

The Collectors Club PHILATELIST

Volume 59 Number 4
July 1980

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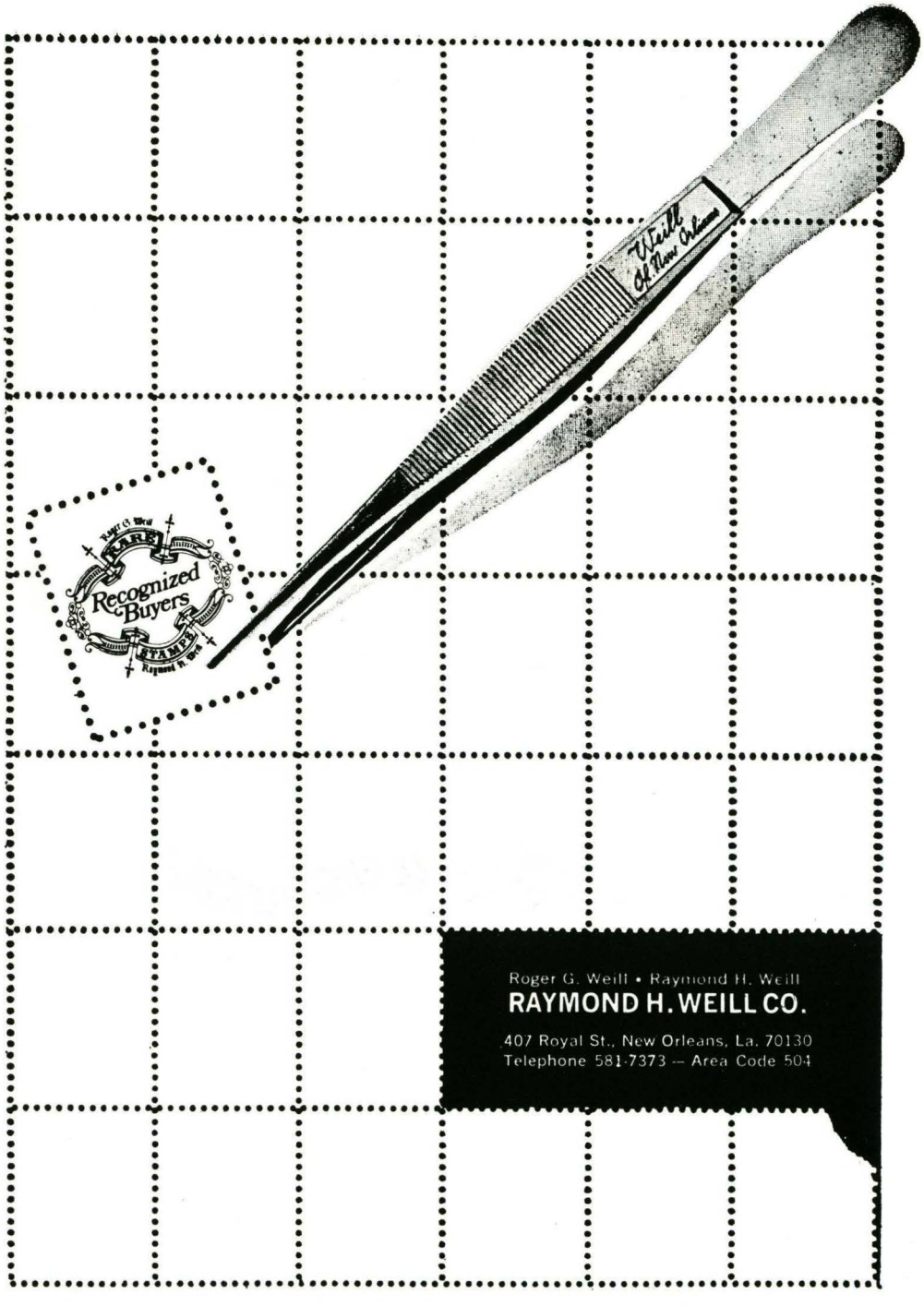
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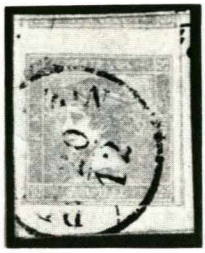


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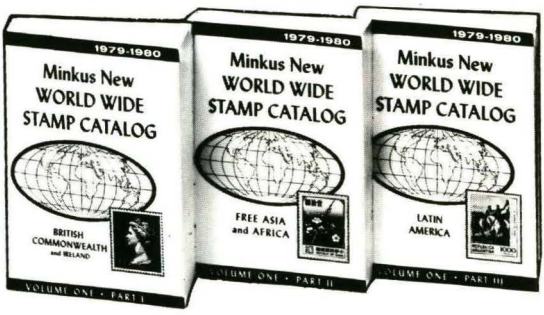
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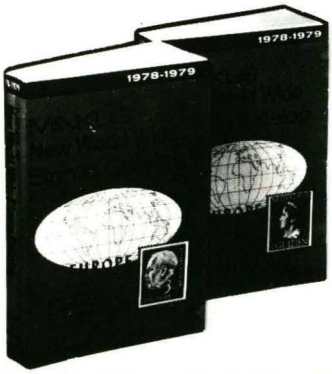
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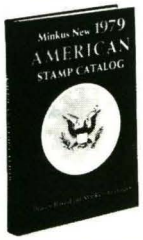
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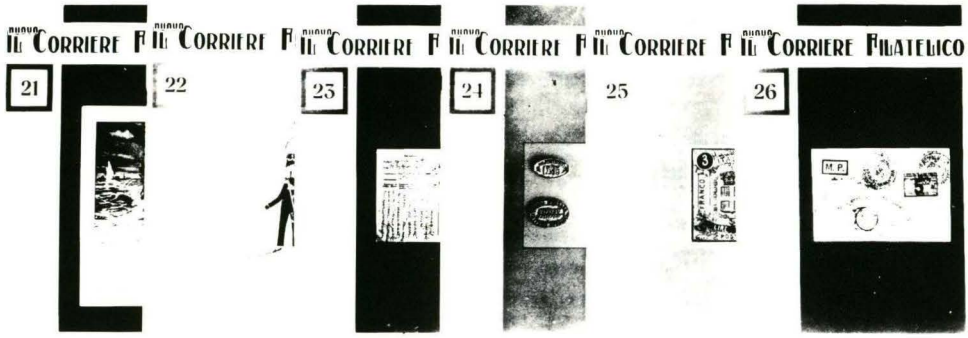
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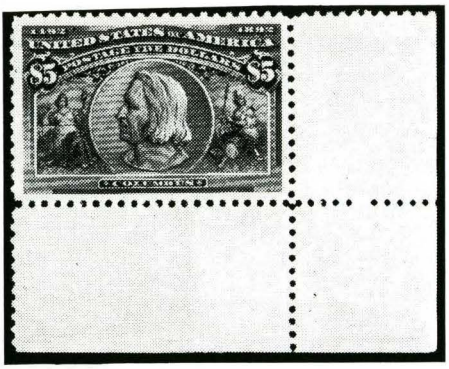
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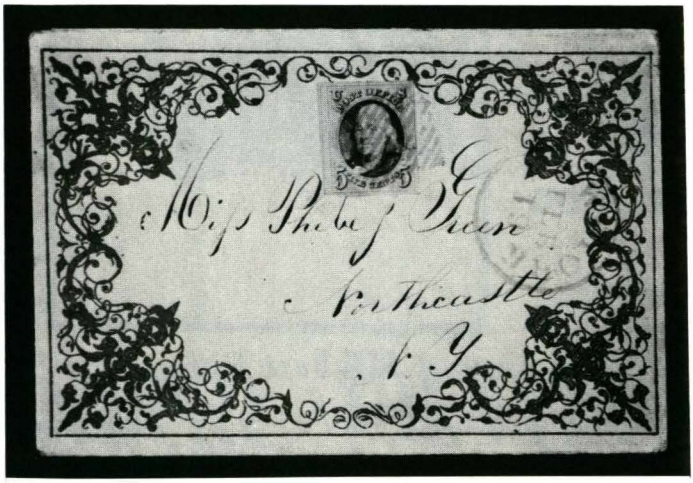
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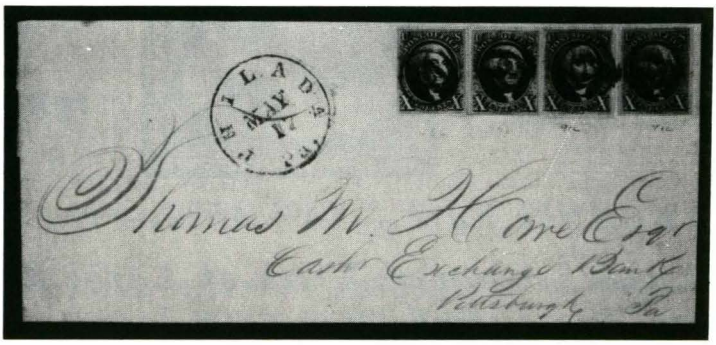
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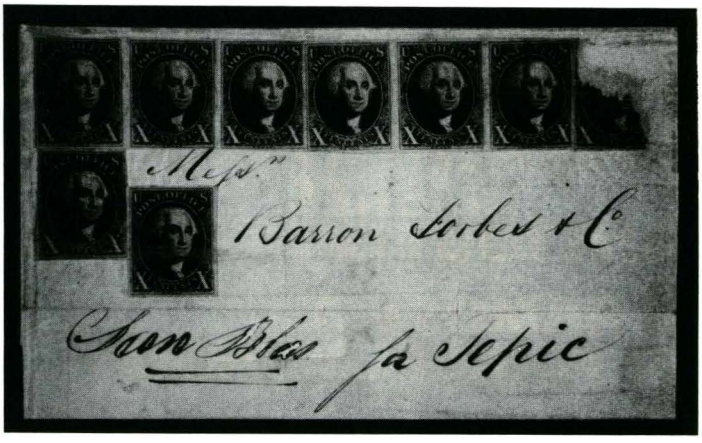




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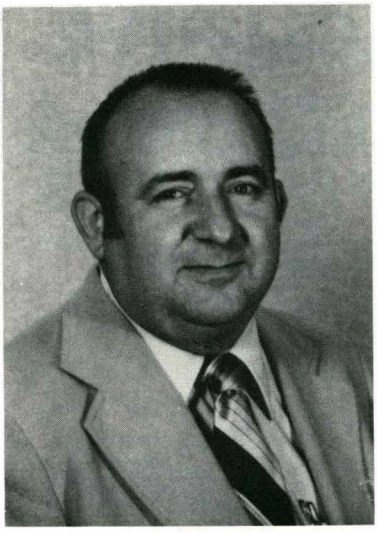
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The Collectors Club PHILATELIST

Volume 59, Number 4 July 1980

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INTERNATIONAL COOPERATION APPLIES TO PHILATELY ALSO

Almost immediately after *WWII,* then-president E. Friedrich of the Federation Internationale de Philatelie *(FIP,)* delighted a small continental audience of stamp society leaders with an eloquent talk about the "friendship and fraternity that characterizes our wonderful avocation," in an effort to solicit support for the organization that had been born two decades earlier and was eager to become the dominant force of all stampdom on the international scene.

Until he died in his native Geneva, we heard the same declaration of cooperative goodwill dozens of times until we knew it (and its accompanying gestures) as well as this short, dynamic gentleman. The same, or paraphrased words have been echoed by his *FIP* successors—most recently at the **LONDON 1980** Palmares dinner.

It comes as a distinct surprise—and disappointment—that the very federation that has been giving lip service to the benefits of organized philately for so long is contradicting itself with an exhibition scheduled to be staged in 1981.

Unless *FIP* statutes are amended—as indeed has been suggested by concerned aero-philatelists and admitted by some *FIP* leaders—there is certain to be more division than unification among those who sincerely strive to promote stamp collecting on a world-wide basis of "friendship and fraternity!"

The possible schism concerns on-going differences between *FIP* and the International Federation of Aero-Philatelic Societies *(FISA)* which "became of age" only this year.

Roots of the problem go back much further: indeed, to almost the same time as *FIP* was born and waddled through questionable infancy and youth.

In the late 'twenties, the American Air Mail Society, the British Air Mail Society and a few other scattered clubs and individuals realized that air-mail was here to stay as a communications transport medium; that stamps issued for early flights, and covers carried on pioneer routes that were spawned around the globe, also were worthy of separate, independent consideration as a field for philatelic collection, study, and research—not merely condemned to "catch-all categories" at national and international competitions.

In Britain, our leading protagonists for air-mail collecting were Francis Field and "Bob" Holmes; in Switzerland it was Dr. Paganini; in France, Theodore Champion; in Cuba, Tomas Terry; in the Philippines, Walter Bruggmann; and in the U.S.A., L. B. "Bart" Gatchell, Walter Conrath, Harry Truby and George Angers.

For more than a decade, air-mails had been denied acceptance at regular internationals so aero-philatelists had to stage their own competitive shows where Newfoundland, Honduran, Chinese, Latin American and other early issues on and off cover were recognized for what they now are—among the world's great classic treasures!

By the dint of efforts by these early visionaries, air-mails were made a distinct class at the International Philatelic Exhibition at Grand Central Palace, New York, for the very first time, in 1936.

This was a triumph.

Air-mail stamp and cover collections filled an unusually large number of frames. Highlight of the opening was the personal delivery of covers carried on the maiden flight of the *von Hindenburg* at the exhibition by Hugo Eckener, an event that was recorded for posterity by the newsreels of the day. At the Hotel Astor dinner,

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Amelia Earhart personally distributed the air-mail medals and trophies to winners, and gold-and-enamel cigarette cases to show officers and committee chairpersons.

As we all know, aero-philately continued to grow as a popular specialty, and to serve them clubs were organized all over the world. To unite them, just as *FIP* had done with regular societies, the late Jan Boesman, famous Dutch balloonist and aero-philatelic writer and cataloguer, founded the International Federation of Aero-philatelic Societies *(FISA)* 21 years ago.

