U. S. A. On the reverse is a U. S. Postal Agency Shanghai August 23rd obliteration and a U. S. 5c stamp with a cork obliteration. It was received in San Francisco, Calif. on September 17, 1882.

Another is a Chinkiang to Shanghai cover chopped with a small Chinkiang seal, March 21, 1879 to Shanghai March 25, 1879. Here is a cover showing a 3 candarin thin paper stamp in a block of six. This is cancelled with a Peking seal chop, sent from Peking April 12, 1881, to Shanghai April 18, 1881, and from there, on the reverse, a pair of 25 centimes French stamps were affixed and cancelled with a boxed "5104" cancellation. They were sent by French paqueboat to Munich, Germany, and the receiving chop is shown on the reverse. This is a rather unusual cover.

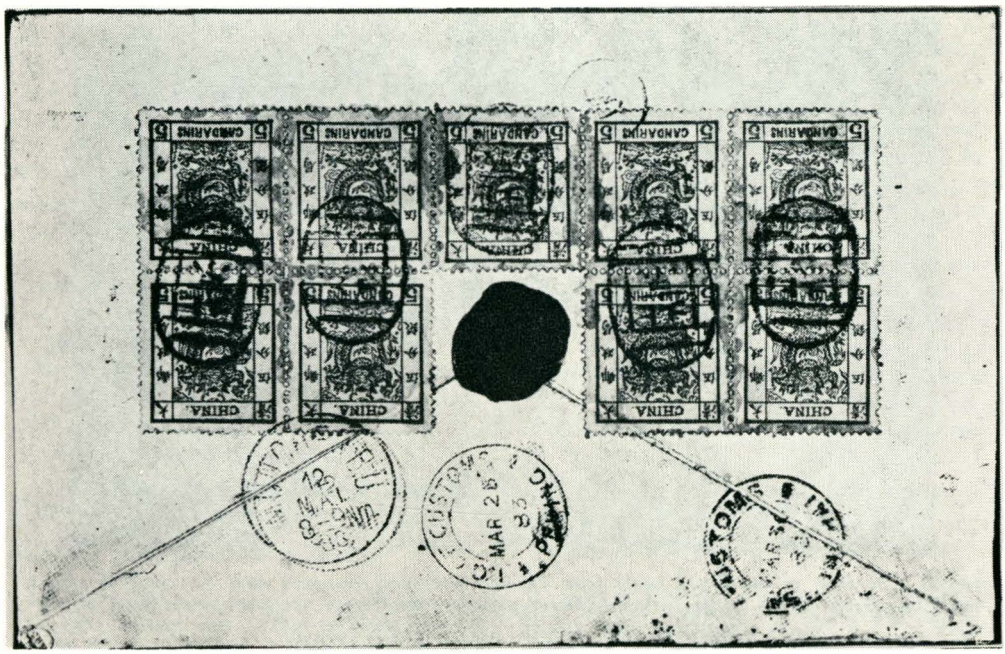


Fig. 2. The back of a cover mailed on March 25, 1883 from Peking to Munich, Germany via the Imperial Maritime Custom Postal Service with a block of nine of the 5 Candarins "Large Dragon" stamps. The only larger multiple piece known is an unused complete pane of 15 (5x3). These stamps are the wide-margin issue. They are cancelled five times by the oval Peking "Seal Chop" in dark blue.

The three circular postmarks above the stamps are, from left to right: "Customs/ Shanghai/ Mar 30 83" in black; "I.G. of Customs/ Peking/ Mar 25 83" in blue ink; and "Munchen B.U./ 12 May 8-9 Nm. 83" in black.

This cover shows a strip of three 1 candarin stamps and a strip of three 3 candarin stamps, a double-rate cover from Newchang to Boston, Massachusetts. It went from Newchang on September 17, 1881 and received a customs Shanghai chop on September 19, 1881.

On the front is an "IJ Postal Agency" cancel of Shanghai/ September 26th on a 10 sen Japanese stamp with a cork obliterator. There is also a chop of Yokahama/October 11, 1881 and San Francisco on October 28th.

The next cover shows one 1 candarin and five 5 candarin stamps on a cover from Tientsin to Ferry Bridge, Yorkshire, England. There is a Tientsin small seal chop on the stamps, and various markings between Tientsin and England. On the cover front, there are two 35 centimes French stamps with a "5104 chop" and a seal chop of Shanghai/20 November, 1879.

Unusual Postmarks

The next page shows two rather unusual markings on the Large Dragon covers. The first is a boxed red chop which reads "valuable." This mark probably is a forerunner of the registration service. The next is a small blue boxed chop reading "paid." This one bears a 3 candarin and 5 candarin stamp with the Peking seal chop on the two stamps. The cover went from Peking to Hong Kong. There is a "S1" cancellation on a pair of 8 cent Hong Kong stamps, on the front of the cover. These previous covers were all of the first issues 1878 thin paper stamps.



Fig. 3. The front of the Fig. 2 cover from Peking to Munich, Germany with the block of nine of the 5 Candarins "Large Dragon" stamps. The two stamps are France, the Sage Issue, the 25c yellow straw and 1 fr. bronze green straw, both cancelled Shanghai April 4, 1883. In the center to the left of the address "Munchen" is the small circular "Ligne N/ Paq. No./ April 8, 1883" postmark in black.

1882 Issue

The next type of Large Dragon stamps were issued in 1882 and are known as the wide margin stamps. There were two printings of the 1 candarin wide margin issue; one is shown. The die arrangements are noted according to Lee's plating in the COLLECTORS CLUB PHILATELIST and are marked at the bottom of the page.

The covers with this wide margin issue are rather unusual and are much scarcer than the first thin paper stamps. The first cover shown is a cover from Newchang to Exeter, England, being franked by a pair of the 1 candarin and 5 candarin stamps. The seal chop is November 23, 1883. There are two French 25 centime stamps postmarked "Shanghai, China 5 December" and "January 16, 1884." It was received in Exeter on January 17, 1884.