To give air-mail collectors more opportunities to exhibit than were afforded by traditional internationals, member societies staged exclusive ones in many countries of Europe, as far away as India and the Philippines, and in New York. Once *FISA* was an established and recognized organization, Boesman and other *FISA* officers made overtures and offers to *FIP*, hoping that *FISA* might become the aero-philatelic arm of the larger group. Unfortunately, the efforts failed. *FISA* was jealous of what it had accomplished and was reluctant to surrender its identity.

FIP seemed envious of *FISA's* evolvement and progress and steadfastly declined the latter's suggestion of unification declaring that statutes prevent any "merger" that would allow the use of any name except *FIP*. This is the major reason why conventions, meetings or symposia under *FISA* sponsorship never were permitted to be held at international *FIP* shows. (At **LONDON 1980,** *FISA*, American Air Mail Society and British Air Mail Society gatherings and joint dinner had to be staged outside of Earls Court and were not even included in the official program listing of scheduled events in the catalogue or on the show's bulletin board!)

At the moment, considerable controversy—some of it couched in language unbefitting stampdom's proclaimed "fraternity"—concerns an international aero-philatelic show planned for March 20-29, under *FIP* sponsorship. To be called, **"LURABA 1981,"** it will be staged at the Verkehrshaus (Museum of Transport and Communications) in Lucern. This action has drawn particular complaint from the Swiss Federation of Air Mail Societies, one of the strongest members of *FISA* whose president also is head of *FISA*.

Three times in the last decade, the Swiss federation (with the financial and other support by Swissair, the Swiss Fund for the Promotion of Philately and individuals) has staged extremely successful shows at this great museum, calling them **"LUPO,"** an acronym that has brought distinction and prestige to aero-philately.

While this usurpation of its exhibition program irks Swiss aero-philatelists, the national federation expressed willingness to cooperate but until now has been snubbed by the *FIP* leadership. Suggestions that both *FIP* and *FISA* be linked in the presentation of **LURABA 1981,** have been turned down by the former. Unlike the **LUPO** shows, where displays were noncompetitive, with all entries being given silver souvenir medals, **LURABA 1981** will be competitive, which will require a qualified jury to judge entries. One bone of contention is that *FISA* would like to have its participating collectors and judges identified as members of *FISA*. As one officer stated in London, "Most, if not all aero-philatelists qualified to judge air-mail material are affiliated with us . . . it is impossible to empanel a jury of non-*FISA* experts . . . "

LURABA 1981 is the first exclusively aero-philatelic exhibition undertaken by *FIP*, whereas *FISA* sponsored dozens of them. (The organizing committee is headed by a man who came upon the philatelic scene only about six years ago). At the same meeting he was elected as a director of *FISA*, he offered himself for the presidency, but resigned when he was outvoted in favor Boesman, then became affiliated with *FIP* as head of the Astro-Philatelic committee he organized.

FIP has, in the last decade, encountered quite a number of similar, but less significant controversies and in almost all come out victorious. Just what will develop in this instance is a question of deep concern for all of us interested more in the development and progress of our avocation than philatelic politics.

All that seems necessary—as was distinctly pointed out in London last May—is a modification of the statute which precludes recognition and affiliation of groups already well established and operating, unless they cede their individual identity and prestige.

We sincerely hope that it all may be worked out before **LURABA 1981** opens. To have so important a show staged without the participation of *FISA* and its army of experts in a highly specialized field, would be one of the greatest tragedies in the history of an avocation that ought to be a paragon of international goodwill without recrimination.

The very idea of using an important stamp exhibition as a test of dominance between two well-organized federations is as repugnant as it is entirely unnecessary in an era when geo-political conflicts already threaten this earth of ours!

(E.A.K.)

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". . . AND A PENNY TAX" (THE POSTAL-FISCALS OF THE UNITED STATES)

By Louis S. Alfano

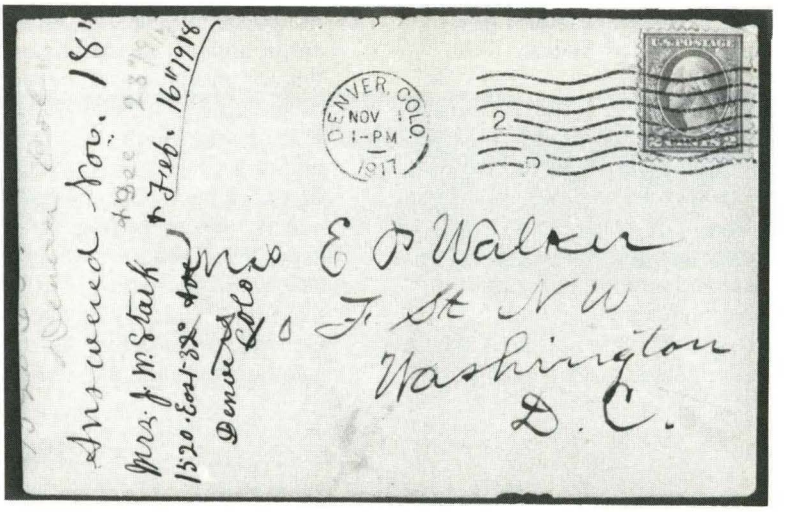


Fig. 1 A last-day cover for the pre-tax two-cent rate, postmarked Denver, Colorado, November 1, 1917, and addressed to Washington D.C.

If you collect United States postage stamps and covers of the World War I era, you probably have some revenue stamps in your collection without being aware of it. While the statement just made may seem outlandish to many, it is based on the premise that we are not all students of postal or fiscal history.

BACKGROUND

Many of us are familiar with the parcel post tax imposed by the United States during World War I, which was collected by means of documentary Internal Revenue stamps affixed to parcel post packages at the rate of one cent for every twenty-five cents of postage, but very few of us are even aware that the same law which imposed the parcel post tax also imposed a war tax on first class mail. The principal reason for this unfamiliarity is the fact that ordinary postage stamps were employed to collect this tax. Despite the "unorthodox" collection method, this was just as much a war tax as were those taxes imposed contemporaneously by various other nations and collected by means of special war tax stamps, as will

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be demonstrated.

A brief perusal of the "Domestic Letter Rates" chart published in pre-1980 editions of the *Scott U.S. Specialized Catalogue* was the spark for the research upon which this paper is based. The pertinent part of this chart reads:

"1917, Nov. 2
War Emergency
All parts of United States, per 1 oz. 3c

"1919, July 1
Restoration of pre-war rate.
All parts of United States,
per 1 oz. 2c"

Given this information, a student of fiscal history is inclined to inquire into the nature of this temporary rate increase. Is it really a war tax? To effectively answer this question, one must read the law which was responsible for imposing the rate increase and attempt to interpret it in a reasonable manner.

Since the rate increase appeared to be a tax, it was concluded that a contemporary tax law would be a good starting point, and this intuitive judgement paid off. Public Law 65-50 (the Revenue Act of 1917), enacted October 3, 1917, provides in part:

> "*Sec. 1100.* That the rate of postage on all mail matter of the first class, except postal cards, shall thirty days after the passage of this Act be, in addition to the existing rate, 1 cent for each ounce or fraction thereof: *Provided*, that the rate of postage on drop letters of the first class shall be 2 cents an ounce or fraction thereof. Postal cards, and private mailing or post cards when complying with the requirements of existing law, shall be transmitted through the mails at 1 cent each in addition to the existing rate."

In and of itself, the above-quoted provision is not convincing, as postal rate changes were generally included in revenue laws of the period, but read on:

> "*Sec. 1107.* That the Postmaster General, on or before the tenth day of each month, shall pay into the general

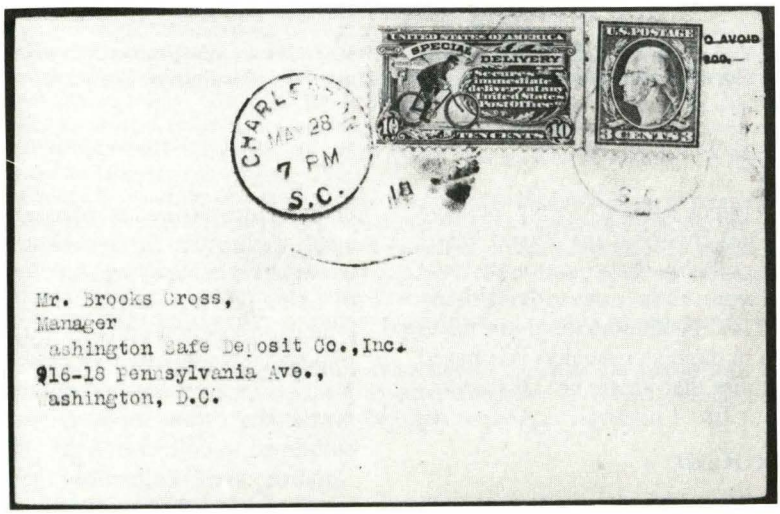


Fig. 2 This partial cover front from a government penalty envelope used for private purposes illustrates special delivery usage and bears thirteen cents in stamps, the ten-cent special delivery stamp to pay the special delivery fee, and the three-cent postage stamp to cover two cents of postage and the one cent tax. It is postmarked Charleston, South Carolina, May 28, 1918, and is addressed to Washington D.C. (Photography by Adrien Boutrelle)

fund of the Treasury an amount equal to the difference between the estimated amount received during the preceding month for the transportation of first class matter through the mails and the estimated amount which would have been received under the provisions of law in force at the time of the passage of this Act."

The foregoing section makes it clear that the additional monies were not to be treated as normal postal receipts, but were to be accounted for separately. The Postmaster General had to pay the "postal war tax" into the Treasury each month!

The provision of law which repealed the war tax is also contained in fiscal legislation. Public Law 65-254 (the Revenue Act of 1918) enacted on February 25, 1919, reads in part:

"*Sec. 1401.* That section 1100 of the Revenue Act of 1917 is hereby repealed, to take effect on July 1, 1919, and thereafter the rate of postage on all mail matter of the first class shall be the same as the rate in force on October 2, 1917...

"Section 1107 of such Act is hereby repealed, to take effect July 11, 1919."

CONCLUSIONS

Three conclusions are drawn from this information. First, that for the reasons stated above the rate increase was actually a postal war tax. Second, that all postage stamps issued by the United States between the enactment of the Revenue Act of 1917 and the effective date of the repeal of Section 1100 (October 3, 1917 to June 30, 1919, inclusive) were actually issued as limited postal-fiscals. And third, that *any* postage stamps actually used on first class mail between November 2, 1917 and June 30, 1919 were used in part as revenue stamps to pay the postal war tax.

The revenue collected from this war tax was quite substantial for the time, amounting to $44,500,000 in Fiscal Year 1918 and to $71,392,000 in Fiscal Year

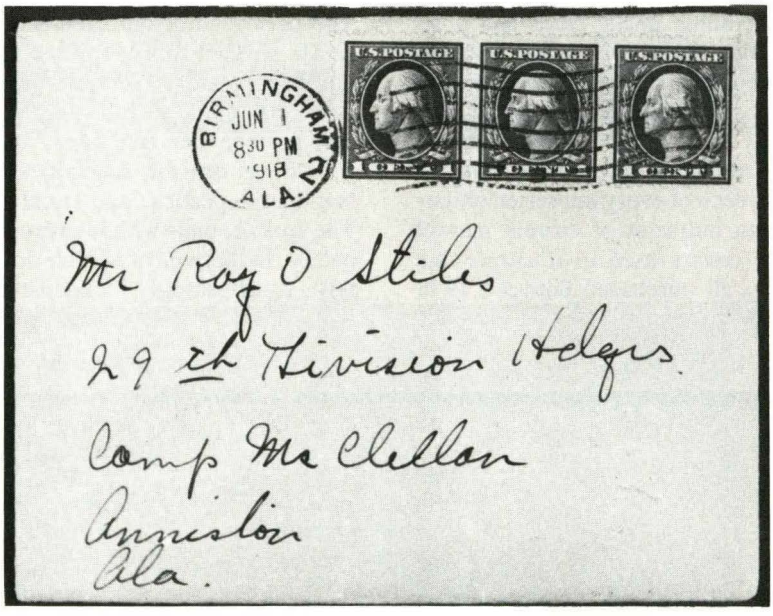


Fig. 3. The first of the covers addressed to the soldier. Three one-cent stamps constitute the franking, two for postage and one for the war tax. It is postmarked Birmingham, Alabama, June 1, 1918, and addressed to 29th Division Headquarters, Camp McClellan, Alabama. (Boutrelle)

1919. This total of $115,892,000 in war tax revenue is perhaps one of the most classic examples of a "hidden tax" ever imposed upon the American people.

SCARCITY

Based upon the total revenue collected by the war tax, it is apparent that an estimated 11,589,200,000 first class mail units of one ounce or less were carried during the period when the tax was in effect. Presuming, for the sake of discussion, that ten percent of these units are creditable to multiple-weight letters, we are left with a total of 10,430,280,000 covers (including postal cards and postcards) mailed during the period in question. If but one percent of these covers are still extant, more than one hundred million would be available. Representative examples should therefore be within the economic reach of every interested philatelist. As an indicator of current market value, the covers used to illustrate this essay were all purchased between 1978 and 1980 at prices ranging from twenty cents to one dollar each.

PHILATELIC APPROACHES

Covers of the war tax era can be collected according to several different plans. Thirteen covers and a chronological approach have been chosen to illustrate this essay, eight of which are addressed to a soldier serving with the Amerian Expeditionary Forces in France and trace a portion of his military career.

As these illustrations indicate, United States philately of this period can be studied by several different disciplines. The period combines elements of traditional postal history, military philately, and fiscal history. Services pertaining to first class mail, such as special delivery and postage due functions, are encompassed, as are the specialties of postal stationery, perfins, and fiscal philately. The area abounds with interest, and fortunately, in these days of high-dollar philately, is refreshingly inexpensive.