Next is a cover from Tientsin to Hanoi, Cochin China — now of course, North Vietnam — and is franked six 1 candarin stamps cancelled with a large Tientsin chop. It was sent from Tientsin on January 12, 1884, and was received in Hanoi, Cochin, China on February 10, 1884. The next one has a pair of 1 candarin and a single 5 candarin stamp on a cover from Tientsin to Westfield, Massachusetts. There is a large seal chop on the stamp, mailed on August 30, 1882 and received in Westfield Massachusetts on October 20 of the same year.

Now, I show a cover from Newchang to Exeter, England with a strip of three wide margined 3 candarin stamps. The 3 candarin stamp shows the top and bottom selvedge, proving that there are only three verticle rows in this setting. It received a Newchang customs chop on November 21, 1882; on the front a 30 centime French Peace and Commerce stamp postmarked Shanghai, China, 29th November, 1882. The next cover shown is a 3 candarin stamp on a cover with the corner card of the U. S. Consulate in Ingpo. On the reverse is a cancellation of the "U. S. Consulate General/Shanghai/October 17, 1882,"

"Shanghai/Local Post/October 17, 1882," and "the customs Tientsin seal of October 25, 1882." Then follows a cover from Peking to Munich, Germany bearing a block of the 3 candarin stamps. This cover originally carried a block of six stamps with the setting as follows: Positions #23, 13, 18, 5, 4, 19. The right vertical pair has been removed from this cover, and I have replaced it with a similar pair. It was sent to Peking on May 15, 1882 and arrived in Munich, Germany on July 7, 1882. The date of issue of the wide margin stamps was given as June 1882 by Mr. D. Chow in 1925, but the above cover would indicate that they were issued a month earlier in May of 1882.

The last I show is the prize cover of my entire collection. It is a cover from Peking to Munich, Germany bearing a block of nine 5 candarin wide margin stamps, with a Peking seal chop (Fig. 2). There is an Inspector General customs, Peking March 21, 1883 cancellation, and also a customs Shanghai March 30, 1883 chop. On the front are a French one franc and 25 centimes stamp, cancelled Shanghai on April 1, 1883. There is a "Ligne N. Paq. chop" on the front dated April 8, 1883 and a Munich, Germany cancellation of 12 May 1883 (Fig. 3).

Meeting of April 19, 1967

Annual Members' Competition

Quantitatively, there was a 30% increase in the number of exhibitors compared to 1966, 40 as against 31 for that year. The standard of excellence of most of the exhibits, as usual, was very high, enough to tax the ingenuity and knowledge of the judges chaired by Mr. Lawrence L. Shenfield. Assisting him in the deliberations were Messrs. Ezra D. Cole, Albert H. Higgins, Louis K. Robbins and F. Burton Sellers.

When President Woodward opened the meeting, his first pleasant duty was to present Mrs. Rae D. Ehrenberg with a *Certificate of Appreciation* for her usual fine job as Chairman of the hosts during the week of April 17-21 when the exhibits were on display. Mrs. Ehrenberg, in turn, presented Certificates to her able assistants in this function, Mrs. Ethel B. McCoy, Mrs. Nathaniel Litt and Messrs. Solomon Altmann, Paul P. Lindenberg and W. Kenneth Minuse.

Certificates of Appreciation were next tendered by President Woodward to Mr. and Mrs. Norman S. Hubbard and to Mr. Alex Rendon for their help in mounting the exhibits for the Annual Competition. Speaking for himself, this reporter would like to commend the many fine loyal members without whose help the programs presented during the year, including the annual competition, could not run smoothly.

Following a practice of many years, specially bound copies of the 1966 COLLECTORS CLUB PHILATELIST were next presented by President Woodward to Editor Henry M. Goodkind and the members of the Editorial Committee, Messrs. Solomon Altmann, Ezra D. Cole, Harrison D. S. Haverbeck and Philip Silver.

During these preliminary presentations, an air of hushed expectancy encompassed the members assembled in the second-floor lounge. The tension was heightened, when Mr. Shenfield was introduced to reveal the results of the judges' deliberations. Having been an exhibitor himself on a number of occasions, this reporter can attest to the quickened pulse and heartbeat as the names of the winners are called out. Mr. Shenfield handled his assignment in fine professional style. The awards were not merely announced; the fine points of most of the exhibits were mentioned for particular praise where appropriate.

Grand Award

A large, handsome sterling silver Revere bowl, evidence of the first prize,

was awarded to Mr. Norman S. Hubbard of New York City, New York for his display of *Nicaragua*. This contained early covers, including rare combinations in extremely fine condition. So, for the second year in a row, the grand award has been won by a resident member, a record of sorts, I am sure.

6 Awards of Honor

Six smaller, sterling Revere bowls, all of equal merit, were awarded to the following exhibits:

Covers with stamps from the United States Columbian, Trans-Mississippi and 1902 issues by Robert S. Breakey, M. D. of Lansing, Michigan.

Mulready One Penny envelopes and wrappers used in Ireland by J. E. Foley of Livingston, New Jersey.

India — Scinde District Dak by Harrison D. S. Haverbeck of Bernardsville, New Jersey.

Uruguay air mail by Nathaniel Litt of New York City, New York

Classics of Peru, 1857 to 1873 by John F. Rider of New York City, New York.

Commonwealth of Australia air mail — forerunner adhesives and markings by Col. Leonard H. Smith, Jr. of Clearwater, Florida.

Certificates of Merit

Thirteen exhibits were awarded certificates as follows:

Bolivia, Buenos Aires, Brazil by Max H. Bass of Great Neck, New York.

Bosnia and Herzegovina — Austrian and Hungarian occupation of 1818 by John F. Connor of New York City, New York.

Bishop Marks — Great Britain, Scotland, Ireland, U. S., Canada by M. C. Dillingham of Olympic Valley, California.

Italy — Offices Abroad by Domenico Facci of New York City, New York.

Postal history of Canada's registry system, 1827-1885 by Horace W. Harrison of Owings Mills, Maryland.

The largest known postage stamps — the 1905-1914 special delivery stamps of China by Warren G. Kauder M. D. of Newark, New Jersey.

Colombia — The first (1868) and second (1869) issues of the State of Antioquia by John N. Myer of New York City, New York.

1848 U. S. retaliatory rate against England — cause and effect by John R. Norbeck of Minneapolis, Minnesota.

New Zealand — full Queen two pence, Plate 1, 1855-1865 by Robert P. Odenweller of Glen Cove, New York.

Early Connecticut covers by Ralph G. Poriss of Scottsdale, Arizona.

Bolivia — postal markings of two capitals, 1825-1867 by Alex Rendon of Long Island City, New York.

British Cameroons by Kenneth Roberts of New York City, New York.

United States — essays, proofs and finished stamps, series of 1861 by Rudolf G. Wunderlach of Ossining, New York.

Other Exhibits

Bermuda — George V high values — Mrs. John L. Ahbe, New York City, New York.

Sag Harbor stampless covers, whaling covers and 18¾ rate problems — Daniel F. Beixedon, Sag Harbor, New York.

France (Scott No. 81) on cover — a stamp for Spanish refugees — Miss R. Renee Bowden, Washington, D. C.

Canal Zone die proofs and artists' sketches — Edward S. Conger, Washington, D. C.

United States parcel post — letter covers, selected pages — F. W. Doolittle, Jr., Phoenix, Maryland.

Switzerland postage due usage — Werner K. Elias, Jamaica, New York.

Norse-American issue of the United States, stamps and covers — Melvin Getlan, Scarsdale, New York.

The United States 8c bicolor, 1954 regular issue, rotary and flatbed printing — Laurence S. Gifford, Delmar, New York.

Saudi Arabia — Jacob J. Greenwald, Wilmington, Delaware.

Stamps and covers pertaining to Scadta air mail services in the Republic of Ecuador — Leo John Harris, Washington, D. C.

"Royal Children" — Miss Viola Ilma, New York City, New York.

"Oswiecim through philately" — W. Kolakowski, Great Neck, New York.

Medicine companies advertising cards with the United States medicine revenue stamps as well as their provisional proprietary stamps — Mathias Koref, New York City, New York.

Kinder post. — Mrs. Nathaniel Litt, New York City, New York.

Specialized collection on the U. S. 1c 1861 issue — Lawrence G. Mills, Malone, New York.

"Portraits of a lady" — the Statue of Liberty on stamps — Mrs. Ralph G. Poriss, Scottsdale, Arizona.

U. S. Transfer Office cancels. the transfer Office, a part of the Railway Post Office, plays an important role — William F. Rapp, Crete, Nebraska.

Liechtenstein, Official stamps on and off cover — Edward W. Trench, New York City, New York.

Postal markings of Spain, selected pages of the pre-adhesive period, 1717 to 1850 — Theodore Van Dam, New York City, New York.

Haiti, the Salomon issue, 1887 — F. B. Sellers, Tarrytown, New York (not for competition).

The diversity in the collecting interests of the members of the Collectors Club never ceases to amaze. As can be seen from this report, the collections exhibited run the gamut from the more classical type to the most obscure specialization. But, a visit to the exhibit room during the week of the showing, is always productive of a pleasant surprise. Therefore, this is an invitation to all members, resident as well as non-resident, to begin preparations now for 1968. We would like to return to a situation where all of the fifty-two frames of the Club will be filled. *(P. S.)*

Annual Awards Dinner

May 10, 1967

On May 10th, following a custom of past years, the Collectors Club Awards Dinner was held at the Tavern-On-The Green in Central Park, New York City.

The members, their wives and guests were welcomed by President Herbert P. Woodward. Mr. Philip Silver, Vice President, acted as Master of Ceremonies in the introduction of the several persons honored at this dinner.

The Collectors Club Medal for the Best Program given at the Club during 1966 had been voted to Mr. Kurt Adler, Chorusmaster and Conductor of the world-famous Metropolitan Opera. Mr. Adler being on tour with the opera company in New Orleans, La., the medal was presented to Mr. Adler's wife by Mr. Herbert Bloch, co-chairman of the Program Committee. It can be reported that Mrs. Adler is as gracious as her husband is knowledgeable about Russian philately and classical music.

Next, *Certificates of Honorable Mention* for their 1966 programs at the Collectors Club were presented, in absentia, by Mr. Silver to Mr. Harold E.



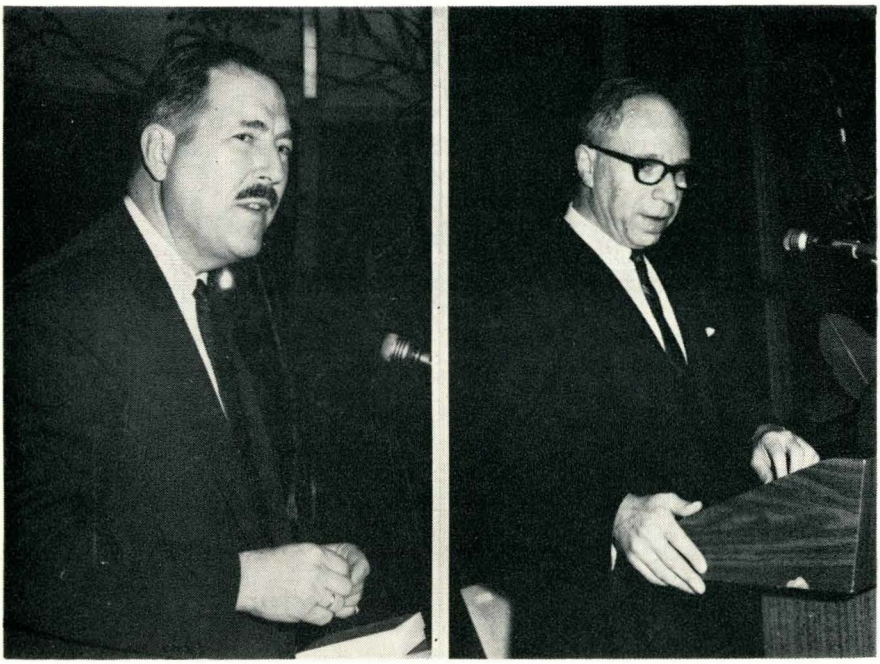
Top Row: (Left): President Herbert P. Woodward presenting the "Lichtenstein Memorial Medallion" to the 1967 recipient, Mr. John R. Boker, Jr.; (Right): Mrs. Kurt Adler accepting the "1967 Collectors Club Medal" for the best 1966 program in the absence of her husband from Mr. Herbert J. Bloch. Bottom Row: (Left): Mr. Harrison D. S. Haverbeck handing Mr. John J. Britt's "Certificate of Honorary Membership" to Mr. Henry M. Goodkind, who accepted it in Mr. Britt's absence; (Right): Mr. Bernard D. Harmer handing to Mr. Robert L. Graham, Jr. (right) his "Certificate of Honorary Membership."