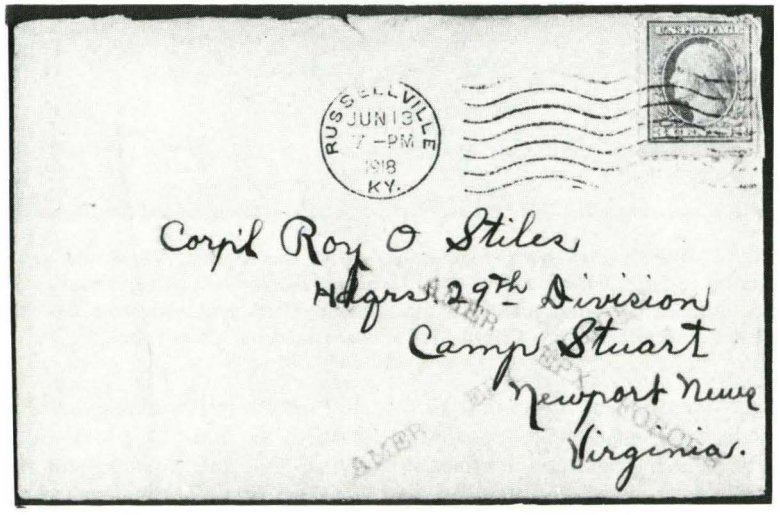


Fig. 4 Our second "soldier" cover, franked with a three-cent stamp (two cents postage, one cent tax), is postmarked Russellville, Kentucky, June 13, 1918, addressed to Headquarters, 29th Division, Camp Stuart, Virginia. The highlight of this cover is the handstamped forwarding marking "AMER EPX FORCES" applied twice in crisscross fashion, indicating that the soldier had gone to France with the American Expeditionary Forces. (Photography by Adrien Boutrelle)

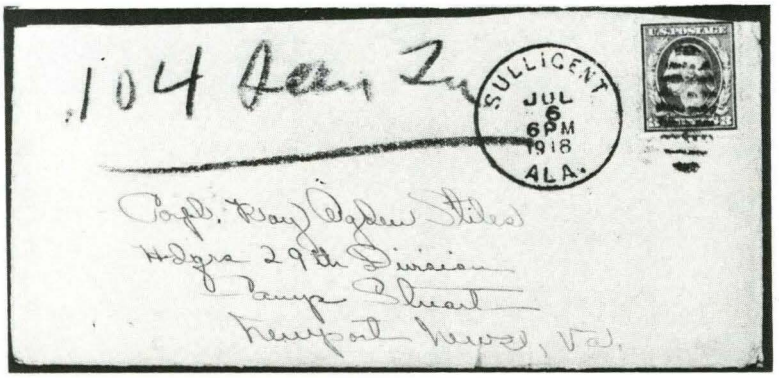


Fig. 5 The third "soldier" cover, also franked with a three-cent stamp, postmarked Sullicent, Alabama, July 6, 1918, is also addressed to Camp Stuart. On this cover the forwarding marking is in blue crayon and reads "104 San Tn," for 104th Sanitary Train. (Photography by Adrien Boutrelle)

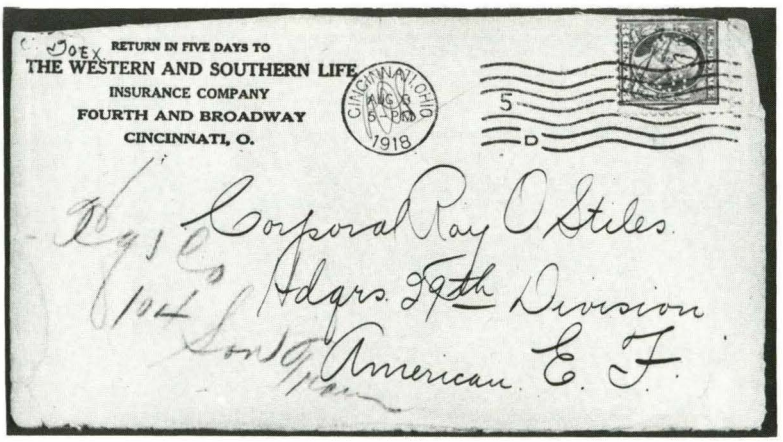


Fig. 6. The fourth "soldier." Again franked by a three-cent stamp, but this time one with perforated initials "WSL" in monogram for the Western and Southern Life Insurance Company. The stamp is also initialed "JB" in black ink, the initials of the sender, J. Boex. It is postmarked Cincinnati, Ohio, August 8, 1918, and is addressed to the American Expeditionary Forces. The blue crayon forwarding marking reads "Hqs Co 104 San Train." (Photography by Adrien Boutrelle)

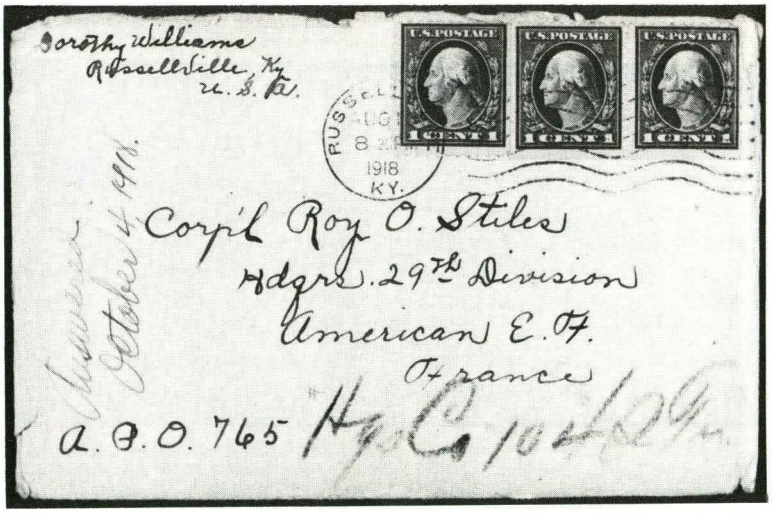


Fig. 7 The fifth "soldier," is franked with three one-cent stamps from a booklet pane, and postmarked Russellville, Kentucky, August 13, 1918. This cover is addressed to A.P.O. 765, and also bears a blue crayon forwarding mark.

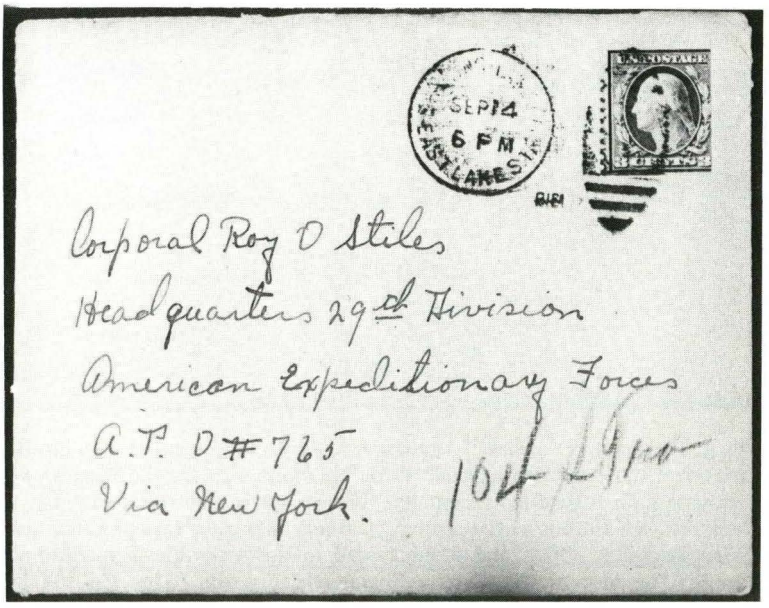


Fig. 8 The sixth "soldier" is franked a three-cent stamp apparently from a booklet pane, postmarked Birmingham, Alabama, East Lake Station, September 14, 1918. The "Via New York" in the address distinguishes this cover, which again bears a blue crayon forwarding mark.

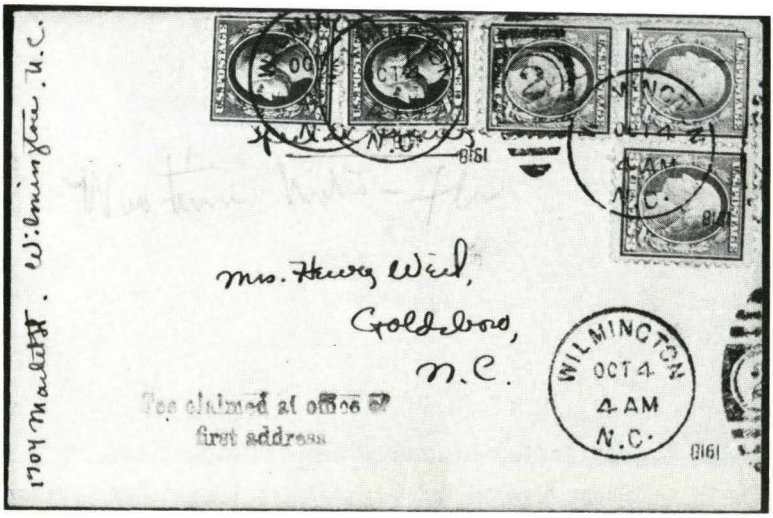


Fig. 9 Like Fig 2, this illustrates special delivery usage, but this cover is franked with five three-cent stamps (fifteen cents) accounting for ten cents for special delivery, two cents postage, the one-cent tax, and an overpayment of two cents (or an underpayment of one cent for a double-weight letter). It is postmarked Wilmington, North Carolina, October 4, 1918, and is addressed to Goldsboro, North Carolina. The grayish black handstamp "Fee claimed at office of / first address." is of interest, especially since there is no indication that the cover had to be forwarded or returned.

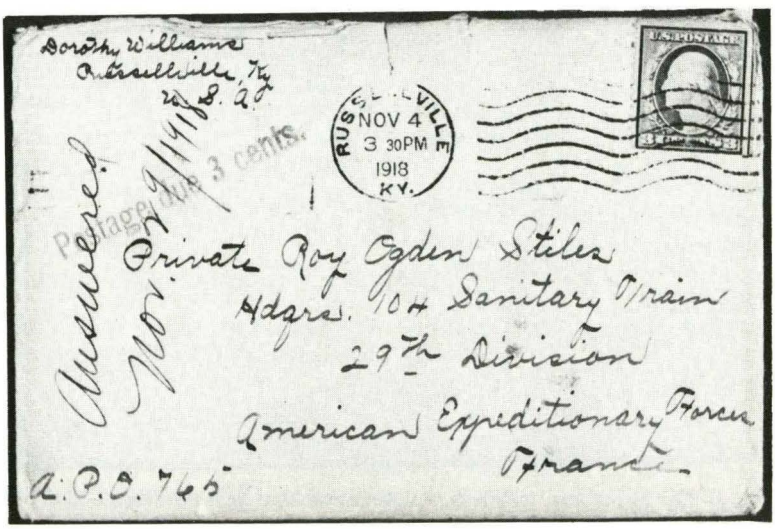


Fig. 10 The seventh "soldier," and this time the writer has his full address. It is franked with a three-cent stamp postmarked Russellville, Kentucky, November 4, 1918. The red handstamp "Postage due 3 cents," indicates that this was a double weight letter. Perhaps for accuracy it should have read "2 cents postage plus one cent war tax due."

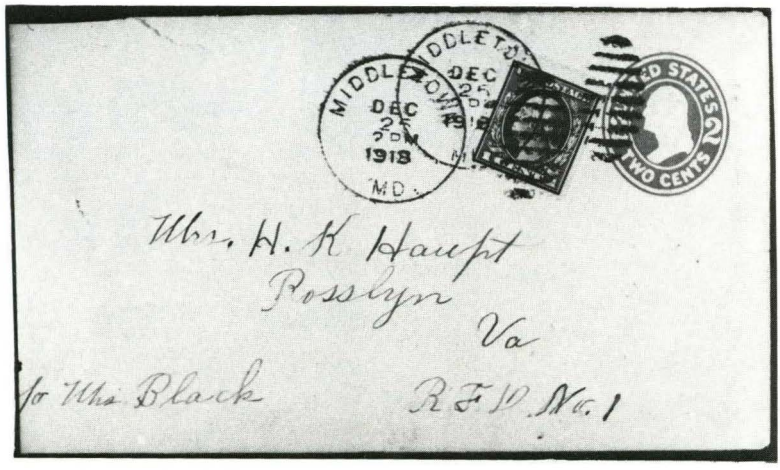


Fig. 11 An example of postal stationery paying the postage (2-cent stamped envelope) with a one-cent stamp affixed to pay the war tax. It is postmarked Middletown, Maryland, December 25, 1918, and addressed to Rosslyn, Virginia. We note that the cover is addressed to R.F.D. #1, and that today Rosslyn is quite urbanized, being a close-in part of the Washington, D.C. metropolitan area.

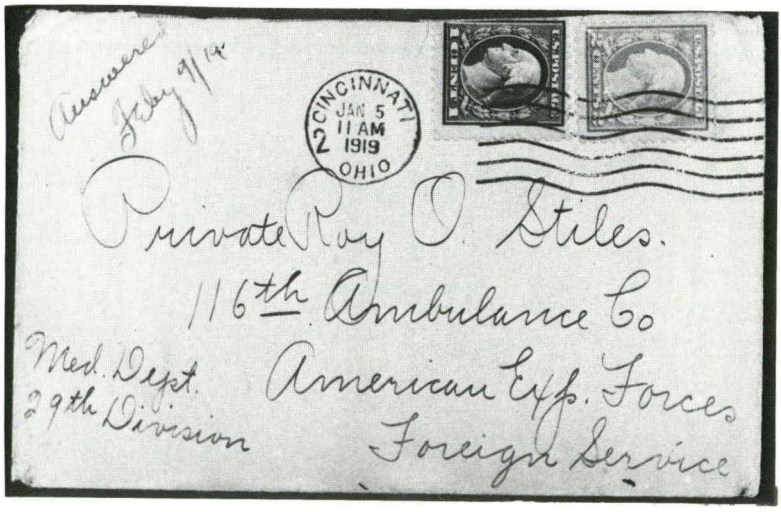


Fig. 12 The last of our "soldiers," and we note that he is now assigned to the 116th Ambulance Company. This cover is franked with a one-cent stamp (for the war tax) and a two-cent stamp (for the postage). It is postmarked Cincinnati, Ohio, January 5, 1919.