Levitt of Pacific Palisades, California for his outstanding showing of Hawaii, and to Mr. Myron E. Steczynski of Chicago, Illinois for his informative program on the Cracow Issues of Poland.

Honorary memberships had been voted to several members of the Club during the past few years. It was the decision of the Board of Governors to present hand-engrossed, leather-bound certificates to these recipients at the Awards Dinner of May 10th. The first of these certificates was presented to Mr. John J. Britt by his long-time friend, Mr. Harrison D. S. Haverbeck. Mr. Britt had served the Collectors Club as President from 1953 to 1954, as Trustee from 1957 to 1965 and as Governor from 1947 to 1966.

The second was presented by Editor Henry M. Goodkind, to Lt. Gen. Cornelius W. Wickersham. General Wickersham had served the Collectors Club as President from 1956 to 1957 and as Governor from 1950 to 1957. Unfortunately, neither Mr. Britt nor General Wickersham could attend the dinner because of prior commitments, but their names when read, received well-merited applause. Mr. Harry L. Lindquist was asked by Mr. Goodkind to accept General Wickersham's certificate.

Mr. Bernard D. Harmer then made the final presentation of one of these illuminated certificates on parchment of Honorary Membership to Mr. Robert L. Graham, Jr. In the certificate of honorary membership, Mr. Graham, counsel to the Collectors Club was memorialized for services as President of the Club from 1943 to 1945, Trustee from 1947 to 1950 and Governor for two non-consecutive periods: 1940 to 1950 and 1962 to 1967. Replying to the applause of the audience, Mr. Graham stated it was an honor for him to have been in a position where he could render service to the Collectors Club.



(Left): Mr. John R. Boker, Jr. speaking after receiving the 1967 "Alfred F. Lichtenstein Memorial Award"; (Right): Vice President, Philip Silver, the Master of Ceremonies, who had arranged the entire May 10, 1967 dinner as well as preparing the three "Certificates of Honorary Membership." (Photographs by Boutrelle).

Before proceeding to the presentation of the *Alfred F. Lichtenstein Memorial Award* to Mr. John R. Boker, Jr., the 1967 recipient of that medal, Mr. Silver read congratulatory messages to Mr. Boker from Mrs. Louise Boyd Dale, herself a former recipient of the *Alfred F. Lichtenstein Memorial Award,* and from Mr. William E. Lea of London, England, Mr. and Mrs. Stanley R. Rice and Mr. Jacob Glaser of New York, Past President of the Collectors Club.

Previous recipients of the *Alfred F. Lichtenstein Memorial Award,* Messrs. Winthrop S. Boggs, Henry M. Goodkind, Harrison D. S. Haverbeck and Harry L. Lindquist, were present at the dinner and were asked to stand for a moment of well-deserved recognition.

The Lichtenstein Memorial Award

Then, Mr. Philip Silver called upon President Woodward to make the presentation of the 1967 Lichtenstein medal to Mr. Boker. We take the liberty to quote President Woodward's closing remarks which, in the form of a citation, were, in effect, a catalogue of the reasons why Mr. Boker was named the recipient of the medal:

John R. Boker, Jr.:

"Distinguished philatelist; student, collector, lecturer, author, exhibitor, and fellow of international philately; wise, discerning, and respected international jurist, friend of philately and philatelists; one-time Expert and Trustee of the Philatelic Foundation, one-time Governor, President, and Trustee of the Collectors Club; scholar, humanist and gentleman; I now have the honor, by unanimous recommendation of the Governors of the Collectors Club, herewith to

present to you the *Alfred F. Lichtenstein Memorial Award* in recognition of your consumate services to philately and this Club."

Replying, Mr. Boker spoke first the usual words of appreciation. Then, touching all bases, he ranged over almost the entire philatelic horizon, noting what was good and what was bad in his opinion. Mr. Boker is an articulate person, who speaks his mind forthrightly; the audience was treated to a rare discourse that was informative, witty and penetrating.

Praise, where is was deserved, was bestowed on those who, in Mr. Boker's opinion, had been instrumental in achieving for philately the high status it enjoys today. Singled out were the late Mr. Edwin Mueller, a man who was, unfortunately, too far in advance of his time to receive his proper recognition. Praise was also heaped upon Mr. Herbert J. Bloch, who Mr. Boker considers one of the most knowledgeable philatelists in the world. Mr. Boker emphasized that Mr. Bloch had helped him channel his own energies into productive and interesting philatelic fields. Last but not least, Mr. Boker referred to Mr. Harry L. Lindquist as one of the "giants" of American philately.

It is a measure of the man that Mr. Boker heaped fulsome praise on others. But his own accomplishments so well delineated in President Woodward's "citation" are testimonials and credentials for Mr. Boker which lend weight to reasons why he was honored with the *Alfred F. Lichtenstein Memorial Award. (P. S.)*

Meeting of May 3, 1967

A. P. S. Display of the Mexican's Counterfeits

One may paraphrase "A Funny Thing Happened on the Way to the Forum" to "A Funny Thing Happened to the Informal Roundtable Meeting."