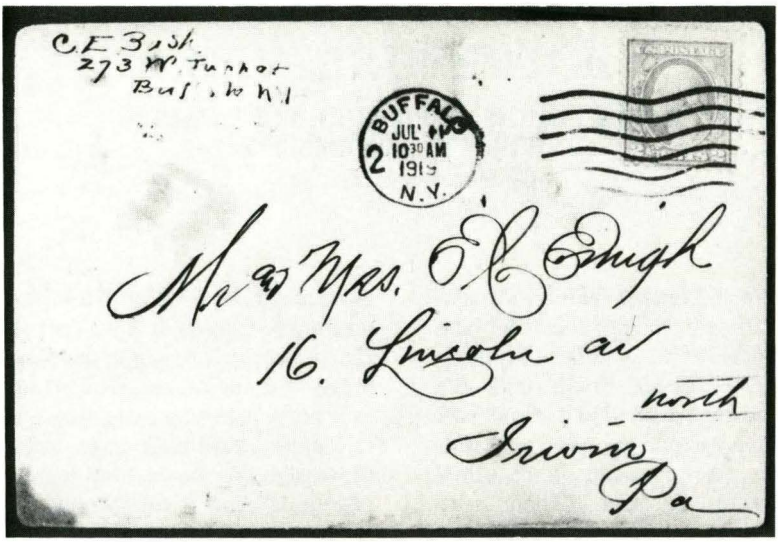


Fig. 13 This illustrates the reversion to the two-cent postage rate after the repeal of the war tax and is postmarked Buffalo, New York, July 11, 1919, addressed to Irwin, Pennsylvania.

THE CANAL ZONE AND THE WAR TAX

The question of the applicability of the war tax to the Canal Zone was raised by the Canal Zone Director of Posts in a memordanum dated October 19, 1917. While awaiting an official opinion on the matter, the Director requested that proofs be made by overprinting some stamped postal paper with "T–1c," the "T" standing for "tax." He was furnished with proof impressions of the overprint in black on copies of the then-current one-cent and two-cent Canal Zone stamped envelopes.

On October 23, 1917, the Special Attorney for the Panama Canal informed the Governor of the Canal Zone that:

> "...The Act... in question does not apply to the postal system of the Panama Canal, which is not under the jurisdiction of the Postmaster General.
>
> "...the postal rates...in question are in fact excise taxes rather than postal fees...(and)...could not be imposed in the Canal Zone without authority of Congress."

While the position taken in this paper may be somewhat controversial, it is firmly founded in law. It is hoped that it will provide you with a new appreciation for the philately of the United States during the World War I period. Your comments are always welcome.

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DON'T LAUGH AT PICTURE POST CARDS OR WHAT IS A HOBBY FOR?

By Herman Herst, Jr.

Try sending a piece of leather, a coaster, or an old sail through the mail, and postal authorities may check (puzzle over, *notice,* inspect) more than the amount of postage affixed to it. However, people from a bygone era were not unfamiliar with mailing such items—they were used as postal cards. (There is no postal requirement that transmissible mail matter must be made of paper.)

Collectors who like to visit antique shops in quest of the unusual in philately often encounter post cards from early in this century made of a variety of materials.

In the early years of this century, picture post cards were extremely popular. Many of these multicolored illustrations of scenic views, expositions, hotels, and ships can be quite valuable if printed prior to 1899 and on the back of government postal cards. Not until the Act of 1899 were card manufacturers given free rein to produce these interesting souvenirs.

As the automobile came into prominence, as the horse and carriage began to die out, as railroads began to place an emphasis upon speed, comfort, and safety, we became more and more a people constantly on the move. With the steady westward movement of population, traveling salesmen covered the far Western section of the country. More and more there arose a need for communications between family members separated by the miles. The card manufacturers were more than pleased to fill this need.

Resorts which were too distant to be reached by horse and carriage became more and more popular. Atlantic City was within a few hours of New York. Even the Florida beaches began to develop. A new breed of traveler, the tourist, joined the ever moving throngs, and these, too, took to the post card as a means of allowing those at home know they were safe, or just to let home-folks know they were "having a fine time, wish you were here."

Card companies vied with each other to put out unusual cards which would sell. The leather cards were most popular. So were those made of birchbark; the latter usually were sold at mountain resorts.

The seashore resorts sold cards with many grains of sand glued to the outside. The Post Office soon put a stop to this, as the sand would come off while the card was being handled, which often fouled the newly installed postmarking machines to the point of their breaking down.

At Christmas, the cards bore beautiful Christmas trees. Often they had sparkling bits of tinsel which were no more welcome than the sand, and were soon forbidden.

This writer has seen cards made of aluminum, a metal not known before the early years of this century. I saw, not long ago, a card made of heavy canvas, the latter from the sail of a schooner sunk in a sea disaster off the Rhode Island Coast in 1907, or thereabouts.

Beer coasters, those circular gadgets one finds at bars that slide under one's drink, have often been franked with

(continued on page 245)

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THE POSTAL HISTORY OF NEW BRUNSWICK

By E. Eugene Fricks

Continued from Vol. 59, No. 3, May 1979

SPOILS SYSTEM INFLUENCE

Andrew Jackson's accession to the Presidency not only brought postal reforms of major importance, it also resulted in the application of the "spoils system" with a vengeance to the appointments of local postmasters. Although local newspapers and other records are remarkably fragmentary for the period 1830-1855, enough exist to give a flavor of the impact of party faction upon the New Brunswick post office.

Two newspapers provided communication to the city during this period: the *Fredonian* (and several name variants); the *National Republican* or *Whig*, edited by David Fitz Randolph and later, John Babcock; and the staunchly Democratic *Times* (also with variants which absorbed the *Daily News* and the *Union*). The changing fortunes of the factions are reflected by whatever newspaper was chosen to carry post office notices and information.

With Jackson's election, Fitz Randolph, a very decided Whig, was turned out of the post office and William Myer was appointed. Perhaps because of fragmentary records, little is known of him. His Democratic proclivities are shown by his appointment on May 17, 1833, to head a committee of reception for the President when he passed through the city on tour during the summer. (79) In 1849, he won the Democratic nomination for the US Senate. (80). It is not, however, evident why Ephraim Fitz Randolph was appointed in his place as postmaster at the end of Van Buren's term (February 6, 1841), This Fitz Randolph's term was inconsequentially short.

In June 24, 1835, issue of the *Fredonian* the following advertisement appeared:

> US MAIL COACH
> From New-York to Philadelphia
> Leaves New Brunswick at 7 o'clock A.M. for Trenton; returning, leaves Trenton at 8 o'clock A.M. Fare to Kingston 50 cents, to Princeton 75 cents, to Trenton $1.00. By this conveyance passengers can arrive at Trenton in time to take the Steam Boat or Rail Road cars for Philadelphia, where they will arrive early in the same afternoon. For seats, apply at B.D. Stelle's City Hotel.
> William H. Stelle & Co.

Lewis R. Stelle was publisher of the *Times*, so family support for the Administration may have resulted in the award of mail contracts. As noted earlier, Stockton's Camden & Amboy Railroad was granted the contract in 1836.

Myer's advertising of letters in the *Times*, whose editorial office at 26 Church street was close to the post office, continued to the end of 1840. With Harrison's election, Samuel C. Cook became postmaster August 7, 1841, but was removed March 9, 1843. The *Times* remarked:

> "The glorious Whigs, impelled, no doubt by the *purest* patriotism, groan and wail most piteously at the few removals that have been made in N. Jersey. When Samuel C. Cook was removed from the Post Office in

The Collectors Club Philatelist, Vol. 59, No. 4, July 1980, The Collectors Club, Inc. 0010/0838/80/4/227-17 $3.00+$.25

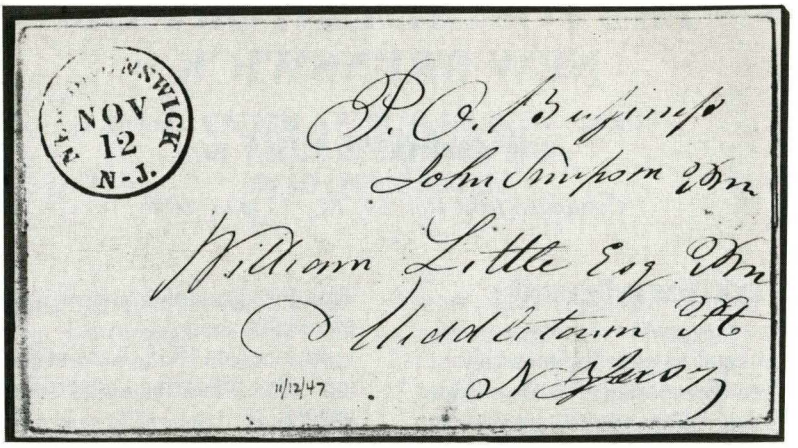


Fig. 24. Usage of the 28 mm date circle on 'P.O. Business'.

New Brunswick, the *great* Whig party with the little Mayor at their tale, held a mighty indignation meeting at the "'Old Court House;'' sundry resolutions were passed condematory [sic] of the appointing power and commentatory [sic] of the *leetle* Ex Post Master. As an illustration of the honesty of these Whig incumbents, it may be remarked that this Cook, a very short time before his removal, made the strongest professions of attachment to the principles and policy of the present Administration. He was no sooner removed from the Post Office, than he was appointed on the whig committee for the Township of N. Brunswick, and excited all his efforts against the Administration party. Such is Mr. Cook, of the like kidney are most of the whigs now in office.'' (81)

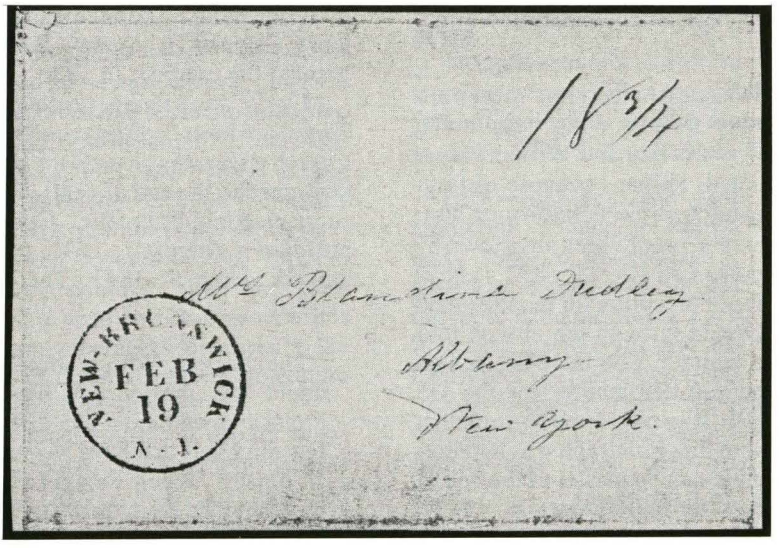


Fig. 25. Use of the 28 mm black circular date stamp on February 19, 1845, prior to the introduction of the 1847 rates.

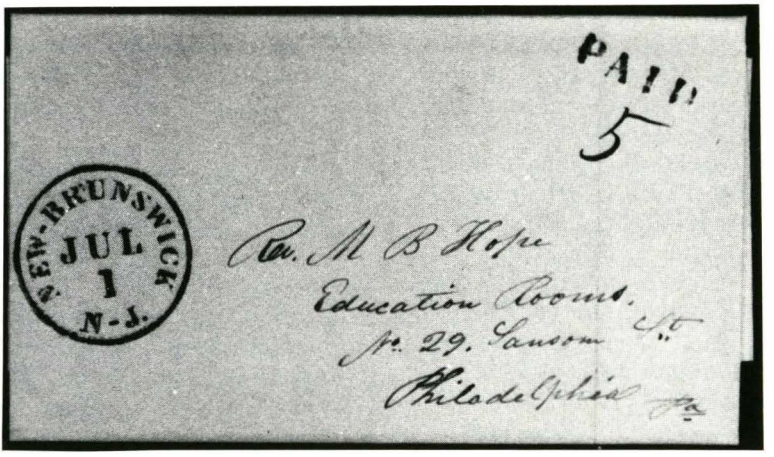


Fig. 26. First day of usage of the 1847 rates. (Photography by Donald F. Gilliam)

John N. Simpson filled the postmastership from March 9, 1843. He had been appointed to the state committee in 1816 to study the canal route. A merchant, he owned a bookstore in New Brunswick in 1811, was an owner of the Team and Steamboat Company in 1814, and was Cashier of the Bank of New Brunswick in 1821. As we saw earlier, the 1824 canal charter had been granted to Simpson along with Neilson and Bailey. Simpson did not participate in the 1830 second attempt at a canal.

Whig philosophy toward the Post Office was well-expressed in an editorial in the *Fredonian*:

> "The Post Office Department for the last year has not paid its way by nearly two millions. We are glad of it. We are not sure but the whole expense of carrying the mails should be defrayed out of the general treasury. So far as newspapers are concerned, pamphlets, periodical, and educational reading of all sorts, we are sure they should. The Post Master General complains of the enormous charges and indifferent accommodations and perverse

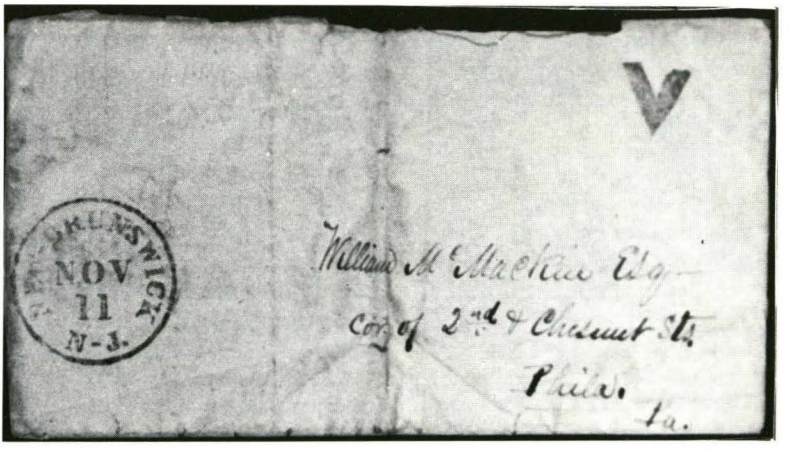


Fig. 27. Use of the Roman 'V' to indicate the rate. (Photography by Donald F. Gilliam)

dispositions of Railroad companies, in carrying the mails. There is ground for this and reason in it; but the remedy is not to be found, as the Post Master General suggests, in coercive measures by the Department. The Railroads are, most of them, free to carry the mails or let it alone, but the remedy is with the States, which ought to provide for this public service in every Charter they grant. In failure to effect the needed facilities in this way, let the government resort to its admitted to power to "establish Post-roads," and private Railroad companies would soon be willing to obviate a competition of this kind . . ."(82)

THE 1847 ISSUE

It was during Simpson's tenure that the 1847 general issue of United States postage stamps appeared. The only New Brunswick newspaper that has survived (83) from this period, the *New Jersey Union,* noticed the new stamps thus:

> "The Post office Stamps which have been issued by the Post-office Department at Washington, and furnished to the Postmasters of the various cities, are found to be very convenient to the business public. A letter may be mailed at any hour of the night without the necessity of the clerks being in attendance to receive the postage." (84)

The *Union,* a short-lived Democrat paper, was eventually absorbed by the *Times*. Its masthead proclaimed: "Published Every Wednesday by A.E. Gordon, Editor, in Union Court, Rear of the Post Office." Simpson ran a list of letters remaining in the post office every week. However, except for very occasional notices of dead letters, and a kitten left in the post office in 1847, the *Union* paid little attention to its neighbor; it does not supply a solution to why Simpson did not make use of the "very convenient" postage stamps.