Last March, during the Interpex Stamp Show at the Hotel Americana, Col. James T. DeVoss, Executive Secretary of the American Philatelic Society, and a longtime Collectors Club member, was chatting with Mr. Philip Silver, Program Co-Chairman, and this reporter. Col. DeVoss mentioned that the Club's 1967 program of meetings had scheduled for May 3, 1967: "Informal roundtable. United States, Asia, Latin America."

Then, he suggested that as a part of the Latin American discussion, he would be pleased to come to New York City from State College, Penna. and bring with him some of the material he had purchased a few months before in Merida, Mexico from the counterfeiter, R. De Thuin, to display and discuss.

Mr. Silver enthusiastically accepted Col. De-Voss' offer as a potentially excellent added attraction.

The result was that when May 3rd arrived, the added attraction became both the main and sole feature of the meeting, replacing the originally-programmed informal roundtable discussions on United States, Asia and Latin America.

Col. DeVoss, accompanied by Col. Joseph Sousa, the Assistant Executive Secretary of the A. P. S., brought to 22 East 35th Street, 60 pages showing counterfeit stamps, faked covers and working material that this Mexican philatelic counterfeiter had used during his more than 30 years in Latin America. Col. DeVoss noted that this marked the first time that all of De Thuin's working models and sketches had been on public exhibit.

The meeting room was filled to near capacity. For the first time in many years, one of our veteran members was in the audience — the well-known London professional, Mr. Robson Lowe.

The Background

Col. DeVoss prefaced his remarks by saying that he had decided to relate the background of this counterfeiting story, and then speak about the actual events in Merida, Mexico in December, 1966. Finally, he would describe in detail this Raoul De Thuin, a very strange and extraordinary man.

The counterfeiter was Belgian-born, and while relating his life story, spoke about an adventurous career in Europe. He came to Honduras around 1930, worked with some stamp people there and then moved to Mexico. There he operated as a stamp dealer under many different names. He joined some American stamp societies and used their membership lists for soliciting business.

It was not long before the fraudulent nature of much of the material he was offering for sale was discovered by mature collectors and dealers as far back as in the mid 1930's.

Then, the long history of the attempts made by philatelists to stop this operator from using the mails was related by Col. DeVoss. Years ago, a U. S. Post Office fraud order was issued, but the counterfeiter changed his firm's name. Nothing was able to stop his "business transactions."

Finally, through information received from another Collectors Club member, Mr. James H. Beal of Warren, Ohio, a longtime specialist in Mexican philately, Col. DeVoss got word that De Thuin was open to some proposition of "cease and desisting" for an agreed financial remuneration. Secretly, plans were put in motion and the A. P. S. was willing to have Col. DeVoss, along with Mr. James Beal, negotiate with the Mexican counterfeiter. (Mr. Beal also had come here for the May 3rd meeting.)

The story need not be repeated here, because both the regular press and the stamps papers have published this story in great detail along with some embellishment; this is not unusual, because our newspapers know practically nothing about philately. Even CBS's Walter Cronkite's Evening News Show carried an account on this popular TV program.

The Man

Col. DeVoss visited this Mexican counterfeiter in his combined office-home for four days during December, 1966, which finally culminated in the A. P. S.'s purchase of De Thuin's entire "business." As Col. DeVoss explained during his long career with the U. S. Army, he had met many colorful people, and had had some equally interesting experiences. But never had he dealt with a more colorful character than this Mexican stamp counterfeiter, who was able to operate within the law, because in Mexico it is only illegal if one counterfeits current stamps and currency.

Using the precedent of about a decade ago with the European counterfeiter, Jean De Sperati and the British Philatelic Association, the A. P. S. now also plans a book on De Thuin's products as the B. P. A. did with its Sperati book. In view of this future planned publication of the A. P. S., no itemization of the material shown here on May 3rd need be done.

The material was on view. It was not commented upon by Col. DeVoss nor Mr. Beal. Instead, the members carefully studied it before and after the formal part of the meeting.

As he was speaking, Col. DeVoss showed and then passed among the audience a number of photographs he had taken during his 4-day stay in Merida, Mexico. Also, he displayed and then passed along for those in attendance to examine more closely, the tools that De Thuin had used to counterfeit his perforations.

His method of operating was carefully schemed. De Thuin had established credit with some reputable New York City auction houses. He would ask to

view certain lots before the sale. This permitted him to study carefully genuine stamps and covers. Sometimes, he even purchased a valuable stamp or cover to be used as a later model.

His auction purchases from New York stamp dealers, however, were the large lots at the end of the sale. Here, he was able to buy quantities of inexpensive basic stamps on which he would apply counterfeit overprints. Also, he bought large lots with stampless covers, on which he later could fraudulently affix stamps and hit with one of his fake cancelling devices.

The Question and Answer Period

Most of the questions asked, after Col. DeVoss had concluded his talk, were very pertinent. Also, they were of the type that many people had in mind in an unusual event as this.

The counterfeiter had signed a contract promising to retire from business. Col. DeVoss explained that De Thuin now is an old man in his late 70's. One questioner wanted to know that in view of the character of De Thuin, how could one be assured that he would not commence operating again in some other country?

Col. DeVoss answered that there is no positive assurance that this part of the written agreement would not be broken. But it seemed unlikely, because De Thuin gave physical evidence of a slowing down due to his age and his anxiety to permanently retire as "a stamp dealer."

Mr. Herbert J. Bloch questioned whether "the game was worth the candle." As an experienced expert, Mr. Bloch believed that this Mexican's imitations were not well executed, and also that they never fooled any competent philatelic authority. The only ones capable of being deceived were inexperienced collectors and dealers.

In view of the fact that De Thuin's work is not as deceiving as that of Sperati and other well-known forgers of philatelic material, Mr. Bloch inquired about the significant philatelic contribution that a book about this Mexican could offer.

In reply, the A. P. S. Executive Secretary conceded that De Thuin did not deceive very many philatelic experts. Among the 10 cartons of material received in Merida, Mexico, was a large number of Philatelic Foundation Expert Committee's certificates. All were on its buff-color paper, those opining that the specific patient was not genuine.

On the other hand, a few years ago De Thuin got possession of a good 19th century collection of Mexico. He made a special trip to England and contracted with a London stamp firm to sell this collection at auction. A sale catalogue was printed and distributed. Upon receipt, some keen Mexican specialists, such as Mr. James H. Beal, spotted various counterfeits and fake material. The upshot was that the entire sale was cancelled, and the material never sold.

Col. DeVoss held up De Thuin's personally marked London auction catalogue of this sale. In red, the counterfeiter had indicated for his own records all those fraudulent items of his manufacture that he had added to the original collection he had secured. This does give evidence that some top-flight philatelists, on occasion, were fooled.

Also, the invoices, correspondence and office records that De Thuin turned over to the A. P. S., according to Col. DeVoss' rough estimate, show that during his years of fraudulent operation had come close to making one million dollars of sales.

After the meeting had been formally declared adjourned, a very significant event was observed. Seldom do we remember the meeting room clearing out slower. Most of the large attendance stayed to more closely view the material

in the frames and privately discuss it.

Furthermore, Col. DeVoss had brought along some of the metal clichés from which the counterfeiter had made some of his stamps and postmarks. Many people were curious about them and stayed after the meeting more closely to inspect them.

What happened to the originally announced "informal roundtable"? Time never permitted it to get started. No one, however, seemed to object. Col. James T. DeVoss with an assist from James Beal had put on a great show.

(H. M. G.)

Meeting of May 17, 1967

Wreck Covers

Mr. Edwin Mayer, the first president of the Postal History Society of the Americas in 1957 and now its Honorary President, spoke as follows about his exhibit:

"My interest in Wreck Covers began while I was collecting stampless and pre-adhesive covers of the United States. In a group of covers acquired by me from a missionary society business client, there was a cover handstamped 'Saved from the Wreck of the Cleopatra.' Seeking information, in the Collectors Club library I found 'A History of Wreck Covers' by A. E. Hopkins and the book related the story of 'the Cleopatra.'

"I wrote to the late Major Adrian E. Hopkins at Bath, England and enclosed a photograph of my cover. Thus, began an interchange of correspondence and ultimately the meeting with Major Hopkins when he came to New York with his family to attend and exhibit at FIPEX in 1956. This beloved gentleman plagued me incessantly for my 'Cleopatra' cover. When in 1960, Mrs. Mayer and I attended the international stamp show in London, Mrs. Mayer prevailed upon me to let Major Hopkins have the cover, and simultaneously I acquired a number of duplicates from his vast collection. These form the nucleus of what I am showing tonight.

"The most part of the information and research on the covers saved from wrecked ships, is not my work, but is taken from research of Major Hopkins. In fact, some of the covers exhibited are described in his book, 'A History of Wreck Covers.'

"Envelopes or covers salvaged from wrecked ships have a fascination all their own, if only for the visions they conjure up of heroism and the saving of life under appalling conditions. In many cases, the name of the ship from which the mail has been recovered is shown in a special cachet either handstamped, written or pasted on the mailing piece. Of course, most of the mail recovered shows results of submersion in water with consequent loss of adhesives.

"From ship mail, the next step is recovery from downed aircraft, (crash covers), recovery from wrecked trains or other casualties.

Shipwreck Covers Shown

Saved from the wreck of the "Ava," wrecked off the coast of Ceylon, February 16, 1858.

Saved from the wreck of the "Colombo," wrecked on Minicoy Island in the Indian Ocean, November 19, 1862.

Recovered from wreck of the "Carnatic," wrecked off Shadwan Island in the Gulf of Suez, September 13, 1869.

Sinking of Cunard Line "Oregon," lost off Fire Island, New York, March 14, 1886.

S.S. "Bergenseren." Mailbag washed away in the Haughton River near Annotto Bay, Jamaica, February 18, 1890.
Saved from wreck of S. S. "Eider," wrecked on Atherfield ledge near St. Catherine's Point, Isle of Wight, January 31, 1892.
Recovered from wreck of "Mexican," sunk in collision off Table Bay, South Africa, April 5, 1900.
Saved from the wreck of the "Cairo," wrecked at Alexandria, Egypt harbor, February, 1905.
Saved from "S. S. Jebba," wrecked on Devon, England shore, March 18, 1907.
Accident at sea "Mongolia," sunk by mine 58 miles off Bombay, India, June 23, 1917.
Recovered from "S. S. Tahiti," lost at sea and sunk 460 miles from Rarotonga, New Zealand, August 18, 1930.
Two World War II covers from torpedoed ships 1940.
On cover "Damaged as a result of enemy action" September 20, 1941.
Two covers R.M.S. "Nascopie" wrecked at Cape Dorset, Canadian Arctic, July 22, 1947.

Crash Covers

Various Airplane Wreck covers from 1927 to American Airlines Astrojet 707 at Boston's Logan International Airport, September 24, 1961.

1967 PROGRAM OF MEETINGS

Meetings convene at 8 p. m.

Summer Recess

September 20th — *Great Britain — The beginning of adhesive labels, the Treasury competition, Rainbow trials, the first stamps, Archer perforations, unusual covers, rarities.* —Wallace W. Knox, Esq., Oakland, California

October 4th — *Research night*

The following have qualified for membership in The Collectors Club and have been duly elected by the Board of Governors:

5210 A. R. Butler, Watford, England. Collects Australasia.
5211 Solomon A. Pinchot, Englewood, N. J. Collects United States, France and colonies.
5212 Lincoln M. Zonn, New York, N. Y. Collects United States, general foreign.
5213 Gilbert H. Rubenstein, Fairlawn, N. J. Collects United States, South America, Central America, France.
5214 Louis Getoff, Southold, N. Y. Collects United States.
5215 John T. Gotjen, Warren, R. I. Collects United States, British Empire.
5216 Silvio Gamacchio, Lima, Peru. Collects Air Mail, Peru, Italy, Rhodesia.
5217 Louis Grunin, Spring Valey, N. Y. Collects United States.
5218 Mrs. Charles E. Kilbourne, Schenectady, N. Y. Collects Confederate States, United States advertising covers.