Comment by the Union on a post office competitor, the *telegraph,* illustrates how rumors could be rapidly transmitted:

> "What on earth do the managers of the magnetic telegraph company mean by not giving out some more news from Oregon, South River, Mexico, Piscataway, & etc? We possibly have had no extra out since 'General Scott and fifteen hundred Americans' were killed the *first* time." (85)

The *Union* also noted the receipt by Simpson from Major Hovey of several sheets of "liberated" Mexican stamps. (86)

On December 6, 1847, John Marson, Third Assistant Postmaster General, reported that " . . . stamps . . . have been issued to 95 postmasters for distribution. Notwithstanding they have been found very convenient in many locations, and under various circumstances, there has not been that great demand for them that was anticipated. Many important commercial towns have not applied for them, and in others, they are only used in trifling amounts." (87) Perhaps an editorial in the *Fredonian* expressed a reason for this nonuse in New Brunswick when it observed:

> ". . . We protest against the proposition to demand prepayment of postage at all times in advance. There is not a single recommendation for it, but the saving it would effect to the government . . ." (88)

In any event, Simpson did not order a supply for New Brunswick.

Nevertheless, in the list of letters remaining in the post office for January 1, 1848, Simpson demanded: "The inland postage for all letters for foreign countries must be paid in advance, otherwise they will remain in this office." (89) He also informed the public that his office opened at 6 o'clock in the morning, remaining

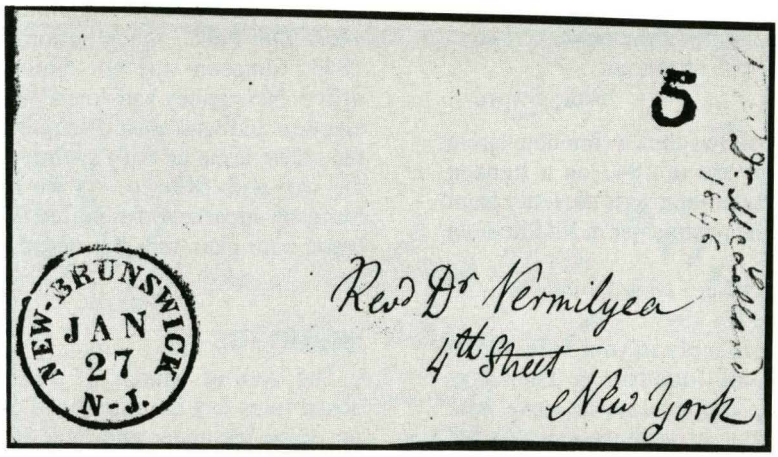


Fig. 28. The rate '5' in black on this January 27, 1846 cover is similar to the marking in Fig. 16. In this letter, Alexander McClelland, noted Reformed cleric and professor of theology at Rutgers, declined to preach in New York because he suffered from vertigo. (Photography by Donald F. Gilliam)

open until 9 o'clock in the evening. (90) That Simpson was quite serious is demonstrated by the following advertisement:

> "There are two letters in the Post Office, one directed to Alexander Fitzpatrick, England, the other to Bridget Stafford, Ireland. They will not be sent until the postage is paid." (91)

At the same time, an announcement for a mail stage service appeared:

> MAIL STAGE
> Between Middletown-Point
> and New Brunswick
>
> The subscriber announces to the travelling public that he continues to run his stage on Mondays and Thursdays, between the above places, stopping at South River, Spottswood, Old Bridge, Jacksonville, going and coming.
>
> The stage will leave Middletown-Point at half past eight in the morn-

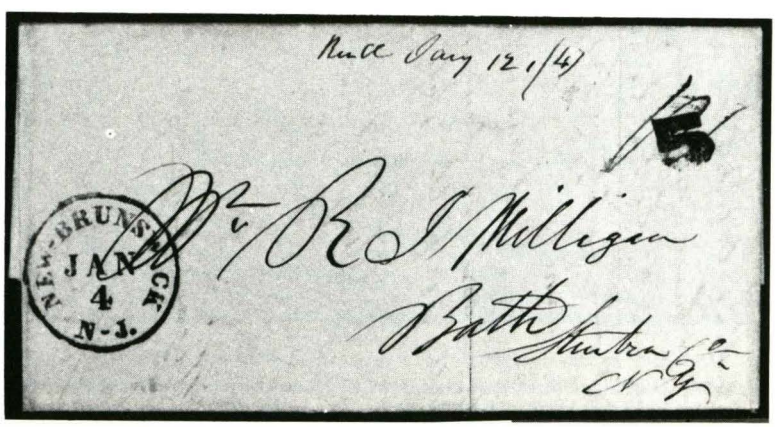


Fig. 29. This letter has been rerated '10' as it is a double weight letter. (Photography by Donald F. Gilliam)

ing: returning, will leave Bull's Head Hotel, New Brunswick, at two o'clock in the afternoon.

Isaac Sword

Figure 24 shows the 28 mm date circle handstamp in use in 1847 on a franked cover. Of greater interest is the letter from Simpson to the postmaster in Middletown Point:

Post Office, New Brunswick, NJ
Nov 12th 1847

Dear Sir—In reply to your letter of the 8th inst, I think Mondays & Thursdays would be the proper days to leave here and at the hour of seven o'clock A.M. The contractor must remain at Middletown Pt long enough to bring on all matter from the other end of the route

Yours most respectfully,
John Simpson, PM

P.S. The last time the contractor run the route he brought back Cranbury, Old Bridge & Spottswood papers. There is something evidently wrong in this. It must (not) occur again if we can prevent it.

While Simpson had, for most of his career, been a Whig, he and Myer are listed in 1840 as members of the county Democratic executive committee. However, with Polk's inauguration in March 1845, Simpson was not removed from office. New Jersey had voted Whig in that election and was most discontented with the major issue of Polk's administration: the war with Mexico. As we shall see, Simpson apparently supported the Democratic administration during this period.

MARKINGS

The Act of March 3, 1845 altered postal rates to a flat rate based on weight for distances under and over 300 miles. Figure 25 shows the 28mm date circle handstamp in use prior to implementation of the new rates and Figure 26 illustrates a first day usage of the new rate. In both cases, the rate notation is in manuscript. This handstamp date circle continued in use into 1850.

Figure 27 has a handstamped Roman "V" rate marking. The letter has unfortunately been excised so that confirmation of the year is not possible. However, as Figure 28 demonstrates, by January 1846, common numerals were in use. The form of this numeral is similar to that for

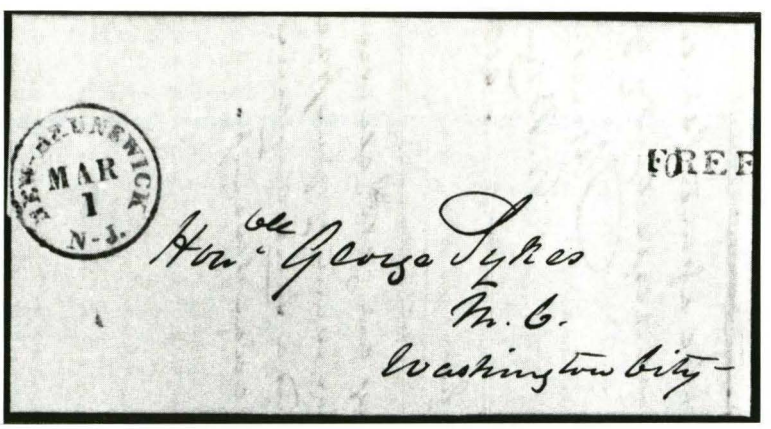


Fig. 30. Addressed to Congressman Sykes, this letter was written by James S. Nevins, Justice of the Supreme Court of New Jersey. In it, he expressed the extreme unpopularity of the Mexican War with the people of the state. The letter was originally rated with a small '10' and overstamped 'FREE' in view of the franking privilege of the recipient. (Photography by Donald F. Gilliam)

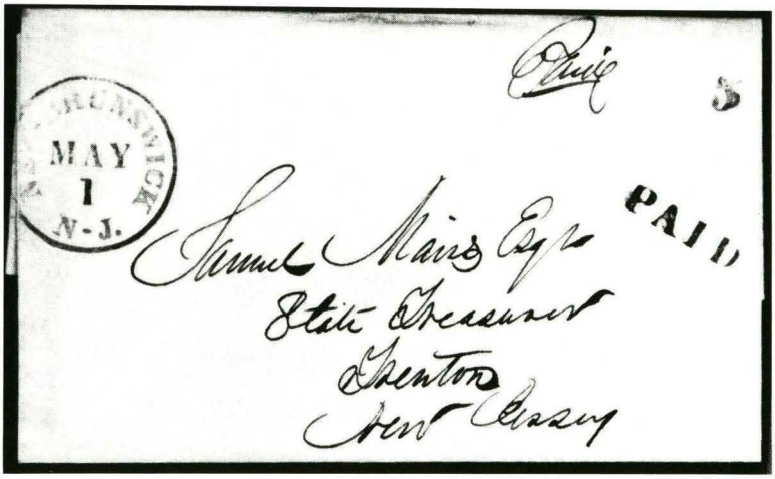


Fig. 31. This small '5' was in use from early 1847 until mid 1848. This letter is datestamped May 1, 1848. (Photography by Donald F. Gilliam)

the "canal" letter in Figure 16. In 1847, a thicker numeral was in use (Figure 29). Figure 30 shows a small numeral "10" overstamped "FREE." Similarly, Figure 31 shows a small, stylized "5", use of which continued into 1848. Figure 32 shows the use of a large "5" on a cover forwarded and rerated to 10 cents. It is dated September 3, 1849.

Records indicate New Brunswick was shipped 1500 of the 5 cent stamp and 100 of the 10 cent on July 26, 1849. No other shipments are recorded. (92) The Hart-McDonald survey of covers of the 10 cent '47 indicate those from New Jersey are notable for their lack of frequency. There are no 10 cent covers recorded from New Brunswick. The situation for the 5 cent is not much better, with perhaps as few as five covers reported. Figure 33 is interesting because of its scarcity, its date (October 1, 1849), and the story associated

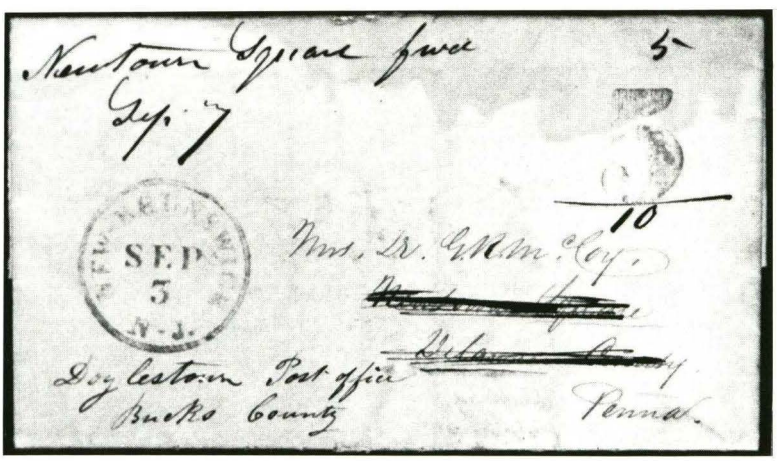


Fig. 32. Headed Piscataway, this letter tells of the health problems of the family, all with what reads like hay fever, and the six or seven daily cases of cholera in the Irish section of New Brunswick near the distillery. It was forwarded and rerated '10'. (Photography by Donald F. Gilliam)

with it. As Figures 34, 35, and 36 illustrate, by November 19, 1849, New Brunswick was back to using the large handstamped "5" for prepaid letters. Is it possible that the period of usage of the 1847 issue in New Brunswick was a mere three months or less?