5219 Charles E. Kilbourne, Schenectady, N. Y. Collects Confederate States, United States advertising covers.
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5222 Luis G. Miranda, Mexico D. F., Mexico. Collects Far East, Latin America, Topicals.

The Library Committee reports the acquisition of the following:

The United States Postage Stamps of the 19th Century, Volume II, by Lester G. Brookman. H. L. Lindquist Publications, Inc., New York, N. Y. 1966. 336 pages. Illustrated. Clothbound. Courtesy of the publisher.

The United States Postage Stamps of the 19th Century, Volume III, by Lester G. Brookman. H. L. Lindquist Publications, Inc., New York, N. Y. 1967. 272 pages. Illustrated. Clothbound. Courtesy of the publisher.

The First Decimal Issue of Canada 1859-68 by Geoffrey Whitworth. Published by the Royal Philatelic Society, London, England. 1966. 95 pages. Illustrated. Bristol cover. Courtesy of the publisher.

The Cherry Blossom Issues of Japan 1872-1876 by Dr. S. Ichida. Published by All Japan Philatelic Federation, Tokyo, Japan. 1965. 335 pages. Illustrated. Clothbound. Gift of the author.

Stamps of Italy Used Abroad, Part Five, by S. D. Tchilinghirian and Rag. R. Bernardelli. Harris Publications Limited, London, England. 1967. 80 pages. Illustrated. Paperbound. Gift of the authors.

Le Crociere Aerea Italiana by Aldo Alonge. Reprint from Filatelia Italiana, Rome. 1966. 22 pages. Illustrated. Italian text. Paperbound. Gift of Mr. Henry M. Goodkind.

A Dutch Posthorn. Gift of Margot and Nathaniel Litt.

All Us Through the Magnifying Glass by B. Leslie Barker. Published by the author, Lincoln, England. 1955. 24 pages. Illustrated. Paperbound. Gift of Margot and Nathaniel Litt.

Documents Philateliques, Paris, France. Numbers 1-20, 1959-64. Bound volume. Gift of Mr. Robert G. Stone.

1967 Supplementary Sheets for Campbell Paterson's Loose-leaf Catalogue. Campbell Paterson Ltd., Auckland New Zealand. Courtesy of the publisher.

Sonderpostmarke 10. Europagesprach der Stadt Wien 1967. Edited and published by the Austrian Postal Administration, Vienna. 1967. 32 pages Illustrated. German text. Paperbound. Gift of Mr. Herbert J. Bloch. (see p. 248)

Zeheri Catalogue for Postage Stamps of Egypt, U. A. R. and the Sudan 1967. Edited by Mehanny Eid. Published by the Philatelic Society of Egypt, Cairo, Egypt. 377 pages. Illustrated. Paperbound. Gift of Mrs. George L. Lee.

The Random House Dictionary of the English-Language. Random House, N. Y. 1967. Gift of Mrs. Charles M. Pritchett.

Worldwide Watermarks and Perforations by Ervin J. Felix. Whitman Publishing Company, Racine, Wisconsin. 1966. 246 pages. Illustrated. Clothbound. Gift of Mr. Calvert M. Hahn.

Let's Collect Stamps by Ervin J. Felix. Whitman Publishing Company, Racine, Wisconsin. 1966. 63 pages. Illustrated. Paperbound. Gift of Mr. Calvet M. Hahn.

A Catalogue of New Hebrides Stamps, Forerunners, Fakes, Fantasies, Condominium Issues to 1941 by Nathan Hals. 12 pages. Manuscript. Gift of the author.

A Specialised Priced Catalogue of Indian Stamps. Edited and published by Jal Cooper, F.R.G.S., Bombay, India. 1967. 101 pages. Illustrated. Paperbound. Courtesy of the publisher.

A Priced Catalogue of "Post-Independence" Indian Stamps (1947-1966). Edited and published by Jal Cooper, F.R.G.S., Bombay, India. 1967. 36 pages. Illustrated. Paperbound. Courtesy of the publisher.

Die Briefmarken von Kelantan by Birger Nordenvall. Heft 30 der Schriftenreihe Neues Handbuch der Briefmarkenkunde, Frankfurt am Main. 1967. 16 pages. Illustrated. German. Paperbound. Courtesy of the publisher.

Pruebas y Ensayos, Buenos Aires, Republica Argentina. Numbers 1 and 2, 1941. Gift of Mr. Alex Rendon.

Die Briefmarken der Leeward-Inseln by Hans von Rudolphi and Karl K. Wolter. Heft 32 der Schriftenreihe Neues Handbuch der Briefmarkenkunde, Frankfurt am Main. 1967. 26 pages. Illustrated. German text. Paperbound. Courtesy of the publisher.

The Postal Taxes in Greece from the Foundation of the Greek Posts (1829) until 1900. Edited and published by Moses C. Constantinis, Athens, Greece. 1967. 28 pages. Greek text. Paperbound. Gift of the author.

AMPHILEX 67 Catalogue. International Exhibition, Amsterdam, Netherlands. May 1967. Gift of Mr. Paul P. Lindenberg.

The Tapling Collection of Postage and Telegraph Stamps and Postal Stationery by James A. Mackay. Published by the Trustees of the British Museum, London, England. 1964. 53 pages. Illustrated. Paperbound. Gift of Mr. Paul P. Lindenberg.

Magyar Belyegek Arjegyzeke 1967. Published by Filatelia Vallalat, Budapest, Hungary. 280 pages. Illustrated. Hungarian text. Paperbound. Gift of Dr. Leslie A. Garay.

COMPEX 1967 Catalogue. Tenth Anniversary Exhibition, Chicago. Gift of Dr. James J. Matejka, Jr.

Germany's Post-War Local Post Issues: 1945-48 by Fred S. Wolfe. Published by the American Philatelic Society, Inc., State College, Penna. 1964. 48 pages. Illustrated. Bristol stock cover. Courtesy of the publisher.

Characteristics of Genuine Japanese Stamps Cherry Blossom Issues of 1872-1876 by Varro E. Tyler, Jr. Reprint from the S.P.A. Journal. 38 pages. Illustrated. Paperbound. Courtesy of the publisher.

Drugs and Pharmacy on Stamps by George Griffenhagen. American Topical Association, Milwaukee, Wisconsin. 1967. 95 pages. Illustrated. Paperbound. Courtesy of the publisher.

Philatelic Congress of Great Britain Year Book 1967. 106 pages. Clothbound. Gift of Mr. Nathaniel Litt.

Nathaniel Jocelyn 1796-1881 by Foster Wild Rice. Published by the Connecticut Historical Society, Hartford, Conn. 1966. 48 pages. Illustrated. Paperbound. Gift of the author.

The First U. S. Oval Postage Meters. Edited and published by R. T. Needels, Akron, Ohio. 1966. 45 pages. Illustrated. Ring binder. Paper cover. Gift of the author.

Freemasonery in Philately by Robert A. Domingue. 127 pages. Manuscript. Gift of the author.

Fezzan-Ghadames: A Modern Philatelic Mystery by Marvin Taub. Reprint from the American Philatelist. 1964. 28 pages. Illustrated. Paperbound. Courtesy of the publisher.

Stanley Stearns, U. S. Duck Stamp Designer by James M. Chemi. American Philatelic Society, Inc., State College, Penna. 1966. 12 pages. Illustrated. Bristol stock cover. Courtesy of the publisher.

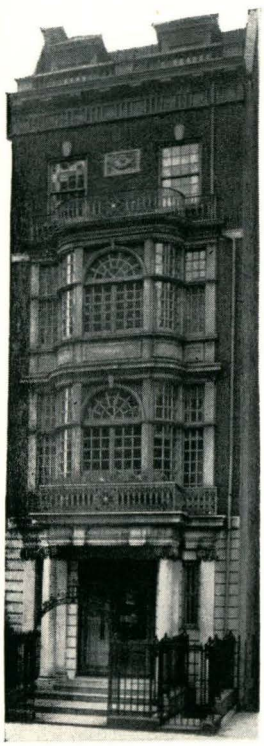
Costa Rica Centenario de la Primera Emision Postal by Fred O'Neill. Second Edition. Asociacion Filatelica de Costa Rica, San Jose, Costa Rica. 1966. 58 pages. Illustrated. Spanish text. Paperbound. Gift of Mr. Henry M. Goodkind.

Purchased by the Library:

Die Postzensur Handbuch und Katalog, Vols. I and II, by Karl Kurt Wolter. Published by Georg Amm, Nurnberg, Germany. 1965-1966. 304 pages. Illustrated. German text. Clothbound.

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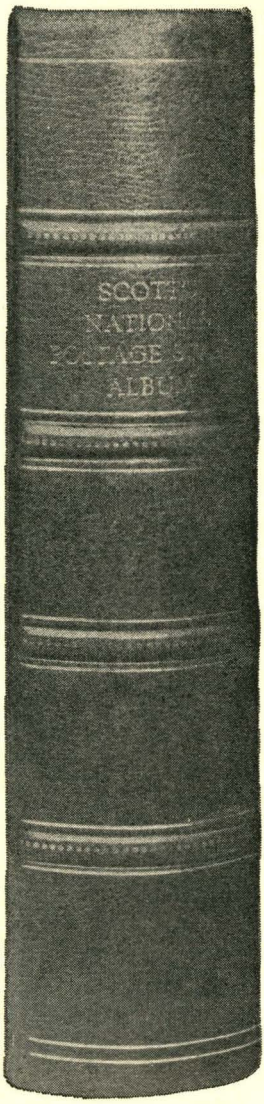
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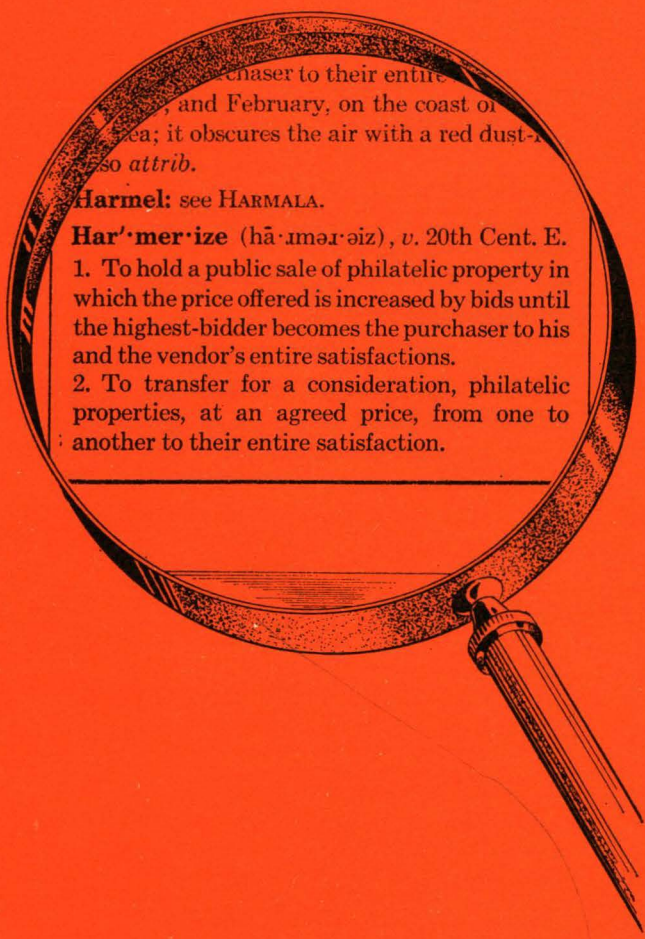
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