While we may never know with certainty, there may be a reason for the nonexistence of 10 cent covers. In the summer of 1849 gold was discovered in California. Immediately the scions of some of the best families in New Brunswick set out for adventure and the opportunity for great wealth; the *Fredonian* is filled with letters from the mining camps. Young J.R. Hardenberg and James Kirkpatrick represented their "New Brunswick & California Trading and Mining Company" to their friends and relatives in the city. (93) A notice appeared in the *Fredonian:*

> "For Chagres and California
> The Postmaster General has given notice that the U.S. Steamer *Ohio* will be despatched from N.Y. on the 27th inst; and that mails will be made up in New York for Chagres, Panama, San Diego, Santa Barbara, Monterey, San Francisco and Astoria.
> The postage for a letter of half an ounce will be 12½ cents to Havana, 20 to Chagres, 30 to Panama to be prepaid in all cases, an [sic] 40 cents to San Francisco and other points named, to be prepaid or not. Newspapers 3 cents each." (94)

On October 31, 1849, the *Ohio* and the *Empire City* left New York with 900 letters for California. (95) By November 21, 1849, the Post Office Department reported 15,798 letters dispatched. The mail agent aboard the *Ohio* incidentally, was a Chester McLean from New Jersey. (96)

At 40 cents each, letters for the gold fields would have consumed the 100 ten cents stamps very quickly. Consider also another native son, Cornelius Vanderbilt, who was busy establishing means to travel to California via Nicaragua. (97) So, while nothing conclusive exists to support the speculation it is possible that most, or

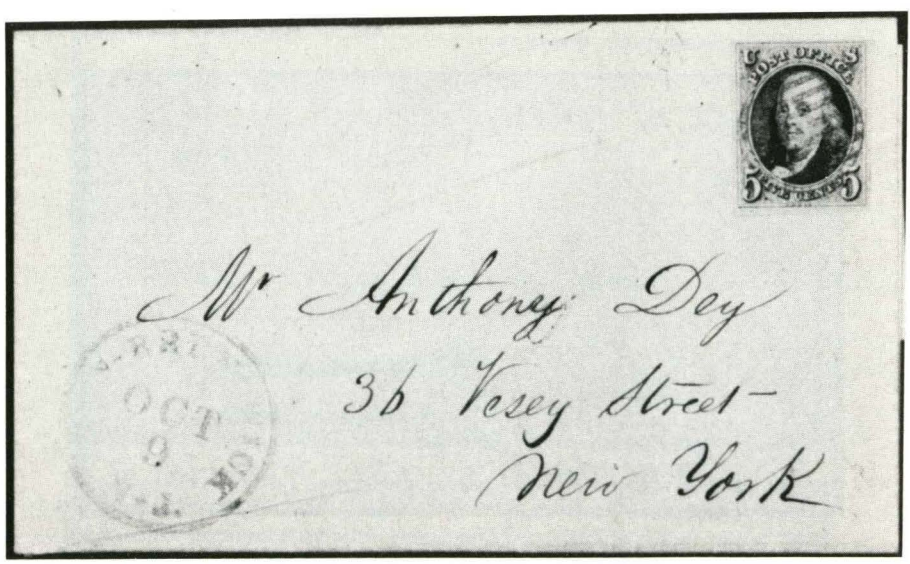


Fig. 33. Usage of the 5 cent 1847 issue. Canceled October 9th, 1849. (Collection of Creighton C. Hart)

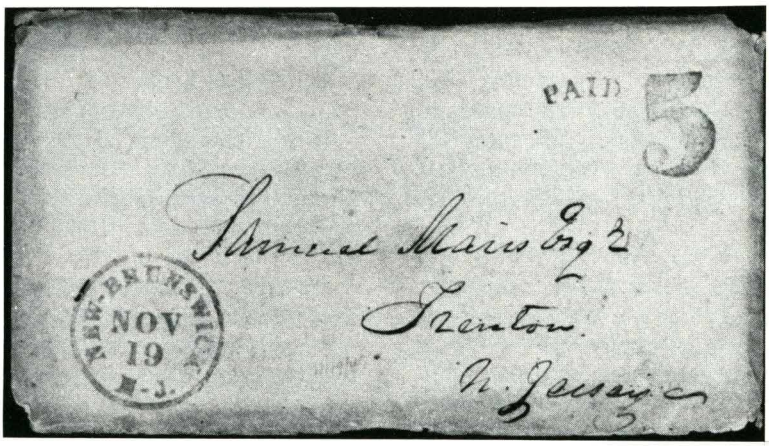


Fig. 34. Canceled on November 19, 1849, this letter shows the large 5 and PAID in red. (Photography by Donal F. Gilliam)



Fig. 35. This letter, to same recipient as that in Fig. 34, also shows the large 5 in red without the PAID marking. (Photography by Donal F. Gilliam)



Fig. 36. From Ten Mile Run, through New Brunswick, this letter has the same red 5 and the 31 mm date circle as in Fig. 35. (Photography by Donald F. Gilliam)

all, of the 10 cent value traveled west. Perhaps as these were expended, multiples of the 5 cent value were then used.

The story associated with Figure 33, while of minimal postal significance, is of interest for its tie to a significant New Brunswick landmark, the Bucceleuch Mansion.

Built in 1739 by Anthony White, son-in-law of Gov. Lewis Morris and known as the White House, it was successively owned by Col. Anthony Walton White, of the Continental Line, and Gen. William Burton, British commander of naval prisoners in New York. Confiscated by the authorities at the end of the Revolution, it was sold to Col. Joseph Warren Brunswick (Figure 37) is one of several which used the vignettes of the 1847 issue. Boggs believed the original plate was made about 1850. (98) He noted the 'ABNC' monogram at the right of the Franklin vignette, which would have placed this printing after 1858. John B. Hill served as cashier from 1841 to 1854 then as president to 1864 when he assumed the presidency of the rival Bank of New Jersey. Boggs illustrated other banknotes with the monogram printed in 1862-63. The Bank at New Brunswick failed in 1877.

With Taylor's inauguration, Cook was reappointed postmaster March 14, 1849. The *Fredonian* approvingly noted the



Fig. 37. The banknote of the State Bank at New Brunswick showing the vignettes used for the 1847 issue of postage stamps. (Photography by Donald F. Gilliam)

Scott. Scott's daughter, Lavinia, married Rev. Richard Varick Dey; upon the death of her husband in 1837, Mrs. Dey took up residence with her father. In 1843, she moved to New York. Her son, Anthony, returned to Scott's home and entered Rutgers, class of 1850. The cover in Figure 33 would have been mailed during his senior year. Dey purchased the Mansion from his grandfather in 1865 and deeded it to the city as a park and memorial to Scott in 1911. The house is maintained by the Daughters of the American Revolution.

The banknote of the Bank at New

change:

> "We are gratified to state that Samuel C. Cook, Esq., has been appointed by the President and Senate, Postmaster of this city. This is an act of justice to Mr. Cook, which the President has been very prompt in rewarding. Mr. C. held this office for a short time under the administration of John Tyler, and was turned out without cause to make room for the present incumbent, who has held it for some six years, and has now been displaced to reinstate Mr. C. We believe this appointment is generally

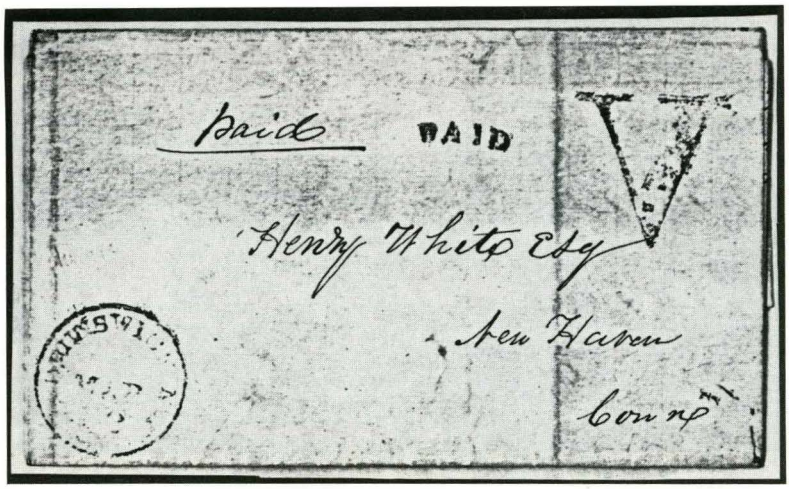


Fig. 38. Usage of the large Roman 'V' with a 26 mm circular date stamp for March 12, 1850 in red.

acceptable to our citizens, and that the duties of the office will be faithfully and promptly performed. Mr. C. had no competitor." (99)

With time, the passions of politics subsided. In Cook's obituary in 1858, the *Times* said: ". . . Mr. Cook was well known to the people of this county. He was a warm politician, but a man of generous impulses and upright character. He was postmaster of this city during the Fillmore Administration." (100)

EXPRESS COMPANIES

The development of the railroads brought about a flood of new express companies, primarily to carry money letters. (101) The New Jersey Express Company used various colored envelopes with embossed designs resembling the smaller dies of the U.S. stamped envelopes of 1853 and 1856. (102) The *Fredonian* noted this company's inception:

"We are informed that the New Jersey Express Company, with a

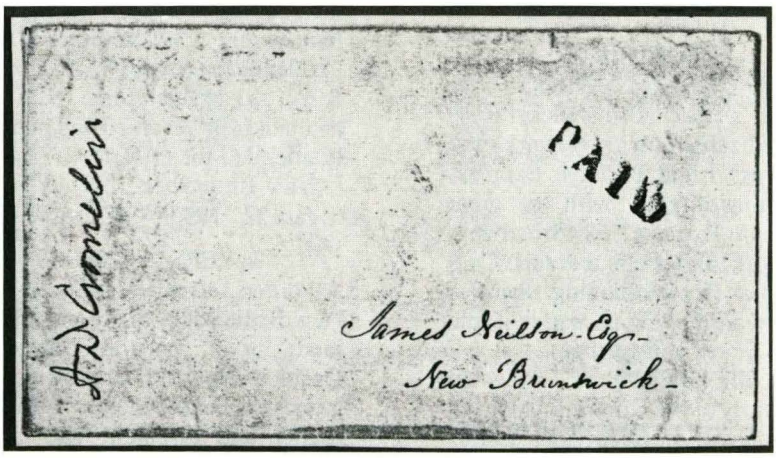


Fig. 39. This 22 mm handstamp PAID, in black, was used on a drop letter with an invitation to a ball in 1850. (Neilson Papers-Rutgers University Library)

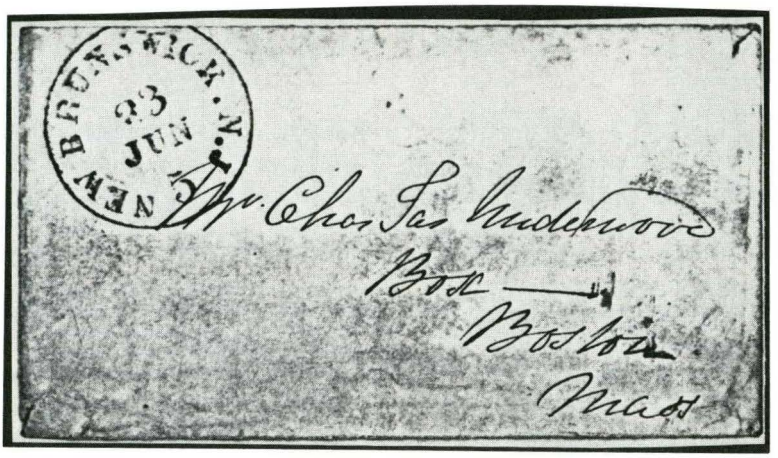


Fig. 40. The 33 mm circular date stamp with the 5 at the bottom was used in 1850.

capital of $100,000, having obtained the charter applied for at the last session of the Legislature, commenced operation on Monday last between this city and New-York.

"It will be conducted with all the principal Expresses throughout the United States. In a short time, they will have their offices fitted up at 65 Neilson street, the place formerly occupied by the Post Office." (103)

There were other express companies with offices in New Brunswick:

SCRIBNER'S
PACKAGE EXPRESS

Scribner's New Brunswick, Rahway, Elizabethtown, Newark and New-York Light Package Express, connecting directly with the great American Express, 62 Broadway, New York, and Wells, Fargo & Co's California Express having facilities for forwarding to all parts of the United States and Europe.

Notes, bill, drafts & etc, collected on all parts of the Union. In addition to the above, the subscriber desires to express his thanks for the business favors he has secured during the two years he has been on the route and solicits a continuance, with the assurance that no effort will be spared to execute properly and efficiently the business entrusted to his care.

Orders left at Ackerman's Book Store, No 5 Peace-street.

April 25, 1854 JAMES H. SCRIBNER

DANBERRY'S
DAILY EXPRESS
Between New-Brunswick
and New-York

All Orders to be left at S.D. Solomon's, 50 Church-street, New Brunswick: City Express Office, Cortlandt street, and M.A. Howell's & Co., 51 Maiden Lane, N.Y., will be thankfully received and punctually attended to. (104)

New Brunswick,
Jan 23, 1855 E. DANBERRY

AYERS' EXPRESS

All orders left at No. 5 Peace-street, New Brunswick, N.J., and 23 Cortlandt street, and at Charles D. Deshler, No. 311 Broadway, New York will be attended to with punctuality and dispatch. His charges will be reasonable, and the best of references given. (105)

New Brunswick,
Jan 23, 1855 WM. B. AYERS

With this much competition, changes were inevitable.

LIGHT PACKAGE EXPRESS
Between New-Brunswick, Rahway, Elizabethtown, Newark, and New-York leaving New Brunswick, 7½ A.M. and New-York, 4 P.M.

OFFICES

New-Brunswick— Wm Rust, 7 Peace street
Rahway— John Pearson, on Main Street
Newark— At Scribner's office, 295 Broad-street, corner of Market.

American Express office, 62 Broadway

Orders or Packages left at the following places, will be promptly attended to.

At Stevens' Shoe Store, 29 Church-street
At A.J. Leighton's Drug store, 198 Burnet-street
At Pressenger's Clothing store, 31 Courtlandt [sic] street, corner of Washington street, New-York.
At Green's Jewelry store, 31 Maiden Lane, New-York.

The subscriber thanks the public for the patronage thus far extended, and hopes by unremitting attention to business to receive a liberal share of patronage.

January 15, 1855
BENJAMIN L. SOLE
Late Scribner's Express

We obtain some indication of the volume of express from the receipts from the Camden & Amboy Railroad to the state: "There is also accrued to the State from transit duty on 1,473 messengers accompanying the express chests, $147.30 and $8.44 on express packages." The carriage of the United States mails yielded revenue to the railroad of $19,917.50. (106)

The first attempt at a city directory showed the following:

EXPRESSES
New-Jersey Express Company, 65 Neilson
Van Dementer, J.L. 1 Peace
Van Nest & Sole Paterson Block, 5 Peace

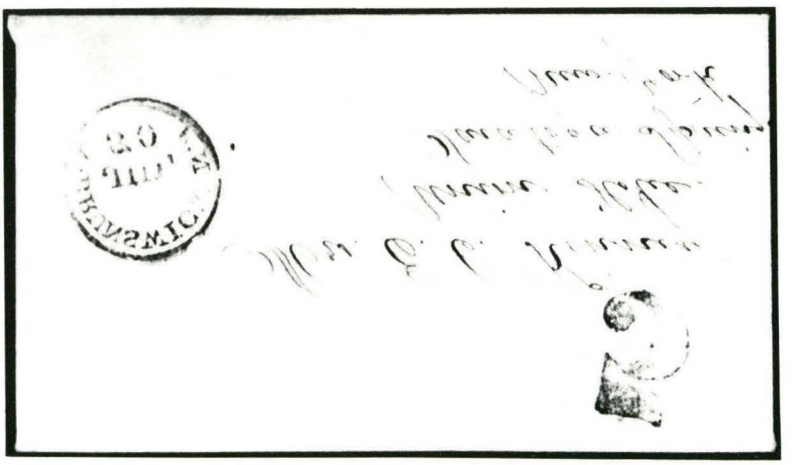


Fig. 41. This 26 mm circular date stamp, in black, is similar to that in Figure 38. The large 5, also in black, is similar to that used in 1849 and illustrated in Figure 34. (Photography by Donald F. Gilliam)



Fig. 42. The Act of March 3, 1851 (effective June 30, 1851) provided a lower rate on prepaid letters, 3 cents per half ounce to 1000 miles. This letter, dated July 19, 1851, was not prepaid and was assessed the unpaid rate of 5 cents. The "dumb" killer in close proximity to the date circle suggests a duplex device normally used to cancel adhesives. (Photography by Donald F. Gilliam)

POST OFFICE
Henry Sanderson
24 Albany

TELEGRAPH
Morse's Magnetic Telegraph
39 Albany (107)

New developments in mail handling, such as pick up of mail bags by rail cars at high speed, were heralded. (108) Comment upon the quality of mail service was, as now, an occasional feature, as shown by this letter to the editor:

The Post Office

Mr. Editor—I am one of those who frequent the Post Ofice, always looking, if not hoping, for a letter. If four mails arrive per day, I take my walk toward the old "Bray Building" almost as often as my friend, Mr. Benton; if only three come in before half-past eight at night, I am *considerably* disappointed. Well, sir, being thus possessed of an appetite for a letter (to say nothing of pamphlets and papers,) I take the liberty of making, through your col-

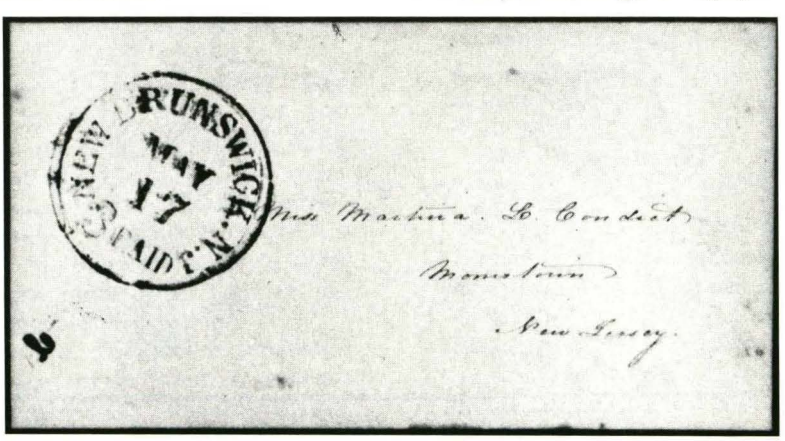


Fig. 43. This 34 mm marking, in black, is characterized by the 3 PAID at the bottom of the date circle. The enclosure was a loveletter in the best Victorian tradition from Martina's Charlie. (Photography by Donald F. Gillian)

umns, a four-fold request of our estimable post-master.

1. To deliver in the morning all the letters which arrive in the morning. If they are delivered at night I may be prevented from answering mine in due season.
2. To issue an order that there shall be no smoking of seegars in the outer court of the Post Office. It is generally offensive to ladies, and very often offensive to gentlemen.
3. To have the front doors of the office kept open during the sorting and delivery of the night mail from the East. All letter-seekers as well as night loofers [sic], will thereby be enabled to breathe a purer atmosphere: there will be less crowding of unassimilated bodies, and they who are accustomed to act upon the principle that it is right to stop up a passage whenever there is a possibility of excluding folks who are as "good as themselves" will learn a salutary lesson.
4. To be careful, lest when heavily stamping "NEW-BRUNSWICK" on letters that are to be mailed, the operator thereby deface the superscription. On the face of ordinary letters there is room enough for both the direction and mark of the die. A letter which receives the mark of the die immediately on the superscription runs the risk of being sent to the General Post-Office. (109)

Respectfully Yours
ONE OF THE PEOPLE

PREPAYMENT REQUIRED

The requirement to prepay postage provoked a series of announcements and editorials in the local press. Henry Sanderson, who assumed the postmastership on March 22, 1853 with the inauguration of Franklin Pierce, apparently felt compelled to educate the public about the new requirements. Even though the *Fredonian* had editorially spoken out against the requirement to prepay, it dutifully carried these announcements once prepayment had been mandated by the Congress.

"Important to Postmasters and The Public

In addition to the offical notice of the Postmaster General on the subject, says the *National Intelligencer,* it may help to disseminate the information if we call special attention to the law, just passed by Congress modifying the rates of Postage & etc., particularly to those provisions requiring that all letters between places in the United States, shall be prepaid *from and after the first of April, 1855,* by stamps or otherwise: and that *from and after the first of January* next, Postmasters must place postage stamps upon all prepaid letters upon which such stamps have not been placed by the writers, or which may not be closed in stamped envelopes.

"From and after the first of April, 1855, the postage to be charged on each single letter for any distance in the United States not exceeding three thousand miles is three cents and over three thousand miles ten cents.

"The law does not change the existing rates or regulations in regard to letters to and from Canada or other foreign countries, nor does it effect [sic] the franking privilege.

"The provisions in regard to the registration of valuable letters will be carried into effect, and special instructions issued to postmasters on the subject as soon as the necessary blanks can be prepared and distributed." (110)

Prepay Your Letters

"We are desired to remind our readers that the new postage law requiring the pre-payment of all letters (except certain foreign ones,) will go

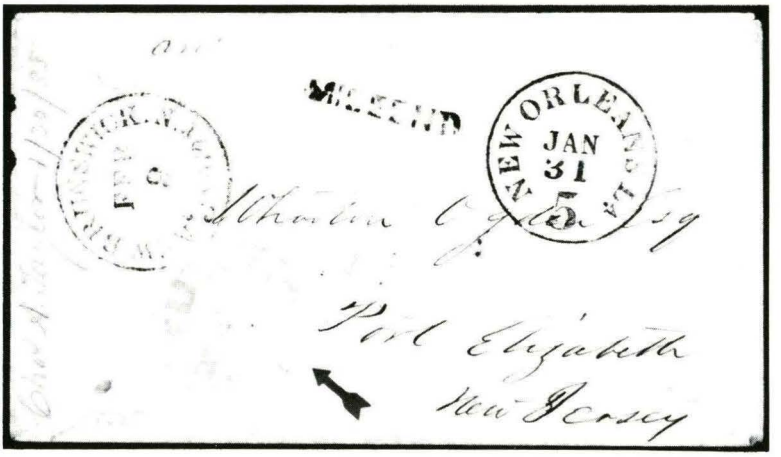


Fig. 44. This cover is remarkable for the roundabout routing. Port Elizabeth is in Cumberland County, at the opposite end of New Jersey from Elizabeth and New Brunswick. The 34 mm New Brunswick marking is black as is the MISSEND. The Elizabeth marking is a very pale pink. (Photography by Donald F. Gilliam)

into effect on the 1st of April next. A vast amount of trouble, as well as unnecessary anxiety will be saved by strict adherence to the law. We would suggest that as another provision of the law requiring the use of stamps or stamped envelopes will go into effect on the first of January next, it would perhaps save some trouble if this latter system were at once adopted. The Post Master, we are desired to say, is ready to give all necessary information in regard to foreign letters.'' (111)

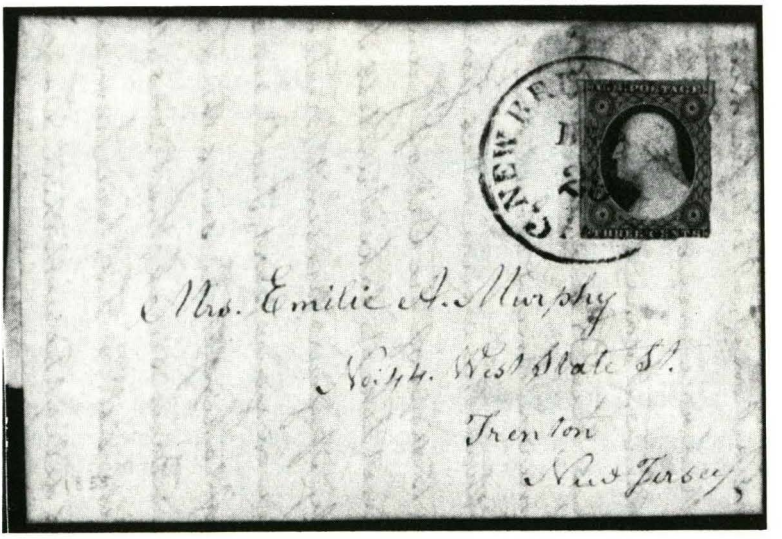


Fig. 45. Routed from Griggstown, via New Brunswick, to Trenton, this cover exhibits the 34 mm circular marking with the PAID apparently excised. It is dated December 28, 1855 and is one of a very few covers reported with the 3 cent of the 1851 issue. (Photography by Donald F. Gilliam)

"We again call the attention of letter writers to the fact that no unpaid letter will pass through the Post Office. All letters not prepaid will be sent to the dead letter offices. This act should be made known far and wide." (112)

By the middle 1850s, the prepayment of postage was a minor issue of concern to the local citizenry. The Crimean War, the Gadsen treaty, and Walker's filibustering expeditions all received their share of attention.

The slavery question was foremost, and the vituperation accorded Stephen A. Douglas for the Kansas-Nebraska arrangement was unparalleled. Politics still provided much local excitement as when James Bishop was nominated by the Whigs to oppose Dr. Samuel Lilly for the Congressional seat. A short notice pointed out that Bishop was nominated by a new organization, the Republicans, at their state convention in Somerville on October 11, 1854. (113)

As election time drew near, the Whigs made much of a reputed Democrat plot — under the heading "POST OFFICE ESPIONAGE"— to secure the reelection of George Vail to Congress. The *Fredonian* republished a disclosure from *The American Banner,* Morristown, intimated that the Postmaster General "was appointed for peculiar reasons and maintains a *peculiar* relation to the Know-Nothings, whose correspondence, It is said, is chiefly rifled by Post Office spies." (114)

Religious prejudice also raised its head in *The New Brunswicker,* with an anti-Catholic diatribe related to the presidential election of 1856. (115) This paper, supporting the Republican candidates, Fremont and Dayton, observed that Fillmore was supported only by the Whigs in the South. (116) Buchanan was elected.

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96. ibid, November 21, 1849

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100. *The Times & New Jersey Union,* January 28, 1858
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103. *New Brunswick Fredonian*, April 11, 1855
104. ibid, January 31, 1855
105. op cit.
106. Annual Report of the Joint Companies, January 31, 1855
107. *The Daily New Brunswicker,* September 8, 1855
108. *New Brunswick Fredonian,* June 6, 1854
109. ibid, January 2, 1855
110. ibid, March 21, 1855
111. ibid, March 28, 1855
112. ibid, April 4, 1855
113. ibid, October 17, 1854
114. ibid, October 31, 1854
115. *The New Brunswicker*, December 20, 1855
116. ibid, August 29, 1856

(To be continued)

JOHN J. BRITT
(1901-1980)

Dedicated servant to philately. How fitting an epitaph for John Britt who left us on February 6, 1980. In describing the commitment and services of the 1961 *Lichtenstein Award* recipient, Henry Goodkind filled four pages in the *Collectors Club Philatelist* with his exploits: these were only sufficient to highlight John's involvement in all aspects of the hobby. A Fellow of the Royal Philatelic Society, London, he served the Club as President, Governor, and Trustee, chaired the *Lichtenstein Award* and Steinway Memorial Publications committees, raised funds, and gave munificently of his time and funds for the welfare of the Collectors Club. A noted attorney, he assisted in obtaining the Club's designation as an educational, cultural, and scientific institution for tax purposes.

A student of airmails, John Britt became the first president of *Aero Philatelists* in 1946, remaining active in that organization for the rest of his life. His efforts on the boards of directors for the 1947 CIPEX and 1956 FIPEX internationals contributed to the success of those exhibitions.

With his retirement to Florida in 1963, John accepted a new challenge in establishing and supporting the growth of the Hollywood Stamp Club. Innovative programs helped to make this group one of the largest stamp clubs in the United States, with a typical meeting attendance of several hundred. His last service was the endowment of the John J. Britt Foundation to foster the growth of the hobby particularly among youth.

HERST (cont'd.)

stamps, addressed and mailed. I have seen enough of these to form a formidable collection. And I saw some gentleman's starched cuffs from a century ago that served as a communications device, and went through the mails in good order. All of us have seen the so-called humorous cards, some of them regarded at the time as quite risque.

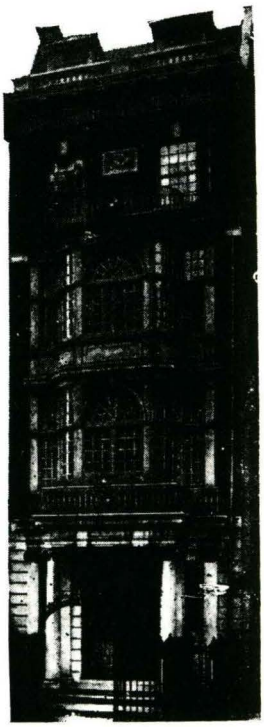
Post cards were made of wood from celebrated buildings that were being torn down. Visitors to the Louisiana Purchase World's Fair in St. Louis in 1904 (remember the song, "Meet me in St. Louis, Louis?") could stay in a hastily built hotel, constructed of plywood, that was a fire trap if there ever was one. The scraps of wood left over from the building of the Inside Inn were made into souvenir post cards, which visitors to the Fair could send their friends, advertising the "hotel," for only one cent.

Souvenir shops in Washington, D.C. sold cards made of old paper currency which had been pulverized, wet, and rolled flat. Each card ostensibly contained $100 in old money. The Secret Service put a stop to this when it found people picking out the silk threads and applying them to counterfeit money.

Value? Usually not much, especially since one often can find accumulations of post cards of this era in substantial quantity, as they were collected widely for a novelty.

Interest? Considerable, and a worthy item to collect for the substantial amount of pleasure one can get from it.

After all, pleasure is the main aim for collecting anything.



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Book Reviews

Serials in Microform 1979-1980. Published by University Microfilms International A Xerox Corporation, 300 North Zeeb Road, Ann Arbor, Michigan 48106 (Telephone: (1-800) 521-3044), and 18 Bedford Row, Long WC 1R 4EJ, England (Telephone: (01) 242-9485). Free to libraries and educational institutions. 1070 pages, soft bound.

As the information explosion and increased leisure time begins to impact Philately in the 1980's, we will see a burgeoning market for philatelic literature and the corresponding increases in prices (as this review goes to press, a complete set of *The Collectors Club Philatelist* has brought $1,200 at auction, a 300% increase in less than 10 years). Fortunately, however, for those of us who need information rather than book collections, it is possible to avoid these spiraling costs.

One solution provided by Chester Carlton's 1937 invention and sold by the Vattelle Memorial Institute in 1943 for $3,000 to the Haloid Photocopier Co. was the dry photocopier. The Haloid Company grew in the information management field and changed its name in 1948 to the Xerox Corporation. Today, Xerox, through its University Microfilms International subsidiary, is even more involved in providing information to philatelists. For example, valuable research periodicals such as the: *American Journal of Philately* (New York) 1858 to 1906 ($106.60); *Philatelic Magazine* (ISSN:0031-7357 (London) 1973-1980 ($44.00); **Philatelists* ISSN:0031-7373 (London) 1975-1980 ($37.40); *Postal History Journal* ISSN: 0032-5341 (Bayside, NY) 1957-1980 ($399.90) are available along with other journals of philatelic interest. (*These items are marked "inquire for the earlier issues." You will be notified when microfilm is available).

Of course, you would require a viewer to read the material. Today, however, these viewers can be purchased for prices ranging from $5.00 to less than **$160 and most libraries have both viewers and reader/printers. Photocopies, for non-copyright materials, can be made from reader/printers at minimal cost. For those who are not inclined to build a complete library, University Microfilm offers an "Article copy service" at $6.00 per article prepaid. The article copy service is especially useful for newspapers such as *Linn's Stamp News* (Sidney) ISSN:0024-4104 which would cost $917.00 for a complete set.

For convenience we have pasted portions of the catalog pages related to philatelic journals onto a few pages which can be mailed inexpensively. We have also included instructions on reading the catalog and ordering copies.

(John D. Dowd)

**Contact the Executive Secretary for name and address of supplier.

The Clubhouse

CAPITAL FUND UPDATE

The vagaries of editorial preparation and of printing schedules being what they are, I would not be at all surprised if this Capital Fund update appears before the rather lengthy one submitted for the May 1980 issue of the Collectors Club Philatelist. Because this will be the last such insertion prior to the August 1st deadline for listing on the bronze plaque scheduled for installation later this year, it was decided to use this space for two purposes:

1. list the names for new donations since the May 1980 update,
2. stress the urgency to complete Capital Fund pledges prior to that August 1st deadline.

The installation of that plaque will fulfill a pledge made by your co-chairmen when the idea for the Capital Fund was first broached and when it subsequently received the sanction and blessing of the Board of Governors in 1964. Now, 16 years later, the fund has assets in excess of $300,000 and supplies income to absorb the annual operating deficits of the Collectors Club. This is an accomplishment for which all those who participated in the program may be justly proud. You have underwritten and made secure the future of the Collectors Club as a viable organization serving, not only the members, but the philatelic community at large. It is not inconceivable that, without your support, there might not be a Collectors Club tomorrow.

This will be the first in what promises to be a series of such plaques to honor those whose generosity has guaranteed the Club's life. If there is a premium in being first, let those whose names appear on the plaque glory in that "first." It is still not too late to join the parade. The time is short, however; the deadline for the receipt of contributions is August 1st.

CHANGE IN CATEGORY

	From	To
Raisler, Harold K.	BENEFACTOR	PATRON

BENEFACTOR

Bjaringer, Thomas (A)

CONTRIBUTOR

Zulueta, A. G., Jr. (P)

PLEDGED CATEGORY ACHIEVED

Apfelbaum, Earl and Martin	**BENEFACTOR**
Byne, Richard H.	**DONOR**
Markovits, Robert L.	**SPONSOR**
Silver, Philip	**BENEFACTOR**

(A) = Achieved (P) = Pledged

John R. Boker, Jr.
Philip Silver
Co-chairmen

THE LIBRARY: Publications received

"Die Postwertzeichen der Oesterreichisch-Ungarischen Monarchie" by Alfons Joessel. New ed. n.d. (1900?) Pub. by Richard Scheffel, Wurzen-Leipzig. 248 p. ill. hardbd. 7½". Gift of Ralph S. Von Kohorn.

100 Jahre Generaldirektion fuer die Post-und Telegraphenverwaltung" by Dr. Ernst Popp and Dr. Kurt Lukner. 1966 Pub. by Rudolf Bohmann, Vienna. 178 p. ill. softbd. 11¾". Gift of Ralph S. Von Kohorn.

"75 Jahre Oesterreichische Briefmarke—Festschrift" by Edwin Mueller, ed. Pub. by "Die Postmarke," Vienna. 1925 80 p. Magazine 12. Gift of Ralph S. Von Kohorn.

"Austria Philatelic Society Bulletin" Vol. I: 1948-1954. Vol. II: 1955-1958. Hardbd. vol., each with index. Gift of Ralph S. Von Kohorn.

"Die Zeitungsstempelmarken Oesterreichs und Lombardei-Venetiens" by Anton Th. Gaube. Pub. by author Vienna 1958. 246 p. ill. hardbd. Gift of Ralph S. Von Kohorn.

"Die Postmarken von Oesterreich" by Edwin Mueller. Pub. by the *"Postmarke"* Vienna 1927. 427 p. ill. hardbd. Gift of Ralph S. Von Kohorn.

"Die Abstempelungen der Marken von Oesterreich-Ungarn und Lombardei-Venetiens" by H. Kropf. Pub. by Austria-Philatelist-Weinberge. Prague 1899. 162 p. ill. hardbd. Gift of Ralph S. Von Kohorn.

"The First Issue of Austria and Lombardy-Venetia" by P.F. De Frank. Pub. by The Vendome Press, Paris 1933. 80 p. ill. softbd. Gift of R.S. Von Kohorn.

"The Danuble Steam Navigation Company" by E.F. Hurt and Denwood N. Kelly. Pub. by the American Philatelic Society, State College, Pa. 1950. 64 p. ill. hardbd. Gift of R.S. Von Kohorn.

"100 Jahre Oesterreichische Briefmarke" pub. 1950 by Bundesministerium fuer Verkehr und verstaatlichte Betriebe, Vienna. 100 p. plus 20 plates., ill. hardbd. Gift of R.S. Von Kohorn.

"Handbuch der Militaer-Luftpost 1793-1954" by Alfred Clement. Pub. by the author, Graz, Austria, 1955. 160 p. ill. softbd. Gift of R.S Von Kohorn.

"Specialized Catalog of Austria 1850-1918" by Edwin Mueller. Pub. by Mercury Stamp Co., New York, 1952. 144 plus K pages, ill. softbd. Gift of R.S. Von Kohorn.

"Katalog der Briefmarken von Oesterreich" by Adolf Brehovsky. Pub. by Letra, Vienna 1949. no. p. ill. softbd. Gift of R.S. Von Kohorn.

"Geographic Locations of U.S. APO's 1941-1978" by James Shaffer. Pub. by War Cover Club 1979. 157 loose leaf p. 8½ x 11". Price: $10.00 postpaid. Available from Lincoln E. Kieffer, Box 173, Jamesburg, N.J. 08831. Gift of the War Cover Club.

"Ocean Steam Navigation and the Ocean Post" by Thomas Rainey. Originally pub. 1858. Facsimile reprint pub. by Ed Lipson 1977. 224 p. softbd. Available from a Gatherin', P.O. Box 175, Wynantskill, N.Y. 12198. Price: $12.50 prepaid. Gift of Ed Lipson.

"Catalog of the Shanghai Postal System" ed. and pub. by L.F. Livingston 1971. 54 p. Reprint from the American Philatelist. Gift of Dennis Lee.

"The Noble Catalog of Bureau Precancels" by Gilbert W. Noble. 62nd ed. 1980. Loose leaf softbd., 252 p. Pub. by the author. Price: $6.00 Available from Gilbert W. Noble, P.O. Box 931, Winter Park, Fla., 32789. Gift of the publisher.

"Robbery by Mail" (The Study of the U.S. Postal Inspectors) by Karl Baarslag, New York 1938 324 p. hardbd. Pub. by Farrar & Rinehart Inc.

"Catalogue des obliterations navales francaises 1771-1945" by B. Sinais and D. Delhomez. 28 p. softbd. ill. Pub. by the authors, Paris, n.d. Gift of the France and Colonies Philatelic Society.

"Stanley Gibbons Great Britain Specialized Stamp Catalogue" Vol. I Queen Victoria 6th ed. 1979. 376 p. ill. hardbd. Available from Stangib Ltd., 601 Franklin Avenue, Garden City, N.Y. 11530. Gift of the publisher.

"Danish West Indies Mails 1754-1917," Vol. I *Postal History,* by Robt. G. Stone. 1979. Hardbd. ill. no pagination. Published by Scandinavian Printing and Publishing Co. and available from Scandinavian Philatelic Literature Service, P.O. Box 175, Ben Franklin Sta., Washington, D.C. 20044. Price: $36.85 incl. postage. Gift of the publisher.

"Confederate Patriotic Covers by Van Dyke MacBride. 64 p. ill. softbd. Reprint by Triad Publications 1979. Gift of David L. Jarrett.

"World of Stamp Collecting" by Viola Ilma. 1978. 340 p. ill. hardbd. Pub. by Funk & Wagnalls (Thos. Y. Crowell) Price: $13.95. Gift of the publisher.

"Canadian Philately—Bibliography and Index 1864-1973" by Cimon Morin. 1979. 281 p. softbd. Pub. by National Library of Canada, Ottawa. Available from Canadian Government Publishing Centre, Hull, Que. K1A OS9, Canada. Price: Can. $11.80. Gift of author.

1980 PROGRAM AND CALENDAR OF EVENTS

SUMMER RECESS

Sept 17	*U.S. 10¢ 1869 ISSUE* —Michael M. Laurence, Chicago, Ill.
Oct 1	*THE 5¢ NEW YORK POSTMASTER'S PROVISIONAL* —Philip T. Wall, Greensboro, N.C.
Oct 15	*PERU* —Enrique Martin de Bustamante, Madrid, Spain
Nov 5	*AN AFRICAN SAFARI* —Richard S. Wilson (Egypt), Bedford, NY; Ernest E. Fricks (Lagos), Clementon, N.J: William P. Latzko (Stellaland), North Bergen, N.J.
Nov. 19	*FOUR FACES OF CUBA* —Dr. Roberto M. Rosende, Yonkers, N.Y.; Peter A. Robertson, Brooklyn, N.Y.; Fernando J. Iglesias, Union City, NJ; Ignacio Prats, Alturas de Torrimar Guaynabo, Puerto Rico
Dec 3	*LOOKING AT THE ITALIAN RISORGIMENTO THROUGH PHILATELIC EYES* —Dr. Enzo Diena, Rome, Italy

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The Pony Express — M. C. Nathan and W. S. Boggs, 1962 ..... Sold out

United States, The 5c Beacon Air Mail Stamp of 1928 — H. M. Goodkind, 1965 ..... $ 2.00 ☐

CONFEDERATE STATES

Civil War Prisons and Their Covers — E. Antrim, 1962 ..... $10.00 ☐

OVERSEAS

Afghanistan, Its 20th Century Postal Issues — F. E. Patterson, III, 1965 ..... $10.00 ☐

Corrientes, The Issues of 1856-59 — L. Stich, 1957 ..... Sold out

French Morocco: the 1943-44 Tour Hassan Issues — C. Neidorf, 1953 ..... $ 1.50 ☐

Honduras, The Black Air Mail — I. I. Green, 1962 ..... $ 1.00 ☐

Philatelic Handbook for Korea, 1884-1905 — Korea Stamp Society ..... $10.00 ☐

Manchoukuo — H. K. Zirkle, 1964 ..... $10.00 ☐

The New Hebrides, Postal Stamps and Their History — N. Hals and P. Collas, 1968 ..... $10.00 ☐

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A Postal History of Spain — T. Van Dam, 1973 ..... $12.00 ☐

Postage Stamps of Lithuania — Lithuania Philatelic Societies of New York and Toronto, 1979 ..... $14.50 ☐

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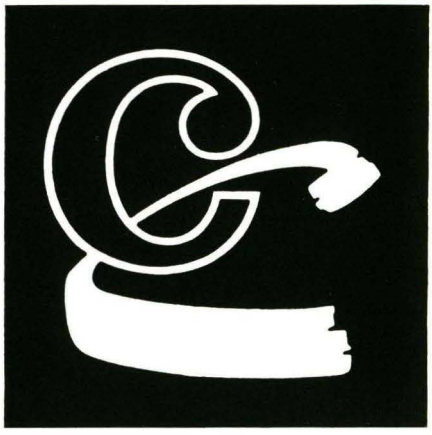
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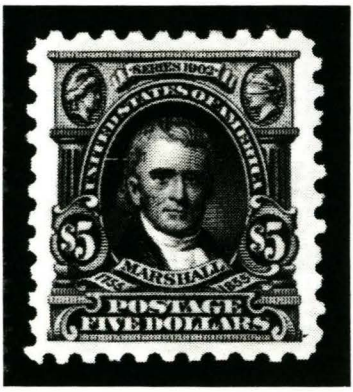


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